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AIP AMDT: AIRAC AMDT 003/2026

Effective Date: **16 APR 2026**

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1. Amendment content:**1.1 ENR 1.1**

- Website URL corrected, other minor changes

1.2 ENR 1.3

- Modifications related to the cross-border FRA cooperation between Cro Control and HungaroControl

1.3 ENR 1.5

- Editorial review, point 1.2 reference updated

1.4 ENR 1.6

- Flight types shall be conducted with the operating SSR transponder specified explicitly

1.5 ENR 1.10

- Points 1.3 - 1.9 moved into a new subsection 1.3 based on the introduction of the FF-ICE

1.6 ENR 1.11

- FF-ICE addressing added

1.7 ENR 2.1

- New BACC frequencies introduced
- Updated chart: ENR 6-LHCC-ERC

1.8 ENR 2.2

- Modifications related to the cross-border FRA cooperation between Cro Control and HungaroControl

1.9 ENR 4.4.1

- Waypoint usage updated based on the Croatian border: BAREB, KOPRY, NEKIN, OSDUK, VEBAL
- Updated chart: ENR 6-LHCC-ERC, ENR 6-LHCC-FRA

1.10 AD 2 LHPR

- Call sign of the AD, "PER INFO" changed to "PER INFORMATION"
- Updated charts: AD 2-LHPR-ADC, AD 2-LHPR-SID-11, AD 2-LHPR-SID-29, AD 2-LHPR-ILS/LOC-29, AD 2-LHPR-RNP-11, AD 2-LHPR-RNP-29, AD 2-LHPR-VOR-11, AD 2-LHPR-VOR-29, AD 2-LHPR-VAC

2. Hand corrections to the following pages:

Nil

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

Nil

SUP:

Nil

AIC:

Nil

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

Insert the following pages

GEN 0.2 - 3/4
 GEN 0.4 - 1/2
 GEN 0.4 - 3/4
 GEN 0.6 - 1/2
 GEN 0.6 - 3/4
 GEN 3.2 - 5/6
 GEN 3.2 - 7/8
 GEN 3.2 - 9/10
 ENR 0.6 - 1/2
 ENR 1.1 - 1/2
 ENR 1.1 - 3/4
 ENR 1.3 - 1/2
 ENR 1.3 - 3/4
 ENR 1.3 - 5/6
 ENR 1.5 - 1/2
 ENR 1.6 - 5/6
 ENR 1.10 - 1/2
 ENR 1.10 - 3/4
 ENR 1.10 - 5/6
 ENR 1.10 - 7/8
 ENR 1.10 - 9/10
 ENR 1.10 - 11/12
 ENR 1.10 - 13/14
 ENR 1.11 - 1/2
 ENR 2.1 - 1/2
 ENR 2.2 - 1/2
 ENR 4.4.1 - 1/2
 ENR 4.4.1 - 3/4
 ENR 4.4.1 - 5/6
 ENR 4.4.1 - 7/8
 ENR 6 LHCC ERC - 1/2
 ENR 6 LHCC FRA - 1/2
 AD 0.6 - 1/2
 AD 0.6 - 3/4
 AD 0.6 - 5/6
 AD 0.6 - 7/8
 AD 2 LHPR - 5/6
 AD 2 LHPR - 7/8
 AD 2 LHPR ADC - 1/2
 AD 2 LHPR SID 11 - 1/2
 AD 2 LHPR SID 29 - 1/2
 AD 2 LHPR ILS/LOC 29 - 1/2
 AD 2 LHPR RNP 11 - 1/2
 AD 2 LHPR RNP 29 - 1/2
 AD 2 LHPR VOR 11 - 1/2
 AD 2 LHPR VOR 29 - 1/2
 AD 2 LHPR VAC - 1/2

Remove the following pages

16 APR 2026	GEN 0.2 - 3/4	19 MAR 2026
16 APR 2026	GEN 0.4 - 1/2	19 MAR 2026
16 APR 2026	GEN 0.4 - 3/4	19 MAR 2026
16 APR 2026	GEN 0.6 - 1/2	19 MAR 2026
16 APR 2026	GEN 0.6 - 3/4	19 MAR 2026
16 APR 2026	GEN 3.2 - 5/6	19 MAR 2026
16 APR 2026	GEN 3.2 - 7/8	19 MAR 2026
16 APR 2026	GEN 3.2 - 9/10	19 MAR 2026
16 APR 2026	ENR 0.6 - 1/2	19 MAR 2026
16 APR 2026	ENR 1.1 - 1/2	05 SEP 2024
16 APR 2026	ENR 1.1 - 3/4	27 NOV 2025
16 APR 2026	ENR 1.3 - 1/2	28 NOV 2024
16 APR 2026	ENR 1.3 - 3/4	28 NOV 2024
16 APR 2026	ENR 1.3 - 5/6	19 MAR 2026
16 APR 2026	ENR 1.5 - 1/2	17 JUN 2021
16 APR 2026	ENR 1.6 - 5/6	28 NOV 2024
16 APR 2026	ENR 1.10 - 1/2	17 APR 2025
16 APR 2026	ENR 1.10 - 3/4	17 APR 2025
16 APR 2026	ENR 1.10 - 5/6	27 NOV 2025
16 APR 2026	ENR 1.10 - 7/8	27 NOV 2025
16 APR 2026	ENR 1.10 - 9/10	27 NOV 2025
16 APR 2026		
16 APR 2026	ENR 1.11 - 1/2	27 NOV 2025
16 APR 2026	ENR 2.1 - 1/2	27 NOV 2025
16 APR 2026	ENR 2.2 - 1/2	28 NOV 2024
16 APR 2026	ENR 4.4.1 - 1/2	19 MAR 2026
16 APR 2026	ENR 4.4.1 - 3/4	19 MAR 2026
16 APR 2026	ENR 4.4.1 - 5/6	19 MAR 2026
16 APR 2026	ENR 4.4.1 - 7/8	19 MAR 2026
16 APR 2026	ENR 6 LHCC ERC - 1/2	19 MAR 2026
16 APR 2026	ENR 6 LHCC FRA - 1/2	28 NOV 2024
16 APR 2026	AD 0.6 - 1/2	19 MAR 2026
16 APR 2026	AD 0.6 - 3/4	19 MAR 2026
16 APR 2026	AD 0.6 - 5/6	19 MAR 2026
16 APR 2026	AD 0.6 - 7/8	19 MAR 2026
16 APR 2026	AD 2 LHPR - 5/6	17 APR 2025
16 APR 2026	AD 2 LHPR - 7/8	17 APR 2025
16 APR 2026	AD 2 LHPR ADC - 1/2	17 APR 2025
16 APR 2026	AD 2 LHPR SID 11 - 1/2	13 JUL 2023
16 APR 2026	AD 2 LHPR SID 29 - 1/2	13 JUL 2023
16 APR 2026	AD 2 LHPR ILS/LOC 29 - 1/2	14 JUL 2022
16 APR 2026	AD 2 LHPR RNP 11 - 1/2	14 JUL 2022
16 APR 2026	AD 2 LHPR RNP 29 - 1/2	14 JUL 2022
16 APR 2026	AD 2 LHPR VOR 11 - 1/2	14 JUL 2022
16 APR 2026	AD 2 LHPR VOR 29 - 1/2	14 JUL 2022
16 APR 2026	AD 2 LHPR VAC - 1/2	04 SEP 2025

AIRAC AIP AMENDMENT

<i>Amendment number</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
001/2023	12-Jan-2023	23-Feb-2023	
002/2023	09-Feb-2023	23-Mar-2023	
003/2023	04-May-2023	13-Jul-2023	
004/2023	27-Jul-2023	07-Sep-2023	
005/2023	21-Sep-2023	30-Nov-2023	
001/2024	16-Nov-2023	25-Jan-2024	
002/2024	08-Feb-2024	21-Mar-2024	
003/2024	04-Apr-2024	16-May-2024	
004/2024	02-May-2024	11-Jul-2024	
005/2024	25-Jul-2024	05-Sep-2024	
006/2024	19-Sep-2024	28-Nov-2024	
001/2025	09-Jan-2025	20-Feb-2025	
002/2025	06-Mar-2025	17-Apr-2025	
003/2025	03-Apr-2025	15-May-2025	
004/2025	29-May-2025	10-Jul-2025	
005/2025	24-Jul-2025	04-Sep-2025	
006/2025	16-Oct-2025	27-Nov-2025	
001/2026	11-Dec-2025	22-Jan-2026	
002/2026	05-Feb-2026	19-Mar-2026	
003/2026	05 MAR 2026	16 APR 2026	

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

GEN 0.1 - 1	04 SEP 2025	GEN 1.7 - 10	01 DEC 2022	GEN 2.2 - 7	22 JAN 2026
GEN 0.1 - 2	04 SEP 2025	GEN 1.7 - 11	01 DEC 2022	GEN 2.2 - 8	22 JAN 2026
GEN 0.1 - 3	17 APR 2025	GEN 1.7 - 12	01 DEC 2022	GEN 2.2 - 9	28 NOV 2024
GEN 0.1 - 4	17 APR 2025	GEN 1.7 - 13	01 DEC 2022	GEN 2.2 - 10	28 NOV 2024
GEN 0.2 - 1	01 DEC 2022	GEN 1.7 - 14	01 DEC 2022	GEN 2.2 - 11	13 JUL 2023
GEN 0.2 - 2	01 DEC 2022	GEN 1.7 - 15	21 MAR 2024	GEN 2.2 - 12	13 JUL 2023
GEN 0.2 - 3	16 APR 2026	GEN 1.7 - 16	21 MAR 2024	GEN 2.2 - 13	13 JUL 2023
GEN 0.2 - 4	16 APR 2026	GEN 1.7 - 17	23 MAR 2023	GEN 2.2 - 14	13 JUL 2023
GEN 0.3 - 1	17 APR 2025	GEN 1.7 - 18	23 MAR 2023	GEN 2.2 - 15	11 JUL 2024
GEN 0.3 - 2	17 APR 2025	GEN 1.7 - 19	23 MAR 2023	GEN 2.2 - 16	11 JUL 2024
GEN 0.4 - 1	16 APR 2026	GEN 1.7 - 20	23 MAR 2023	GEN 2.2 - 17	17 APR 2025
GEN 0.4 - 2	16 APR 2026	GEN 1.7 - 21	23 MAR 2023	GEN 2.2 - 18	17 APR 2025
GEN 0.4 - 3	16 APR 2026	GEN 1.7 - 22	23 MAR 2023	GEN 2.2 - 19	13 JUL 2023
GEN 0.4 - 4	16 APR 2026	GEN 1.7 - 23	23 MAR 2023	GEN 2.2 - 20	13 JUL 2023
GEN 0.5 - 1	30 APR 2015	GEN 1.7 - 24	23 MAR 2023	GEN 2.2 - 21	28 NOV 2024
GEN 0.5 - 2	30 APR 2015	GEN 1.7 - 25	23 MAR 2023	GEN 2.2 - 22	28 NOV 2024
GEN 0.6 - 1	16 APR 2026	GEN 1.7 - 26	23 MAR 2023	GEN 2.2 - 23	28 NOV 2024
GEN 0.6 - 2	16 APR 2026	GEN 1.7 - 27	23 MAR 2023	GEN 2.2 - 24	28 NOV 2024
GEN 0.6 - 3	16 APR 2026	GEN 1.7 - 28	23 MAR 2023	GEN 2.2 - 25	13 JUL 2023
GEN 0.6 - 4	16 APR 2026	GEN 1.7 - 29	23 MAR 2023	GEN 2.2 - 26	13 JUL 2023
GEN 1.1 - 1	17 APR 2025	GEN 1.7 - 30	23 MAR 2023	GEN 2.2 - 27	13 JUL 2023
GEN 1.1 - 2	17 APR 2025	GEN 1.7 - 31	23 MAR 2023	GEN 2.2 - 28	13 JUL 2023
GEN 1.1 - 3	17 APR 2025	GEN 1.7 - 32	23 MAR 2023	GEN 2.3 - 1	20 FEB 2025
GEN 1.1 - 4	17 APR 2025	GEN 1.7 - 33	23 MAR 2023	GEN 2.3 - 2	20 FEB 2025
GEN 1.2 - 1	23 FEB 2023	GEN 1.7 - 34	23 MAR 2023	GEN 2.3 - 3	24 MAR 2022
GEN 1.2 - 2	23 FEB 2023	GEN 1.7 - 35	05 SEP 2024	GEN 2.3 - 4	24 MAR 2022
GEN 1.2 - 3	04 SEP 2025	GEN 1.7 - 36	05 SEP 2024	GEN 2.4 - 1	19 MAR 2026
GEN 1.2 - 4	04 SEP 2025	GEN 1.7 - 37	30 NOV 2023	GEN 2.4 - 2	19 MAR 2026
GEN 1.2 - 5	04 SEP 2025	GEN 1.7 - 38	30 NOV 2023	GEN 2.4 - 3	19 MAR 2026
GEN 1.2 - 6	04 SEP 2025	GEN 1.7 - 39	30 NOV 2023	GEN 2.4 - 4	19 MAR 2026
GEN 1.2 - 7	05 SEP 2024	GEN 1.7 - 40	30 NOV 2023	GEN 2.5 - 1	19 MAR 2026
GEN 1.2 - 8	05 SEP 2024	GEN 1.7 - 41	30 NOV 2023	GEN 2.5 - 2	19 MAR 2026
GEN 1.2 - 9	15 MAY 2025	GEN 1.7 - 42	30 NOV 2023	GEN 2.6 - 1	25 FEB 2021
GEN 1.2 - 10	15 MAY 2025	GEN 1.7 - 43	30 NOV 2023	GEN 2.6 - 2	25 FEB 2021
GEN 1.2 - 11	04 SEP 2025	GEN 1.7 - 44	30 NOV 2023	GEN 2.6 - 3	25 FEB 2021
GEN 1.2 - 12	04 SEP 2025	GEN 1.7 - 45	20 FEB 2025	GEN 2.6 - 4	25 FEB 2021
GEN 1.3 - 1	23 APR 2020	GEN 1.7 - 46	20 FEB 2025	GEN 2.7 - 1	25 FEB 2021
GEN 1.3 - 2	23 APR 2020	GEN 1.7 - 47	20 FEB 2025	GEN 2.7 - 2	25 FEB 2021
GEN 1.4 - 1	17 APR 2025	GEN 1.7 - 48	20 FEB 2025	GEN 2.7 - 3	23 APR 2020
GEN 1.4 - 2	17 APR 2025	GEN 1.7 - 49	30 NOV 2023	GEN 2.7 - 4	23 APR 2020
GEN 1.5 - 1	30 NOV 2023	GEN 1.7 - 50	30 NOV 2023	GEN 3.1 - 1	04 SEP 2025
GEN 1.5 - 2	30 NOV 2023	GEN 1.7 - 51	30 NOV 2023	GEN 3.1 - 2	04 SEP 2025
GEN 1.6 - 1	17 APR 2025	GEN 1.7 - 52	30 NOV 2023	GEN 3.1 - 3	22 JAN 2026
GEN 1.6 - 2	17 APR 2025	GEN 1.7 - 53	30 NOV 2023	GEN 3.1 - 4	22 JAN 2026
GEN 1.6 - 3	17 APR 2025	GEN 1.7 - 54	30 NOV 2023	GEN 3.2 - 1	04 SEP 2025
GEN 1.6 - 4	17 APR 2025	GEN 1.7 - 55	30 NOV 2023	GEN 3.2 - 2	04 SEP 2025
GEN 1.6 - 5	17 APR 2025	GEN 1.7 - 56	30 NOV 2023	GEN 3.2 - 3	04 SEP 2025
GEN 1.6 - 6	17 APR 2025	GEN 1.7 - 57	30 NOV 2023	GEN 3.2 - 4	04 SEP 2025
GEN 1.6 - 7	17 APR 2025	GEN 1.7 - 58	30 NOV 2023	GEN 3.2 - 5	16 APR 2026
GEN 1.6 - 8	17 APR 2025	GEN 1.7 - 59	30 NOV 2023	GEN 3.2 - 6	16 APR 2026
GEN 1.6 - 9	17 APR 2025	GEN 1.7 - 60	30 NOV 2023	GEN 3.2 - 7	16 APR 2026
GEN 1.6 - 10	17 APR 2025	GEN 1.7 - 61	20 FEB 2025	GEN 3.2 - 8	16 APR 2026
GEN 1.6 - 11	17 APR 2025	GEN 1.7 - 62	20 FEB 2025	GEN 3.2 - 9	16 APR 2026
GEN 1.6 - 12	17 APR 2025	GEN 1.7 - 63	30 NOV 2023	GEN 3.2 - 10	16 APR 2026
GEN 1.7 - 1	01 DEC 2022	GEN 1.7 - 64	30 NOV 2023	GEN 3.3 - 1	25 FEB 2021
GEN 1.7 - 2	01 DEC 2022	GEN 1.7 - 65	30 NOV 2023	GEN 3.3 - 2	25 FEB 2021
GEN 1.7 - 3	20 FEB 2025	GEN 1.7 - 66	30 NOV 2023	GEN 3.3 - 3	05 SEP 2024
GEN 1.7 - 4	20 FEB 2025	GEN 2.1 - 1	22 JAN 2026	GEN 3.3 - 4	05 SEP 2024
GEN 1.7 - 5	01 DEC 2022	GEN 2.1 - 2	22 JAN 2026	GEN 3.4 - 1	30 NOV 2023
GEN 1.7 - 6	01 DEC 2022	GEN 2.2 - 1	17 APR 2025	GEN 3.4 - 2	30 NOV 2023
GEN 1.7 - 7	01 DEC 2022	GEN 2.2 - 2	17 APR 2025	GEN 3.4 - 3	30 NOV 2023
GEN 1.7 - 8	01 DEC 2022	GEN 2.2 - 3	17 APR 2025	GEN 3.4 - 4	30 NOV 2023
GEN 1.7 - 9	01 DEC 2022	GEN 2.2 - 4	17 APR 2025	GEN 3.4 - 5	30 NOV 2023
		GEN 2.2 - 5	22 JAN 2026	GEN 3.4 - 6	30 NOV 2023
		GEN 2.2 - 6	22 JAN 2026	GEN 3.5 - 1	22 JAN 2026

GEN 3.5 - 2	22 JAN 2026	ENR 1.10 - 3	16 APR 2026	ENR 5.5 - 2	20 FEB 2025
GEN 3.5 - 3	22 JAN 2026	ENR 1.10 - 4	16 APR 2026	ENR 5.5 - 3	20 FEB 2025
GEN 3.5 - 4	22 JAN 2026	ENR 1.10 - 5	16 APR 2026	ENR 5.5 - 4	20 FEB 2025
GEN 3.5 - 5	22 JAN 2026	ENR 1.10 - 6	16 APR 2026	ENR 5.5 - 5	20 FEB 2025
GEN 3.5 - 6	22 JAN 2026	ENR 1.10 - 7	16 APR 2026	ENR 5.5 - 6	20 FEB 2025
GEN 3.5 - 7	22 JAN 2026	ENR 1.10 - 8	16 APR 2026	ENR 5.6 - 1	20 FEB 2025
GEN 3.5 - 8	22 JAN 2026	ENR 1.10 - 9	16 APR 2026	ENR 5.6 - 2	20 FEB 2025
GEN 3.5 - 9	22 JAN 2026	ENR 1.10 - 10	16 APR 2026	ENR 5.6 - 3	05 SEP 2024
GEN 3.5 - 10	22 JAN 2026	ENR 1.10 - 11	16 APR 2026	ENR 5.6 - 4	05 SEP 2024
GEN 3.5 - 11	23 MAR 2023	ENR 1.10 - 12	16 APR 2026	ENR 6 - 1	28 NOV 2024
GEN 3.5 - 12	23 MAR 2023	ENR 1.10 - 13	16 APR 2026	ENR 6 - 2	28 NOV 2024
GEN 3.6 - 1	25 FEB 2021	ENR 1.10 - 14	16 APR 2026	ENR 6-LHCC-ERC - 1	16 APR 2026
GEN 3.6 - 2	25 FEB 2021	ENR 1.11 - 1	16 APR 2026	ENR 6-LHCC-ERC - 2	16 APR 2026
GEN 3.6 - 3	06 FEB 2014	ENR 1.11 - 2	16 APR 2026	ENR 6-LHCC-LINKS - 1	23 MAR 2023
GEN 3.6 - 4	06 FEB 2014	ENR 1.12 - 1	20 SEP 2012	ENR 6-LHCC-LINKS - 2	23 MAR 2023
GEN 4.1 - 1	27 NOV 2025	ENR 1.12 - 2	20 SEP 2012	ENR 6-LHCC-LINKS - 3	19 MAR 2026
GEN 4.1 - 2	27 NOV 2025	ENR 1.12 - 3	05 FEB 2015	ENR 6-LHCC-LINKS - 4	19 MAR 2026
GEN 4.2 - 1	20 FEB 2025	ENR 1.12 - 4	05 FEB 2015	ENR 6-LHCC-FRA - 1	16 APR 2026
GEN 4.2 - 2	20 FEB 2025	ENR 1.12 - 5	24 MAY 2018	ENR 6-LHCC-FRA - 2	16 APR 2026
GEN 4.2 - 3	20 FEB 2025	ENR 1.12 - 6	24 MAY 2018	ENR 6-LHCC-SECTOR - 1	19 MAR 2026
GEN 4.2 - 4	20 FEB 2025	ENR 1.13 - 1	03 JUL 2008	ENR 6-LHCC-SECTOR - 2	19 MAR 2026
		ENR 1.13 - 2	03 JUL 2008	ENR 6-LHCC-FIS - 1	27 NOV 2025
		ENR 1.14 - 1	22 APR 2021	ENR 6-LHCC-FIS - 2	27 NOV 2025
		ENR 1.14 - 2	22 APR 2021	ENR 6-LHCC-PRD - 1	20 FEB 2025
		ENR 1.14 - 3	03 JUL 2008	ENR 6-LHCC-PRD - 2	20 FEB 2025
		ENR 1.14 - 4	03 JUL 2008	ENR 6-LHCC-TRA - 1	20 FEB 2025
		ENR 1.14 - 5	03 JUL 2008	ENR 6-LHCC-TRA - 2	20 FEB 2025
		ENR 1.14 - 6	03 JUL 2008	ENR 6-LHCC-SPORT - 1	20 FEB 2025
		ENR 1.14 - 7	03 JUL 2008	ENR 6-LHCC-SPORT - 2	20 FEB 2025
		ENR 1.14 - 8	03 JUL 2008	ENR 6-LHCC-FAUNA - 1	20 FEB 2025
		ENR 2.1 - 1	16 APR 2026	ENR 6-LHCC-FAUNA - 2	20 FEB 2025
		ENR 2.1 - 2	16 APR 2026		
		ENR 2.1 - 3	25 FEB 2021		
		ENR 2.1 - 4	25 FEB 2021		
		ENR 2.1 - 5	27 JAN 2022		
		ENR 2.1 - 6	27 JAN 2022		
		ENR 2.2 - 1	16 APR 2026		
		ENR 2.2 - 2	16 APR 2026		
		ENR 2.2 - 3	15 MAY 2025		
		ENR 2.2 - 4	15 MAY 2025		
		ENR 2.2 - 5	15 MAY 2025		
		ENR 2.2 - 6	15 MAY 2025		
		ENR 2.2 - 7	15 MAY 2025		
		ENR 2.2 - 8	15 MAY 2025		
		ENR 3.1 - 1	01 DEC 2022		
		ENR 3.1 - 2	01 DEC 2022		
		ENR 3.2 - 1	01 DEC 2022		
		ENR 3.2 - 2	01 DEC 2022		
		ENR 3.3 - 1	01 DEC 2022		
		ENR 3.3 - 2	01 DEC 2022		
		ENR 3.4 - 1	27 NOV 2025		
		ENR 3.4 - 2	27 NOV 2025		
		ENR 4.1 - 1	23 MAR 2023		
		ENR 4.1 - 2	23 MAR 2023		
		ENR 4.2 - 1	03 JUL 2008		
		ENR 4.2 - 2	03 JUL 2008		
		ENR 4.3 - 1	14 JAN 2010		
		ENR 4.3 - 2	14 JAN 2010		
		ENR 4.4 - 1	05 FEB 2015		
		ENR 4.4 - 2	05 FEB 2015		
		ENR 4.4.1 - 1	16 APR 2026		
		ENR 4.4.1 - 2	16 APR 2026		
		ENR 4.4.1 - 3	16 APR 2026		
		ENR 4.4.1 - 4	16 APR 2026		
		ENR 4.4.1 - 5	16 APR 2026		
		ENR 4.4.1 - 6	16 APR 2026		
		ENR 4.4.1 - 7	16 APR 2026		
		ENR 4.4.1 - 8	16 APR 2026		
		ENR 4.5 - 1	14 JAN 2010		
		ENR 4.5 - 2	14 JAN 2010		
		ENR 5.1 - 1	20 FEB 2025		
		ENR 5.1 - 2	20 FEB 2025		
		ENR 5.1 - 3	24 FEB 2022		
		ENR 5.1 - 4	24 FEB 2022		
		ENR 5.2 - 1	21 MAR 2024		
		ENR 5.2 - 2	21 MAR 2024		
		ENR 5.2 - 3	20 FEB 2025		
		ENR 5.2 - 4	20 FEB 2025		
		ENR 5.3 - 1	23 MAR 2023		
		ENR 5.3 - 2	23 MAR 2023		
		ENR 5.4 - 1	19 MAY 2022		
		ENR 5.4 - 2	19 MAY 2022		
		ENR 5.5 - 1	20 FEB 2025		

PART 2 - EN-ROUTE (ENR)

