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AIP AMDT: AIRAC AMDT 005/2026

Effective Date: 11 JUN 2026
Publication Date: 30 APR 2026

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

- Deletion of one phone number related to the Flight Permission Unit

1.2 AD 2 LHBP

- AD 2.8 Amendments related to taxiway G and its vicinity and introduction of new taxiway GB
- AD 2.10 Introduction of a new table on selected obstacles penetrating the Obstacle Limitation Surfaces (OLS) and subject to mitigation measures
- Other editorial changes (A1805/26 NOTAM incorporated)
- Updated charts: AD 2-LHBP-ADC, AD 2-LHBP-TAXI-ARR, AD 2-LHBP-TAXI-DEP, AD 2-LHBP-PDC-1

1.3 AD 2 LHSM

- AD 2.12 Strength and surface data and RESA amended for runways 16 and 34 (A1200/26, A1199/26, A1804/26 NOTAMs incorporated)
- AD 2.8 Strength and surface data amended on APRON 3 and TWY A3 (A1201/26, A1198/26 NOTAMs incorporated)
- Revision of a procedure chart (AD 2-LHSM-ILS/LOC-16)
- General review of the entire section, including editorial corrections (A1196/26 NOTAM incorporated)
- Updated charts: AD 2-LHSM-ADC, AD 2-LHSM-ILS/LOC-16

1.4 AD 2 LHPP

- AD 2.3 Operational hours amended
- AD 2.18 ATS communication call sign changed from "Pogány Info" to "Pogány Information"
- General review of the entire section, including editorial corrections
- Updated charts: AD 2-LHPP-ADC, AD 2-LHPP-ILS/LOC-33, AD 2-LHPP-NDB-15, AD 2-LHPP-RNP-15, AD 2-LHPP-RNP-33, AD 2-LHPP-VAC

1.5 AD 2 LHPR

- Revision of two procedure charts
- Updated charts: AD 2-LHPR-RNP-11, AD 2-LHPR-VOR-11

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:**

A1196/26, A1198/26, A1199/26, A1200/26, A1201/26, A1804/26, A1805/26

SUP:

Nil

AIC:

Nil

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

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AIRAC AIP AMENDMENT

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| 001/2023 | 12-Jan-2023 | 23-Feb-2023 | |
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GEN 0.3 RECORD OF AIP SUPPLEMENTS

| Supplement number | Subject | AIP Section(s) Affected | Period of Validity | Cancellation Record |
|-------------------|---|-------------------------|---------------------------|---------------------|
| 001/2014 | KFOR Sector | GEN, ENR | 03 APR 2014 - 03 DEC 2020 | |
| 001/2020 | KFOR Sector | GEN, ENR | 03 DEC 2020 - UFN | |
| 001/2022 | Budapest Liszt Ferenc International Airport (LHBP) Cargo Apron development works | AD 2 LHBP | 03 NOV 2022 - 13 JUL 2023 | |
| 001/2023 | Special Operational procedures at Budapest Liszt Ferenc International Airport (LHBP) due to 2023 UEFA Europa League final | AD 2 LHBP | 30 MAY 2023 - 01 JUN 2023 | |
| 002/2023 | Debrecen International Airport (LHDC) Demolition works | AD 2 LHDC | 26 JUN 2023 - 31 MAR 2024 | AIP SUP 004/2023 |
| 003/2023 | Debrecen International Airport (LHDC) instrument approach procedures | AD 2 LHDC | 05 OCT 2023 - 31 MAR 2024 | AIP SUP 005/2023 |
| 004/2023 | Debrecen International Airport (LHDC) Demolition works | AD 2 LHDC | 29 OCT 2023 - 31 MAR 2024 | AIP SUP 001/2024 |
| 005/2023 | Debrecen International Airport (LHDC) instrument approach procedures | AD 2 LHDC | 27 NOV 2023 - 31 MAR 2024 | |
| 006/2023 | Penetrating the Obstacle Limitation Surface of LHBP airport due to activated crane garden next to Terminal 2 areas | AD 2 LHBP | 07 DEC 2023 - 14 OCT 2024 | |
| 001/2024 | Debrecen International Airport (LHDC) Demolition works | AD 2 LHDC | 04 FEB 2024 - 31 MAR 2024 | |
| 002/2024 | Debrecen International Airport (LHDC) Demolition works | AD 2 LHDC | 02 MAY 2024 - 30 JUN 2024 | |
| 003/2024 | Penetrating the Obstacle Limitation Surface of LHBP airport due to activated crane garden next to Terminal 2 areas | AD 2 LHBP | 22 OCT 2024 - 30 NOV 2024 | |
| 004/2024 | Debrecen International Airport (LHDC) change of opening hours and RFFS category | AD 2 LHDC | 17 DEC 2024 - 30 MAR 2025 | |
| 005/2024 | Penetrating the Obstacle Limitation Surface of LHBP airport due to activated crane garden next to Terminal 2 areas | AD 2 LHBP | 10 DEC 2024 - 30 APR 2025 | |
| 001/2025 | Crane operations at the South-West part of LHBP airport | AD 2 LHBP | 01 MAR 2025 - 31 JUL 2025 | |
| 002/2025 | Crane operations at the South-West part of LHBP airport | AD 2 LHBP | 01 AUG 2025 - 31 OCT 2025 | |
| 001/2026 | Refurbishment works on Apron 1 next to intersection TWY A1-B1 | AD 2 LHBP | 27 FEB 2026 - 08 MAY 2026 | |
| 002/2026 | Restrictive Measures by the EU | ENR | 01 APR 2026 - UFN | |

| Supplement number | Subject | AIP Section(s) Affected | Period of Validity | Cancellation Record |
|------------------------------|--|--|-------------------------------|--------------------------------|
| 003/2026 | Special Operational procedures at Budapest Liszt Ferenc International Airport (LHBP) due to 2026 UEFA Champions League final | AD 2 LHBP | 06-May-2026 - 31-May-2026 | |

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| | | 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 | 14 MAY 2026 | ENR 6-LHCC-FAUNA - 2 | 20 FEB 2025 |
| | | ENR 2.1 - 2 | 14 MAY 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)

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|--------------|-------------|
| ENR 0.1 - 1 | 03 JUL 2008 |
| ENR 0.1 - 2 | 03 JUL 2008 |
| ENR 0.2 - 1 | 03 JUL 2008 |
| ENR 0.2 - 2 | 03 JUL 2008 |
| ENR 0.3 - 1 | 03 JUL 2008 |
| ENR 0.3 - 2 | 03 JUL 2008 |
| ENR 0.4 - 1 | 03 JUL 2008 |
| ENR 0.4 - 2 | 03 JUL 2008 |
| ENR 0.5 - 1 | 03 JUL 2008 |
| ENR 0.5 - 2 | 03 JUL 2008 |
| ENR 0.6 - 1 | 11 JUN 2026 |
| ENR 0.6 - 2 | 11 JUN 2026 |
| ENR 1.1 - 1 | 16 APR 2026 |
| ENR 1.1 - 2 | 16 APR 2026 |
| ENR 1.1 - 3 | 16 APR 2026 |
| ENR 1.1 - 4 | 16 APR 2026 |
| ENR 1.2 - 1 | 01 DEC 2022 |
| ENR 1.2 - 2 | 01 DEC 2022 |
| ENR 1.2 - 3 | 01 DEC 2022 |
| ENR 1.2 - 4 | 01 DEC 2022 |
| ENR 1.3 - 1 | 16 APR 2026 |
| ENR 1.3 - 2 | 16 APR 2026 |
| ENR 1.3 - 3 | 16 APR 2026 |
| ENR 1.3 - 4 | 16 APR 2026 |
| ENR 1.3 - 5 | 16 APR 2026 |
| ENR 1.3 - 6 | 16 APR 2026 |
| ENR 1.4 - 1 | 23 MAR 2023 |
| ENR 1.4 - 2 | 23 MAR 2023 |
| ENR 1.4 - 3 | 23 MAR 2023 |
| ENR 1.4 - 4 | 23 MAR 2023 |
| ENR 1.5 - 1 | 16 APR 2026 |
| ENR 1.5 - 2 | 16 APR 2026 |
| ENR 1.6 - 1 | 04 SEP 2025 |
| ENR 1.6 - 2 | 04 SEP 2025 |
| ENR 1.6 - 3 | 17 JUN 2021 |
| ENR 1.6 - 4 | 17 JUN 2021 |
| ENR 1.6 - 5 | 16 APR 2026 |
| ENR 1.6 - 6 | 16 APR 2026 |
| ENR 1.6 - 7 | 17 JUN 2021 |
| ENR 1.6 - 8 | 17 JUN 2021 |
| ENR 1.7 - 1 | 17 JUN 2021 |
| ENR 1.7 - 2 | 17 JUN 2021 |
| ENR 1.7 - 3 | 17 JUN 2021 |
| ENR 1.7 - 4 | 17 JUN 2021 |
| ENR 1.8 - 1 | 27 NOV 2025 |
| ENR 1.8 - 2 | 27 NOV 2025 |
| ENR 1.9 - 1 | 19 MAY 2022 |
| ENR 1.9 - 2 | 19 MAY 2022 |
| ENR 1.9 - 3 | 26 MAR 2020 |
| ENR 1.9 - 4 | 26 MAR 2020 |
| ENR 1.9 - 5 | 28 JAN 2021 |
| ENR 1.9 - 6 | 28 JAN 2021 |
| ENR 1.10 - 1 | 16 APR 2026 |
| ENR 1.10 - 2 | 16 APR 2026 |

PART 3 - AERODROMES (AD)

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|---------------------------|-------------|
| 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 | 11 JUN 2026 |
| AD 0.6 - 2 | 11 JUN 2026 |
| AD 0.6 - 3 | 11 JUN 2026 |
| AD 0.6 - 4 | 11 JUN 2026 |
| AD 0.6 - 5 | 11 JUN 2026 |
| AD 0.6 - 6 | 11 JUN 2026 |
| AD 0.6 - 7 | 11 JUN 2026 |
| AD 0.6 - 8 | 11 JUN 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 |

