HUNGARY

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AIP AMDT: AIRAC AMDT 006/2025

Effective Date: **27 NOV 2025**
Publication date: 16 OCT 2025

1. Amendment content:

1.1 GEN 4.1

- Editorial: LHBP reference updated

1.2 ENR 1.1

- EUROAT document is referenced (incorporation of NOTAM A5972/25)

1.3 ENR 1.8

- Frequencies updated according to the 8.33 kHz radio channel implementing rule

1.4 ENR 1.10

- Special handling requirements regarding FPLs updated (incorporation of NOTAM A5971/25)

1.5 ENR 1.11

- Airport locations are written out next to the AFTN addresses as a guidance

1.6 ENR 1.12

- Frequencies updated according to the 8.33 kHz radio channel implementing rule

1.7 ENR 2.1

- Frequencies updated according to the 8.33 kHz radio channel implementing rule
- Updated chart: ENR 6-LHCC-FIS

1.8 ENR 3.4

- Frequencies updated according to the 8.33 kHz radio channel implementing rule

1.9 ENR 4.4.1

- Two new significant points added on the Slovak border: ETNIK, WESTE
- Updated chart: ENR 6-LHCC-ERC

1.10 AD 2 LHBP

- Start-up, taxi and noise abatement procedures updated
- Frequencies updated according to the 8.33 kHz radio channel implementing rule
- AD 2.20 - Deviations from EASA regulation added
- Updated charts: AD 2-LHBP-ADC, AD 2-LHBP-TAXI-ARR, AD 2-LHBP-TAXI-DEP, AD 2-LHBP-PDC-1, AD 2-LHBP-PDC-2, AD 2-LHBP-PDC-3, AD 2-LHBP-PDC-4, AD 2-LHBP-SID-13L, AD 2-LHBP-SID-13R, AD 2-LHBP-SID-31L, AD 2-LHBP-SID-31R, AD 2-LHBP-STAR-13L13R, AD 2-LHBP-STAR-31L31R, AD 2-LHBP-TMA, AD 2-LHBP-HLDG, AD 2-LHBP-ATCSMAC, 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, AD 2-LHBP-VAC

1.11 AD 2 LHDC

- General review of airport operations
- Updated chart: AD 2-LHDC-ADC

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:
A5971/25, A5972/25

SUP:
Nil

AIC:
Nil

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

Insert the following pages		Remove the following pages	
GEN 0.2 - 3/4	27 NOV 2025	GEN 0.2 - 3/4	04 SEP 2025
GEN 0.4 - 1/2	27 NOV 2025	GEN 0.4 - 1/2	04 SEP 2025
GEN 0.4 - 3/4	27 NOV 2025	GEN 0.4 - 3/4	04 SEP 2025
GEN 0.6 - 1/2	27 NOV 2025	GEN 0.6 - 1/2	04 SEP 2025
GEN 0.6 - 3/4	27 NOV 2025	GEN 0.6 - 3/4	04 SEP 2025
GEN 3.2 - 5/6	27 NOV 2025	GEN 3.2 - 5/6	04 SEP 2025
GEN 3.2 - 7/8	27 NOV 2025	GEN 3.2 - 7/8	04 SEP 2025
GEN 3.2 - 9/10	27 NOV 2025	GEN 3.2 - 9/10	04 SEP 2025
GEN 4.1 - 1/2	27 NOV 2025	GEN 4.1 - 1/2	10 JUL 2025
ENR 0.6 - 1/2	27 NOV 2025	ENR 0.6 - 1/2	04 SEP 2025
ENR 1.1 - 3/4	27 NOV 2025	ENR 1.1 - 3/4	13 JUL 2023
ENR 1.8 - 1/2	27 NOV 2025	ENR 1.8 - 1/2	17 JUN 2021
ENR 1.10 - 5/6	27 NOV 2025	ENR 1.10 - 5/6	17 APR 2025
ENR 1.10 - 7/8	27 NOV 2025	ENR 1.10 - 7/8	17 APR 2025
ENR 1.10 - 9/10	27 NOV 2025	ENR 1.10 - 9/10	17 APR 2025
ENR 1.11 - 1/2	27 NOV 2025	ENR 1.11 - 1/2	13 JUL 2023
ENR 2.1 - 1/2	27 NOV 2025	ENR 2.1 - 1/2	15 MAY 2025
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ENR 4.4.1 - 5/6	27 NOV 2025	ENR 4.4.1 - 5/6	17 APR 2025
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ENR 6 LHCC ERC - 1/2	27 NOV 2025	ENR 6 LHCC ERC - 1/2	15 MAY 2025
ENR 6 LHCC FIS - 1/2	27 NOV 2025	ENR 6 LHCC FIS - 1/2	06 OCT 2022
AD 0.6 - 1/2	27 NOV 2025	AD 0.6 - 1/2	04 SEP 2025
AD 0.6 - 3/4	27 NOV 2025	AD 0.6 - 3/4	04 SEP 2025
AD 0.6 - 5/6	27 NOV 2025	AD 0.6 - 5/6	04 SEP 2025
AD 0.6 - 7/8	27 NOV 2025	AD 0.6 - 7/8	04 SEP 2025
AD 2 LHBP - 9/10	27 NOV 2025	AD 2 LHBP - 9/10	20 FEB 2025
AD 2 LHBP - 13/14	27 NOV 2025	AD 2 LHBP - 13/14	04 SEP 2025
AD 2 LHBP - 15/16	27 NOV 2025	AD 2 LHBP - 15/16	10 JUL 2025
AD 2 LHBP - 19/20	27 NOV 2025	AD 2 LHBP - 19/20	28 NOV 2024
AD 2 LHBP - 21/22	27 NOV 2025	AD 2 LHBP - 21/22	10 JUL 2025
AD 2 LHBP - 23/24	27 NOV 2025	AD 2 LHBP - 23/24	04 SEP 2025
AD 2 LHBP - 25/26	27 NOV 2025	AD 2 LHBP - 25/26	04 SEP 2025
AD 2 LHBP - 27/28	27 NOV 2025	AD 2 LHBP - 27/28	04 SEP 2025
AD 2 LHBP - 29/30	27 NOV 2025	AD 2 LHBP - 29/30	10 JUL 2025
AD 2 LHBP - 31/32	27 NOV 2025	AD 2 LHBP - 31/32	28 NOV 2024
AD 2 LHBP - 33/34	27 NOV 2025	AD 2 LHBP - 33/34	28 NOV 2024
AD 2 LHBP - 35/36	27 NOV 2025	AD 2 LHBP - 35/36	04 SEP 2025
AD 2 LHBP - 37/38	27 NOV 2025	AD 2 LHBP - 37/38	04 SEP 2025
AD 2 LHBP - 39/40	27 NOV 2025	AD 2 LHBP - 39/40	28 NOV 2024
AD 2 LHBP - 41/42	27 NOV 2025		
AD 2 LHBP ADC - 1/2	27 NOV 2025	AD 2 LHBP ADC - 1/2	04 SEP 2025
AD 2 LHBP TAXI ARR - 1/2	27 NOV 2025	AD 2 LHBP TAXI ARR - 1/2	10 JUL 2025
AD 2 LHBP TAXI DEP - 1/2	27 NOV 2025	AD 2 LHBP TAXI DEP - 1/2	17 APR 2025
AD 2 LHBP PDC/1 - 1/2	27 NOV 2025	AD 2 LHBP PDC/1 - 1/2	10 JUL 2025
AD 2 LHBP PDC/2 - 1/2	27 NOV 2025	AD 2 LHBP PDC/2 - 1/2	10 JUL 2025
AD 2 LHBP PDC/3 - 1/2	27 NOV 2025	AD 2 LHBP PDC/3 - 1/2	04 SEP 2025
AD 2 LHBP PDC/4 - 1/2	27 NOV 2025	AD 2 LHBP PDC/4 - 1/2	10 JUL 2025
AD 2 LHBP SID 13L - 1/2	27 NOV 2025	AD 2 LHBP SID 13L - 1/2	27 JAN 2022
AD 2 LHBP SID 13R - 1/2	27 NOV 2025	AD 2 LHBP SID 13R - 1/2	27 JAN 2022
AD 2 LHBP SID 31L - 1/2	27 NOV 2025	AD 2 LHBP SID 31L - 1/2	06 OCT 2022
AD 2 LHBP SID 31R - 1/2	27 NOV 2025	AD 2 LHBP SID 31R - 1/2	27 JAN 2022
AD 2 LHBP STAR 13L13R - 1/2	27 NOV 2025	AD 2 LHBP STAR 13L13R - 1/2	27 JAN 2022
AD 2 LHBP STAR 31L31R - 1/2	27 NOV 2025	AD 2 LHBP STAR 31L31R - 1/2	27 JAN 2022
AD 2 LHBP TMA - 1/2	27 NOV 2025	AD 2 LHBP TMA - 1/2	21 MAR 2024
AD 2 LHBP HLDG - 1/2	27 NOV 2025	AD 2 LHBP HLDG - 1/2	28 JAN 2021
AD 2 LHBP ATCSMAC - 1/2	27 NOV 2025	AD 2 LHBP ATCSMAC - 1/2	28 JAN 2021
AD 2 LHBP ILS/LOC 13L - 1/2	27 NOV 2025	AD 2 LHBP ILS/LOC 13L - 1/2	30 NOV 2023
AD 2 LHBP ILS/LOC 13R - 1/2	27 NOV 2025	AD 2 LHBP ILS/LOC 13R - 1/2	30 NOV 2023
AD 2 LHBP ILS/LOC 31L - 1/2	27 NOV 2025	AD 2 LHBP ILS/LOC 31L - 1/2	30 NOV 2023
AD 2 LHBP ILS/LOC 31R - 1/2	27 NOV 2025	AD 2 LHBP ILS/LOC 31R - 1/2	30 NOV 2023
AD 2 LHBP RNP 13L - 1/2	27 NOV 2025	AD 2 LHBP RNP 13L - 1/2	30 NOV 2023
AD 2 LHBP RNP 13R - 1/2	27 NOV 2025	AD 2 LHBP RNP 13R - 1/2	30 NOV 2023
AD 2 LHBP RNP 31L - 1/2	27 NOV 2025	AD 2 LHBP RNP 31L - 1/2	30 NOV 2023
AD 2 LHBP RNP Y 31R - 1/2	27 NOV 2025	AD 2 LHBP RNP Y 31R - 1/2	06 OCT 2022
AD 2 LHBP RNP Z 31R - 1/2	27 NOV 2025	AD 2 LHBP RNP Z 31R - 1/2	30 NOV 2023
AD 2 LHBP VOR 13L - 1/2	27 NOV 2025	AD 2 LHBP VOR 13L - 1/2	30 NOV 2023
AD 2 LHBP VOR 31R - 1/2	27 NOV 2025	AD 2 LHBP VOR 31R - 1/2	30 NOV 2023
AD 2 LHBP VAC - 1/2	27 NOV 2025	AD 2 LHBP VAC - 1/2	04 SEP 2025
AD 2 LHDC - 1/2	27 NOV 2025	AD 2 LHDC - 1/2	28 NOV 2024
AD 2 LHDC - 3/4	27 NOV 2025	AD 2 LHDC - 3/4	28 NOV 2024
AD 2 LHDC - 11/12	27 NOV 2025	AD 2 LHDC - 11/12	28 NOV 2024
AD 2 LHDC ADC - 1/2	27 NOV 2025	AD 2 LHDC ADC - 1/2	28 NOV 2024

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AIRAC AIP AMENDMENT			
Amendment number	*Publication date*	*Date inserted*	*Inserted by*
001/2023	12-Jan-2023	23-Feb-2023	
002/2023	09-Feb-2023	23-Mar-2023	
003/2023	04-May-2023	13-Jul-2023	
004/2023	27-Jul-2023	07-Sep-2023	
005/2023	21-Sep-2023	30-Nov-2023	
001/2024	16-Nov-2023	25-Jan-2024	
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004/2024	02-May-2024	11-Jul-2024	
005/2024	25-Jul-2024	05-Sep-2024	
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002/2025	06-Mar-2025	17-Apr-2025	
003/2025	03-Apr-2025	15-May-2025	
004/2025	29-May-2025	10-Jul-2025	
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006/2025	16-Oct-2025	27-Nov-2025	

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GEN 0.4 CHECKLIST OF AIP PAGES

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GEN 0.2 - 1	01 DEC 2022
GEN 0.2 - 2	01 DEC 2022
GEN 0.2 - 3	27 NOV 2025
GEN 0.2 - 4	27 NOV 2025
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GEN 0.3 - 2	17 APR 2025
GEN 0.4 - 1	27 NOV 2025
GEN 0.4 - 2	27 NOV 2025
GEN 0.4 - 3	27 NOV 2025
GEN 0.4 - 4	27 NOV 2025
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GEN 0.5 - 2	30 APR 2015
GEN 0.6 - 1	27 NOV 2025
GEN 0.6 - 2	27 NOV 2025
GEN 0.6 - 3	27 NOV 2025
GEN 0.6 - 4	27 NOV 2025
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GEN 1.1 - 2	17 APR 2025
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GEN 1.2 - 1	23 FEB 2023
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GEN 1.2 - 3	04 SEP 2025
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GEN 1.2 - 5	04 SEP 2025
GEN 1.2 - 6	04 SEP 2025
GEN 1.2 - 7	05 SEP 2024
GEN 1.2 - 8	05 SEP 2024
GEN 1.2 - 9	15 MAY 2025
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GEN 1.2 - 11	04 SEP 2025
GEN 1.2 - 12	04 SEP 2025
GEN 1.3 - 1	23 APR 2020
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GEN 1.5 - 1	30 NOV 2023
GEN 1.5 - 2	30 NOV 2023
GEN 1.6 - 1	17 APR 2025
GEN 1.6 - 2	17 APR 2025
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GEN 1.6 - 8	17 APR 2025
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GEN 1.7 - 3	20 FEB 2025
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GEN 1.7 - 7	01 DEC 2022
GEN 1.7 - 8	01 DEC 2022
GEN 1.7 - 9	01 DEC 2022
GEN 1.7 - 10	01 DEC 2022
GEN 1.7 - 11	01 DEC 2022
GEN 1.7 - 12	01 DEC 2022
GEN 1.7 - 13	01 DEC 2022
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GEN 1.7 - 34	23 MAR 2023
GEN 1.7 - 35	05 SEP 2024
GEN 1.7 - 36	05 SEP 2024
GEN 1.7 - 37	30 NOV 2023
GEN 1.7 - 38	30 NOV 2023
GEN 1.7 - 39	30 NOV 2023
GEN 1.7 - 40	30 NOV 2023
GEN 1.7 - 41	30 NOV 2023
GEN 1.7 - 42	30 NOV 2023
GEN 1.7 - 43	30 NOV 2023
GEN 1.7 - 44	30 NOV 2023
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GEN 1.7 - 47	20 FEB 2025
GEN 1.7 - 48	20 FEB 2025
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GEN 1.7 - 51	30 NOV 2023
GEN 1.7 - 52	30 NOV 2023
GEN 1.7 - 53	30 NOV 2023
GEN 1.7 - 54	30 NOV 2023
GEN 1.7 - 55	30 NOV 2023
GEN 1.7 - 56	30 NOV 2023
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GEN 1.7 - 59	30 NOV 2023
GEN 1.7 - 60	30 NOV 2023
GEN 1.7 - 61	20 FEB 2025
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GEN 1.7 - 65	30 NOV 2023
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GEN 2.2 - 9	28 NOV 2024
GEN 2.2 - 10	28 NOV 2024
GEN 2.2 - 11	13 JUL 2023
GEN 2.2 - 12	13 JUL 2023
GEN 2.2 - 13	13 JUL 2023
GEN 2.2 - 14	13 JUL 2023
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GEN 3.1 - 3	04 SEP 2025
GEN 3.1 - 4	04 SEP 2025
GEN 3.2 - 1	04 SEP 2025
GEN 3.2 - 2	04 SEP 2025
GEN 3.2 - 3	04 SEP 2025
GEN 3.2 - 4	04 SEP 2025
GEN 3.2 - 5	27 NOV 2025
GEN 3.2 - 6	27 NOV 2025
GEN 3.2 - 7	27 NOV 2025
GEN 3.2 - 8	27 NOV 2025
GEN 3.2 - 9	27 NOV 2025
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GEN 3.4 - 3	30 NOV 2023
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GEN 3.4 - 5	30 NOV 2023
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PART 2 - EN-ROUTE (ENR)

PART 3 - AERODROMES (AD)

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AD 2-LHBC-RNP-17L - 1	11 JUL 2024
AD 2-LHBC-RNP-17L - 2	11 JUL 2024
AD 2-LHBC-RNP-35R - 1	11 JUL 2024
AD 2-LHBC-RNP-35R - 2	11 JUL 2024
AD 2-LHBC-VAC - 1	04 SEP 2025
AD 2-LHBC-VAC - 2	04 SEP 2025
AD 2-LHBP - 1	28 NOV 2024
AD 2-LHBP - 2	28 NOV 2024
AD 2-LHBP - 3	10 JUL 2025
AD 2-LHBP - 4	10 JUL 2025
AD 2-LHBP - 5	04 SEP 2025
AD 2-LHBP - 6	04 SEP 2025
AD 2-LHBP - 7	10 JUL 2025
AD 2-LHBP - 8	10 JUL 2025
AD 2-LHBP - 9	27 NOV 2025
AD 2-LHBP - 10	27 NOV 2025
AD 2-LHBP - 11	04 SEP 2025
AD 2-LHBP - 12	04 SEP 2025
AD 2-LHBP - 13	27 NOV 2025
AD 2-LHBP - 14	27 NOV 2025
AD 2-LHBP - 15	27 NOV 2025
AD 2-LHBP - 16	27 NOV 2025
AD 2-LHBP - 17	10 JUL 2025
AD 2-LHBP - 18	10 JUL 2025
AD 2-LHBP - 19	27 NOV 2025
AD 2-LHBP - 20	27 NOV 2025
AD 2-LHBP - 21	27 NOV 2025
AD 2-LHBP - 22	27 NOV 2025
AD 2-LHBP - 23	27 NOV 2025
AD 2-LHBP - 24	27 NOV 2025
AD 2-LHBP - 25	27 NOV 2025
AD 2-LHBP - 26	27 NOV 2025
AD 2-LHBP - 27	27 NOV 2025
AD 2-LHBP - 28	27 NOV 2025
AD 2-LHBP - 29	27 NOV 2025
AD 2-LHBP - 30	27 NOV 2025
AD 2-LHBP - 31	27 NOV 2025
AD 2-LHBP - 32	27 NOV 2025
AD 2-LHBP - 33	27 NOV 2025
AD 2-LHBP - 34	27 NOV 2025
AD 2-LHBP - 35	27 NOV 2025
AD 2-LHBP - 36	27 NOV 2025
AD 2-LHBP - 37	27 NOV 2025
AD 2-LHBP - 38	27 NOV 2025
AD 2-LHBP - 39	27 NOV 2025
AD 2-LHBP - 40	27 NOV 2025
AD 2-LHBP - 41	27 NOV 2025
AD 2-LHBP - 42	27 NOV 2025
AD 2-LHBP-ADC - 1	27 NOV 2025
AD 2-LHBP-ADC - 2	27 NOV 2025
AD 2-LHBP-TAXI-ARR - 1	27 NOV 2025
AD 2-LHBP-TAXI-ARR - 2	27 NOV 2025
AD 2-LHBP-TAXI-DEP - 1	27 NOV 2025
AD 2-LHBP-TAXI-DEP - 2	27 NOV 2025
AD 2-LHBP-PDC/1 - 1	27 NOV 2025
AD 2-LHBP-PDC/1 - 2	27 NOV 2025
AD 2-LHBP-PDC/2 - 1	27 NOV 2025
AD 2-LHBP-PDC/2 - 2	27 NOV 2025
AD 2-LHBP-PDC/3 - 1	27 NOV 2025
AD 2-LHBP-PDC/3 - 2	27 NOV 2025
AD 2-LHBP-PDC/4 - 1	27 NOV 2025
AD 2-LHBP-PDC/4 - 2	27 NOV 2025
AD 2-LHBP-AOCA-13L31R - 1	28 JAN 2021
AD 2-LHBP-AOCA-13L31R - 2	28 JAN 2021
AD 2-LHBP-AOCA-13R31L - 1	28 JAN 2021
AD 2-LHBP-AOCA-13R31L - 2	28 JAN 2021
AD 2-LHBP-PATC-13L31R - 1	13 JUL 2023
AD 2-LHBP-PATC-13L31R - 2	13 JUL 2023
AD 2-LHBP-PATC-13R31L - 1	13 JUL 2023
AD 2-LHBP-PATC-13R31L - 2	13 JUL 2023
AD 2-LHBP-SID-13L - 1	27 NOV 2025
AD 2-LHBP-SID-13L - 2	27 NOV 2025
AD 2-LHBP-SID-13R - 1	27 NOV 2025
AD 2-LHBP-SID-13R - 2	27 NOV 2025
AD 2-LHBP-SID31L - 1	27 NOV 2025
AD 2-LHBP-SID31L - 2	27 NOV 2025
AD 2-LHBP-SID31R - 1	27 NOV 2025
AD 2-LHBP-SID31R - 2	27 NOV 2025
AD 2-LHBP-STAR-13L13R - 1	27 NOV 2025
AD 2-LHBP-STAR-13L13R - 2	27 NOV 2025
AD 2-LHBP-STAR-31L31R - 1	27 NOV 2025
AD 2-LHBP-STAR-31L31R - 2	27 NOV 2025
AD 2-LHBP-TMA - 1	27 NOV 2025
AD 2-LHBP-TMA - 2	27 NOV 2025
AD 2-LHBP-HLDG - 1	27 NOV 2025
AD 2-LHBP-HLDG - 2	27 NOV 2025
AD 2-LHBP-ATCSMAC - 1	27 NOV 2025
AD 2-LHBP-ATCSMAC - 2	27 NOV 2025
AD 2-LHBP-ILS/LOC-13L - 1	27 NOV 2025
AD 2-LHBP-ILS/LOC-13L - 2	27 NOV 2025
AD 2-LHBP-ILS/LOC-13R - 1	27 NOV 2025
AD 2-LHBP-ILS/LOC-13R - 2	27 NOV 2025
AD 2-LHBP-ILS/LOC-31L - 1	27 NOV 2025
AD 2-LHBP-ILS/LOC-31L - 2	27 NOV 2025
AD 2-LHBP-ILS/LOC-31R - 1	27 NOV 2025
AD 2-LHBP-ILS/LOC-31R - 2	27 NOV 2025
AD 2-LHBP-RNP-13L - 1	27 NOV 2025
AD 2-LHBP-RNP-13L - 2	27 NOV 2025
AD 2-LHBP-RNP-13R - 1	27 NOV 2025
AD 2-LHBP-RNP-13R - 2	27 NOV 2025
AD 2-LHBP-RNP-31L - 1	27 NOV 2025
AD 2-LHBP-RNP-31L - 2	27 NOV 2025
AD 2-LHBP-RNP-Y-31R - 1	27 NOV 2025
AD 2-LHBP-RNP-Y-31R - 2	27 NOV 2025
AD 2-LHBP-RNP-Z-31R - 1	27 NOV 2025
AD 2-LHBP-RNP-Z-31R - 2	27 NOV 2025
AD 2-LHBP-VOR-13L - 1	27 NOV 2025
AD 2-LHBP-VOR-13L - 2	27 NOV 2025
AD 2-LHBP-VOR-31R - 1	27 NOV 2025
AD 2-LHBP-VOR-31R - 2	27 NOV 2025
AD 2-LHBP-VAC - 1	27 NOV 2025
AD 2-LHBP-VAC - 2	27 NOV 2025
AD 2-LHBP-BIRD - 1	04 SEP 2025
AD 2-LHBP-BIRD - 2	04 SEP 2025
AD 2-LHDC - 1	27 NOV 2025
AD 2-LHDC - 2	27 NOV 2025
AD 2-LHDC - 3	27 NOV 2025
AD 2-LHDC - 4	27 NOV 2025
AD 2-LHDC - 5	25 JAN 2024
AD 2-LHDC - 6	25 JAN 2024
AD 2-LHDC - 7	28 NOV 2024
AD 2-LHDC - 8	28 NOV 2024
AD 2-LHDC - 9	28 NOV 2024
AD 2-LHDC - 10	28 NOV 2024
AD 2-LHDC - 11	27 NOV 2025
AD 2-LHDC - 12	27 NOV 2025
AD 2-LHDC-ADC - 1	27 NOV 2025
AD 2-LHDC-ADC - 2	27 NOV 2025
AD 2-LHDC-AOCA-04R22L - 1	25 JAN 2024
AD 2-LHDC-AOCA-04R22L - 2	25 JAN 2024
AD 2-LHDC-SID-04R - 1	20 FEB 2025
AD 2-LHDC-SID-04R - 2	20 FEB 2025
AD 2-LHDC-SID-22L - 1	20 FEB 2025
AD 2-LHDC-SID-22L - 2	20 FEB 2025
AD 2-LHDC-STAR-04R22L - 1	20 FEB 2025
AD 2-LHDC-STAR-04R22L - 2	20 FEB 2025
AD 2-LHDC-ILS/LOC-04R - 1	20 FEB 2025
AD 2-LHDC-ILS/LOC-04R - 2	20 FEB 2025
AD 2-LHDC-NDB-22L - 1	20 FEB 2025
AD 2-LHDC-NDB-22L - 2	20 FEB 2025
AD 2-LHDC-RNP-04R - 1	20 FEB 2025
AD 2-LHDC-RNP-04R - 2	20 FEB 2025
AD 2-LHDC-RNP-22L - 1	20 FEB 2025
AD 2-LHDC-RNP-22L - 2	20 FEB 2025
AD 2-LHDC-VAC - 1	15 MAY 2025
AD 2-LHDC-VAC - 2	15 MAY 2025
AD 2-LHNY - 1	10 JUL 2025
AD 2-LHNY - 2	10 JUL 2025
AD 2-LHNY - 3	10 JUL 2025
AD 2-LHNY - 4	10 JUL 2025
AD 2-LHNY - 5	10 JUL 2025
AD 2-LHNY - 6	10 JUL 2025
AD 2-LHNY - 7	10 JUL 2025
AD 2-LHNY - 8	10 JUL 2025
AD 2-LHNY - 9	10 JUL 2025
AD 2-LHNY - 10	10 JUL 2025
AD 2-LHNY - 11	10 JUL 2025
AD 2-LHNY - 12	10 JUL 2025
AD 2-LHNY-ADC - 1	10 JUL 2025
AD 2-LHNY-ADC - 2	10 JUL 2025
AD 2-LHNY-AOCA-18R36L - 1	10 JUL 2025
AD 2-LHNY-AOCA-18R36L - 2	10 JUL 2025
AD 2-LHNY-SID-18R - 1	10 JUL 2025
AD 2-LHNY-SID-18R - 2	10 JUL 2025
AD 2-LHNY-SID-36L - 1	10 JUL 2025
AD 2-LHNY-SID-36L - 2	10 JUL 2025
AD 2-LHNY-STAR-18R36L - 1	10 JUL 2025
AD 2-LHNY-STAR-18R36L - 2	10 JUL 2025
AD 2-LHNY-RNP-Y-18R - 1	04 SEP 2025
AD 2-LHNY-RNP-Y-18R - 2	04 SEP 2025
AD 2-LHNY-RNP-Z-18R - 1	04 SEP 2025
AD 2-LHNY-RNP-Z-18R - 2	04 SEP 2025
AD 2-LHNY-RNP-Y-36L - 1	04 SEP 2025
AD 2-LHNY-RNP-Y-36L - 2	04 SEP 2025
AD 2-LHNY-RNP-Z-36L - 1	04 SEP 2025
AD 2-LHNY-RNP-Z-36L - 2	04 SEP 2025
AD 2-LHNY-VAC - 1	04 SEP 2025
AD 2-LHNY-VAC - 2	04 SEP 2025
AD 2-LHPP - 1	28 NOV 2024
AD 2-LHPP - 2	28 NOV 2024
AD 2-LHPP - 3	28 NOV 2024
AD 2-LHPP - 4	28 NOV 2024
AD 2-LHPP - 5	28 NOV 2024
AD 2-LHPP - 6	28 NOV 2024
AD 2-LHPP - 7	28 NOV 2024
AD 2-LHPP - 8	28 NOV 2024
AD 2-LHPP-ADC - 1	20 FEB 2025
AD 2-LHPP-ADC - 2	20 FEB 2025
AD 2-LHPP-AOCA-1533 - 1	28 NOV 2024
AD 2-LHPP-AOCA-1533 - 2	28 NOV 2024
AD 2-LHPP-ILS/LOC-33 - 1	20 FEB 2025
AD 2-LHPP-ILS/LOC-33 - 2	20 FEB 2025
AD 2-LHPP-NDB-15 - 1	20 FEB 2025
AD 2-LHPP-NDB-15 - 2	20 FEB 2025
AD 2-LHPP-RNP-15 - 1	20 FEB 2025
AD 2-LHPP-RNP-15 - 2	20 FEB 2025
AD 2-LHPP-RNP-33 - 1	20 FEB 2025
AD 2-LHPP-RNP-33 - 2	20 FEB 2025
AD 2-LHPP-VAC - 1	20 FEB 2025
AD 2-LHPP-VAC - 2	20 FEB 2025
AD 2-LHPR - 1	20 FEB 2025
AD 2-LHPR - 2	20 FEB 2025
AD 2-LHPR - 3	17 APR 2025
AD 2-LHPR - 4	17 APR 2025
AD 2-LHPR - 5	17 APR 2025
AD 2-LHPR - 6	17 APR 2025
AD 2-LHPR - 7	17 APR 2025
AD 2-LHPR - 8	17 APR 2025
AD 2-LHPR-ADC - 1	17 APR 2025
AD 2-LHPR-ADC - 2	17 APR 2025
AD 2-LHPR-AOCA-1129 - 1	01 DEC 2022
AD 2-LHPR-AOCA-1129 - 2	01 DEC 2022
AD 2-LHPR-SID-11 - 1	13 JUL 2023
AD 2-LHPR-SID-11 - 2	13 JUL 2023
AD 2-LHPR-SID-29 - 1	13 JUL 2023
AD 2-LHPR-SID-29 - 2	13 JUL 2023
AD 2-LHPR-ILS/LOC-29 - 1	14 JUL 2022
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AD 2-LHPR-RNP-11 - 2	14 JUL 2022
AD 2-LHPR-RNP-29 - 1	14 JUL 2022
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AD 2-LHPR-VOR-11 - 1	14 JUL 2022
AD 2-LHPR-VOR-11 - 2	14 JUL 2022
AD 2-LHPR-VOR-29 - 1	14 JUL 2022
AD 2-LHPR-VOR-29 - 2	14 JUL 2022
AD 2-LHPR-VAC - 1	04 SEP 2025
AD 2-LHPR-VAC - 2	04 SEP 2025
AD 2-LHSM - 1	20 FEB 2025
AD 2-LHSM - 2	20 FEB 2025
AD 2-LHSM - 3	20 FEB 2025
AD 2-LHSM - 4	20 FEB 2025
AD 2-LHSM - 5	20 FEB 2025
AD 2-LHSM - 6	20 FEB 2025
AD 2-LHSM - 7	20 FEB 2025
AD 2-LHSM - 8	20 FEB 2025
AD 2-LHSM - 9	20 FEB 2025
AD 2-LHSM - 10	20 FEB 2025
AD 2-LHSM-ADC - 1	20 FEB 2025
AD 2-LHSM-ADC - 2	20 FEB 2025
AD 2-LHSM-AOCA-1634 - 1	01 DEC 2022
AD 2-LHSM-AOCA-1634 - 2	01 DEC 2022
AD 2-LHSM-SID-16 - 1	04 SEP 2025
AD 2-LHSM-SID-16 - 2	04 SEP 2025
AD 2-LHSM-SID-34 - 1	04 SEP 2025
AD 2-LHSM-SID-34 - 2	04 SEP 2025
AD 2-LHSM-STAR-1634 - 1	04 SEP 2025
AD 2-LHSM-STAR-1634 - 2	04 SEP 2025

AD 2-LHSM-ILS/LOC-16 - 1	04 SEP 2025
AD 2-LHSM-ILS/LOC-16 - 2	04 SEP 2025
AD 2-LHSM-NDB-16 - 1	04 SEP 2025
AD 2-LHSM-NDB-16 - 2	04 SEP 2025
AD 2-LHSM-NDB-34 - 1	04 SEP 2025
AD 2-LHSM-NDB-34 - 2	04 SEP 2025
AD 2-LHSM-RNP-16 - 1	20 FEB 2025
AD 2-LHSM-RNP-16 - 2	20 FEB 2025
AD 2-LHSM-RNP-34 - 1	20 FEB 2025
AD 2-LHSM-RNP-34 - 2	20 FEB 2025
AD 2-LHSM-VAC - 1	04 SEP 2025
AD 2-LHSM-VAC - 2	04 SEP 2025
AD 2-LHUD - 1	13 JUL 2023
AD 2-LHUD - 2	13 JUL 2023
AD 2-LHUD - 3	01 DEC 2022
AD 2-LHUD - 4	01 DEC 2022
AD 2-LHUD - 5	06 DEC 2018
AD 2-LHUD - 6	06 DEC 2018
AD 2-LHUD - 7	17 APR 2025
AD 2-LHUD - 8	17 APR 2025
AD 2-LHUD-ADC - 1	17 APR 2025
AD 2-LHUD-ADC - 2	17 APR 2025
AD 2-LHUD-AOCA-16R34L - 1	22 APR 2021
AD 2-LHUD-AOCA-16R34L - 2	22 APR 2021
AD 2-LHUD-VAC - 1	04 SEP 2025
AD 2-LHUD-VAC - 2	04 SEP 2025

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GEN 2 TABLES AND CODES

GEN 3 SERVICES

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

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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		**Hungary**	
	1:500 000	2252-B 2251-A	21 MAR 2024
Enroute Chart - ICAO		**Hungary**	
	1:1 000 000	ENR 6-LHCC-ERC	27 NOV 2025
Compulsory and Plannable Links - Index Chart (See ENR 1.3)		**Hungary**	
	Nil	ENR 6-LHCC-LINKS	23 MAR 2023
Free Route Airspace (FRA) – Index Chart		**Hungary**	
	1:6 250 000	ENR 6-LHCC-FRA	28 NOV 2024
ATC Sectors - Index Chart		**Hungary**	
	1:2 200 000	ENR 6-LHCC-SECTOR	15 MAY 2025
FIS Sectors - Index Chart		**Hungary**	
	1:2 200 000	ENR 6-LHCC-FIS	27 NOV 2025
Prohibited, Restricted and Danger Areas - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-PRD	20 FEB 2025
Temporary Reserved Airspaces - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-TRA	20 FEB 2025
Aerial Sporting and Recreational Activities - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-SPORT	20 FEB 2025
Areas With Sensitive Fauna - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-FAUNA	20 FEB 2025
Aerodrome Chart - ICAO		**Békéscsaba**	
	1:10 000	AD 2-LHBC-ADC	11 JUL 2024
		Budapest/Liszt Ferenc International Airport	
	1:10 000	AD 2-LHBP-ADC	27 NOV 2025
Taxi Procedures for Arriving Aircraft - Index Chart	1:25 000	AD 2-LHBP-TAXI-ARR	27 NOV 2025
Taxi Procedures for Departing Aircraft - Index Chart	1:25 000	AD 2-LHBP-TAXI-DEP	27 NOV 2025
		Debrecen	
	1:10 000	AD 2-LHDC-ADC	27 NOV 2025
		Nyíregyháza	
	1:7 500	AD 2-LHNY-ADC	10 JUL 2025
		Pécs/Pogány	
	1:10 000	AD 2-LHPP-ADC	20 FEB 2025
		Győr/Pér	
	1:10 000	AD 2-LHPR-ADC	17 APR 2025
		Hévíz/Balaton	
	1:10 000	AD 2-LHSM-ADC	20 FEB 2025
		Szeged	
	1:10 000	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	27 NOV 2025
	1:5 000	AD 2-LHBP-PDC/2	27 NOV 2025
	1:5 000	AD 2-LHBP-PDC/3	27 NOV 2025
	1:5 000	AD 2-LHBP-PDC/4	27 NOV 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 NOV 2025
	1:700 000	AD 2-LHBP-SID-13R	27 NOV 2025
	1:700 000	AD 2-LHBP-SID-31L	27 NOV 2025
	1:700 000	AD 2-LHBP-SID-31R	27 NOV 2025
		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	13 JUL 2023
		Hévíz/Balaton	
	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	05 SEP 2024
		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-STAR-13L13R	27 NOV 2025
	1:700 000	AD 2-LHBP-STAR-31L31R	27 NOV 2025
		Debrecen	
	1:250 000	AD 2-LHDC-STAR-04R22L	20 FEB 2025
		Hévíz/Balaton	
	1:250 000	AD 2-LHSM-STAR-1634	04 SEP 2025
		Nyíregyháza	
	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	27 NOV 2025
Holding Procedures - Index Chart		**Budapest/Liszt Ferenc International Airport**	
	1:700 000	AD 2-LHBP-HLDG	27 NOV 2025
ATC Surveillance Minimum Altitude Chart - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:700 000	AD 2-LHBP-ATCSMAC	27 NOV 2025
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	27 NOV 2025
	1:300 000	AD 2-LHBP-ILS/LOC-13R	27 NOV 2025
	1:300 000	AD 2-LHBP-ILS/LOC-31L	27 NOV 2025
	1:300 000	AD 2-LHBP-ILS/LOC-31R	27 NOV 2025
	1:300 000	AD 2-LHBP-RNP-13L	27 NOV 2025
	1:300 000	AD 2-LHBP-RNP-13R	27 NOV 2025
	1:300 000	AD 2-LHBP-RNP-31L	27 NOV 2025
	1:300 000	AD 2-LHBP-RNP-Y-31R	27 NOV 2025
	1:300 000	AD 2-LHBP-RNP-Z-31R	27 NOV 2025
	1:300 000	AD 2-LHBP-VOR-13L	27 NOV 2025
	1:300 000	AD 2-LHBP-VOR-31R	27 NOV 2025
		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	
	1:250 000	AD 2-LHSM-ILS/LOC-16	04 SEP 2025
	1:250 000	AD 2-LHSM-NDB-16	04 SEP 2025
	1:250 000	AD 2-LHSM-NDB-34	04 SEP 2025
	1:250 000	AD 2-LHSM-RNP-16	20 FEB 2025
	1:250 000	AD 2-LHSM-RNP-34	20 FEB 2025
Visual Approach Chart - ICAO		**Békéscsaba**	
	1:150 000	AD 2-LHBC-VAC	04 SEP 2025
		Budapest/Liszt Ferenc International Airport	
	1:150 000	AD 2-LHBP-VAC	27 NOV 2025
		Debrecen	
	1:150 000	AD 2-LHDC-VAC	15 MAY 2025
		Nyíregyháza	
	1:150 000	AD 2-LHNY-VAC	04 SEP 2025
		Pécs/Pogány	
	1:150 000	AD 2-LHPP-VAC	20 FEB 2025
		Győr/Pér	
	1:150 000	AD 2-LHPR-VAC	04 SEP 2025
		Hévíz/Balaton	
	1:150 000	AD 2-LHSM-VAC	04 SEP 2025
		Szeged	
	1:150 000	AD 2-LHUD-VAC	04 SEP 2025
Bird concentrations in the vicinity of the aerodrome - Index Chart		**Budapest/Liszt Ferenc International Airport**	
	1:150 000	AD 2-LHBP-BIRD	04 SEP 2025

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

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

7. TOPOGRAPHICAL CHARTS

NIL

8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

NIL

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

GEN 4.1 AERODROME/HELIPORT CHARGES

A landing charge shall be paid for the use of the runways and/or taxiways of an airport (including the lighting charges) for each 1 000 KGs of the aircraft's take-off mass. Each fraction of 1 metric tonne shall be counted as a whole metric tonne.

1. BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

For aerodrome charges, visit the home page of Budapest Liszt Ferenc International Airport:

URL: https://www.bud.hu/budapest_airport/letoltheto_dokumentumok/szabalyzatok/dijszabalyzat

2. DEBRECEN

For aerodrome charges visit the home page of Debrecen International Airport:

URL: https://www.debrecenairport.com/documents/private-jet-debrecen-international-airport.pdf

For Ground Handling charges contact the Operations and Flight Handling Department:

Phone:(+36) 30-418-9725

Email:ops@debrecenairport.com.

3. NYIREGYHÁZA

3.1 Landing of aircraft

Aircraft mass in KGs	EUR/1 000 KGs
up to 3 000	14.00
3 001 - 6 000	17.00
from 6 001	20.00

Note: *Outside the opening hours, the following extra charges shall be paid. MON-FRI: 40 EUR / hour, SAT-SUN: 80 EUR for the first hour and 40 EUR for every hour after.*

For use of RWY lighting, an extra 30 EUR / occasion charge shall be paid.

The RWY lighting charge for training flights is detailed in a special list available from the aerodrome operator.

For customs and immigration an extra charge shall be paid, for detailed information contact aerodrome operator.

Note: 75% of the landing fee shall be paid for training approaches, touch and goes, low passes.

Note: Low pass is a part of flight over the RWY, which follows after the decision of a pilot-in-command flying on the final approach segment, not to conduct the landing or touch-and-go manoeuvre.

Note: All prices are excluding VAT.

3.2 Parking, hangarage and long-term storage of aircraft

- 10.00 EUR/24 hours/1 000 KGs (open air)
- 20.00 EUR/24 hours/1 000 KGs (in hangar only available on prior request)

Note: The first three hours of parking is free of charge. More than three hours is considered to be a full day

4. PÉCS / POGÁNY

For aerodrome charges visit the home page of Pécs-Pogány Airport:

URL: https://airportpecs.com/en/repuloteri-dijak-arlista/

5. GYŐR / PÉR

For aerodrome charges visit the home page of Győr/Pér International Airport:

URL: https://lhpr.hu/pilotaknak-1

6. HÉVÍZ / BALATON

For aerodrome charges visit the home page of Hévíz-Balaton International Airport:

URL: https://hevizairport.com/en/for-pilots/rates

7. SZEGED

7.1 Landing of aircraft

Aircraft mass in KGs	Landing/Take-off (HUF)	Training flights (touch and go) (HUF)
0 - 800	762	50% of the landing / take-off charges
801 - 2 000	1 542	
2 001 -	1 143 / t	

Note: With the exception of the airport contractual partners. The above prices are inclusive of VAT.

7.2 Parking, hangarage and storage of aircraft

Aircraft mass in KGs	Open air (HUF)	In hangar (HUF)
0 - 800	762	2 667
801 - 2.000	1 524	3 429
2001 -	1 270 / t	3 048 / t

Note: With the exception of the airport contractual partners. The above mentioned prices are inclusive of VAT.

The first two hours of open air parking is free of charge. More than two hours is considered to be a full day.

7.3 Other

- Border crossing fee (for flights to / from Schengen area):
  - weekdays BTN 0700 - 1500 (0600 - 1400): 33.020 HUF/Hour/ACFT and all started 24 hours continued one day: 10.160 HUF;
  - weekdays BTN 1500 - 2100 (1400 - 2000): 38.100 HUF/Hour/ACFT and all started 24 hours continued one day: 13.970 HUF;
  - weekends and holidays 45.720 HUF/Hour/ACFT and all started 24 hours continued one day: 17.780 HUF.
- Border crossing fee (for flights outside Schengen area):
  - weekdays BTN 0700 - 1500 (0600 - 1400): 21.590 HUF/Hour/ACFT and all started 24 hours continued one day: 10.160 HUF;
  - weekdays BTN 1500 - 2100 (1400 - 2000): 26.670 HUF/Hour/ACFT and all started 24 hours continued one day: 13.970 HUF;
  - weekends and holidays 34.290 HUF/Hour/ACFT and all started 24 hours continued one day: 17.780 HUF.
- Outside the operational hours, a disposal charge (including aeronautical fee, RWY lighting fee) has to be paid: 24.765 HUF / 15 minutes. It is necessary to contact AFIS in advance.

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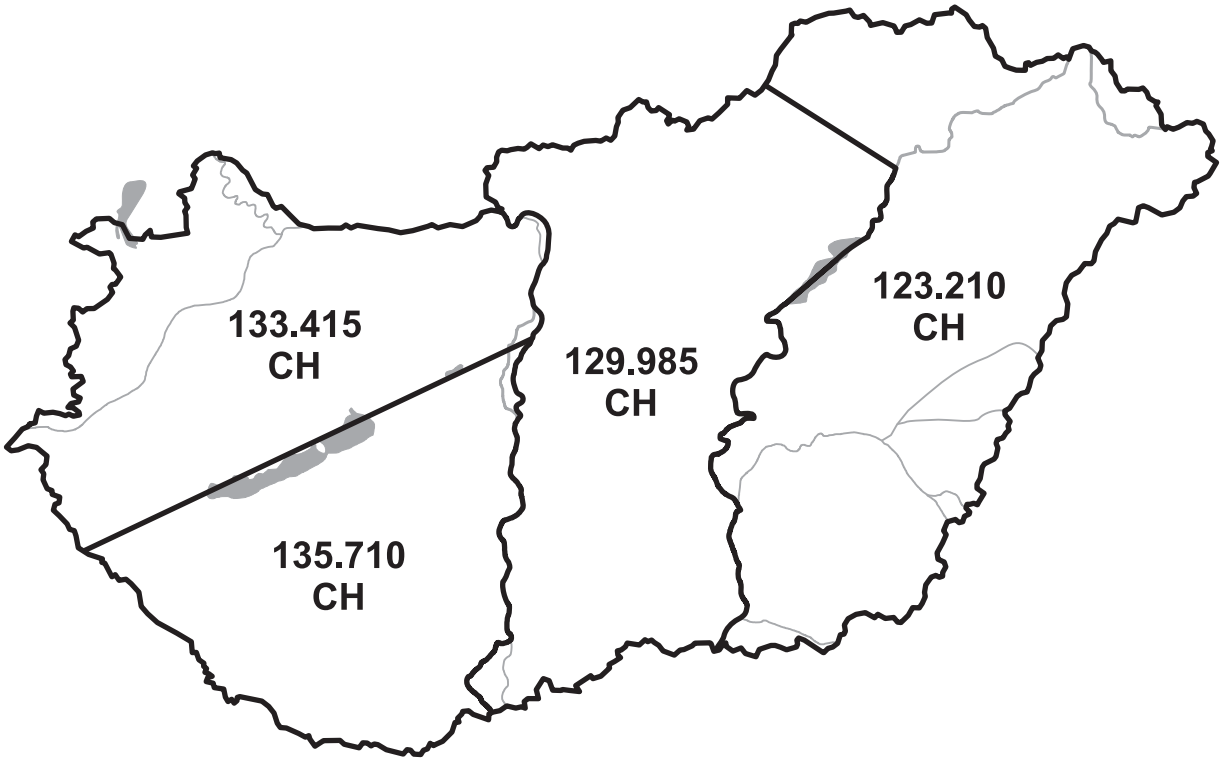

3. COORDINATION OF FLIGHTS REQUIRING SPECIAL ATC HANDLING

3.1 General

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

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

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

Formation flights in controlled airspace require prior ATC clearance.

For the applicable rules of OAT flights in the Budapest FIR please refer to the country chapter of Hungary in the EUROAT document (EUROCONTROL Publication for harmonised Rules for OAT under IFR inside controlled Airspace of the ECAC Area):

URL:https://www.eurocontrol.int/publication/eurocontrol-publication-harmonised-rules-oat-under-ifr-inside-controlled-airspace-ecac

3.2 Pre-tactical coordination

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

Email:BLIKDSV-SV@hungarocontrol.hu

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

3.3 Tactical coordination

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

Phone:(+361) 296-9122

Alternatively:

Phone:(+36) 30-280-9744

4. GENERAL INFORMATION ABOUT UAS OPERATION

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

a. as a general rule up to a height of 120 metres above the ground, except in Budapest CTR and specific operations that are permitted by the competent authority;

b. in Budapest CTR general UAS operations are allowed, but only outside the LHBP No Drone Zone and up to an altitude of 40 metres (132 feet) above the ground without the permission of the competent ATS unit. Such UAS operations are unknown traffic to the competent ATS unit;

c. in TIZ airspace only with the approval of the airport operator;

d. in RMZ and TMZ only with the approval of the competent air traffic service provider.

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

ENR 1.8 ICAO REGIONAL SUPPLEMENTARY PROCEDURES

EUR Regional Supplementary Procedures are applied. *Differences* are shown below:

1. **Chapter 2.**
   Reduced Vertical Separation Minimum (RVSM) of 300 M (1 000 FT)

The airspace within Budapest FIR between FL 290 and FL 410 inclusive, as described in ENR 2.1, is EUR RVSM airspace.

2. **Chapter 3. paragraph 3.1**
   Air-Ground Communications and In-Flight Reporting

Usage of 8.33 KHZ channel spacing capable radio equipment is mandatory in airspaces within Budapest FIR where radio communication is required.

Radio communication on UHF frequency (in the band 225.000 - 400.000 MHZ) available for state aircraft upon request. UHF coverage is provided above 10 000 FT AMSL within Budapest FIR.

3. **Chapter 11.**
   Flight Information Service

11.2. Transmission of SIGMET information

11.2.1. SIGMET information passed to aircraft cover *Budapest FIR only*.

11.4. Transmission of amended aerodrome forecast

11.4.1. Amended aerodrome forecasts will be passed to aircraft *only on pilots' request*.

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i. in case of search and rescue flights for the purpose of averting the consequences of damage caused by forces of nature, serious disaster and air accident, of police mission as well as of flights for urgent ambulance and medical assistance,

ii. in case of departure from field other than aerodrome

as early as possible.

1.8 Cancellation and change of FPL

FPL shall be cancelled by operator to the ATS unit for which FPL has originally been submitted if:

- flight will not operate,
- aircraft wishes to depart before the time indicated in the filed FPL, or
- any changes are required in respect of aerodrome of departure or destination or aircraft identification,

In the latter cases a new FPL, including the modified data, shall be submitted.

For flights subject to ATFCM measures the following procedures shall be applied:

- when an FPL or an RPL has been filed by an AO but it is decided, within 4 hours of EOBT, to use an alternative routing between the same aerodromes of departure and destination, a cancellation message with priority “DD” shall be transmitted to all addressees of the previous flight plan, and
- a replacement flight plan (RFP) in the form of the FPL with identical call sign shall be transmitted after the CNL message and with a delay of not less than 5 minutes.
- The replacement flight plan shall contain as the first element of item 18. the indication ”RFP/An”, where RFP signifies “Replacement Flight Plan” and “n” is the sequence number of RFP.

Operator shall inform the unit for which FPL has previously been submitted if:

- a flight is expected to delay for more than 30 minutes (for flight subject to ATFCM measure it is 15 minutes), or

FPL will be cancelled by the competent ATS unit, unless information is received for taxiing, departure or revision for EOBT within 60 minutes after the EOBT.

- any necessary changes in the other items of the previously filed FPL (e.g. cruising speed, cruising level etc.).

FPLs submitted to ARO via telephone shall be modified via telephone. FPLs submitted to ARO via www.netbriefing.hu shall be modified via www.netbriefing.hu. The EOBT of FPLs submitted via www.netbriefing.hu can be modified via telephone.

Notes:

i. *Should the cruising level be changed only, it can be done when radio contact is established with ATS units.*

ii. *Information for cancellation or change must be initiated not more than 12 hours in advance of EOBT.*

iii. *Receiving units will notify other units to whom the origin FPLs have been forwarded about cancellation and changes.*

1.9 Special handling requirement

The insertion of a STS/… indicator in Field 18 of a Flight Plan will identify that a flight may require special handling.

The following status indicators can be used in Budapest FIR:

- ALTRV - Flight operated in accordance with an altitude reservation
- ATFMX - Flight approved for exemption from ATFCM measures by the appropriate ATS authority
- FFR - Fire fighting
- FLTCK - Flight check for calibration of NAVAIDs
- HAZMAT - Flight carrying hazardous material
- HEAD - Flight with Head of State status

- HOSP - Medical flight declared by medical authorities
- HUM - Flight operating on a humanitarian mission
- MEDEVAC - Life critical medical emergency evacuation
- NONRVSM - Non-RVSM capable flight intending to operate in RVSM airspace
- SAR - Flight engaged in a search and rescue mission
- STATE - Flight engaged in military, customs, or police services

RMK/OAT or STS/OAT shall be used in the FPL, if the whole duration of the flight is planned as OAT flight.

STS indicators recognized for ATFCM purposes comprises of STS/HEAD; STS/SAR; STS/MEDEVAC; STS/FFR; STS/STATE; STS/HUM; STS/HOSP. *See ENR 1.9 para 5.*

Unjustified use of keywords (abbreviations) for special handling requirement is disciplinable.

Country	FIR/UIR	ICAO	Country code
Albania	Tirana	LAAA	LA
Armenia	Yerevan	UDDD	UD
Austria	Wien	LOVV	LO
Belgium	Brussels	EBBU/EBUR	EB
Bosnia and Hercegovina	Sarajevo	LQSB	LQ
Bulgaria	Sofia	LBSR	LB
Croatia	Zagreb	LDZO	LD
Cyprus	Nicosia	LCCC	LC
Czech Republic	Prague	LKAA	LK
Denmark	Copenhagen	EKDK	EK
Finland	Finland	EFIN	EF
France	Paris	LFFF	LF
	Reims	LFEF	LF
	Brest	LFRR	LF
	Bordeaux	LFBB	LF
	Marseille	LFMM	LF
Germany	Bremen	EDWW	ED
	Langen	EDGG	ED
	Frankfurt	EDFF	ED
	Munchen	EDMM	ED
	Rhein	EDDU	ED
	Hanover	EDVV	ED
Greece	Athens	LGGG	LG
Hungary	Budapest	LHCC	LH
Ireland	Shannon	EISN	EI
	Sota	EISN	EI
Italy	Roma	LIRRR	LI
	Brindisi	LIBB	LI
	Milano	LIMM	LI
Latvia	Riga	EVRR	EV
Former Yugoslav Republic of Macedonia	Skopje	LWSS	LW
Malta	Malta	LMMM	LM
Moldova	Chisinau	LUUU	LU

Country	FIR/UIR	ICAO	Country code
Monaco	Marseille	LFMM	LN
Marocco	Casablanca	GMMM	GM
The Netherlands	Amsterdam	EHAA	EH
Norway	Norway	ENOR	EN
	Bodo - Oceanic	ENOB	EN
	Trondheim	ENTR	EN
Poland	Warsaw	EPWW	EP
Portugal	Lisbon	LPPC	LP
	Santa Maria	LPPO	LP
Romania	Bucharest	LRBB	LR
Slovak Republic	Bratislava	LZBB	LZ
Slovenia	Ljubljana	LJLA	LJ
Spain	Barcelona	LECB	LE
	Madrid	LECM	LE
	Canarias	GCCC	LE
Sweden	Sweeden	ESSA	ES
Switzerland	Switzerland	LSAS	LS
Turkey	Ankara	LTAA	LT
	Istanbul	LTBB	LT
Ukraine	L'Viv	UKLV	UK
	Kyiv	UKBV	UK
	Dnipropetrosk	UKDV	UK
	Odessa	UKOV	UK
	Sinferopol	UKFV	UK
United Kingdom	London	EGTT	EG
	Scottish	EGPX	EG
Serbia	Belgrade	LYBA	LY

1.10 General information about Non-standard Planning Zones

To manage the operationally sensitive areas, Non-standard Planning Zones (NPZ-s) are published. An NPZ is a defined airspace volume within which the planning of FRA DCT trajectories is either not allowed or allowed only for exceptions as described.

Airspace users can avoid these areas by planning via appropriate FRA Points or according to described conditions. Planning a DCT through the published NPZ will cause a reject message (REJ) by IFPS except where the set conditions are met. For complete NPZ source information see RAD.

2. REPETITIVE FLIGHT PLAN SYSTEM

2.1 General

2.1.1 Repetitive flight plans shall be submitted for regular operations as far as possible.

2.1.2 When using repetitive flight plans for flights affecting Budapest FIR, the procedures of ICAO Doc 4444 ATM/501Chapter 16, para 16.4. and Doc 7030 and the following regulations shall be applied.

2.1.3 RPLs, for flights affecting Budapest FIR shall be filed solely with EUROCONTROL at the CFMU, Brussels, in accordance with the requirements and procedures detailed herein. Distribution of RPL data to ATS Units in Budapest FIR is provided by the EUROCONTROL.

2.1.4 RPLs for flights having a route portion outside the Zone shall continue to be submitted in parallel to EUROCONTROL and to the National Authorities of those external States in accordance with existing procedures (see paragraph 2.5.2.). It should be noted in particular that ALL affected National Administrations outside the zone which are on the route of the flights MUST have agreed to the use of RPLs.

Note: List of FIRs participating in IFPS zone: See ENR 1.10 para 1.9

2.1.5 Attention is drawn to the fact that the Shanwick (EGGX) and Santa Maria (LPPO) OACCs are NOT within the IFPS Zone.

2.2 Types of submission

2.2.1 RPL data submission may be in the form of a New List or a Revised List.

2.2.2 A New List (NLST) is a submission that contains ONLY new information (typically the start of a new Winter or Summer period).

2.2.3 A Revised List (RLST) is a submission that contains revised information to a previously submitted list. This revised or amended information could be a combination of any of the following: changes, cancellations or additional new flights.

2.3 RPL submission criteria

2.3.1 An NLST must be received by EUROCONTROL with a minimum of 14 days before the intended first flight.

2.3.2 An RLST must be received by EUROCONTROL such that:

a. there is a minimum of 7 working days (see 2.6.2 below) between reception of the file by EUROCONTROL and the activation of the first flight affected by the amendment, and

b. there must be two Mondays between reception of the file and the activation of the first flight affected by the amendment.

2.4 RPL submission procedure

2.4.1 RPLs may be submitted in any of the following formats:

- IFPS RPL format (former DBO/DBE format) - via diskette, SITATEX or electronic file transfer
- ICAO format (hard copy) - on paper (ICAO Doc 4444)

2.4.2 Details of IFPS RPL format may be found in the IFPS User Manual section of the CFMU Handbook. Copies can be obtained from the EUROCONTROL Library at the address. See: *2.6.3*

2.4.3 On receipt of an RPL file, EUROCONTROL will send the following acknowledgement of receipt by SITA or Fax as appropriate.

Example of ACKNOWLEDGEMENT of reception sent to RPL Originators (SITA or FAX)

ZCZC 001 251220

QN	MADWEZZ
BRUER7X	ddhhmm
FROM:	EUROCONTROL/CFMU
TO:	ZZZ
ATTN:	Mrs. Brown
SUBJ:	ACK OF YR RPL SUBMISSION 96-01
Nr.RPL:	12

- INITIAL CHECK OF FORMAT OK.
- FURTHER PROCESSING IN PROGRESS. WE WILL CONTACT YOU IF NECESSARY

BRGDS
D.TAYLOR/RPL TEAM

2.4.4 If NO acknowledgement is received from EUROCONTROL within 2 working days of dispatch, the originator MUST contact the RPL Team to confirm that the file has been received.

2.4.5 Following the acknowledgement the RPL Team will process the file and will contact the originator again ONLY if there are any problems, such as the route or validity periods. It follows, therefore, that if no subsequent query is initiated by EUROCONTROL, the originator can assume that the file has been successfully processed into the RPL database.

2.4.6 Any change to the address or contact number of the Aircraft Operator (for example, a change of contact number/address for obtaining supplementary information) must be advised to the RPL Team immediately.

2.4.7 EUROCONTROL is able to accept RPL data which covers more than one Winter/Summer period but Originators must ensure that any such data is amended to reflect any changes of the clock (i.e. to reflect Summer/Winter time).

2.5 Specific EUROCONTROL requirements for RPL operation

2.5.1 The basic principles for the submission of Repetitive Flight Plans are contained in ICAO Docs 4444/501 and 7030. The following paragraphs detail the differences between the ICAO Standard and the EUROCONTROL requirement, which permits a more flexible approach within the basic rules. Full details are contained in the IFPS User Manual section of the CFMU Handbook.

2.5.2 RPLs shall cover the entire flight from the departure aerodrome to the destination aerodrome. Therefore, an RPL shall be submitted by the flight plan originator for the entire route. A mixture of both RPL and FPL message shall not be permitted. RPL procedures shall be applied ONLY when ALL ATS authorities concerned with the flights have agreed to accept RPLs. In this respect, all States of the IFPS zone accept RPLs. It is the responsibility of the AO to ensure that RPLs for flights which are partly outside the zone are properly coordinated and addressed to the relevant external ATS authorities.

2.5.3 For EUROCONTROL purposes an RLST may be submitted which contains only changes, cancellations and additions (i.e. "-" and "+"). Details of unchanged flights (i.e. "blanks") are not required.

2.5.4 The "-" must come before the "+".

2.5.5 For a cancellation or change, the "-"' must be an exact duplicate of the original "+" that it is to cancel, in order for it to be accepted by the RPL processing system.

2.5.6 The NLSTs and RLSTs are to be numbered in sequence as this enables EUROCONTROL to ensure that the lists are entered into the RPL database in the correct order. It also provides a double check for possible missing submissions. The first NLST of the season should be numbered 001 and each following list, regardless of whether it is a NLST or RLST, is to be numbered in sequence.

2.5.7 The numbering of the RPL submissions is done on line "0" (sender record) starting at character 37 of the diskette file and in field "E" of a ICAO hard copy file (on paper).

2.5.8 To suspend an RPL the originator should send the information in the format *See ENR 1.10 para 2.7* However, originators should note that flights cannot be suspended for less than 3 days. If the suspension is for less than 3 days, individual daily cancellation messages must be sent by the originator to the IFPS in order not to waste ATC capacity by leaving "ghost" flights in the CFMU and ATC data bases.

2.5.9 To cancel a RPL for a specific day, the originator need only send a normal ICAO CNL message to BOTH of the IFPS units (EUCHZMFP and EUCBZMFP or BRUEP7X and PAREP7X) and other external ATS Units as necessary. In respect of such flights, cancellation messages to the IFPS Units shall be submitted not earlier than 20 hours before the EOBT of the flight. The same rule applies for a change (CHG) or delay (DLA) message since at 20 hours before EOBT the RPL is transferred to the IFPS and the RPL effectively becomes an FPL.

2.5.10 To recover any RPL which has been suspended for an undefined period, the originator must send the instruction in the format *See ENR 1.10 para 2.8*

2.5.11 It is emphasized that the requirements specified in paragraphs *2.5.3*, *2.5.5*, *2.5.6*, *2.5.7*, *2.5.8*, *2.5.9*, *2.5.10* are not applicable to route portions outside the IFPS Zone.

2.6 General information

2.6.1 RPL data at EUROCONTROL is handled by a dedicated section known as the RPL Team.

2.6.2 The RPL Team working day is from 0800 to 1715 (European time) Monday to Friday, including Public Holidays but excluding 25 December. Originators of RPL data should take these operating hours into account when submitting RPL data to EUROCONTROL.

2.6.3 RPL data files may be sent to EUROCONTROL by any of the following means of communication:

EUROCONTROL CFMU FDO/RPL Team

Post:Rue de la Fusee, 96 B -1130 Brussels, Belgium

SITA:BRUER7X

Fax:32.2.729.9042

Phone:32.2.729.9847

Phone:32.2.729.9861

Phone:32.2.729.9866

2.6.4 The use of hard copy via post is discouraged. Submission via diskette, SITATEX or electronic file transfer removes the chance of an RPL operator making any typographical errors when copying the data from the hard copy into the IFPS RPL system.

2.7 Suspension of RPLs

2.7.1 To suspend an RPL/s, the RPL originator must send by SITA, FAX a letter to the EUROCONTROL RPL Office with an instruction with contains the following information:

Please suspend the following flights with effect from ddmm until ddmm.

AIRCRAFT-ID VAL-FROM VAL-UNTIL DAYS-OF-OPERATION ADEP EOBT ADES

Note:

i. Flights can not be suspended for periods of less than 3 days

ii. A suspension message shall be received by not less than 48 hours before the EOBT of the earliest affected flight/s. When sufficient notice cannot be given, individual CNL messages must be filed.

iii. If the UNTIL is not filled in, then a Recovery message will have to be send.

2.7.2 A RSUS message is an ADEXP message which has not been implemented in the RPL system. This message shall not be used. Originators should use the media and layout described above.

2.8 Recovery of RPLs

2.8.1 To recover an RPL/s, the RPL originator must send by SITA, FAX a letter to the EUROCONTROL RPL Office with an instruction with contains the following information:

Please recover the following flights with effect from ddmm.

AIRCRAFT-ID VAL-FROM VAL-UNTIL DAYS-OF-OPERATION ADEP EOBT ADES

Note: A recovery message shall be received by not less than 48 hours before the EOBT of the earliest affected flight/s. When sufficient notice cannot be given, individual FPL messages must be filed.

2.8.2 The RREC message is an ADEXP message which has not been implemented in the RPL system. This message shall not be used. Originators should use the media and layout described above.

3. CHANGES TO THE SUBMITTED FLIGHT PLAN

NIL

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Category of flight	Route		Message address
IFR	Departing from LHCC FIR Arriving to LHCC FIR Overflying LHCC FIR		EUCHZMFP EUCBZMFP
MIXED	IFR part is in LHCC FIR		EUCHZMFP EUCBZMFP
	VFR part is in LHCC (overflying)		LHBPZEZX LHCCZIZX
	VFR part is in LHCC (departing or arriving)		LHBPZPZX LHBPZEZX LHCCZIZX ADEP/ADES+ZTZX if applicable*
VFR	Overflying LHCC FIR		LHBPZEZX LHCCZIZX
	Arriving LHCC FIR		LHBPZEZX LHCCZIZX ADES+ZTZX if applicable*
	Departing LHCC FIR	ADEP LH.. international flight	LHBPZPZX
		ADEP LH.. domestic flight	
REMARK			
All flights ADEP / ADES LHBP handled by General Aviation Terminal			LHBPZPZX
MIL, OAT Flights			LHBPZPZX LHBPZEZX LHCCZIZX LHCCYWYX MIL AD: LHKEZPZX LHSNZPZX LHPAZPZX
		Kecskemét Szolnok Pápa	
*AFTN addresses		Budaörs	LHBSZTZX
		Békéscsaba	LHBCZPZX
		Debrecen	LHDCZTZX
		Fertőszentmiklós	LHFMZTZX
		Győr-Pér	LHPRZPZX
		Kecskemét	LHKEZPZX
		Nyíregyháza	LHNYZPZX
			LHNYZTZX
		Pápa	LHPAZPZX
		Pécs-Pogány	LHPPZPZX
		Sármellék	LHSMZTZX
		Szeged	LHUDZTZX
		Szolnok	LHSNZPZX
		Tököl	LHTLZTZX

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ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA AND CTA

1. FIR, CTA, TMA

Name Lateral limits Vertical limits Class of airspace	Identification of unit providing service	Call sign of aeronautical station Languages used Area and conditions of use	Frequencies SATVOICE number Purpose	Remarks
1	2	3	4	5
BUDAPEST FIR 465209N 0160650E along border AUSTRIA_HUNGARY - 480024N 0170939E along border HUNGARY_SLOVAKREPUBLIC - 482412N 0220919E along border HUNGARY_UKRAINE - 475733N 0225422E along border HUNGARY_ROMANIA - 460702N 0201602E along border HUNGARY_SERBIA - 455515N 0185324E along border CROATIA_HUNGARY - 462901N 0163358E along border HUNGARY_SLOVENIA - 465209N 0160650E FL 660 GND	BUDAPEST ACC	BUDAPEST CONTROL/RADAR EN H24		The airspace layer between FL 290-FL 410 (both inclusive) of the Budapest FIR is part of the EUR RVSM airspace.
	BUDAPEST FIC	BUDAPEST INFORMATION EAST EN, HU H24	119.350 MHZ	See: *ENR 6-LHCC-FIS* (FIS Sectors - Index chart)
		BUDAPEST INFORMATION WEST EN, HU H24	125.500 MHZ	
		BUDAPEST INFORMATION NORTH EN, HU H24	133.000 MHZ	
		BUDAPEST INFORMATION NORTH-EAST EN, HU H24	134.855 CH	
	In the areas where ATS provision is delegated. See *ENR 2.2*			

Note: The coordinates that describe the Budapest FIR can be obtained from HungaroControl AIS.

Name Lateral limits Vertical limits Class of airspace	Identification of unit providing service	Call sign of aeronautical station Languages used Area and conditions of use	Frequencies SATVOICE number Purpose	Remarks
1	2	3	4	5
BUDAPEST CTA Lateral limits as for Budapest FIR FL 660 9500 FT ALT C	BUDAPEST ACC	BUDAPEST CONTROL/RADAR EN H24	118.465 CH	
			120.380 CH	
			120.465 CH	
			120.985 CH	
			123.665 CH	
			127.105 CH	Standby
			127.210 CH	
			127.860 CH	
			128.105 CH	
			130.580 CH	Standby
			132.790 CH	
			133.205 CH	
			133.535 CH	
			134.365 CH	
			135.115 CH	
			135.205 CH	
			135.555 CH	
			136.215 CH	
			234.250 MHZ UHF	Where ATS is delegated from ATCC Wien to ATCC Budapest the lower limit of UHF communication is FL 115.
			264.650 MHZ UHF	
			290.650 MHZ UHF	

Usage of 8.33 KHZ channel spacing capability radio equipment is mandatory in airspaces where radio communication is required.

Name Lateral limits Vertical limits Class of airspace	Identification of unit providing service	Call sign of aeronautical station Languages used Area and conditions of use	Frequencies SATVOICE number Purpose	Remarks
1	2	3	4	5
BUDAPEST TMA For lateral and vertical limits see BUDAPEST TMA PARTS table. C	BUDAPEST APP	BUDAPEST APPROACH EN	122.980 CH	Primary channel
			119.510 CH	
			123.860 CH	
			124.905 CH	Standby channel

ENR 3.4 EN-ROUTE HOLDING

1. HOLDING PROCEDURES WITHIN BUDAPEST TMA

HLDG ID/FIX/WPT Coordinates	INBD TR (°MAG)	Direction of PTN	MAX IAS (KT)	MNM - MAX HLDG LVL FL/FT (MSL)	TIME (MIN) or DIST OUBD	Controlling unit Frequency
1	2	3	4	5	6	7
TAPIOSAP/TPS VOR/DME 472936N 0192646E	246	Left	up to FL140 230 KT, between FL140 and FL200 240 KT	3000 FT - FL190	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.980 CH
WONTA/WONTA 470919N 0193040E	130	Right	up to FL140 230 KT, between FL140 and FL200 240 KT	4000 FT- FL190	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.980 CH
UTCON/UTCON 471719N 0194127E	130	Left	up to FL140 230 KT, between FL140 and FL200 240 KT	4000 FT- FL190	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.980 CH
HUZTA/HUZTA 473629N 0184639E	310	Left	up to FL140 230 KT, between FL140 and FL200 240 KT	6000 FT- FL190	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.980 CH
ALZUR/ALZUR 474433N 0185726E	310	Right	up to FL140 230 KT, between FL140 and FL200 240 KT	6000 FT- FL190	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.980 CH
ZURFA/ZURFA 472352N 0195045E	310	Left	up to FL140 230 KT, between FL140 and FL200 240 KT, between FL200 and FL340 280 KT	6000 FT- FL340	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.980 CH At or above FL200: BUDAPEST ACC 120.380 CH
LAHOR/LAHOR 474954N 0194341E	230	Left	up to FL140 230 KT, between FL140 and FL200 240 KT, between FL200 and FL340 280 KT	10000 FT- FL340	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.980 CH At or above FL200: BUDAPEST ACC 120.380 CH
JOZEP/JOZEP 471121N 0184425E	100	Right	up to FL140 230 KT, between FL140 and FL200 240 KT, between FL200 and FL340 280 KT	10000 FT- FL340	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.980 CH At or above FL200: BUDAPEST ACC 133.205 CH

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Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
ERGOM	474830N 0184359E	Nil	(I) FL245-FL660	Nil
			(E) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft
ERGUZ	470304N 0194835E	Nil	(I)	Only available and mandatory for DEP/ARR LHKE
ETARO	473000N 0190000E	Nil	(I)	Nil
ETNIK	483410N 0204226E	Nil	(I) FL245-FL660	
			(EX) 9500 FT AMSL-FL245	
ETNOG	473938N 0215812E	Nil	(I)	Nil
FAHAZ	465319N 0190255E	Nil	(I)	Final point of the SID procedure for LHBP
FOGRE	472945N 0200720E	Nil	(I)	Only available and mandatory for DEP/ARR LHKE
GASNA	475359N 0170759E	Nil	Nil	Nil
GAZDA	464819N 0192349E	Nil	(I)	Final point of the SID procedure for LHBP
GELKA	480605N 0201359E	Nil	(I)	Nil
GEMTO	480800N 0223540E	Nil	(X)	ODD FLs for all exiting aircraft
GILEP	472900N 0181532E	Nil	(ID)	Final point of the SID procedure for LHBP, Mandatory waypoint for DEP LHBP. See also *ENR 6-LHCC-LINKS* chart. (D): LHBP
GITAS	470317N 0181027E	Nil	(I)	Nil
GOTAR	465952N 0161329E	Nil	(IAD)	(AD): LOWG See AIP Austria
IBLIZ	481844N 0204629E	Nil	(ID)	Mandatory waypoint for DEP LHBP. See also *ENR 6-LHCC-LINKS* chart. (D): LHBP
ILHAK	465807N 0192226E	Nil	(I)	Only available and mandatory for DEP/ARR LHKE
INVED	460928N 0202405E	Nil	(I) FL175-FL660	Nil
			(X) 9500 FT AMSL-FL175	ODD FLs for all exiting aircraft
JOZEP	471121N 0184425E	Nil	(IA)	Mandatory waypoint for ARR LZIB, Holding point for ARR LHBP, See also *ENR 6-LHCC-LINKS* chart, (A): LZIB

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
KARIL	474738N 0222632E	Nil	(I) FL105-FL660	Nil
			(EX) 9500 FT AMSL-FL105	Nil
KEKED	483123N 0211729E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
KENIN	482142N 0215538E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
KEROP	461104N 0194148E	Nil	(XD)	Mandatory waypoint for DEP LHBP, ODD FLs for all exiting aircraft, (D): LHBP
KEZAL	470913N 0201353E	Nil	(A)	First way point of the STAR for LHBP, See also *ENR 6-LHCC-LINKS* chart, (A): LHBP
KOPRY	461425N 0165746E	Nil	(EXA)	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft, (A): LHBP
KOVEK	475050N 0203010E	Nil	(I)	Nil
KUSIS	475218N 0222302E	Nil	(I)	For tactical re-routing in case TRA 32/33 active
KUVEX	475430N 0172615E	Nil	Nil	Nil
LAHOR	474954N 0194341E	Nil	(I)	Holding point for ARR LHBP
LATOF	481642N 0204802E	Nil	(AD)	Final point of the SID procedure for LZKZ, First waypoint of the STAR for LZKZ, (AD): LZKZ
LITKU	481350N 0193555E	Nil	(I) FL245-FL660	Final point of the SID procedure for LHBP
			(XD) 9500 FT AMSL-FL245	Final point of the SID procedure for LHBP, EVEN FLs for all exiting aircraft, (D): LHBP
LONLA	482024N 0221911E	Nil	(EX)	EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft
LUVEL	464600N 0212010E	Nil	(I)	For tactical re-routing in case TRA 32/33 active
MAVIR	462354N 0194931E	Nil	(ID)	Mandatory waypoint for DEP LHBP, Final point of the SID procedure for LHKE, (D): LHKE, LHBP

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
MEGIK	471230N 0215140E	Nil	(I) FL105-FL660	Nil
			(E) 9500 FT AMSL-FL105	Nil
MIZOL	481215N 0201432E	Nil	(I)	Mandatory waypoint for DEP LHBP
MOPUG	460949N 0204229E	Nil	(I) FL175-FL660	Nil
			(E) 9500 FT AMSL-FL175	EVEN FLs for all entering aircraft
NALOX	465211N 0164912E	Nil	(IAD)	Final point of the SID procedure for LHSM / First waypoint of the STAR for LHSM, (AD): LHSM, (D): LOWW
NARKA	471454N 0215136E	Nil	(I) FL105-FL660	Nil
			(EX) 9500 FT AMSL-FL105	Nil
NATEX	474449N 0173000E	Nil	(I) FL245-FL660	(A): LOWW See AIP Austria
			(A) 9500 FT AMSL - FL245	
NEKIN	462426N 0164212E	Nil	(X)	Nil
NIKAB	463709N 0173244E	Nil	(I)	Nil
NIPUR	474302N 0200047E	Nil	(I)	For tactical re-routing in case TRA 32/33 active
NOHAT	464840N 0163735E	Nil	(ID)	Mandatory waypoint for DEP LOWW, See also *ENR 6-LHCC-LINKS* chart, (D): LOWW
NORAH	473658N 0194829E	Nil	(I)	Nil
OGVUN	472306N 0175120E	Nil	(IAD)	Mandatory waypoint for ARR LHBP, Final point of the SID procedure for LHPA / First waypoint of the STAR for LHPA, (AD): LHPA
OKORA	464559N 0182217E	Nil	(I)	Nil
OLATI	465914N 0172845E	Nil	(I)	Nil
ONNIS	475800N 0215800E	Nil	Nil	LHNY TIZ2/RMZ2 ENTRY/EXIT point
OSDUK	454715N 0180801E	Nil	(XD)	Mandatory waypoint for DEP LHBP, ODD FLs for all exiting aircraft, (D): LHBP
OSLEN	464336N 0202145E	Nil	(A)	First waypoint of the STAR for LHKE, (A): LHKE

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
PARAK	460950N 0200539E	Nil	(EXA)	Mandatory waypoint for ARR LHBP, EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft, (A): LHBP
PATAK	480423N 0190738E	Nil	(I) FL245-FL660	Nil
			(X) 9500 FT AMSL-FL245	EVEN FLs for all exiting aircraft
PEJKO	473730N 0195136E	Nil	(I)	Only available and mandatory for DEP/ARR LHKE
PERIT	474718N 0213722E	Nil	(IAD)	First waypoint of the STAR for LHDC, Final point of the SID procedure for LHDC, (AD): LHDC
PESAT	474254N 0170311E	Nil	(I)	Nil
PIDON	460720N 0180410E	Nil	(IAD)	First waypoint of the STAR for LHPP, Final Point of the SID procedure for LHPP, (AD): LHPP
PITOK	481929N 0202218E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
PUCOG	472456N 0183531E	Nil	(I)	Mandatory waypoint for ARR LZIB
PUSTA	470908N 0184432E	Nil	(I)	Nil
RAKFA	471140N 0182740E	Nil	(I)	Nil
RIGSA	480952N 0204506E	Nil	(IA)	Mandatory waypoint for ARR LHBP. See also *ENR 6-LHCC-LINKS* chart, (A): LHBP
ROMKA	481319N 0215025E	Nil	(I)	Mandatory in case of LHTRA32B and LHTRA33B active
SASAL	471705N 0162828E	Nil	(I)	Nil
SIRDU	471517N 0171955E	Nil	(IAD)	Mandatory waypoint for ARR LHBP, Mandatory waypoint for DEP LZIB via VAMOG, See also *ENR 6-LHCC-LINKS* chart, (A): LHBP, (D): LZIB
SOGMO	463637N 0174103E	Nil	(I)	Nil
SOPRO	473516N 0164809E	Nil	(EX)	Only below 9500 FT AMSL, ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
STEIN	472539N 0163559E	Nil	(ID)	(D): LOWW See AIP Austria
SUBES	472516N 0172536E	Nil	(I)	Nil
SUFAX	481336N 0212349E	Nil	(AD)	Final point of the SID procedure for LZKZ, First waypoint of the STAR for LZKZ, (AD): LZKZ
SUNIS	470831N 0162059E	Nil	(I)	Nil
SUNOR	462847N 0171750E	Nil	(AD)	Final point of the SID procedure for LHSM, First waypoint of the STAR for LHSM, (AD): LHSM
TEGRI	461546N 0210616E	Nil	(I) FL175-FL660	Nil
			(X) 9500 FT AMSL-FL175	ODD FLs for all exiting aircraft
TEKNO	473726N 0172432E	Nil	(I)	Nil
TONDO	460250N 0192121E	Nil	(E)	EVEN FLs for all entering aircraft
TORNO	473223N 0182924E	Nil	(IA)	Mandatory waypoint for ARR LOWW, LZIB. See also *ENR 6-LHCC-LINKS* chart. (A): LOWW, LZIB
ULZAK	465939N 0183401E	Nil	(I)	First waypoint of the STAR for LHBP
UVERA	471200N 0202547E	Nil	(I)	For tactical re-routing in case TRA 32/33 active
VAJDI	472232N 0181709E	Nil	(I)	First waypoint of the STAR for LHBP
VAMOG	474714N 0173945E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
VEBAL	455929N 0171748E	Nil	(EXD)	Mandatory waypoint for DEP LHBP, ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft, (D): LHBP
VEBOS	471823N 0183814E	Nil	(I)	Nil
VERIG	471020N 0214329E	Nil	(IAD)	First waypoint of the STAR for LHDC Final point of the SID procedure for LHDC, (AD): LHDC

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
VETIK	472110N 0201357E	Nil	(D)	Final point of the SID procedure for LHBP, (D): LHBP
WESTE	480723N 0192944E	Nil	(I) FL245-FL660	
			(EX) 9500 FT AMSL-FL245	
WITRI	480854N 0200712E	Nil	(I)	Final point of the SID procedure for LHBP
XOMBA	474524N 0180343E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	Mandatory waypoint for ARR LZIB, See also *ENR 6-LHCC-LINKS* chart, ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
ZOLKU	473326N 0174830E	Nil	(ID)	Mandatory waypoint for DEP LHBP via GILEP, See also *ENR 6-LHCC-LINKS* chart, (D): LHBP
ZURFA	472352N 0195045E	Nil	(I)	Holding point for ARR LHBP

ENROUTE
CHART - ICAO

COMMUNICATION:

BUDAPEST ACC	**BUDAPEST FIC**
118.465 CH	119.350 MHZ
120.380 CH	125.500 MHZ
120.465 CH	133.000 MHZ
120.985 CH	134.855 CH
123.665 CH	
127.105 CH (STAND BY)	**BUDAPEST TRCC (APPROACH)**
127.210 CH	122.980 CH (PRIMARY CHANNEL)
127.860 CH	119.510 CH
128.105 CH	123.860 CH
130.580 CH (STAND BY)	124.905 CH (STAND BY)
132.790 CH	
133.205 CH	
133.535 CH	
134.365 CH	
135.115 CH	
135.205 CH	
135.555 CH	**Note:**
136.215 CH	**Usage of 8.33 kHz channel spacing**
234.250 MHZ	**capability radio equipment is**
264.650 MHZ	**mandatory in airspaces where**
290.650 MHZ	**radio communication is required.**

ALTITUDES (ELEVATION AND HEIGHT) ARE IN FEET

SCALE 1 : 1 000 000

Lambert Conformal Conic Projection
WGS84 datum

Isogonic information 2023

SEE FRA (South-East Europe Free Route Airspace) (9500-FL660 in the Budapest CTA) BOUNDARY

FRA RELEVANCE OF SIGNIFICANT POINTS

(E), for "FRA Horizontal Entry Point"
(X), for "FRA Horizontal Exit Point"
(I), for "FRA Intermediate Point"
(A), for "FRA Arrival Connecting Point"
(D), for "FRA Departure Connecting Point"

Area minimum altitudes have been determinated for 1° geographical areas with 5 NM buffer and provide a minimum terrain clearance of 1000 ft over lowlands and 2000 ft over mountainous areas.
Area minimum altitudes are applicable only in LHCC FIR.