ENR 0.1 - 1	03 JUL 2008	ENR 1.10 - 3	16 APR 2026	ENR 5.5 - 2	20 FEB 2025
ENR 0.1 - 2	03 JUL 2008	ENR 1.10 - 4	16 APR 2026	ENR 5.5 - 3	20 FEB 2025
ENR 0.2 - 1	03 JUL 2008	ENR 1.10 - 5	16 APR 2026	ENR 5.5 - 4	20 FEB 2025
ENR 0.2 - 2	03 JUL 2008	ENR 1.10 - 6	16 APR 2026	ENR 5.5 - 5	20 FEB 2025
ENR 0.3 - 1	03 JUL 2008	ENR 1.10 - 7	16 APR 2026	ENR 5.5 - 6	20 FEB 2025
ENR 0.3 - 2	03 JUL 2008	ENR 1.10 - 8	16 APR 2026	ENR 5.6 - 1	20 FEB 2025
ENR 0.4 - 1	03 JUL 2008	ENR 1.10 - 9	16 APR 2026	ENR 5.6 - 2	20 FEB 2025
ENR 0.4 - 2	03 JUL 2008	ENR 1.10 - 10	16 APR 2026	ENR 5.6 - 3	05 SEP 2024
ENR 0.5 - 1	03 JUL 2008	ENR 1.10 - 11	16 APR 2026	ENR 5.6 - 4	05 SEP 2024
ENR 0.5 - 2	03 JUL 2008	ENR 1.10 - 12	16 APR 2026	ENR 6 - 1	28 NOV 2024
ENR 0.6 - 1	16 APR 2026	ENR 1.10 - 13	16 APR 2026	ENR 6 - 2	28 NOV 2024
ENR 0.6 - 2	16 APR 2026	ENR 1.10 - 14	16 APR 2026	ENR 6-LHCC-ERC - 1	16 APR 2026
ENR 1.1 - 1	16 APR 2026	ENR 1.11 - 1	16 APR 2026	ENR 6-LHCC-ERC - 2	16 APR 2026
ENR 1.1 - 2	16 APR 2026	ENR 1.11 - 2	16 APR 2026	ENR 6-LHCC-LINKS - 1	23 MAR 2023
ENR 1.1 - 3	16 APR 2026	ENR 1.12 - 1	20 SEP 2012	ENR 6-LHCC-LINKS - 2	23 MAR 2023
ENR 1.1 - 4	16 APR 2026	ENR 1.12 - 2	20 SEP 2012	ENR 6-LHCC-LINKS - 3	19 MAR 2026
ENR 1.2 - 1	01 DEC 2022	ENR 1.12 - 3	05 FEB 2015	ENR 6-LHCC-LINKS - 4	19 MAR 2026
ENR 1.2 - 2	01 DEC 2022	ENR 1.12 - 4	05 FEB 2015	ENR 6-LHCC-FRA - 1	16 APR 2026
ENR 1.2 - 3	01 DEC 2022	ENR 1.12 - 5	24 MAY 2018	ENR 6-LHCC-FRA - 2	16 APR 2026
ENR 1.2 - 4	01 DEC 2022	ENR 1.12 - 6	24 MAY 2018	ENR 6-LHCC-SECTOR - 1	19 MAR 2026
ENR 1.3 - 1	16 APR 2026	ENR 1.13 - 1	03 JUL 2008	ENR 6-LHCC-SECTOR - 2	19 MAR 2026
ENR 1.3 - 2	16 APR 2026	ENR 1.13 - 2	03 JUL 2008	ENR 6-LHCC-FIS - 1	27 NOV 2025
ENR 1.3 - 3	16 APR 2026	ENR 1.14 - 1	22 APR 2021	ENR 6-LHCC-FIS - 2	27 NOV 2025
ENR 1.3 - 4	16 APR 2026	ENR 1.14 - 2	22 APR 2021	ENR 6-LHCC-PRD - 1	20 FEB 2025
ENR 1.3 - 5	16 APR 2026	ENR 1.14 - 3	03 JUL 2008	ENR 6-LHCC-PRD - 2	20 FEB 2025
ENR 1.3 - 6	16 APR 2026	ENR 1.14 - 4	03 JUL 2008	ENR 6-LHCC-TRA - 1	20 FEB 2025
ENR 1.4 - 1	23 MAR 2023	ENR 1.14 - 5	03 JUL 2008	ENR 6-LHCC-TRA - 2	20 FEB 2025
ENR 1.4 - 2	23 MAR 2023	ENR 1.14 - 6	03 JUL 2008	ENR 6-LHCC-SPORT - 1	20 FEB 2025
ENR 1.4 - 3	23 MAR 2023	ENR 1.14 - 7	03 JUL 2008	ENR 6-LHCC-SPORT - 2	20 FEB 2025
ENR 1.4 - 4	23 MAR 2023	ENR 1.14 - 8	03 JUL 2008	ENR 6-LHCC-FAUNA - 1	20 FEB 2025
ENR 1.5 - 1	16 APR 2026	ENR 2.1 - 1	16 APR 2026	ENR 6-LHCC-FAUNA - 2	20 FEB 2025
ENR 1.5 - 2	16 APR 2026	ENR 2.1 - 2	16 APR 2026		
ENR 1.6 - 1	04 SEP 2025	ENR 2.1 - 3	25 FEB 2021		
ENR 1.6 - 2	04 SEP 2025	ENR 2.1 - 4	25 FEB 2021		
ENR 1.6 - 3	17 JUN 2021	ENR 2.1 - 5	27 JAN 2022		
ENR 1.6 - 4	17 JUN 2021	ENR 2.1 - 6	27 JAN 2022		
ENR 1.6 - 5	16 APR 2026	ENR 2.2 - 1	16 APR 2026		
ENR 1.6 - 6	16 APR 2026	ENR 2.2 - 2	16 APR 2026		
ENR 1.6 - 7	17 JUN 2021	ENR 2.2 - 3	15 MAY 2025		
ENR 1.6 - 8	17 JUN 2021	ENR 2.2 - 4	15 MAY 2025		
ENR 1.7 - 1	17 JUN 2021	ENR 2.2 - 5	15 MAY 2025		
ENR 1.7 - 2	17 JUN 2021	ENR 2.2 - 6	15 MAY 2025		
ENR 1.7 - 3	17 JUN 2021	ENR 2.2 - 7	15 MAY 2025		
ENR 1.7 - 4	17 JUN 2021	ENR 2.2 - 8	15 MAY 2025		
ENR 1.8 - 1	27 NOV 2025	ENR 3.1 - 1	01 DEC 2022		
ENR 1.8 - 2	27 NOV 2025	ENR 3.1 - 2	01 DEC 2022		
ENR 1.9 - 1	19 MAY 2022	ENR 3.2 - 1	01 DEC 2022		
ENR 1.9 - 2	19 MAY 2022	ENR 3.2 - 2	01 DEC 2022		
ENR 1.9 - 3	26 MAR 2020	ENR 3.3 - 1	01 DEC 2022		
ENR 1.9 - 4	26 MAR 2020	ENR 3.3 - 2	01 DEC 2022		
ENR 1.9 - 5	28 JAN 2021	ENR 3.4 - 1	27 NOV 2025		
ENR 1.9 - 6	28 JAN 2021	ENR 3.4 - 2	27 NOV 2025		
ENR 1.10 - 1	16 APR 2026	ENR 4.1 - 1	23 MAR 2023		
ENR 1.10 - 2	16 APR 2026	ENR 4.1 - 2	23 MAR 2023		
		ENR 4.2 - 1	03 JUL 2008		
		ENR 4.2 - 2	03 JUL 2008		
		ENR 4.3 - 1	14 JAN 2010		
		ENR 4.3 - 2	14 JAN 2010		
		ENR 4.4 - 1	05 FEB 2015		
		ENR 4.4 - 2	05 FEB 2015		
		ENR 4.4.1 - 1	16 APR 2026		
		ENR 4.4.1 - 2	16 APR 2026		
		ENR 4.4.1 - 3	16 APR 2026		
		ENR 4.4.1 - 4	16 APR 2026		
		ENR 4.4.1 - 5	16 APR 2026		
		ENR 4.4.1 - 6	16 APR 2026		
		ENR 4.4.1 - 7	16 APR 2026		
		ENR 4.4.1 - 8	16 APR 2026		
		ENR 4.5 - 1	14 JAN 2010		
		ENR 4.5 - 2	14 JAN 2010		
		ENR 5.1 - 1	20 FEB 2025		
		ENR 5.1 - 2	20 FEB 2025		
		ENR 5.1 - 3	24 FEB 2022		
		ENR 5.1 - 4	24 FEB 2022		
		ENR 5.2 - 1	21 MAR 2024		
		ENR 5.2 - 2	21 MAR 2024		
		ENR 5.2 - 3	20 FEB 2025		
		ENR 5.2 - 4	20 FEB 2025		
		ENR 5.3 - 1	23 MAR 2023		
		ENR 5.3 - 2	23 MAR 2023		
		ENR 5.4 - 1	19 MAY 2022		
		ENR 5.4 - 2	19 MAY 2022		
		ENR 5.5 - 1	20 FEB 2025		

PART 3 - AERODROMES (AD)

AD 0.1 - 1	03 JUL 2008
AD 0.1 - 2	03 JUL 2008
AD 0.2 - 1	07 DEC 2017
AD 0.2 - 2	07 DEC 2017
AD 0.3 - 1	03 JUL 2008
AD 0.3 - 2	03 JUL 2008
AD 0.4 - 1	03 JUL 2008
AD 0.4 - 2	03 JUL 2008
AD 0.5 - 1	07 DEC 2017
AD 0.5 - 2	07 DEC 2017
AD 0.6 - 1	16 APR 2026
AD 0.6 - 2	16 APR 2026
AD 0.6 - 3	16 APR 2026
AD 0.6 - 4	16 APR 2026
AD 0.6 - 5	16 APR 2026
AD 0.6 - 6	16 APR 2026
AD 0.6 - 7	16 APR 2026
AD 0.6 - 8	16 APR 2026
AD 1.1 - 1	10 JUL 2025
AD 1.1 - 2	10 JUL 2025
AD 1.2 - 1	21 MAR 2024
AD 1.2 - 2	21 MAR 2024
AD 1.3 - 1	04 SEP 2025
AD 1.3 - 2	04 SEP 2025
AD 1.4 - 1	10 JUL 2025
AD 1.4 - 2	10 JUL 2025
AD 1.5 - 1	10 JUL 2025
AD 1.5 - 2	10 JUL 2025
AD 2-LHBC - 1	11 JUL 2024
AD 2-LHBC - 2	11 JUL 2024
AD 2-LHBC - 3	01 DEC 2022
AD 2-LHBC - 4	01 DEC 2022
AD 2-LHBC - 5	01 DEC 2022
AD 2-LHBC - 6	01 DEC 2022
AD 2-LHBC - 7	11 JUL 2024
AD 2-LHBC - 8	11 JUL 2024
AD 2-LHBC-ADC - 1	11 JUL 2024
AD 2-LHBC-ADC - 2	11 JUL 2024
AD 2-LHBC-AOCA-17L35R - 1	11 JUL 2024
AD 2-LHBC-AOCA-17L35R - 2	11 JUL 2024
AD 2-LHBC-SID-17L - 1	04 SEP 2025
AD 2-LHBC-SID-17L - 2	04 SEP 2025
AD 2-LHBC-SID-17L - 3	11 JUL 2024
AD 2-LHBC-SID-17L - 4	11 JUL 2024
AD 2-LHBC-SID-35R - 1	04 SEP 2025
AD 2-LHBC-SID-35R - 2	04 SEP 2025
AD 2-LHBC-STAR-17L35R - 1	05 SEP 2024

AIP HUNGARY

AD 2-LHBC-STAR-17L35R - 2	05 SEP 2024	AD 2-LHBP-STAR-13L13R - 1	27 NOV 2025	AD 2-LHNY-AOCA-18R36L - 2	10 JUL 2025
AD 2-LHBC-NDB-17L - 1	11 JUL 2024	AD 2-LHBP-STAR-13L13R - 2	27 NOV 2025	AD 2-LHNY-SID-18R - 1	10 JUL 2025
AD 2-LHBC-NDB-17L - 2	11 JUL 2024	AD 2-LHBP-STAR-31L31R - 1	27 NOV 2025	AD 2-LHNY-SID-18R - 2	10 JUL 2025
AD 2-LHBC-NDB-35R - 1	11 JUL 2024	AD 2-LHBP-STAR-31L31R - 2	27 NOV 2025	AD 2-LHNY-SID-36L - 1	10 JUL 2025
AD 2-LHBC-NDB-35R - 2	11 JUL 2024	AD 2-LHBP-TMA - 1	27 NOV 2025	AD 2-LHNY-SID-36L - 2	10 JUL 2025
AD 2-LHBC-RNP-17L - 1	11 JUL 2024	AD 2-LHBP-TMA - 2	27 NOV 2025	AD 2-LHNY-STAR-18R36L - 1	10 JUL 2025
AD 2-LHBC-RNP-17L - 2	11 JUL 2024	AD 2-LHBP-HLDG - 1	27 NOV 2025	AD 2-LHNY-STAR-18R36L - 2	10 JUL 2025
AD 2-LHBC-RNP-35R - 1	11 JUL 2024	AD 2-LHBP-HLDG - 2	27 NOV 2025	AD 2-LHNY-RNP-Y-18R - 1	04 SEP 2025
AD 2-LHBC-RNP-35R - 2	11 JUL 2024	AD 2-LHBP-ATCSMAC - 1	22 JAN 2026	AD 2-LHNY-RNP-Y-18R - 2	04 SEP 2025
AD 2-LHBC-VAC - 1	04 SEP 2025	AD 2-LHBP-ATCSMAC - 2	22 JAN 2026	AD 2-LHNY-RNP-Z-18R - 1	04 SEP 2025
AD 2-LHBC-VAC - 2	04 SEP 2025	AD 2-LHBP-ILS/LOC-13L - 1	27 NOV 2025	AD 2-LHNY-RNP-Z-18R - 2	04 SEP 2025
AD 2-LHBP - 1	28 NOV 2024	AD 2-LHBP-ILS/LOC-13L - 2	27 NOV 2025	AD 2-LHNY-RNP-Y-36L - 1	04 SEP 2025
AD 2-LHBP - 2	28 NOV 2024	AD 2-LHBP-ILS/LOC-13R - 1	27 NOV 2025	AD 2-LHNY-RNP-Y-36L - 2	04 SEP 2025
AD 2-LHBP - 3	19 MAR 2026	AD 2-LHBP-ILS/LOC-13R - 2	27 NOV 2025	AD 2-LHNY-RNP-Z-36L - 1	04 SEP 2025
AD 2-LHBP - 4	19 MAR 2026	AD 2-LHBP-ILS/LOC-31L - 1	27 NOV 2025	AD 2-LHNY-RNP-Z-36L - 2	04 SEP 2025
AD 2-LHBP - 5	19 MAR 2026	AD 2-LHBP-ILS/LOC-31L - 2	27 NOV 2025	AD 2-LHNY-VAC - 1	04 SEP 2025
AD 2-LHBP - 6	19 MAR 2026	AD 2-LHBP-ILS/LOC-31R - 1	27 NOV 2025	AD 2-LHNY-VAC - 2	04 SEP 2025
AD 2-LHBP - 7	19 MAR 2026	AD 2-LHBP-ILS/LOC-31R - 2	27 NOV 2025	AD 2-LHPP - 1	28 NOV 2024
AD 2-LHBP - 8	19 MAR 2026	AD 2-LHBP-RNP-13L - 1	27 NOV 2025	AD 2-LHPP - 2	28 NOV 2024
AD 2-LHBP - 9	27 NOV 2025	AD 2-LHBP-RNP-13L - 2	27 NOV 2025	AD 2-LHPP - 3	28 NOV 2024
AD 2-LHBP - 10	27 NOV 2025	AD 2-LHBP-RNP-13R - 1	27 NOV 2025	AD 2-LHPP - 4	28 NOV 2024
AD 2-LHBP - 11	04 SEP 2025	AD 2-LHBP-RNP-13R - 2	27 NOV 2025	AD 2-LHPP - 5	28 NOV 2024
AD 2-LHBP - 12	04 SEP 2025	AD 2-LHBP-RNP-31L - 1	27 NOV 2025	AD 2-LHPP - 6	28 NOV 2024
AD 2-LHBP - 13	27 NOV 2025	AD 2-LHBP-RNP-31L - 2	27 NOV 2025	AD 2-LHPP - 7	28 NOV 2024
AD 2-LHBP - 14	27 NOV 2025	AD 2-LHBP-RNP-Y-31R - 1	27 NOV 2025	AD 2-LHPP - 8	28 NOV 2024
AD 2-LHBP - 15	27 NOV 2025	AD 2-LHBP-RNP-Y-31R - 2	27 NOV 2025	AD 2-LHPP-ADC - 1	20 FEB 2025
AD 2-LHBP - 16	27 NOV 2025	AD 2-LHBP-RNP-Z-31R - 1	27 NOV 2025	AD 2-LHPP-ADC - 2	20 FEB 2025
AD 2-LHBP - 17	10 JUL 2025	AD 2-LHBP-RNP-Z-31R - 2	27 NOV 2025	AD 2-LHPP-AOCA-1533 - 1	28 NOV 2024
AD 2-LHBP - 18	10 JUL 2025	AD 2-LHBP-VOR-13L - 1	27 NOV 2025	AD 2-LHPP-AOCA-1533 - 2	28 NOV 2024
AD 2-LHBP - 19	27 NOV 2025	AD 2-LHBP-VOR-13L - 2	27 NOV 2025	AD 2-LHPP-ILS/LOC-33 - 1	20 FEB 2025
AD 2-LHBP - 20	27 NOV 2025	AD 2-LHBP-VOR-31R - 1	27 NOV 2025	AD 2-LHPP-ILS/LOC-33 - 2	20 FEB 2025
AD 2-LHBP - 21	27 NOV 2025	AD 2-LHBP-VOR-31R - 2	27 NOV 2025	AD 2-LHPP-NDB-15 - 1	20 FEB 2025
AD 2-LHBP - 22	27 NOV 2025	AD 2-LHBP-VAC - 1	22 JAN 2026	AD 2-LHPP-NDB-15 - 2	20 FEB 2025
AD 2-LHBP - 23	27 NOV 2025	AD 2-LHBP-VAC - 2	22 JAN 2026	AD 2-LHPP-RNP-15 - 1	20 FEB 2025
AD 2-LHBP - 24	27 NOV 2025	AD 2-LHBP-BIRD - 1	04 SEP 2025	AD 2-LHPP-RNP-15 - 2	20 FEB 2025
AD 2-LHBP - 25	27 NOV 2025	AD 2-LHBP-BIRD - 2	04 SEP 2025	AD 2-LHPP-RNP-33 - 1	20 FEB 2025
AD 2-LHBP - 26	27 NOV 2025	AD 2-LHDC - 1	27 NOV 2025	AD 2-LHPP-RNP-33 - 2	20 FEB 2025
AD 2-LHBP - 27	27 NOV 2025	AD 2-LHDC - 2	27 NOV 2025	AD 2-LHPP-VAC - 1	20 FEB 2025
AD 2-LHBP - 28	27 NOV 2025	AD 2-LHDC - 3	27 NOV 2025	AD 2-LHPP-VAC - 2	20 FEB 2025
AD 2-LHBP - 29	27 NOV 2025	AD 2-LHDC - 4	27 NOV 2025	AD 2-LHPR - 1	20 FEB 2025
AD 2-LHBP - 30	27 NOV 2025	AD 2-LHDC - 5	25 JAN 2024	AD 2-LHPR - 2	20 FEB 2025
AD 2-LHBP - 31	27 NOV 2025	AD 2-LHDC - 6	25 JAN 2024	AD 2-LHPR - 3	17 APR 2025
AD 2-LHBP - 32	27 NOV 2025	AD 2-LHDC - 7	19 MAR 2026	AD 2-LHPR - 4	17 APR 2025
AD 2-LHBP - 33	27 NOV 2025	AD 2-LHDC - 8	19 MAR 2026	AD 2-LHPR - 5	16 APR 2026
AD 2-LHBP - 34	27 NOV 2025	AD 2-LHDC - 9	28 NOV 2024	AD 2-LHPR - 6	16 APR 2026
AD 2-LHBP - 35	19 MAR 2026	AD 2-LHDC - 10	28 NOV 2024	AD 2-LHPR - 7	16 APR 2026
AD 2-LHBP - 36	19 MAR 2026	AD 2-LHDC - 11	27 NOV 2025	AD 2-LHPR - 8	16 APR 2026
AD 2-LHBP - 37	19 MAR 2026	AD 2-LHDC - 12	27 NOV 2025	AD 2-LHPR-ADC - 1	16 APR 2026
AD 2-LHBP - 38	19 MAR 2026	AD 2-LHDC-ADC - 1	19 MAR 2026	AD 2-LHPR-ADC - 2	16 APR 2026
AD 2-LHBP - 39	27 NOV 2025	AD 2-LHDC-ADC - 2	19 MAR 2026	AD 2-LHPR-AOCA-1129 - 1	01 DEC 2022
AD 2-LHBP - 40	27 NOV 2025	AD 2-LHDC-AOCA-04R22L - 1	25 JAN 2024	AD 2-LHPR-AOCA-1129 - 2	01 DEC 2022
AD 2-LHBP - 41	27 NOV 2025	AD 2-LHDC-AOCA-04R22L - 2	25 JAN 2024	AD 2-LHPR-SID-11 - 1	16 APR 2026
AD 2-LHBP - 42	27 NOV 2025	AD 2-LHDC-SID-04R - 1	20 FEB 2025	AD 2-LHPR-SID-11 - 2	16 APR 2026
AD 2-LHBP-ADC - 1	19 MAR 2026	AD 2-LHDC-SID-04R - 2	20 FEB 2025	AD 2-LHPR-SID-29 - 1	16 APR 2026
AD 2-LHBP-ADC - 2	19 MAR 2026	AD 2-LHDC-SID-22L - 1	20 FEB 2025	AD 2-LHPR-SID-29 - 2	16 APR 2026
AD 2-LHBP-TAXI-ARR - 1	27 NOV 2025	AD 2-LHDC-SID-22L - 2	20 FEB 2025	AD 2-LHPR-ILS/LOC-29 - 1	16 APR 2026
AD 2-LHBP-TAXI-ARR - 2	27 NOV 2025	AD 2-LHDC-STAR-04R22L - 1	20 FEB 2025	AD 2-LHPR-ILS/LOC-29 - 2	16 APR 2026
AD 2-LHBP-TAXI-DEP - 1	27 NOV 2025	AD 2-LHDC-STAR-04R22L - 2	20 FEB 2025	AD 2-LHPR-RNP-11 - 1	16 APR 2026
AD 2-LHBP-TAXI-DEP - 2	27 NOV 2025	AD 2-LHDC-ILS/LOC-04R - 1	19 MAR 2026	AD 2-LHPR-RNP-11 - 2	16 APR 2026
AD 2-LHBP-PDC/1 - 1	27 NOV 2025	AD 2-LHDC-ILS/LOC-04R - 2	19 MAR 2026	AD 2-LHPR-RNP-29 - 1	16 APR 2026
AD 2-LHBP-PDC/1 - 2	27 NOV 2025	AD 2-LHDC-NDB-22L - 1	19 MAR 2026	AD 2-LHPR-RNP-29 - 2	16 APR 2026
AD 2-LHBP-PDC/2 - 1	19 MAR 2026	AD 2-LHDC-NDB-22L - 2	19 MAR 2026	AD 2-LHPR-VOR-11 - 1	16 APR 2026
AD 2-LHBP-PDC/2 - 2	19 MAR 2026	AD 2-LHDC-RNP-04R - 1	20 FEB 2025	AD 2-LHPR-VOR-11 - 2	16 APR 2026
AD 2-LHBP-PDC/3 - 1	27 NOV 2025	AD 2-LHDC-RNP-04R - 2	20 FEB 2025	AD 2-LHPR-VOR-29 - 1	16 APR 2026
AD 2-LHBP-PDC/3 - 2	27 NOV 2025	AD 2-LHDC-RNP-22L - 1	20 FEB 2025	AD 2-LHPR-VOR-29 - 2	16 APR 2026
AD 2-LHBP-PDC/4 - 1	19 MAR 2026	AD 2-LHDC-RNP-22L - 2	20 FEB 2025	AD 2-LHPR-VAC - 1	16 APR 2026
AD 2-LHBP-PDC/4 - 2	19 MAR 2026	AD 2-LHDC-VAC - 1	19 MAR 2026	AD 2-LHPR-VAC - 2	16 APR 2026
AD 2-LHBP-AOCA-13L31R - 1	28 JAN 2021	AD 2-LHDC-VAC - 2	19 MAR 2026	AD 2-LHSM - 1	20 FEB 2025
AD 2-LHBP-AOCA-13L31R - 2	28 JAN 2021	AD 2-LHNY - 1	10 JUL 2025	AD 2-LHSM - 2	20 FEB 2025
AD 2-LHBP-AOCA-13R31L - 1	28 JAN 2021	AD 2-LHNY - 2	10 JUL 2025	AD 2-LHSM - 3	20 FEB 2025
AD 2-LHBP-AOCA-13R31L - 2	28 JAN 2021	AD 2-LHNY - 3	10 JUL 2025	AD 2-LHSM - 4	20 FEB 2025
AD 2-LHBP-PATC-13L31R - 1	13 JUL 2023	AD 2-LHNY - 4	10 JUL 2025	AD 2-LHSM - 5	20 FEB 2025
AD 2-LHBP-PATC-13L31R - 2	13 JUL 2023	AD 2-LHNY - 5	10 JUL 2025	AD 2-LHSM - 6	20 FEB 2025
AD 2-LHBP-PATC-13R31L - 1	13 JUL 2023	AD 2-LHNY - 6	10 JUL 2025	AD 2-LHSM - 7	20 FEB 2025
AD 2-LHBP-PATC-13R31L - 2	13 JUL 2023	AD 2-LHNY - 7	10 JUL 2025	AD 2-LHSM - 8	20 FEB 2025
AD 2-LHBP-SID-13L - 1	27 NOV 2025	AD 2-LHNY - 8	10 JUL 2025	AD 2-LHSM - 9	20 FEB 2025
AD 2-LHBP-SID-13L - 2	27 NOV 2025	AD 2-LHNY - 9	10 JUL 2025	AD 2-LHSM - 10	20 FEB 2025
AD 2-LHBP-SID-13R - 1	27 NOV 2025	AD 2-LHNY - 10	10 JUL 2025	AD 2-LHSM-ADC - 1	20 FEB 2025
AD 2-LHBP-SID-13R - 2	27 NOV 2025	AD 2-LHNY - 11	10 JUL 2025	AD 2-LHSM-ADC - 2	20 FEB 2025
AD 2-LHBP-SID31L - 1	27 NOV 2025	AD 2-LHNY - 12	10 JUL 2025	AD 2-LHSM-AOCA-1634 - 1	01 DEC 2022
AD 2-LHBP-SID31L - 2	27 NOV 2025	AD 2-LHNY-ADC - 1	10 JUL 2025	AD 2-LHSM-AOCA-1634 - 2	01 DEC 2022
AD 2-LHBP-SID31R - 1	27 NOV 2025	AD 2-LHNY-ADC - 2	10 JUL 2025	AD 2-LHSM-SID-16 - 1	04 SEP 2025
AD 2-LHBP-SID31R - 2	27 NOV 2025	AD 2-LHNY-AOCA-18R36L - 1	10 JUL 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

GEN 0.6 TABLE OF CONTENTS TO PART 1

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

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

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

GEN 2 TABLES AND CODES

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

GEN 3 SERVICES

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

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

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

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

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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	1:500 000	Hungary 2252-B 2251-A	17 APR 2025
Enroute Chart - ICAO	1:1 000 000	Hungary ENR 6-LHCC-ERC	16 APR 2026
Compulsory and Plannable Links - Index Chart (See ENR 1.3)	Nil	Hungary ENR 6-LHCC-LINKS	19 MAR 2026
Free Route Airspace (FRA) – Index Chart	1:6 250 000	Hungary ENR 6-LHCC-FRA	16 APR 2026
ATC Sectors - Index Chart	1:2 200 000	Hungary ENR 6-LHCC-SECTOR	19 MAR 2026
FIS Sectors - Index Chart	1:2 200 000	Hungary ENR 6-LHCC-FIS	27 NOV 2025
Prohibited, Restricted and Danger Areas - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-PRD	20 FEB 2025
Temporary Reserved Airspaces - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-TRA	20 FEB 2025
Aerial Sporting and Recreational Activities - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-SPORT	20 FEB 2025
Areas With Sensitive Fauna - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-FAUNA	20 FEB 2025
Aerodrome Chart - ICAO	1:10 000	Békéscsaba AD 2-LHBC-ADC	11 JUL 2024
	1:10 000	Budapest/Liszt Ferenc International Airport AD 2-LHBP-ADC	19 MAR 2026
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
	1:10 000	Debrecen AD 2-LHDC-ADC	19 MAR 2026
	1:7 500	Nyíregyháza AD 2-LHNY-ADC	10 JUL 2025
	1:10 000	Pécs/Pogány AD 2-LHPP-ADC	20 FEB 2025
	1:10 000	Győr/Pér AD 2-LHPR-ADC	16 APR 2026
	1:10 000	Hévíz/Balaton AD 2-LHSM-ADC	20 FEB 2025
	1:10 000	Szeged AD 2-LHUD-ADC	17 APR 2025