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|---------------------------|-------------|---------------------------|-------------|---------------------------|-------------|
| AD 2-LHBC-STAR-17L35R - 2 | 05 SEP 2024 | AD 2-LHBP-SID31R - 1 | 27 NOV 2025 | AD 2-LHNY-ADC - 2 | 10 JUL 2025 |
| AD 2-LHBC-NDB-17L - 1 | 11 JUL 2024 | AD 2-LHBP-SID31R - 2 | 27 NOV 2025 | AD 2-LHNY-AOCA-18R36L - 1 | 10 JUL 2025 |
| AD 2-LHBC-NDB-17L - 2 | 11 JUL 2024 | AD 2-LHBP-STAR-13L13R - 1 | 27 NOV 2025 | AD 2-LHNY-AOCA-18R36L - 2 | 10 JUL 2025 |
| AD 2-LHBC-NDB-35R - 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-35R - 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-RNP-17L - 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-RNP-17L - 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-35R - 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-35R - 2 | 11 JUL 2024 | AD 2-LHBP-HLDG - 1 | 27 NOV 2025 | AD 2-LHNY-STAR-18R36L - 2 | 10 JUL 2025 |
| AD 2-LHBC-VAC - 1 | 04 SEP 2025 | AD 2-LHBP-HLDG - 2 | 27 NOV 2025 | AD 2-LHNY-RNP-Y-18R - 1 | 04 SEP 2025 |
| AD 2-LHBC-VAC - 2 | 04 SEP 2025 | AD 2-LHBP-ATCSMAC - 1 | 22 JAN 2026 | AD 2-LHNY-RNP-Y-18R - 2 | 04 SEP 2025 |
| AD 2-LHBP - 1 | 28 NOV 2024 | AD 2-LHBP-ATCSMAC - 2 | 22 JAN 2026 | AD 2-LHNY-RNP-Z-18R - 1 | 04 SEP 2025 |
| AD 2-LHBP - 2 | 28 NOV 2024 | AD 2-LHBP-ILS/LOC-13L - 1 | 27 NOV 2025 | AD 2-LHNY-RNP-Z-18R - 2 | 04 SEP 2025 |
| AD 2-LHBP - 3 | 19 MAR 2026 | AD 2-LHBP-ILS/LOC-13L - 2 | 27 NOV 2025 | AD 2-LHNY-RNP-Y-36L - 1 | 04 SEP 2025 |
| AD 2-LHBP - 4 | 19 MAR 2026 | AD 2-LHBP-ILS/LOC-13R - 1 | 27 NOV 2025 | AD 2-LHNY-RNP-Y-36L - 2 | 04 SEP 2025 |
| AD 2-LHBP - 5 | 11 JUN 2026 | AD 2-LHBP-ILS/LOC-13R - 2 | 27 NOV 2025 | AD 2-LHNY-RNP-Z-36L - 1 | 04 SEP 2025 |
| AD 2-LHBP - 6 | 11 JUN 2026 | AD 2-LHBP-ILS/LOC-31L - 1 | 27 NOV 2025 | AD 2-LHNY-RNP-Z-36L - 2 | 04 SEP 2025 |
| AD 2-LHBP - 7 | 11 JUN 2026 | AD 2-LHBP-ILS/LOC-31L - 2 | 27 NOV 2025 | AD 2-LHNY-VAC - 1 | 04 SEP 2025 |
| AD 2-LHBP - 8 | 11 JUN 2026 | AD 2-LHBP-ILS/LOC-31R - 1 | 27 NOV 2025 | AD 2-LHNY-VAC - 2 | 04 SEP 2025 |
| AD 2-LHBP - 9 | 11 JUN 2026 | AD 2-LHBP-ILS/LOC-31R - 2 | 27 NOV 2025 | AD 2-LHPP - 1 | 11 JUN 2026 |
| AD 2-LHBP - 10 | 11 JUN 2026 | AD 2-LHBP-RNP-13L - 1 | 27 NOV 2025 | AD 2-LHPP - 2 | 11 JUN 2026 |
| AD 2-LHBP - 11 | 11 JUN 2026 | AD 2-LHBP-RNP-13L - 2 | 27 NOV 2025 | AD 2-LHPP - 3 | 11 JUN 2026 |
| AD 2-LHBP - 12 | 11 JUN 2026 | AD 2-LHBP-RNP-13R - 1 | 27 NOV 2025 | AD 2-LHPP - 4 | 11 JUN 2026 |
| AD 2-LHBP - 13 | 11 JUN 2026 | AD 2-LHBP-RNP-13R - 2 | 27 NOV 2025 | AD 2-LHPP - 5 | 11 JUN 2026 |
| AD 2-LHBP - 14 | 11 JUN 2026 | AD 2-LHBP-RNP-31L - 1 | 27 NOV 2025 | AD 2-LHPP - 6 | 11 JUN 2026 |
| AD 2-LHBP - 15 | 11 JUN 2026 | AD 2-LHBP-RNP-31L - 2 | 27 NOV 2025 | AD 2-LHPP - 7 | 11 JUN 2026 |
| AD 2-LHBP - 16 | 11 JUN 2026 | AD 2-LHBP-RNP-Y-31R - 1 | 27 NOV 2025 | AD 2-LHPP - 8 | 11 JUN 2026 |
| AD 2-LHBP - 17 | 11 JUN 2026 | AD 2-LHBP-RNP-Y-31R - 2 | 27 NOV 2025 | AD 2-LHPP-ADC - 1 | 11 JUN 2026 |
| AD 2-LHBP - 18 | 11 JUN 2026 | AD 2-LHBP-RNP-Z-31R - 1 | 27 NOV 2025 | AD 2-LHPP-ADC - 2 | 11 JUN 2026 |
| AD 2-LHBP - 19 | 11 JUN 2026 | AD 2-LHBP-RNP-Z-31R - 2 | 27 NOV 2025 | AD 2-LHPP-AOCA-1533 - 1 | 28 NOV 2024 |
| AD 2-LHBP - 20 | 11 JUN 2026 | AD 2-LHBP-VOR-13L - 1 | 27 NOV 2025 | AD 2-LHPP-AOCA-1533 - 2 | 28 NOV 2024 |
| AD 2-LHBP - 21 | 11 JUN 2026 | AD 2-LHBP-VOR-13L - 2 | 27 NOV 2025 | AD 2-LHPP-ILS/LOC-33 - 1 | 11 JUN 2026 |
| AD 2-LHBP - 22 | 11 JUN 2026 | AD 2-LHBP-VOR-31R - 1 | 27 NOV 2025 | AD 2-LHPP-ILS/LOC-33 - 2 | 11 JUN 2026 |
| AD 2-LHBP - 23 | 11 JUN 2026 | AD 2-LHBP-VOR-31R - 2 | 27 NOV 2025 | AD 2-LHPP-NDB-15 - 1 | 11 JUN 2026 |
| AD 2-LHBP - 24 | 11 JUN 2026 | AD 2-LHBP-VAC - 1 | 22 JAN 2026 | AD 2-LHPP-NDB-15 - 2 | 11 JUN 2026 |
| AD 2-LHBP - 25 | 11 JUN 2026 | AD 2-LHBP-VAC - 2 | 22 JAN 2026 | AD 2-LHPP-RNP-15 - 1 | 11 JUN 2026 |
| AD 2-LHBP - 26 | 11 JUN 2026 | AD 2-LHBP-BIRD - 1 | 04 SEP 2025 | AD 2-LHPP-RNP-15 - 2 | 11 JUN 2026 |
| AD 2-LHBP - 27 | 11 JUN 2026 | AD 2-LHBP-BIRD - 2 | 04 SEP 2025 | AD 2-LHPP-RNP-33 - 1 | 11 JUN 2026 |
| AD 2-LHBP - 28 | 11 JUN 2026 | AD 2-LHDC - 1 | 27 NOV 2025 | AD 2-LHPP-RNP-33 - 2 | 11 JUN 2026 |
| AD 2-LHBP - 29 | 11 JUN 2026 | AD 2-LHDC - 2 | 27 NOV 2025 | AD 2-LHPP-VAC - 1 | 11 JUN 2026 |
| AD 2-LHBP - 30 | 11 JUN 2026 | AD 2-LHDC - 3 | 27 NOV 2025 | AD 2-LHPP-VAC - 2 | 11 JUN 2026 |
| AD 2-LHBP - 31 | 11 JUN 2026 | AD 2-LHDC - 4 | 27 NOV 2025 | AD 2-LHPR - 1 | 20 FEB 2025 |
| AD 2-LHBP - 32 | 11 JUN 2026 | AD 2-LHDC - 5 | 25 JAN 2024 | AD 2-LHPR - 2 | 20 FEB 2025 |
| AD 2-LHBP - 33 | 11 JUN 2026 | AD 2-LHDC - 6 | 25 JAN 2024 | AD 2-LHPR - 3 | 17 APR 2025 |
| AD 2-LHBP - 34 | 11 JUN 2026 | AD 2-LHDC - 7 | 19 MAR 2026 | AD 2-LHPR - 4 | 17 APR 2025 |
| AD 2-LHBP - 35 | 11 JUN 2026 | AD 2-LHDC - 8 | 19 MAR 2026 | AD 2-LHPR - 5 | 16 APR 2026 |
| AD 2-LHBP - 36 | 11 JUN 2026 | AD 2-LHDC - 9 | 28 NOV 2024 | AD 2-LHPR - 6 | 16 APR 2026 |
| AD 2-LHBP - 37 | 11 JUN 2026 | AD 2-LHDC - 10 | 28 NOV 2024 | AD 2-LHPR - 7 | 16 APR 2026 |
| AD 2-LHBP - 38 | 11 JUN 2026 | AD 2-LHDC - 11 | 27 NOV 2025 | AD 2-LHPR - 8 | 16 APR 2026 |
| AD 2-LHBP - 39 | 11 JUN 2026 | AD 2-LHDC - 12 | 27 NOV 2025 | AD 2-LHPR-ADC - 1 | 16 APR 2026 |
| AD 2-LHBP - 40 | 11 JUN 2026 | AD 2-LHDC-ADC - 1 | 19 MAR 2026 | AD 2-LHPR-ADC - 2 | 16 APR 2026 |
| AD 2-LHBP - 41 | 11 JUN 2026 | AD 2-LHDC-ADC - 2 | 19 MAR 2026 | AD 2-LHPR-AOCA-1129 - 1 | 01 DEC 2022 |
| AD 2-LHBP - 42 | 11 JUN 2026 | AD 2-LHDC-AOCA-04R22L - 1 | 25 JAN 2024 | AD 2-LHPR-AOCA-1129 - 2 | 01 DEC 2022 |
| AD 2-LHBP - 43 | 11 JUN 2026 | AD 2-LHDC-AOCA-04R22L - 2 | 25 JAN 2024 | AD 2-LHPR-SID-11 - 1 | 16 APR 2026 |
| AD 2-LHBP - 44 | 11 JUN 2026 | AD 2-LHDC-SID-04R - 1 | 20 FEB 2025 | AD 2-LHPR-SID-11 - 2 | 16 APR 2026 |
| AD 2-LHBP-ADC - 1 | 11 JUN 2026 | AD 2-LHDC-SID-04R - 2 | 20 FEB 2025 | AD 2-LHPR-SID-29 - 1 | 16 APR 2026 |
| AD 2-LHBP-ADC - 2 | 11 JUN 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 | 11 JUN 2026 | 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 | 11 JUN 2026 | 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 | 11 JUN 2026 | AD 2-LHDC-STAR-04R22L - 2 | 20 FEB 2025 | AD 2-LHPR-RNP-11 - 1 | 11 JUN 2026 |
| AD 2-LHBP-TAXI-DEP - 2 | 11 JUN 2026 | AD 2-LHDC-ILS/LOC-04R - 1 | 19 MAR 2026 | AD 2-LHPR-RNP-11 - 2 | 11 JUN 2026 |
| AD 2-LHBP-PDC/1 - 1 | 11 JUN 2026 | 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 | 11 JUN 2026 | 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 | 11 JUN 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 | 11 JUN 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 | 11 JUN 2026 |
| AD 2-LHBP-AOCA-13L31R - 2 | 28 JAN 2021 | AD 2-LHNY - 1 | 10 JUL 2025 | AD 2-LHSM - 2 | 11 JUN 2026 |
| AD 2-LHBP-AOCA-13R31L - 1 | 28 JAN 2021 | AD 2-LHNY - 2 | 10 JUL 2025 | AD 2-LHSM - 3 | 11 JUN 2026 |
| AD 2-LHBP-AOCA-13R31L - 2 | 28 JAN 2021 | AD 2-LHNY - 3 | 10 JUL 2025 | AD 2-LHSM - 4 | 11 JUN 2026 |
| AD 2-LHBP-PATC-13L31R - 1 | 13 JUL 2023 | AD 2-LHNY - 4 | 10 JUL 2025 | AD 2-LHSM - 5 | 11 JUN 2026 |
| AD 2-LHBP-PATC-13L31R - 2 | 13 JUL 2023 | AD 2-LHNY - 5 | 10 JUL 2025 | AD 2-LHSM - 6 | 11 JUN 2026 |
| AD 2-LHBP-PATC-13R31L - 1 | 13 JUL 2023 | AD 2-LHNY - 6 | 10 JUL 2025 | AD 2-LHSM - 7 | 11 JUN 2026 |
| AD 2-LHBP-PATC-13R31L - 2 | 13 JUL 2023 | AD 2-LHNY - 7 | 10 JUL 2025 | AD 2-LHSM - 8 | 11 JUN 2026 |
| AD 2-LHBP-SID-13L - 1 | 27 NOV 2025 | AD 2-LHNY - 8 | 10 JUL 2025 | AD 2-LHSM - 9 | 11 JUN 2026 |
| AD 2-LHBP-SID-13L - 2 | 27 NOV 2025 | AD 2-LHNY - 9 | 10 JUL 2025 | AD 2-LHSM - 10 | 11 JUN 2026 |
| AD 2-LHBP-SID-13R - 1 | 27 NOV 2025 | AD 2-LHNY - 10 | 10 JUL 2025 | AD 2-LHSM-ADC - 1 | 11 JUN 2026 |
| AD 2-LHBP-SID-13R - 2 | 27 NOV 2025 | AD 2-LHNY - 11 | 10 JUL 2025 | AD 2-LHSM-ADC - 2 | 11 JUN 2026 |
| 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 |