Examples: 5200 ft_____ 52

For basic chart symbols see GEN 2.3.
Prohibited, restricted and danger areas coordinates see ENR 5.1.

CHANGE: ETNIK and VIESTE new significant points, radio communication frequencies

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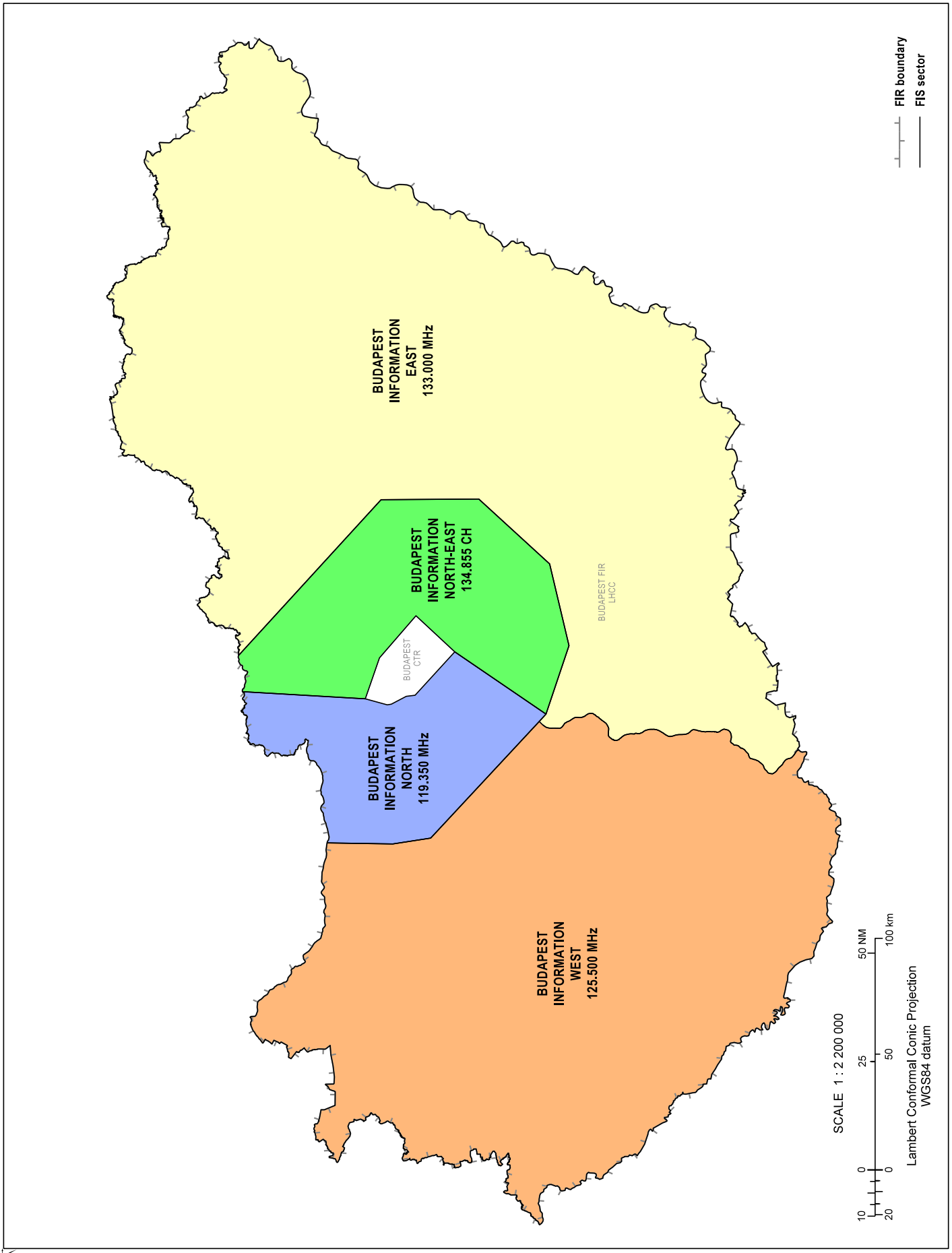
FIS SECTORS -
INDEX CHART



CHANGE: BUDAPEST INFORMATION NORTH-EAST radio frequency

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AD 0.6 TABLE OF CONTENTS TO PART 3

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 2 AERODROMES

LHBC BÉKÉSCSABA

LHBP BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

LHDC DEBRECEN INTERNATIONAL AIRPORT

LHNY NYÍREGYHÁZA

LHPP PÉCS/POGÁNY

LHPR GYŐR/PÉR

LHSM HEVIZ-BALATON AIRPORT

LHUD SZEGED

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LHBP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

LHBP AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	Nil
2	TLOF and/or FATO elevation M/FT	Nil
3	TLOF and FATO area dimensions, surface, strength, marking	Nil
4	True BRG of FATO	Nil
5	Declared distances available	Nil
6	APP and FATO lighting	Nil
7	Remarks	Nil

LHBP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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

LHBP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of operation	Remarks
1	2	3	4	5	6	7
ATIS	Budapest Terminal Information	132.380 CH	Nil	Nil	H24	
		117.300 CH	Nil	Nil	H24	BUD VOR
APP	Budapest Approach	122.980 CH	Nil	Nil	H24	Primary channel
		123.860 CH	Nil	Nil	H24	
		119.510 CH	Nil	Nil	H24	
		124.905 CH	Nil	Nil	H24	Standby channel
TWR	Budapest Tower	118.715 CH	Nil	Nil	H24	
	Budapest Ground	121.905 CH	Nil	Nil	H24	
	Budapest Delivery	134.540 CH	Nil	Nil	H24	
	Budapest Tower	119.980 CH	Nil	Nil	H24	Standby channel

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 stand R278, R279 with power out procedures all aircraft shall use minimum thrust when turning out form stand due to proximity of terminal building.

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 displayes 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)

Call sign or Flight number (ABC-123)
ACFT registration-ICAO Type code (AABCD-A320)
IATA/ICAO code of origin airport (FRA/EDDF)
Disembarkation mode (THREE LETTER CODE)
Estimated Landing Time (ELDT)
Actual Landing Time (ALDT)
Actual in block Time (AIBT)

Remark: The display disappears 5 minute after actual in-block.

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)

Call sign or Flight number (ABC-124)
ACFT registration-ICAO Type code (AABCD-A320)
IATA/ICAO code of destination airport (FRA/EDDF)
Estimated Of Block Time (EOBT)
Calculated Take Off Time (CTOT)
Target Off Block Time (TOBT)
Countdown to TOBT / *The timer continues to count when the TOBT is reached, showing the deviation from the target off-block time.*

Remark: „The EOBT text and value colour changes to red from EOBT+15 minutes."

After off-block, the actual off-block time is displayed

Remark: The display disappears 1 minute after actual off-block.

3. TAXI PROCEDURES

3.1 Taxi clearances

Taxi clearances for preferred taxi routes will be given by the appropriate ATC unit (usually by Budapest Ground) based on the AD 2 LIST OF AVAILABLE TAXI CLEARANCES FOR ARRIVING / DEPARTING AIRCRAFT spreadsheets published on the charts AD 2-LHBP-TAXI-ARR-1/2 and AD 2-LHBP-TAXI-DEP-1/2 pages respectively, under AD 2.24 LHBP CHARTS RELATED TO THE AERODROME.

Crossing of the active RWY 13R/31L is only permitted with specific clearance. In the absence of a specific clearance to cross the active runway ahead, the aircraft shall not proceed beyond the relevant taxi holding point. Clearance for crossing the active runway is issued by Budapest Tower on 118.715 CH frequency.

3.2 Taxi procedures general

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

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

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

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

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

3.2.3 If departing or arriving aircraft must stop taxiing for any reason and it is necessary to open an external door(s), the aircraft shall report this to ATC. Except in cases of emergency, door(s) may only be opened in the presence of the border guards' personnel.

3.2.4 Taxiing aircraft have to maintain continuous radio contact with Budapest Ground or Budapest Tower while taxiing on the area.

3.2.5 ATC may activate stopbars to regulate traffic on the taxiways in any weather conditions. Taxiing aircraft shall stop in front of an active stopbar in all circumstances, regardless of the taxi clearance limit. Further taxiing is only allowed after the deactivation of the stopbar and in accordance with verbal clearance from ATC.

3.2.6 Taxi holding points are designated as follows:

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

Holding point	RWY	on TWY segment
C	13R	C
D	13R	D
K	13L	K
V	31R	V

See TWY segments on chart AD2-LHBP-ADC

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

3.2.7 Apron exit points are designated as follows:

Terminal 1:

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

Terminal 2:

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

Cargo Apron:

Exit point	Description
E	intersection of service road and TWY E

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

3.2.8 In case of emergency, notify ATC immediately.

3.2.9 For Code F ACFT and B747-8I/F special taxi and parking procedures are in place referring to Aerodrome Manual Appendix AM_I_E_28_1_M ICAO Code E and F procedures.

3.3 Taxi procedures for arriving aircraft

ATC expects arriving ACFT to vacate runways via the rapid exit TWYs. If unable to do so, notify Budapest Tower on 118.715 CH in advance or immediately after landing. Arrivals on RWY 13R to T1, use TWY B1 or A1. Restrictions on rapid exit TWYs J4, Y and Z will be provided by Budapest Tower with landing clearance. During Low Visibility Operations, pilots shall report RWY vacation to Budapest Tower on 118.715 CH.

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

After vacating the RWY, without further notice, pilots shall immediately contact Budapest Ground on 121.905 CH for detailed taxi instructions, if not otherwise instructed by ATC. Further taxiing to the designated stand is only allowed when cleared by Budapest Ground or Budapest Tower.

3.3.1 Movement on aprons

Normally ACFT taxi on the aprons when cleared to do so by Budapest Ground. ACFT may taxi to stands

4.2 Docking procedure

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

4.2.1 Warnings

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

5. THE RULES OF ENGINE TESTING

5.1 General

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

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

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

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

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

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

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

testing.

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

5.2 Permitting procedure

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

Email:airport.ops@bud.hu

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

- Budapest APRON (122.440 MHZ): Terminal 1 and Terminal 2 Apron, Cargo Apron, Engine test stand, Apron AA, AL;
- Budapest GROUND (121.905 CH): B5 holding bay, taxiways outside of the aprons and runways.

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

5.3 Engine tests at idle power

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

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

5.4 Engine power tests

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

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

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

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

5.5 The operational rules of the engine test stand

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

The actual version can be found via the following route :
www.bud.hu -> Budapest Airport -> Download area -> Regulations -> Aerodrome Manual -> Volume II.

5.6 The fee payable for functional engine testing

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

6. PLANNING, AUTHORISATION AND EXECUTION OF TRAINING, CALIBRATION, DEMONSTRATION OR CERTIFICATION FLIGHTS

6.1 Planning and authorisation of training flights

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

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

- On workdays between 2100 - 0500 (2000-0400);
- SAT, SUN and Public holidays between 1700 - 0700 (1600-0600).
- Training flights may not be authorised during single RWY operation.
- Training flights may not be planned or conducted with ICAO Code A and B non-jet aircraft.

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

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

6.1.4 Requests for the execution of training flights must be submitted earliest three (3) and latest one (1) calendar day in advance to Budapest Airport Ltd. Airport Operation Control Centre (AOCC):

Phone:(+361) 296-7421 or

Phone:(+361) 296-6914

Email:airport.ops@bud.hu

providing the following data:

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

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

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

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

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

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

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

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

In case of runway direction 31
Training or certification flights may be authorized for RWY 31R.

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

In case of runway direction 13

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

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

6.2 Execution of training, demonstration or certification flights

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

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

6.2.1 Flight procedures can be expected:

a. For heavy and medium wake turbulence category aircraft:

Demonstration or certification flight			
RWY	**Route**	**Altitude**	**Flight rule**
31R/L	RWY HDG or RADAR VECTOR	2 500 FT AMSL - 4 000 FT AMSL	VFR/IFR
13R/L			

Training flights			
31R/L	RWY HDG or RADAR VECTOR	2 500 FT AMSL - 4 000 FT AMSL	VFR/IFR

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

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

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

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

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

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

7. DEVIATIONS FROM EASA REGULATION

7.1. Special conditions prescribed - Commission Regulation (EU) No 139/2014 - Certification Specifications

Reference	Deviation	Related AIP section
Longitudinal Slopes on Runways		
CS ADR-DSN.B.060	On parts of RWY 13R/31L the longitudinal slope exceeds 1.25%, on last quarter of the length of the runway the longitudinal slope exceeds 0.8 %.	*AD 2-LHBP AD-2.12*
Transverse Slopes on Runways		
CS ADR-DSN.B.080	The surface of RWY 13R/31L is not cambered. The transverse slope of RWY 13L/31R is between 0,6% and 0,9%	
Transverse Slopes on Runway Strips		
CS ADR-DSN.B.185	Transverse slope on parts of the runway strips exceeds 2.5%.	
Longitudinal Slopes on Taxiways		
CS ADR-DSN.D.265	The longitudinal slope of TWY A1 and P4 exceeds 1.5%.	
Transverse Slopes on Taxiways		
CS ADR-DSN.D.280	The transverse slope of some taxiways exceeds 1.5%.	*AD 2-LHBP AD-2.8*
Slopes on Taxiway Strips		
CS ADR-DSN.D.330	The transverse slope of the graded portion of the strips of TWY A1, A2, A3, B1, B2, D, B5 exceeds 2.5%, beyond the graded portion of TWY F strip exceeds 5%.	
Slopes on Aprons		
CS ADR-DSN.E.360	The maximum slope exceeds 1% at the following stands: G170, G171, 33.	

LHBP AD 2.21 NOISE ABATEMENT PROCEDURES

1. GENERAL PROVISIONS

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

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

Only aircraft which comply with chapters 3, 4, 5, 6, 8, 10 and 11 of part II, volume I of annex 16 of the Convention on International Civil Aviation signed on 7 December 1944 in Chicago (ICAO Convention), or with stricter requirements in terms of noise emissions than the aforementioned regulations, may use the airport on a regular basis.

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

Email:aodm@bud.hu

Phone:(+361) 296-6890.

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

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

2. SELECTION OF RUNWAY-IN-USE

The direction in which aircraft take off and land is determined by the speed and direction of the surface wind

or by the preferential runway system.

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

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

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

2.1 Noise preferential use of Runway System

2.1.1 Runway configuration scheme (normal operation)

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

2.1.2 Runway configuration scheme (single runway operation)

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

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

2.1.3 In the case of RWY direction 31

RWY 31R shall by default be used for landing by arriving traffic. In case of ICAO Code A, B, C, D and E traffic arriving to Terminal 1, RWY 31L can also be used for landings. In case of departing traffic, RWY 31L is to be used for takeoffs.

2.1.4 In the case of RWY direction 13

In case of arriving traffic, RWY 13R is to be used for landing. RWY 13L shall by default be used for takeoff by departing traffic. In case of ICAO Code A, B, C, D and E category traffic departing from Terminal 1, RWY 13R may also be used for takeoff.

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.

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.
- 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 turboprop 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.

4.2 Standard Instrument Departures

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

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

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

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

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

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

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

5.1 General

Any VFR aircraft that intend to enter the Budapest CTR/TMA from uncontrolled airspace must establish radio communication with the Budapest Control Tower/Approach before crossing the CTR/TMA border to request entry clearance. If the aircraft is a helicopter it must be reported.

VFR aircraft entering or departing Budapest CTR flying at IAS 120 knots or less must avoid Budapest TMA and plan their flight below Budapest TMA.

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

a. Valid flight plan has been filed; in case the flight executing special flight operations, the reason for special handling by ATS shall be included in 18. other information item of the flight plan;

b. VMC are adequate (visibility 5 KM or more, ceiling 1 500 FT or more) and there is vertical visual reference to the ground;

c. Two-way radio communication is possible. Information about the appropriate frequency may be obtained from Budapest Information;

d. The aircraft is power-driven;

e. The aircraft is equipped with transponder mode C, in case of landing at Budapest Liszt Ferenc Airport mode S. Exemption from this requirement may be granted by the appropriate ATC unit.

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

5.2.1 Designated VFR entry and exit points for flights to/from Budapest CTR:

DUNAMO: 472216N 0190534E

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

KEREPES: 473314N 0191619E

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

TAPIOSAP: 472936N 0192646E

(TPS VOR)

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

TSEPEL: 472740N 0190419E

(Csepel bridge – The N end of Csepel island)

MIKLOS: 473244N 0190239E

(Miklós square in Óbuda)

SIKATOR: 473426N 0190929E

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

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

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

5.2.2 Arriving aircraft

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

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

Aeroplanes and helicopters shall land on the runways. The helicopters shall taxi or air taxi on the taxiways

and aprons between the runway, and the designated parking position.

Except departing aircraft, entry into the final approach area designated within Budapest CTR (see VAC), is only allowed for aircraft landing at Budapest Liszt Ferenc International Airport or flights executing special operations listed below:

Flights performed by state aircraft, search and rescue flights, medical rescue flights, flights for the purpose of aerial fire-fighting, work flights, and flights performing aerial photography and aerial observation tasks.

Unmanned aircraft and unmanned state aircraft may operate in the final approach area under the conditions specified in the Government Decree on the use of Hungarian airspace.

Aerial work for photography and maintenance check flights operators shall coordinate with Budapest TWR Supervisor prior to execution. E-mail: TWR-SV@hungarocontrol.hu, Tel:(+361) 293-4600.

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

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

5.2.3 Departing aircraft

Fix-wing aircraft and helicopters shall take-off from runways only.

Helicopters shall taxi or air taxi on the aprons and taxiways between the parking position and the runway determined by ATC.

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

5.2.4 Taxiing

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

5.2.5 Communication failure procedures

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

6. ADDITIONAL INFORMATION

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

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

7. WAYPOINT COORDINATES

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

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

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

LHBP AD 2.23 ADDITIONAL INFORMATION

1. GROUND HANDLING ORGANISATIONS

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

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

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

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

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

Ground handling organisations operate at Budapest Liszt Ferenc International Airport:

- Airport Service Budapest GH (pax/cargo/general aviation)
  Duty Handling Manager AS GH:

  Email:as.dhm@asaviation.hu

  Phone:(+36) 20-243-0023

  AFS:LHBPMAHX
- Celebi Ground Handling Hungary (pax/cargo/general aviation)
  Duty Handling Manager Celebi GH:

  Email:dhm@celebiaviation.hu

  Phone:(+36) 30-202-9048
- General Aviation of Celebi GH

  Email:gat@celebiaviation.hu

  Phone:(+36) 70-332-4044

  Phone:(+361) 296-6292
- Menzies Aviation Hungary (pax/cargo)
  Duty Handling Manager Menzies GH:

  Email:bud.dom@menziesaviation.com

  Phone:(+36) 20-220-3266

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

2. SUPERVISION OF THE AERODROME

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

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

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

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

3. AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS) BROADCASTS

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

3.1 The content of ATIS broadcasts:

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

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

Notes:

- One broadcast serves both arriving and departing aircraft.
- Runway condition is reported with Runway Condition Code. It is transmitted for each thirt 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.

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

LHBP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

RWY31L		
Obstacle penetrating VSS	**Affected procedures**	**Affected** OCA/**H**
LHBP_AREA2B_S_631_009	AD 2-LHBP-RNP-31L (except LPV minima)	NIL

RWY13R		
Obstacle penetrating VSS	**Affected procedures**	**Affected** OCA/**H**
LHBP_AREA2B_S_1197_005	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_1197_006	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_1197_007	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_027	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_028	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_029	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_030	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_031	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_032	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_033	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_034	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_035	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT C and D
LHBP_AREA2B_S_417_036	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT A, B, C and D
LHBP_AREA2B_S_417_039	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT A, B, C and D
LHBP_AREA2B_S_417_040	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_041	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_042	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT A, B, C and D
LHBP_AREA2B_S_417_043	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT A, B, C and D
LHBP_AREA2B_S_417_044	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_045	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_001	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_002	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_003	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_004	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_005	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_006	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_007	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_008	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_009	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_010	AD 2-LHBP-RNP-13R, AD 2-LHBP-ILS/LOC-13R	NIL
LHBP_AREA2B_S_629_011	AD 2-LHBP-RNP-13R, AD 2-LHBP-ILS/LOC-13R	NIL
LHBP_AREA2B_S_629_012	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_013	AD 2-LHBP-RNP-13R (except LPV minima)	NIL

RWY13R		
Obstacle penetrating VSS	**Affected procedures**	**Affected** OCA/**H**
LHBP_AREA2B_S_629_014	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_015	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_016	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_017	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_018	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_019	AD 2-LHBP-RNP-13R (except LPV minima)	NIL

RWY31R		
Obstacle penetrating VSS	**Affected procedures**	**Affected OCA/H**
Not applicable		

RWY13L		
Obstacle penetrating VSS	**Affected procedures**	**Affected OCA/H**
Not applicable		

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BUDAPEST/LISZT FERENC

AERODROME CHART - ICAO

ARP
N47 26 22
E019 15 43

AERODROME ELEV 496

BUDAPEST APP	122.980	BUDAPEST TOWER	118.715	BUDAPEST APRON	122.440
	123.660	BUDAPEST GROUND	121.905	ATIS	132.380
	119.510	BUDAPEST DELIVERY	134.540	ATIS (BUD VOR)	117.300
BUDAPEST INFORMATION (NORTH) 119.350; BUDAPEST INFORMATION (NORTH-EAST) 134.855					

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.

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

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.

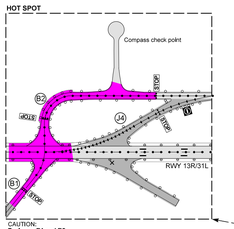
APRON ELEVATIONS: NOT AVAILABLE.
THE HIGHEST ELEVATIONS OF TDZ: NOT AVAILABLE.
GEOGRAPHICAL COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE.
OBSTACLES TO TAXIING: NOT AVAILABLE.

LEGEND

VISUAL AIDS

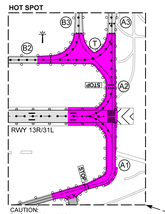
- Approach lighting bar
- Approach lighting barrette
- PAPI
- RWY edge light (combinated omnidirectional and bi-directional)
- RWY and TWY centre line light (bi-directional)
- TWY centre line light (unidirectional)
- Omnidirectional TWY edge light
- Flood lighting
- Camera pole

HOT SPOT



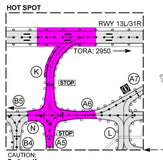
CAUTION:
Taxiways B1 and B2.
Do NOT cross the holding position markings without ATC clearance issued on TWR frequency (118.715 CH).

HOT SPOT



CAUTION:
Taxiways A1 and A2.
Do NOT cross the holding position markings without ATC clearance issued on TWR frequency (118.715 CH).

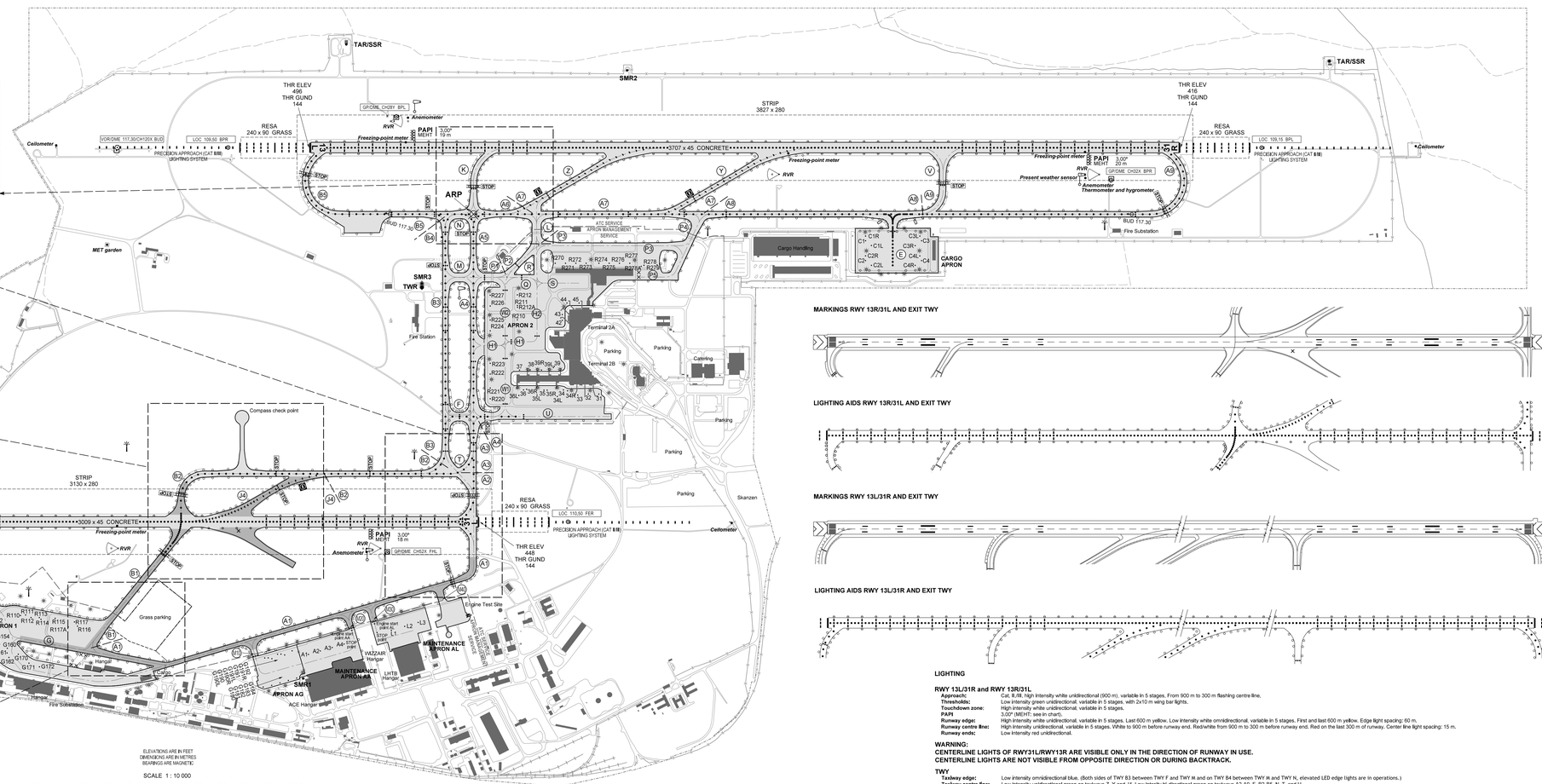
HOT SPOT



CAUTION:
Taxiway K.
Verify the correct taxi route before entering the Taxiway.

HOT SPOT

CAUTION: **Taxiways A1 and B1.**
Confusing Taxiways. Verify the correct taxi route.



Geoid undulation 44 m / 144 ft

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 600 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 bidirectional 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: Stop bars, grass parking, radio communication frequencies

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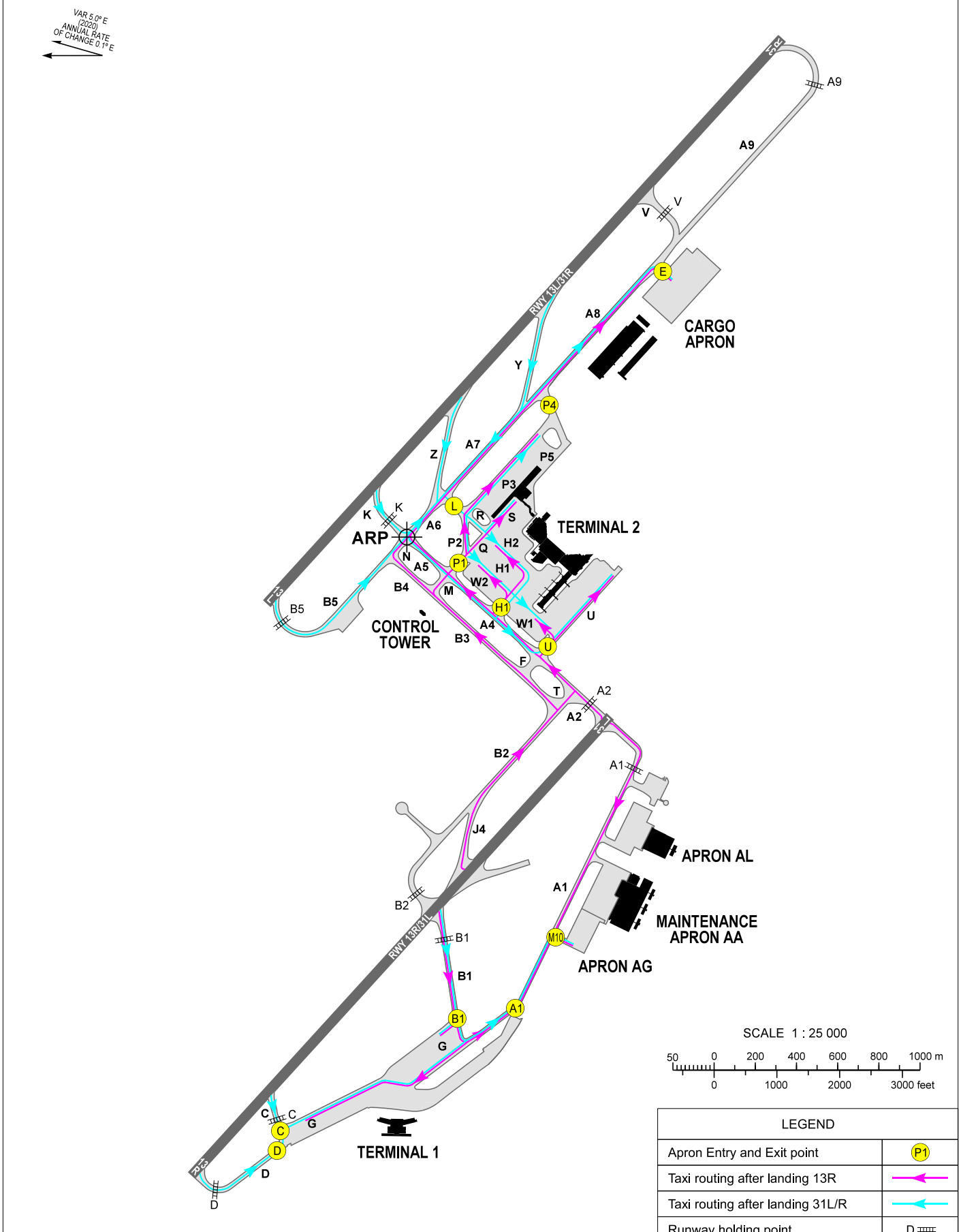
TAXI PROCEDURES FOR ARRIVING AIRCRAFT - INDEX CHART

BUDAPEST/LISZT FERENC



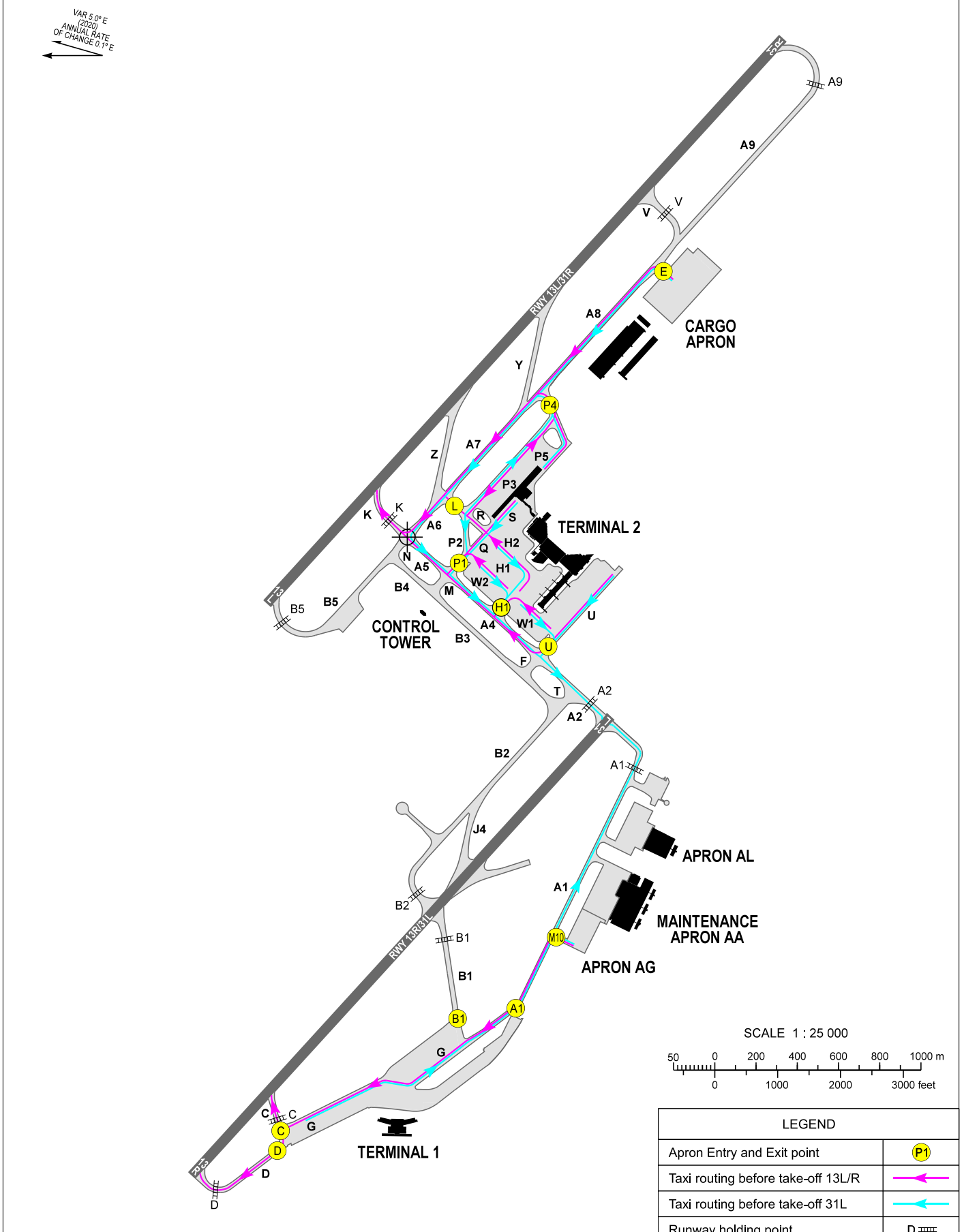
CHANGE: Improvement of the depiction of routes

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

ARRIVALS ON RWY	EXIT POINTS	TAXI ROUTE ON MANOEUVRING AREA (TWY SEGMENTS) TO BE FOLLOWED	STAND/GATE NUMBERS	TAXI ROUTE ON APRON (TAXILANE OR TWY SEGMENTS) TO BE FOLLOWED	TERMINAL	REMARKS
13R	A1	A1	R101-R108 G150-G172 R110-R117A	G	1	Code D, E, F exit B1 only
	B1	B1				
	M10	A1/B1	G180-G192	APRON taxilane	APRON AG	Max. Code B
	U	A2-A3-U or B2/J4-T-A3-U	31-36L	U	2	
			R220-R223	U-W1		Max. Code C
	H1	A2-A3-A4-H1 or B2/J4-T-A3-A4-H1	37-39L	H1		*Code D exit P1 or L only
			42 R210-R212A*	H1-H2		
			R224-R227	H1-W2		
	P1	A2-A3-A4-P1 or B2/J4-B3-M-P1 B2/J4-T-A3-A4-P1**	R270-R279*	P1-P2-P3		*Code D, E exit P4 only; **Due to traffic reason
			43-45	P1-Q-S		
	E	A2-A3-A4-A5-A6-A7-A8* or B2/J4-B3-B4-N-A6-A7-A8 B2/J4-T-A3-A4-A5-A6-A7-A8**	C1, C1L/R, C2, C2L/R, C3, C3L/R, C4, C4L/R	E	CARGO APRON	*Max. Code E; **Max. Code E due to traffic reason
31R	U	Y-A7-(Z)-A6-A5-A4-U	31-36L	U	2	L-W after coordination; Code D, E exit U only
	L	Y-A7-(Z)-L	37-38 42-43 R210-R212A*	L-R-H2/H1		Code E exit H1 only; *Code D exit P1 or L only
			R224-R227	L-P2-W2		
			44-45	L-R-S		
			R270-R279	L-P3		P4 after coordination; Code D, E exit P4 only
	H1	Y-A7-(Z)-A6-A5-A4-H1	39R-39L-39	H1		
			R220-R223	H1-W1		
	E	Z-A7-A8 K-A6-A7-A8 B5-N-A6-A7-A8	C1, C1L/R, C2, C2L/R, C3, C3L/R, C4, C4L/R	E	CARGO APRON	Code D, E shall use K, B5 only; Code F shall use B5 only
31L	B1	B1	R101-R108 G150-G172 R110-R117A	G	1	Code E, F exit B1 only
	C	C				
	D	D				
	M10	B1-A1 or D/C-(G)-A1	G180-G192	APRON taxilane	APRON AG	Max. Code B

TAXI PROCEDURES FOR DEPARTING AIRCRAFT - INDEX CHART

BUDAPEST/LISZT FERENC



CHANGE: Improvement of the depiction of routes

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

DEPARTURES ON RWY	FROM STANDS/GATES	EXIT POINTS	TAXI ROUTE ON APRON (TAXILANE OR TWY SEGMENTS) TO BE FOLLOWED	HOLDING POINTS	TAXI ROUTE ON MANOEUVRING AREA (TWY SEGMENTS) TO BE FOLLOWED	TERMINAL	REMARKS
13L	31-36L	U	U	K	U-A4-A5-K	2	Code D, E, F, exit U only
	42-43, 45	L	H1/H2-R-L		L-A6-K		Code E exit H1 only
	37-39L*						
	R270-R277		P3-L				
	R210-R212A R224-R227	P1	W2-P1		(A4)-A5-K		R212A push back only to H2
	44		S-Q-P1				
	R220-R223	H1	W1-H1				
	R278-R279	P4	P5-P4		P4-A7-A6-K		Code D, E exit P4 only
	C1, C1L/R, C2, C2L/R, C3, C3L/R, C4, C4L/R	E	E		E-A8-A7-A6-K	CARGO APRON	
13R	R101-R107 G150-G172 R110-R117A	C	G	C	C	1	Code E, F exit B1 only
		D		D	D		
	G180-G192	M10	APRON taxilane	C	A1-(G)-C	APRON AG	
				D	A1-(G)-D		
31L	31-36L	U	U	A2	U-A3-A2	2	
	R220-R223		W1-U				
	37-39L	H1	H1		H1-A4-A3-A2		
	42-43		H2-H1				
	R210-R212A R224-R227		W2-H1				R212A push back to H2 and P1 or L exit only by Follow Me
	44-45	P1	S-Q-P1		P4-A4-A3-A2		
	R270-R277		P3-P2-P1				P4 after coordination
	R278-R279	P4	P5-P4		P4-A7-A6-A5-A4-A3-A2		
	R101-R108 G150-G172 R110-R117A	A1	G	A1	A1	1	Code D, E, F exit B1 only
	G180-G192	M10	APRON taxilane	A1 or B1 on request	A1 or B1	APRON AG	
	C1, C1L/R, C2, C2L/R, C3, C3L/R, C4, C4L/R	E	E	A2	E-A8-A7-A6-A5-A4-A3-A2*	CARGO APRON	*Max. Code E

BUDAPEST APP	122.980	BUDAPEST TOWER	118.715	BUDAPEST APRON	122.440
	123.860	BUDAPEST GROUND	121.905	ATIS	132.380
	119.510	BUDAPEST DELIVERY	134.540	ATIS (BUD VOR)	117.300
BUDAPEST INFORMATION (NORTH) 119.350, BUDAPEST INFORMATION (NORTH-EAST) 134.855					

BUDAPEST/LISZT FERENC
APRON 1

AIRCRAFT PARKING/DOCKING CHART - ICAO

LIGHTING

TWY

Taxiway edge:	Low intensity omnidirectional blue.
Taxiway centre line:	Low intensity bi-directional green on taxiway B2.
STOP bars:	Unidirectional red.
Apron:	Low intensity red edge lights and floodlights.
Obstacle light:	Low intensity red.