Title of series	Scale	Name and/or number	Date of latest revision
Aircraft Parking/Docking Chart - ICAO		Budapest/Liszt Ferenc International Airport	
	1:5 000	AD 2-LHBP-PDC/1	27 NOV 2025
	1:5 000	AD 2-LHBP-PDC/2	19 MAR 2026
	1:5 000	AD 2-LHBP-PDC/3	27 NOV 2025
	1:5 000	AD 2-LHBP-PDC/4	19 MAR 2026
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	
Precision Approach Terrain Chart - ICAO	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
		Budapest/Liszt Ferenc International Airport	
Standard Departure Chart - Instrument (SID) - ICAO	1:2 500	AD 2-LHBP-PATC-13L31R	13 JUL 2023
	1:2 500, 1:5 000	AD 2-LHBP-PATC-13R31L	13 JUL 2023
		Békéscsaba	
Standard Departure Chart - Instrument (SID) - ICAO	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	16 APR 2026



Title of series	Scale	Name and/or number	Date of latest revision
I	1:250 000	AD 2-LHPR-SID-29 Hévíz/Balaton	16 APR 2026
	1:250 000	AD 2-LHSM-SID-16	04 SEP 2025
	1:250 000	AD 2-LHSM-SID-34	04 SEP 2025
Standard Arrival Chart - Instrument (STAR) - ICAO		Békéscsaba	
	1:225 000	AD 2-LHBC-STAR-17L35R Budapest/Liszt Ferenc International Airport	05 SEP 2024
	1:700 000	AD 2-LHBP-STAR-13L13R	27 NOV 2025
	1:700 000	AD 2-LHBP-STAR-31L31R Debrecen	27 NOV 2025
	1:250 000	AD 2-LHDC-STAR-04R22L Hévíz/Balaton	20 FEB 2025
	1:250 000	AD 2-LHSM-STAR-1634 Nyíregyháza	04 SEP 2025
	1:250 000	AD 2-LHNY-STAR-18R36L	10 JUL 2025
Budapest TMA - Index Chart		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-TMA	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	22 JAN 2026
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	19 MAR 2026

Title of series	Scale	Name and/or number	Date of latest revision
	1:250 000	AD 2-LHDC-NDB-22L	19 MAR 2026
	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	16 APR 2026
	1:250 000	AD 2-LHPR-RNP-11	16 APR 2026
	1:250 000	AD 2-LHPR-RNP-29	16 APR 2026
	1:250 000	AD 2-LHPR-VOR-11	16 APR 2026
	1:250 000	AD 2-LHPR-VOR-29	16 APR 2026
		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	22 JAN 2026
		Debrecen	
	1:150 000	AD 2-LHDC-VAC	19 MAR 2026
		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	16 APR 2026
		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

AIP HUNGARY

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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ENR 0.6 TABLE OF CONTENTS TO PART 2

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

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1	GENERAL RULES	ENR 1.1 - 1
1.	GENERAL	ENR 1.1 - 1
2.	Procedures within uncontrolled airspace	ENR 1.1 - 1
3.	Coordination of Flights Requiring Special ATC Handling	ENR 1.1 - 3
4.	General information about UAS operation	ENR 1.1 - 4
ENR 1.2	VISUAL FLIGHT RULES	ENR 1.2 - 1
1.	General rules	ENR 1.2 - 1
2.	Restrictions for VFR flights	ENR 1.2 - 2
ENR 1.3	INSTRUMENT FLIGHT RULES	ENR 1.3 - 1
1.	Rules applicable to all IFR flights	ENR 1.3 - 1
2.	Rules applicable to IFR flights within controlled airspace	ENR 1.3 - 1
3.	Rules applicable to IFR flights outside controlled airspace	ENR 1.3 - 1
4.	Free route airspace (FRA) General Procedures	ENR 1.3 - 2
ENR 1.4	ATS AIRSPACE CLASSIFICATION AND DESCRIPTION	ENR 1.4 - 1
1.4.1.	ATS Airspace Classification	ENR 1.4 - 1
1.4.2.	ATS Airspace Description	ENR 1.4 - 1
ENR 1.5	HOLDING, APPROACH AND DEPARTURE PROCEDURES	ENR 1.5 - 1
1.	General	ENR 1.5 - 1
2.	Arriving Flights	ENR 1.5 - 1
3.	Departing Flights	ENR 1.5 - 1
4.	Other relevant information and procedures	ENR 1.5 - 1
ENR 1.6	ATS SURVEILLANCE SERVICES AND PROCEDURES	ENR 1.6 - 1
1.	Primary Radar	ENR 1.6 - 1
2.	Secondary Surveillance Radar (SSR)	ENR 1.6 - 5
3.	Automatic Dependent Surveillance — Broadcast (ADS-B)	ENR 1.6 - 7
4.	Other relevant information and procedures	ENR 1.6 - 8
ENR 1.7	ALTIMETER SETTING PROCEDURES	ENR 1.7 - 1
1.	Introduction	ENR 1.7 - 1
2.	Basic altimeter setting procedures	ENR 1.7 - 1
3.	Description of altimeter setting region(s)	ENR 1.7 - 2
4.	Procedures applicable to operators (including pilots)	ENR 1.7 - 2
5.	Table of Cruising levels	ENR 1.7 - 2
ENR 1.8	ICAO REGIONAL SUPPLEMENTARY PROCEDURES	ENR 1.8 - 1
ENR 1.9	AIR TRAFFIC FLOW MANAGEMENT (ATFM) AND AIRSPACE MANAGEMENT	ENR 1.9 - 1
1.	General	ENR 1.9 - 1
2.	Responsibilities	ENR 1.9 - 1
3.	Information on Air Traffic Flow And Capacity Management (ATFCM) measures	ENR 1.9 - 2
4.	ATFCM procedures	ENR 1.9 - 2
5.	Use of STS/Indicators in FPLs for ATFCM purposes	ENR 1.9 - 4
6.	Operational data	ENR 1.9 - 4
7.	AIRSPACE MANAGEMENT	ENR 1.9 - 5
ENR 1.10	FLIGHT PLANNING	ENR 1.10 - 1
1.	Procedures for the Submission of a Flight Plan	ENR 1.10 - 1
2.	Repetitive Flight Plan System	ENR 1.10 - 11
3.	Changes to the submitted flight plan	ENR 1.10 - 14
ENR 1.11	ADDRESSING OF FLIGHT PLAN MESSAGES	ENR 1.11 - 1
1.	Addressing of ICAO flight plan format (FPL 2012) Messages	ENR 1.11 - 1
2.	Addressing of FF-ICE Flight Plan (eFPL) Messages	ENR 1.11 - 2
ENR 1.12	INTERCEPTION OF CIVIL AIRCRAFT	ENR 1.12 - 1
1.	Interception Procedures	ENR 1.12 - 1

2. Signals for use in the event of interception	ENR 1.12 - 3
3. Marking applied on Hungarian state aircraft.....	ENR 1.12 - 5
ENR 1.13 UNLAWFUL INTERFERENCE	ENR 1.13 - 1
1. General.....	ENR 1.13 - 1
2. Procedures	ENR 1.13 - 1
ENR 1.14 AIR TRAFFIC INCIDENTS	ENR 1.14 - 1
1. Definition of air traffic incidents.....	ENR 1.14 - 1
2. Use of the "Air Traffic Incident Reporting Form"	ENR 1.14 - 1
3. Reporting procedures (including in-flight procedures).....	ENR 1.14 - 1
4. Purpose of reporting and handling of the form	ENR 1.14 - 2

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA AND CTA	ENR 2.1 - 1
1. FIR, CTA, TMA	ENR 2.1 - 1
2. Military TMAs AND CTRs (MTMA/MCTR).....	ENR 2.1 - 4
ENR 2.2 OTHER REGULATED AIRSPACE.....	ENR 2.2 - 1
1. RMZ/TMZ airspaces	ENR 2.2 - 1
2. Other types of regulated airspaces	ENR 2.2 - 2

ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL NAVIGATION ROUTES	ENR 3.1 - 1
ENR 3.2 AREA NAVIGATION ROUTES.....	ENR 3.2 - 1
ENR 3.3 OTHER ROUTES	ENR 3.3 - 1
ENR 3.4 EN-ROUTE HOLDING	ENR 3.4 - 1
1. Holding procedures within Budapest TMA.....	ENR 3.4 - 1

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE.....	ENR 4.1 - 1
ENR 4.2 SPECIAL NAVIGATION SYSTEMS	ENR 4.2 - 1
ENR 4.3 GLOBAL NAVIGATION SATELITE SYSTEM (GNSS).....	ENR 4.3 - 1
ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS	ENR 4.4 - 1
ENR 4.4.1 NAME-CODE DESIGNATORS FOR FRA SIGNIFICANT POINTS.....	ENR 4.4.1 - 1
ENR 4.5 AERONAUTICAL GROUND LIGHTS - EN-ROUTE.....	ENR 4.5 - 1

ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS	ENR 5.1 - 1
1. Prohibited Areas	ENR 5.1 - 1
2. Restricted Areas	ENR 5.1 - 1
3. Danger Areas	ENR 5.1 - 2
ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ).....	ENR 5.2 - 1
1. Temporary Reserved Airspaces	ENR 5.2 - 1
2. Air defence identification zone	ENR 5.2 - 4
ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS.....	ENR 5.3 - 1
ENR 5.4 AIR NAVIGATION OBSTACLES.....	ENR 5.4 - 1
ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES	ENR 5.5 - 1
1. Aerobatics area	ENR 5.5 - 1
2. Glider areas	ENR 5.5 - 1
3. Drop zones	ENR 5.5 - 4
ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA	ENR 5.6 - 1
1. Bird migration	ENR 5.6 - 1
2. Areas with sensitive fauna.....	ENR 5.6 - 1
ENR 6 EN-ROUTE CHARTS.....	ENR 6 - 1
ENROUTE CHART - ICAO	ENR 6-LHCC-ERC - 1
COMPULSORY AND PLANNABLE LINKS - INDEX CHART (SEE ENR 1.3)	ENR 6-LHCC-LINKS - 1
FREE ROUTE AIRSPACE (FRA) – INDEX CHART	ENR 6-LHCC-FRA - 1
ATC SECTORS - INDEX CHART	ENR 6-LHCC-SECTOR - 1
FIS SECTORS - INDEX CHART	ENR 6-LHCC-FIS - 1
PROHIBITED, RESTRICTED AND DANGER AREAS	ENR 6-LHCC-PRD - 1
TEMPORARY RESERVED AIRSPACES - INDEX CHART.....	ENR 6-LHCC-TRA - 1
AERIAL SPORTING AND RECREATIONAL ACTIVITIES - INDEX CHART	ENR 6-LHCC-SPORT - 1
AREAS WITH SENSITIVE FAUNA - INDEX CHART.....	ENR 6-LHCC-FAUNA - 1

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1. GENERAL

The air traffic rules and procedures applicable to air traffic within the territory of Hungary conform with the Annexes to the Convention on International Civil Aviation and to those portions, applicable to ACFT, of the ICAO Procedures for Air Navigation Services - Air Traffic Management (ICAO Doc 4444, ATM/501) and the Regional Supplementary Procedures applicable to the European Region, with the differences (printed in *italics*) and additional provisions listed in [GEN 1.7](#).

2. PROCEDURES WITHIN UNCONTROLLED AIRSPACE

In case of operation in uncontrolled airspace or at an uncontrolled AD - even if there is an AFIS unit at the aerodrome - the pilot is responsible for the safe conduct of flight operations. For Airspace Use Plan follow:

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

Aircraft flying outside controlled airspace may be required to operate the SSR transponder on a specific code. This does not mean however, that the aircraft is under radar supervision. Aircraft crossing the Budapest FIR boundary shall operate the SSR transponder.

2.1 When leaving the TIZ, or controlled airspace

- all IFR flights
 - operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in the table of cruising levels in [ENR 1.7.5](#) at or above 4 000 FT (1200 M) AMSL.
- all VFR flights
 - equipped with operational radio equipment are requested to maintain a continuous listening watch on the appropriate frequency. If a VFR flight is unable to maintain a continuous listening watch on the appropriate frequency, the temporary inability is to be reported.
 - shall state the conditions of operation in the position reports of set intervals, in case of normal operation "Operations normal" statement shall be given.
 - shall report their current position relative to designated reporting points, aerodromes or, if this is not available, then relative to settlements or geographical points depicted on the ICAO 1:500 000 scale aeronautical chart.
 - equipped with operational radio equipment leaving the aerodrome circuit shall make radio contact with the appropriate FIC sector above 4 000 FT AMSL, except non-power driven aircraft.

2.2 Operation at uncontrolled aerodromes

- If there is no AFIS service at an uncontrolled aerodrome, approach and landing shall be conducted in accordance with Commission Implementing Regulation (EU) No 923/2012 (SERA) Annex Section 3.
- Flights shall be conducted with special care when approaching an aerodrome without an ATS unit, or glider airspaces.
- At an aerodrome where no AFIS service is provided and a Drop Zone is designated, the coordinating organisation may request the aircraft to hold at the Drop Zone border if the safety of the ongoing parachute drop or aerobatic flight requires.
- At an aerodrome where no AFIS service is provided, any information regarding the operation of the aerodrome shall be requested via the aerodrome's published frequency or other published communication channels.
- In accordance with Commission Implementing Regulation (EU) No 923/2012 (SERA) when no ATS

unit exists at the arrival aerodrome or operating site within Budapest FIR, an arrival report shall be made by any flight for which a flight plan has been submitted covering the entire flight or the remaining portion of a flight to the destination aerodrome. The arrival report shall be made, as soon as practicable after landing and by the most expeditious means available, to Budapest FIC on the current frequency; via telephone or on the designated webpage:

Phone:

- FIC West: (+361) 293-4102
- FIC East: (+361) 293-4103
- FIC North: (+361) 293-4104
- FIC North-East: (+361) 293-4133

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

When communication facilities at the arrival aerodrome or operating site are inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, a message comparable to an arrival report shall be transmitted by radio-telephony on the current frequency to the FIC immediately prior to landing. Failure to comply with these provisions may cause serious disruption in the ATC and incur great expense in carrying out unnecessary search and rescue operations.

2.3 Flights on a filed flight plan and in continuous two-way radio communication with FIC shall inform FIC:

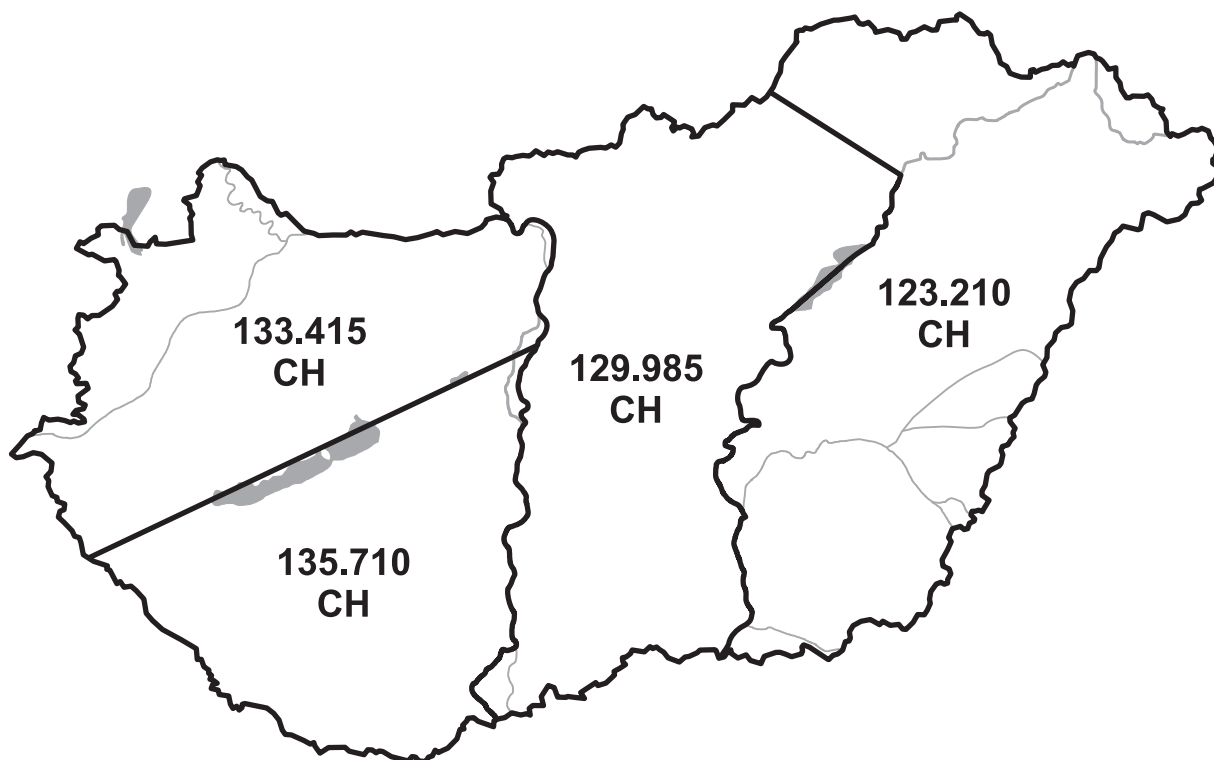
- if the aircraft intends to differ more than 5 kilometres from the previously filed route.
- if the arrival time at FIR boundary differs by 5 or more minutes than previously reported to FIC.
- of take-off, if there is no AFIS service provided at the departure aerodrome; and
- if applicable, the closing of the flight plan whilst still airborne.

2.4 Air-to-air communication

All flights operating in class G airspace (outside of TIZ) below 9500 FT AMSL, may use the dedicated frequencies in the listed National Light Aviation (NLA) airspace blocks:

Airspace block	Radio channel	Airspace border
NLA 1	133.415 CH	4628N 01636E - Slovenia_Hungary - Austria_Hungary - Line of Danube river - 4720N 01903E - 4628N 01636E
NLA 2	135.710 CH	4628N 01636E - 4720N 01903E - Line of Danube river - Serbia_Hungary - Croatia_Hungary - 4628N 01636E
NLA 3	129.985 CH	Line of Danube river - Slovakia_Hungary - 4817N 02021E - 4756N 02109E - Line of Tisza river - Serbia_Hungary - Croatia_Hungary - Danube river
NLA 4	123.210 CH	4817N 02021E Slovakia_Hungary - Ukraina_Hungary - Romania_Hungary - Serbia_Hungary - Line of Tisza river - 4756N - 02109E - 4817N 02021E

Note: the use of these radio channels requires 8.33 KHZ channel spacing capable radio equipage on board the aircraft.



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) 293-9122

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:

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

ENR 1.3 INSTRUMENT FLIGHT RULES

1. RULES APPLICABLE TO ALL IFR FLIGHTS**1.1 Aircraft equipment**

Commercial air transport aircraft operating in the airspace of Hungary have to adhere to the provisions of ICAO Annex 6 - Operation of Aircraft - Part 1, Chapter 6 - Aeroplane Instruments, Equipment and Flight Documents - and Chapter 7 - Aeroplane Communication and Navigation Equipment, and Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.

1.2 Minimum flight altitudes

The AMAs depicted on chart [ENR 6-LHCC-ERC](#) have been determined so as to ensure at least 1 000 FT vertical clearance above the highest obstacle.

When determining the flight altitude, the navigational accuracy which can be achieved on the relevant route segment shall be taken into account, having due regard to the navigational facilities available on the ground and on board of the aircraft.

The minimum flight altitude for IFR flights in uncontrolled airspace is 4 000 FT (1 200 M) AMSL.

1.3 RNAV 5 Contingency Procedures

Prior to and during RNAV or Free Route flights operators shall verify the correct functioning of the aircraft RNAV systems. This includes:

- a. the flight route complies with ATC clearance, and
- b. the aircraft navigation capability complies with at least RNAV 5 specification.

Subsequent ATC action in respect of that aircraft will be dependent upon the nature of the reported failure and the overall traffic situation. Continued operation in accordance with the current ATC clearance may be possible in many situations. When this cannot be achieved, a revised clearance may be required to revert to VOR/DME navigation. ATC may also provide the aircraft with radar vectors until the aircraft is capable of resuming its own navigation.

Operators of such aircraft, where a failure or degradation is detected before departure, shall not insert designators „S” or „R” in Item 10 of the flight plan. Since such flights require special ATC handling, Item 10 shall contain the designator „Z” and Item 18 of the flight plan shall contain „NAV/RNAVINOP”.

For such aircraft experiencing a failure or degradation of the RNAV system below RNAV 5, the phrase “UNABLE RNAV DUE EQUIPMENT” shall be included by the pilot immediately following the aircraft call sign, whenever initial contact on the ATC frequency is established.

2. RULES APPLICABLE TO IFR FLIGHTS WITHIN CONTROLLED AIRSPACE

- IFR flights shall comply with the provisions of Commission Implementing Regulation (EU) No. 923/2012 (SERA), point SERA.5020 when operating in controlled airspace.
- An IFR flight operating in controlled airspace shall be flown at a cruising level selected from the tables of cruising levels shown in [ENR 1.7.5](#). according to its planned track, except as otherwise instructed by ATC.

3. RULES APPLICABLE TO IFR FLIGHTS OUTSIDE CONTROLLED AIRSPACE**3.1 Cruising levels**

During the en route portion of the flight, the cruising levels selected as prescribed in point 2 above, shall be maintained.

3.2 Communications

All IFR flights leaving the CTR or TIZ shall maintain a continuous listening watch and establish two-way radio communications on the appropriate radio frequency of the FIC.

3.3 Position reports

Aircraft shall make position reports at designated reporting points (if any) and at other occasions, as instructed by FIC.

Irrespective of the applicable rules, the FIC shall be notified:

- if an aircraft is compelled to divert from its flight plan route by more than 5 KM;
- if an estimated time over the FIR boundary is different by + 5 minutes from the one communicated to the FIC earlier;
- if it intends to change from IFR to VFR or vice versa;
- if departing from a non-AFIS aerodrome;

4. FREE ROUTE AIRSPACE (FRA) GENERAL PROCEDURES

4.1 Area of application

4.1.1 Within Budapest CTA FRA is available H24 from 9500 FT AMSL to FL660 as follows: Budapest CTA, as published in ENR 2.2., is integral part of:

SEE FRA (South East Europe FRA) encompasses the FRAs within Bucureşti CTA, Budapest CTA, Bratislava CTA, Sofia CTA, Chisinau CTA and Praha CTA.

4.1.2 For flight planning within SEE FRA see [ENR 1.3 section 4.4 Flight Planning \(Item 15\)](#)

4.1.3 Budapest FIR uncontrolled airspace from 4000 FT AMSL to 9500 FT AMSL is a free route airspace. For flight planning see [ENR 1.3 section 4.4 Flight Planning \(Item 15\)](#)

4.1.4 Cross-border operation between SEE FRA and Croatian and Austrian part of SECSI FRA as described in pertaining AIPs in ENR 2.2. and shown in ENR 6. For flight planning see [ENR 1.3 section 4.4 Flight Planning \(Item 15\)](#).

4.2 Flight Procedures

4.2.1 General requirements within SEE FRA

4.2.1.1 Aircraft other than State aircraft, shall comply with the aircraft equipment requirements published in [GEN 1.5](#).

4.2.1.2 Airspace users will be able to plan user-preferred trajectories using significant points - five-letter name-codes, and/or en-route radio navigation aids published in ENR 4.4, [ENR 4.4.1](#) and [ENR 4.1](#), in AIP Bulgaria, AIP Hungary, AIP Slovakia, AIP Romania, AIP Moldova and AIP Czech Republic. Segments between the significant points shall be defined by means of DCT (Direct) instructions. There is no restriction on the maximum DCT distance.

4.2.1.3 The use of an unpublished point defined by geographical coordinates or by bearing and distance is not allowed.

4.2.1.4 FRA relevant significant points and en-route radio navigation aids published in AIP Bulgaria, AIP Hungary, AIP Romania and/or AIP Slovakia in ENR 4.1. and in ENR 4.4 or ENR 4.4.1 as appropriate are considered (where indicated so) as:

- FRA Horizontal entry (E),
- FRA Horizontal exit (X),
- FRA Intermediate (I),
- FRA Arrival Connecting (A),
- FRA Departure Connecting (D) points.

4.2.1.5 Overflight traffic shall be planned directly between FRA Horizontal entry and FRA Horizontal exit points and at least via one published FRA significant point within CTAs concerned. There is no restriction on the number of FRA intermediate points that may be used.

4.2.1.6 Flights arriving or departing from airports located within the FRA area or in the close vicinity are eligible for free route operations and shall be planned in accordance with the [ENR 1.3 section 4.4 Flight Planning \(Item 15\)](#).

4.2.2 Overflying traffic

4.2.2.1 Overflight traffic within SEE FRA shall be planned directly between FRA entry, FRA exit and FRA



intermediate points.

4.2.2.2 Exceptions to this rule are exist when the DCT segments which are not available are announced in accordance with paragraph 4.5 below.

4.2.2.3 Traffic within SEE FRA proceeding inbound or outbound airports located in close vicinity of LHCC FIR shall be planned in accordance with 4.2.2.1 above and paragraph 4.4 below also using the relevant FRA Arrival Connecting and FRA Departure Connecting points. Airports in close vicinity of LHCC FIR are considered to be: LOWW and LZIB.

4.2.3 Access to/from airports and terminal airspace

4.2.3.1 Flights arriving at or departing from airports located within Budapest FIR are eligible for free route operations and shall be planned in accordance with the paragraphs below.

4.2.3.2 In case of RNAV-capable departing flight from an airport where standard instrument departures procedures (SIDs) or departure connecting routes are published, flights shall be planned directly from the SID final waypoint or the last point of the departure connecting route to the FRA Horizontal exit or FRA Intermediate point.

4.2.3.3 In case of RNAV-capable arriving flight to an airport where standard instrument arrival procedures (STARs) are published, flights shall be planned directly from the FRA Horizontal entry or FRA Intermediate point to the first point STAR or first point of the FRA Arrival connecting route.

4.2.3.4 The SID/STAR shall not be indicated in the filed route of the FPLs.

4.2.3.5 Where SIDs are not published, the flights shall be planned DCT to the FRA Horizontal exit or FRA Intermediate point.

4.2.3.6 Where STARs are not published, the flights shall be planned DCT from the FRA Horizontal entry or FRA Intermediate point to the airport.

4.2.4 Cross-Border Applications

4.2.4.1 The planning of DCT segments across the SEE FRA borders (cross border DCT) is allowed. See ENR-2.2.

4.2.4.2 The planning of DCT segments that are partially outside the lateral limits of SEE FRA (multiple re-entry segments) is not allowed.

4.3 Airspace Reservation within Budapest CTA

4.3.1 Re-routing Special Areas

4.3.1.1 Flights may be planned through active TRAs or danger areas.

4.3.2 Promulgation of route extension

4.3.2.1 In the case where there is no availability to cross the active reserved area, occasionally:

- a. a flight may be instructed to proceed to one of the five significant points which are published in ENR 4.4.1 as an FRA intermediate point, with the remark e.g.: "in case TRA 32/33 active";
- b. tactical radar vectoring may be applied in order to ensure an additional safety margin between active TRA boundaries and flight trajectories. It is expected that the average extension to be considered by aircraft operators will be approximately 5 NM and in exceptional circumstances, not more than 10 NM.