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| AD 2-LHSM-SID-16 - 1 | 04 SEP 2025 |
| AD 2-LHSM-SID-16 - 2 | 04 SEP 2025 |
| AD 2-LHSM-SID-34 - 1 | 04 SEP 2025 |
| AD 2-LHSM-SID-34 - 2 | 04 SEP 2025 |
| AD 2-LHSM-STAR-1634 - 1 | 04 SEP 2025 |
| AD 2-LHSM-STAR-1634 - 2 | 04 SEP 2025 |
| AD 2-LHSM-ILS/LOC-16 - 1 | 11 JUN 2026 |
| AD 2-LHSM-ILS/LOC-16 - 2 | 11 JUN 2026 |
| AD 2-LHSM-NDB-16 - 1 | 04 SEP 2025 |
| AD 2-LHSM-NDB-16 - 2 | 04 SEP 2025 |
| AD 2-LHSM-NDB-34 - 1 | 04 SEP 2025 |
| AD 2-LHSM-NDB-34 - 2 | 04 SEP 2025 |
| AD 2-LHSM-RNP-16 - 1 | 20 FEB 2025 |
| AD 2-LHSM-RNP-16 - 2 | 20 FEB 2025 |
| AD 2-LHSM-RNP-34 - 1 | 20 FEB 2025 |
| AD 2-LHSM-RNP-34 - 2 | 20 FEB 2025 |
| AD 2-LHSM-VAC - 1 | 04 SEP 2025 |
| AD 2-LHSM-VAC - 2 | 04 SEP 2025 |
| AD 2-LHUD - 1 | 13 JUL 2023 |
| AD 2-LHUD - 2 | 13 JUL 2023 |
| AD 2-LHUD - 3 | 01 DEC 2022 |
| AD 2-LHUD - 4 | 01 DEC 2022 |
| AD 2-LHUD - 5 | 06 DEC 2018 |
| AD 2-LHUD - 6 | 06 DEC 2018 |
| AD 2-LHUD - 7 | 17 APR 2025 |
| AD 2-LHUD - 8 | 17 APR 2025 |
| AD 2-LHUD-ADC - 1 | 17 APR 2025 |
| AD 2-LHUD-ADC - 2 | 17 APR 2025 |
| AD 2-LHUD-AOCA-16R34L - 1 | 22 APR 2021 |
| AD 2-LHUD-AOCA-16R34L - 2 | 22 APR 2021 |
| AD 2-LHUD-VAC - 1 | 04 SEP 2025 |
| AD 2-LHUD-VAC - 2 | 04 SEP 2025 |

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

1. AVIATION AUTHORITIES

1.1 Ministry of Construction and Transport

Director General of Civil Aviation

Email:dgca@ekm.gov.hu

Email:caa@ekm.gov.hu

Email:lfhf@ekm.gov.hu

Phone:(+361) 373-1461

Post:H-1054 Budapest, Alkotmány utca 5.

1.2 Ministry of Construction and Transport, Civil Aviation Authority (CAA)

Post:H-1440 Budapest PO Box 1.

Email:caa@ekm.gov.hu

Fax:(+36) 29-354-224

Phone:(+361) 273-5525

Phone:(+361) 373-1432

URL:<https://www.kozlekedesihatosag.kormany.hu/hu/a-hatosagrol>

Flight permission unit for non-scheduled, commercial, private flights:

Email:caa@ekm.gov.hu

Phone:(+361) 273-5578

Fax:(+36) 29-354-223

AFS:LHBPYEX

SITA:BUDXTYF

Flight permission unit for scheduled flights:

Email:caa@ekm.gov.hu

Phone:(+361) 273-5547

Fax:(+36) 29-354-223

AFS:LHBPYEX

SITA:BUDXTYF

2. METEOROLOGY

HungaroMet Hungarian Meteorological Service

AFS:LHBPYMYC

Fax:(+361) 346-4669

Phone:(+361) 346-4600

Post:H-1525 Budapest, PO Box 38.

3. CUSTOMS

3.1 National Tax and Customs Administration

Phone:(+361) 428-5100

Post:H-1054 Budapest, Széchenyi utca 2.

Email:nav_kozpont@nav.gov.hu

URL:www.nav.gov.hu

3.2 Airport Directorate of the National Tax and Customs Administration

Phone:(+361) 297-1120

Post:H-1675 Budapest, PO box 40.

Email:repig@nav.gov.hu

URL:https://nav.gov.hu/nav/igazgatosagok/repuloteri

4. FRONTIER GUARD

4.1 National HQ of Frontier Guard

Fax:(+361) 338-3444 ext. 36-242

Phone:(+361) 338-3444 ext. 36-242

Post:H-1525 Budapest PO Box 47.

4.2 Budapest Administration of Frontier Guard

Fax:(+361) 338-3444 ext. 36-514

Phone:(+361) 394-2444

Post:H-1286 Budapest PO Box 9.

4.3 Airport Police Directorate Border Policing Division (Budapest Liszt Ferenc International Airport)

Fax:(+361) 296-0685, (+361) 290-3121 ext. 37-702

Phone:(+361) 296-0689, (+361) 290-3121 ext. 37-715

Post:H-1675 Budapest PO Box 10.

5. HEALTH

5.1 Ministry of Interior

Phone:(+361) 441-1000

Email:ugyfelszolgalat@bm.gov.hu

Post:H-1051 Budapest, József Attila utca 2-4.

5.2 Government Office of the Capital City Budapest, Department of Epidemiology, International Airport and Shipping

Phone:(+361) 465-3851

Post:H-1138 Budapest, Váci út 174.

Post:H-1550 Budapest, PO Box 203.

6. ENROUTE CHARGES

HungaroControl - Department of Finance

AFS:LHBPYDYX

Fax:(+361) 293-4209

Phone:(+361) 293-4208

Post:H-1675 Budapest, PO Box 80.

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 | 11 JUN 2026 |
| Taxi Procedures for Arriving Aircraft - Index Chart | 1:25 000 | AD 2-LHBP-TAXI-ARR | 11 JUN 2026 |
| Taxi Procedures for Departing Aircraft - Index Chart | 1:25 000 | AD 2-LHBP-TAXI-DEP | 11 JUN 2026 |
| | 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 | 11 JUN 2026 |
| | 1:10 000 | Győr/Pér AD 2-LHPR-ADC | 16 APR 2026 |
| | 1:10 000 | Hévíz/Balaton AD 2-LHSM-ADC | 11 JUN 2026 |
| | 1:10 000 | Szeged AD 2-LHUD-ADC | 17 APR 2025 |

| Title of series | Scale | Name and/or number | Date of latest revision |
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| Aircraft Parking/Docking Chart - ICAO | | Budapest/Liszt Ferenc International Airport | |
| | 1:5 000 | AD 2-LHBP-PDC/1 | 11 JUN 2026 |
| | 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 |

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| | 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 | 11 JUN 2026 |
| | 1:250 000 | AD 2-LHPP-NDB-15 | 11 JUN 2026 |
| | 1:250 000 | AD 2-LHPP-RNP-15 | 11 JUN 2026 |
| | 1:250 000 | AD 2-LHPP-RNP-33 | 11 JUN 2026 |
| | | Győr/Pér | |
| | 1:250 000 | AD 2-LHPR-ILS/LOC-29 | 16 APR 2026 |
| | 1:250 000 | AD 2-LHPR-RNP-11 | 11 JUN 2026 |
| | 1:250 000 | AD 2-LHPR-RNP-29 | 16 APR 2026 |
| | 1:250 000 | AD 2-LHPR-VOR-11 | 11 JUN 2026 |
| | 1:250 000 | AD 2-LHPR-VOR-29 | 16 APR 2026 |
| | | Hévíz/Balaton | |
| | 1:250 000 | AD 2-LHSM-ILS/LOC-16 | 11 JUN 2026 |
| | 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 | 11 JUN 2026 |
| | | Győr/Pér | |
| | 1:150 000 | AD 2-LHPR-VAC | 16 APR 2026 |
| | | Hévíz/Balaton | |
| | 1:150 000 | AD 2-LHSM-VAC | 04 SEP 2025 |
| Bird concentrations in the vicinity of the aerodrome - Index Chart | | Szeged | |
| | 1:150 000 | AD 2-LHUD-VAC | 04 SEP 2025 |
| | | 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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| 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 |
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| LHNY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA | AD 2-LHNY - 3 |
| LHNY AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS..... | AD 2-LHNY - 3 |
| LHNY AD 2.10AERODROME OBSTACLES..... | AD 2-LHNY - 4 |
| LHNY AD 2.11METEOROLOGICAL INFORMATION PROVIDED | AD 2-LHNY - 4 |
| LHNY AD 2.12RUNWAY PHYSICAL CHARACTERISTICS..... | AD 2-LHNY - 4 |
| LHNY AD 2.13DECLARED DISTANCES..... | AD 2-LHNY - 5 |
| LHNY AD 2.14APPROACH AND RUNWAY LIGHTING..... | AD 2-LHNY - 6 |
| LHNY AD 2.15OTHER LIGHTING AND SECONDARY POWER SUPPLY | AD 2-LHNY - 6 |
| LHNY AD 2.16HELICOPTER LANDING AREA | AD 2-LHNY - 6 |
| LHNY AD 2.17AIR TRAFFIC SERVICES AIRSPACE | AD 2-LHNY - 7 |
| LHNY AD 2.18AIR TRAFFIC SERVICES COMMUNICATION FACILITIES | AD 2-LHNY - 7 |
| LHNY AD 2.19RADIO NAVIGATION AND LANDING AIDS..... | AD 2-LHNY - 8 |
| LHNY AD 2.20LOCAL 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 2.21NOISE ABATEMENT PROCEDURES | AD 2-LHNY - 9 |
| LHNY AD 2.22FLIGHT PROCEDURES | AD 2-LHNY - 10 |
| 1. GENERAL | AD 2-LHNY - 10 |
| 2. PROCEDURES FOR FLIGHTS DURING THE OPERATION | |
| OF AERODROME FLIGHT INFORMATION SERVICE (AFIS) | AD 2-LHNY - 10 |
| 3. WAYPOINT COORDINATES..... | AD 2-LHNY - 11 |
| LHNY AD 2.23ADDITIONAL INFORMATION | AD 2-LHNY - 11 |
| 1. SUPERVISION OF THE AERODROME | AD 2-LHNY - 11 |
| 2. BIRD FLOCKS AND BIRD MIGRATIONS | AD 2-LHNY - 11 |