Geoid undulation 44 m 144 ft

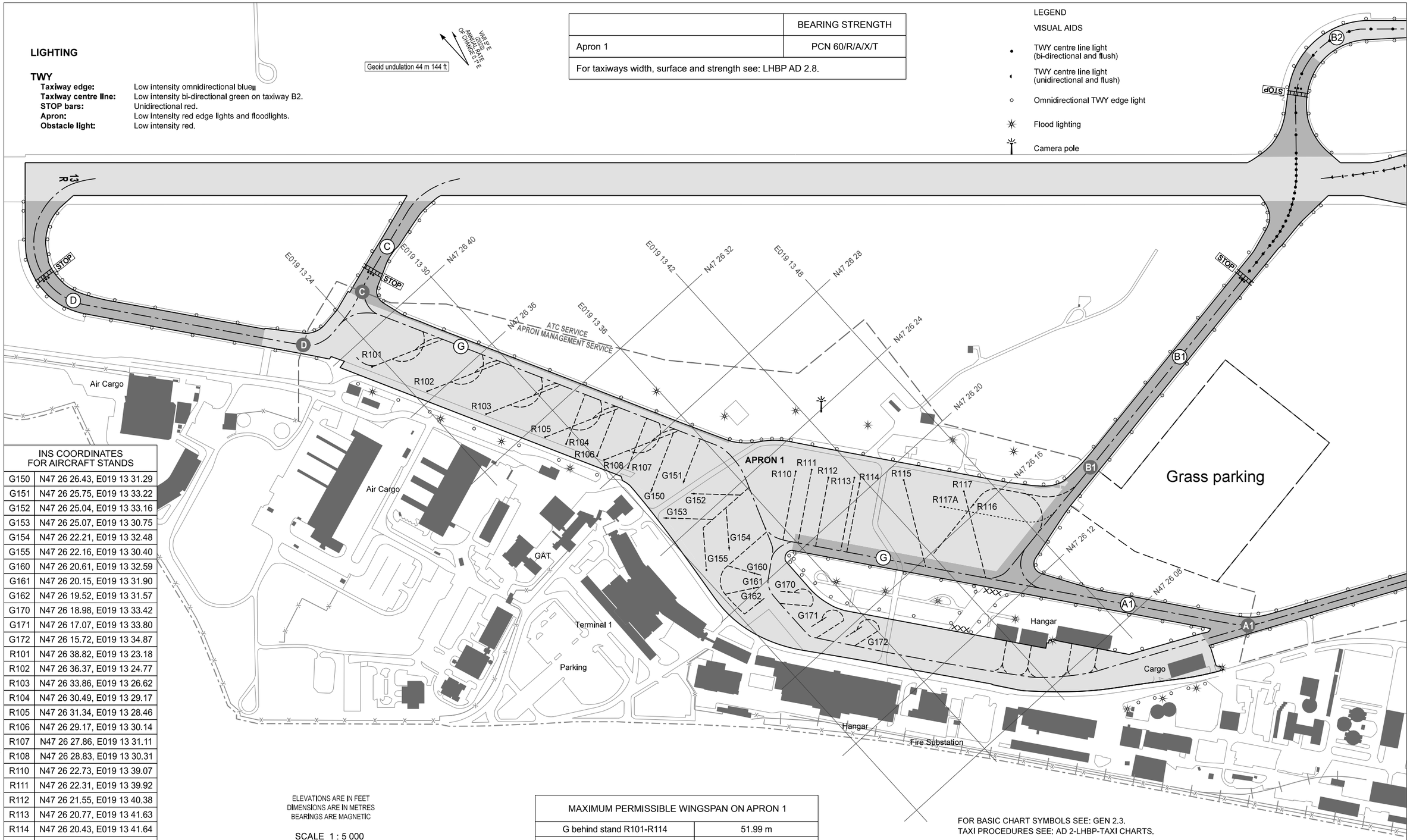
VARIATION 6° E ANNUAL RATE OF CHANGE 0.1° E

	BEARING STRENGTH
Apron 1	PCN 60/R/A/X/T
For taxiways width, surface and strength see: LHBP AD 2.8.	

LEGEND

VISUAL AIDS

- TWY centre line light (bi-directional and flush)
- TWY centre line light (unidirectional and flush)
- Omnidirectional TWY edge light
- Flood lighting
- Camera pole



INS COORDINATES FOR AIRCRAFT STANDS	
G150	N47 26 26.43, E019 13 31.29
G151	N47 26 25.75, E019 13 33.22
G152	N47 26 25.04, E019 13 33.16
G153	N47 26 25.07, E019 13 30.75
G154	N47 26 22.21, E019 13 32.48
G155	N47 26 22.16, E019 13 30.40
G160	N47 26 20.61, E019 13 32.59
G161	N47 26 20.15, E019 13 31.90
G162	N47 26 19.52, E019 13 31.57
G170	N47 26 18.98, E019 13 33.42
G171	N47 26 17.07, E019 13 33.80
G172	N47 26 15.72, E019 13 34.87
R101	N47 26 38.82, E019 13 23.18
R102	N47 26 36.37, E019 13 24.77
R103	N47 26 33.86, E019 13 26.62
R104	N47 26 30.49, E019 13 29.17
R105	N47 26 31.34, E019 13 28.46
R106	N47 26 29.17, E019 13 30.14
R107	N47 26 27.86, E019 13 31.11
R108	N47 26 28.83, E019 13 30.31
R110	N47 26 22.73, E019 13 39.07
R111	N47 26 22.31, E019 13 39.92
R112	N47 26 21.55, E019 13 40.38
R113	N47 26 20.77, E019 13 41.63
R114	N47 26 20.43, E019 13 41.64
R115	N47 26 19.22, E019 13 43.91
R116	N47 26 16.33, E019 13 46.20
R117	N47 26 17.05, E019 13 46.32
R117A	N47 26 17.11, E019 13 44.69

CHANGE: grass parking, radio communication frequencies

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

SCALE 1 : 5 000

50 0 50 100 150 200 250 m
0 250 500 750 feet

MAXIMUM PERMISSIBLE WINGSPAN ON APRON 1	
G behind stand R101-R114	51.99 m
G behind stand R115-R117	68.50 m
TL behind stand G152-G155	28.65 m
TL behind stand G160-G162	19.50 m
TL in front of G160-G172	24.00 m

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

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

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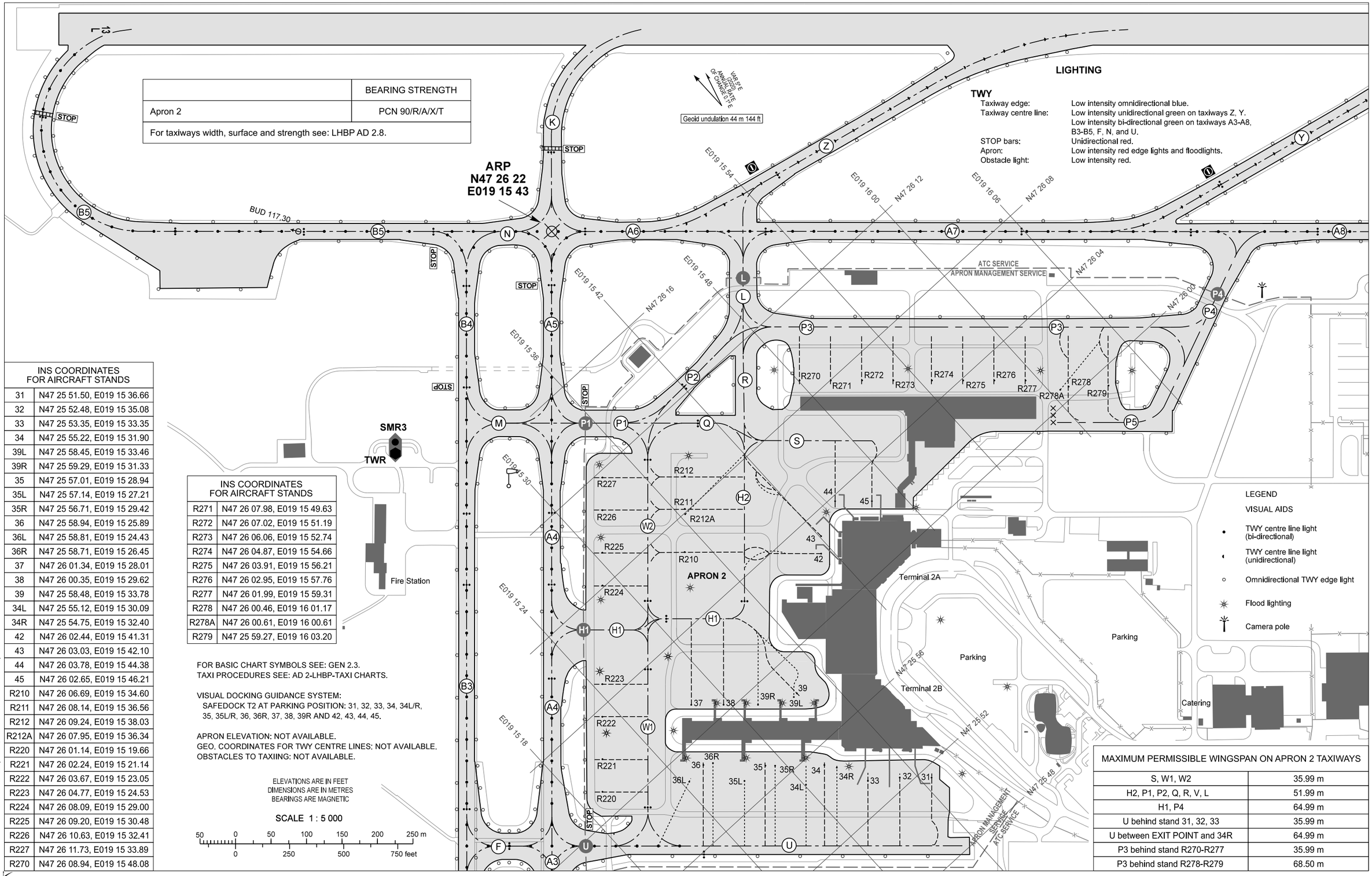
BUDAPEST APP	122.980	BUDAPEST TOWER	118.715	BUDAPEST APRON	122.440
	123.860	BUDAPEST GROUND	121.905	ATIS	132.380
	119.510	BUDAPEST DELIVERY	134.540	ATIS (BUD VOR)	117.300
BUDAPEST INFORMATION (NORTH) 119.350, BUDAPEST INFORMATION (NORTH-EAST) 134.855					

BUDAPEST/LISZT FERENC
APRON 2

AIRCRAFT PARKING/DOCKING CHART - ICAO



INS COORDINATES FOR AIRCRAFT STANDS	
31	N47 25 51.50, E019 15 36.66
32	N47 25 52.48, E019 15 35.08
33	N47 25 53.35, E019 15 33.35
34	N47 25 55.22, E019 15 31.90
39L	N47 25 58.45, E019 15 33.46
39R	N47 25 59.29, E019 15 31.33
35	N47 25 57.01, E019 15 28.94
35L	N47 25 57.14, E019 15 27.21
35R	N47 25 56.71, E019 15 29.42
36	N47 25 58.94, E019 15 25.89
36L	N47 25 58.81, E019 15 24.43
36R	N47 25 58.71, E019 15 26.45
37	N47 26 01.34, E019 15 28.01
38	N47 26 00.35, E019 15 29.62
39	N47 25 58.48, E019 15 33.78
34L	N47 25 55.12, E019 15 30.09
34R	N47 25 54.75, E019 15 32.40
42	N47 26 02.44, E019 15 41.31
43	N47 26 03.03, E019 15 42.10
44	N47 26 03.78, E019 15 44.38
45	N47 26 02.65, E019 15 46.21
R210	N47 26 06.69, E019 15 34.60
R211	N47 26 08.14, E019 15 36.56
R212	N47 26 09.24, E019 15 38.03
R212A	N47 26 07.95, E019 15 36.34
R220	N47 26 01.14, E019 15 19.66
R221	N47 26 02.24, E019 15 21.14
R222	N47 26 03.67, E019 15 23.05
R223	N47 26 04.77, E019 15 24.53
R224	N47 26 08.09, E019 15 29.00
R225	N47 26 09.20, E019 15 30.48
R226	N47 26 10.63, E019 15 32.41
R227	N47 26 11.73, E019 15 33.89
R270	N47 26 08.94, E019 15 48.08

INS COORDINATES FOR AIRCRAFT STANDS	
R271	N47 26 07.98, E019 15 49.63
R272	N47 26 07.02, E019 15 51.19
R273	N47 26 06.06, E019 15 52.74
R274	N47 26 04.87, E019 15 54.66
R275	N47 26 03.91, E019 15 56.21
R276	N47 26 02.95, E019 15 57.76
R277	N47 26 01.99, E019 15 59.31
R278	N47 26 00.46, E019 16 01.17
R278A	N47 26 00.61, E019 16 00.61
R279	N47 25 59.27, E019 16 03.20

FOR BASIC CHART SYMBOLS SEE: GEN 2.3.
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 ELEVATION: NOT AVAILABLE.
GEO. COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE.
OBSTACLES TO TAXIING: NOT AVAILABLE.

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

SCALE 1 : 5 000

50 0 50 100 150 200 250 m
0 250 500 750 feet

MAXIMUM PERMISSIBLE WINGSPAN ON APRON 2 TAXIWAYS	
S, W1, W2	35.99 m
H2, P1, P2, Q, R, V, L	51.99 m
H1, P4	64.99 m
U behind stand 31, 32, 33	35.99 m
U between EXIT POINT and 34R	64.99 m
P3 behind stand R270-R277	35.99 m
P3 behind stand R278-R279	68.50 m

CHANGE: Stop bars, radio communication frequencies

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BUDAPEST INFORMATION (NORTH) 119.350, BUDAPEST INFORMATION (NORTH-EAST) 134.855					

BUDAPEST/LISZT FERENC

AIRCRAFT PARKING/DOCKING CHART - ICAO

APRON AG, AA, AL

VAR 5° E ANNUAL RATE OF CHANGE 0.1° E

Geoid undulation 44 m 144 ft

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

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

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

SCALE 1 : 5 000

50 0 50 100 150 200 250 m
0 250 500 750 feet

	BEARING STRENGTH
APRON AG	PCN 60/R/A/X/T
APRON AA, APRON AL	PCN 75/R/A/X/T
For taxiways width, surface and strength see: LHBP AD 2.8.	

Grass parking

LEGEND

VISUAL AIDS

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

Engine Test Site

ATC SERVICE APRON MANAGEMENT SERVICE

MAINTENANCE APRON AL

WIZZAIR Hangar

LHTB Hangar

MAINTENANCE APRON AA

ACE Hangar

APRON AG

SMR1

Cargo

Engine start point AL

STOP point

Engine start point AA

STOP point

L1 L2 L3

A1 A2 A3 A4

G180 G181 G182 G183 G184 G190L G190 G190R G191L G191 G191R G192

E019 14 42 N47 25 48 E019 14 36 N47 25 52 E019 14 30 N47 25 56 E019 14 24 N47 25 44 E019 14 18 E019 14 12 E019 14 06

B1 B2 J4 A1 A2 M10 M20 M30 M40 STOP 31 L

INS COORDINATES FOR AIRCRAFT STANDS	
A1	N47 25 51.92, E019 14 17.13
A2	N47 25 51.17, E019 14 19.39
A3	N47 25 50.41, E019 14 21.65
A4	N47 25 49.66, E019 14 23.92
G180	N47 25 52.80, E019 14 05.83
G181	N47 25 52.18, E019 14 07.34
G182	N47 25 51.66, E019 14 08.93
G183	N47 25 51.13, E019 14 10.52
G184	N47 25 50.60, E019 14 12.10
G190L	N47 25 55.63, E019 14 10.05
G190	N47 25 55.32, E019 14 10.59
G190R	N47 25 54.89, E019 14 11.03
G191L	N47 25 54.82, E019 14 12.50
G191	N47 25 54.51, E019 14 13.03
G191R	N47 25 54.08, E019 14 13.47
G192	N47 25 53.81, E019 14 15.16
L1	N47 25 46.67, E019 14 32.94
L2	N47 25 45.82, E019 14 35.49
L3	N47 25 44.97, E019 14 38.05

MAXIMUM PERMISSIBLE WINGSPAN ON APRON AG, MAINTENANCE APRON AA, AL	
EXIT POINT M10	35.99 m
EXIT POINT M20	35.99 m
EXIT POINT M30	35.99 m
ENGINE TEST AREA	35.99 m (BY TOWING TRUCK ONLY)

LIGHTING

TWY

Taxiway edge: Low intensity omnidirectional blue.
Taxiway centre line: Low intensity unidirectional green on taxiways J4.
Low intensity bi-directional green on taxiways A2 and B2.
STOP bars: Unidirectional red.
Apron: Low intensity red edge lights and floodlights.
Obstacle light: Low intensity red.

CHANGE: grass parking, radio communication frequencies

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AIRCRAFT PARKING/DOCKING CHART - ICAO

BUDAPEST APP	122.980 123.860 119.510	BUDAPEST TOWER BUDAPEST GROUND BUDAPEST DELIVERY	118.715 121.905 134.540	BUDAPEST APRON ATIS ATIS (BUD VOR)	122.440 132.380 117.300
BUDAPEST INFORMATION (NORTH) 119.350, BUDAPEST INFORMATION (NORTH-EAST) 134.855					

BUDAPEST/LISZT FERENC
CARGO APRON

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

VAR 5° E (2020) ANNUAL RATE OF CHANGE 0.1° E

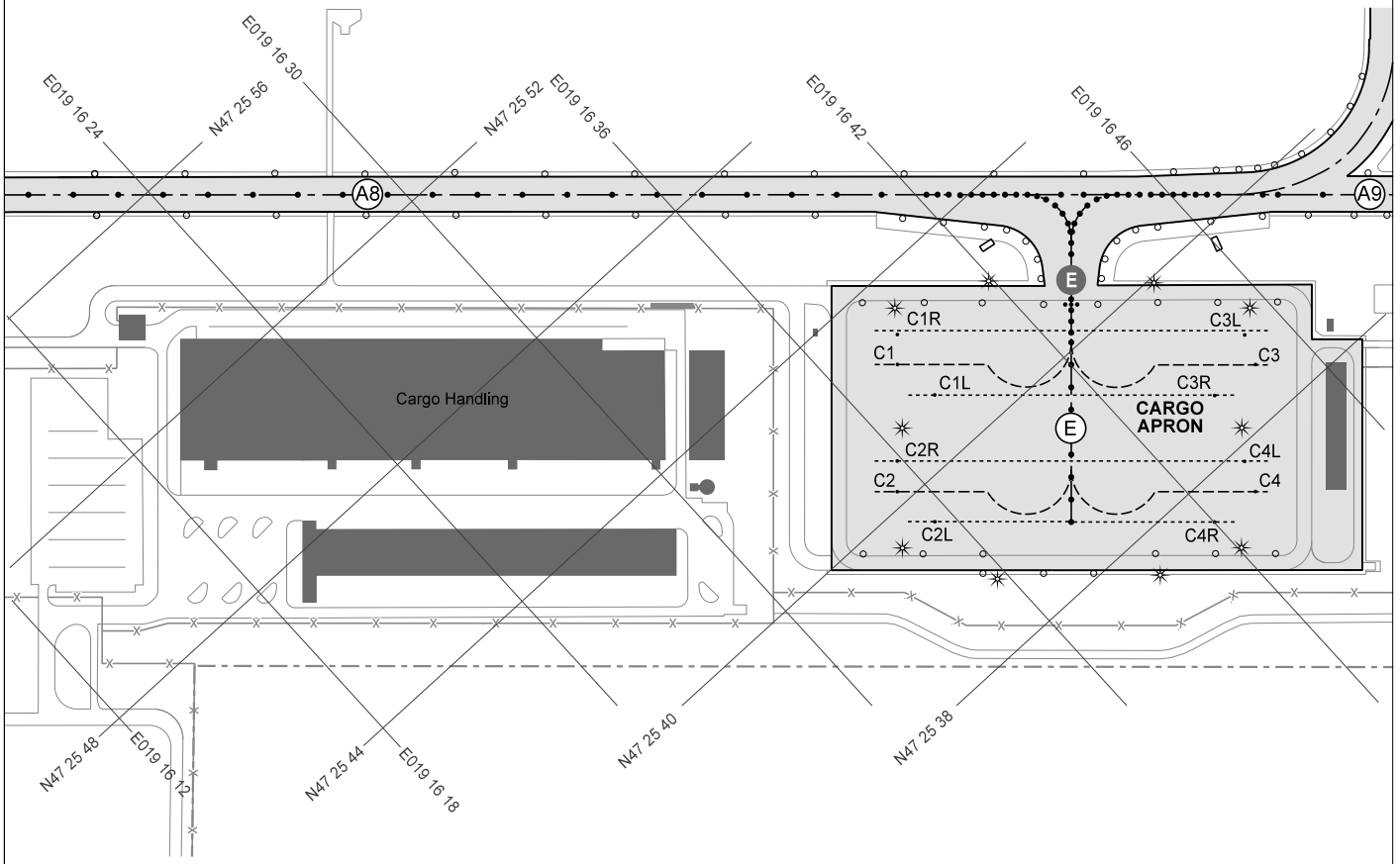
Geoid undulation 44 m 144 ft

INS COORDINATES FOR AIRCRAFT STANDS	
C1R	N47 25 42.79, E019 16 38.57
C1	N47 25 42.31, E019 16 37.93
C1L	N47 25 41.28, E019 16 38.15
C2R	N47 25 40.77, E019 16 35.85
C2	N47 25 40.28, E019 16 35.19
C2L	N47 25 39.25, E019 16 35.43
C3L	N47 25 37.72, E019 16 46.74
C3	N47 25 37.09, E019 16 46.36
C3R	N47 25 37.19, E019 16 44.73
C4L	N47 25 35.70, E019 16 44.02
C4	N47 25 35.06, E019 16 43.63
C4R	N47 25 35.17, E019 16 42.01

LEGEND

VISUAL AIDS

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



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

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

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

SCALE 1 : 5 000

50 0 50 100 150 200 250 m
0 250 500 750 feet

LIGHTING

TWY

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

MAXIMUM PERMISSIBLE WINGSPAN ON CARGO APRON TAXIWAY	
E	68.00 m

CHANGE: radio communication frequencies

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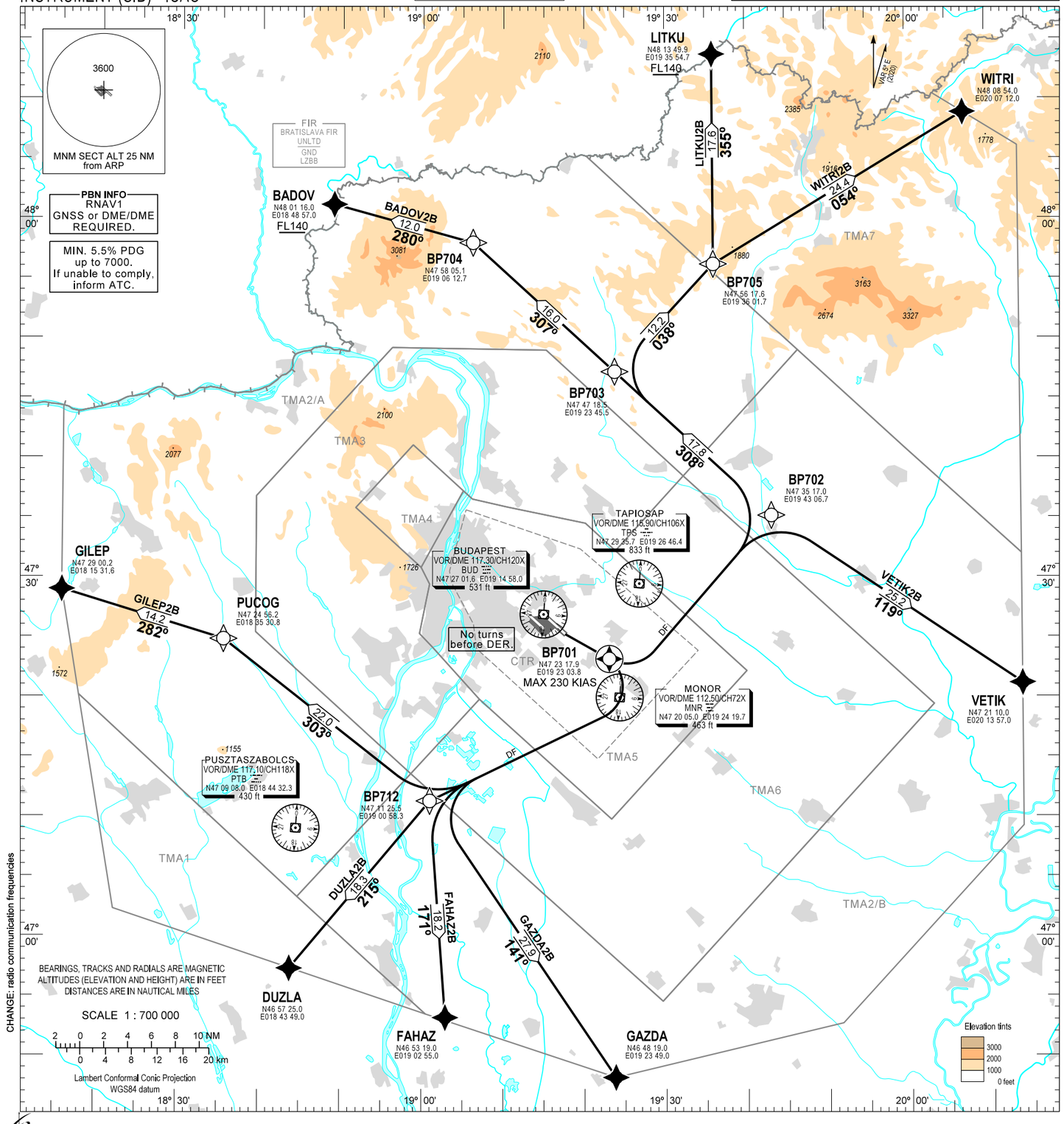
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 10000

BUDAPEST APP	122.980 123.860	BUDAPEST GROUND	121.905
	119.510	BUDAPEST DELIVERY	134.540
BUDAPEST TOWER	118.715	ATIS	132.380 (117.300)
BUDAPEST INFORMATION (NORTH)	119.350, (NORTH-EAST) 134.855		



BUDAPEST/LISZT FERENC

RNAV RWY 13L

BADOV2B, DUZLA2B, FAHAZ2B, GAZDA2B
GILEP2B, WITRI2B, LITKU2B, VETIK2B

An aeroplane should not be diverted from its assigned route unless:
it is necessary for the safety of the aeroplane (e.g. for avoidance of severe weather or to resolve a traffic conflict).

CLIMBING:
Min. 5.5% PDG up to 7000. If unable to comply, inform ATC. After departure climb initially 7000. Further climb only by ATC.

CONTACT:
If pilot not otherwise instructed by Budapest TWR, all departing aircraft, irrespective of the assigned SID, when passing 3000, shall contact Budapest APP on 122.980 CH.

R/T FAILURE:
If a departing controlled aircraft having acknowledged an initial (eg. 7000) or intermediate clearance, to climb to a level other than the one specified in the filed FPL for the en-route phase of the flight and no time or geographical limit was included in the clearance, should maintain for a period of seven minutes the level (eg. 7000) to which it was cleared and then should climb to the level included in the filed FPL unless the cruising level was definitely specified in the en-route clearance.

SID NAME	PROCEDURE	RESTRICTIONS
VETIK2B (VETIK TWO BRAVO DEPARTURE)	To BP701 climb on course 114°, no turns before DER. Direct to BP702. To VETIK.	MAX 230 KIAS at BP701.
WITRI2B (WITRI TWO BRAVO DEPARTURE)	To BP701 climb on course 114°, no turns before DER. Direct to BP702. To BP703, to BP705, to WITRI.	
LITKU2B (LITKU TWO BRAVO DEPARTURE)	To BP701 climb on course 114°, no turns before DER. Direct to BP702. To BP703, to BP705, to LITKU at or above FL140.	
BADOV2B (BADOV TWO BRAVO DEPARTURE)	To BP701 climb on course 114°, no turns before DER. Direct to BP702. To BP703, to BP704, to BADOV at or above FL140.	
GILEP2B (GILEP TWO BRAVO DEPARTURE)	To BP701 climb on course 114°, no turns before DER. Direct to BP712. To PUCOG, to GILEP.	
DUZLA2B (DUZLA TWO BRAVO DEPARTURE)	To BP701 climb on course 114°, no turns before DER. Direct to BP712. To DUZLA.	
FAHAZ2B (FAHAZ TWO BRAVO DEPARTURE)	To BP701 climb on course 114°, no turns before DER. Direct to BP712. To FAHAZ.	
GAZDA2B (GAZDA TWO BRAVO DEPARTURE)	To BP701 climb on course 114°, no turns before DER. Direct to BP712. To GAZDA.	

Recommended navaid: BUD VOR.

BUDAPEST TMA						BUDAPEST CTR	
TMA1	C TMA BUDAPEST TMA1 FL195 / 9500	TMA3	C TMA BUDAPEST TMA3 FL195 / 3500	TMA6	C TMA BUDAPEST TMA6 FL195 / 2500	CTR	D CTA BUDAPEST CTR 3500 / GND
TMA2/A	C TMA BUDAPEST TMA2/A FL195 / 5500	TMA4	C TMA BUDAPEST TMA4 FL195 / 2500	TMA7	C TMA BUDAPEST TMA7 FL195 / 9500		
TMA2/B	C TMA BUDAPEST TMA2/B FL195 / 5500	TMA5	C TMA BUDAPEST TMA5 FL195 / 2000				

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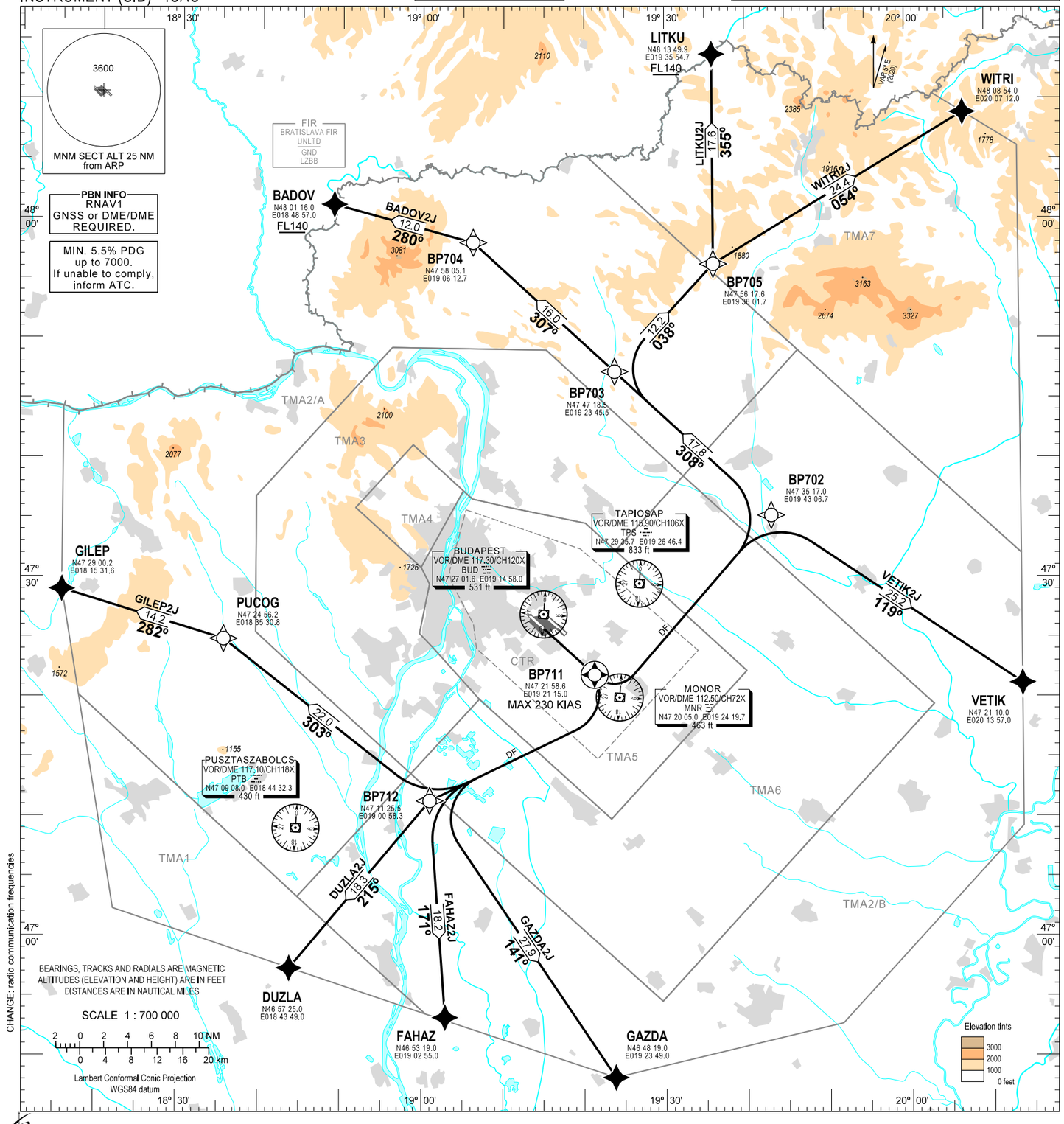
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 10000

BUDAPEST APP	122.980 123.860 119.510	BUDAPEST GROUND	121.905
BUDAPEST TOWER	118.715	BUDAPEST DELIVERY	134.540
BUDAPEST INFORMATION (NORTH)	119.350, (NORTH-EAST) 134.855	ATIS	132.380 (117.300)



BUDAPEST/LISZT FERENC

RNAV RWY 13R

BADOV2J, DUZLA2J, FAHAZ2J, GAZDA2J GILEP2J, WITRI2J, LITKU2J, VETIK2J

An aeroplane should not be diverted from its assigned route unless:
it is necessary for the safety of the aeroplane (e.g. for avoidance of severe weather or to resolve a traffic conflict).

CLIMBING:

Min. 5.5% PDG up to 7000. If unable to comply, inform ATC. After departure climb initially 7000. Further climb only by ATC.

CONTACT:

If pilot not otherwise instructed by Budapest TWR, all departing aircraft, irrespective of the assigned SID, when passing 3000, shall contact Budapest APP on 122.980 CH.

R/T FAILURE:

If a departing controlled aircraft having acknowledged an initial (eg. 7000) or intermediate clearance, to climb to a level other than the one specified in the filed FPL for the en-route phase of the flight and no time or geographical limit was included in the clearance, should maintain for a period of seven minutes the level (eg. 7000) to which it was cleared and then should climb to the level included in the filed FPL unless the cruising level was definitely specified in the en-route clearance.