4.3.2.2 Restrictions on the maximum DCT distance inserted in the flight plan will not be enforced.

4.4 Flight Planning (Item 15)

4.4.1 General

4.4.1.1 In case of more than 30 minutes of flying time or 200 NM (370 KM), an FRA intermediate point shall be inserted at which a change of speed, flight level, track, or flight rules are planned.

4.4.1.2 Flights within SEE FRA planning of DCT (cross border DCTs) require at least one published FRA significant point within each CTA. There is no restriction on the number of FRA intermediate points that may be used.

4.4.1.3 Flights between Budapest CTA and Austrian part of SECSI FRA planning of DCT (cross border DCTs) require at least one published FRA significant point within each FIR. FRA boundary intermediate points are not mandatory for flight planning.

4.4.1.4 Flights between Budapest CTA as part of SEE FRA and Zagreb CTA as part of SECSI FRA planning of

cross-border DCTs require at least one published FRA significant point within each CTA. This requirement is not fulfilled by inserting FRA significant points established on the common Budapest and Zagreb CTA border, except for the Croatian airports' arrivals and departures.

4.4.1.5 The use of an unpublished point defined by geographical coordinates or by bearing and distance is not allowed.

4.4.1.6 The planning of DCT segments closer than 3 NM to the Budapest CTA or multiple re-entry segments are not allowed.

4.4.2 ATS Route Network

ATS route network within Budapest CTA is not available.

4.4.3 Flight Level Orientation Scheme

4.4.3.1 Cruising levels must be planned in accordance with AIP Hungary [ENR 1.7](#) and the information provided in the column "Remarks/Usage" in [ENR 4.1](#) and [ENR 4.4.1](#). The direction of cruising levels (EVEN or ODD) must be chosen depending on the direction of the flight level required over the FRA Horizontal entry and FRA Horizontal exit points as described in the following table:

Direction of Cruising levels		
FLs over FRA entry point	FLs over FRA exit point	FLs inside FRA
EVEN	EVEN	FLs for all DCT segments
ODD	ODD	FLs for all DCT segments
EVEN	ODD	A change from EVEN to ODD FLs must be planned inside FRA
ODD	EVEN	A change from ODD to EVEN FLs must be planned inside FRA

Note: ODD is the direction of *IFR* cruising levels with a magnetic track between 000° and 179° while EVEN is the direction of *IFR* cruising levels with a magnetic track between 180° and 359°, as described in the table of cruising levels in [ENR 1.7](#).

4.4.3.2 Cruising levels must also be planned in accordance with the adjacent ATS route network and/or FRA Flight Level Orientation Scheme.

4.4.4 Flight Planning procedures for departing and arriving flights from/to significant airports

4.4.4.1 Flight Planning of any departing flights shall comply with the following procedures:

Airport	Working time	Mandatory connecting routes / Point	Mandatory Exit point (X)	Flight Plan examples (Item 15)	Remark
LHBP	H24	WITRI - MIZOL - IBLIZ	NIL	WITRI DCT MIZOL DCT IBLIZ	See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
LHBP	H24	VETIK	NIL		See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
LHBP	H24	GAZDA - MAVIR	NIL	GAZDA DCT MAVIR	Above FL 135 See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
LHBP	H24	FAHAZ - KEROP	KEROP	FAHAZ DCT KEROP	
LHBP	H24	DUZLA - VEBAL	VEBAL	DUZLA DCT VEBAL	
LHBP	H24	DUZLA - BAREB	BAREB	DUZLA DCT BAREB	
LHBP	H24	DUZLA - OSDUK	OSDUK	DUZLA DCT OSDUK	
LHBP	H24	GILEP - ZOLKU	SUNIS, ARSIN, ABETI, BEGLA	GILEP DCT ZOLKU DCT BEGLA	

Airport	Working time	Mandatory connecting routes / Point	Mandatory Exit point (X)	Flight Plan examples (Item 15)	Remark
LHBP	H24	GILEP	NATEX, XOMBA	GILEP DCT NATEX	Only for ARR LOWW
LOWW	H24	ALAMU - EPARI	NIL		See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
LOWW	H24	STEIN - NOHAT	VEBAL, KOPRY, NEKIN	STEIN DCT NOHAT DCT KOPRY	
LOWW	H24	STEIN	DIMLO	STEIN DCT DIMLO	
LOWW	H24	ARSIN - NALOX	BABIT, BAREB	ARSIN DCT NALOX DCT BABIT	
LZIB	H24	VAMOG - SIRDU	KOPRY, BABIT, NEKIN	VAMOG DCT SIRDU DCT KOPRY	
LZIB	H24	ERGOM	NIL		See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD

4.4.4.2 Flight Planning of any arriving flights shall comply with the following procedures

Working time	Mandatory Entry point (E)	Mandatory Segment / Point	Airport	Flight Plan examples (Item 15)	Remark
H24	NIL	RIGSA - BETED	LHBP	RIGSA DCT BETED	See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
H24	PARAK	KEZAL	LHBP	PARAK DCT KEZAL	See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
H24	DIMLO, GOTAR	SIRDU - OGVUN - VAJDI	LHBP	DIMLO DCT SIRDU DCT OGVUN DCT VAJDI	
H24	KOPRY	KOPRY - ULZAK	LHBP	KOPRY DCT ULZAK	
H24	KEKED	TORNO - NATEX	LOWW	KEKED DCT TORNO DCT NATEX	For DEP LHBP via TORNO SID
H24	NIL	BALUX - TORNO - NATEX	LOWW		See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
H24	NIL	BALUX - TORNO - BODZA - XOMBA	LZIB		See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
H24	TONDO, KOPRY, BAREB	JOZEP - PUCOG - BODZA - XOMBA	LZIB	TONDO DCT JOZEP DCT PUCOG DCT BODZA DCT XOMBA	

4.4.4.3 The other flights arriving at or departing from other airports located in close vicinity of Budapest FIR are considered as overflying traffic (see para [4.2.2.3](#) above).

4.5 Route Availability Document

4.5.1 All FRA constraints, exceptions and restrictions, if any will be published via the RAD and promulgated in accordance with [ENR 1.10](#)

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ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. GENERAL

- 1.1. Holding, approach and departure procedures are based on the criteria and specifications of ICAO Annex 11, Appendix 3 and ICAO Doc. 8168 (PANS/OPS).
- 1.2. For Holding procedures [See ENR 3.4](#) and Part AD.

2. ARRIVING FLIGHTS

- 2.1. The following approach procedures are applied in the Budapest FIR:

- Standard Arrival Routes - STAR - (RNAV)
- Precision Approach Procedures (ILS, RNP APCH)
- Non-Precision Approach Procedures (LOC, VOR, NDB, RNP APCH)

3. DEPARTING FLIGHTS

- 3.1. IFR flights departing from controlled aerodrome will receive their ATC clearance from local control tower. At aerodromes where SID procedures are published, local control TWR will normally issue an SID for DEP. The clearance limit will normally be the AD of destination.
- 3.1.1 ATC will consider every ACFT at the holding point as able to commence line up and take-off roll immediately after clearance issued.

When line up clearance and take-off clearance cannot be issued at the same time, ATC will expect and has planned on seeing movement within 10 seconds of take-off clearance being issued. Pilots unable to comply with this requirement, shall notify ATC as early as possible before reaching the holding position.

- 3.1.2 According to ICAO PANS-ATM a departing controlled IFR flight operating in instrument meteorological conditions, having acknowledged an initial or intermediate clearance to climb to a level other than the one specified in the current flight plan for the en route phase of the flight, and experiencing two-way radio communication failure should, if no time limit or geographical limit was included in the climb clearance, maintain for a period of seven minutes the level to which it was cleared and then continue its flight in accordance with the current flight plan.

Note 1.- The effect of this procedure is to introduce a uniform clearance limit for application in cases where the use of tactical control methods by air traffic control makes it impracticable to include a time limit or a geographical limit in each climb clearance.

Note 2.- The level specified in the current flight plan means the level contained in the en route air traffic control clearance acknowledged by the pilot.

- 3.1.3 According to ICAO PANS-ATM a departing controlled IFR flight being vectored by radar away from the route specified in its current flight plan and experiencing two-way radio communication failure should proceed in the most direct manner to the route specified in the current flight plan. Aircraft shall report information regarding flight altitude as soon as two-way radio communication is available or following frequency change.
- 3.2. IFR flights departing from non-controlled ADs shall make arrangements with BUDAPEST ACC/FIC prior take-off.
- 3.3. For local instructions see AD Part.

4. OTHER RELEVANT INFORMATION AND PROCEDURES

NIL

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2. SECONDARY SURVEILLANCE RADAR (SSR)

2.1 General

2.1.1 Within Budapest FIR the following flights shall be carried out with operating SSR transponder.

- a. all IFR flights,
- b. VFR flights operating in controlled airspace,
- c. VFR flights in the uncontrolled airspace between 4000 feet (1200 M) and 9500 feet (2900 M) AMSL, except non-power driven aircraft with prior notification to the FIC and aircraft operating in glider area.

2.1.2 Pilots of aircraft equipped with Mode "C" or "S" transponder shall operate so that it provides at least Mode "C" transmission unless ATS units specifically direct otherwise.

Note: The tolerance value of level indications for ATS units is 300 feet. When a discrepancy is in excess of this tolerance value, the ATS units may request to stop Mode "C" transmission. If switching off Mode "C" transmission interrupts the operation of the transponder on Mode "A" as well, the relevant ATS unit shall be notified.

2.1.3 Except as provided for below, pilots shall operate transponders and select modes and codes in accordance with ATC instructions. Pilots who have already received specific instructions from ATC concerning the setting of the transponder shall, when entering Budapest FIR, maintain that setting until otherwise instructed.

2.1.4 Pilots who have not received specific instructions from ATC concerning the setting of the transponder, shall operate the transponder as stated in the following:

- flights within controlled airspace Mode A/C, code 2000;
- flights within uncontrolled airspace Mode A/C, code:
 - Aeroplanes: code 7000;
 - Helicopters: code 7001;
 - Gliders: code 7002;
 - Lighter than air aircraft: code 7003.

2.1.5 After selection of mode, code the transponder should be switched ON as late as practicable prior to take-off and it should be switched OFF or STAND-BY as soon as practicable after landing, without waiting for instruction to do so.

2.2 Emergency procedures

2.2.1 If the pilot of an aircraft encountering a state of emergency has previously been instructed by ATC to operate the transponder on a specific Code, this Code setting usually shall be maintained until otherwise instructed. See para below.

2.2.2 Notwithstanding the procedure in para above a pilot may select Mode A/C, code 7700, whenever the nature of the emergency is such that this appears to be the most suitable course action.

2.3 Air-ground communication failure and unlawful interference procedures

2.3.1 Radio communication failure procedure

[See para 1.3.2](#) above.

2.3.2 Transponder failure

- a. Prior to departure

In cases where a transponder has failed and definitely cannot be restored prior to departure, permission to perform the flight without SSR must be obtained from the appropriate ATC unit before departure to the nearest aerodrome where the transponder can be fixed. ([See ENR 1.6.](#))

In such cases the letter "N" shall be inserted in item 10 of the ICAO flight plan.

- b. After departure

In cases where a transponder failure occurs during flight pilots may expect that ATC units will endeavour to provide continuation of the flight to the aerodrome of first intended landing in accordance with the flight plan. When the traffic situation is such that the flight cannot be continued with a transponder failure ATC may request that the aircraft returns to the departure aerodrome or divert to the nearest suitable aerodrome. After

landing pilots shall make every effort to have the transponder restored to normal operation. If repair cannot be effected, pilots shall comply with the provisions in item a.) above.

2.3.3 Unlawful interference procedure

See ENR 1.13

2.4 The system of SSR code assignment

SSR Codes will be assigned in accordance with the European Code Assignment Plan, which is based on the Origination Region Code Assignment Method (ORCAM) and Mode 'S' Elementary Surveillance (ELS) conspicuity code assignment (A1000).

2.5 Voice and CPDLC position reporting requirements

See para 1.4 above.

2.6 Graphic portrayal of the area of SSR coverage

See Figure 2.

Figure 2. Radar coverage (SSR)



ENR 1.10 FLIGHT PLANNING

1. PROCEDURES FOR THE SUBMISSION OF A FLIGHT PLAN**1.1 Purpose and Types of the Flight Plan****1.1.1 Purpose of the Flight Plan**

The purpose of the flight plan is to inform the competent ATS units of the intended flight and enabling them to supervise the flight within the scope of air traffic control as well as flight information service and alerting service.

Guidance material on the completion of the ICAO Flight Plan form and the Repetitive Flight Plan (RPL) in conformance with the EUR RVSM flight planning requirements and Area Navigation (RNAV) specifications are provided in the ICAO EUR Regional Supplementary Procedures (Doc 7030).

Furthermore, the following requirement is in addition to the flight planning requirements contained in the ICAO EUR Regional Supplementary Procedures:

In addition to military operations, operators of customs or police aircraft shall insert the letter M in Item 8 of the ICAO flight plan form.

1.1.2 Types of Flight Plan**a. Individual Flight Plan**

For each individual flight an individual flight plan shall be filed. Flights, in which several aircraft take part in a formation, as well as every separate stage of flight for flights with intermediate stops, shall also be regarded as individual flight.

b. Repetitive Flight Plan

A flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATS units.

c. Air filed Flight Plan

Flight plan submitted by airborne aircraft to the relevant ATS unit.

1.2 Flights subject to submission of a Flight Plan**1.2.1 A flight plan shall be submitted in the Budapest FIR, in the following cases:**

- Any flight in uncontrolled airspace between 4000 FT (1200 M) AMSL and 9500 FT (2900 M) AMSL, except non-power driven aircraft;
- International Flights, except as specified in 1.2.2;
- Any flight in controlled airspace;
- Any flight to, from and crossing a TIZ airspace with the exception of non-power driven aircraft;
- The following VFR flights:
 - i. VFR flights above FL 195, with the exception of those planned in ad-hoc segregated airspace;
 - ii. Night VFR;
 - iii. Glider flights in cloud.
- Special cases:
 - i. State aircraft flying outside MCTR, MTMA and TRAs;
 - ii. Civil aircraft flying inside and MCTR not within published operational hours;
 - iii. Flights in civil aerodrome control zones (CTR) outside the published operational hours of ATC service (LHSM, LHDC);
 - iv. For multiple landings a flight plan shall be filed for every flight segment;

- v. For flights flying the same route multiple times, separate flight plans shall be filed for each segment.

1.2.2 Flight plan submission is not required in class G airspace - with the exception of night VFR flights and flights performed by aircraft coming from or going to a third country - VFR GAT flights crossing the Slovakian-Hungarian state border at an altitude below 4000 feet (1200 M) AMSL and flights performed with a non-power driven aircraft crossing at an altitude above 4000 feet (1200 M) AMSL.

1.3 Rules applicable to the use of ICAO flight plan format (FPL 2012)

1.3.1 Completion of a Flight Plan form

A Flight Plan form shall be completed in accordance with the provisions contained in PANS-ATM (Doc 4444/501) Appendix 2.

Where STAR procedures are published, RNAV capable aircraft, shall insert the first way-point of the STAR as the last point of the filed FPL route.

In case of LHBP arrival, non-RNAV capable aircraft should insert TPS as the last point of the filed FPL route.

Aircraft operators are requested not to indicate SID/STAR information in the filed route of FPLs.

1.3.1.1 The use of the indicators GAT/OAT in a flight plan

- General Air Traffic (GAT):

Flights conducted in accordance with the regulations and procedures promulgated by the State civil aviation authorities and operating under the control or authority of the civil ATS organisation.

- Operational Air Traffic - COMPATIBLE (OAT-C):

OAT flights in accordance with the rules and procedures issued by the civil regulatory bodies, which do not require segregated airspace and can be accommodated into civil aviation/GAT flights.

- Operational Air Traffic - SPECIAL (OAT-S):

OAT flights requiring segregated airspace that do not fit into civil aviation/GAT flights.

Aircraft Operators (AOs) must indicate the planned change from GAT to OAT or vice versa in the FPLs.

The indicator shall be inserted after the appropriate significant point or geographical coordinates in the route.

The IFPS always assumes that all flight plans begin GAT, unless, it finds a change to GAT indicated later in the route. In this case it is assumed that everything prior to the change was OAT.

1.3.1.2 VFR flights planned above FL195 (5 950 M STD)

In case of flight operation above FL 195 (5 950 M STD) in controlled airspace and not in ad-hoc segregated airspace, the planned task shall be inserted in Field 18 of FPL, furthermore in Field 15 (route) the geographical or other significant point where FL195 (5 950 M STD) will be crossed, shall be shown.

Note: The climb out area to the route segment of the flight operation planned above FL 195 (5 950 M STD) shall be shown in Field 18 defined with radius of a circle pinpointed on a geographical or other significant point where FL 195 (5 950 M STD) to be crossed.

E.g. ...DCT NORAH/N0160A085 DCT 4702N02120E/N0140F240 DCT NORAH/N0170A035 ... (RMK/ Parachuting 4602N02135E R5NM).

Differences from ICAO standards and recommended practices can be found in the [GEN 1.7](#)

1.3.2 Addressing of a Flight Plan and Flight Plan associated messages.

Flight plan and flight plan associated messages shall be addressed for the purpose of transmission to units concerned and shall be forwarded to the addressees via the existing communication facilities. The units concerned are the ATS units of a departure and destination aerodrome, and also the ATS and ATFCM units along the planned route of a flight. In addition in cases of certain flights originators shall add special addressees prescribed by appropriate authorities, AOs or aerodromes for which FPLs and associated messages should be forwarded.

1.3.2.1 Flights entering or overflying the IFPS Zone

With respect to IFR/GAT flights which are intended to enter or overfly the IFPS Zone the flight plans and associated messages need only be addressed to the IFPS units in Haren (Brussels) and in Bretigny (Paris),

instead of the relevant ATS units. These units will transmit the FPL and associated messages to all ATS units concerned within the IFPS Zone.

Note: The list of States participating in the IFPS distribution area See ENR 1.10.

In case of a mixed flight (IFR/VFR and/or OAT/GAT) the addressees of the ATS units which will handle the VFR and OAT part of a flight within the IFPS Zone shall also be added.

Re-addressing function shall be used for the flight plans and associated messages addressed to the IFPU which means to add the addresses of IFPU to the address line only and additional addressees shall be included in the message text as the first element after the originator information line.

Bodies authorized to distribute flight plans transmitted via AFTN or SITA are responsible for addressing function as follows:

- a. Aircraft operators who file a FPL direct to the IFPS are responsible for the correct addressees to:
 - the IFPS units,
 - the appropriate ATS units for the portion of the flight outside the IFPS Zone, and
 - the units supervising VFR or OAT flights within the IFPS Zone in case of mixed operation, and
 - any other addressees prescribed by the appropriate authorities and the aircraft operator and the aerodromes.
- b. in other cases the flight plan distributive body (ARO, FIC, a designated military unit for this task) is responsible for the addresses to all ATS units concerned. However, depending on type of a flight, transmission of a FPL may be prescribed by the appropriate authority or an aircraft operator or an aerodrome to other addressees, it is the flight plan originator's responsibility to add the special addresses.

1.3.2.2 AFTN addressing of Flight Plans and associated messages

See ENR 1.11

1.3.2.3 Adherence to Airspace Utilization Rules and Availability

No flight plans shall be filed via the airspace of Budapest FIR deviating from the State restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilisation rules and availability for Budapest FIR and any reference to them shall be made via

URL: <https://www.nm.eurocontrol.int/RAD/index.html>.

1.3.3 Submission of a Flight Plan

1.3.3.1 Direct filing of Flight Plans to the IFPS

All foreign aircraft operators (AOs), and those national air carriers who meet the technical and FPL filing and addressing requirements are permitted to submit their IFR/GAT or mixed flight plans directly to the IFPS via AFTN, SITA or via other communication means.

1.3.3.2 Flight Plan filing at Budapest Liszt Ferenc International Airport

Pilots of aircraft departing from Budapest Liszt Ferenc International Airport have the possibility to send flight plans to the ATS reporting office via e-mail, fax and by phone.

1.3.3.3 Flight Plan filing at AFIS aerodrome

Pilots of aircraft departing from an AFIS aerodrome shall file a flight plan form personally or via email, web page or telephone to the aerodrome flight information service.

If a flight intends to operate wholly in an aerodrome traffic zone, limited information required by ATS unit can be submitted.

Phone: (+361) 293-4312

Phone: (+361) 293-4310

Fax: (+361) 296-9151

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

Email: aro@hungarocontrol.hu

1.3.3.4 Flight Plan filing at non-AFIS aerodrome

In case of departure planned from a non-AFIS aerodrome the pilot shall submit a flight plan via telephone or fax to the Air Traffic Services Reporting Office (ARO):

Phone:(+361) 293-4312

Phone:(+361) 293-4310

Fax:(+361) 296-9151

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

Email:aro@hungarocontrol.hu

1.3.4 Acceptance of a Flight Plan

1.3.4.1 Flight plans submitted directly to IFPS.

FPLs will be checked by IFPS for syntax, format and content. The flight plan originator will be informed on the acceptance by an ACK message, on the necessary manual correction by a MAN message and on the rejection by a REJ message.

Note: After accepting a flight plan IFPS will determine the ATS units responsible for IFR/GAT flights within IFPS Zone for which and for other addressees indicated in the message the flight plan will be forwarded. Unless a filed flight plan has been acknowledged by IFPS via an ACK message ATS units concerned will not have the flight plan and the aircraft may not begin operation.

1.3.4.2 When a flight plan is not sent directly to IFPS the receiving unit of FPLs is responsible for:

- checking for format and content to the extent possible,
- calling originator's attention to the errors and giving assistance for correct filing of FPLs,
- indicating acceptance of a flight plan to the originator and
- correct transmission and distribution of flight plans for the parties concerned.

If FPLs are forwarded to FIC or to IFPS via ATS reporting office, originators should inquire about the acceptance of FPLs.

Verbal information, if necessary, will be forwarded by the receiving unit about the acceptance of filed FPLs by IFPS or FIC.

Note: The acceptance of FPL does not relieve the pilot of his/her responsibility for obtaining Air Traffic Control (ATC) clearance for the operation in controlled airspace or in controlled aerodromes as well as for correct preflight preparation.

1.3.5 Time for Filing a Flight Plan

Unless special circumstances require a flight plan shall be submitted prior to taxi for taking off not earlier than 24 hours and not later than 60 minutes before Estimated off Block Time (EOBT). For flights subject to ATFCM measures FPLs shall be submitted at least 3 hours prior to EOBT.

Note: ATFCM measures may be applied for IFR/GAT (or mixed) flights operating in Budapest FIR. In this case pilots are responsible to inquire if their flights are subject to ATFCM measures. Relevant information can be obtained from ARO at departure aerodrome or from other relevant ATS unit as well as from Flow Management Position at Budapest Area Control Centre (ACC):

Phone:+36 1 293-4183

If FPLs are filed more than 24 hours in advance of EOBT insert the date of flight (DOF) in FPLs.

FPLs may not be filed earlier than 5 days before operation.

AFIL can be filed in the following cases:

- at least 10 minutes before the aircraft is estimated to reach the boundary of controlled airspace if FPLs are submitted for the purpose of obtaining air traffic control clearance for operation in controlled airspace,
- after departure
 - 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.

1.3.6 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.*

1.3.7 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.

1.4 Special rules applicable to the use of FF-ICE flight plan (eFPL)

1.4.1 Definitions

1. Flight and flow — information for a collaborative environment (FF-ICE): Information necessary for planning, coordination, and notification of flights, exchanged in a standardized format between members of the ATM community, including those involved in flight operations and aerodrome operations.
2. Flight and flow — information for a collaborative environment (FF-ICE) services. A set of services established for the purposes of facilitating the exchange of FF-ICE, accurate assessment of demands, appropriate resource planning, and optimizing flight planning and execution.
3. Flight and flow — information for a collaborative environment (FF-ICE) services unit. A unit designated by the appropriate ATS authority for the provision of FF-ICE services.
4. Filed flight plan (FPL or eFPL). The latest flight plan as submitted by the pilot, an operator or a designated representative for use by ATS units.
Note.— The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using FF-ICE services. The eFPL allows for the exchange of additional information not contained within the FPL.
5. Globally unique flight identifier (GUFI). An unchangeable data element associated with a flight that allows all eligible members of the ATM community to unambiguously refer to information pertaining to the flight.

1.4.2 FF-ICE Services

1. FF-ICE operates within a system-wide information management (SWIM) operational environment in which the main procedures and processes are described in terms of services.
2. EUROCONTROL Network Manager (NM) is the designated FF-ICE services unit for the IFPS Zone and provides the following FF-ICE services:
 - a. filing service: the evaluation of a filed flight plan (eFPL) for the provision of air traffic services and indication of flight plan acceptability;
 - b. trial service: the evaluation of a trial request with respect to flight plan acceptability and, where practicable, the indication of applicable restrictions and resultant constraints on the flight; *Note: The trial service offers an opportunity for an operator or designated representative to submit “what-if” scenarios and to receive feedback from an FF-ICE services unit, prior to submitting an eFPL or flight plan update.*
 - c. flight data request service: the provision of data regarding a specific flight such as the latest version of a filed flight plan or search and rescue data upon request by an eligible recipient;
 - d. notification service: the provision of data regarding a certain flight event such as departure and arrival to required recipients; and
 - e. publication service: the publication of FF-ICE data for access by authorized subscribers.
3. Detailed descriptions of the NM FF-ICE services are available in the European SWIM registry.

An NM B2B certificate is required to make use of the FF-ICE services provided by NM via their B2B (Business to Business) Services.

4. NM provides a translation service whereby all eFPL messages are translated to the FPL message format. Operators may make use of the FF-ICE translation and delivery service provided by NM to address translated FPL messages to ATS units outside of the IFPZ.

1.4.3 FF-ICE Messages

1. FF-ICE messages are used to exchange FF-ICE information and are described in the following table:

Message	Description
Submission Response	A response message indicating whether a submitted FF-ICE message is valid or not. In case of rejection, it also indicates the reason.
Trial Request	A query to evaluate a flight plan under consideration for an intended flight.
Trial Response	A response to a validated Trial Request message indicating the expected flight plan acceptability and, where practicable, applicable restrictions and constraints.
Filed Flight Plan (eFPL)	A flight plan (to be) submitted as a request for air traffic services.
Filing Status	A response to a validated eFPL message indicating the flight plan acceptability.
Flight Plan Update	An update to the information contained in a previously submitted flight plan.
Flight Cancellation	An instruction to cancel and remove a previously submitted flight plan.
Flight Data Request	A query for flight plan or search and rescue information for a particular flight.
Flight Data Response	A response to a validated Flight Data Request message, which includes the requested data.
Flight Departure	A notification that a flight has departed.
Flight Arrival	A notification that a flight has landed.

2. The Flight Information Exchange Model (FIXM) provides individual exchange schema for each of the FF-ICE messages.
3. Further details on the format, fields and content are provided in the NM B2B Reference Manual and the FIXM User Manual.

1.4.4 FF-ICE Requirements

1. General air traffic, operating under IFR must submit eFPLs using the FF-ICE services provided by NM, instead of FPL messages.
2. For all operators an eFPL message shall include, as a minimum (civil aircraft operating as general air traffic fully under IFR have additional requirements):
 - a. the GUF
 - b. the operator flight plan version
 - c. the flight data items required for FPLs as prescribed by the provisions in ICAO Annex 2 Section 3.3.2, ICAO Doc 4444 PANS-ATM Appendix 2 and this AIP Section XXX(States to amend as necessary).
3. Civil aircraft operating as general air traffic fully under IFR are additionally required to include the following in their eFPL:
 - a. Expanded route and 4D trajectory
 - b. Flight specific performance data consisting of performance climb and descent profiles and climb and descent speed schedules.
 - c. Estimated aircraft take-off mass
4. For state aircraft operating as general air traffic fully under IFR and general air traffic operating under mixed IFR and VFR, the inclusion of items 3) a., b. and c. in eFPLs is optional.