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

LHPP PÉCS/POGÁNY

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

LHPR GYŐR/PÉR

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|--------------|---|---------------|
| 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 |

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| LHPR AD 2.12 | RUNWAY PHYSICAL CHARACTERISTICS | AD 2-LHPR - 5 |
| LHPR AD 2.13 | DECLARED DISTANCES | AD 2-LHPR - 5 |
| LHPR AD 2.14 | APPROACH AND RUNWAY LIGHTING | AD 2-LHPR - 5 |
| LHPR AD 2.15 | OTHER LIGHTING, SECONDARY POWER SUPPLY | AD 2-LHPR - 6 |
| LHPR AD 2.16 | HELICOPTER LANDING AREA | AD 2-LHPR - 6 |
| LHPR AD 2.17 | AIR TRAFFIC SERVICES AIRSPACE | AD 2-LHPR - 6 |
| LHPR AD 2.18 | ATS COMMUNICATION FACILITIES | AD 2-LHPR - 7 |
| LHPR AD 2.19 | RADIO NAVIGATION AND LANDING AIDS | AD 2-LHPR - 7 |
| LHPR AD 2.20 | LOCAL AERODROME REGULATIONS | AD 2-LHPR - 7 |
| LHPR AD 2.21 | NOISE ABATEMENT PROCEDURES | AD 2-LHPR - 7 |
| LHPR AD 2.22 | FLIGHT PROCEDURES | AD 2-LHPR - 7 |
| LHPR AD 2.23 | ADDITIONAL INFORMATION | AD 2-LHPR - 8 |
| 1. General..... | | AD 2-LHPR - 8 |
| LHPR AD 2.24 | CHARTS RELATED TO AN AERODROME..... | AD 2-LHPR - 8 |
| AERODROME CHART - ICAO | | AD 2-LHPR-ADC - 1 |
| AERODROME OBSTACLE CHART - ICAO | | |
| TYPE A OPERATING LIMITATIONS | | AD 2-LHPR-AOCA-1129 - 1 |
| STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO | | AD 2-LHPR-SID-11 - 1 |
| STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO | | AD 2-LHPR-SID-29 - 1 |
| INSTRUMENT APPROACH CHART - ICAO..... | | AD 2-LHPR-ILS/LOC-29 - 1 |
| INSTRUMENT APPROACH CHART - ICAO..... | | AD 2-LHPR-RNP-11 - 1 |
| INSTRUMENT APPROACH CHART - ICAO..... | | AD 2-LHPR-RNP-29 - 1 |
| INSTRUMENT APPROACH CHART - ICAO..... | | AD 2-LHPR-VOR-11 - 1 |
| INSTRUMENT APPROACH CHART - ICAO..... | | AD 2-LHPR-VOR-29 - 1 |
| VISUAL APPROACH CHART - ICAO | | AD 2-LHPR-VAC - 1 |
| LHPR AD 2.25 | VISUAL SEGMENT SURFACE (VSS) PENETRATION..... | AD 2-LHPR - 8 |

LHSM HEVIZ-BALATON AIRPORT

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



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|--|----------------------|
| INSTRUMENT APPROACH CHART - ICAO..... | AD 2-LHSM-NDB-34 - 1 |
| INSTRUMENT APPROACH CHART - ICAO..... | AD 2-LHSM-RNP-16 - 1 |
| INSTRUMENT APPROACH CHART - ICAO..... | AD 2-LHSM-RNP-34 - 1 |
| VISUAL APPROACH CHART - ICAO..... | AD 2-LHSM-VAC - 1 |
| LHSM AD 2.25VISUAL SEGMENT SURFACE (VSS) PENETRATION | AD 2-LHSM - 9 |

LHUD SZEGED

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|--|---------------------------|
| 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 PLANAD | 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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| G | APRON TL | CONC | PCN 60/R/A/X/T | 51.99 | Behind stand R101-R110 |
| G | APRON TL | ASPH | NA | 51.99 | Behind stand R111-R114 (Strength published in NOTAM) |
| G | APRON TL | CONC | NA | 68.50 | Behind Stand R 115-R117 (Strength published in NOTAM) |
| GB | 18 | CONC | PCN 88/R/B/W/T | 24.00 | Nil |
| H1 | APRON TL | CONC | PCN 90/R/A/X/T | 64.99 | - |
| H2 | APRON TL | CONC | PCN 90/R/A/X/T | 51.99 | - |
| J4 | 23 | ASPH | PCN 90/F/A/X/T | 75.00 | - |
| K | 23 | CONC | PCN/90/R/A/X/T | 75.00 | - |
| L | APRON TL | CONC | PCN 90/R/A/X/T | 51.99 | - |
| M | 23 | CONC | PCN 90/R/A/X/T | 75.00 | - |
| N | 23 | CONC | PCN 90/R/A/X/T | 75.00 | - |
| P1 | APRON TL | CONC | PCN/90/R/A/X/T | 51.99 | - |
| P2 | 22.5 | CONC | PCN 90/R/A/X/T | 51.99 | - |
| P3 | APRON TL | CONC | PCN 90/R/A/X/T | 35.99/68.50 | Behind stand R270-R277 / behind stand R278-R279; Wingspan at or above than 65 M wingwalkers are provided on TWY P3; The actual half width of the apron taxilane on a straight section is 11.2 M |
| P4 | APRON TL | CONC | PCN 90/R/A/X/T | 64.99 | - |
| P5 | APRON TL | CONC | PCN 90/R/A/X/T | 51.99 | The actual half width of the apron taxilane on a straight section is 11.2 M |
| Q | APRON TL | CONC | PCN 90/R/A/X/T | 51.99 | The actual half width of the apron taxilane on a straight section is 11.2 M |
| R | APRON TL | CONC | PCN 90/R/A/X/T | 51.99 | The actual half width of the apron taxilane on a straight section is 11.3 M |
| S | APRON TL | CONC | PCN 90/R/A/X/T | 35.99 | - |
| T | 23 | CONC | PCN 90/R/A/X/T | 75.00 | - |
| U | APRON TL | CONC | PCN 90/R/A/X/T | 35.99/64.99 | Behind stand 31-33/between EXIT POINT and stand 34R |
| V | 23 | CONC | PCN 90/R/A/X/T | 75.00 | - |
| W1 | APRON TL | CONC | PCN 90/R/A/X/T | 35.99 | - |
| W2 | APRON TL | CONC | PCN 90/R/A/X/T | 35.99 | - |
| Y | 22.6 | CONC | PCN 90/R/A/X/T | 75.00 | The transverse slope is 1.63% in one section |
| Z | 22.4 | CONC | PCN 90/R/A/X/T | 75.00 | The transverse slope is 1.84% in one section |

| | | | |
|---|---|--|---|
| 3 | Altimeter checkpoint location and elevation | Location: | Apron 1 - See AD 2-LHBP-PDC/1 Apron 2 - See AD 2-LHBP-PDC/2 Apron AG, AA, AL - See AD 2-LHBP-PDC/3 Cargo Apron - See AD 2-LHBP-PDC/4 |
| | | Elevation: | Apron 1: 426 FT (130 M) Apron 2: 466 FT (142 M) Apron AG, AA, AL: 423 FT (129 M) Cargo Apron: 436 FT (133 M) |
| 4 | VOR checkpoints | VOR: | See ADC Chart |
| 5 | INS checkpoints | INS: | See PDC Chart |
| 6 | Remarks | On TWY curves and intersections oversteering method required for ACFT with wheelbase at or greater than 19.69 M. | |

LHBP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | | |
|---|---|---|--|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Guide lines at Aprons. Nose in guidance at aircraft stands on Aprons. Sign boards at all intersections with TWY and RWY and at all holding positions. | |
| 2 | RWY and TWY markings and LGT | RWY: | Designator, THR, TDZ, centre line, edge, as appropriate. |
| | | TWY: | Centre line, holding positions on all TWYs. |
| 3 | Stop bars | Stop bars where appropriate. | |
| 4 | Remarks | The runway exit signs are installed at a greater distance from the runway edge than prescribed by applicable regulations. | |

LHBP AD 2.10 AERODROME OBSTACLES

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

Additional information includes selected objects extending above obstacle limitation surfaces, identified by the aerodrome operator as presenting a potential risk and subject to mitigation measures.

| Obstacle Part Identifier | Latitude (WGS-84, DMS) | Longitude (WGS-84, DMS) | Type | Elevation (at top) | Elev. UOM | Vertical Datum |
|--------------------------|---------------------------|----------------------------|------|-----------------------|--------------|-------------------|
| LHBP_AREA2B_P_1863 | 472714.26N | 0191257.92E | TREE | 162.9 | M | EGM_96 |
| LHBP_AREA2B_S_1197_001 | 472722.30N | 0191241.80E | TREE | 163.1 | M | EGM_96 |
| LHBP_AREA2B_S_1197_002 | 472721.69N | 0191242.76E | TREE | 163.1 | M | EGM_96 |
| LHBP_AREA2B_S_1197_003 | 472720.94N | 0191245.44E | TREE | 163.1 | M | EGM_96 |
| LHBP_AREA2B_S_1197_004 | 472719.67N | 0191248.18E | TREE | 163.1 | M | EGM_96 |
| LHBP_AREA2B_S_1197_005 | 472716.38N | 0191253.67E | TREE | 163.1 | M | EGM_96 |
| LHBP_AREA2B_S_1197_006 | 472715.49N | 0191255.95E | TREE | 163.1 | M | EGM_96 |
| LHBP_AREA2B_S_1197_007 | 472715.53N | 0191257.16E | TREE | 163.1 | M | EGM_96 |
| LHBP_AREA2B_S_1197_008 | 472715.98N | 0191258.25E | TREE | 163.1 | M | EGM_96 |
| LHBP_AREA2B_S_1197_009 | 472716.97N | 0191259.42E | TREE | 163.1 | M | EGM_96 |
| LHBP_AREA2B_S_1197_010 | 472719.37N | 0191256.29E | TREE | 163.1 | M | EGM_96 |