SID NAME	PROCEDURE	RESTRICTIONS
VETIK2J (VETIK TWO JULIETT DEPARTURE)	To BP711 climb on course 127°. Direct to BP702. To VETIK.	MAX 230 KIAS at BP711.
WITRI2J (WITRI TWO JULIETT DEPARTURE)	To BP711 climb on course 127°. Direct to BP702. To BP703, to BP705, to WITRI.	
LITKU2J (LITKU TWO JULIETT DEPARTURE)	To BP711 climb on course 127°. Direct to BP702. To BP703, to BP705, to LITKU at or above FL140.	
BADOV2J (BADOV TWO JULIETT DEPARTURE)	To BP711 climb on course 127°. Direct to BP702. To BP703, to BP704, to BADOV at or above FL140.	
GILEP2J (GILEP TWO JULIETT DEPARTURE)	To BP711 climb on course 127°. Direct to BP712. To PUCOG, to GILEP.	
DUZLA2J (DUZLA TWO JULIETT DEPARTURE)	To BP711 climb on course 127°. Direct to BP712. To DUZLA.	
FAHAZ2J (FAHAZ TWO JULIETT DEPARTURE)	To BP711 climb on course 127°. Direct to BP712. To FAHAZ.	
GAZDA2J (GAZDA TWO JULIETT DEPARTURE)	To BP711 climb on course 127°. Direct to BP712. To GAZDA.	

Recommended navaid: BUD VOR.

BUDAPEST TMA						BUDAPEST CTR	
TMA1	C TMA BUDAPEST TMA1 FL195 / 9500	TMA3	C TMA BUDAPEST TMA3 FL195 / 3500	TMA6	C TMA BUDAPEST TMA6 FL195 / 2500	CTR	D CTA BUDAPEST CTR 3500 / GND
TMA2/A	C TMA BUDAPEST TMA2/A FL195 / 5500	TMA4	C TMA BUDAPEST TMA4 FL195 / 2500	TMA7	C TMA BUDAPEST TMA7 FL195 / 9500		
TMA2/B	C TMA BUDAPEST TMA2/B FL195 / 5500	TMA5	C TMA BUDAPEST TMA5 FL195 / 2000				

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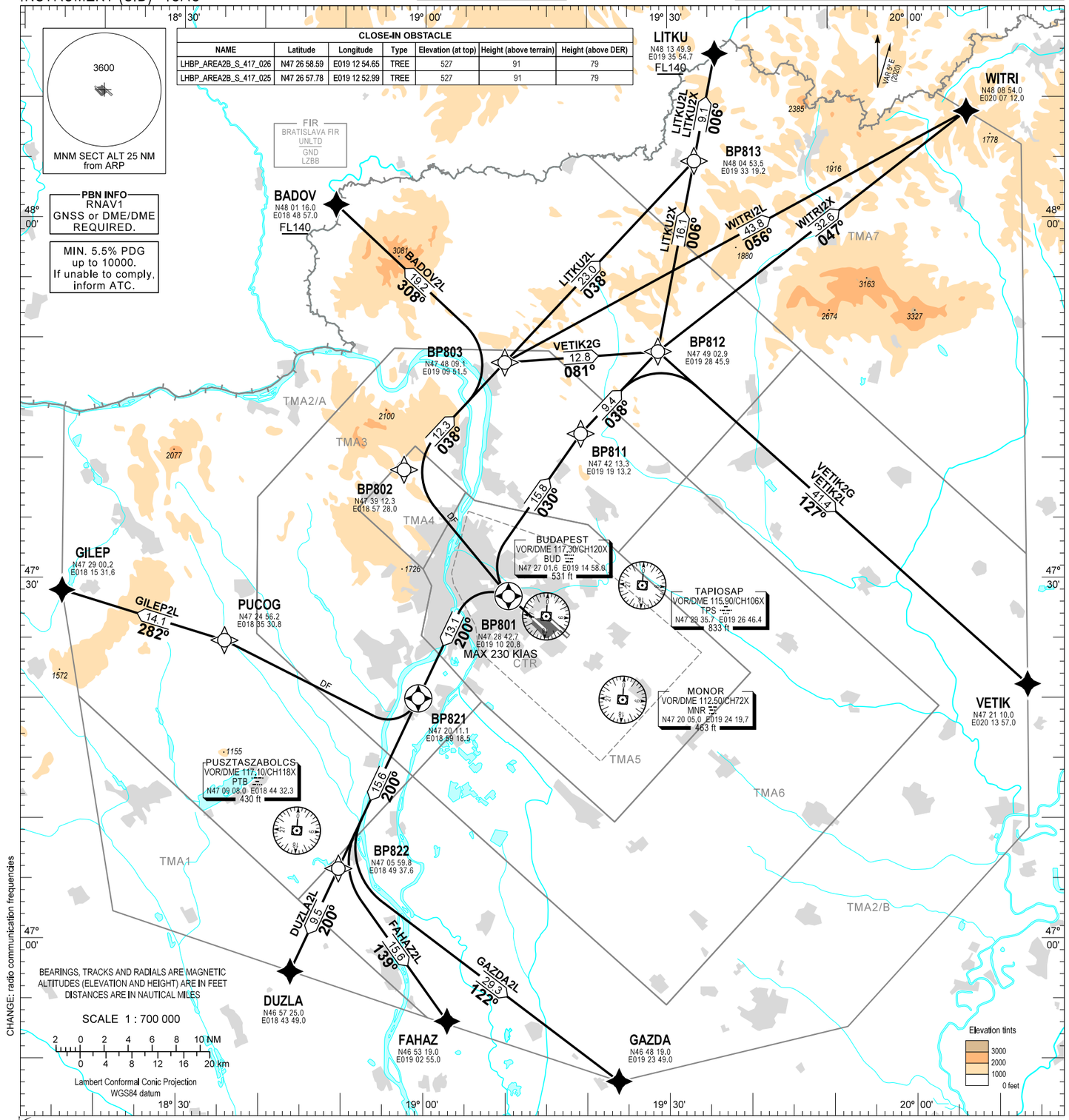
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000

BUDAPEST APP	122.980 123.860 119.510	BUDAPEST GROUND	121.905
BUDAPEST TOWER	118.715	BUDAPEST DELIVERY	134.540
BUDAPEST INFORMATION (NORTH)	119.350, (NORTH-EAST) 134.855	ATIS	132.380 (117.300)

BUDAPEST/LISZT FERENC
RNAV RWY 31L

BADOV2L, DUZLA2L, FAHAZ2L, GAZDA2L, GILEP2L, WITRI2L, WITRI2X, LITKU2L, LITKU2X, VETIK2G, VETIK2L



An aeroplane should not be diverted from its assigned route unless:
it is necessary for the safety of the aeroplane (e.g. for avoidance of severe weather or to resolve a traffic conflict).

CLIMBING:
Min. 5.5% PDG up to 10000. If unable to comply, inform ATC. After departure climb initially 7000. Further climb only by ATC.

CONTACT:
If pilot not otherwise instructed by Budapest TWR, all departing aircraft, irrespective of the assigned SID, when passing 3000, shall contact Budapest APP on 122.980 CH.

R/T FAILURE:
If a departing controlled aircraft having acknowledged an initial (eg. 7000) or intermediate clearance, to climb to a level other than the one specified in the filed FPL for the en-route phase of the flight and no time or geographical limit was included in the clearance, should maintain for a period of seven minutes the level (eg. 7000) to which it was cleared and then should climb to the level included in the filed FPL unless the cruising level was definitely specified in the en-route clearance.

SID NAME	PROCEDURE	RESTRICTIONS
VETIK2L (VETIK TWO LIMA DEPARTURE)	To BP801 climb on course 307°. To BP811 on course 030°, to BP812, to VETIK.	MAX 230 KIAS at BP801.
VETIK2G (VETIK TWO GOLF DEPARTURE)	To BP801 climb on course 307°. Direct to BP802. To BP803, to BP812, to VETIK.	
WITRI2X (WITRI TWO X-RAY DEPARTURE)	To BP801 climb on course 307°. To BP811 on course 030°, to BP812, to WITRI.	
WITRI2L (WITRI TWO LIMA DEPARTURE)	To BP801 climb on course 307°. Direct to BP802. To BP803, to WITRI.	
LITKU2X (LITKU TWO X-RAY DEPARTURE)	To BP801 climb on course 307°. To BP811 on course 030°, to BP812, to BP813, to LITKU at or above FL140.	
LITKU2L (LITKU TWO LIMA DEPARTURE)	To BP801 climb on course 307°. Direct to BP802. To BP803, to BP813, to LITKU at or above FL140.	
BADOV2L (BADOV TWO LIMA DEPARTURE)	To BP801 climb on course 307°. Direct to BP802. To BP803, to BADOV at or above FL140.	
GILEP2L (GILEP TWO LIMA DEPARTURE)	To BP801 climb on course 307°. To BP821 on course 200°. Direct to PUCOG. To GILEP.	
DUZLA2L (DUZLA TWO LIMA DEPARTURE)	To BP801 climb on course 307°. To BP821 on course 200°. To BP822, to DUZLA.	
FAHAZ2L (FAHAZ TWO LIMA DEPARTURE)	To BP801 climb on course 307°. To BP821 on course 200°. To BP822, to FAHAZ.	
GAZDA2L (GAZDA TWO LIMA DEPARTURE)	To BP801 climb on course 307°. To BP821 on course 200°. To BP822, to GAZDA.	

Recommended navaid: BUD VOR.

BUDAPEST TMA						BUDAPEST CTR	
TMA1	C TMA BUDAPEST TMA1 FL195 / 9500	TMA3	C TMA BUDAPEST TMA3 FL195 / 3500	TMA6	C TMA BUDAPEST TMA6 FL195 / 2500	CTR	D CTA BUDAPEST CTR 3500 / GND
TMA2/A	C TMA BUDAPEST TMA2/A FL195 / 5500	TMA4	C TMA BUDAPEST TMA4 FL195 / 2500	TMA7	C TMA BUDAPEST TMA7 FL195 / 9500		
TMA2/B	C TMA BUDAPEST TMA2/B FL195 / 5500	TMA5	C TMA BUDAPEST TMA5 FL195 / 2000				

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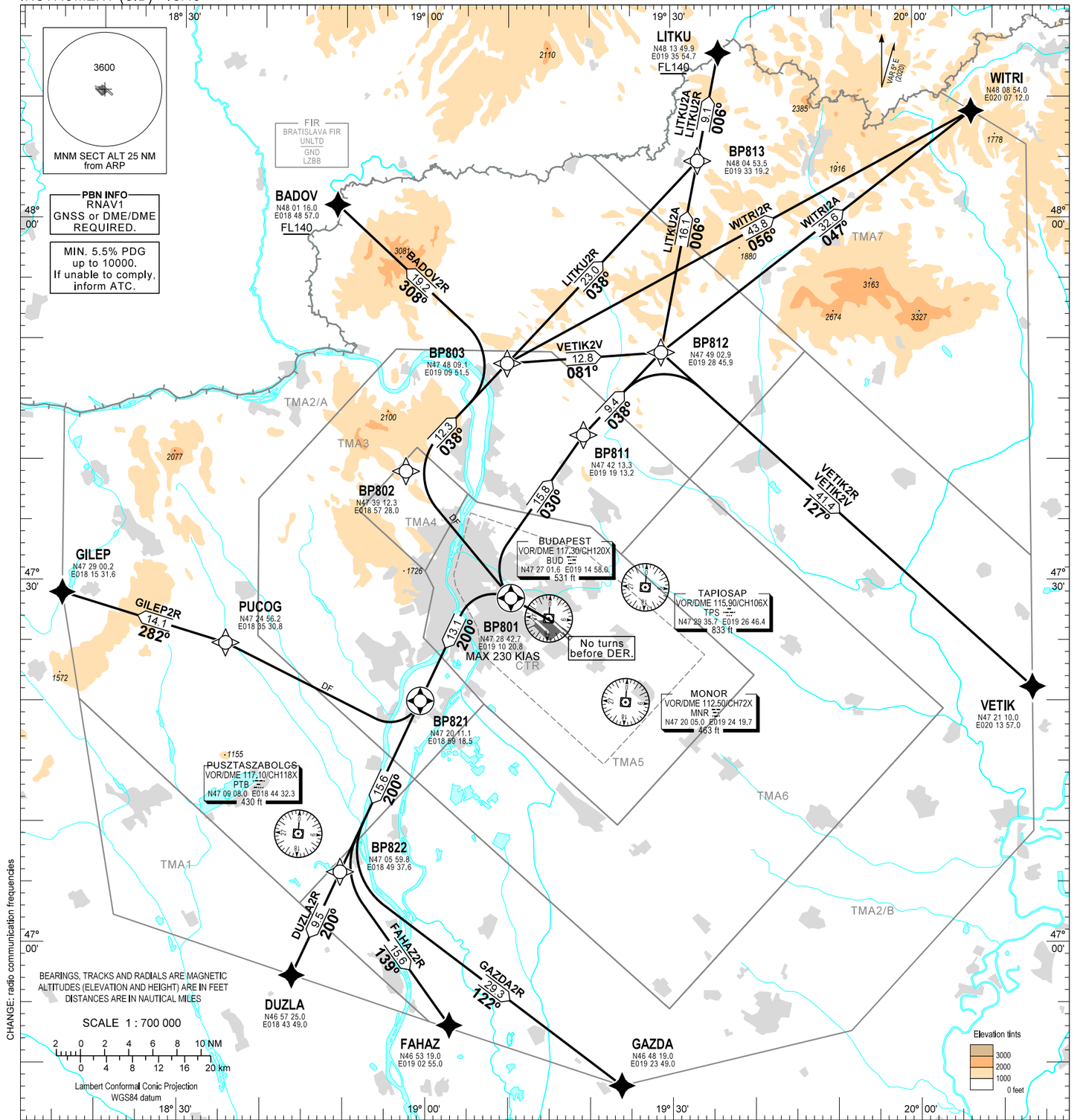
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 10000

BUDAPEST APP	122.980 123.860	BUDAPEST GROUND	121.905
	119.510	BUDAPEST DELIVERY	134.540
BUDAPEST TOWER	118.715	ATIS	132.380 (117.300)
BUDAPEST INFORMATION (NORTH)	119.350, (NORTH-EAST) 134.855		



BUDAPEST/LISZT FERENC

RNAV RWY 31R

BADOV2R, DUZLA2R, FAHAZ2R, GAZDA2R, GILEP2R, WITRI2A, WITRI2R, LITKU2A, LITKU2R, VETIK2R, VETIK2V

An aeroplane should not be diverted from its assigned route unless:
it is necessary for the safety of the aeroplane (e.g. for avoidance of severe weather or to resolve a traffic conflict).

CLIMBING:
Min. 5.5% PDG up to 10000. If unable to comply, inform ATC. After departure climb initially 7000. Further climb only by ATC.

CONTACT:
If pilot not otherwise instructed by Budapest TWR, all departing aircraft, irrespective of the assigned SID, when passing 3000, shall contact Budapest APP on 122.980 CH.

R/T FAILURE:
If a departing controlled aircraft having acknowledged an initial (eg. 7000) or intermediate clearance, to climb to a level other than the one specified in the filed FPL for the en-route phase of the flight and no time or geographical limit was included in the clearance, should maintain for a period of seven minutes the level (eg. 7000) to which it was cleared and then should climb to the level included in the filed FPL unless the cruising level was definitely specified in the en-route clearance.

SID NAME	PROCEDURE	RESTRICTIONS
VETIK2R (VETIK TWO ROMEO DEPARTURE)	To BP801 climb on course 295°, no turns before DER. To BP811 on course 030°, to BP812, to VETIK.	MAX 230 KIAS at BP801.
VETIK2V (VETIK TWO VICTOR DEPARTURE)	To BP801 climb on course 295°, no turns before DER. Direct to BP802. To BP803, to BP812, to VETIK.	
WITRI2A (WITRI TWO ALFA DEPARTURE)	To BP801 climb on course 295°, no turns before DER. To BP811 on course 030°, to BP812, to WITRI.	
WITRI2R (WITRI TWO ROMEO DEPARTURE)	To BP801 climb on course 295°, no turns before DER. Direct to BP802. To BP803, to WITRI.	
LITKU2A (LITKU TWO ALFA DEPARTURE)	To BP801 climb on course 295°, no turns before DER. To BP811 on course 030°, to BP812, to BP813, to LITKU at or above FL140.	
LITKU2R (LITKU TWO ROMEO DEPARTURE)	To BP801 climb on course 295°, no turns before DER. Direct to BP802. To BP803, to BP813, to LITKU at or above FL140.	
BADOV2R (BADOV TWO ROMEO DEPARTURE)	To BP801 climb on course 295°, no turns before DER. Direct to BP802. To BP803, to BADOV at or above FL140.	
GILEP2R (GILEP TWO ROMEO DEPARTURE)	To BP801 climb on course 295°, no turns before DER. To BP821 on course 200°. Direct to PUCOG. To GILEP.	
DUZLA2R (DUZLA TWO ROMEO DEPARTURE)	To BP801 climb on course 295°, no turns before DER. To BP821 on course 200°. To BP822, to DUZLA.	
FAHAZ2R (FAHAZ TWO ROMEO DEPARTURE)	To BP801 climb on course 295°, no turns before DER. To BP821 on course 200°. To BP822, to FAHAZ.	
GAZDA2R (GAZDA TWO ROMEO DEPARTURE)	To BP801 climb on course 295°, no turns before DER. To BP821 on course 200°. To BP822, to GAZDA.	

Recommended navaid: BUD VOR.

BUDAPEST TMA						BUDAPEST CTR	
TMA1	C TMA BUDAPEST TMA1 FL195 / 9500	TMA3	C TMA BUDAPEST TMA3 FL195 / 3500	TMA6	C TMA BUDAPEST TMA6 FL195 / 2500	CTR	D CTA BUDAPEST CTR 3500 / GND
TMA2/A	C TMA BUDAPEST TMA2/A FL195 / 5500	TMA4	C TMA BUDAPEST TMA4 FL195 / 2500	TMA7	C TMA BUDAPEST TMA7 FL195 / 9500		
TMA2/B	C TMA BUDAPEST TMA2/B FL195 / 5500	TMA5	C TMA BUDAPEST TMA5 FL195 / 2000				

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STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

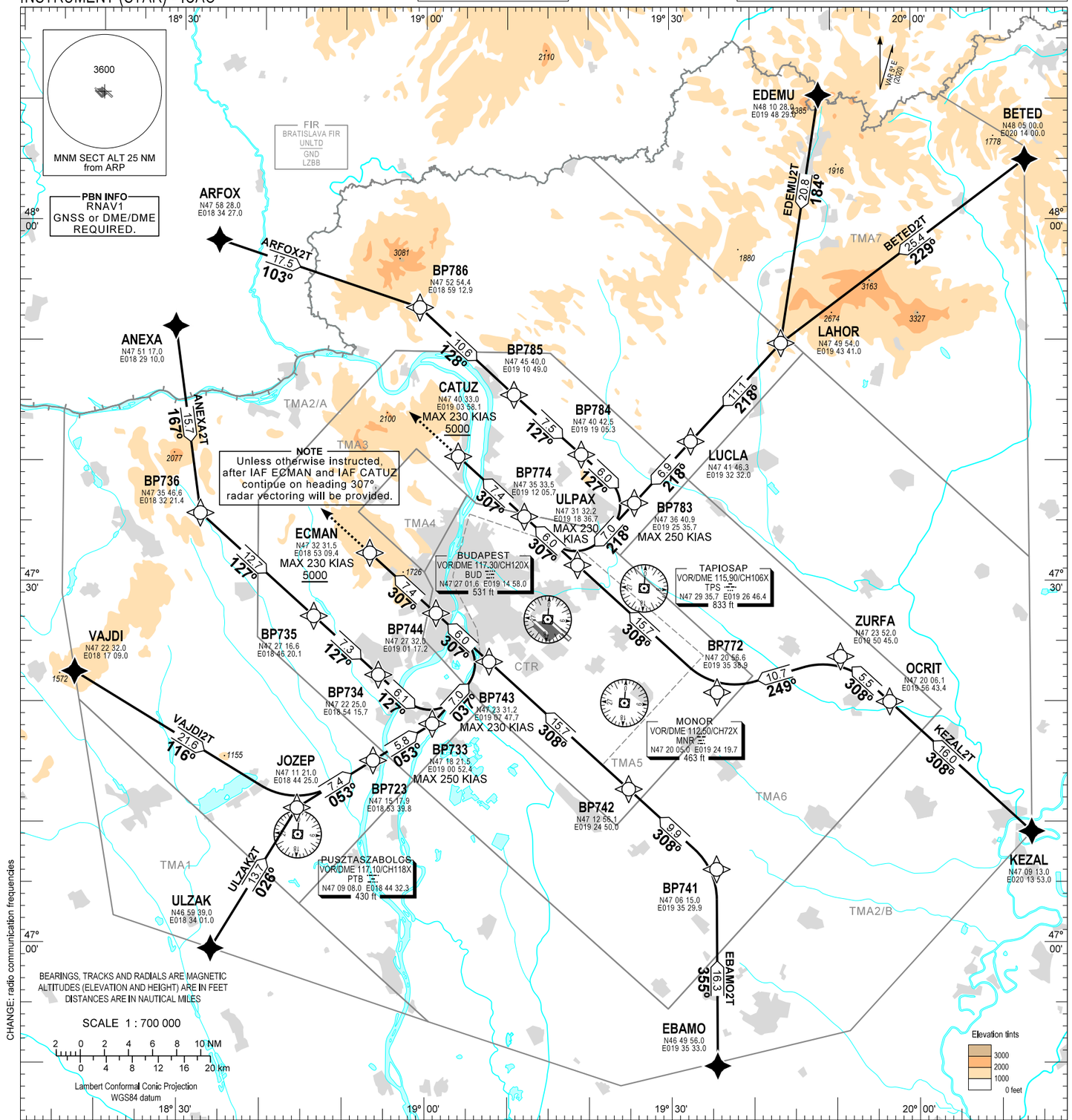
TRANSITION ALTITUDE
10000

BUDAPEST APP	122.980 123.860	BUDAPEST GROUND	121.905
	119.510	BUDAPEST DELIVERY	134.540
BUDAPEST TOWER	118.715	ATIS	132.380 (117.300)
BUDAPEST INFORMATION (NORTH)	119.350, (NORTH-EAST) 134.855		

BUDAPEST/LISZT FERENC

RNAV RWY 13L, 13R

ANEXA2T, ARFOX2T, ULZAK2T, BETED2T
EBAMO2T, EDEMU2T, KEZAL2T, VAJDI2T



NAME	PROCEDURE	RESTRICTIONS
ANEXA2T (ANEXA TWO TANGO ARRIVAL)	From ANEXA to BP736, to BP735, to BP734. To BP733, maximum speed 250 KIAS. To BP743, maximum speed 230 KIAS. To BP744, to ECMAN at or above 5000.	MAX 230 KIAS at ECMAN and CATUZ.
VAJDI2T (VAJDI TWO TANGO ARRIVAL)	From VAJDI to JOZEP, to BP723. To BP733, maximum speed 250 KIAS. To BP743, maximum speed 230 KIAS. To BP744, to ECMAN at or above 5000.	
ULZAK2T (ULZAK TWO TANGO ARRIVAL)	From ULZAK to JOZEP, to BP723. To BP733, maximum speed 250 KIAS. To BP743, maximum speed 230 KIAS. To BP744, to ECMAN at or above 5000.	
EBAMO2T (EBAMO TWO TANGO ARRIVAL)	From EBAMO to BP741, to BP742, to BP743, to BP744, to ECMAN at or above 5000.	
KEZAL2T (KEZAL TWO TANGO ARRIVAL)	From KEZAL to OCRIT, to ZURFA, to BP772, to ULPAX, to BP774, to CATUZ at or above 5000.	
BETED2T (BETED TWO TANGO ARRIVAL)	From BETED to LAHOR, to LUCLA, to BP783. To ULPAX, maximum speed 230 KIAS. To BP774, to CATUZ at or above 5000.	
EDEMU2T (EDEMU TWO TANGO ARRIVAL)	From EDEMU to LAHOR, to LUCLA, to BP783. To ULPAX, maximum speed 230 KIAS. To BP774, to CATUZ at or above 5000.	
ARFOX2T (ARFOX TWO TANGO ARRIVAL)	From ARFOX to BP786, to BP785, to BP784. To BP783, maximum speed 250 KIAS. To ULPAX, maximum speed 230 KIAS. To BP774, to CATUZ at or above 5000.	

BUDAPEST TMA						BUDAPEST CTR	
TMA1	C TMA BUDAPEST TMA1 FL195 / 9500	TMA3	C TMA BUDAPEST TMA3 FL195 / 3500	TMA6	C TMA BUDAPEST TMA6 FL195 / 2500	CTR	D CTA BUDAPEST CTR 3500 / GND
TMA2/A	C TMA BUDAPEST TMA2/A FL195 / 5500	TMA4	C TMA BUDAPEST TMA4 FL195 / 2500	TMA7	C TMA BUDAPEST TMA7 FL195 / 9500		
TMA2/B	C TMA BUDAPEST TMA2/B FL195 / 5500	TMA5	C TMA BUDAPEST TMA5 FL195 / 2000				

CHANGE: radio communication frequencies

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STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

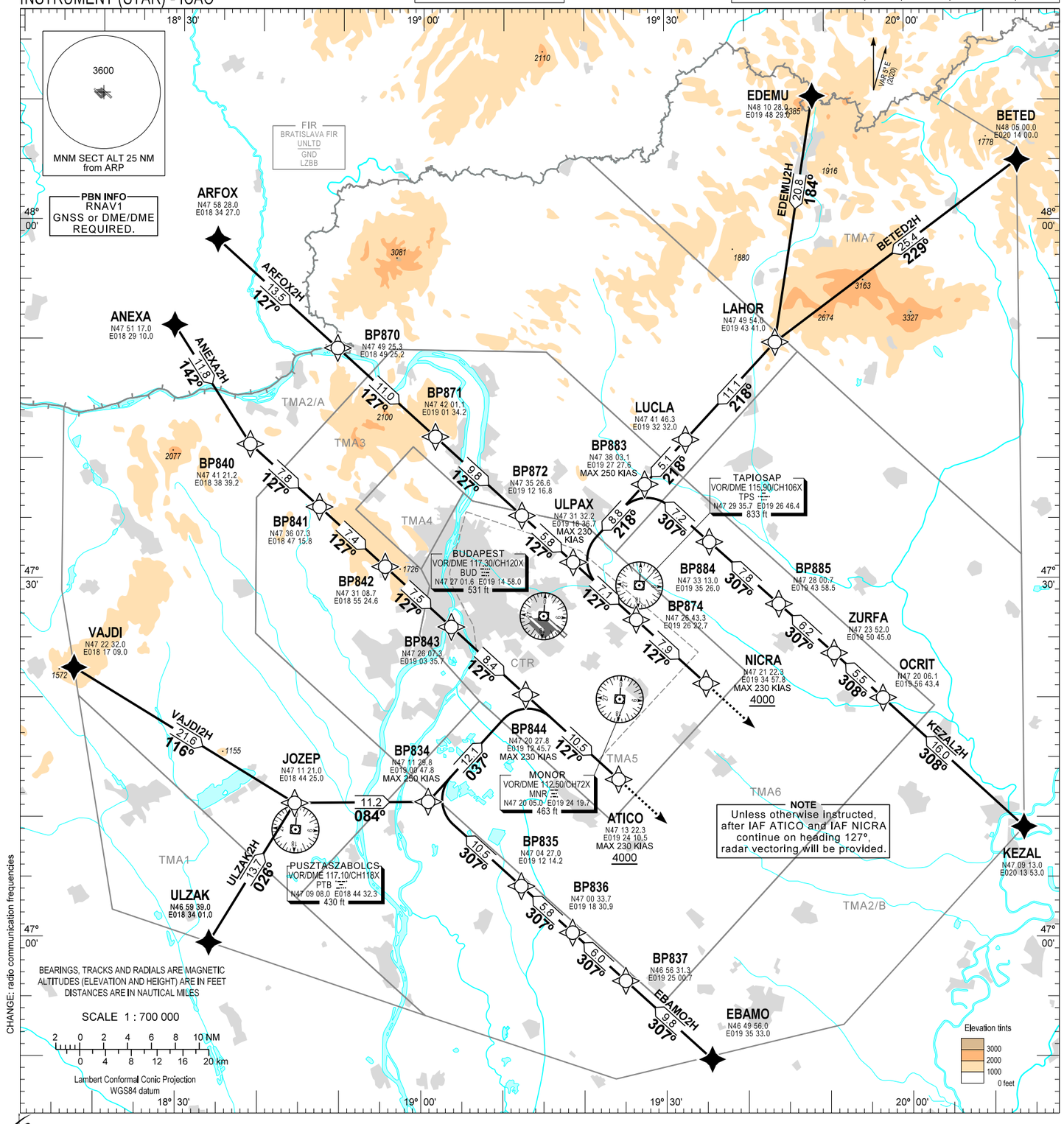
TRANSITION ALTITUDE
10000

BUDAPEST APP	122.980 123.860	BUDAPEST GROUND	121.905
	119.510	BUDAPEST DELIVERY	134.540
BUDAPEST TOWER	118.715	ATIS	132.380 (117.300)
BUDAPEST INFORMATION (NORTH)	119.350, (NORTH-EAST) 134.855		

BUDAPEST/LISZT FERENC

RNAV RWY 31L, 31R

ANEXA2H, ARFOX2H, ULZAK2H, BETED2H
EBAMO2H, EDEMU2H, KEZAL2H, VAJDI2H



NAME	PROCEDURE	RESTRICTIONS
ANEXA2H (ANEXA TWO HOTEL ARRIVAL)	From ANEXA to BP840, to BP841, to BP842, to BP843, to BP844, to ATICO at or above 4000.	MAX 230 KIAS at ATICO and NICRA.
VAJDI2H (VAJDI TWO HOTEL ARRIVAL)	From VAJDI to JOZEP. To BP834, maximum speed 250 KIAS. To BP844, maximum speed 230 KIAS. To ATICO at or above 4000.	
ULZAK2H (ULZAK TWO HOTEL ARRIVAL)	From ULZAK to JOZEP. To BP834, maximum speed 250 KIAS. To BP844, maximum speed 230 KIAS. To ATICO at or above 4000.	
EBAMO2H (EBAMO TWO HOTEL ARRIVAL)	From EBAMO to BP837, to BP836, to BP835. To BP834, maximum speed 250 KIAS. To BP844, maximum speed 230 KIAS. To ATICO at or above 4000.	
KEZAL2H (KEZAL TWO HOTEL ARRIVAL)	From KEZAL to OCRIT, to ZURFA, to BP885, to BP884. To BP883, maximum speed 250 KIAS. To ULPAX, maximum speed 230 KIAS. To BP874, to NICRA at or above 4000.	
BETED2H (BETED TWO HOTEL ARRIVAL)	From BETED to LAHOR, to LUCLA, to BP883. To ULPAX, maximum speed 230 KIAS. To BP874, to NICRA at or above 4000.	
EDEMU2H (EDEMU TWO HOTEL ARRIVAL)	From EDEMU to LAHOR, to LUCLA, to BP883. To ULPAX, maximum speed 230 KIAS. To BP874, to NICRA at or above 4000.	
ARFOX2H (ARFOX TWO HOTEL ARRIVAL)	From ARFOX to BP870, BP871, to BP872, to ULPAX, to BP874, to NICRA at or above 4000.	

BUDAPEST TMA						BUDAPEST CTR	
TMA1	C TMA BUDAPEST TMA1 FL195 / 9500	TMA3	C TMA BUDAPEST TMA3 FL195 / 3500	TMA6	C TMA BUDAPEST TMA6 FL195 / 2500	CTR	D CTA BUDAPEST CTR 3500 / GND
TMA2/A	C TMA BUDAPEST TMA2/A FL195 / 5500	TMA4	C TMA BUDAPEST TMA4 FL195 / 2500	TMA7	C TMA BUDAPEST TMA7 FL195 / 9500		
TMA2/B	C TMA BUDAPEST TMA2/B FL195 / 5500	TMA5	C TMA BUDAPEST TMA5 FL195 / 2000				

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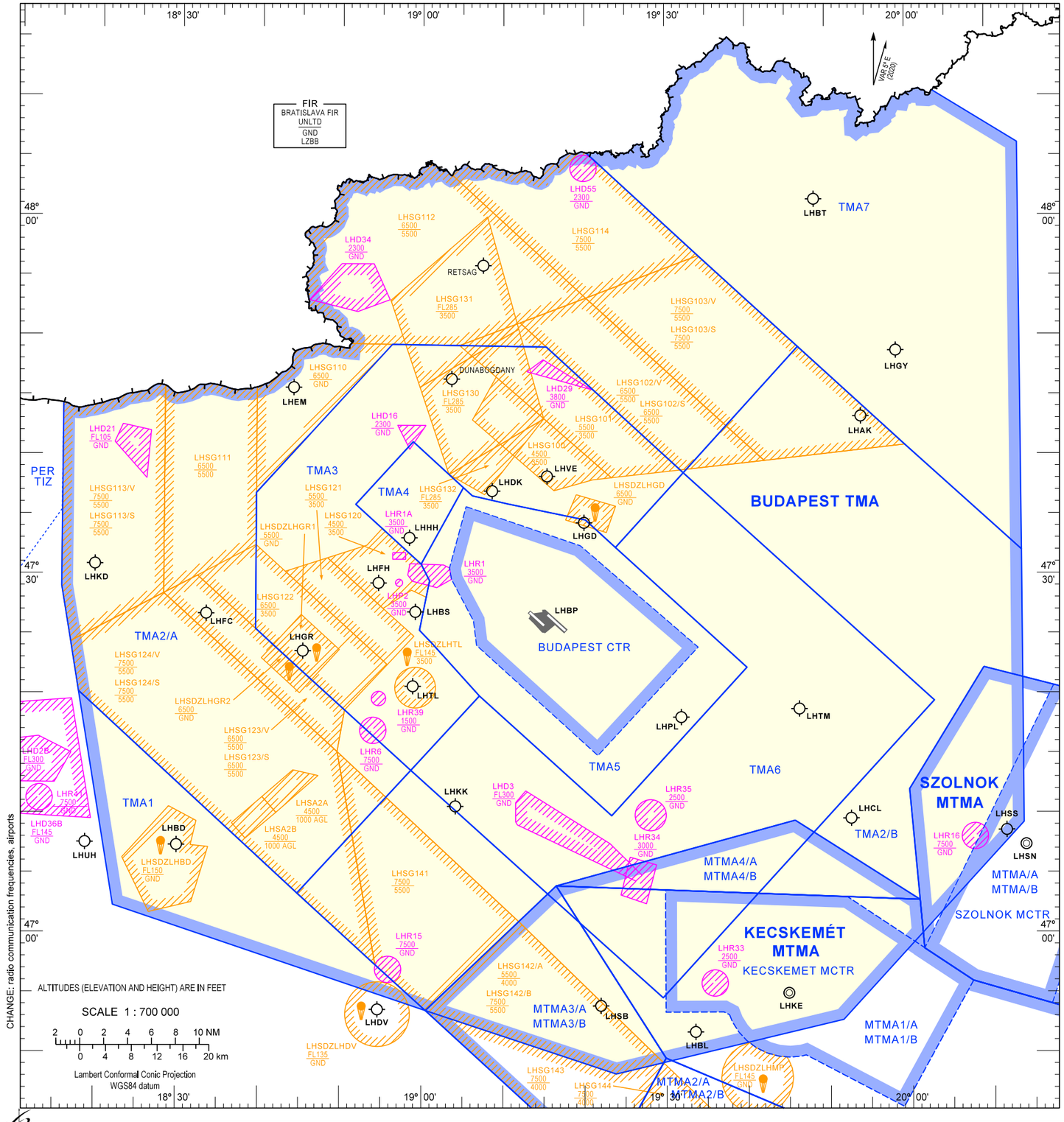
BUDAPEST/LISZT FERENC

BUDAPEST TMA - INDEX CHART

TRANSITION ALTITUDE
10000

BUDAPEST APP	122.980 123.860 119.510	BUDAPEST GROUND	121.905
		BUDAPEST DELIVERY	134.540
BUDAPEST TOWER	118.715	ATIS	132.380 (117.300)
BUDAPEST INFORMATION (NORTH)	119.350, (NORTH-EAST) 134.855		



CHANGE: radio communication frequencies, airports

BUDAPEST TMA

TMA1	C TMA BUDAPEST TMA1 FL195 / 9500	TMA2/B	C TMA BUDAPEST TMA2/B FL195 / 5500	TMA4	C TMA BUDAPEST TMA4 FL195 / 2500	TMA6	C TMA BUDAPEST TMA6 FL195 / 2500
TMA2/A	C TMA BUDAPEST TMA2/A FL195 / 5500	TMA3	C TMA BUDAPEST TMA3 FL195 / 3500	TMA5	C TMA BUDAPEST TMA5 FL195 / 2000	TMA7	C TMA BUDAPEST TMA7 FL195 / 9500

KECSKEMET MTMA

MTMA1/A	TMA KECSKEMET MTMA1/A 7500 / 2000	MTMA2/A	TMA KECSKEMET MTMA2/A 7500 / 4000	MTMA3/A	TMA KECSKEMET MTMA3/A 7500 / 4000	MTMA4/A	TMA KECSKEMET MTMA4/A 7500 / 2000
MTMA1/B	TMA KECSKEMET MTMA1/B FL125 / 7500	MTMA2/B	TMA KECSKEMET MTMA2/B FL125 / 7500	MTMA3/B	TMA KECSKEMET MTMA3/B FL125 / 7500	MTMA4/B	TMA KECSKEMET MTMA4/B FL125 / 7500

SZOLNOK MTMA

MTMA/A	TMA SZOLNOK MTMA/A 5500 / 2000	MTMA/B	TMA SZOLNOK MTMA/B 9500 / 5500

BUDAPEST CTR	KECSKEMET MCTR	SZOLNOK MCTR	PER TIZ
D CTR BUDAPEST CTR 3500 / GND	CTR KECSKEMET MCTR 4000 / GND	CTR SZOLNOK MCTR 4000 / GND	G TIZ PER TIZ 9500 / GND

LEGEND

- Flight information region (FIR)
- Terminal control area (TMA/MTMA)
- Control zone (CTR/MCTR)
- Traffic information zone (TIZ)
- Prohibited, Restricted and Danger area
- Aerial sporting and recreational activities (Aerobatics area, Glider area, Drop zone)