5. Details on the expression of route/trajectory information in an FF-ICE flight plan are provided in the EUROCONTROL Network Manager IFPS Users Manual. When providing a trajectory in an FF-ICE flight plan, the full trajectory from aerodrome of departure to aerodrome of destination must be provided.
6. The operator, or its designated representative, is required to generate and allocate a GUF1 to its FF-ICE flight plan. The provision of the GUF1 is mandatory when using the filing service and the notification service.
7. The operator flight plan version number is a mandatory element when submitting eFPLs and any subsequent updates. The version number shall be incremented by the operator or their designated representative with every update to the flight plan.

1.4.5 FF-ICE Flight Planning Procedures

1. Submission, update and cancellation of FF-ICE Flight Plans:
 - a. FF-ICE flight plans are submitted, updated and cancelled using the FF-ICE filing service.
 - b. Upon processing of an FF-ICE flight plan submission or update, NM provides feedback via a submission response and filing status. In the case of an FF-ICE flight plan cancellation, NM provides feedback via a submission response only.
2. Use of the FF-ICE Trial Service:
 - a. The trial service is initiated through the submission of a trial request.
 - b. Upon processing of an FF-ICE trial request, NM provides feedback via a submission response and a trial response.
3. Use of the FF-ICE Flight Data Request Service:
 - a. The use of the FF-ICE flight data request service enables users to request:
 - i. A copy of accepted eFPLs
 - ii. A copy of supplementary flight plan data
 - iii. A copy of the latest filing status for the flight
 - iv. The submission response status
4. The notification service is used to enable users to transmit departure and arrival notification information to NM.
5. The data publication service is used to enable subscribers to obtain information about flights relevant to their operations.
6. FF-ICE flight plan re-evaluation:
 - a. NM performs re-evaluation of FF-ICE flight plans to determine whether flight plans remain in compliance with published restrictions or ATM measures that may have been applied or modified since the flight plan was last evaluated.
 - b. The IFPS performs re-evaluation of eFPLs in the same way that it revalidates FPLs/IFPLs, with all valid flight plans subjected to the same process, same criteria and same possible outcome.
 - c. The re-evaluation process applies to all processed eFPLs that received an ACK submission status and ACCEPTABLE filing status.
 - d. Operators should make use of the NM B2B Publish/Subscribe services that will provide updates to the eFPL's filing status, to maintain awareness of the re-evaluation results.
7. Further details on the NM implementation and provision of FF-ICE services and related procedures are provided in the NM IFPS Users Manual.

1.4.6 Further Information

1. Further information on FF-ICE, the NM implementation and associated procedures can be found in the following:
 - a. EUROCONTROL FF-ICE webpage <https://eurocontrol.int/ffice>

- b. EUROCONTROL Network Manager IFPS Users Manual
<https://www.eurocontrol.int/publication/ifps-users-manual>
 - c. EUROCONTROL NM B2B Reference Manual
 - d. European SWIM Registry <https://eur-registry.swim.aero/home>
 - e. FIXM User Manual <https://docs.fixm.aero/#/>
2. The EUROCONTROL Network Manager will provide a flight plan translation service for the FIRs/UIRs in the IFPZ where FF-ICE/R1 is not mandated and as transition arrangements until full implementation by the concerned states.

1.5 Table of IFPS Message Distribution

Country	FIR/UIR	ICAO	Country code
Albania	Tirana	LAAA	LA
Armenia	Yerevan	UDDD	UD
Austria	Wien	LOVV	LO
Azerbaijan	Baku	UBBA	UB
Belarus*	Minsk	UMMV	UM
Belgium	Brussels	EBBU/EBUR	EB
Bosnia and Hercegovina	Sarajevo	LQSB	LQ
Bulgaria	Sofia	LBSR	LB
Croatia	Zagreb	LDZO	LD
Cyprus (Republic of)	Nicosia	LCCC	LC
Czech Republic	Prague	LKAA	LK
Denmark	Copenhagen	EKDK	EK
Estonia	Tallinn	EETT	EE
Finland	Finland	EFIN	EF
France	Paris	LFFF	LF
	Reims	LFEF	
	Brest	LFRR	
	Bordeaux	LFBB	
	Marseille	LFMM	
Georgia	Tbilisi	UGGG	UG
Germany	Bremen	EDWW	ED
	Langen	EDGG	
	Munich	EDMM	
	Rhein	EDDU	
	Hanover	EDVV	
Greece	Athens	LGGG	LG
Hungary	Budapest	LHCC	LH
Iceland	Reykjavik	BIRD	BI
	Nuuk (partially)	BGGL	
Ireland	Shannon	EISN	EI
	SOTA	EISN	
Israel	Tel-Aviv	LLLL	LL
Italy	Roma	LIRRR	LI
	Brindisi	LIBB	
	Milan	LIMM	

Country	FIR/UIR	ICAO	Country code
Latvia	Riga	EVRR	EV
Lithuania	Vilnius	EYVL	EY
Luxembourg	Brussels	EBBU/EBUR	EL
North Macedonia	Skopje	LWSS	LW
Malta	Malta	LMMM	LM
Moldova (Republic of)	Chisinau	LUUU	LU
Monaco (Marseille)	Marseille	LFMM	LN
Montenegro	Belgrade	LYBA	LY
Morocco	Casablanca	GMMM	GM
The Netherlands	Amsterdam	EHAA	EH
Norway	Norway	ENOR	EN
	Bodo - Oceanic	ENOB	
Poland	Warsaw	EPWW	EP
Portugal	Lisbon	LPPC	LP
	Santa Maria	LPPO	
Romania	Bucharest	LRBB	LR
Rostov FIR (Russian Federation)*	-	-	URR
Kaliningrad FIR (Russian Federation)*	-	-	UMK
Serbia	Belgrade	LYBA	LY
Slovak Republic	Bratislava	LZBB	LZ
Slovenia	Ljubljana	LJLA	LJ
Spain	Barcelona	LECB	LE
	Madrid	LECM	
	Canaries	GCCC	
Sweden	Sweden	ESSA	ES
Switzerland	Switzerland	LSAS	LS
Türkiye (Republic of)	Ankara	LTAA	LT
	Istanbul	LTBB	
Ukraine	L'Viv	UKLV	UK
	Kyiv	UKBV	
	Dnipropetrovsk	UKDV	
	Odessa	UKOV	
	Siniferopol	UKFV	
United Kingdom	London	EGTT	EG
	Scottish	EGPX	
	Shanwick (OCA)	EGGX	

1.6 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/501 Chapter 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 1.5](#)

- 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:
- 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
 - 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

BRUER7X

MADWEZZ

ddhhmm

FROM:

TO:

ATTN:

EUROCONTROL/CFMU

ZZZ

Mrs. Brown

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

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

AIP HUNGARY

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 Fusée, 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 which 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 sent.

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 which 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**1. Addressing of ICAO flight plan format (FPL 2012) Messages**

Category of flight	Route		Message address
IFR	Departing from LHCC FIR		EUCHZMFP
	Arriving to LHCC FIR		EUCBZMFP
	Overflying LHCC FIR		
MIXED	IFR part is in LHCC FIR		EUCHZMFP EUCBZMFP
	VFR part is in LHCC (overflying)		LHBPZEZX LHCCZIZX
	VFR part is in LHCC (departing or arriving)		LHBPZPZX LHBPZEZX LHCCZIZX ADEP/ADES+ZTZX if applicable*
VFR	Overflying LHCC FIR		LHBPZEZX LHCCZIZX
	Arriving LHCC FIR		LHBPZEZX LHCCZIZX ADES+ZTZX if applicable*
	Departing LHCC FIR	ADEP LH.. international flight	LHBPZPZX
		ADEP LH.. domestic flight	
REMARK			
All flights ADEP / ADES LHBP handled by General Aviation Terminal			LHBPZPZX
MIL, OAT Flights			LHBPZPZX LHBPZEZX LHCCZIZX LHCCYWYX
		Kecskemét Szolnok Pápa	MIL AD: LHKEZPZX LHSNZPZX LHPAZPZX
*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

2. Addressing of FF-ICE Flight Plan (eFPL) Messages

Operators or their designated representative, using the FF-ICE services provided by NM, shall submit FF-ICE flight plan messages to NM using the NM B2B FF-ICE services.

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	Identifica- tion 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	Identifica- tion 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	
			120.785 CH	
			120.985 CH	
			122.265 CH	
			123.665 CH	
			126.935 CH	
			127.105 CH	Standby
			127.210 CH	
			127.860 CH	
			128.105 CH	
			129.860 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	
			136.380 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 2.2 OTHER REGULATED AIRSPACE**1. RMZ/TMZ AIRSPACES**

According to SERA.6005, before entering a radio mandatory zone, an initial call containing the designation of the station being called, call sign, type of aircraft, position, level, the intentions of the flight and other information as prescribed by the competent authority, shall be made by pilots on the appropriate communication channel.

ID / Name Lateral limits	Upper limit Lower limit	Time of activity	Remarks
1	2	3	4
LHDCRMZ1 / DEBRECEN RMZ1 and LHDCTMZ1 / DEBRECEN TMZ1 473908N 0214744E - 473338N 0215503E - 471843N 0213038E - 472433N 0212252E - 473908N 0214744E	2000 FT ALT / GND	H24	Published AFIS frequency shall be used ICAO class "G"
LHDCRMZ2 / DEBRECEN RMZ2 and LHDCTMZ2 / DEBRECEN TMZ2 474127N 0215009E - 473102N 0220059E - 471020N 0214329E - 471154N 0212611E - 472402N 0211743E - 473243N 0213243E - 474127N 0215009E	9500 FT ALT / 2000 FT ALT	H24	Published AFIS frequency shall be used ICAO class "G"
LHDCRMZ3 / DEBRECEN RMZ3 and LHDCTMZ3 / DEBRECEN TMZ3 474718N 0213722E - 474127N 0215009E - 473243N 0213243E - 474559N 0213339E - 474718N 0213722E	9500 FT ALT / 5000 FT ALT	H24	Published AFIS frequency shall be used ICAO class "G"
LHNYRMZ1 / NYIREGYHAZA RMZ1 A circle radius 10.00 KM centered on 475856N 0214100E	9500 FT ALT / GND	H24	Published AFIS frequency shall be used ICAO class "G"
LHNYRMZ2 / NYIREGYHAZA RMZ2 474718N 0213722E - 474559N 0213339E - 475748N 0212210E - 480443N 0212351E - 480930N 0212630E - 481220N 0213300E - 481319N 0215025E - 475800N 0215800E - 474630N 0214600E - 474718N 0213722E	9500 FT ALT / GND	H24	Published AFIS frequency shall be used ICAO class "G"
LHSMRMZ1 / SARMELLEK RMZ1 and LHSMTMZ1 / SARMELLEK TMZ1 465232N 0170443E - 465233N 0171252E - 464035N 0171331E - 463224N 0171903E - 462847N 0171750E - 462659N 0170752E - 463919N 0170630E - 465010N 0165907E - 465232N 0170443E	2000 FT ALT / GND	H24	Published AFIS frequency shall be used ICAO class "G"
LHSMRMZ2 / SARMELLEK RMZ2 and LHSMTMZ2 / SARMELLEK TMZ2 465211N 0164912E - 465233N 0171252E - 463423N 0171944E - 462847N 0171750E - 462539N 0170031E - 465211N 0164912E	9500 FT ALT / 2000 FT ALT	H24	Published AFIS frequency shall be used ICAO class "G"

2. OTHER TYPES OF REGULATED AIRSPACES

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and cond. of use Hours of service	Remarks
1	2	3	4
SEE FRA (South-East Europe Free Route Airspace) 480024N 0170939E - along Wien FIR / Bratislava FIR boundary to 483700N 0165625E - along Praha FIR / Wien FIR boundary to 484618N 0135022E - along München FIR / Praha FIR boundary to 505214N 0144924E - along Praha FIR / Warszawa FIR to 493102N 0185103E - along Warszawa FIR / Bratislava FIR boundary to 490517N 0223357E - along L'viv FIR/Kyiv UIR boundary / Bratislava FIR boundary to 482412N 0220919E - along Budapest FIR / L'viv FIR/Kyiv UIR boundary to 475733N 0225422E - along Bucureşti FIR / L'viv FIR/Kyiv UIR boundary to 481502N 0263725E - along border between states of Moldova / Ukraine to 452824N 0281218E - along Bucureşti FIR / Odesa FIR/Kyiv UIR boundary to 451300N 0294000E - 450900N 0295800E - 443000N 0301600E - 441500N 0302400E - 434100N 0303200E - 424800N 0304500E - 420700N 0290000E - 415900N 0281900E - 415900N 0280200E - along Sofia FIR / Istanbul FIR boundary to 414311N 0262143E - along Sofia FIR / Athinai FIR/Hellas UIR boundary to 412048N 0225641E - along Sofia FIR / Skopje FIR boundary to 421844N 0222136E - along Sofia FIR / Beograd FIR/UIR boundary to 441256N 0224034E - along Bucureşti FIR / Beograd FIR/UIR boundary to 460702N 0201602E - along Budapest FIR / Beograd FIR/UIR boundary to 455515N 0185324E - along Budapest FIR / Zagreb FIR/UIR boundary to 462901N 0163358E - along Budapest FIR / Ljubljana FIR boundary to 465209N 0160650E - along Budapest FIR / Wien FIR boundary to 480024N 0170939E FL 245 - FL 660 in the Bratislava CTA 9 500 FT AMSL - FL 660 in the Budapest CTA FL 105 - FL 660 in the Bucureşti CTA FL 175 - FL 660 in the Sofia CTA FL 095 - FL 660 in the Chisinau CTA FL 095 - FL 660 in the Praha CTA C	Bratislava ACC within the Bratislava CTA Budapest ACC within the Budapest CTA Bucureşti ACC within the Bucureşti CTA Sofia ACC within the Sofia CTA Chisinau ACC within the Chisinau CTA Praha ACC within the Praha CTA	Bratislava Radar EN, SK H24 Budapest Radar EN H24 Bucureşti Radar Bucureşti Control EN, RO H24 Sofia Control EN H24 Chisinau Control EN H24 Praha Radar CZ, EN H24	See ENR 1.3 for FRA general procedures See ENR-2.1 for Frequencies SEE FRA crossborder operation between Austrian and Croatian part of SECSI FRA as described in AIP Austria and Croatia ENR 2.2. and shown in ENR 6

ENR 4.4.1 NAME-CODE DESIGNATORS FOR FRA SIGNIFICANT POINTS

Legend for FRA relevance: (E) = "Horizontal Entry point", (X) = "Horizontal Exit point", (I) = "Intermediate point", (A) = "Arrival Connecting point", (D) = "Departure Connecting point".

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
ABETI	474040N 0170046E	Nil	(I)	Nil
ABONY	471615N 0195845E	Nil	(I)	Nil
ABULI	482903N 0202912E	Nil	(I) FL245-FL660	Nil
			(X) 9500 FT AMSL-FL245	EVEN FLs for all exiting aircraft
ADGOH	471059N 0162308E	Nil	(I)	See AIP Austria
ALAMU	474413N 0181948E	Nil	(I) FL245-FL660	Nil
			(E) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft
AMRAX	480529N 0192158E	Nil	(I) FL245-FL660	Nil
			(X) 9500 FT AMSL-FL245	EVEN FLs for all exiting aircraft
ANIWE	480930N 0212630E	Nil	Nil	LHNY TIZ2/RMZ2 ENTRY/EXIT point
ARSIN	473402N 0164513E	Nil	(ID)	(D): LOWW See AIP Austria
BABIT	455554N 0185544E	Nil	(EX)	EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft
BABOX	465345N 0194059E	Nil	(D)	Final point of the SID procedure for LHKE, (D): LHKE
BADOR	473425N 0220629E	Nil	(I) FL105-FL660	Nil
			(X) 9500 FT AMSL-FL105	Nil
BADOV	480116N 0184857E	Nil	(D)	Final Point of the SID procedure for LHBP, (D): LHBP, LHKE, LH TL
BALAP	480405N 0191500E	Nil	(I) FL245-FL660	Nil
			(E) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft
BALUX	472027N 0190746E	Nil	(IA)	Mandatory waypoint for LOWW/LZIB ARR except from KEKED. Mandatory waypoint for LZIB ARR. See also ENR 6-LHCC-LINKS chart, (A): LOWW, LZIB

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
BAREB	454446N 0182448E	Nil	(I) FL205-FL660 (EXD) 9500 FT AMSL-FL205	Mandatory waypoint for DEP LHBP, EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft, (D): LHBP (D): LDOS See AIP Croatia
BEGLA	474951N 0170652E	Nil	(I)	Nil
BETED	480500N 0201400E	Nil	(I)	First way point of the STAR for LHBP
BINKU	465534N 0202733E	Nil	(D)	Final Point of the SID procedure for LHKE, (D): LHKE
BODZA	473333N 0182549E	Nil	(I)	Mandatory waypoint for ARR LZIB
BOKSI	463807N 0194951E	Nil	(A)	First way point of the STAR for LHKE, (A): LHKE
BUDOP	464115N 0212948E	Nil	(I) FL105-FL660	Nil
			(EX) 9500 FT AMSL-FL105	Nil
BUZRA	471651N 0190346E	Nil	(I)	Only available and mandatory for DEP/ARR LH TL
DEGET	462937N 0211602E	Nil	(I) FL175-FL660	Nil
			(E) 9500 FT AMSL-FL175	EVEN FLs for all entering aircraft
DEMOP	481029N 0200325E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft
DIMLO	464101N 0162522E	Nil	(I) FL125-FL660	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft, Mandatory waypoint for DEP LOWW. See also ENR 6-LHCC-LINKS chart, (D): LOWW (AD): LJMB See AIP Slovenia
			(EX) 9500 FT AMSL-FL125; (AD): LJMB	
DODAR	471252N 0193139E	Nil	(I)	Nil
DUZLA	465725N 0184349E	Nil	(I)	Final point of the SID procedure for LHBP
EBAMO	464956N 0193533E	Nil	(A)	First way point of the STAR for LHBP, (A): LHBP
EBORO	462121N 0195915E	Nil	(I)	Nil
EDEMU	481028N 0194829E	Nil	(A)	First way point of the STAR for LHBP, (A): LHBP

AIP HUNGARY

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
EMBUT	472436N 0185409E	Nil	(I)	Only available and mandatory for DEP/ARR LH TL
EPARI	474111N 0185841E	Nil	(ID)	Mandatory waypoint for LOWW DEP entering BUDAPEST CTA via ALAMU. See also ENR 6-LHCC-LINKS chart (D): LOWW
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 LH KE
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 LH KE
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
GOXGE	462216N 0211149E	Nil	(I) FL175-FL660	EVEN FLs for all entering aircraft
			(E) 9500 FT AMSL-FL175	
IBLIZ	481844N 0204629E	Nil	(ID)	Mandatory waypoint for DEP LHBP. See also ENR 6-LHCC-LINKS chart. (D): LHBP

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
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
IZDUW	472039N 0215524E	Nil	(I) FL105-FL660	Nil
			(EX) 9500 FT AMSL-FL105	
JOZEP	471121N 0184425E	Nil	(IA)	Mandatory waypoint for ARR LZIB, Holding point for ARR LHBP, See also ENR 6-LHCC-LINKS chart, (A): LZIB
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	(I) FL205-FL660 (EXAD) 9500 FT AMSL-FL205	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft, (A): LHBP (D): LDZA See AIP Croatia
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

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Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
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
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	(I) FL205-FL660 (XA) 9500 FT AMSL-FL205	(A): LDZA See AIP Croatia
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
ODCIH	465158N 0213606E	Nil	(I) FL105-FL660	Nil
			(EX) 9500 FT AMSL-FL105	

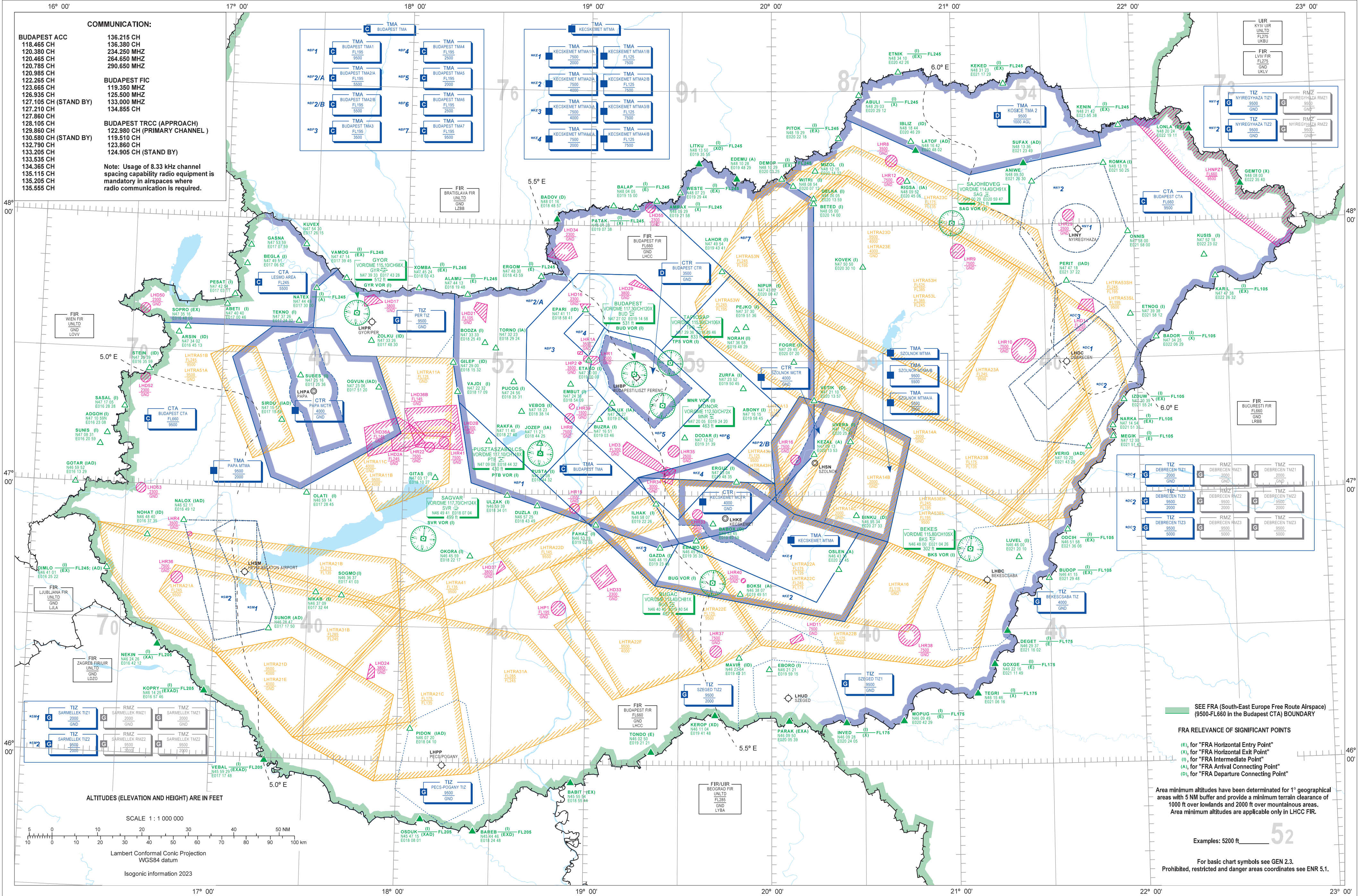
Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
OGVUN	472306N 0175120E	Nil	(IAD)	Mandatory waypoint for ARR LHBP, Final point of the SID procedure for LHPA / First waypoint of the STAR for LHPA, (AD): LHPA
OKORA	464559N 0182217E	Nil	(I)	Nil
OLATI	465914N 0172845E	Nil	(I)	Nil
ONNIS	475800N 0215800E	Nil	Nil	LHNY TIZ2/RMZ2 ENTRY/EXIT point
OSDUK	454715N 0180801E	Nil	(I) FL205-FL660 (XAD) 9500 FT AMSL-FL205	Mandatory waypoint for DEP LHBP, ODD FLs for all exiting aircraft, (D): LHBP (A): LDOS See AIP Croatia
OSLEN	464336N 0202145E	Nil	(A)	First waypoint of the STAR for LHKE, (A): LHKE
PARAK	460950N 0200539E	Nil	(EXA)	Mandatory waypoint for ARR LHBP, EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft, (A): LHBP
PATOK	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

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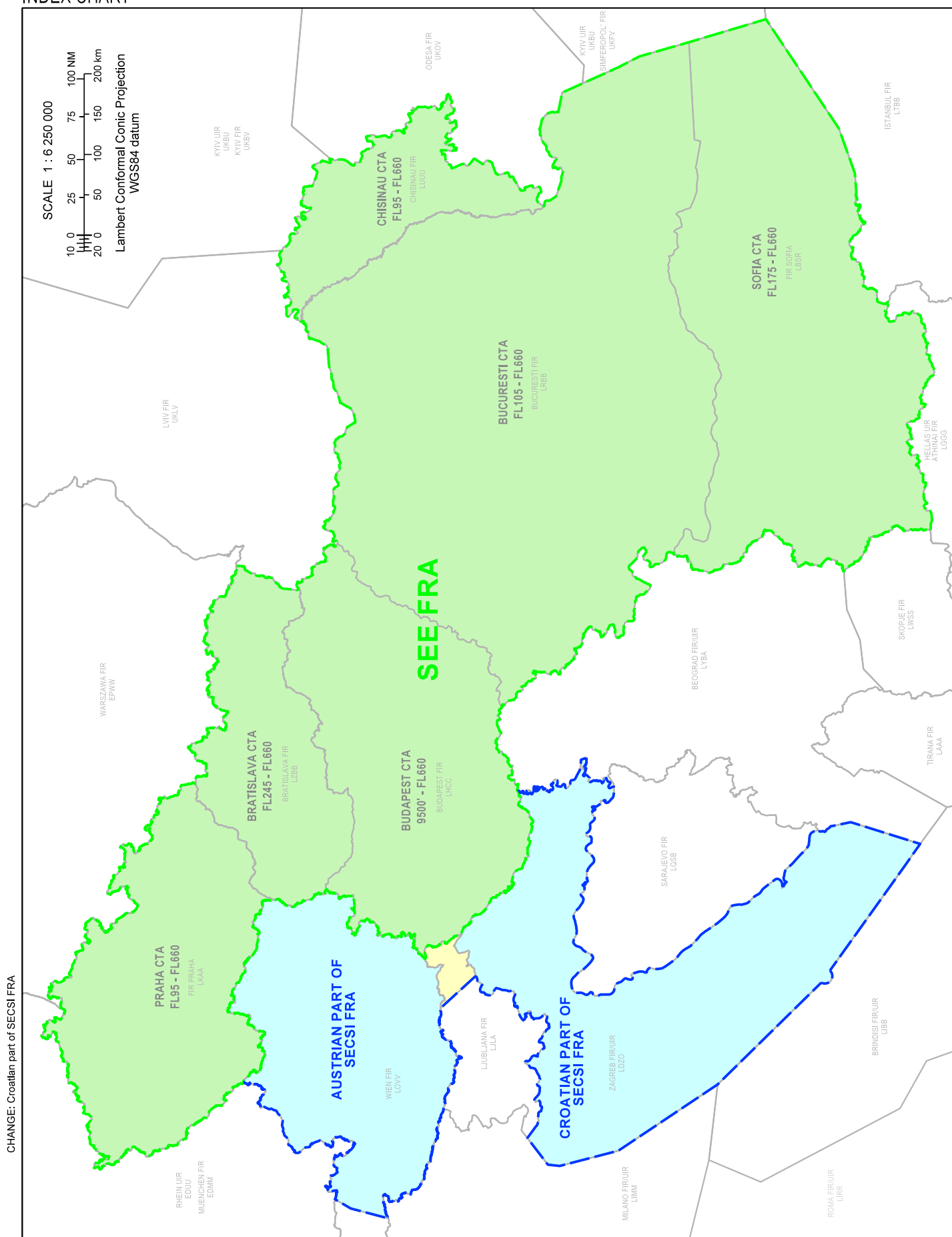
Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
RAKFA	471140N 0182740E	Nil	(I)	Nil
RIGSA	480952N 0204506E	Nil	(IA)	Mandatory waypoint for ARR LHBP. See also ENR 6-LHCC-LINKS chart, (A): LHBP
ROMKA	481319N 0215025E	Nil	(I)	Mandatory in case of LHTRA32B and 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
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