AIP HUNGARY

| Obstacle Part Identifier | Latitude (WGS-84, DMS) | Longitude (WGS-84, DMS) | Type | Elevation (at top) | Elev. UOM | Vertical Datum |
|--------------------------|---------------------------|----------------------------|------|-----------------------|--------------|-------------------|
| LHBP_AREA2B_S_1197_011 | 472719.90N | 0191257.09E | TREE | 163.1 | M | EGM_96 |
| LHBP_AREA2B_S_1197_012 | 472720.67N | 0191255.79E | TREE | 163.1 | M | EGM_96 |
| LHBP_AREA2B_S_1197_013 | 472720.17N | 0191255.20E | TREE | 163.1 | M | EGM_96 |
| LHBP_AREA2B_S_1197_014 | 472720.76N | 0191254.33E | TREE | 163.1 | M | EGM_96 |
| LHBP_AREA2B_S_1197_015 | 472724.44N | 0191249.14E | TREE | 163.1 | M | EGM_96 |
| LHBP_AREA2B_S_1197_016 | 472724.36N | 0191247.95E | TREE | 163.1 | M | EGM_96 |
| LHBP_AREA2B_S_1197_017 | 472723.18N | 0191248.31E | TREE | 163.1 | M | EGM_96 |
| LHBP_AREA2B_S_1197_018 | 472723.68N | 0191246.85E | TREE | 163.1 | M | EGM_96 |
| LHBP_AREA2B_S_1197_019 | 472722.65N | 0191246.16E | TREE | 163.1 | M | EGM_96 |
| LHBP_AREA2B_S_1197_020 | 472723.73N | 0191242.87E | TREE | 163.1 | M | EGM_96 |
| LHBP_AREA2B_S_1210_001 | 472731.45N | 0191231.20E | TREE | 168.3 | M | EGM_96 |
| LHBP_AREA2B_S_1210_002 | 472729.27N | 0191231.71E | TREE | 168.3 | M | EGM_96 |
| LHBP_AREA2B_S_1210_003 | 472727.06N | 0191236.21E | TREE | 168.3 | M | EGM_96 |
| LHBP_AREA2B_S_1210_004 | 472727.73N | 0191237.85E | TREE | 168.3 | M | EGM_96 |
| LHBP_AREA2B_S_1210_005 | 472725.09N | 0191242.96E | TREE | 168.3 | M | EGM_96 |
| LHBP_AREA2B_S_1210_006 | 472726.69N | 0191245.17E | TREE | 168.3 | M | EGM_96 |
| LHBP_AREA2B_S_1210_007 | 472729.45N | 0191239.77E | TREE | 168.3 | M | EGM_96 |
| LHBP_AREA2B_S_1210_008 | 472730.36N | 0191237.45E | TREE | 168.3 | M | EGM_96 |
| LHBP_AREA2B_S_1329_001 | 472710.04N | 0191237.53E | TREE | 161.5 | M | EGM_96 |
| LHBP_AREA2B_S_1329_002 | 472707.70N | 0191238.73E | TREE | 161.5 | M | EGM_96 |
| LHBP_AREA2B_S_1329_003 | 472705.46N | 0191241.86E | TREE | 161.5 | M | EGM_96 |
| LHBP_AREA2B_S_1329_004 | 472703.75N | 0191245.94E | TREE | 161.5 | M | EGM_96 |
| LHBP_AREA2B_S_1329_005 | 472704.20N | 0191246.95E | TREE | 161.5 | M | EGM_96 |
| LHBP_AREA2B_S_1329_006 | 472708.49N | 0191245.77E | TREE | 161.5 | M | EGM_96 |
| LHBP_AREA2B_S_1329_007 | 472709.52N | 0191244.64E | TREE | 161.5 | M | EGM_96 |
| LHBP_AREA2B_S_1329_008 | 472711.40N | 0191242.06E | TREE | 161.5 | M | EGM_96 |
| LHBP_AREA2B_S_1329_009 | 472711.69N | 0191240.98E | TREE | 161.5 | M | EGM_96 |
| LHBP_AREA2B_S_1330_001 | 472706.01N | 0191250.77E | TREE | 158.5 | M | EGM_96 |
| LHBP_AREA2B_S_1330_002 | 472707.01N | 0191249.08E | TREE | 158.5 | M | EGM_96 |
| LHBP_AREA2B_S_1330_003 | 472707.18N | 0191247.58E | TREE | 158.5 | M | EGM_96 |
| LHBP_AREA2B_S_1330_004 | 472708.49N | 0191245.77E | TREE | 158.5 | M | EGM_96 |
| LHBP_AREA2B_S_1330_005 | 472704.20N | 0191246.95E | TREE | 158.5 | M | EGM_96 |
| LHBP_AREA2B_S_1330_006 | 472703.75N | 0191245.94E | TREE | 158.5 | M | EGM_96 |
| LHBP_AREA2B_S_1330_007 | 472705.46N | 0191241.86E | TREE | 158.5 | M | EGM_96 |
| LHBP_AREA2B_S_1330_008 | 472707.70N | 0191238.73E | TREE | 158.5 | M | EGM_96 |
| LHBP_AREA2B_S_1330_009 | 472710.04N | 0191237.53E | TREE | 158.5 | M | EGM_96 |
| LHBP_AREA2B_S_1330_010 | 472711.69N | 0191240.98E | TREE | 158.5 | M | EGM_96 |
| LHBP_AREA2B_S_1330_011 | 472712.40N | 0191240.27E | TREE | 158.5 | M | EGM_96 |
| LHBP_AREA2B_S_1330_012 | 472712.40N | 0191239.24E | TREE | 158.5 | M | EGM_96 |
| LHBP_AREA2B_S_1330_013 | 472710.66N | 0191237.35E | TREE | 158.5 | M | EGM_96 |
| LHBP_AREA2B_S_1330_014 | 472709.03N | 0191235.17E | TREE | 158.5 | M | EGM_96 |
| LHBP_AREA2B_S_1330_015 | 472707.37N | 0191235.16E | TREE | 158.5 | M | EGM_96 |
| LHBP_AREA2B_S_1330_016 | 472701.98N | 0191245.44E | TREE | 158.5 | M | EGM_96 |
| LHBP_AREA2B_S_1330_017 | 472702.79N | 0191247.57E | TREE | 158.5 | M | EGM_96 |

| Obstacle Part Identifier | Latitude (WGS-84, DMS) | Longitude (WGS-84, DMS) | Type | Elevation (at top) | Elev. UOM | Vertical Datum |
|--------------------------|---------------------------|----------------------------|------|-----------------------|--------------|-------------------|
| LHBP_AREA2B_S_1330_018 | 472703.91N | 0191249.63E | TREE | 158.5 | M | EGM_96 |
| LHBP_AREA2B_S_1330_019 | 472703.97N | 0191252.07E | TREE | 158.5 | M | EGM_96 |
| LHBP_AREA2B_S_1330_020 | 472704.47N | 0191252.43E | TREE | 158.5 | M | EGM_96 |
| LHBP_AREA2B_S_1330_021 | 472705.17N | 0191250.98E | TREE | 158.5 | M | EGM_96 |
| LHBP_AREA2B_S_1331_001 | 472701.79N | 0191250.35E | TREE | 154.5 | M | EGM_96 |
| LHBP_AREA2B_S_1331_002 | 472702.79N | 0191247.57E | TREE | 154.5 | M | EGM_96 |
| LHBP_AREA2B_S_1331_003 | 472701.98N | 0191245.44E | TREE | 154.5 | M | EGM_96 |
| LHBP_AREA2B_S_1331_004 | 472701.08N | 0191247.21E | TREE | 154.5 | M | EGM_96 |
| LHBP_AREA2B_S_1331_005 | 472700.32N | 0191246.37E | TREE | 154.5 | M | EGM_96 |
| LHBP_AREA2B_S_1331_006 | 472704.55N | 0191238.25E | TREE | 154.5 | M | EGM_96 |
| LHBP_AREA2B_S_1331_007 | 472703.89N | 0191237.51E | TREE | 154.5 | M | EGM_96 |
| LHBP_AREA2B_S_1331_008 | 472705.94N | 0191233.39E | TREE | 154.5 | M | EGM_96 |
| LHBP_AREA2B_S_1331_009 | 472706.68N | 0191234.13E | TREE | 154.5 | M | EGM_96 |
| LHBP_AREA2B_S_1331_010 | 472707.18N | 0191233.12E | TREE | 154.5 | M | EGM_96 |
| LHBP_AREA2B_S_1331_011 | 472705.56N | 0191231.35E | TREE | 154.5 | M | EGM_96 |
| LHBP_AREA2B_S_1331_012 | 472701.76N | 0191237.75E | TREE | 154.5 | M | EGM_96 |
| LHBP_AREA2B_S_1331_013 | 472659.07N | 0191240.46E | TREE | 154.5 | M | EGM_96 |
| LHBP_AREA2B_S_1331_014 | 472657.47N | 0191245.28E | TREE | 154.5 | M | EGM_96 |
| LHBP_AREA2B_S_1331_015 | 472658.23N | 0191246.32E | TREE | 154.5 | M | EGM_96 |
| LHBP_AREA2B_S_1331_016 | 472656.54N | 0191250.65E | TREE | 154.5 | M | EGM_96 |
| LHBP_AREA2B_S_1331_017 | 472655.86N | 0191256.14E | TREE | 154.5 | M | EGM_96 |
| LHBP_AREA2B_S_1331_018 | 472656.21N | 0191257.74E | TREE | 154.5 | M | EGM_96 |
| LHBP_AREA2B_S_1331_019 | 472657.63N | 0191254.94E | TREE | 154.5 | M | EGM_96 |
| LHBP_AREA2B_S_1331_020 | 472658.92N | 0191255.53E | TREE | 154.5 | M | EGM_96 |
| LHBP_AREA2B_S_1331_021 | 472659.91N | 0191254.47E | TREE | 154.5 | M | EGM_96 |
| LHBP_AREA2B_S_1331_022 | 472701.13N | 0191252.65E | TREE | 154.5 | M | EGM_96 |
| LHBP_AREA2B_S_1334_001 | 472713.01N | 0191239.90E | TREE | 155.5 | M | EGM_96 |
| LHBP_AREA2B_S_1334_002 | 472712.40N | 0191239.24E | TREE | 155.5 | M | EGM_96 |
| LHBP_AREA2B_S_1334_003 | 472712.40N | 0191240.27E | TREE | 155.5 | M | EGM_96 |
| LHBP_AREA2B_S_1334_004 | 472711.69N | 0191240.98E | TREE | 155.5 | M | EGM_96 |
| LHBP_AREA2B_S_1334_005 | 472711.40N | 0191242.06E | TREE | 155.5 | M | EGM_96 |
| LHBP_AREA2B_S_1334_006 | 472709.52N | 0191244.64E | TREE | 155.5 | M | EGM_96 |
| LHBP_AREA2B_S_1334_007 | 472708.49N | 0191245.77E | TREE | 155.5 | M | EGM_96 |
| LHBP_AREA2B_S_1334_008 | 472707.18N | 0191247.58E | TREE | 155.5 | M | EGM_96 |
| LHBP_AREA2B_S_1334_009 | 472707.01N | 0191249.08E | TREE | 155.5 | M | EGM_96 |
| LHBP_AREA2B_S_1334_010 | 472708.95N | 0191246.88E | TREE | 155.5 | M | EGM_96 |
| LHBP_AREA2B_S_1334_011 | 472711.99N | 0191241.71E | TREE | 155.5 | M | EGM_96 |
| LHBP_AREA2B_S_1334_012 | 472712.55N | 0191241.10E | TREE | 155.5 | M | EGM_96 |
| LHBP_AREA2B_S_1337_001 | 472532.20N | 0191510.86E | TREE | 153.4 | M | EGM_96 |
| LHBP_AREA2B_S_1337_002 | 472532.02N | 0191512.35E | TREE | 153.4 | M | EGM_96 |
| LHBP_AREA2B_S_1337_003 | 472532.22N | 0191515.11E | TREE | 153.4 | M | EGM_96 |
| LHBP_AREA2B_S_1337_004 | 472532.32N | 0191516.05E | TREE | 153.4 | M | EGM_96 |
| LHBP_AREA2B_S_1337_005 | 472533.29N | 0191515.76E | TREE | 153.4 | M | EGM_96 |
| LHBP_AREA2B_S_1337_006 | 472533.12N | 0191514.24E | TREE | 153.4 | M | EGM_96 |