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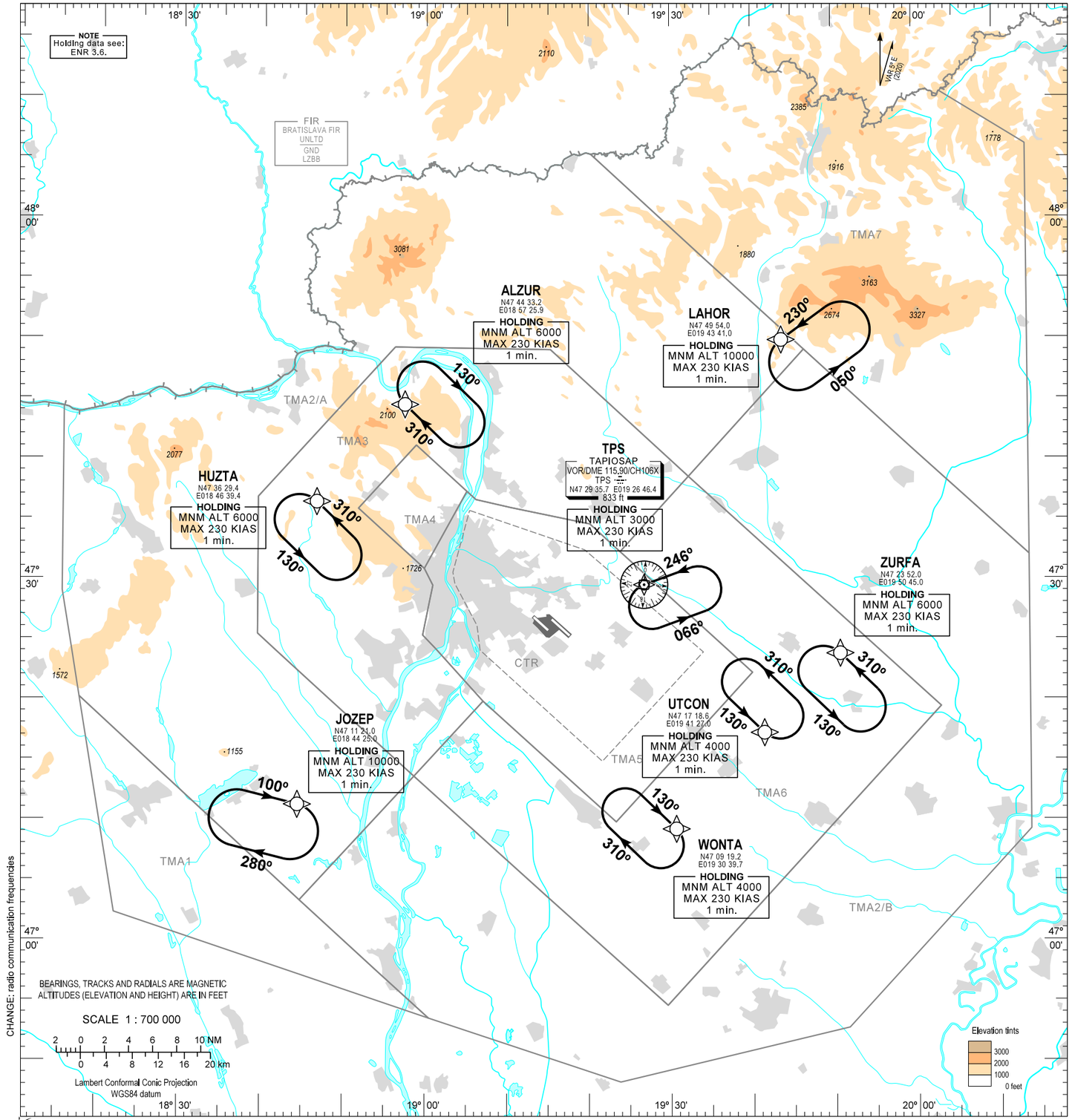
BUDAPEST/LISZT FERENC

HOLDING PROCEDURES - INDEX CHART

TRANSITION ALTITUDE
10000

BUDAPEST APP	122.980 123.860	BUDAPEST GROUND	121.905
	119.510	BUDAPEST DELIVERY	134.540
BUDAPEST TOWER	118.715	ATIS	132.380 (117.300)
BUDAPEST INFORMATION (NORTH)	119.350, (NORTH-EAST) 134.855		



BUDAPEST TMA						BUDAPEST CTR	
TMA1	C TMA BUDAPEST TMA1 FL195 / 9500	TMA3	C TMA BUDAPEST TMA3 FL195 / 3500	TMA6	C TMA BUDAPEST TMA6 FL195 / 2500	CTR	D CTA BUDAPEST CTR 3500 / GND
TMA2/A	C TMA BUDAPEST TMA2/A FL195 / 5500	TMA4	C TMA BUDAPEST TMA4 FL195 / 2500	TMA7	C TMA BUDAPEST TMA7 FL195 / 9500		
TMA2/B	C TMA BUDAPEST TMA2/B FL195 / 5500	TMA5	C TMA BUDAPEST TMA5 FL195 / 2000				

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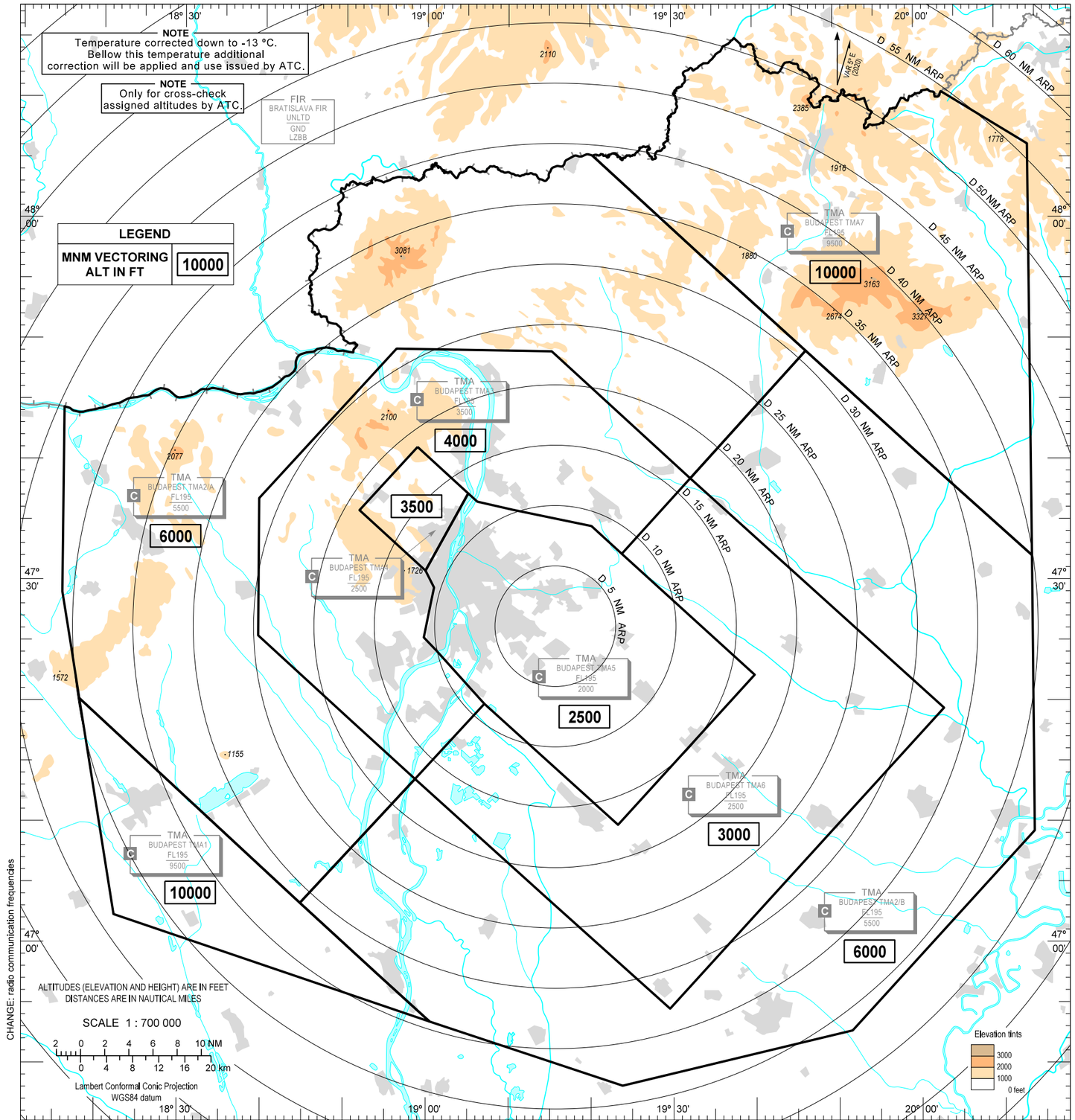
BUDAPEST/LISZT FERENC

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AERODROME ELEV 496

TRANSITION ALTITUDE 10000

BUDAPEST APP	122.980 123.860	BUDAPEST GROUND	121.905
	119.510	BUDAPEST DELIVERY	134.540
BUDAPEST TOWER	118.715	ATIS	132.380 (117.300)
BUDAPEST INFORMATION (NORTH)	119.350, (NORTH-EAST) 134.855		



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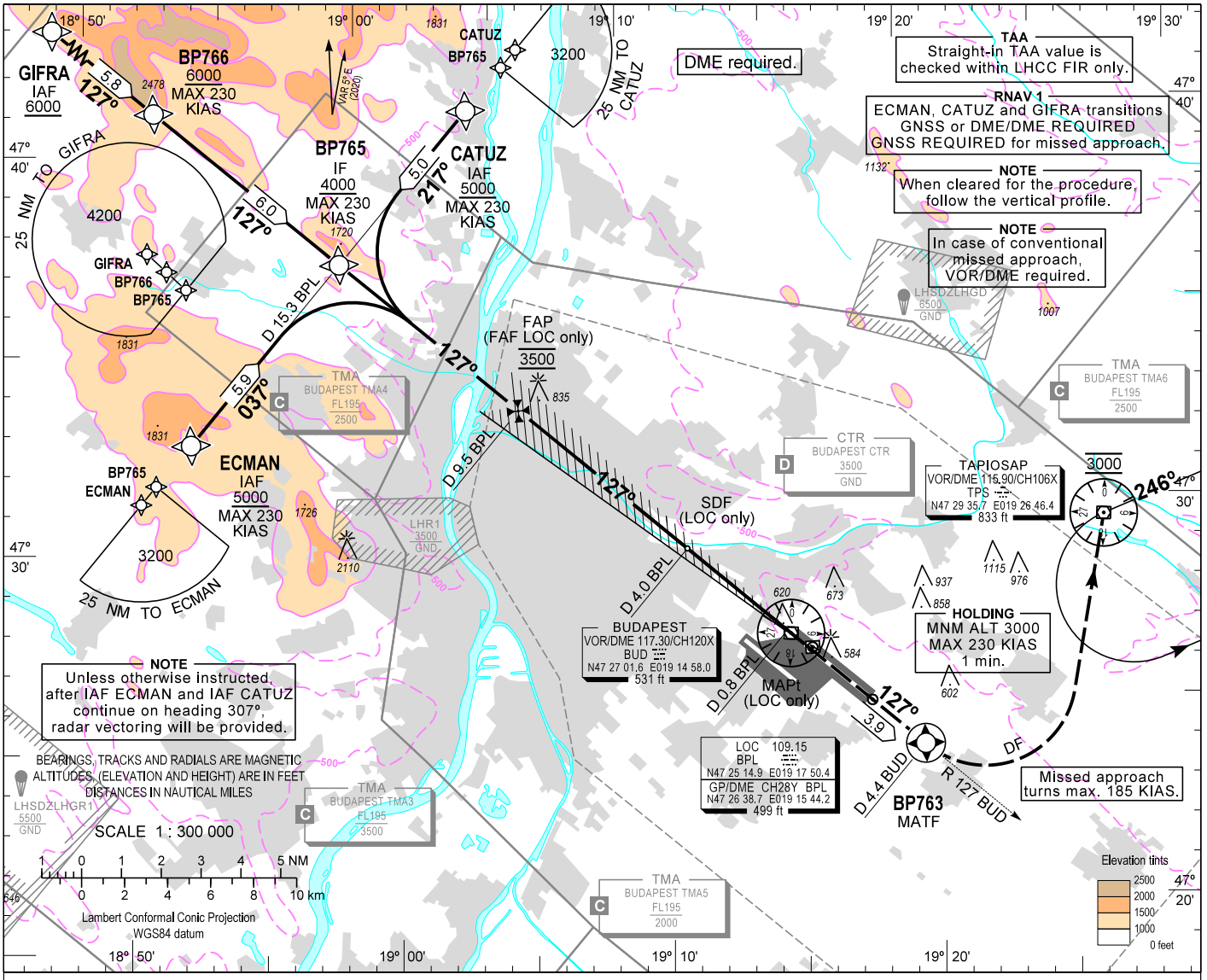
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 496
HEIGHTS RELATED TO THR RWY 13L - ELEV 496

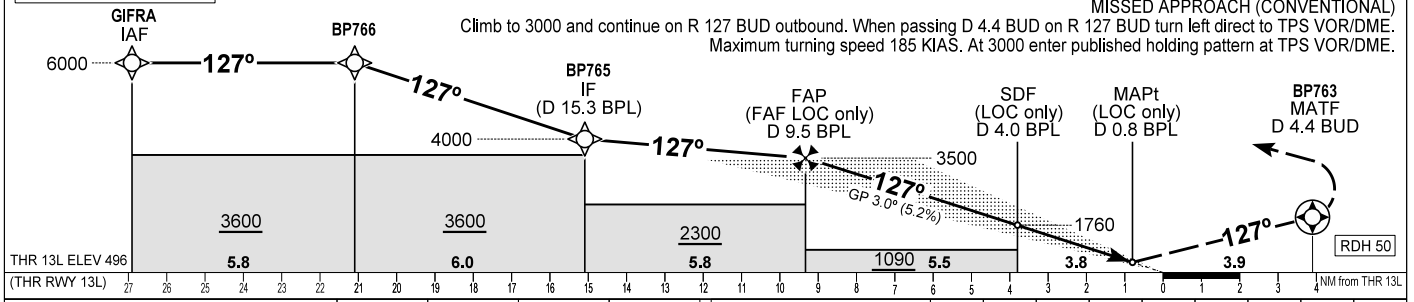
BUDAPEST APP	122.980 123.860 119.510	BUDAPEST GROUND	121.905
		BUDAPEST DELIVERY	134.540
BUDAPEST TOWER	118.715	ATIS	132.380 (117.300)
BUDAPEST INFORMATION (NORTH) 119.350, (NORTH-EAST) 134.855			

BUDAPEST/LISZT FERENC
ILS or LOC RWY 13L
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE
10000

MISSED APPROACH (RNAV)
Climb to BP763. At BP763 turn left direct to TPS and continue climb to 3000.
Maximum turning speed 185 KIAS. At 3000 enter published holding pattern at TPS VOR/DME.
MISSED APPROACH (CONVENTIONAL)
Climb to 3000 and continue on R 127 BUD outbound. When passing D 4.4 BUD on R 127 BUD turn left direct to TPS VOR/DME.
Maximum turning speed 185 KIAS. At 3000 enter published holding pattern at TPS VOR/DME.



OCA (H)		A	B	C	D
STRAIGHT-IN APPROACH	CAT I	662 (166)	674 (178)	682 (186)	693 (197)
	CAT II	574 (78)	591 (95)	603 (107)	617 (121)
	LOC	870 (380)			

DME BPL	NM	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
DIST THR / RWY 13L	NM	8.8	7.8	6.8	5.8	4.8	3.8	2.8	1.8
ALTITUDE	ft	3350	3030	2710	2390	2070	1760	1440	1120

Timing not authorized to define the MAPt.

GS	kt	60	90	120	150	180
FAP/FAF - THR 13L (9.3 NM)	min:sec	9:18	6:12	4:39	3:43	3:06
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

CHANGE: radio communication frequencies

AD 2 LHBP INSTRUMENT APPROACH CHART ILS OR LOC 13L

via GIFRA

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	GIFRA	IAF				+6000			RNAV1
TF	BP766			132.1 T/5.8 NM		+6000	-230		RNAV1
TF	BP765	IF		132.2 T/6.0 NM		+4000	-230		RNAV1
CF	BP764	FAF		132.2 T/5.8 NM		@3500			
CF	RW13L	LTP	Y	132.4 T/9.3 NM		+546		-3.0	
TF	BP763	MATF	Y	132.4 T/3.9 NM			-185		RNP APCH
DF	TPS				L	@3000	-185		RNP APCH
HM	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH

via ECMAN

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	ECMAN	IAF				+5000	-230		RNAV1
TF	BP765	IF		042.3 T/5.9 NM		+4000	-230		RNAV1
CF	BP764	FAF		132.2 T/5.8 NM		@3500			
CF	RW13L	LTP	Y	132.4 T/9.3 NM		+546		-3.0	
TF	BP763	MATF	Y	132.4 T/3.9 NM			-185		RNP APCH
DF	TPS				L	@3000	-185		RNP APCH
HM	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH

via CATUZ

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	CATUZ	IAF				+5000	-230		RNAV1
TF	BP765	IF		222.3T/5.0 NM		+4000	-230		RNAV1
CF	BP764	FAF		132.2 T/5.8 NM		@3500			
CF	RW13L	LTP	Y	132.4 T/9.3 NM		+546		-3.0	
TF	BP763	MATF	Y	132.4 T/3.9 NM			-185		RNP APCH
DF	TPS				L	@3000	-185		RNP APCH
HM	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH

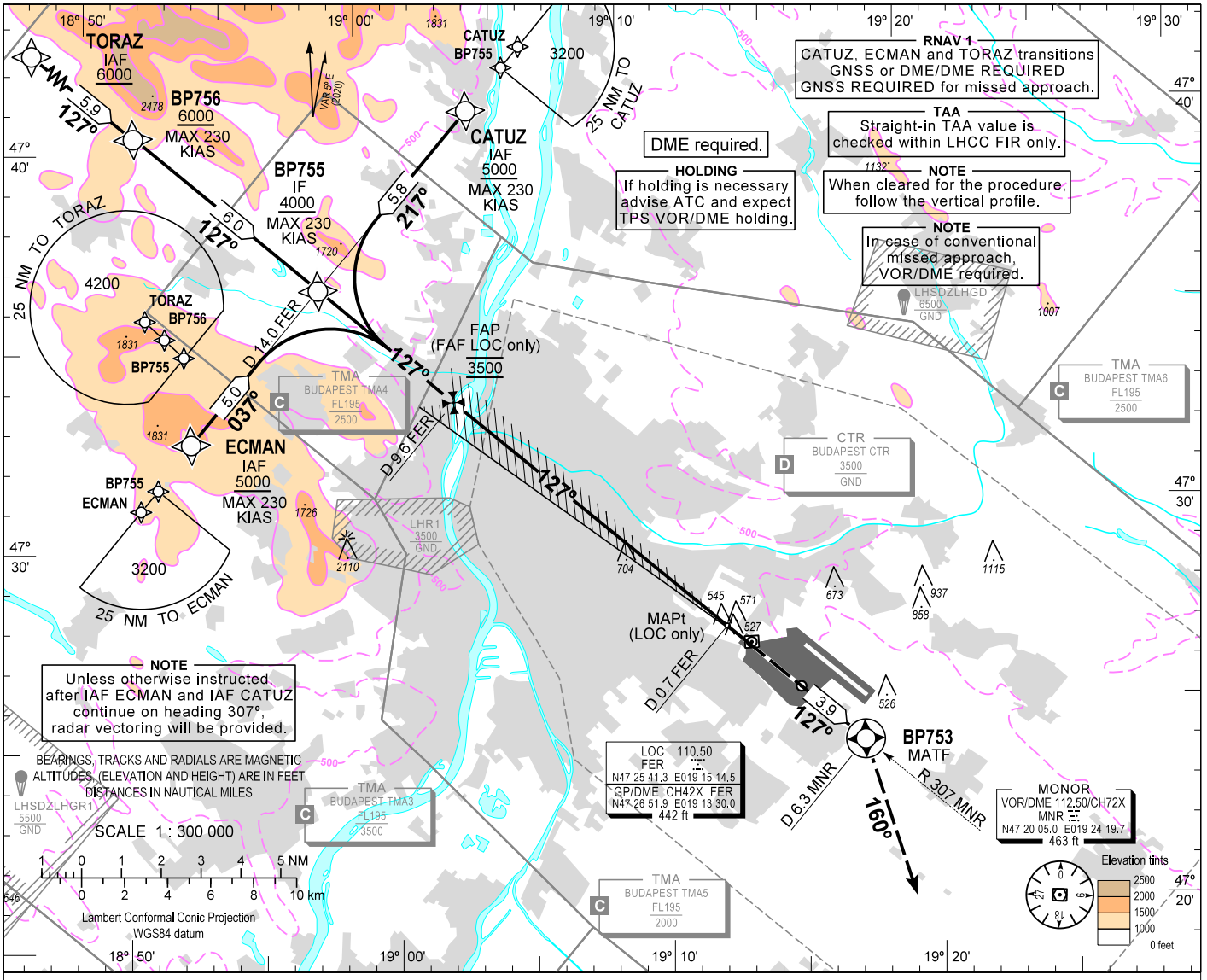
WAYPOINT COORDINATES SEE: AD 2.22.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 496
HEIGHTS RELATED TO THR RWY 13R - ELEV 448

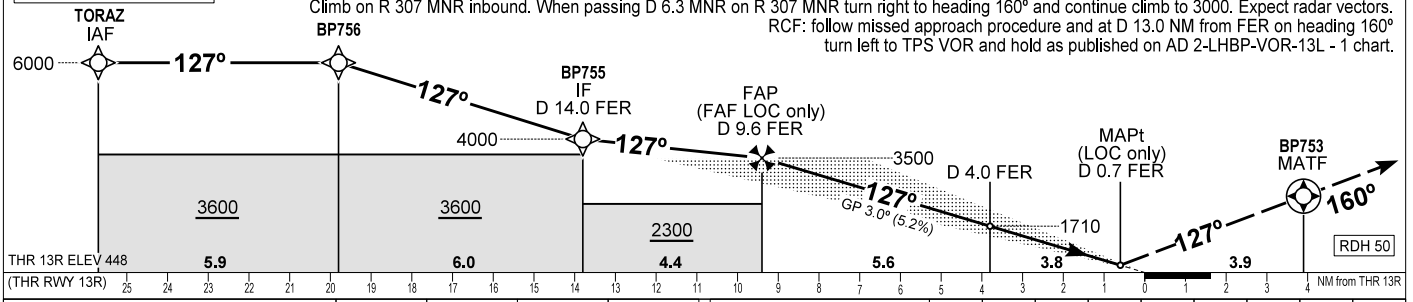
BUDAPEST APP	122.980 123.860 119.510	BUDAPEST GROUND	121.905
		BUDAPEST DELIVERY	134.540
BUDAPEST TOWER	118.715	ATIS	132.380 (117.300)
BUDAPEST INFORMATION (NORTH) 119.350, (NORTH-EAST) 134.855			

BUDAPEST/LISZT FERENC
ILS or LOC RWY 13R
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE
10000

MISSED APPROACH (RNAV)
Climb to BP753. At BP753 turn right to heading 160° and continue climb to 3000. Expect radar vectors.
MISSED APPROACH (CONVENTIONAL)
Climb on R 307 MNR inbound. When passing D 6.3 MNR on R 307 MNR turn right to heading 160° and continue climb to 3000. Expect radar vectors.
RCF: follow missed approach procedure and at D 13.0 NM from FER on heading 160° turn left to TPS VOR and hold as published on AD 2-LHBP-VOR-13L - 1 chart.



OCA (H)		A	B	C	D
STRAIGHT-IN APPROACH	CAT I	676 (228)	688 (240)	697 (249)	707 (259)
	CAT II	570 (122)	587 (139)	599 (151)	613 (165)
	LOC	960 (520)			

NOTE: CAT IIIB APPROVED

DME FER	NM	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
DIST THR / RWY 13R	NM	8.8	7.8	6.8	5.8	4.8	3.8	2.8	1.8
ALTITUDE	ft	3300	2980	2660	2340	2030	1710	1390	1070

Timing not authorized to define the MAPt.

GS	kt	60	90	120	150	180
FAP/FAF - THR 13R (9.4 NM)	min:sec	9:24	6:16	4:42	3:46	3:08
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

CHANGE: radio communication frequencies

AD 2 LHBP INSTRUMENT APPROACH CHART ILS OR LOC RWY 13R

via TORAZ

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	TORAZ	IAF				+6000			RNAV1
TF	BP756			131.7 T/5.9 NM		+6000	-230		RNAV1
TF	BP755	IF		132.3 T/6.0 NM		+4000	-230		RNAV1
CF	BP754	FAF		132.4 T/4.4 NM		@3500			
CF	RW13R	LTP	Y	132.3 T/9.4 NM		+498		-3.0	
TF	BP753	MATF	Y	132.4 T/3.9 NM					RNP APCH
VM				165.0 T		@3000			

via CATUZ

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	CATUZ	IAF				+5000	-230		RNAV1
TF	BP755	IF		222.3 T/5.8 NM		+4000	-230		RNAV1
CF	BP754	FAF		132.4 T/4.4 NM		@3500			
CF	RW13R	LTP	Y	132.3 T/9.4 NM		+498		-3.0	
TF	BP753	MATF	Y	132.4 T/3.9 NM					RNP APCH
VM				165.0 T		@3000			

via ECMAN

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	ECMAN	IAF				+5000	-230		RNAV1
TF	BP755	IF		042.4 T/5.0 NM		+4000	-230		RNAV1
CF	BP754	FAF		132.4 T/4.4 NM		@3500			
CF	RW13R	LTP	Y	132.3 T/9.4 NM		+498		-3.0	
TF	BP753	MATF	Y	132.4 T/3.9 NM					RNP APCH
VM				165.0 T		@3000			

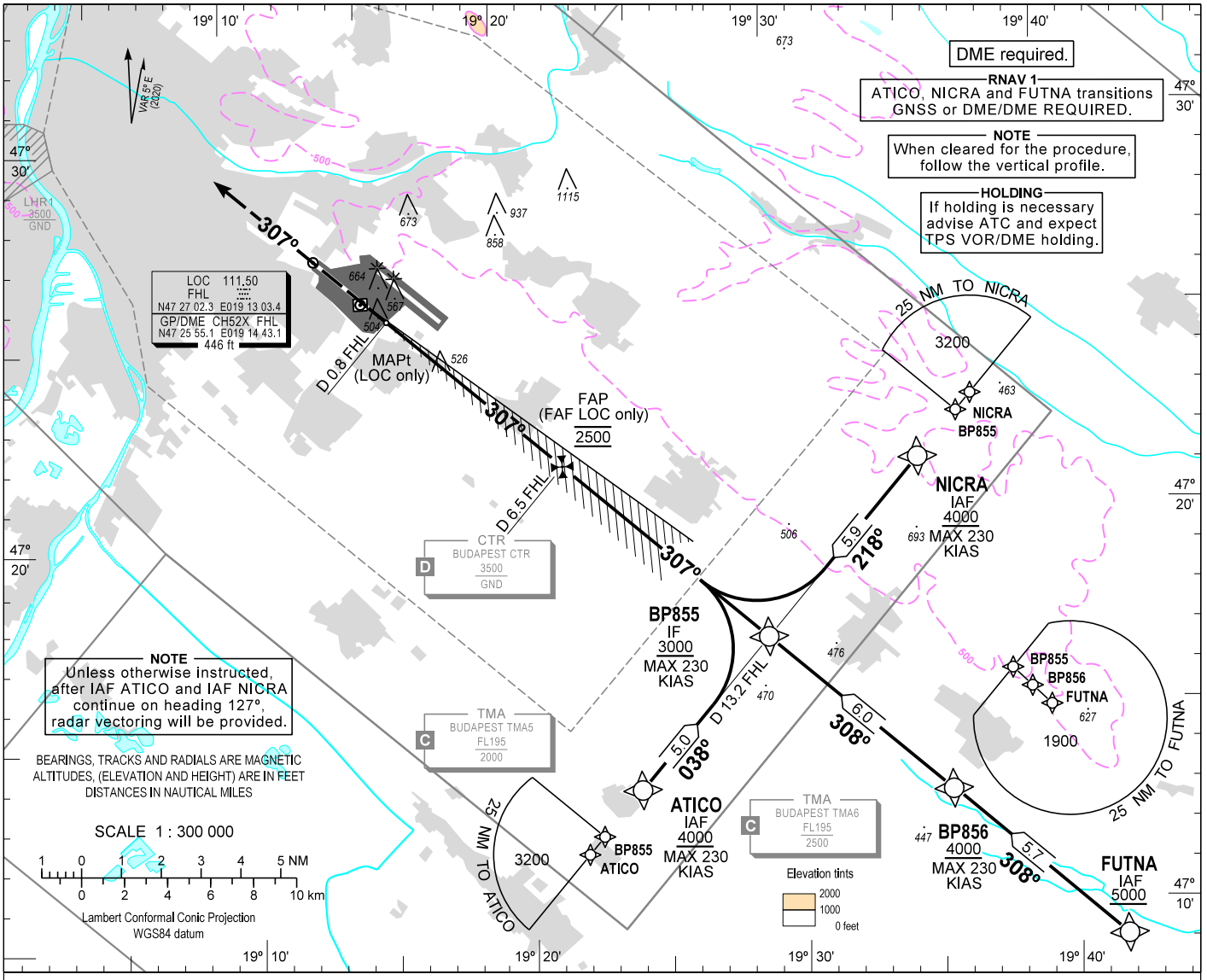
WAYPOINT COORDINATES SEE: AD 2.22.

BUDAPEST/LISZT FERENC
ILS or LOC RWY 31L
(ACFT CAT A, B, C, D)

INSTRUMENT APPROACH CHART - ICAO

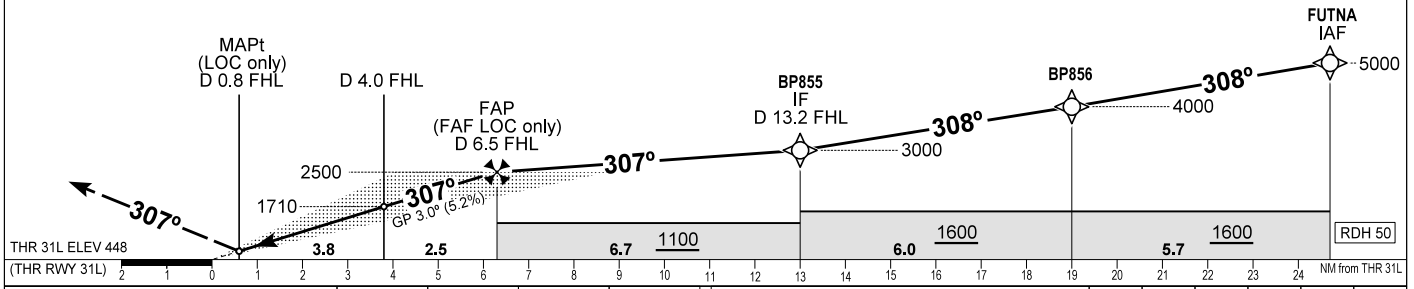
AERODROME ELEV 496
HEIGHTS RELATED TO THR RWY 31L - ELEV 448

BUDAPEST APP	122.980 123.860 119.510	BUDAPEST GROUND	121.905
		BUDAPEST DELIVERY	134.540
BUDAPEST TOWER	118.715	ATIS	132.380 (117.300)
BUDAPEST INFORMATION (NORTH) 119.350, (NORTH-EAST) 134.855			



MISSED APPROACH
Climb on RWY heading to 3000. Expect radar vectors.
RCF: follow missed approach procedure and at D 10.0 NM from FHL on heading 307° turn right to TPS VOR and hold as published on AD 2-LHBP-VOR-31R - 1 chart.

TRANSITION ALTITUDE
10000



OCA (H)		A	B	C	D
STRAIGHT-IN APPROACH	CAT I macg 2.5%	817 (369)	829 (381)	837 (389)	848 (400)
	CAT I macg 3.2%	635 (187)	647 (199)	655 (207)	666 (218)
	CAT II macg 2.5%	729 (281)	746 (298)	758 (310)	772 (324)
	CAT II macg 3.2%	547 (99)	564 (116)	576 (128)	590 (142)
	LOC	820 (380)		840 (400)	860 (420)

DME FHL	NM	6.0	5.0	4.0	3.0	2.0
DIST THR / RWY 31L	NM	5.8	4.8	3.8	2.8	1.8
ALTITUDE	ft	2340	2030	1710	1390	1070

Timing not authorized to define the MAPt.

GS	kt	60	90	120	150	180
FAP/FAF - THR 31L (6.3 NM)	min:sec	6:18	4:12	3:09	2:31	2:06
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

CHANGE: radio communication frequencies

AD 2 LHBP INSTRUMENT APPROACH CHART ILS OR LOC RWY 31L

via FUTNA

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	FUTNA	IAF				+5000			RNAV1
TF	BP856			312.6 T/5.7 NM		+4000	-230		RNAV1
TF	BP855	IF		312.5 T/6.0 NM		+3000	-230		RNAV1
CF	BP854	FAF		312.4 T/6.7 NM		@2500			
CF	RW31L	LTP	Y	312.4 T/6.3 NM		+498		-3.0	
VM				312.4 T		@3000			

via ATICO

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
TF	ATICO	IAF				+4000	-230		RNAV1
TF	BP855	IF		042.5 T/5.0 NM		+3000	-230		RNAV1
CF	BP854	FAF		312.4 T/6.7 NM		@2500			
CF	RW31L	LTP	Y	312.4 T/6.3 NM		+498		-3.0	
VM				312.4 T		@3000			

via NICRA

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
TF	NICRA	IAF				+4000	-230		RNAV1
TF	BP855	IF		222.5T/5.9 NM		+3000	-230		RNAV1
CF	BP854	FAF		312.4 T/6.7 NM		@2500			
CF	RW31L	LTP	Y	312.4 T/6.3 NM		+498		-3.0	
VM				312.4 T		@3000			

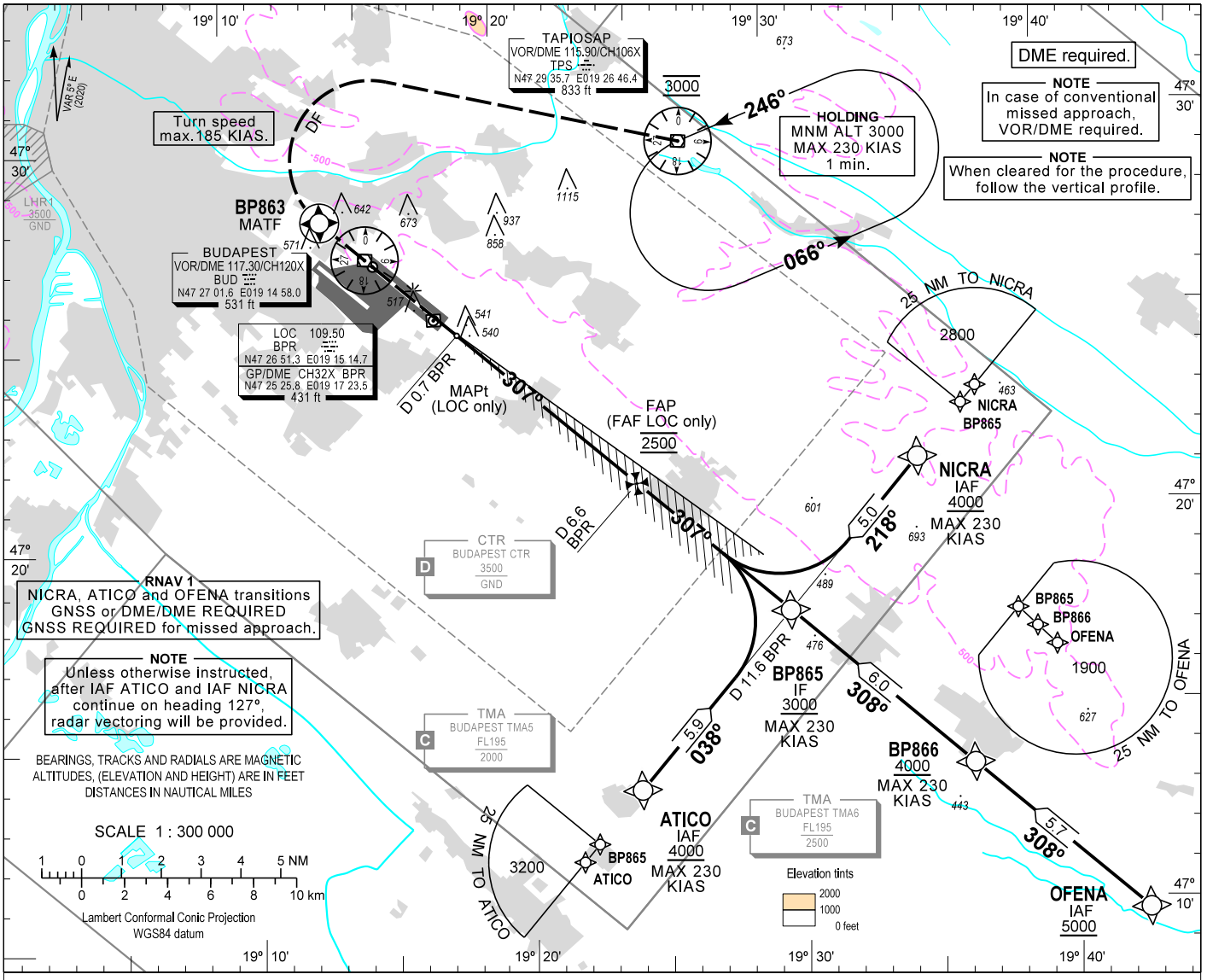
WAYPOINT COORDINATES SEE: AD 2.22.

BUDAPEST/LISZT FERENC
ILS or LOC RWY 31R
(ACFT CAT A, B, C, D)

INSTRUMENT APPROACH CHART - ICAO

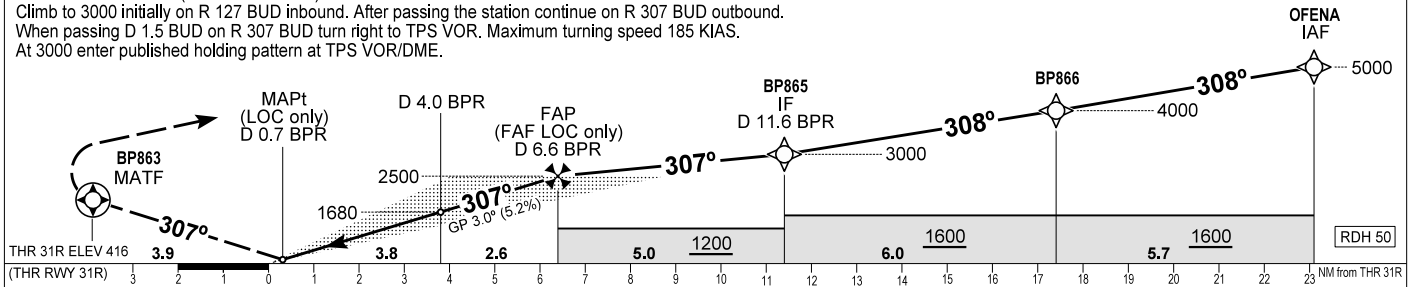
AERODROME ELEV 496
HEIGHTS RELATED TO THR RWY 31R - ELEV 416

BUDAPEST APP	122.980 123.860 119.510	BUDAPEST GROUND	121.905
		BUDAPEST DELIVERY	134.540
BUDAPEST TOWER	118.715	ATIS	132.380 (117.300)
BUDAPEST INFORMATION (NORTH) 119.350, (NORTH-EAST) 134.855			



MISSED APPROACH (RNAV)
Climb to BP863. At BP863 turn right direct to TPS and continue climb to 3000.
Maximum turning speed 185 KIAS. At 3000 enter published holding pattern at TPS VOR/DME.
MISSED APPROACH (CONVENTIONAL)
Climb to 3000 initially on R 127 BUD inbound. After passing the station continue on R 307 BUD outbound.
When passing D 1.5 BUD on R 307 BUD turn right to TPS VOR. Maximum turning speed 185 KIAS.
At 3000 enter published holding pattern at TPS VOR/DME.

TRANSITION ALTITUDE
10000



OCA (H)		A	B	C	D
STRAIGHT-IN APPROACH	CAT I	597 (181)	610 (194)	618 (202)	628 (212)
	CAT II	506 (90)	524 (108)	538 (122)	553 (137)
	LOC	790 (380)			

NOTE: CAT IIIB APPROVED

DME BPR	NM	6.0	5.0	4.0	3.0	2.0
DIST THR / RWY 31R	NM	5.8	4.8	3.8	2.8	1.8
ALTITUDE	ft	2310	1990	1680	1360	1040

Timing not authorized to define the MAPt.