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
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	(I) FL205-FL660 (EXAD) 9500 FT AMSL-FL205	Mandatory waypoint for DEP LHBP, ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft, (D): LHBP (A): LDZA See AIP Croatia
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
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



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FREE ROUTE AIRSPACE (FRA) -
INDEX CHART

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AD 0.6 TABLE OF CONTENTS TO PART 3

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

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

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

AD 2 AERODROMES**LHBC BÉKÉSCSABA**

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

LHBC AD 2.24	CHARTS RELATED TO THE AERODROME	AD 2-LHBC - 7
LHBC AD 2.25	VISUAL SEGMENT SURFACE (VSS) PENETRATION.....	AD 2-LHBC - 8
	AERODROME CHART - ICAO	AD 2-LHBC-ADC - 1
	AERODROME OBSTACLE CHART - ICAO	
	TYPE A (OPERATING LIMITATIONS)	AD 2-LHBC-AOCA-17L35R - 1
	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBC-SID-17L - 2
	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBC-SID-35R - 1
	STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHBC-STAR-17L35R - 1
	INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHBC-NDB-17L - 1
	INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHBC-NDB-35R - 1
	INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHBC-RNP-17L - 1
	INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHBC-RNP-35R - 1
	VISUAL APPROACH CHART - ICAO	AD 2-LHBC-VAC - 1

LHBP BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

LHBP AD 2.1	AERODROME LOCATION INDICATOR AND NAME	AD 2-LHBP - 1
LHBP AD 2.2	AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHBP - 1
LHBP AD 2.3	OPERATIONAL HOURS.....	AD 2-LHBP - 1
LHBP AD 2.4	HANDLING SERVICES AND FACILITIES	AD 2-LHBP - 2
LHBP AD 2.5	PASSENGER FACILITIES.....	AD 2-LHBP - 2
LHBP AD 2.6	RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHBP - 3
LHBP AD 2.7	RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN.....	AD 2-LHBP - 3
LHBP AD 2.8	APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHBP - 4
LHBP AD 2.9	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS.....	AD 2-LHBP - 6
LHBP AD 2.10	AERODROME OBSTACLES.....	AD 2-LHBP - 6
LHBP AD 2.11	METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHBP - 6
LHBP AD 2.12	RUNWAY PHYSICAL CHARACTERISTICS.....	AD 2-LHBP - 7
LHBP AD 2.13	DECLARED DISTANCES.....	AD 2-LHBP - 8
LHBP AD 2.14	APPROACH AND RUNWAY LIGHTING	AD 2-LHBP - 8
LHBP AD 2.15	OTHER LIGHTING, SECONDARY POWER SUPPLY.....	AD 2-LHBP - 9
LHBP AD 2.16	HELICOPTER LANDING AREA.....	AD 2-LHBP - 9
LHBP AD 2.17	AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHBP - 9
LHBP AD 2.18	AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHBP - 10
LHBP AD 2.19	RADIO NAVIGATION AND LANDING AIDS.....	AD 2-LHBP - 11
LHBP AD 2.20	LOCAL AERODROME REGULATIONS	AD 2-LHBP - 12
	1. En route clearance issuance and CTOT-related procedures	AD 2-LHBP - 12
	2. Start-up, push-back and power-back procedures	AD 2-LHBP - 12
	3. Taxi Procedures.....	AD 2-LHBP - 15
	4. Operation of docking system at Terminal 2A, B.....	AD 2-LHBP - 18
	5. The rules of engine testing	AD 2-LHBP - 19
	6. Planning, authorisation and execution of training, calibration, demonstration or certification flights	AD 2-LHBP - 21
	7. deviations from easa regulation	AD 2-LHBP - 23
LHBP AD 2.21	NOISE ABATEMENT PROCEDURES	AD 2-LHBP - 23
	1. General provisions	AD 2-LHBP - 23
	2. Selection of Runway-In-Use	AD 2-LHBP - 23
	3. Noise Abatement Arrivals	AD 2-LHBP - 25
	4. Noise Abatement Departures	AD 2-LHBP - 25
	5. Nighttime traffic restrictions	AD 2-LHBP - 26
	6. Restrictions on the use of Auxiliary Power Unit (APU)	AD 2-LHBP - 26
	7. Exception.....	AD 2-LHBP - 26
LHBP AD 2.22	FLIGHT PROCEDURES	AD 2-LHBP - 27
	1. Limitations for arriving traffic.....	AD 2-LHBP - 27
	2. Handling the arriving traffic in Budapest TMA	AD 2-LHBP - 27
	3. Instrument Approach Procedures for Budapest Liszt Ferenc International Airport.....	AD 2-LHBP - 27
	4. Departure Procedures	AD 2-LHBP - 29
	5. Procedures for VFR flights within Budapest TMA and in Budapest CTR	AD 2-LHBP - 30
	6. Additional Information	AD 2-LHBP - 31
	7. Waypoint coordinates	AD 2-LHBP - 32
LHBP AD 2.23	ADDITIONAL INFORMATION	AD 2-LHBP - 35
	1. Ground Handling Organisations	AD 2-LHBP - 35
	2. Supervision of the Aerodrome	AD 2-LHBP - 35



3. Automatic Terminal Information Service (ATIS) Broadcasts	AD 2-LHBP - 36
4. Bird flocks and bird migrations	AD 2-LHBP - 36
5. General Aviation Flight Handling	AD 2-LHBP - 37
6. Remote Aerodrome ATC Service	AD 2-LHBP - 38
LHBP AD 2.24 CHARTS RELATED TO THE AERODROME	AD 2-LHBP - 39
LHBP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHBP - 40
AERODROME CHART - ICAO	AD 2-LHBP-ADC - 1
TAXI PROCEDURES FOR ARRIVING AIRCRAFT - INDEX CHART	AD 2-LHBP-TAXI-ARR - 1
TAXI PROCEDURES FOR DEPARTING AIRCRAFT - INDEX CHART	AD 2-LHBP-TAXI-DEP - 1
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-LHBP-PDC/1 - 1
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-LHBP-PDC/2 - 1
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-LHBP-PDC/3 - 1
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-LHBP-PDC/4 - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHBP-AOCA-13L31R - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHBP-AOCA-13R31L - 1
PRECISION APPROACH TERRAIN CHART - ICAO	AD 2-LHBP-PATC-13L31R - 1
PRECISION APPROACH TERRAIN CHART - ICAO	AD 2-LHBP-PATC-13R31L - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID-13L - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID-13R - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID31L - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID31R - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHBP-STAR-13L13R - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHBP-STAR-31L31R - 1
BUDAPEST TMA - INDEX CHART	AD 2-LHBP-TMA - 1
HOLDING PROCEDURES - INDEX CHART	AD 2-LHBP-HLDG - 1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO	AD 2-LHBP-ATCSMAC - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-13L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-13R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-31L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-31R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-13L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-13R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-31L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-Y-31R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-Z-31R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-VOR-13L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-VOR-31R - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHBP-VAC - 1
BIRD CONCENTRATIONS IN THE VICINITY	
OF THE AERODROME - INDEX CHART	AD 2-LHBP-BIRD - 1

LHDC DEBRECEN INTERNATIONAL AIRPORT

LHDC AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2-LHDC - 1
LHDC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHDC - 1
LHDC AD 2.3 OPERATIONAL HOURS	AD 2-LHDC - 1
LHDC AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHDC - 2
LHDC AD 2.5 PASSENGER FACILITIES	AD 2-LHDC - 2
LHDC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHDC - 2
LHDC AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN	AD 2-LHDC - 2
LHDC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHDC - 3
LHDC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHDC - 3
LHDC AD 2.10 AERODROME OBSTACLES	AD 2-LHDC - 3
LHDC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHDC - 4
LHDC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHDC - 5
LHDC AD 2.13 DECLARED DISTANCES	AD 2-LHDC - 5
LHDC AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2-LHDC - 6
LHDC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2-LHDC - 6
LHDC AD 2.16 HELICOPTER LANDING AREA	AD 2-LHDC - 7
LHDC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHDC - 7
LHDC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHDC - 7

LHDC AD 2.19	RADIO NAVIGATION AND LANDING AIDS	AD 2-LHDC - 8
LHDC AD 2.20	LOCAL AERODROME REGULATIONS	AD 2-LHDC - 9
LHDC AD 2.21	NOISE ABATEMENT PROCEDURES	AD 2-LHDC - 9
1.	General.....	AD 2-LHDC - 9
2.	Noise preferential runway.....	AD 2-LHDC - 9
3.	RESTRICTIONS ON THE USE OF AUXILIARY POWER UNIT (APU).....	AD 2-LHDC - 9
4.	RULES FOR TRAINING, CALIBRATION AND TECHNICAL TEST FLIGHTS	AD 2-LHDC - 9
LHDC AD 2.22	FLIGHT PROCEDURES	AD 2-LHDC - 10
1.	GENERAL	AD 2-LHDC - 10
2.	Procedures for flights during the operation of aerodrome flight information service (AFIS)	AD 2-LHDC - 10
LHDC AD 2.23	ADDITIONAL INFORMATION	AD 2-LHDC - 11
1.	Ground Handling Organisations	AD 2-LHDC - 11
2.	Supervision of the aerodrome	AD 2-LHDC - 11
3.	Bird flocks and bird migrations	AD 2-LHDC - 11
LHDC AD 2.24	CHARTS RELATED TO THE AERODROME	AD 2-LHDC - 12
LHDC AD 2.25	VISUAL SEGMENT SURFACE (VSS) PENETRATION.....	AD 2-LHDC - 12
	AERODROME CHART - ICAO	AD 2-LHDC-ADC - 1
	AERODROME OBSTACLE CHART - ICAO	
	TYPE A OPERATING LIMITATIONS	AD 2-LHDC-AOCA-04R22L - 1
	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHDC-SID-04R - 1
	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHDC-SID-22L - 1
	STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHDC-STAR-04R22L - 1
	INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHDC-ILS/LOC-04R - 1
	INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHDC-NDB-22L - 1
	INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHDC-RNP-04R - 1
	INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHDC-RNP-22L - 1
	VISUAL APPROACH CHART - ICAO	AD 2-LHDC-VAC - 1

LHNY NYÍREGYHÁZA

LHNY AD 2.1	AERODROME LOCATION INDICATOR AND NAME	AD 2-LHNY - 1
LHNY AD 2.2	AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHNY - 1
LHNY AD 2.3	OPERATIONAL HOURS.....	AD 2-LHNY - 1
LHNY AD 2.4	HANDLING SERVICES AND FACILITIES	AD 2-LHNY - 2
LHNY AD 2.5	PASSENGER FACILITIES.....	AD 2-LHNY - 2
LHNY AD 2.6	RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHNY - 2
LHNY AD 2.7	RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN.....	AD 2-LHNY - 3
LHNY AD 2.8	APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHNY - 3
LHNY AD 2.9	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS.....	AD 2-LHNY - 3
LHNY AD 2.10	AERODROME OBSTACLES.....	AD 2-LHNY - 4
LHNY AD 2.11	METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHNY - 4
LHNY AD 2.12	RUNWAY PHYSICAL CHARACTERISTICS.....	AD 2-LHNY - 4
LHNY AD 2.13	DECLARED DISTANCES.....	AD 2-LHNY - 5
LHNY AD 2.14	APPROACH AND RUNWAY LIGHTING.....	AD 2-LHNY - 6
LHNY AD 2.15	OTHER LIGHTING AND SECONDARY POWER SUPPLY	AD 2-LHNY - 6
LHNY AD 2.16	HELICOPTER LANDING AREA.....	AD 2-LHNY - 6
LHNY AD 2.17	AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHNY - 7
LHNY AD 2.18	AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHNY - 7
LHNY AD 2.19	RADIO NAVIGATION AND LANDING AIDS.....	AD 2-LHNY - 8
LHNY AD 2.20	LOCAL AERODROME REGULATIONS	AD 2-LHNY - 8
1.	permitted traffic at AD	AD 2-LHNY - 8
2.	AD operational regulations	AD 2-LHNY - 9
LHNY AD 2.21	NOISE ABATEMENT PROCEDURES	AD 2-LHNY - 9
LHNY AD 2.22	FLIGHT PROCEDURES	AD 2-LHNY - 10
1.	GENERAL	AD 2-LHNY - 10
2.	PROCEDURES FOR FLIGHTS DURING THE OPERATION OF AERODROME FLIGHT INFORMATION SERVICE (AFIS)	AD 2-LHNY - 10
3.	WAYPOINT COORDINATES.....	AD 2-LHNY - 11
LHNY AD 2.23	ADDITIONAL INFORMATION	AD 2-LHNY - 11
1.	SUPERVISION OF THE AERODROME	AD 2-LHNY - 11
2.	BIRD FLOCKS AND BIRD MIGRATIONS	AD 2-LHNY - 11
LHNY AD 2.24	CHARTS RELATED TO THE AERODROME.....	AD 2-LHNY - 12
LHNY AD 2.25	VISUAL SEGMENT SURFACE (VSS) PENETRATION.....	AD 2-LHNY - 12

AERODROME CHART - ICAO	AD 2-LHNY-ADC - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHNY-SID-18R - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHNY-SID-36L - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHNY-STAR-18R36L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHNY-RNP-Y-18R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHNY-RNP-Z-18R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHNY-RNP-Y-36L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHNY-RNP-Z-36L - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHNY-VAC - 1

LHPP PÉCS/POGÁNY

LHPP AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2-LHPP - 1
LHPP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHPP - 1
LHPP AD 2.3 OPERATIONAL HOURS	AD 2-LHPP - 1
LHPP AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHPP - 2
LHPP AD 2.5 PASSENGER FACILITIES	AD 2-LHPP - 2
LHPP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHPP - 2
LHPP AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN	AD 2-LHPP - 3
LHPP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHPP - 3
LHPP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHPP - 3
LHPP AD 2.10 AERODROME OBSTACLES	AD 2-LHPP - 3
LHPP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHPP - 4
LHPP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHPP - 4
LHPP AD 2.13 DECLARED DISTANCES	AD 2-LHPP - 5
LHPP AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2-LHPP - 5
LHPP AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY	AD 2-LHPP - 5
LHPP AD 2.16 HELICOPTER LANDING AREA	AD 2-LHPP - 5
LHPP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHPP - 6
LHPP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHPP - 6
LHPP AD 2.19 RADIO NAVIGATION AND LANDING AIDS	AD 2-LHPP - 6
LHPP AD 2.20 LOCAL AERODROME REGULATIONS	AD 2-LHPP - 7
LHPP AD 2.21 NOISE ABATEMENT PROCEDURES	AD 2-LHPP - 7
LHPP AD 2.22 FLIGHT PROCEDURES	AD 2-LHPP - 7
LHPP AD 2.23 ADDITIONAL INFORMATION	AD 2-LHPP - 7
LHPP AD 2.24 CHARTS RELATED TO THE AERODROME	AD 2-LHPP - 7
LHPP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHPP - 7
AERODROME CHART - ICAO	AD 2-LHPP-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHPP-AOCA-1533 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPP-ILS/LOC-33 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPP-NDB-15 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPP-RNP-15 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPP-RNP-33 - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHPP-VAC - 1

LHPR GYŐR/PÉR

LHPR AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2-LHPR - 1
LHPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHPR - 1
LHPR AD 2.3 OPERATIONAL HOURS	AD 2-LHPR - 1
LHPR AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHPR - 2
LHPR AD 2.5 PASSENGER FACILITIES	AD 2-LHPR - 2
LHPR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHPR - 2
LHPR AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN	AD 2-LHPR - 3
LHPR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHPR - 3
LHPR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHPR - 3
LHPR AD 2.10 AERODROME OBSTACLES	AD 2-LHPR - 4
LHPR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHPR - 4
LHPR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHPR - 5
LHPR AD 2.13 DECLARED DISTANCES	AD 2-LHPR - 5
LHPR AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2-LHPR - 5
LHPR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2-LHPR - 6

LHPR AD 2.16HELICOPTER LANDING AREA	AD 2-LHPR - 6
LHPR AD 2.17AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHPR - 6
LHPR AD 2.18ATS COMMUNICATION FACILITIES	AD 2-LHPR - 7
LHPR AD 2.19RADIO NAVIGATION AND LANDING AIDS.....	AD 2-LHPR - 7
LHPR AD 2.20LOCAL AERODROME REGULATIONS	AD 2-LHPR - 7
LHPR AD 2.21NOISE ABATEMENT PROCEDURES	AD 2-LHPR - 7
LHPR AD 2.22FLIGHT PROCEDURES	AD 2-LHPR - 7
LHPR AD 2.23ADDITIONAL INFORMATION	AD 2-LHPR - 8
1. General.....	AD 2-LHPR - 8
LHPR AD 2.24CHARTS RELATED TO AN AERODROME.....	AD 2-LHPR - 8
LHPR AD 2.25VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHPR - 8
AERODROME CHART - ICAO	AD 2-LHPR-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHPR-AOCA-1129 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHPR-SID-11 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHPR-SID-29 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPR-ILS/LOC-29 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPR-RNP-11 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPR-RNP-29 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPR-VOR-11 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPR-VOR-29 - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHPR-VAC - 1

LHSM HEVIZ-BALATON AIRPORT

LHSM AD 2.1AERODROME LOCATION INDICATOR AND NAME	AD 2-LHSM - 1
LHSM AD 2.2AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHSM - 1
LHSM AD 2.3OPERATIONAL HOURS.....	AD 2-LHSM - 1
LHSM AD 2.4HANDLING SERVICES AND FACILITIES	AD 2-LHSM - 2
LHSM AD 2.5PASSENGER FACILITIES.....	AD 2-LHSM - 2
LHSM AD 2.6RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHSM - 2
LHSM AD 2.7RUNWAY SURFACE CONDITION ASSESSMENT	
AND REPORTING, AND SNOW PLAN	AD 2-LHSM - 3
LHSM AD 2.8APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHSM - 3
LHSM AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS.....	AD 2-LHSM - 3
LHSM AD 2.10AERODROME OBSTACLES	AD 2-LHSM - 4
LHSM AD 2.11METEOROLOGICAL INFORMATION PROVIDED.....	AD 2-LHSM - 4
LHSM AD 2.12RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHSM - 4
LHSM AD 2.13DECLARED DISTANCES	AD 2-LHSM - 5
LHSM AD 2.14APPROACH AND RUNWAY LIGHTING	AD 2-LHSM - 5
LHSM AD 2.15OTHER LIGHTING AND SECONDARY POWER SUPPLY.....	AD 2-LHSM - 5
LHSM AD 2.16HELICOPTER LANDING AREA	AD 2-LHSM - 6
LHSM AD 2.17AIR TRAFFIC SERVICES AIRSPACE.....	AD 2-LHSM - 6
LHSM AD 2.18AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHSM - 6
LHSM AD 2.19RADIO NAVIGATION AND LANDING AIDS	AD 2-LHSM - 7
LHSM AD 2.20LOCAL AERODROME REGULATIONS.....	AD 2-LHSM - 7
LHSM AD 2.21NOISE ABATEMENT PROCEDURES	AD 2-LHSM - 7
LHSM AD 2.22FLIGHT PROCEDURES.....	AD 2-LHSM - 7
1. Procedures for flights during the operation of aerodrome flight information service (AFIS)	AD 2-LHSM - 7
LHSM AD 2.23ADDITIONAL INFORMATION.....	AD 2-LHSM - 8
LHSM AD 2.24CHARTS RELATED TO THE AERODROME	AD 2-LHSM - 8
LHSM AD 2.25VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHSM - 9
AERDROME CHART - ICAO	AD 2-LHSM-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A (OPERATING LIMITATIONS)	AD 2-LHSM-AOCA-1634 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHSM-SID-16 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHSM-SID-34 - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHSM-STAR-1634 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHSM-ILS/LOC-16 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHSM-NDB-16 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHSM-NDB-34 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHSM-RNP-16 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHSM-RNP-34 - 1



VISUAL APPROACH CHART - ICAO AD 2-LHSM-VAC - 1

LHUD SZEGED

LHUD AD 2.1 AERODROME LOCATION INDICATOR AND NAME.....	AD 2-LHUD - 1
LHUD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA.....	AD 2-LHUD - 1
LHUD AD 2.3 OPERATIONAL HOURS	AD 2-LHUD - 1
LHUD AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHUD - 2
LHUD AD 2.5 PASSENGER FACILITIES	AD 2-LHUD - 2
LHUD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHUD - 2
LHUD AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN.....	AD 2-LHUD - 3
LHUD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA.....	AD 2-LHUD - 3
LHUD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHUD - 3
LHUD AD 2.10 AERODROME OBSTACLES	AD 2-LHUD - 3
LHUD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHUD - 4
LHUD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHUD - 5
LHUD AD 2.13 DECLARED DISTANCES	AD 2-LHUD - 5
LHUD AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2-LHUD - 6
LHUD AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY	AD 2-LHUD - 6
LHUD AD 2.16 HELICOPTER LANDING AREA	AD 2-LHUD - 6
LHUD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE.....	AD 2-LHUD - 7
LHUD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHUD - 7
LHUD AD 2.19 RADIO NAVIGATION AND LANDING AIDS	AD 2-LHUD - 7
LHUD AD 2.20 LOCAL AERODROME REGULATIONS.....	AD 2-LHUD - 8
LHUD AD 2.21 NOISE ABATEMENT PROCEDURES.....	AD 2-LHUD - 8
LHUD AD 2.22 FLIGHT PROCEDURES.....	AD 2-LHUD - 8
LHUD AD 2.23 ADDITIONAL INFORMATION	AD 2-LHUD - 8
LHUD AD 2.24 CHARTS RELATED TO THE AERODROME	AD 2-LHUD - 8
LHUD AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHUD - 8
AERODROME CHART - ICAO	AD 2-LHUD-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHUD-AOCA-16R34L - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHUD-VAC - 1

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LHPR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
11	119.45° GEO	2030 x 30	50/F/C/W/T ASPH	473758.34N 0174735.63E 473726.02N 0174900.30E 44 M	THR 126.5 M
29	299.47° GEO	2030 x 30	50/F/C/W/T ASPH	473726.02N 0174900.30E 473758.34N 0174735.63E 44.3 M	THR 129.75 M TDZ 129.31 M

Designations RWY NR	Slope of RWY - SWY	SWY dimensions (M)	CWY dimensi ons (M)	Strip dimensions (M)	RESA dimensions (M) surface	Location of arresting system	OFZ	Remarks
1	7	8	9	10	11	12	13	14
11	+0.165%	100 x 30	Nil	2350 x 300	90 x 60 GRASS	Nil	Nil	Nil
29	-0.165%	100 x 30	Nil	2350 x 300	90 x 60 GRASS	Nil	Nil	Nil

LHPR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
11	2030	2030	2130	2030	Nil
29	2030	2030	2130	2030	

LHPR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
11	SALS 420 M LIM	GRN	PAPI LEFT 3° (11.45 M)	Nil	Nil	2030 M 58 M WHI-YEL LIM	RED	100 M RED	Nil

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
29	CAT I. 900 M LIH	GRN	PAPI LEFT 3° (11.45 M)	Nil	Nil	2030 M 58 M WHI-YEL LIH	RED	100 M RED	Nil

LHPR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	Left side of RWY 11/29, in-line with the PAPI, 80m from the centerline, lighted.
3	TWY edge and centre line lighting	TWY edge lights at TWY A
4	Secondary power supply	Diesel generator unit (130kVA); switch-over time is 15 seconds.
5	Remarks	Nil

LHPR AD 2.16 HELICOPTER LANDING AREA

NIL

LHPR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	PER TIZ 474906N 0173651E - 474449N 0173000E - 473559N 0172918E - 473559N 0173554E - 472959N 0174154E - 472959N 0180954E - 473521N 0181527E - 474419N 0181530E along border HUNGARY_SLOVAKREPUBLIC - 474906N 0173651E
2	Vertical limits	9500 FT ALT GND
3	Airspace classification	G
4	ATS unit call sign Language(s)	PER INFORMATION EN, HU
5	Transition altitude	10000 FT ALT
6	Hours of applicability	As AD Administration
7	Remarks	Air Traffic Advisory Service is not AVBL in the class G airspace LHPR TIZ

LHPR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of operation	Remarks
1	2	3	4	5	6	7
AFIS	PER INFORMATION	129.910 CH	Nil	Nil	0700 - 1700 (0600-1600)	Nil

LHPR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency(ies)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS 29 (CAT I)						
LOC 29 + 4.85 / 2020	GPR	111.35 MHZ	H24	473802.5N 0174724.8E		
GP 29		332.15 MHZ	H24	473727.8N 0174843.9E		GP Angle:3°
LOC/DME	GPR	CH 50Y	H24	473727.8N 0174843.9E	147 M	
DVOR/DME (decl.: +5.0°)	GYR	115.1 MHZ CH 98X	H24	473932.8N 0174327.7E	156 M	DME COORD: 473932.4N 0174327.6E

LHPR AD 2.20 LOCAL AERODROME REGULATIONS

NIL

LHPR AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

LHPR AD 2.22 FLIGHT PROCEDURES

Visual circling in the northern sector of RWY 11/29 is prohibited for speed category C and D aircraft.

The aircraft shall be equipped with SSR transponder with 4096 codes in mode A/C.

LHPR AD 2.23 ADDITIONAL INFORMATION

1. GENERAL

The active glider starting area and the appropriate placement of the winch-start aggregate are selected according to the actual meteorological conditions. Intention of training flights have to be reported before flight via www.lhpr.hu/training.