| Obstacle Part Identifier | Latitude (WGS-84, DMS) | Longitude (WGS-84, DMS) | Type | Elevation (at top) | Elev. UOM | Vertical Datum |
|--------------------------|---------------------------|----------------------------|------|-----------------------|--------------|-------------------|
| LHBP_AREA2B_S_1337_007 | 472532.59N | 0191510.73E | TREE | 153.4 | M | EGM_96 |

Note:

Obstacle coordinates are referenced to WGS-84.

Elevations represent the elevation of the top of the obstacle above mean sea level (AMSL) and are referenced to the EGM-96 geoid model.

LHBP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

LHBP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

| 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 |
| 31R | 312.5 ° GEO | 3707 x 45 | 90/R/A/X/T CONC | 472522.62N 0191737.88E 472643.52N 0191527.18E 44 M | 126.9 M - |

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



LHBP AD 2.13 DECLARED DISTANCES

| RWY/TWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|--------------------|-------------|-------------|-------------|-------------|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 13R | 3009 | 3009 | 3009 | 3009 | No intersection take off from TWY J4 |
| C | 2450 | 2450 | 2450 | Nil | Nil |
| B1 | 1200 | 1200 | 1200 | Nil | Nil |
| B2 | 1200 | 1200 | 1200 | Nil | Nil |
| 31L | 3009 | 3009 | 3009 | 3009 | No intersection take off from TWY J4,C |
| B1 | 1800 | 1800 | 1800 | Nil | Nil |
| B2 | 1800 | 1800 | 1800 | Nil | Nil |
| 13L | 3707 | 3707 | 3707 | 3707 | No intersection take off from TWY Z,Y,V |
| K | 2950 | 2950 | 2950 | Nil | Nil |
| 31R | 3707 | 3707 | 3707 | 3707 | No intersection take off from TWY Y,Z,K |
| V | 2650 | 2650 | 2650 | Nil | Nil |

LHBP AD 2.14 APPROACH AND RUNWAY LIGHTING

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

LHBP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

LHBP AD 2.16 HELICOPTER LANDING AREA

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

LHBP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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

LHBP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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

LHBP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

LHBP AD 2.20 LOCAL AERODROME REGULATIONS

1. EN ROUTE CLEARANCE ISSUANCE AND CTOT-RELATED PROCEDURES

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

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

- 2.1. An aircraft may request start up clearance only when:

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

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

- On stand R101 prop/turboprop ACFT up to maximum wing span 52 M and jet ACFT up to maximum wing span 24 M can leave the stand with self manoeuvring procedures.
- On stand R116 all ACFT up to maximum wing span 36 M can leave the stand with self manoeuvring procedures.
- On stands R220-R223, R224-R227, prop/turboprop aircraft with MTOW 36.000 KG or less can leave the parking stand with power back procedures.

- 2.2. When the aircrew is ready, as described above, request the start-up and the push-back/power-back clearance from Budapest Ground, stating the stand number, and confirming receipt of ATIS information by reading back the QNH.

If the flight is subject to slot allocation procedure, the latest time to issue the start-up clearance is 10 minutes prior to CTOT. ([See LHBP AD 2.20 LOCAL AERODROME REGULATIONS](#)).

- 2.3. After receiving the approval and instructions of Budapest Ground the aircraft may commence push-back and start-up engines immediately, with the pilot informing or indicating the approval and facing of the aircraft, and other relevant information to the connected ground staff. The pilot shall indicate to the ground staff the full release of the parking brakes. The start-up and push-back procedure shall be initiated on the instruction of the connected ground staff. In case of multi-engine aircraft, separate clearance to start-up should be requested for each engine from the ground staff. In case of no ground-cockpit connection, Budapest Ground shall be advised so that Marshaller assistance can be provided to control the procedure. Visual signals provided by the Marshaller during start-up and push-back are in line with those of ICAO Annex 2 Appendix 1, Marshalling Signals.

At parking positions R220-R223, R224-R227, start-up of engines and taxi out could be performed with the power-back procedure for prop and turbo prop aircraft, if the MTOW is not more than 36.000 KG as advised

by Airfield Operations Service provided by the airport (Follow Me staff) The power-back procedure is not applicable when Low Visibility Procedures are in force or the published surface condition is POOR.

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

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

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

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

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

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

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

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

2.5. Push and Hold procedures

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

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

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

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

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

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

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

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

2.6. Airport Collaborative Decision making (A-CDM)

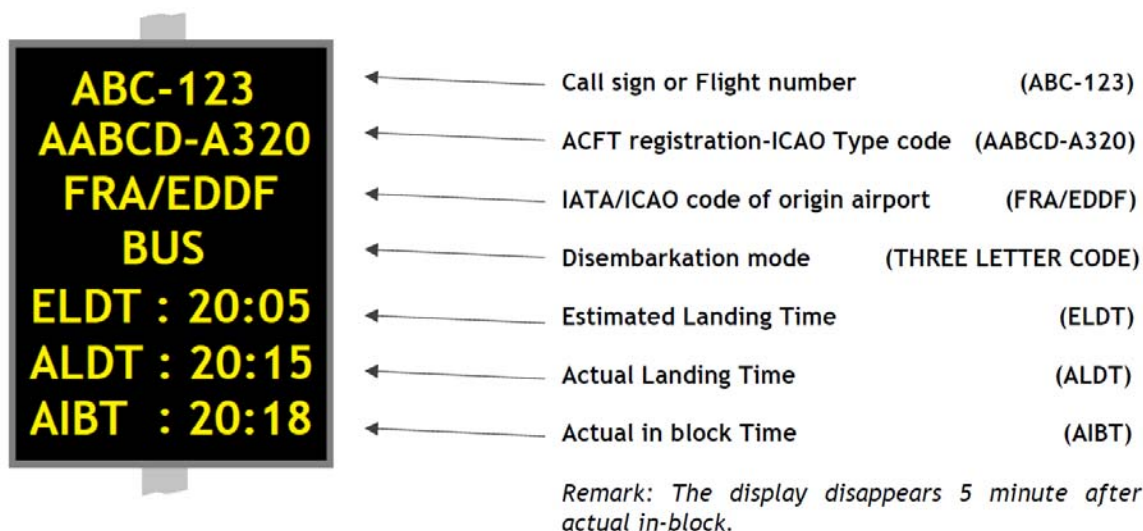
In preparation for future CDM operations, information displays have been installed at the following stands of Apron-2 : 39L, R270, R271, R272, R273, R274, R275, R276, R277. The displays are operating in trial mode. Information for an arriving flight is displayed at the earliest 5 minutes before the expected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

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

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

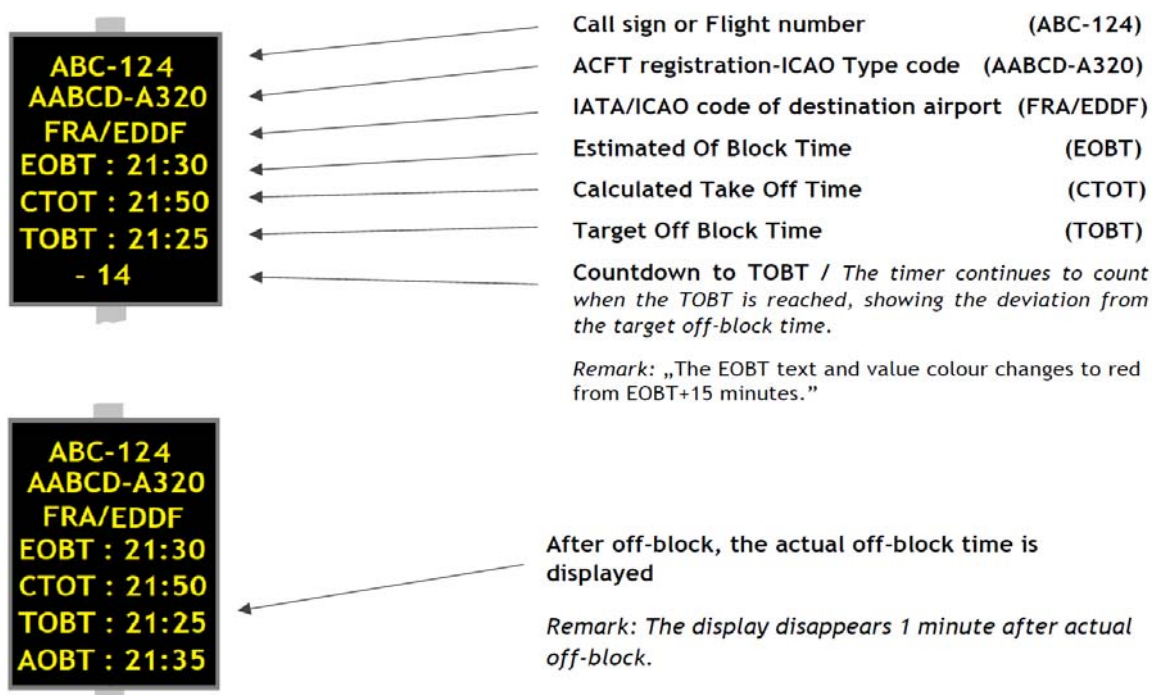
Information for an arriving flight is displayed at the earliest 5 minutes before the expected arrival time. (After each modification, the value flashes slowly for 1 minute)