GS	kt	60	90	120	150	180
FAP/FAF - THR 31R (6.4 NM)	min:sec	6:24	4:16	3:12	2:34	2:08
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

CHANGE: radio communication frequencies

AD 2 LHBP INSTRUMENT APPROACH CHART ILS OR LOC RWY 31R

via OFENA

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	OFENA	IAF				+5000			RNAV1
TF	BP866			312.6 T/5.7 NM		+4000	-230		RNAV1
TF	BP865	IF		312.5 T/6.0 NM		+3000	-230		RNAV1
CF	BP864	FAF		312.5 T/5.0 NM		@2500			
CF	RW31R	LTP	Y	312.4 T/6.4 NM		+466		-3.0	
TF	BP863	MATF	Y	312.3 T/3.9 NM			-185		RNP APCH
DF	TPS				R	@3000	-185		RNP APCH
HM	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH

via NICRA

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	NICRA	IAF				+4000	-230		RNAV1
TF	BP865	IF		222.5 T/5.0 NM		+3000	-230		RNAV1
CF	BP864	FAF		312.5 T/5.0 NM		@2500			
CF	RW31R	LTP	Y	312.4 T/6.4 NM		+466		-3.0	
TF	BP863	MATF	Y	312.3 T/3.9 NM			-185		RNP APCH
DF	TPS				R	@3000	-185		RNP APCH
HM	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH

via ATICO

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	ATICO	IAF				+4000	-230		RNAV1
TF	BP865	IF		042.6 T/5.9 NM		+3000	-230		RNAV1
CF	BP864	FAF		312.5 T/5.0 NM		@2500			
CF	RW31R	LTP	Y	312.4 T/6.4 NM		+466		-3.0	
TF	BP863	MATF	Y	312.3 T/3.9 NM			-185		RNP APCH
DF	TPS				R	@3000	-185		RNP APCH
HM	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH

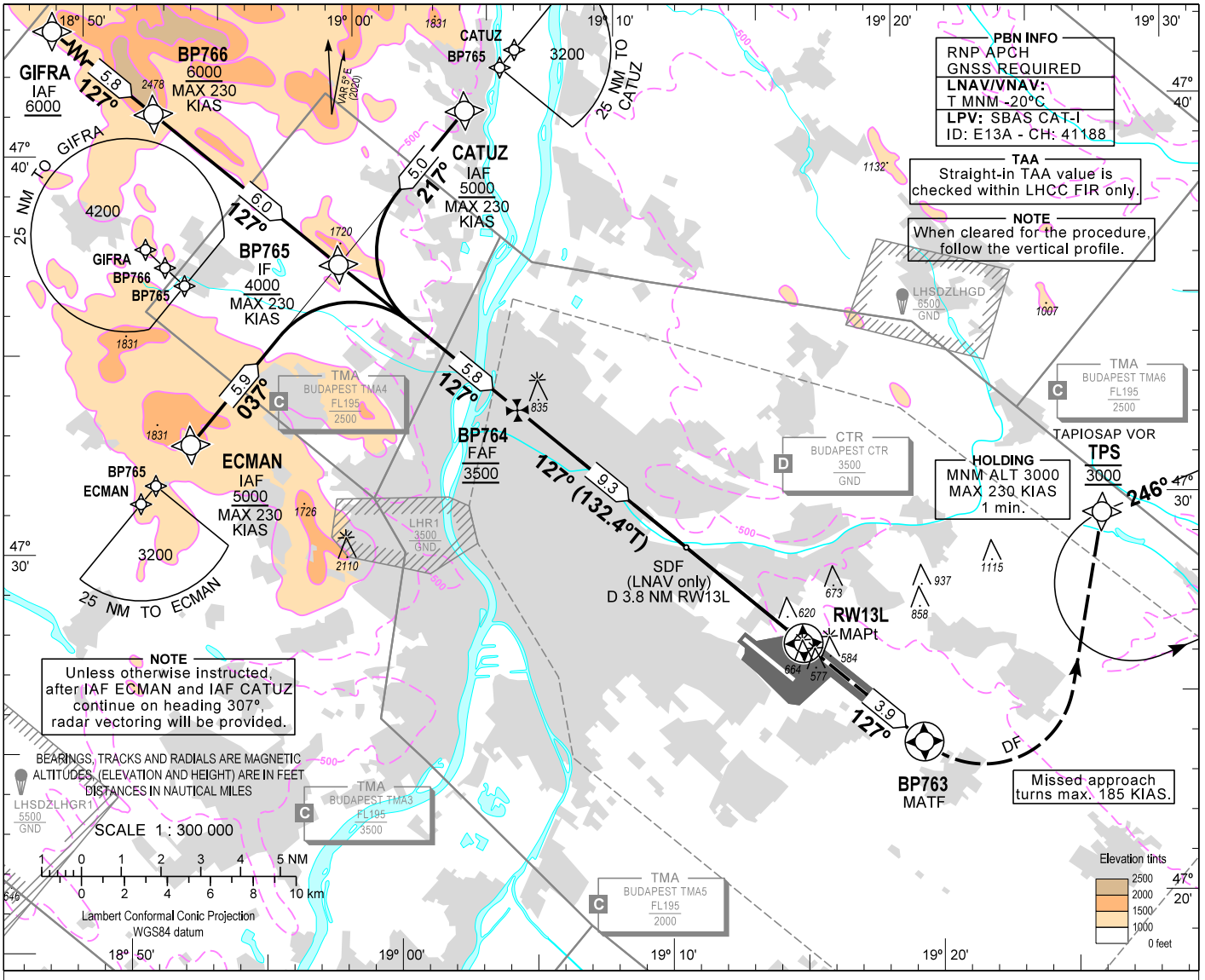
WAYPOINT COORDINATES SEE: AD 2.22.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 496
HEIGHTS RELATED TO THR RWY 13L - ELEV 496

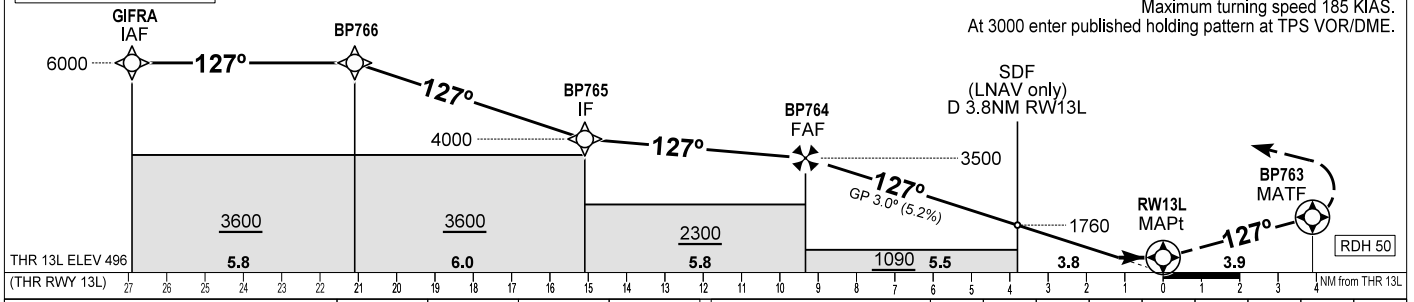
BUDAPEST APP	122.980 123.860	BUDAPEST GROUND	121.905
	119.510	BUDAPEST DELIVERY	134.540
BUDAPEST TOWER	118.715	ATIS	132.380 (117.300)
BUDAPEST INFORMATION (NORTH) 119.350, (NORTH-EAST) 134.855			

BUDAPEST/LISZT FERENC
RNP RWY 13L
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE
10000

MISSED APPROACH
Climb to BP763.
At BP763 turn left direct to TPS and continue climb to 3000.
Maximum turning speed 185 KIAS.
At 3000 enter published holding pattern at TPS VOR/DME.



OCA (H)		A	B	C	D
STRAIGHT-IN APPROACH	LNAV	870 (380)	880 (390)	900 (410)	920 (430)
	LNAV/VNAV	795 (299)	807 (311)	815 (319)	826 (330)
	LPV	662 (166)	674 (178)	682 (186)	693 (197)

DIST THR / RW13L	NM	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	ft	3410	3090	2780	2460	2140	1820	1500	1180

Timing not authorized to define the MAPt.

GS	kt	60	90	120	150	180
BP764 - RW13L (9.3 NM)	min:sec	9:18	6:12	4:39	3:43	3:06
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

CHANGE: radio communication frequencies

AD 2 LHBP INSTRUMENT APPROACH CHART RNP RWY 13L

via GIFRA

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	GIFRA	IAF				+6000			RNP APCH
TF	BP766			132.1 T/5.8 NM		+6000	-230		RNP APCH
TF	BP765	IF		132.2 T/6.0 NM		+4000	-230		RNP APCH
TF	BP764	FAF		132.2 T/5.8 NM		@3500			RNP APCH
TF	RW13L	MAPt	Y	132.4 T/9.3 NM		+546		-3.0	RNP APCH
TF	BP763	MATF	Y	132.4 T/3.9 NM			-185		RNP APCH
DF	TPS				L	@3000	-185		RNP APCH
HM	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH

via ECMAN

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	ECMAN	IAF				+5000	-230		RNP APCH
TF	BP765	IF		042.3 T/5.9 NM		+4000	-230		RNP APCH
TF	BP764	FAF		132.2 T/5.8 NM		@3500			RNP APCH
TF	RW13L	MAPt	Y	132.4 T/9.3 NM		+546		-3.0	RNP APCH
TF	BP763	MATF	Y	132.4 T/3.9 NM			-185		RNP APCH
DF	TPS				L	@3000	-185		RNP APCH
HM	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH

via CATUZ

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	CATUZ	IAF				+5000	-230		RNP APCH
TF	BP765	IF		222.3T/5.0 NM		+4000	-230		RNP APCH
TF	BP764	FAF		132.2 T/5.8 NM		@3500			RNP APCH
TF	RW13L	MAPt	Y	132.4 T/9.3 NM		+546		-3.0	RNP APCH
TF	BP763	MATF	Y	132.4 T/3.9 NM			-185		RNP APCH
DF	TPS				L	@3000	-185		RNP APCH
HM	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH

SBAS FAS Data Block Coding Data

WAYPOINT COORDINATES SEE: AD 2.22.

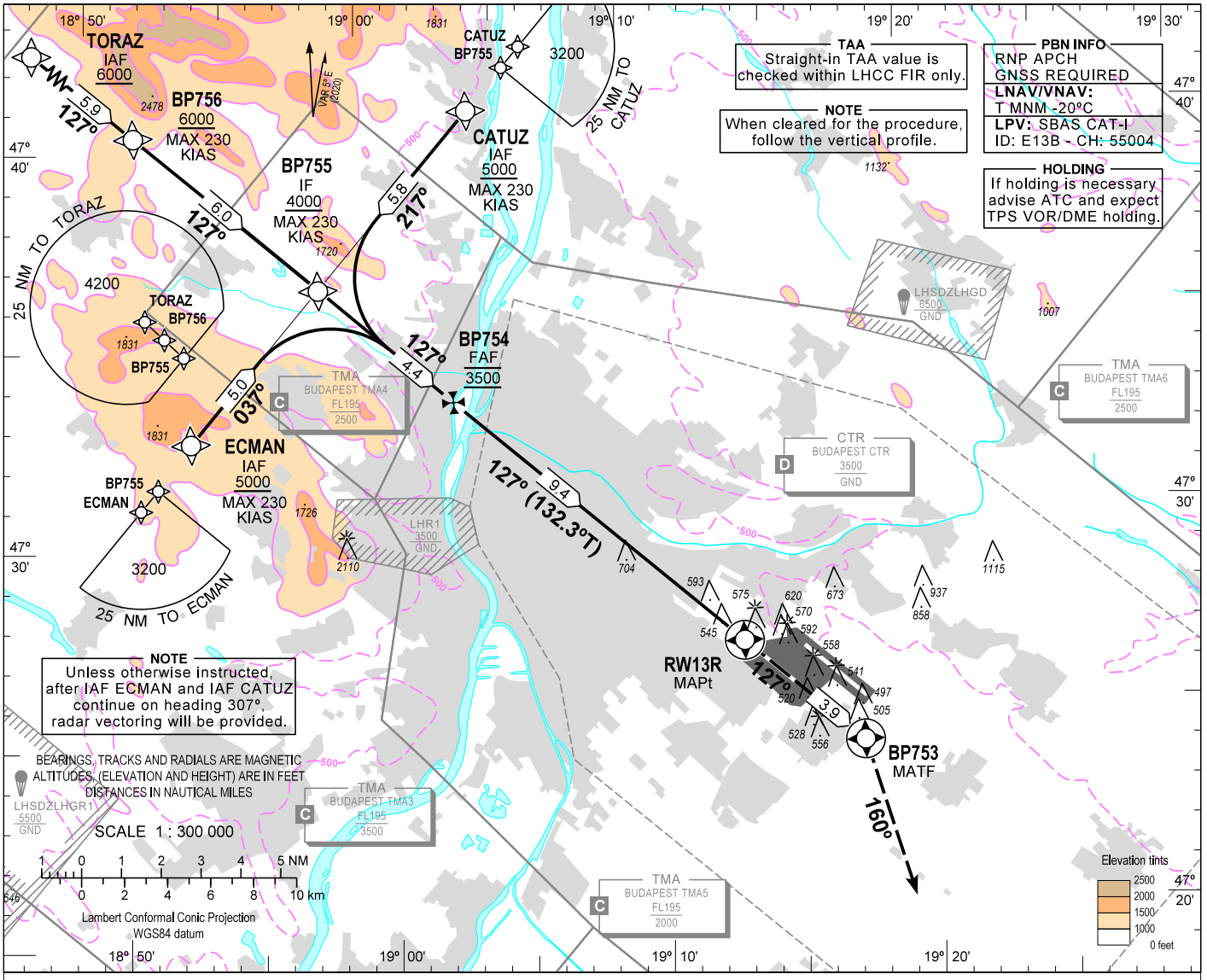
FAS-DB (CRC wrapped data)	
Operation type	0
SBAS provider ID	1
Airport identifier	LHBP
RWY	13L
Approach performance designator	0
Route indicator	
Reference path data selector	0
Reference path identifier	E13A
LTP/FTP latitude	472643.5200N
LTP/FTP longitude	0191527.1800E
LTP/FTP ellipsoidal height (m)	195.3
FPAP latitude	472521.5520N
FPAP longitude	0191739.6190E
Threshold crossing height (TCH)	15
TCH units	1
Glide path angle (degrees)	3.00
Course width at threshold (m)	105.00
Length offset (m)	56
Horizontal alert limit (m)	40.0
Vertical alert limit (m)	35.0
Computed Data Block	10 10 02 08 0C CD 00 00 01 33 31 05 80 82 5C 14 98 B2 43 08 A1 1B A0 7F FD AE 0A 04 2C 81 2C 01 64 07 C8 AF B7 29 71 10
Computed CRC	B7297110
FAS-DB (not CRC wrapped)	
ICAO code	LH
LTP/FTP Orthometric height (m)	151.3

INSTRUMENT APPROACH CHART - ICAO

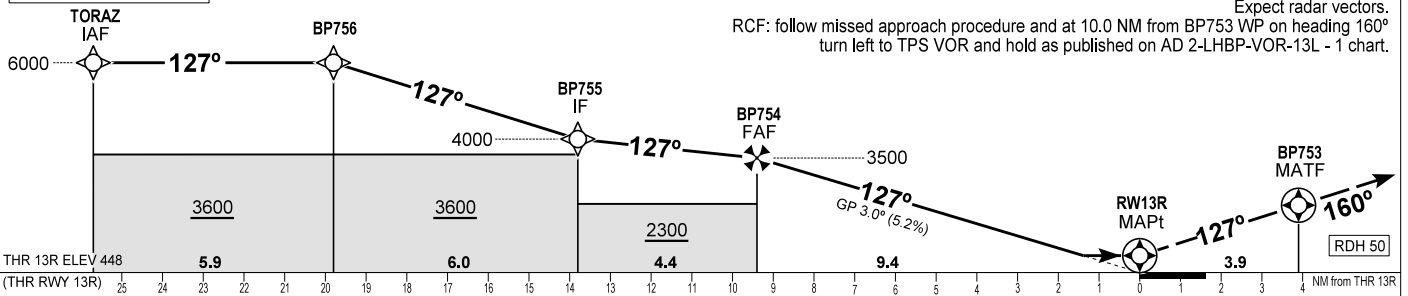
AERODROME ELEV 496
HEIGHTS RELATED TO THR RWY 13R - ELEV 448

BUDAPEST APP	122.980 123.860	BUDAPEST GROUND	121.905
	119.510	BUDAPEST DELIVERY	134.540
BUDAPEST TOWER	118.715	ATIS	132.380 (117.300)
BUDAPEST INFORMATION (NORTH) 119.350, (NORTH-EAST) 134.855			

BUDAPEST/LISZT FERENC
RNP RWY 13R
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE
10000



MISSED APPROACH
Climb to BP753.
At BP753 turn right to heading 160° and continue climb to 3000.
Expect radar vectors.
RCF: follow missed approach procedure and at 10.0 NM from BP753 WP on heading 160° turn left to TPS VOR and hold as published on AD 2-LHBP-VOR-13L - 1 chart.

OCA (H)		A	B	C	D
STRAIGHT-IN APPROACH	LNAV	960 (520)			
	LNAV/VNAV	725 (277)	737 (289)	746 (298)	756 (308)
	LPV	676 (228)	688 (240)	697 (249)	707 (259)

DIST THR / RW13L	NM	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	ft	3360	3050	2730	2410	2090	1770	1450	1130

Timing not authorized to define the MAPt.

GS	kt	60	90	120	150	180
BP754 - RW13R (9.4 NM)	min:sec	9:24	6:16	4:42	3:46	3:08
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

CHANGE: radio communication frequencies

AD 2 LHBP INSTRUMENT APPROACH CHART RNP RWY 13R

via TORAZ

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	TORAZ	IAF				+6000			RNP APCH
TF	BP756			131.7 T/5.9 NM		+6000	-230		RNP APCH
TF	BP755	IF		132.3 T/6.0 NM		+4000	-230		RNP APCH
TF	BP754	FAF		132.4 T/4.4 NM		@3500			RNP APCH
TF	RW13R	MAPt	Y	132.3 T/9.4 NM		+498		-3.0	RNP APCH
TF	BP753	MATF	Y	132.4 T/3.9 NM					RNP APCH
VM				165.0 T		@3000			

via CATUZ

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	CATUZ	IAF				+5000	-230		RNP APCH
TF	BP755	IF		222.3 T/5.8 NM		+4000	-230		RNP APCH
TF	BP754	FAF		132.4 T/4.4 NM		@3500			RNP APCH
TF	RW13R	MAPt	Y	132.3 T/9.4 NM		+498		-3.0	RNP APCH
TF	BP753	MATF	Y	132.4 T/3.9 NM					RNP APCH
VM				165.0 T		@3000			

via ECMAN

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	ECMAN	IAF				+5000	-230		RNP APCH
TF	BP755	IF		042.4 T/5.0 NM		+4000	-230		RNP APCH
TF	BP754	FAF		132.4 T/4.4 NM		@3500			RNP APCH
TF	RW13R	MAPt	Y	132.3 T/9.4 NM		+498		-3.0	RNP APCH
TF	BP753	MATF	Y	132.4 T/3.9 NM					RNP APCH
VM				165.0 T		@3000			

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS provider ID	1
Airport identifier	LHBP
RWY	13R
Approach performance designator	0
Route indicator	
Reference path data selector	0
Reference path identifier	E13B
LTP/FTP latitude	472655.3400N
LTP/FTP longitude	0191314.7300E
LTP/FTP ellipsoidal height (m)	180.6
FPAP latitude	472547.9550N
FPAP longitude	0191503.7180E
Threshold crossing height (TCH)	15
TCH units	1
Glide path angle (degrees)	3.00
Course width at threshold (m)	105.00
Length offset (m)	88
Horizontal alert limit (m)	40.0
Vertical alert limit (m)	35.0
Computed Data Block	10 10 02 08 0C 4D 00 00 02 33 31 05 D8 DE 5C 14 D4 A7 3F 08 0E 1B 8E F1 FD 78 53 03 2C 81 2C 01 64 0B C8 AF C3 C6 1F 72
Computed CRC	C3C61F72
FAS-DB (not CRC wrapped)	
ICAO code	LH
LTP/FTP Orthometric height (m)	136.6

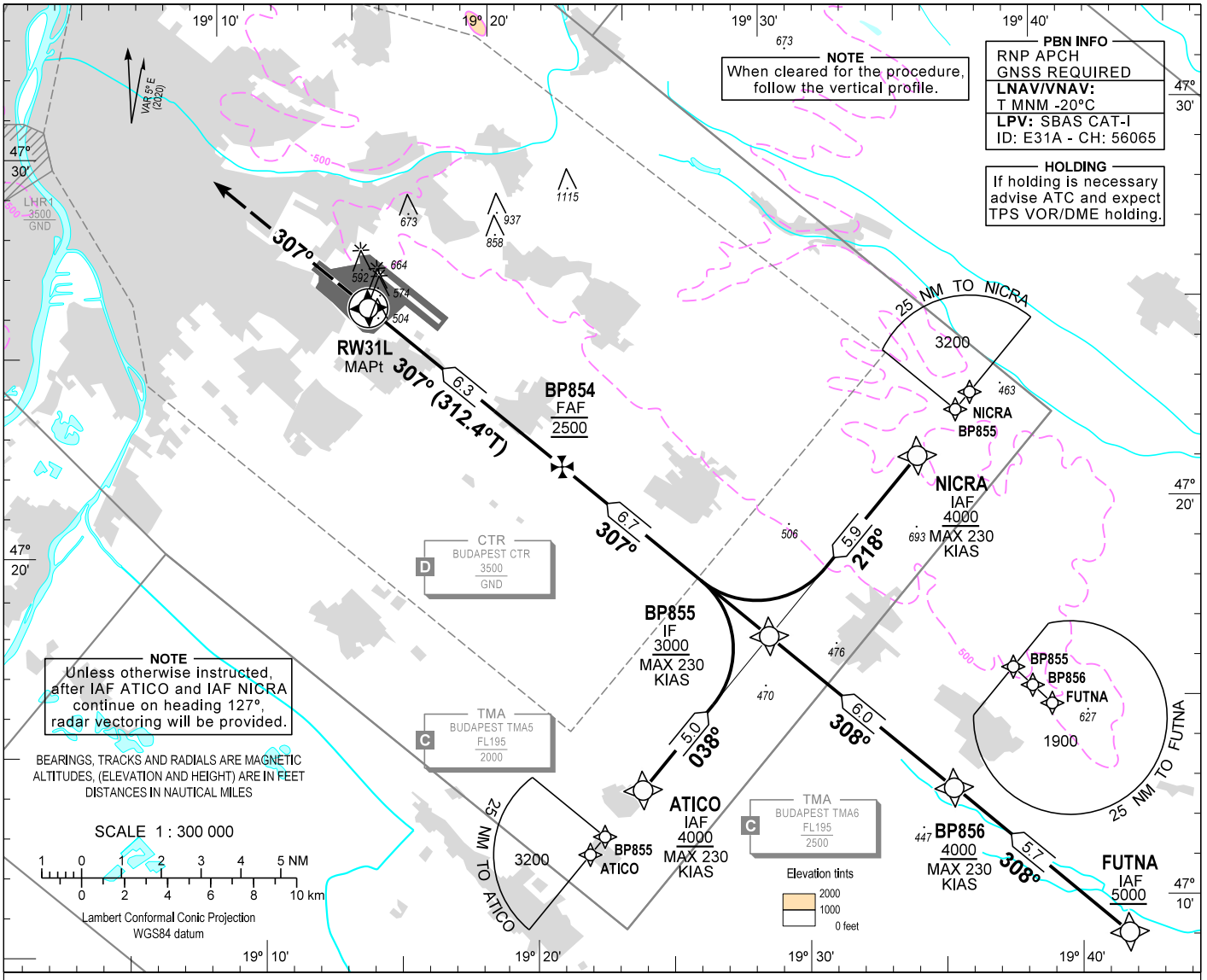
WAYPOINT COORDINATES SEE: AD 2.22.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 496
HEIGHTS RELATED TO THR RWY 31L - ELEV 448

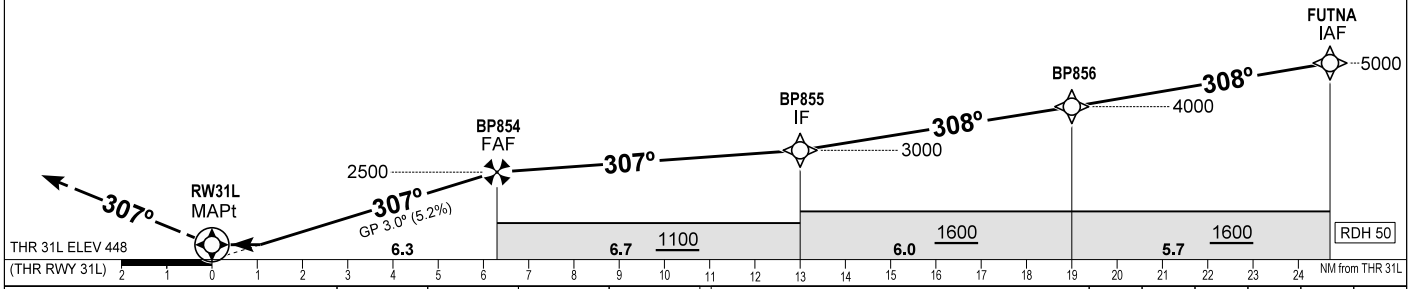
BUDAPEST APP	122.980 123.860	BUDAPEST GROUND	121.905
	119.510	BUDAPEST DELIVERY	134.540
BUDAPEST TOWER	118.715	ATIS	132.380 (117.300)
BUDAPEST INFORMATION (NORTH) 119.350, (NORTH-EAST) 134.855			

BUDAPEST/LISZT FERENC
RNP RWY 31L
(ACFT CAT A, B, C, D)



MISSED APPROACH
Climb on RWY heading to 3000. Expect radar vectors.
RCF: follow missed approach procedure and at 10.0 NM from RW31L WP on heading 307° turn right to TPS VOR and hold as published on AD 2-LHBP-VOR-31R - 1 chart.

TRANSITION ALTITUDE
10000



OCA (H)		A	B	C	D
STRAIGHT-IN APPROACH	LNAV	910 (470)			920 (480)
	LNAV/VNAV	817 (369)	829 (381)	848 (400)	876 (428)
	LPV macg 2.5%	817 (369)	829 (381)	837 (389)	848 (400)
	LPV macg 3.2%	635 (187)	647 (199)	655 (207)	666 (218)

DIST THR / RW31L	NM	6.0	5.0	4.0	3.0	2.0
ALTITUDE	ft	2410	2090	1770	1450	1130

Timing not authorized to define the MAPt.

GS	kt	60	90	120	150	180
BP854 - RW31L (6.3 NM)	min:sec	6:18	4:12	3:09	2:31	2:06
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

CHANGE: radio communication frequencies

AD 2 LHBP INSTRUMENT APPROACH CHART RNP RWY 31L

via FUTNA

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	FUTNA	IAF				+5000			RNP APCH
TF	BP856			312.6 T/5.7 NM		+4000	-230		RNP APCH
TF	BP855	IF		312.5 T/6.0 NM		+3000	-230		RNP APCH
TF	BP854	FAF		312.4 T/6.7 NM		@2500			RNP APCH
TF	RW31L	MAPt	Y	312.4 T/6.3 NM		+498		-3.0	RNP APCH
VM				312.4 T		@3000			

via ATICO

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
TF	ATICO	IAF				+4000	-230		RNP APCH
TF	BP855	IF		042.5 T/5.0 NM		+3000	-230		RNP APCH
TF	BP854	FAF		312.4 T/6.7 NM		@2500			RNP APCH
TF	RW31L	MAPt	Y	312.4 T/6.3 NM		+498		-3.0	RNP APCH
VM				312.4 T		@3000			

via NICRA

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
TF	NICRA	IAF				+4000	-230		RNP APCH
TF	BP855	IF		222.5T/5.9 NM		+3000	-230		RNP APCH
TF	BP854	FAF		312.4 T/6.7 NM		@2500			RNP APCH
TF	RW31L	MAPt	Y	312.4 T/6.3 NM		+498		-3.0	RNP APCH
VM				312.4 T		@3000			

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS provider ID	1
Airport identifier	LHBP
RWY	31L
Approach performance designator	0
Route indicator	
Reference path data selector	0
Reference path identifier	E31A
LTP/FTP latitude	472549.7100N
LTP/FTP longitude	0191500.8900E
LTP/FTP ellipsoidal height (m)	180.7
FPAP latitude	472655.6755N
FPAP longitude	0191314.1980E
Threshold crossing height (TCH)	15
TCH units	1
Glide path angle (degrees)	3.00
Course width at threshold (m)	105.00
Length offset (m)	16
Horizontal alert limit (m)	40.0
Vertical alert limit (m)	35.0
Computed Data Block	10 10 02 08 0C DF 00 00 01 31 33 05 1C DE 5A 14 34 E5 42 08 0F 1B 5B 03 02 78 BE FC 2C 81 2C 01 64 02 C8 AF 7A 70 EE 20
Computed CRC	7A70EE20
FAS-DB (not CRC wrapped)	
ICAO code	LH
LTP/FTP Orthometric height (m)	136.7

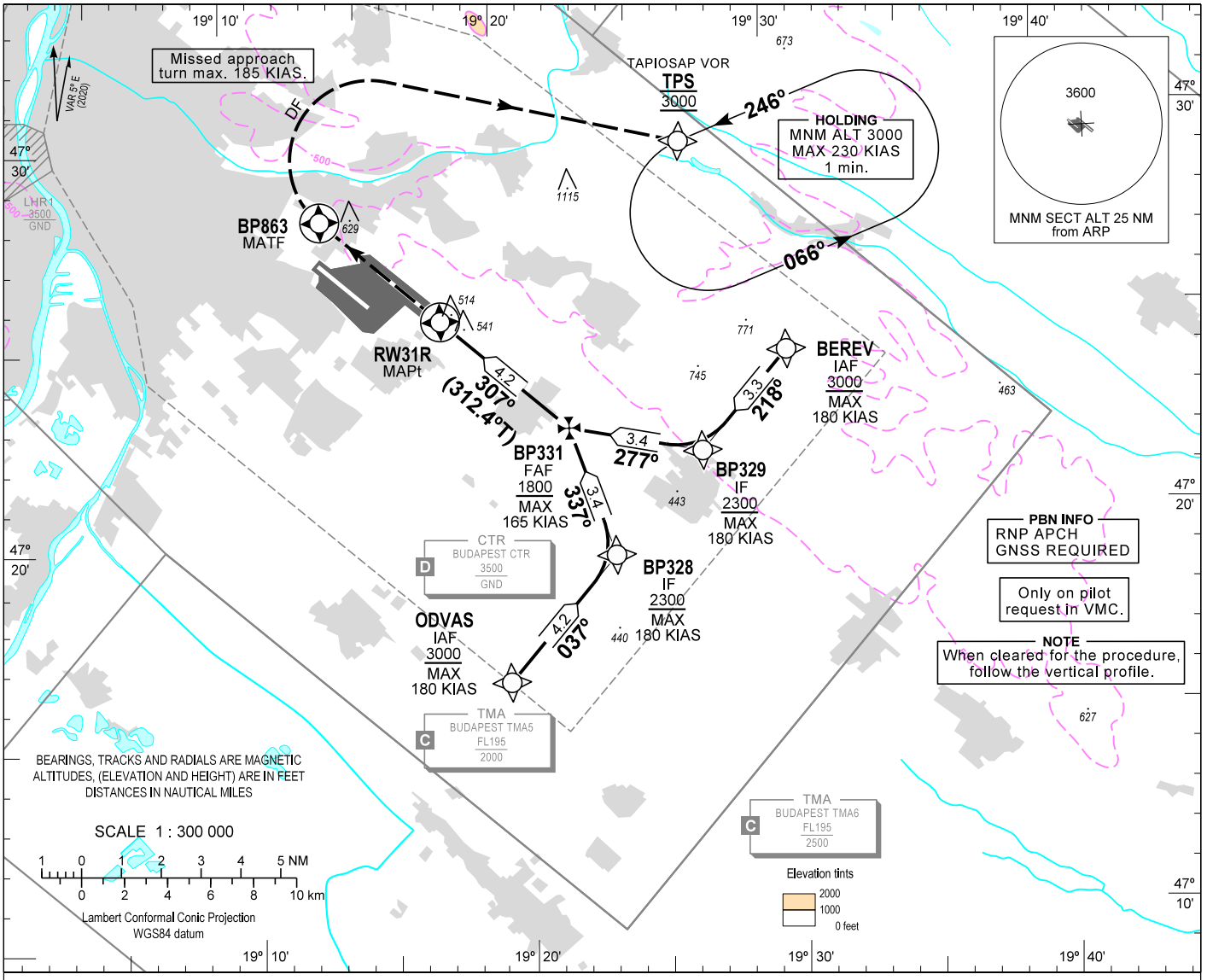
WAYPOINT COORDINATES SEE: AD 2.22.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 496
HEIGHTS RELATED TO THR RWY 31R - ELEV 416

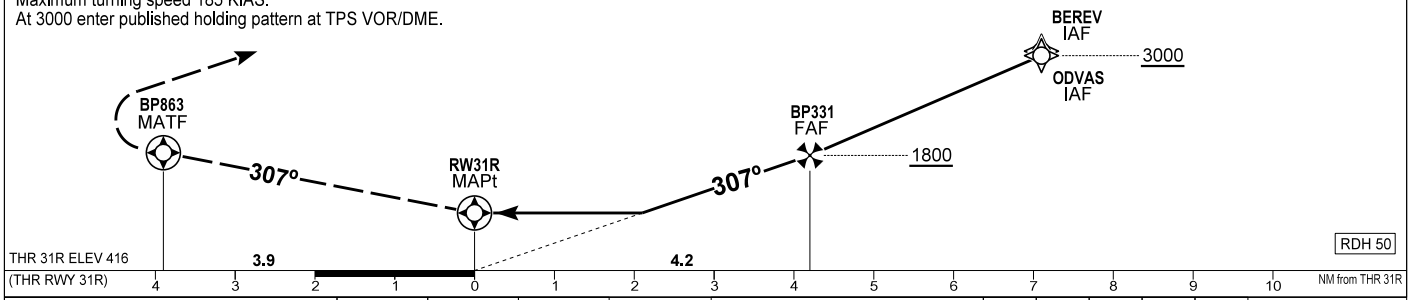
BUDAPEST APP	122.980 123.860 119.510	BUDAPEST GROUND	121.905
		BUDAPEST DELIVERY	134.540
BUDAPEST TOWER	118.715	ATIS	132.380 (117.300)
BUDAPEST INFORMATION (NORTH) 119.350, (NORTH-EAST) 134.855			

BUDAPEST/LISZT FERENC
RNP Y RWY 31R
(ACFT CAT A, B, C)



MISSED APPROACH
Climb to BP863.
At BP863 turn right direct to TPS and continue climb to 3000.
Maximum turning speed 185 KIAS.
At 3000 enter published holding pattern at TPS VOR/DME.

TRANSITION ALTITUDE
10000



OCA (H)		A	B	C
STRAIGHT-IN APPROACH	LNAV	1300 (890)		

DIST THR / RW31R	NM	6.0	5.0	4.0	3.0
ALTITUDE	ft	2380	2060	1740	1420

Timing not authorized to define the MAPt.

GS	kt	60	90	120	150	180
BP331 - RW31R (4.2 NM)	min:sec	4:12	2:48	2:06	1:41	1:24
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

VISUAL APPROACH RWY 31R
VMC
CEILING - VISIBILITY

1500` AGL - 5 KM

CHANGE: radio communication frequencies

AD 2 LHBP INSTRUMENT APPROACH CHART RNP Y RWY 31R

via BEREV

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	BEREV	IAF				+3000	-180		RNP APCH
TF	BP329	IF		222.5 T/3.3 NM		+2300	-180		RNP APCH
TF	BP331	FAF		282.5 T/3.4 NM		+1800	-165		RNP APCH
TF	RW31R	MAPt	Y	312.4 T/4.2 NM		+466			RNP APCH
TF	BP863	MATF	Y	312.3 T/3.9 NM					RNP APCH
DF	TPS				R	@3000	-185		RNP APCH
HM	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH

via ODVAS

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	ODVAS	IAF				+3000	-180		RNP APCH
TF	BP328	IF		042.5 T/4.2 NM		+2300	-180		RNP APCH
TF	BP331	FAF		342.5 T/3.4 NM		+1800	-165		RNP APCH
TF	RW31R	MAPt	Y	312.4 T/4.2 NM		+466			RNP APCH
TF	BP863	MATF	Y	312.3 T/3.9 NM					RNP APCH
DF	TPS				R	@3000	-185		RNP APCH
HM	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH

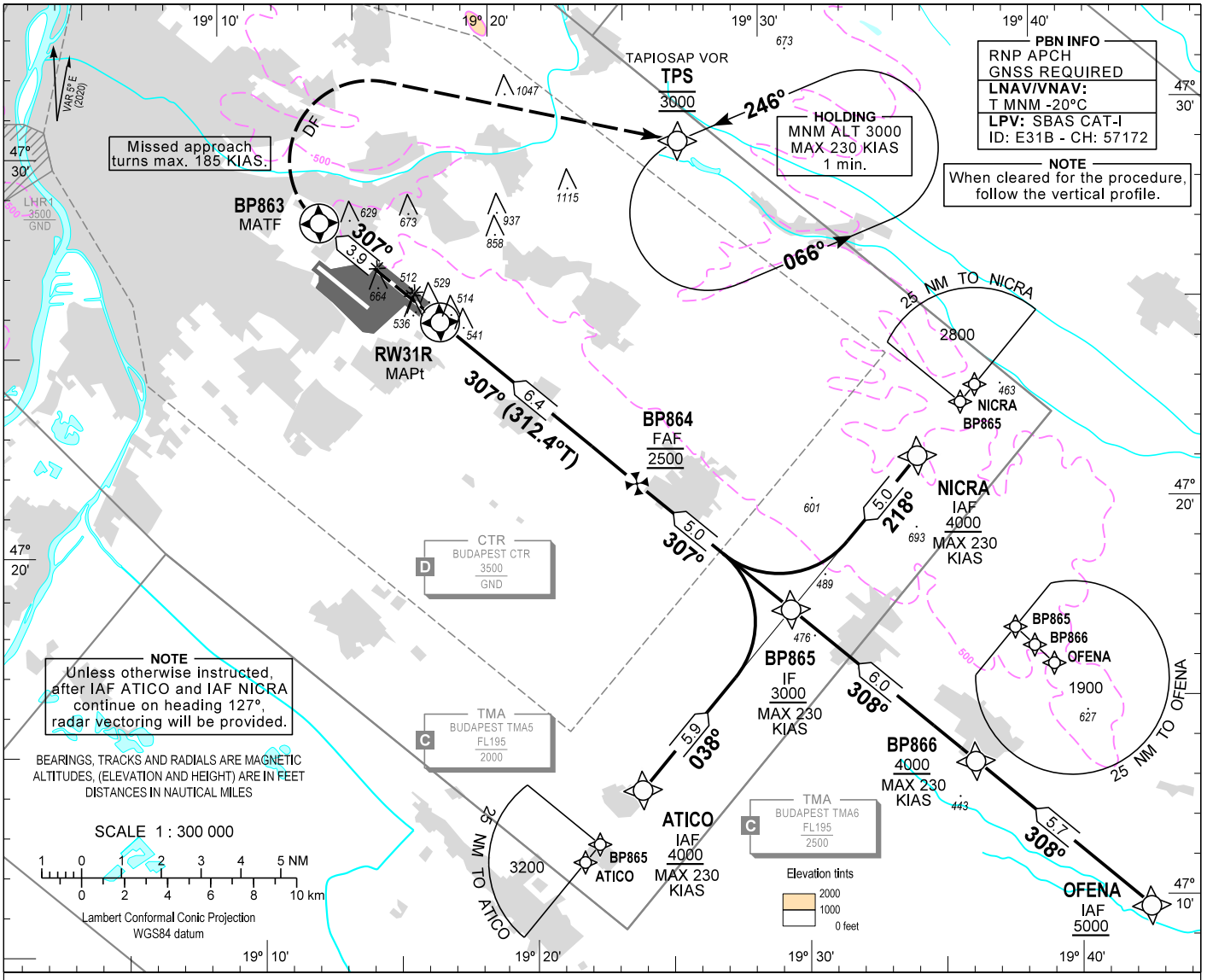
WAYPOINT COORDINATES SEE: AD 2.22.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 496
HEIGHTS RELATED TO THR RWY 31R - ELEV 416

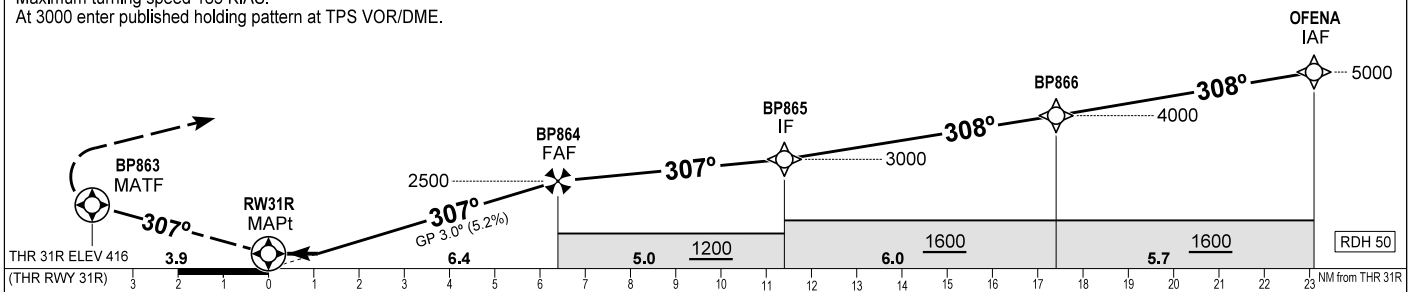
BUDAPEST APP	122.980 123.860	BUDAPEST GROUND	121.905
	119.510	BUDAPEST DELIVERY	134.540
BUDAPEST TOWER	118.715	ATIS	132.380 (117.300)
BUDAPEST INFORMATION (NORTH) 119.350, (NORTH-EAST) 134.855			

BUDAPEST/LISZT FERENC
RNP Z RWY 31R
(ACFT CAT A, B, C, D)



MISSED APPROACH
Climb to BP863.
At BP863 turn right direct to TPS and continue climb to 3000.
Maximum turning speed 185 KIAS.
At 3000 enter published holding pattern at TPS VOR/DME.