LHPR DAAD and SC's witch accepted by the aviation authority can be found at:

URL: <http://lhpr.hu/repuloteri-adatok>

LHPR AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart - ICAO	AD 2-LHPR-ADC
Aerodrome Obstacle Chart - ICAO Type A Operating Limitations	AD 2-LHPR-AOCA-1129
Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHPR-SID-11
	AD 2-LHPR-SID-29
Instrument Approach Chart - ICAO	AD 2-LHPR-ILS/LOC-29
	AD 2-LHPR-RNP-11
	AD 2-LHPR-RNP-29
	AD 2-LHPR-VOR-11
	AD 2-LHPR-VOR-29
Visual Approach Chart - ICAO	AD 2-LHPR-VAC

LHPR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Obstacle penetrating VSS	Affected procedures	Affected OCA/H
LHPR_AERA2B_P_098	AD 2-LHPR-RNP-11 (except LPV minima), AD 2-LHPR-VOR-11	NIL
LHPR_AREA2B_S_026_001	AD 2-LHPR-RNP-11 (except LPV minima), AD 2-LHPR-VOR-11	NIL
LHPR_AREA2B_S_026_002	AD 2-LHPR-RNP-11 (except LPV minima), AD 2-LHPR-VOR-11	NIL
LHPR_AREA2B_S_026_003	AD 2-LHPR-RNP-11 (except LPV minima), AD 2-LHPR-VOR-11	NIL
LHPR_AREA2B_S_026_004	AD 2-LHPR-RNP-11 (except LPV minima), AD 2-LHPR-VOR-11	NIL

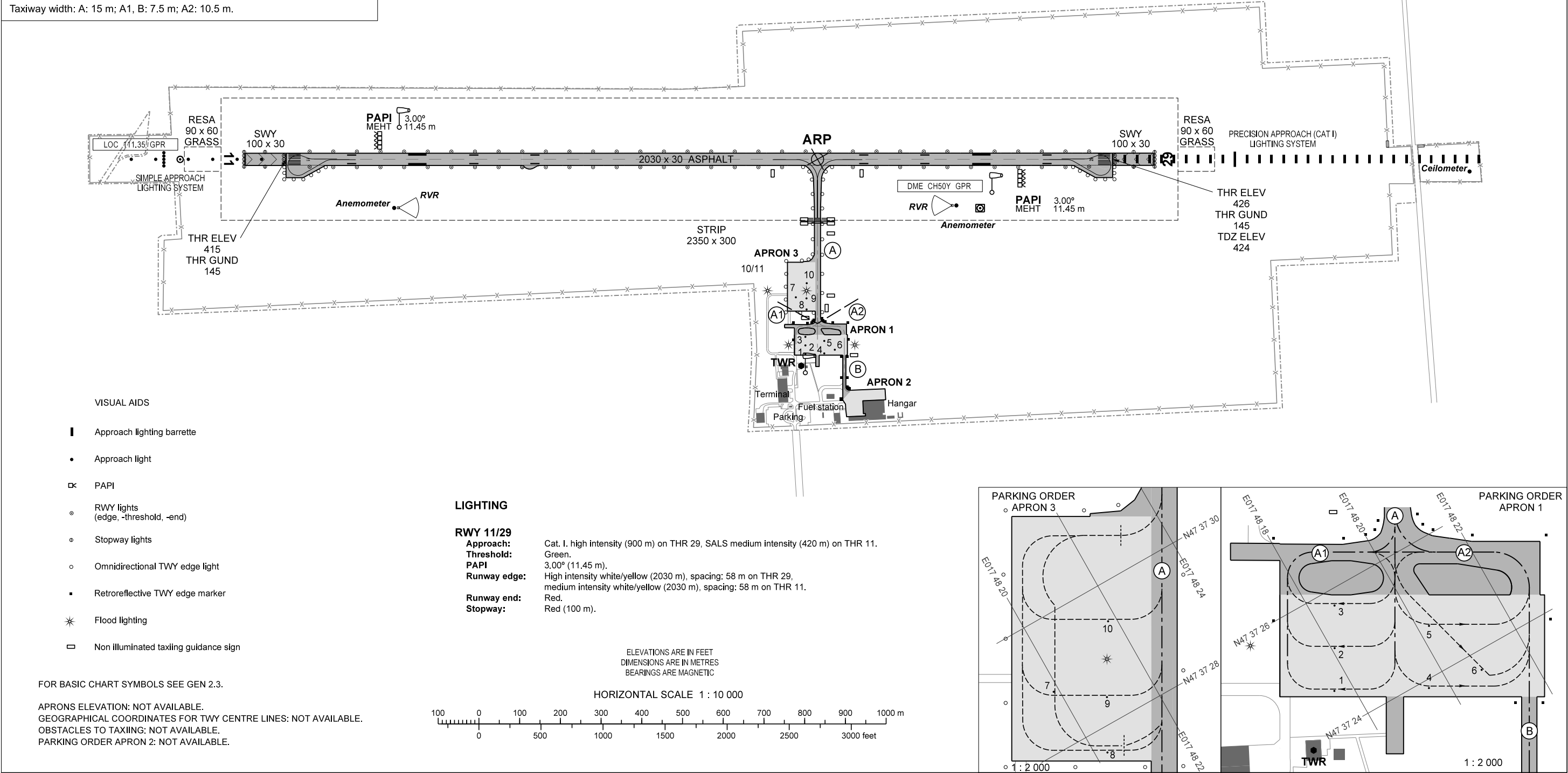
AERODROME CHART - ICAO

RWY	DIRECTION	THR	BEARING STRENGTH	TORA	TODA	ASDA	LDA
11	114°	N47 37 58, E017 47 36	PCN 50/F/C/W/T	2030	2030	2130	2030
29	294°	N47 37 26, E017 49 00	PCN 50/F/C/W/T	2030	2030	2130	2030
Apron 1			PCN 42/R/C/W/T				
Apron 2			-				
Apron 3			PCN 61/R/C/W/T				
Taxiway: A			PCN 50/F/C/W/T				
Taxiways: A1, A2			PCN 44/F/C/W/U				
Taxiway: B			-				
Taxiway width: A: 15 m; A1, B: 7.5 m; A2: 10.5 m.							

ARP
N47 37 38
E017 48 30
AERODROME ELEV 426

PÉR INFORMATION 129.910
BUDAPEST INFORMATION (WEST) 125.500

GYÖR/PÉR



CHANGE: AFIS call sign changed

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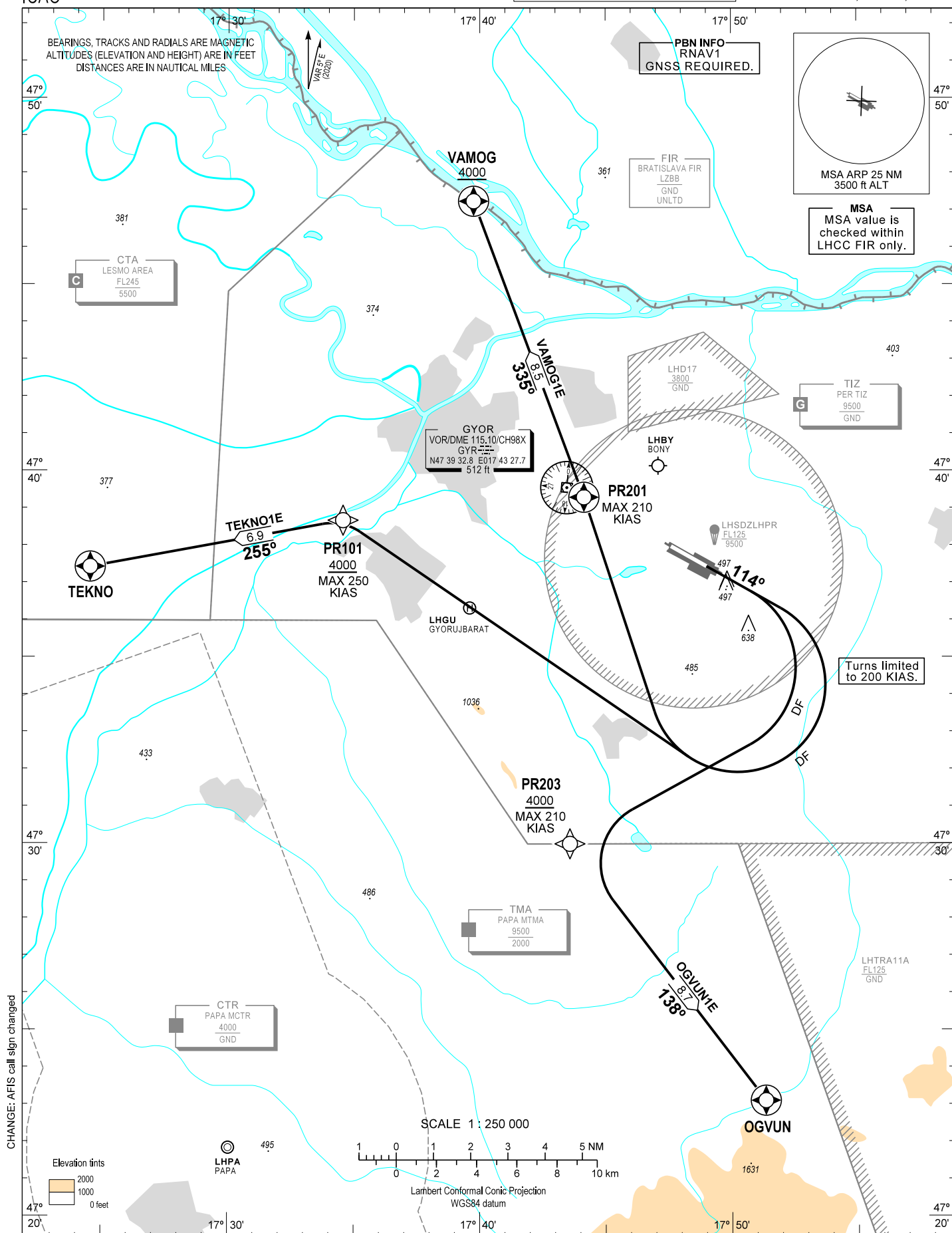
AIP HUNGARY

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

PÉR INFORMATION 129.910
BUDAPEST INFORMATION (WEST) 125.500

GYŐR/PÉR
RNAV Rwy 11
OGVUN1E, TEKNO1E, VAMOG1E



AD 2 LHPR STANDARD DEPARTURE CHART INSTRUMENT RWY 11

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

Recommended navaid: GYR VOR.

WAYPOINT COORDINATES

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

AIP HUNGARY

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

PÉR INFORMATION 129.910
BUDAPEST INFORMATION (WEST) 125.500

GYŐR/PÉR
RNAV RWY 29
OGVUN1W, TEKNO1W, VAMOG1W

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

PBN INFO
RNAV1
GNSS REQUIRED.

MIN. 5.5% PDG up to 4000.

FIR
BRATISLAVA FIR
LZBB
GND
UNLTD

MSA ARP 25 NM
3500 ft ALT

MSA
MSA value is
checked within
LHCC FIR only.

CTA
LES MO AREA
FL245
5500

TIZ
PER TIZ
9500
GND

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

PR201
MAX 210
KIAS

LHBY
BONY

LHSDZLHPR
FL125
9500

PR202
4000

TEKNO1W
10.1
255°

TEKNO1W
3.4
254°

TEKNO

LHGU
GYORUJBARAT

PR203
4000

TMA
PAPA MTMA
9500
2000

CTR
PAPA MCTR
4000
GND

LHPA
PAPA

OGVUN1W
DF

OGVUN

LHTRA11A
FL125
GND

SCALE 1 : 250 000

1 0 1 2 3 4 5 NM
0 2 4 6 8 10 km

Lambert Conformal Conic Projection
WGS84 datum

Elevation tints
2000
1000
0 feet

CHANGE: AFIS call sign changed

AD 2 LHPR STANDARD DEPARTURE CHART INSTRUMENT RWY 29

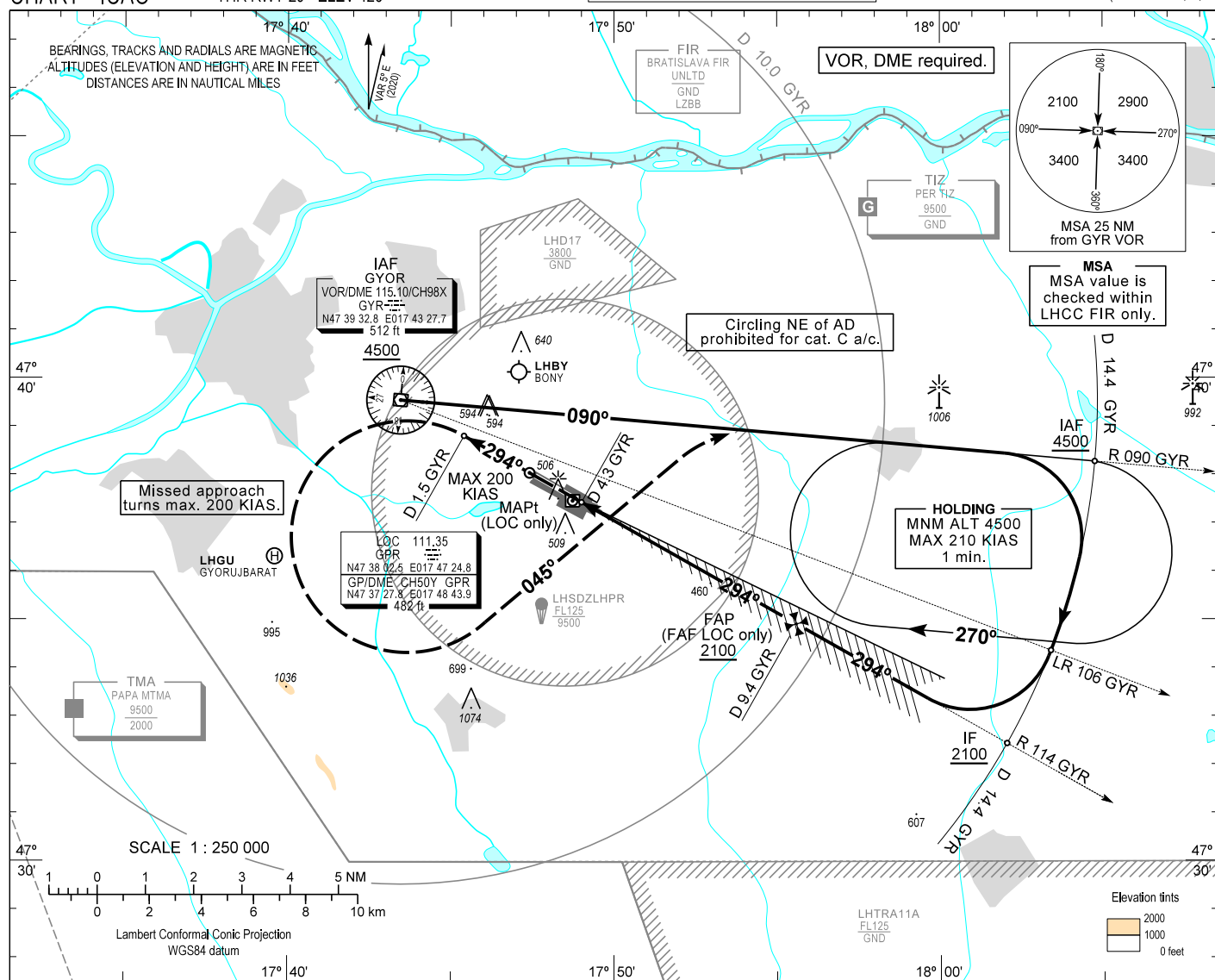
SID NAME	PROCEDURE	CLIMBING
VAMOG1W (VAMOG ONE WHISKEY DEPARTURE)	Climb direct to PR201. Turn right direct to VAMOG at or above 4000. Maximum turning speed 210 KIAS.	In order to reach TIZ exit altitude min. PDG 5.5% up to 4000. After departure climb initially 9000. Further climb only by ATC.
TEKNO1W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

Recommended navaid: GYR VOR.

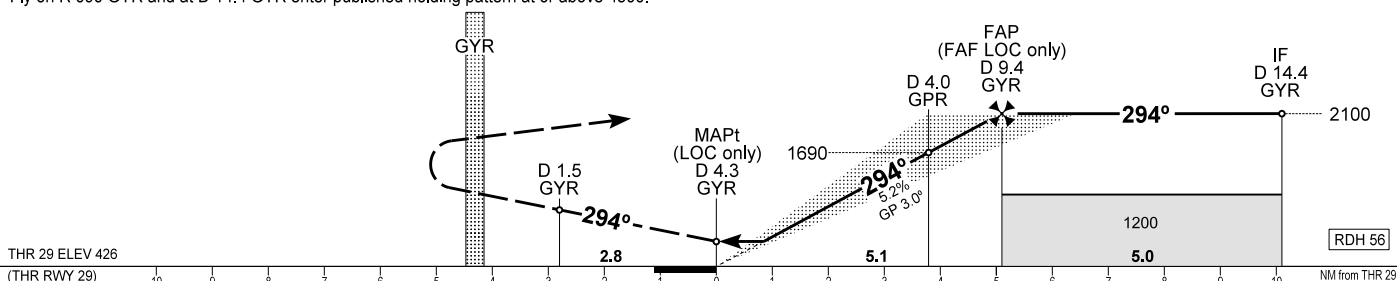
WAYPOINT COORDINATES

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

AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 426
HEIGHTS RELATED TO
THR RWY 29 - ELEV 426PÉR INFORMATION 129.910
BUDAPEST INFORMATION (WEST) 125.500GYÖR/PÉR
ILS or LOC RWY 29
(ACFT CAT A, B, C)

MISSED APPROACH
Climb 4500.
Proceed initially on R 114 GYR inbound.
When passing D 1.5 GYR on R 114 GYR turn left heading 045° to intercept R 090 GYR.
Maximum turning speed 200 KIAS.
Fly on R 090 GYR and at D 14.4 GYR enter published holding pattern at or above 4500.

TRANSITION ALTITUDE
10000

CHANGE: AFIS call sign changed

OCA (OCH)			A	B	C	DIST with GYR DME					NM	9.0	8.0	7.0	6.0
STRAIGHT-IN APPROACH	Cat. I.	Press. ALT	637 (211)	649 (223)	658 (232)	DIST with GPR DME					NM	4.9	3.9	2.9	1.9
	LOC only		790 (370)			ALT					ft	1980	1660	1340	1020
CIRCLING APPROACH		ft AMSL	890	940	1180 SW of AD only	Timing not authorized to define the MAPt.									
		VIS. m	1900	2800	3700	GROUND SPEED					kt	60	90	120	150
						FAF - MAPt 5.1 NM					min:sec	5:06	3:24	2:33	2:03
						Rate of descent (319 ft/NM)					ft/min	320	480	640	800

AD 2 LHPR INSTRUMENT APPROACH CHART ILS OR LOC RWY 29

ILS approach procedure:

Initial altitude at or above 4500.

Leave GYR VOR on R 090 GYR. At D 14.4 GYR turn right and join CW D 14.4 GYR DME arc.

After crossing R 106 GYR leading radial turn right and intercept R 114 GYR inbound (final track), to D 14.4 GYR (IF) descend 2100.

When crossing D 9.4 GYR (FAF) descend to published minimum altitude.

Holding procedure:

Holding fix: GYR R 090 / D 14.4

Right hand holding pattern.

Maximum speed: 210 KIAS

Inbound track: 090°

Outbound track: 270°

Outbound timing: 1 min.

Minimum holding altitude: 4500

Maximum holding altitude: 8500

Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)

Entry: Sector 1 (parallel) and Sector 2 (offset) entries prohibited

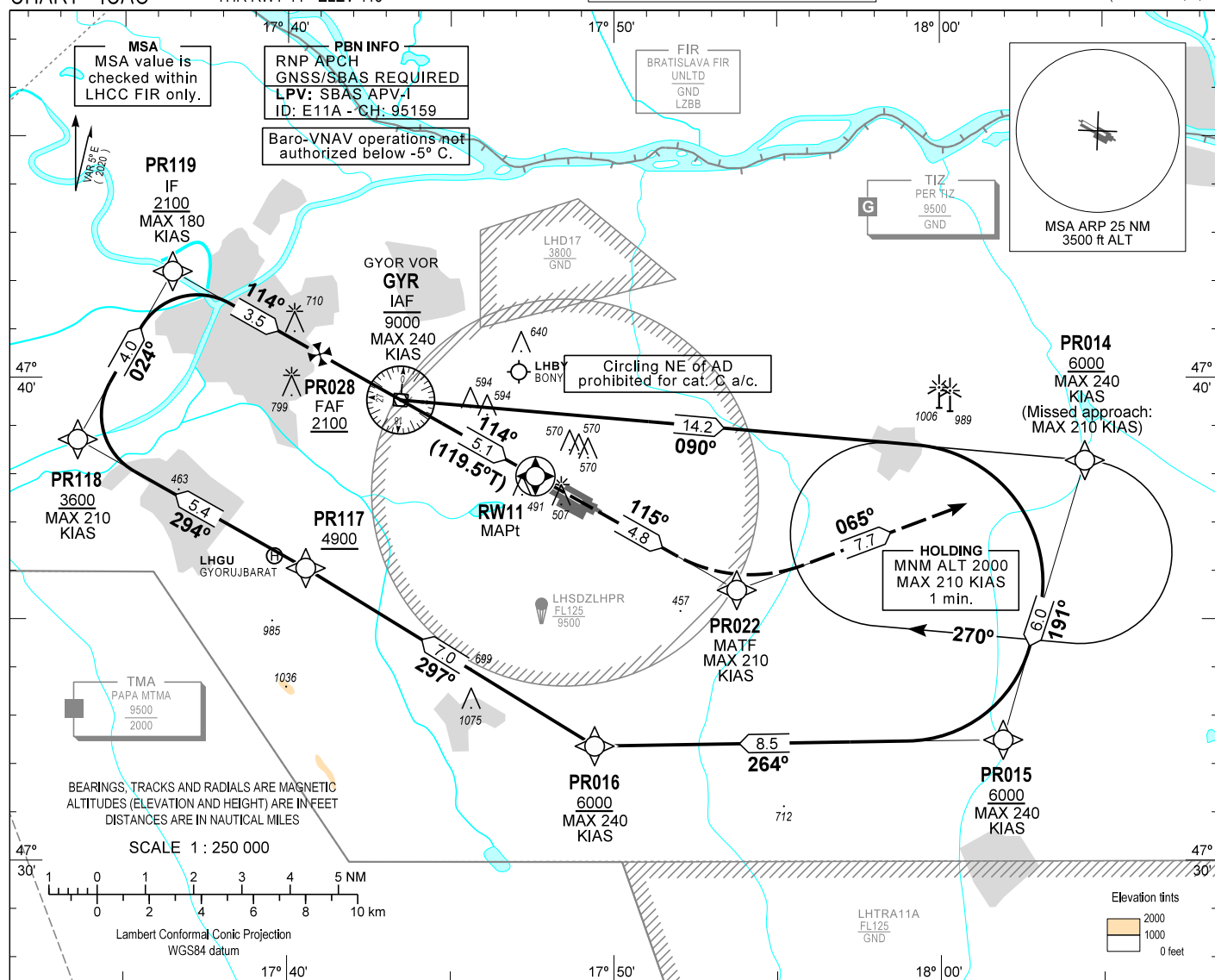
AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 426
HEIGHTS RELATED TO
THR RWY 11 - ELEV 415

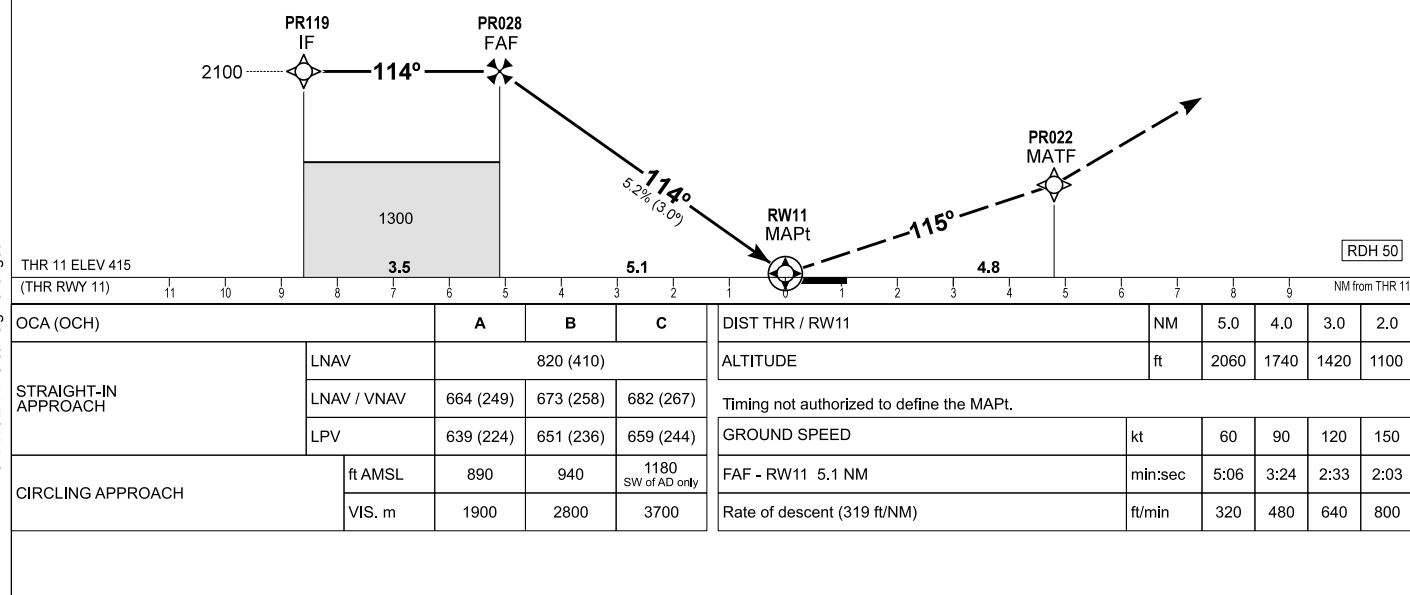
PÉR INFORMATION 129.910
BUDAPEST INFORMATION (WEST) 125.500

GYÖR/PÉR
RNP RWY 11
(ACFT CAT A, B, C)



TRANSITION ALTITUDE
10000

MISSED APPROACH
Climb to PR022.
Turn left to PR014 and enter holding at or above 2000.
Maximum turning speed: 210 KIAS.