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



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

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



3. TAXI PROCEDURES

3.1 Taxi clearances

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

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

3.2 Taxi procedures general

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

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

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

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

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

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

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

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

3.2.6 Taxi holding points are designated as follows:

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

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

See TWY segments on chart AD2-LHBP-ADC

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

3.2.7 Apron exit points are designated as follows:

Terminal 1:

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

Terminal 2:

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

Cargo Apron:

| Exit point | Description |
|------------|--|
| E | intersection of service road and TWY E |

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

3.2.8 In case of emergency, notify ATC immediately.

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

3.3 Taxi procedures for arriving aircraft

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

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

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

3.3.1 Movement on aprons

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

R101-108, R110-R117, 31-36, 37-39, 42-45, R210-R212, R220-223, R224-227, R270-R279 by themselves following the painted taxi lines, except under special circumstances (listed in 3.2.1 above)

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

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

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

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

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

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

3.4 Taxi procedures for departing aircraft

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

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

3.4.1 Movement on the aprons

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

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

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

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

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

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

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

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

3.5.1 Procedures to be followed by pilots

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

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

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

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

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

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

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

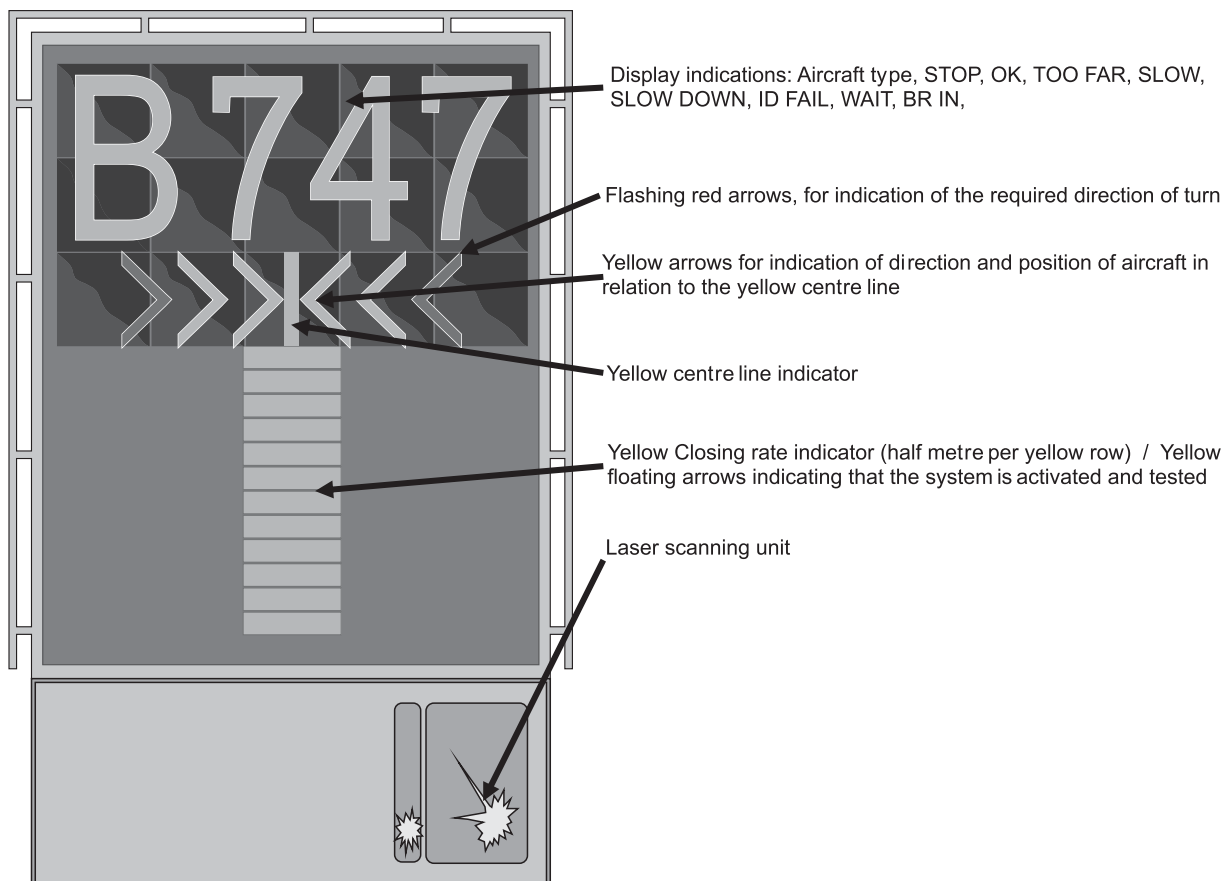
For aircraft taxiing without flight plan, Mode A code 2000 should be selected.

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

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

4.1 System description

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



4.2 Docking procedure

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

4.2.1 Warnings

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

5. THE RULES OF ENGINE TESTING

5.1 General

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

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

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

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

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

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

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

testing.

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

5.2 Permitting procedure

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

Email: airport.ops@bud.hu

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

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

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

5.3 Engine tests at idle power

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

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

5.4 Engine power tests

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

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

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

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

5.5 The operational rules of the engine test stand

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

The actual version can be found via the following route:

www.bud.hu -> Budapest Airport -> Download area -> Regulations -> Aerodrome Manual -> Volume II.

5.6 The fee payable for functional engine testing

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

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

6.1 Planning and authorisation of training flights

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

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

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

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

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

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

Phone:(+361) 296-7421 or

Phone:(+361) 296-6914

Email:airport.ops@bud.hu

providing the following data:

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

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

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

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

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

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

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

6.1.9 Rules on runway use for training flights and certification flights:**In case of runway direction 31**

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

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

In case of runway direction 13

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

6.1.10 In case of demonstration flights, prior authority coordination and permitting is required with respect to runway use as well.**6.2 Execution of training, demonstration or certification flights**

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

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

6.2.1 Flight procedures can be expected:

- a. For heavy and medium wake turbulence category aircraft:

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

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

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

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

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

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

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

7. DEVIATIONS FROM EASA REGULATION

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

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

LHBP AD 2.21 NOISE ABATEMENT PROCEDURES

1. GENERAL PROVISIONS

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

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

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

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

Email: aodm@bud.hu

Phone: (+361) 296-6890.

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

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

2. SELECTION OF RUNWAY-IN-USE

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

or by the preferential runway system.

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

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

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

2.1 Noise preferential use of Runway System

2.1.1 Runway configuration scheme (normal operation)

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

2.1.2 Runway configuration scheme (single runway operation)

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

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

2.1.3 In the case of RWY direction 31

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

2.1.4 In the case of RWY direction 13

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

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

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

For noise protection reasons, between 2300 - 0400 (2200-0300), RWY 13L is to be used for take-off and RWY 31R is to be used for landing (reciprocal runway operation). In the case of RWY 13L/31R being closed during this period, or it is open, but one of the connecting taxiways A9, V, B5 or K is closed and therefore the reciprocal landing and takeoff procedure cannot be applied, RWY 13R is to be used for take-off and RWY 31L is to be used for landing.

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

- May only be conducted on RWY 13L/31R

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

2.3 Exceptions

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

- if a closure or restriction must be imposed on one of the two RWYs and/or TWYs A6-A7-A8, B1, G outside the period between 2300 - 0400 (2200-0300), due to maintenance works, or another unexpected event;
- in case of calibration flights;
- if no ILS approach is available on the runway selected on the basis of standard regulations.
- when the crosswind component exceeds 15 KT or more (gusts included);
- when the tailwind component exceeds 5 KT or more (gusts included);
- when wind shear has been reported or forecast, or when thunderstorms are expected to affect arriving or departing traffic;
- when pilots report excessive wind at higher altitudes resulting in go-arounds;
- when the runways are contaminated or when the reported Runway Condition Code is less than 6 (GOOD);
- for landing, when the ceiling is lower than 500 FT or the visibility is less than 1900 M;
- for departure, when the visibility is less than 1900 M;
- when alternative runways are successively requested by pilots for safety reasons.

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

3. NOISE ABATEMENT ARRIVALS

- 3.1. With the exception of aircraft using visual flight rules (VFR) and calibration aircraft, primarily the instrument landing procedure of the highest available level shall be used during landing, except if the pilot of the aircraft expressly requests a lower level approach procedure. In case of the unrestricted availability of both runways and their navigation equipment, visual approach procedures may not be used on threshold 13L.
- 3.2. The noise abatement behaviour expected of aircraft pilots during arrivals is as follows:
- Prior to final approach, the last reported altitude must be maintained for as long as possible.
 - Descent during final approach should be controlled so that increases to engine power can be avoided as much as possible.
 - The use of reverse thrust should be limited to idle thrust, except if aviation safety considerations require the use of a higher level of thrust (e.g. if the RWY is wet or snowy).

4. NOISE ABATEMENT DEPARTURES

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

management reasons.

- 4.2. Noise abatement take-off procedures, specified in section 7 of part I. of ICAO Doc 8168-OPS/611 (PAN-OPS) Volume I. (5th edition, 2006), must be used during take-off, except if this is not recommended by the pilot of the aircraft or ATC due to foreseeable reasons (meteorological or aviation safety). If the noise abatement take-off cannot be executed due to foreseeable reasons, ATC must record this fact.
- 4.3. The noise abatement take-off procedure must be executed in accordance with the NADP procedures described in the appendix to chapter 3 of section 7 of part I. of ICAO Doc 8168-OPS/611 (PAN-OPS) Vol. I. (5th edition, 2006).
- 4.4. The altitude / speed constraints and the valid flight paths for take off, landing, arrival and departure procedures (SID/STAR) are specified on the maps in chapter AD 2 LHBP of the AIP.
- 4.5. Compliance with the SID procedure published in the AIP is mandatory for aircraft performing IFR flights up to an elevation of QNH 7 000 FT (2 150 M) AMSL in case of RWY direction 31 and up to QNH 4 000 FT (1 200 M) AMSL in case of RWY direction 13, except for light turbulence category turboprop aircraft or aircraft requesting a cruise altitude of less than 9 500 FT.

5. NIGHTTIME TRAFFIC RESTRICTIONS

- 5.1. At nighttime, the number of movements of scheduled and non-scheduled commercial landings and take-offs may be planned as follows:
 - 50 movements between 2100 - 0500 (2000-0400);
 - Out of this, 6 movements between 2300 - 0400 (2200-0300).

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

- 6.1. Aircraft operators must act circumspectly regarding noise burdens arising from the use of auxiliary power units (APUs), in order to protect the area surrounding the airport:
 - The operation of APUs must be stopped at the latest within 5 minutes of arrival on stands equipped with a ready-installed external power source, in operational condition;
 - APUs may only be restarted for essential technical checks, or immediately prior to planned departure to ensure appropriate conditions in the passenger cabin and for electronic systems; maximum 5-30 minutes prior to passenger boarding, depending on the aircraft type;
 - The operation of APUs is not permitted without the presence of trained specialist staff.
- 6.2. During nighttime, the duty airside manager (DAM) checks the airfield operational areas and warns the crews or the ground handling agent of aircraft breaching regulations on the use of APUs.