TRANSITION ALTITUDE
10000



OCA (H)		A	B	C	D
STRAIGHT-IN APPROACH	LNAV	790 (380)			
	LNAV/VNAV	673 (257)	686 (270)	694 (278)	704 (288)
	LPV	597 (181)	610 (194)	618 (202)	628 (212)

DIST THR / RW31R	NM	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	ft	2380	2060	1740	1420	1100	780

Timing not authorized to define the MAPt.

GS	kt	60	90	120	150	180
BP864 - RW31R (6.4 NM)	min:sec	6:24	4:16	3:12	2:34	2:08
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

CHANGE: radio communication frequencies

AD 2 LHBP INSTRUMENT APPROACH CHART RNP Z RWY 31R

via OFENA

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	OFENA	IAF				+5000			RNP APCH
TF	BP866			312.6 T/5.7 NM		+4000	-230		RNP APCH
TF	BP865	IF		312.5 T/6.0 NM		+3000	-230		RNP APCH
TF	BP864	FAF		312.5 T/5.0 NM		@2500			RNP APCH
TF	RW31R	MAPt	Y	312.4 T/6.4 NM		+466		-3.0	RNP APCH
TF	BP863	MATF	Y	312.3 T/3.9 NM			-185		RNP APCH
DF	TPS				R	@3000	-185		RNP APCH
HM	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH

via NICRA

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	NICRA	IAF				+4000	-230		RNP APCH
TF	BP865	IF		222.5 T/5.0 NM		+3000	-230		RNP APCH
TF	BP864	FAF		312.5 T/5.0 NM		@2500			RNP APCH
TF	RW31R	MAPt	Y	312.4 T/6.4 NM		+466		-3.0	RNP APCH
TF	BP863	MATF	Y	312.3 T/3.9 NM			-185		RNP APCH
DF	TPS				R	@3000	-185		RNP APCH
HM	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH

via ATICO

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	ATICO	IAF				+4000	-230		RNP APCH
TF	BP865	IF		042.6T/5.9 NM		+3000	-230		RNP APCH
TF	BP864	FAF		312.5 T/5.0 NM		@2500			RNP APCH
TF	RW31R	MAPt	Y	312.4 T/6.4 NM		+466		-3.0	RNP APCH
TF	BP863	MATF	Y	312.3 T/3.9 NM			-185		RNP APCH
DF	TPS				R	@3000	-185		RNP APCH
HM	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH

SBAS FAS Data Block Coding Data

WAYPOINT COORDINATES SEE: AD 2.22.

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS provider ID	1
Airport identifier	LHBP
RWY	31R
Approach performance designator	0
Route indicator	Z
Reference path data selector	0
Reference path identifier	E31B
LTP/FTP latitude	472522.6200N
LTP/FTP longitude	0191737.8800E
LTP/FTP ellipsoidal height (m)	170.9
FPAP latitude	472644.5930N
FPAP longitude	0191525.4275E
Threshold crossing height (TCH)	15
TCH units	1
Glide path angle (degrees)	3.00
Course width at threshold (m)	105.00
Length offset (m)	56
Horizontal alert limit (m)	40.0
Vertical alert limit (m)	35.0
Computed Data Block	10 10 02 08 0C 5F D0 00 02 31 33 05 78 0A 5A 14 B0 AF 47 08 AD 1A 6A 80 02 37 F5 FB 2C 81 2C 01 64 07 C8 AF 17 43 EB 2D
Computed CRC	1743EB2D
FAS-DB (not CRC wrapped)	
ICAO code	LH
LTP/FTP Orthometric height (m)	126.9

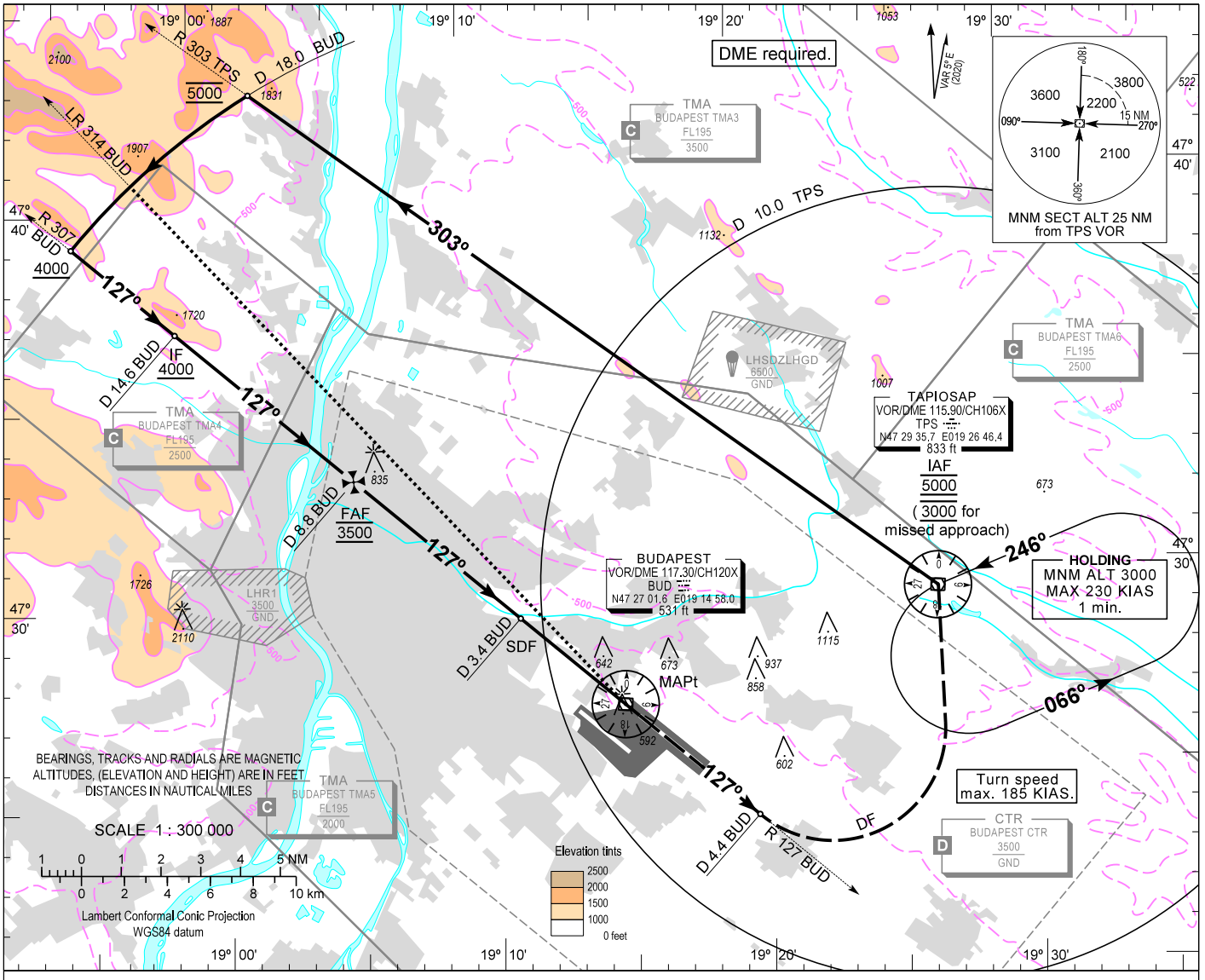
BUDAPEST/LISZT FERENC

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 496
HEIGHTS RELATED TO THR RWY 13L - ELEV 496

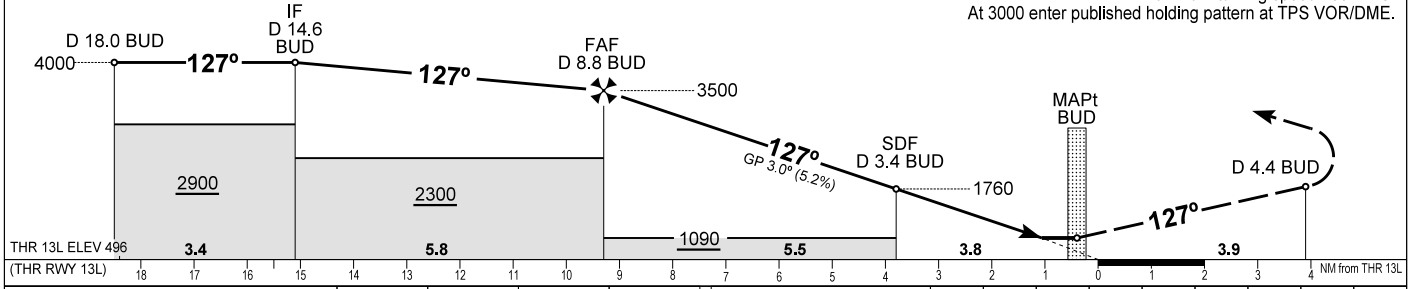
BUDAPEST APP	122.980 123.860 119.510	BUDAPEST GROUND	121.905
		BUDAPEST DELIVERY	134.540
BUDAPEST TOWER	118.715	ATIS	132.380 (117.300)
BUDAPEST INFORMATION (NORTH) 119.350, (NORTH-EAST) 134.855			

VOR RWY 13L
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE
10000

MISSED APPROACH
Climb to 3000 and continue on R 127 BUD outbound.
When passing D 4.4 BUD on R 127 BUD turn left direct to TPS VOR/DME.
Maximum turning speed 185 KIAS.
At 3000 enter published holding pattern at TPS VOR/DME.



OCA (H)	A	B	C	D
STRAIGHT-IN APPROACH	890 (400)			

DME BUD	NM	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
DIST THR / RWY 13L	NM	8.5	7.5	6.5	5.5	4.5	3.5	2.5	1.5
ALTITUDE	ft	3250	2930	2620	2300	1980	1660	1340	1020

Timing not authorized to define the MAPt.

GS	kt	60	90	120	150	180
FAF - THR 13L (9.3 NM)	min:sec	9:18	6:12	4:39	3:43	3:06
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

CHANGE: radio communication frequencies

AD 2 LHBP INSTRUMENT APPROACH CHART VOR RWY 13L

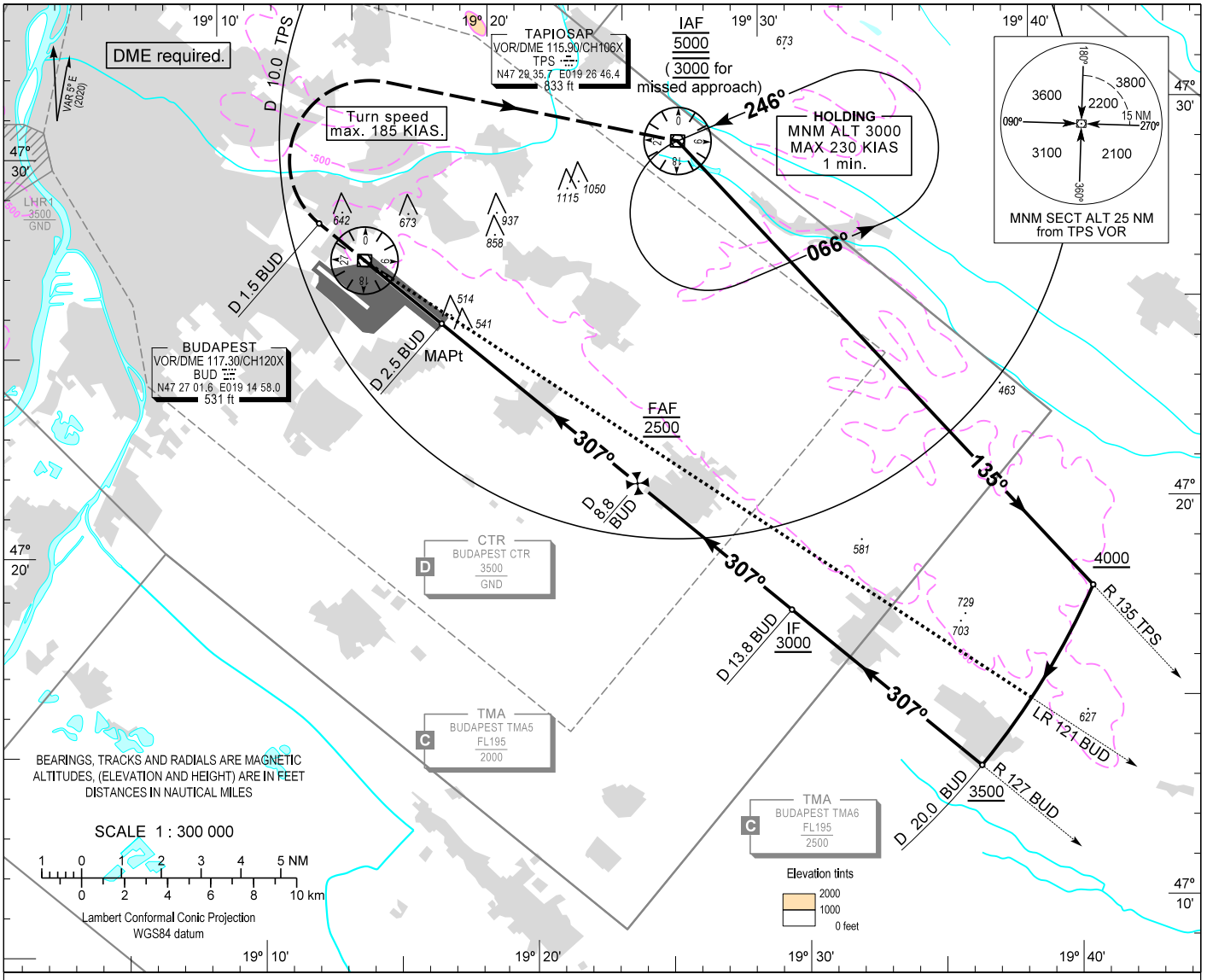
VOR approach procedure:
Initial altitude: 5000.
Leave TPS on R 303 TPS and maintain 5000.
When reaching D 18.0 BUD turn left and join D 18.0 BUD DME arc CCW and descend 4000.
After crossing R 314 BUD leading radial turn left and intercept R 307 BUD (final track) inbound.
When crossing D 8.8 BUD at 3500, descend to published minimum altitude.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 496
HEIGHTS RELATED TO THR RWY 31R - ELEV 416

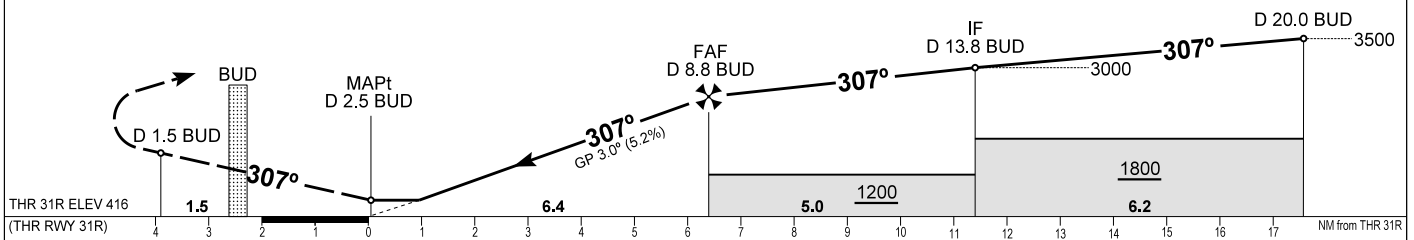
BUDAPEST APP	122.980 123.860 119.510	BUDAPEST GROUND	121.905
		BUDAPEST DELIVERY	134.540
BUDAPEST TOWER	118.715	ATIS	132.380 (117.300)
BUDAPEST INFORMATION (NORTH) 119.350, (NORTH-EAST) 134.855			

BUDAPEST/LISZT FERENC
VOR RWY 31R
(ACFT CAT A, B, C, D)



MISSED APPROACH
Climb to 3000 initially on R 127 BUD inbound.
After passing the station continue on R 307 BUD outbound.
When passing D 1.5 BUD on R 307 BUD turn right direct to TPS VOR.
Maximum turning speed 185 KIAS.
At 3000 enter published holding pattern at TPS VOR/DME.

TRANSITION ALTITUDE
10000



OCA (H)	A	B	C	D
STRAIGHT-IN APPROACH	790 (380)			

DME BUD	NM	8.0	7.0	6.0	5.0	4.0
DIST THR / RWY 31R	NM	5.5	4.5	3.5	2.5	1.5
ALTITUDE	ft	2220	1900	1580	1260	940

Timing not authorized to define the MAPt.

GS	kt	60	90	120	150	180
FAF - THR 31R (6.4 NM)	min:sec	6:24	4:16	3:12	2:34	2:08
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

CHANGE: radio communication frequencies

AD 2 LHBP INSTRUMENT APPROACH CHART VOR RWY 31R

VOR approach procedure:
Initial altitude: 5000.
Leave TPS on R 135 TPS outbound and descend 4000.
At D 20.0 BUD turn right and join CW D 20.0 BUD DME arc, descend 3500.
After crossing R 121 BUD leading radial turn right and intercept R 127 BUD inbound (final track), to D 13.8 BUD (IF) descend 3000.
When crossing D 8.8 BUD (FAF) at 2500, descend to published minimum altitude.

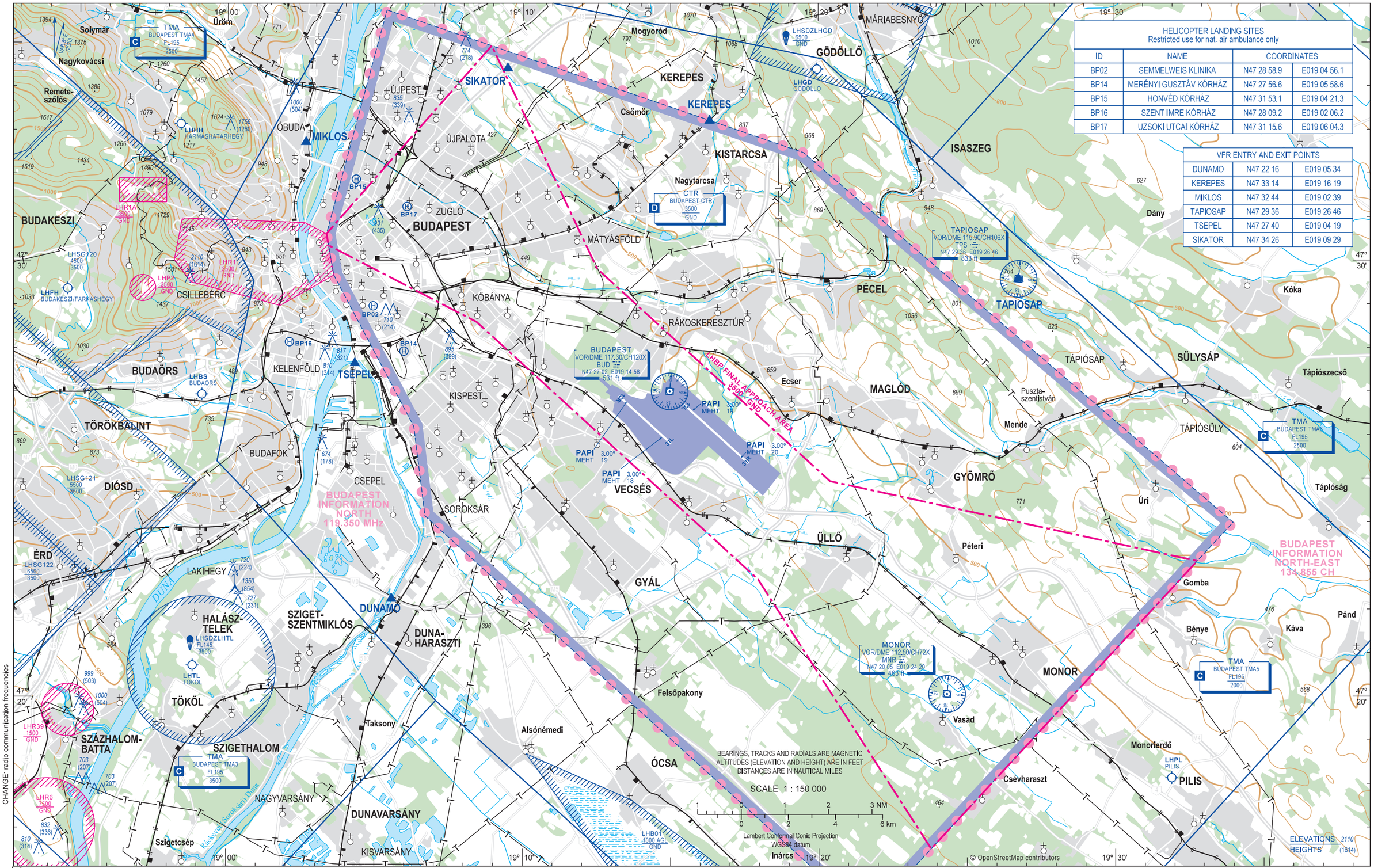
VISUAL APPROACH CHART - ICAO

AERODROME ELEV 496

HEIGHTS RELATED TO AD ELEV

BUDAPEST APP	122.980 123.860 119.510	BUDAPEST TOWER BUDAPEST GROUND BUDAPEST DELIVERY	118.715 121.905 134.540	ATIS, ATIS (BUD VOR) BUDAPEST INFORMATION (NORTH) BUDAPEST INFORMATION (NORTH EAST)	132.380, 117.300 119.350 134.855

BUDAPEST/LISZT FERENC



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LHDC - DEBRECEN INTERNATIONAL AIRPORT

LHDC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LHDC DEBRECEN INTERNATIONAL AIRPORT

LHDC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	472920N 0213655E, in the geometrical centre of RWY 04R/22L
2	Direction and distance from (city)	5 km SSW from down-town Debrecen
3	Elevation/Reference temperature	110 M / 29.6°C
4	Geoid undulation at AD ELEV PSN	41 M
5	MAG VAR/ Annual change	6° E (2023) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	Post:DEBRECEN INTERNATIONAL AIRPORT Ltd. Phone:(+36) 52-500-547 (AFIS) Phone:(+36) 30-418-9725 (OPS) AFS:LHDCZTZX AFS:LHDCZPZX SITA:DEBAPXH Email:ops@debrecenairport.com URL:http://www.debrecenairport.com
7	Types of traffic permitted (IFR/VFR)	IFR / VFR / NVFR
8	Remarks	Nil

LHDC AD 2.3 OPERATIONAL HOURS

1	AD Administration	MON: 0500-2359, TUE, WED, FRI, SAT: 0600-2000, THU 0600-2300, SUN 0800-2100
2	Customs and immigration	As AD Administration
3	Health and sanitation	On request
4	AIS Briefing Office	As AD Administration
5	ATS Reporting Office (ARO)	As AD Administration
6	MET Briefing Office	As AD Administration
7	ATS	AFIS: As AD Administration
8	Fuelling	As AD Administration
9	Handling	As AD Administration
10	Security	H24
11	De-icing	On request between 27 OCT and 30 APR
12	Remarks	Nil

LHDC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	Jet A1
3	Fuelling facilities/capacity	1 JET A1 truck 20 000 litres; 1 JET A1 truck 60 000 litres; 1 JET A1 station 50 000 litres
4	De-icing facilities	On request, available only on parking stands
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Aeroplex: Email:marketingkozpont@aeroplex.com
7	Remarks	Cash payment is not allowed.

LHDC AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Bus: AIRPORT1, shuttle bus, taxi, rental car
4	Medical facilities	First aid at AD, hospital in the city
5	Bank and Post Office	In the city, within 5 km
6	Tourist Office	In the city
7	Remarks	Cash dispenser and exchange machine in the terminal building

LHDC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A6, on request A7
2	Rescue equipment	2 Magirus Dragon X6 – 12 000L water, 1 500L foam, 250KG dry chemical powder
3	Capability for removal of disabled aircraft	Capability for removal of disabled aircraft is available up to AIRBUS 321NEO type aircraft. Coordinated by aerodrome operator Email:ops@debrecenairport.com Phone:(+36) 30-418-9725
4	Remarks	Trained personnel required to provide RFFS category: minimum 10 / shift

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

1	Types of clearing equipment	3 snow sweeper-plough-blowers, 2 snow ploughs, 1 de-icing spreader
2	Clearance priorities	RWY, TWY A, APRON, TWY B

3	Use of material for movement area surface treatment	Urea / SAFEGRIP FR
4	Specially prepared winter runways	No specially prepared winter runways
5	Remarks	Nil

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

1	Apron surface and strength	Surface: CONC Strength: 44R/B/W/T				
2	Taxiway width, surface and strength	TWY ID	Width (M)	Surface	Strength	Remark
		A	18	CONC	PCN 42R/B/W/T	-
		B	18	CONC	PCN 60R/B/W/T	-
3	Altimeter checkpoint location and elevation	Location: at RWY THRs Elevation: THR RWY 04R 108.2 M THR RWY 22L 109.8 M				
4	VOR checkpoints	Nil				
5	INS checkpoints	Nil				
6	Remarks	Nil				

LHDC 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	Aircraft stand ID signs: Stand IDs are painted along the apron taxilane connecting TWY A and TWY B. TWY guide lines: Taxiway center line markings are available from THRs to aircraft parking stands. Signs are installed at the junction of the RWY and TWYs and at the runway-holding positions. Visual docking/parking guidance system: Nil
2	RWY and TWY markings and LGT	RWY: THR, designator, center line, side stripe, TDZ, aiming point, displaced THR markings and threshold, RWY edge, RWY end, THR ID lights TWY: Center line, enhanced center line, runway holding position, side stripe markings on all TWYs
3	Stop bars	Nil
4	Remarks	Taxiway edge markers on all TWYs

LHDC AD 2.10 AERODROME OBSTACLES

Data for Area 2, 3 and 4 *See GEN 3.1*

LHDC 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 Interval of issuance	Hungarian Meteorological Service Unit of Aviation Meteorology, Periods of validity: 9 HRs, Interval of issuance: 3 HRs in operational time of aerodrome
4	TREND forecast Interval of issuance	TAF CODE, Interval of issuance: half hourly in operational time of aerodrome
5	Briefing/consultation provided	Written briefing: https://aviation.met.hu Consultation via phone: (+36)-90-603-421 Consultation via e-mail: rvo@met.hu (HMS) *See GEN 3.5*
6	Flight documentation Language(s) used	Charts, abbreviated plain language text Hungarian, English
7	Charts and other information available for briefing or consultation	Charts, aerodrome reports and forecasts in EUR region, area forecasts, MET. observations and warnings in Budapest FIR.
8	Supplementary equipment available for providing information	Telephone; Self-briefing via aviation.met.hu at airport
9	ATS Units provided with information	Budapest FIC (on request), AFIS
10	Additional information	Nil

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

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

2.1.2 Standard Instrument Departure (SID)

SIDs are published in part AD 2-LHDC-SIDs

The departure procedures in use are based on those contained in ICAO Procedures for Air Navigation Services - Aircraft Operations (Doc 8168, OPS/611 (PANS OPS)).

2.1.3 Instrument approach procedures

The IAPs are published on IACs in part AD 2-LHDC.

2.2 VFR flights

2.2.1 Arrival

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

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

When instrument approach is in progress all VFR aircraft operating within the TIZ1, TIZ2 and TIZ3 will be advised to land or hold outside Debrecen TIZ1, TIZ2 and TIZ3.

LHDC AD 2.23 ADDITIONAL INFORMATION

1. GROUND HANDLING ORGANISATIONS

Ground handling organisations operate at Debrecen International Airport:

- DEBRECEN INTERNATIONAL AIRPORT Ltd.

  Email:ops@debrecenairport.com

  Phone:(+36) 20-223-2399

2. SUPERVISION OF THE AERODROME

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.

3. BIRD FLOCKS AND BIRD MIGRATIONS

The size of flocks of birds living near Debrecen International Airport varies with seasons. Danger of collision somewhat increases in JUN-AUG when the new generation leave their nests. Bird migrations occur, depending on weather conditions, in FEB-MAR and in NOV-DEC. Between MAR and OCT depending on weather conditions, gulls fly through the airspace in flocks of several hundreds, and settle temporarily on the airfield. Between OCT and MAR, also depending on weather conditions, gulls fly through the airspace of the airport in flocks of several dozens. Between NOV and FEB rooks in flocks of several hundreds migrate through the airspace of the airport.

3.1 Bird Watch and Scaring Service

The DEBRECEN INTERNATIONAL AIRPORT Ltd. operates a continuous bird watch and scaring service, with appropriate equipment.

Operators using Debrecen International Airport are requested to send their comments related to the operation of this service to the following address:

DEBRECEN INTERNATIONAL AIRPORT Ltd.

Post:H-4030 Debrecen, Repülőtéri út 12.

Email:birdstrike@debrecenairport.com

3.2 Reporting a Bird Strike

Operators using Debrecen 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 filled at the airport (OPS).

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

Phone:(+36) 52-500-547

Email:birdstrike@debrecenairport.com

LHDC AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2-LHDC-ADC
Aerodrome Obstacle Chart - ICAO Type A Operating Limitations	AD 2-LHDC-AOCA-04R22L
Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHDC-SID-04R
	AD 2-LHDC-SID-22L
Standard Arrival Chart - Instrument (STAR) - ICAO	AD 2-LHDC-STAR-04R22L
Instrument Approach Chart - ICAO	AD 2-LHDC-ILS/LOC-04R
	AD 2-LHDC-NDB-22L
	AD 2-LHDC-RNP-04R
	AD 2-LHDC-RNP-22L
Visual Approach Chart - ICAO	AD 2-LHDC-VAC

LHDC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Obstacle penetrating VSS	Affected procedures	Affected OAC/H
LHDC_AREA4_P_001	AD_2-LHDC-ILS-LOC-04R AD_2-LHDC-RNP-04R	NIL
LHDC_AREA2C_P_952	AD_2-LHDC-RNP-22L (except LPV minima)	NIL

DEBRECEN

AERODROME CHART - ICAO

ARP
N47 29 20
E021 36 55

AERODROME ELEV 361

DEBRECEN INFO 125.910
BUDAPEST INFORMATION (EAST) 133.000

RWY	DIRECTION	THR	BEARING STRENGTH	TORA	TODA	ASDA	LDA
04R	042°	N47 28 53, E021 36 11	PCN 53/R/B/W/T	2500	2500	2500	2500
22L	222°	N47 29 41, E021 37 29	PCN 53/R/B/W/T	2500	2500	2500	2200
04L	NIL - UNDER CONSTRUCTION						
22R	NIL - UNDER CONSTRUCTION						

Apron	PCN 44/R/B/W/T
Taxiway: A	PCN 42/R/B/W/T
Taxiway: B	PCN 60/R/B/W/T
Taxiways width: 18 m.	

Geoid undulation 41 m 136 ft

VAR 6° E (2023) ANNUAL RATE OF CHANGE 0.1° E

LIGHTING

RWY 04R/22L

Approach: Cat. I. high intensity (900 m) on THR 04R.
Threshold: High intensity green uni- and bidirectional, RWY identification flashing lights on THR 22L.
PAPI 3.00° (MEHT: see in chart).
Runway edge: High intensity white/yellow uni- and bidirectional (2500 m), spacing: 60 m on THR 04R. Red/white/yellow uni- and bidirectional (2500 m), spacing: 60 m on THR 22L.
Runway end: High intensity red uni- and bidirectional.

HOTSPOT

CAUTION:
APRON and Taxiway B.
Pay extra attention to moving vehicles and taxiing aircraft.

LEGEND

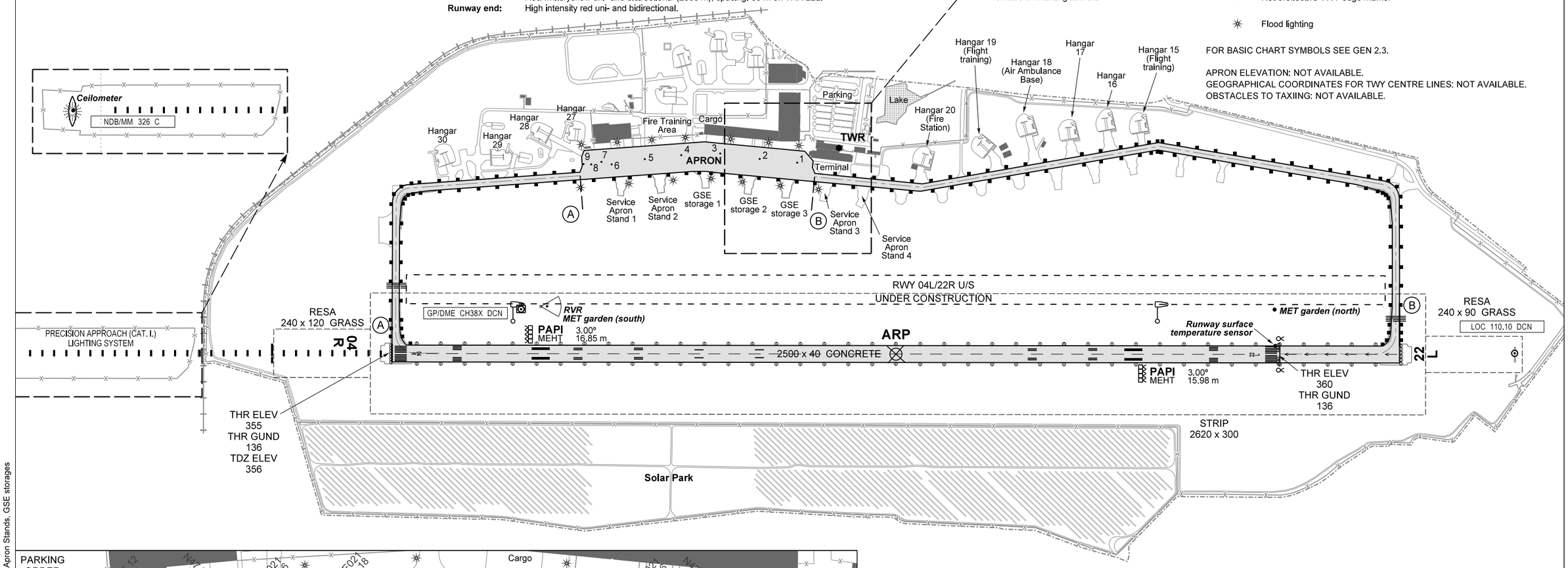
Earth rampart, shelter

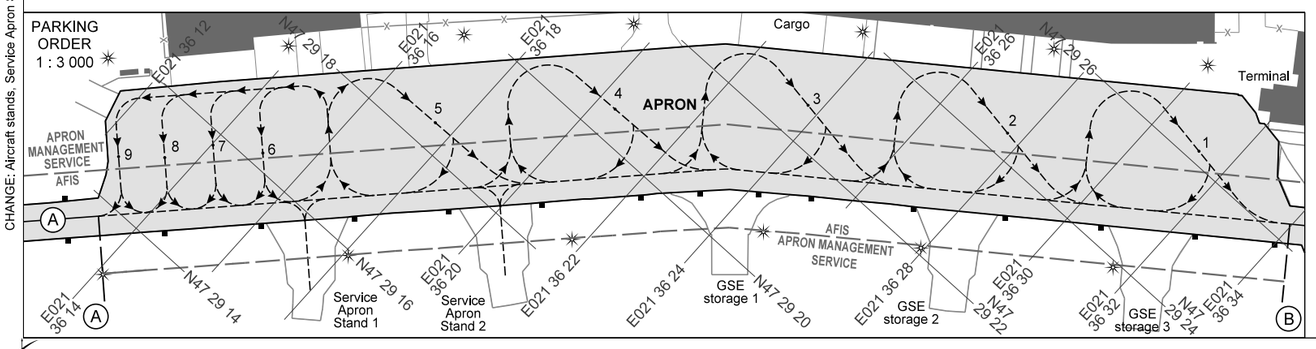
VISUAL AIDS

Approach lighting barrette
PAPI
Threshold identification flashing light
High intensity uni- and bidirectional RWY lights (edge, threshold, end)
Retroreflective TWY edge marker
Flood lighting

FOR BASIC CHART SYMBOLS SEE GEN 2.3.

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





NOTE:
MET garden (south) contains: Anemometer, Wind direction sensor, Barometer, Temperature and Humidity Sensor
MET garden (north) contains: Anemometer, Wind direction sensor

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

HORIZONTAL SCALE 1 : 10 000

100 0 100 200 300 400 500 600 700 m
0 500 1000 1500 2000

INS COORDINATES FOR AIRCRAFT STANDS

STANDS	INS COORDINATES	AIRCRAFT ICAO CAT
1	N47 29 26.20, E021 36 31.30	C
2	N47 29 24.40, E021 36 27.70	C
3	N47 29 22.60, E021 36 23.80	C
4	N47 29 20.40, E021 36 20.50	C
5	N47 29 18.20, E021 36 17.60	C
6	N47 29 16.10, E021 36 15.10	B (MAX WS 21 m)
7	N47 29 15.70, E021 36 14.00	A
8	N47 29 15.00, E021 36 13.30	B
9	N47 29 14.60, E021 36 12.60	A (MAX WS 12 m)

CHANGE: Aircraft stands, Service Apron Stands, GSE storages

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