CHANGE: AFIS call sign changed

AD 2 LHPR INSTRUMENT APPROACH CHART RNP RWY 11

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	GYR	IAF				-9000	-240		RNP APCH
TF	PR014			095.2 T/14.2 NM		+6000	-240		RNP APCH
TF	PR015			196.4 T/6.0 NM	R	+6000	-240		RNP APCH
TF	PR016			269.1 T/8.5 NM		+6000	-240		RNP APCH
TF	PR117			301.5 T/7.0 NM		+4900			RNP APCH
TF	PR118			299.3 T/5.4 NM		+3600	-210		RNP APCH
TF	PR119	IF		029.3 T/4.0 NM		+2100	-180		RNP APCH
TF	PR028	FAF		119.4 T/3.5 NM		+2100			RNP APCH
TF	RW11	MAPt	Y	119.5 T/5.1 NM		+465		-3.0°	RNP APCH
TF	PR022	MATF		119.5 T/4.8 NM			-210		RNP APCH
TF	PR014			069.7 T/7.7 NM	L	+2000	-210		RNP APCH
HM	PR014	MAHF		095.2 T/1 min	R	+2000	-210		RNP APCH

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS Provider	1
Airport identifier	LHPR
Runway	11
Approach Performance Designator	0
Route indicator	
Reference Path Data Selector	0
Reference Path Identifier	E11A
LTP/FTP Latitude	473758.3400N
LTP/FTP Longitude	0174735.6300E
LTP/FTP Ellipsoidal Height (m)	170.8
FPAP Latitude	473726.0200N
FPAP Longitude	0174900.3000E
Threshold Crossing Height	50
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (m)	105
Length Offset (m)	0
HAL (m)	40
VAL (m)	50
Data Block	10 12 10 08 0C 0B 00 00 01 31 31 05 88 1A 71 14 9C D2 A2 07 AC 1A 80 03 FF 7C 95 02 F4 01 2C 01 64 00 C8 FA EE 41 C1 02
Calculated CRC Value	EE41C102
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	126.5

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
GYR	N47 39 32.8	E017 43 27.7
PR014	N47 38 17.4	E018 04 25.7
PR015	N47 32 30.2	E018 01 54.4
PR016	N47 32 22.9	E017 49 24.5
PR117	N47 36 03.8	E017 40 33.6
PR118	N47 38 43.1	E017 33 33.9
PR119	N47 42 12.3	E017 36 27.7
PR028	N47 40 29.5	E017 40 58.7
RW11	N47 37 58.3	E017 47 35.6
PR022	N47 35 36.7	E017 53 45.6

Holding procedure

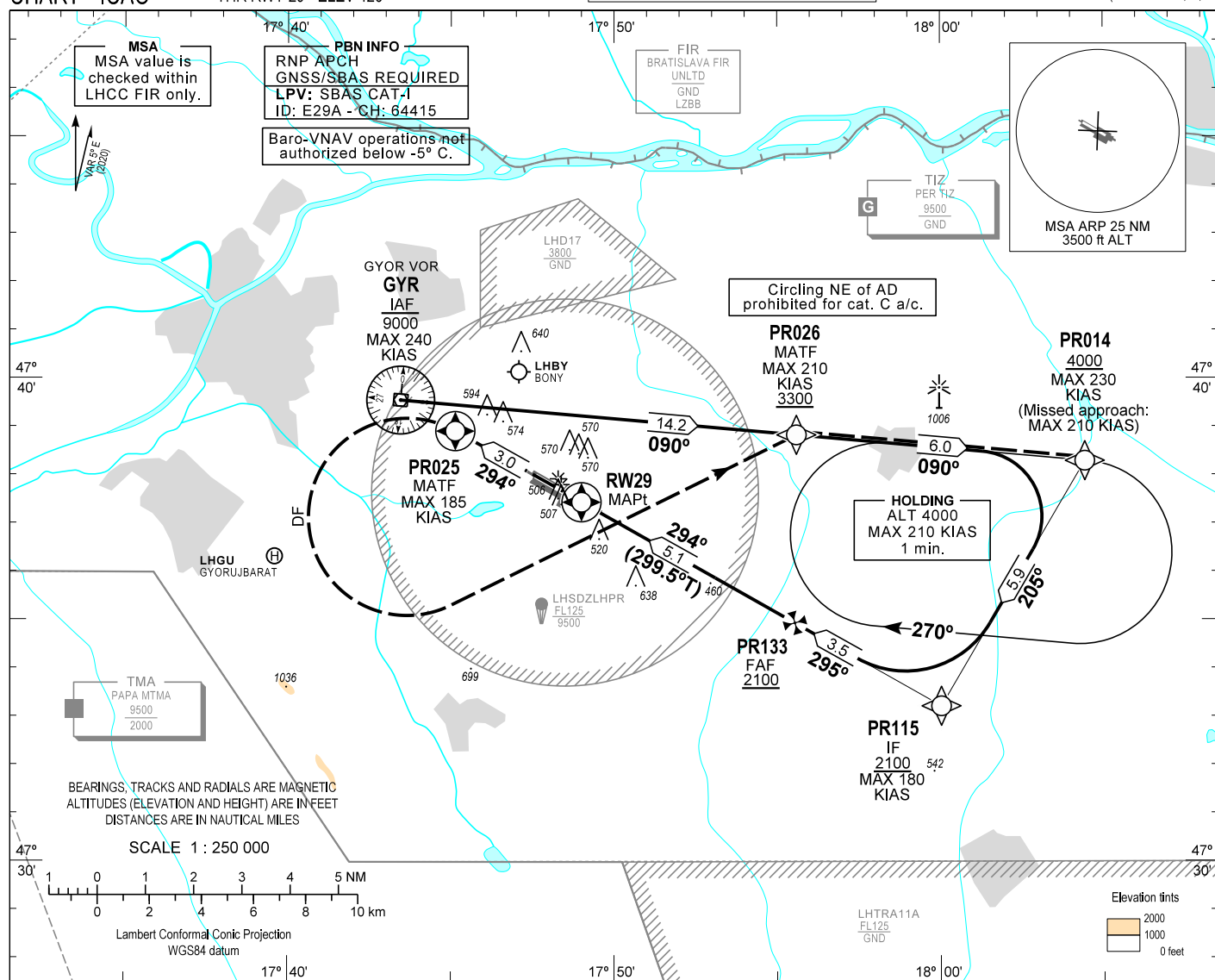
Holding fix:	PR014
Right hand holding pattern.	
Maximum speed:	210 KIAS
Inbound track:	090°
Outbound track:	270°
Rate of turn:	3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	2000
Maximum holding altitude:	8500
Entry:	Sector 1 (parallel) and Sector 2 (offset) entries prohibited

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 426
HEIGHTS RELATED TO
THR RWY 29 - ELEV 426

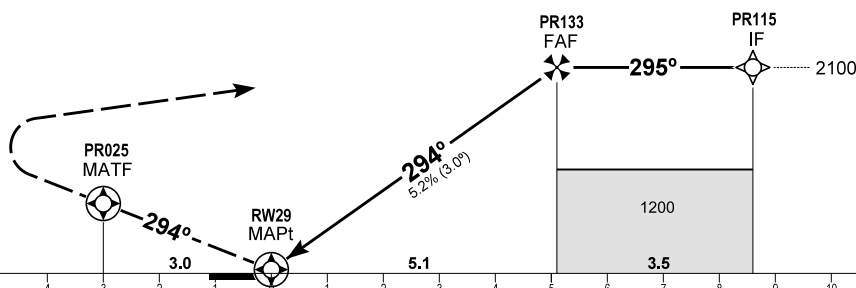
PÉR INFORMATION	129.910
BUDAPEST INFORMATION (WEST)	125.500

GYÖR/PÉR
RNP RWY 29
(ACFT CAT A, B, C)



MISSED APPROACH
Climb to PR025.
Turn left direct to PR026 at or above 3300.
Proceed to PR014, and enter holding at or above 4000.
Maximum turning speed: 185 KIAS at PR025 210 KIAS at PR026.

TRANSITION ALTITUDE
10000



THR 29 ELEV 426
(THR RWY 29)

CHANGE: AFIS call sign changed

OCA (OCH)		A	B	C	DIST THR / RW29		NM	5.0	4.0	3.0	2.0	1.0
STRAIGHT-IN APPROACH	LNAV	790 (370)			ALTITUDE		ft	2070	1760	1440	1120	800
	LNAV / VNAV	653 (227)	664 (238)	679 (253)	Timing not authorized to define the MAPt.							
	LPV	637 (211)	649 (223)	658 (232)	GROUND SPEED		kt	60	90	120	150	
CIRCLING APPROACH	ft AMSL	890	940	1180 SW of AD only	FAF - RW29 5.1 NM		min:sec	5:06	3:24	2:33	2:03	
	VIS. m	1900	2800	3700	Rate of descent (319 ft/NM)		ft/min	320	480	640	800	

AD 2 LHPR INSTRUMENT APPROACH CHART RNP RWY 29

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	GYR	IAF				-9000	-240		RNP APCH
TF	PR014			095.2 T/14.2 NM		+4000	-230		RNP APCH
TF	PR115	IF		210.4 T/5.9 NM		+2100	-180		RNP APCH
TF	PR133	FAF		299.5 T/3.5 NM		+2100			RNP APCH
TF	RW29	MAPt	Y	299.5 T/5.1 NM		+482		-3.0°	RNP APCH
TF	PR025	MATF	Y	299.4 T/3.0 NM			-185		RNP APCH
DF	PR026	MATF			L	+3300	-210		RNP APCH
TF	PR014			095.2 T/6.0 NM	R	+4000	-210		RNP APCH
HM	PR014	MAHF		095.2 T/1 min	R	+4000	-210		RNP APCH

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS Provider	1
Airport identifier	LHPR
Runway	29
Approach Performance Designator	0
Route indicator	
Reference Path Data Selector	0
Reference Path Identifier	E29A
LTP/FTP Latitude	473726.0200N
LTP/FTP Longitude	0174900.3000E
LTP/FTP Ellipsoidal Height (m)	174.1
FPAP Latitude	473758.3400N
FPAP Longitude	0174735.6300E
Threshold Crossing Height	17.1
TCH Units Selector	1
Glidepath Angle (degrees)	3.00
Course Width (m)	105
Length Offset (m)	0
HAL (m)	40
VAL (m)	35
Data Block	10 12 10 08 0C 1D 00 00 01 39 32 05 08 1E 70 14 18 68 A5 07 CD 1A 80 FC 00 84 6A FD 56 81 2C 01 64 00 C8 AF 6C 80 8E B4
Calculated CRC Value	6C808EB4
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	129.8

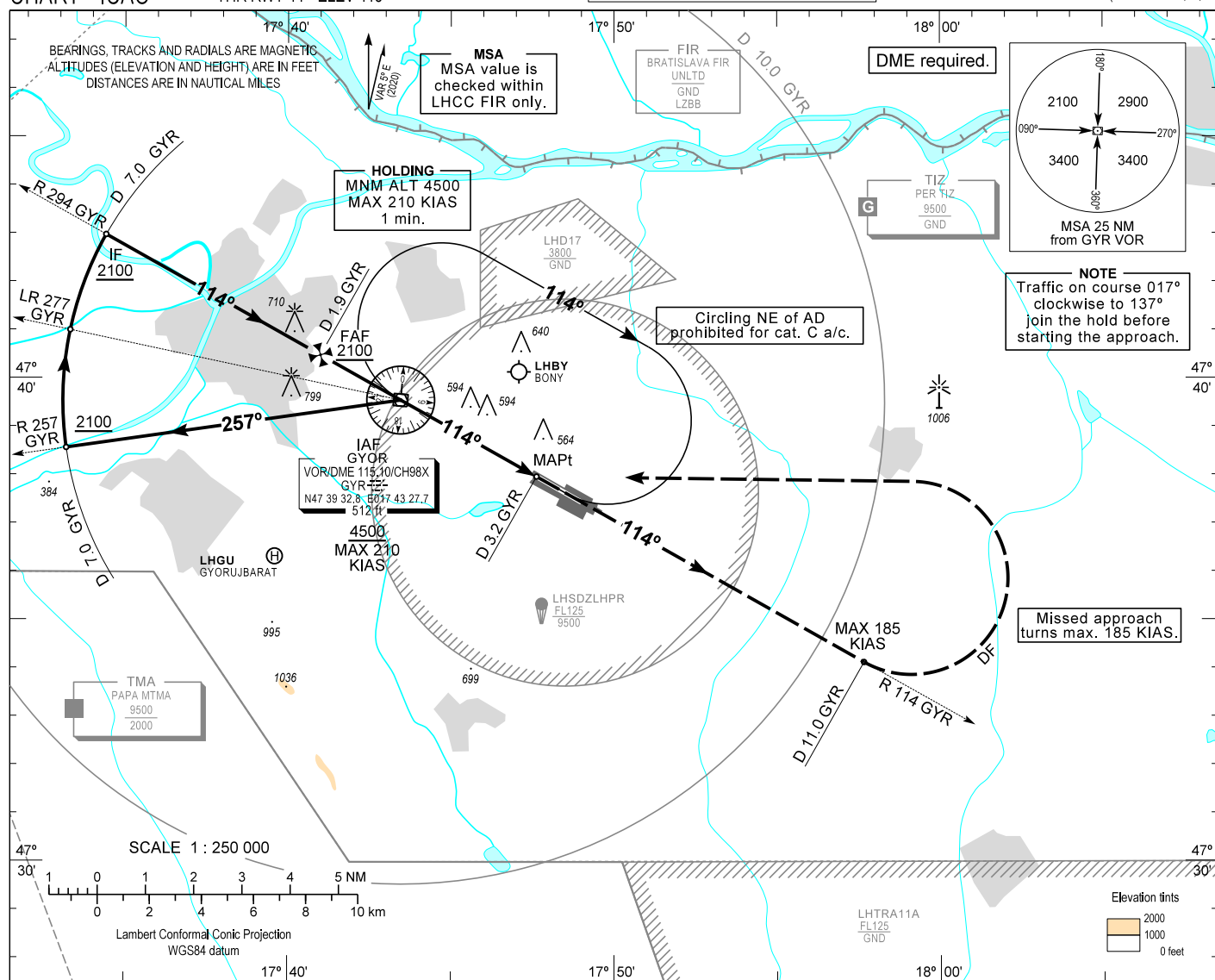
WAYPOINT COORDINATES

WP ID	Latitude	Longitude
GYR	N47 39 32.8	E017 43 27.7
PR014	N47 38 17.4	E018 04 25.7
PR115	N47 33 12.7	E018 00 01.4
PR133	N47 34 56.0	E017 55 32.4
RW29	N47 37 26.0	E017 49 00.3
PR025	N47 38 54.3	E017 45 08.2
PR026	N47 38 49.6	E017 55 35.4

Holding procedure

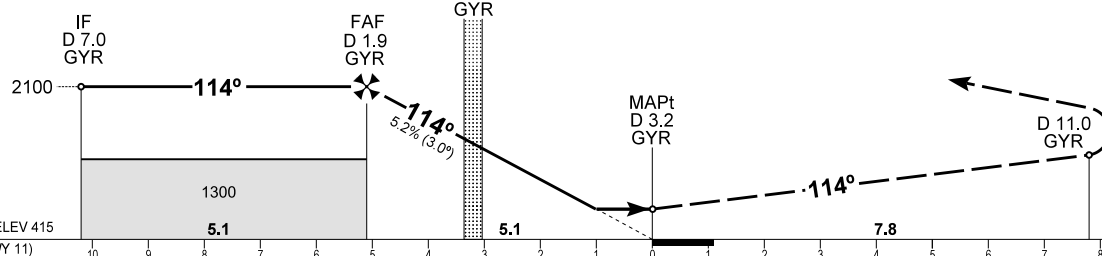
Holding fix:	PR014
Right hand holding pattern.	
Maximum speed:	210 KIAS
Inbound track:	090°
Outbound track:	270°
Rate of turn:	3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	4000
Maximum holding altitude:	8500
Entry:	Sector 1 (parallel) and Sector 2 (offset) entries prohibited

AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 426
HEIGHTS RELATED TO
THR RWY 11 - ELEV 415PÉR INFORMATION 129.910
BUDAPEST INFORMATION (WEST) 125.500GYÖR/PÉR
VOR RWY 11
(ACFT CAT A, B, C)TRANSITION ALTITUDE
10000

MISSED APPROACH

Climb 4500.
Proceed initially on R 114 GYR.
When passing D 11.0 GYR on R 114 GYR turn left direct to GYR VOR.
Maximum turning speed 185 KIAS.
At GYR VOR enter published holding pattern at or above 4500.



CHANGE: AFIS call sign changed

OCA (OCH)		A	B	C	CDFA with GYR DME		NM	1.0 Inbound	0.0	1.0 outbound	2.0 outbound
STRAIGHT-IN APPROACH		840 (430)			ALT	ft	1800	1480	1170	850	
CIRCLING APPROACH	ft AMSL	890	940	1180 SW of AD only	Timing not authorized to define the MAPt.						
	VIS. m	1900	2800	3700	GROUND SPEED	kt	60	90	120	150	
		FAF - MAPt 5.1 NM				min:sec	5:06	3:24	2:33	2:03	
		Rate of descent (319 ft/NM)				ft/min	320	480	640	800	

AD 2 LHPR INSTRUMENT APPROACH CHART VOR RWY 11

Initial altitude at or above 4500.
Leave GYR VOR on R 257 GYR and descend 2100.
At D 7.0 GYR turn right and join CW D 7.0 GYR DME arc.
After crossing R 277 GYR leading radial turn right and intercept R 294 GYR inbound for final RWY11.
When crossing D 1.9 GYR (FAF) descend to published minimum altitude.

Holding procedure:

Holding fix: GYR VOR

Right hand holding pattern.

Maximum speed: 210 KIAS

Inbound track: 294°

Outbound track: 114°

Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)

Outbound timing: 1 min.

Minimum holding altitude: 4500

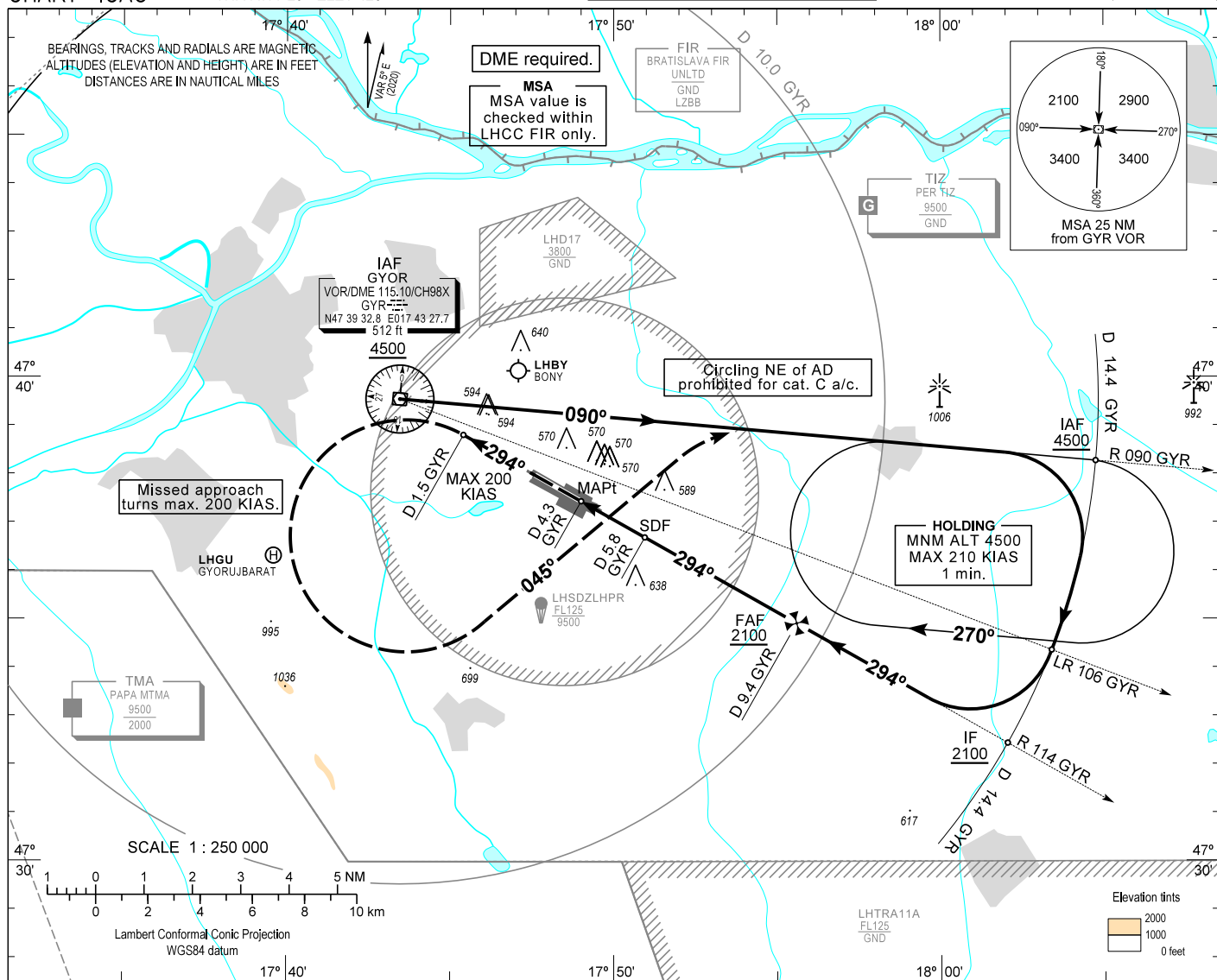
Maximum holding altitude: 8500

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 426
HEIGHTS RELATED TO
THR RWY 29 - ELEV 426

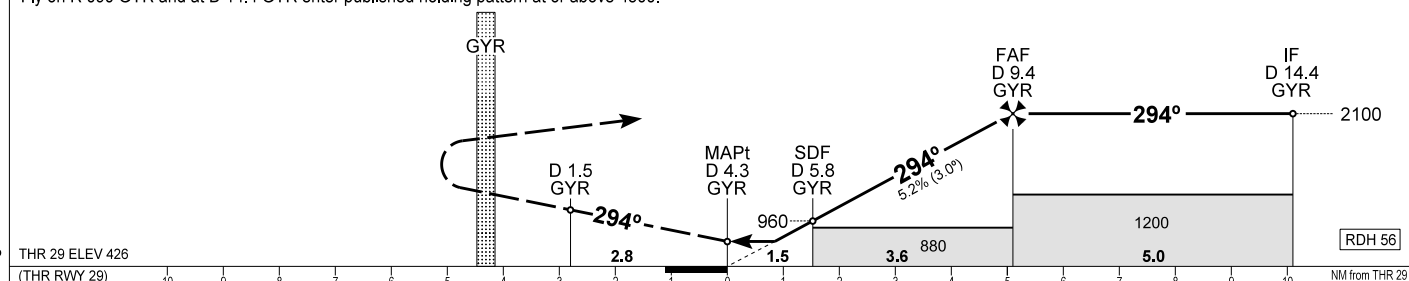
PÉR INFORMATION	129.910
BUDAPEST INFORMATION (WEST)	125.500

GYÖR/PÉR
VOR RWY 29
(ACFT CAT A, B, C)



MISSED APPROACH
Climb 4500.
Proceed initially on R 114 GYR inbound.
When passing D 1.5 GYR on R 114 GYR turn left heading 045° to intercept R 090 GYR.
Maximum turning speed 200 KIAS.
Fly on R 090 GYR and at D 14.4 GYR enter published holding pattern at or above 4500.

TRANSITION ALTITUDE
10000



CHANGE: AFIS call sign changed

OCA (OCH)		A	B	C	CDFA with GYR DME		NM	9.0	8.0	7.0	6.0
STRAIGHT-IN APPROACH		790 (370)			ALT		ft	1980	1660	1340	1020
CIRCLING APPROACH	ft AMSL	890	940	1180 <i>SW of AD only</i>	Timing not authorized to define the MAPt.						
	VIS. m	1900	2800	3700							
					GROUND SPEED		kt	60	90	120	150
					FAF - MAPt 5.1 NM		min:sec	5:06	3:24	2:33	2:03
					Rate of descent (319 ft/NM)		ft/min	320	480	640	800

AD 2 LHPR INSTRUMENT APPROACH CHART VOR RWY 29

Initial altitude at or above 4500.

Leave GYR VOR on R 090 GYR. At D 14.4 GYR turn right and join CW D 14.4 GYR DME arc.

After crossing R 106 GYR leading radial turn right and intercept R 114 GYR inbound (final track), to D 14.4 GYR (IF) descend 2100.

When crossing D 9.4 GYR (FAF) descend to published minimum altitude.

Holding procedure:

Holding fix: GYR R 090 / D 14.4

Right hand holding pattern.

Maximum speed: 210 KIAS

Inbound track: 090°

Outbound track: 270°

Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)

Outbound timing: 1 min.

Minimum holding altitude: 4500

Maximum holding altitude: 8500

Entry: Sector 1 (parallel) and Sector 2 (offset) entries prohibited

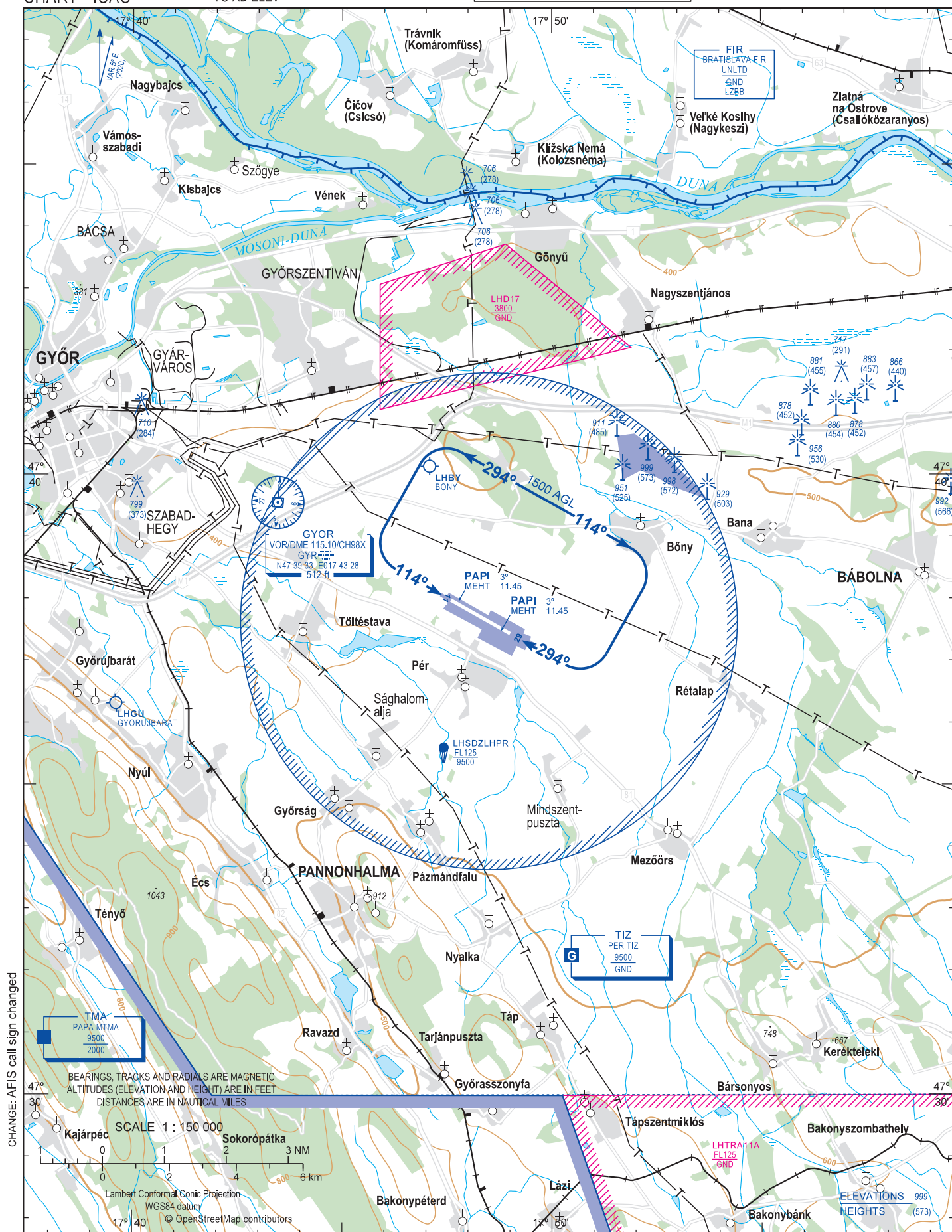
AIP HUNGARY

VISUAL
APPROACH
CHART - ICAO

AERODROME ELEV 426
HEIGHTS RELATED
TO AD ELEV

PÉR INFORMATION 129.910
BUDAPEST INFORMATION (WEST) 125.500

GYŐR/PÉR



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