7. EXCEPTION

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

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

LHBP AD 2.22 FLIGHT PROCEDURES

1. LIMITATIONS FOR ARRIVING TRAFFIC

1.1. Speed restriction:

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

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

- #### 1.2.
- Due to the limited airspace available, it is of importance that the approaches to the patterns and the holding procedures are carried out as precisely as possible. Pilots are strongly requested to inform ATC if, for any reason the approach and/or holding cannot be performed as required.
- #### 1.3.
- All arriving traffic to LHBP without RNP APCH capability should advise the appropriate ATC unit at first contact and request radar vectors for the relevant conventional approach.

2. HANDLING THE ARRIVING TRAFFIC IN BUDAPEST TMA

- #### 2.1.
- STAR procedures can be expected during peak traffic periods by ATC. In low traffic periods or in nighttime operations shortcuts may be expected.
- #### 2.2.
- To eliminate additional radio communication to clarify the navigational capability of aircraft, the phrase "UNABLE RNAV DUE EQUIPMENT" shall be included by the pilot immediately following the aircraft call sign, whenever initial contact on the Budapest Approach frequency is established.
- #### 2.3.
- Arriving aircraft experiencing radio communication failure shall set the transponder to code 7600 and:
- A. During a STAR procedure shall continue via the acknowledged full procedure with the relevant constraints, then complete the instrument approach for the runway in use.
 - B. During a "direct to a waypoint" shall proceed to the acknowledged waypoint and join the remaining arrival route or instrument procedure with the relevant constraints, then complete the instrument approach for the runway in use.
 - C. Prior to entering the Budapest TMA shall proceed to the TMA entry point according to the flight plan and continue via the STAR procedure with the relevant constraints, then complete the instrument approach for the runway in use.
 - D. Without RNAV capability, prior to entering the Budapest TMA or under radar vectoring shall proceed to TPS VOR/DME and follow the standard VOR approach procedure then complete the final approach for the runway in use.

3. INSTRUMENT APPROACH PROCEDURES FOR BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

3.1 ILS operations

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

3.1.1 Facilities

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

3.1.2 ILS CAT III performance

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

AIP HUNGARY**3.2 ATC Procedures for Low Visibility Conditions****3.2.1 Runway(s) and associated equipment authorised for use when LVP are in effect, including for operations with operational credits with RVR less than 550 m, if applicable**

Nil

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

Nil

3.2.3 Description of ground marking/lighting for use under LVP

Nil

3.2.4 Remarks**3.2.4.1 Preparation Phase PREP**

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

3.2.4.2 Operation Phase, LVP 1.

When any RVR is 600 M or less and/or the cloud base is at 200 FT or below, in addition to 3.2.4.1 above, ATC will ensure that the ILS protection area (critical/sensitive) is clear of traffic before the landing aircraft reaches 2 NM from the TDZ.

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

"ATTENTION! LOW VISIBILITY PROCEDURES IN FORCE"

3.2.4.3 Operation Phase, LVP2.

When any RVR is less than 400 M, in addition to 3.2.4.1 above, the ATC is responsible for preventing collisions between aircraft and other traffic on taxiways and intersections on the manoeuvring area. Aircraft will be advised of these procedures in an ATIS broadcast with the following expression:

"ATTENTION! LOW VISIBILITY PROCEDURES IN FORCE"

3.2.4.4 General procedures

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

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

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

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

3.3 Practice ILS approaches

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

"Request practice category II (or III) approach"

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

3.4 Precision Approach Terrain Charts

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

3.5 Obstacle clearance

OCA/H are published on the relevant IACs.

3.6 Instrument approaches

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

3.7 Visual Approach

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

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

3.8 Aerodrome Operating minima

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

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

3.9 Initiation of an approach to land

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

3.10 ATC procedures

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

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

4. DEPARTURE PROCEDURES

4.1 General

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

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

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

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

4.2 Standard Instrument Departures

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

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

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

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

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

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

5. PROCEDURES FOR VFR FLIGHTS WITHIN BUDAPEST TMA AND IN BUDAPEST CTR**5.1 General**

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

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

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

- a. Valid flight plan has been filed; in case the flight executing special flight operations, the reason for special handling by ATS shall be included in 18. other information item of the flight plan;
- b. VMC are adequate (visibility 5 KM or more, ceiling 1 500 FT or more) and there is vertical visual reference to the ground;
- c. Two-way radio communication is possible. Information about the appropriate frequency may be obtained from Budapest Information;
- d. The aircraft is power-driven;
- e. The aircraft is equipped with transponder mode C, in case of landing at Budapest Liszt Ferenc Airport mode S. Exemption from this requirement may be granted by the appropriate ATC unit.

5.2 VFR procedures at Budapest Liszt Ferenc International Airport and within Budapest CTR (See VAC)**5.2.1 Designated VFR entry and exit points for flights to/from Budapest CTR:**

DUNAMO: 472216N 0190534E

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

KEREPES: 473314N 0191619E

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

TAPIOSAP: 472936N 0192646E

(TPS VOR)

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

TSEPEL: 472740N 0190419E

(Csepel bridge – The N end of Csepel island)

MIKLOS: 473244N 0190239E

(Miklós square in Óbuda)

SIKATOR: 473426N 0190929E

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

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

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

5.2.2 Arriving aircraft

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

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

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

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

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

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

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

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

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

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

5.2.3 Departing aircraft

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

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

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

5.2.4 Taxiing

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

5.2.5 Communication failure procedures

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

6. ADDITIONAL INFORMATION

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

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

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7. WAYPOINT COORDINATES

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

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

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

LHBP AD 2.23 ADDITIONAL INFORMATION

1. GROUND HANDLING ORGANISATIONS

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

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

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

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

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

Ground handling organisations operate at Budapest Liszt Ferenc International Airport:

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

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

2. SUPERVISION OF THE AERODROME

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

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

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

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

3. AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS) BROADCASTS

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

3.1 The content of ATIS broadcasts:

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

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

Notes:

- One broadcast serves both arriving and departing aircraft.
- Runway condition is reported with Runway Condition Code. It is transmitted for each third of the runway in use commencing from the threshold. Sections of the runway are identified as first part, second part, and third part.
- RVR values are transmitted in the following order: TDZ, mid point and stop end. When RVRs for all the three positions are available, the positions are not identified.

4. BIRD FLOCKS AND BIRD MIGRATIONS

At LHBP airport:

- The size of the flocks of birds living at or near Budapest Liszt Ferenc International Airport varies from season to season.
- Approximately 60-90 pairs of birds of prey (small to medium size) live at or in the vicinity of the airport. Birds of prey are a hazard to aircraft during the initial climb or final approach phase of a flight.
- The risk of collision is slightly increased in the months of JUNE-AUGUST when the new generation of birds leaves the nest (small and medium size).
- Gulls also appear at the airport between November and February, usually settling on runways and taxiways (medium size)
- In summer, you can expect to see gulls, swallows and various birds of prey (medium and small)
- Fowl, pigeons and mallards can be expected all year round.
- Kestrels appear throughout winter in small numbers (medium size)
- Between October and March, depending on the weather conditions crows can be observed. They migrate through the airport airspace in flocks of tens of thousands and settle temporarily at the airport. Their migratory patterns are typical daily, flying from NW to SE after dawn and from SE to NW at dusk, at altitudes between 30 and 1000 ft.

Airport surroundings up to 1000 feet:

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

Airport area at or above 1000 feet above sea level:

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

4.1 Bird Watch and Scaring Service

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

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

Airside Management

BUD International Airport Zrt.

Post:H-1185 Budapest, BUD International Airport

Phone:(+361) 296-5535

Fax:(+361) 296-8981

Email:airside.bud@bud.hu

4.2 Reporting a Bird Strike

Operators using Budapest Liszt Ferenc International Airport are requested to report events of bird strike by filling in the ICAO standard "BIRD STRIKE REPORTING FORM" (BSRF). If the operator is not provided with BSRF, a digital version may be obtained and filed at the ARO.

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

Airside Management

BUD International Airport Zrt.

Post:H-1185 Budapest, BUD International Airport

Fax:(+361) 296-8981

Email:airside.bud@bud.hu

5. GENERAL AVIATION FLIGHT HANDLING

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

Email:airport.ops@bud.hu

Operation request shall comprise the following information:

- date of flight;
- aircraft identification and type of aircraft;

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

The airport operator will confirm the times to the sender.

6. REMOTE AERODROME ATC SERVICE

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

LHBP AD 2.24 CHARTS RELATED TO THE AERODROME

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

LHBP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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

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

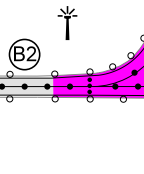
| RWY13R | | |
|--------------------------|---------------------------------------|----------------|
| Obstacle penetrating VSS | Affected procedures | Affected OCA/H |
| LHBP_AREA2B_S_629_014 | AD 2-LHBP-RNP-13R (except LPV minima) | NIL |
| LHBP_AREA2B_S_629_015 | AD 2-LHBP-RNP-13R (except LPV minima)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

| RWY31R | | |
|--------------------------|---------------------|----------------|
| Obstacle penetrating VSS | Affected procedures | Affected OCA/H |
| Not applicable | | |

| RWY13L | | |
|--------------------------|---------------------|----------------|
| Obstacle penetrating VSS | Affected procedures | Affected OCA/H |
| Not applicable | | |

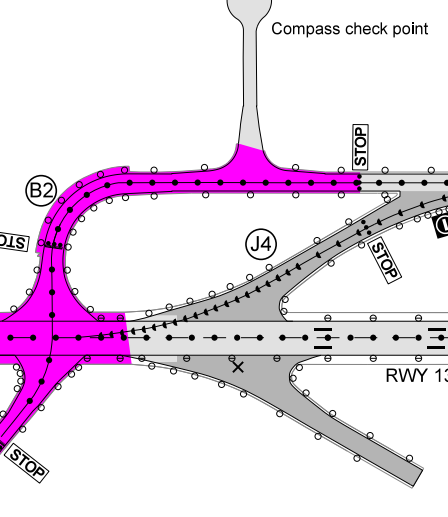
ARP
N47 26 22 AERODROME ELEV 496

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



HOT SPOT

CAUTION:
Taxiways A1 and A2.
DO NOT cross the holding position markings without ATIS clearance issued on TWR frequency (118.175 GHz).

[illegible]

HOT SPOT

Compass check point

Stop

B2

Stop

B3

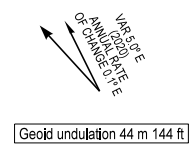
Stop

B1

Stop

RWY 13R/31L

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



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

SEE ALSO LHPB AD 2.13 DECLARED DISTANCES

LEGEND

VISUAL AIDS

Approach light

Approach light

PAPI

RWY edge light
combined with

RWY and TWY
(bi-directional)

TWY centre line
unidirectional

Omnidirectional

Flood lighting

Camera pole

HOT SPOT

The diagram shows a complex intersection of taxiways. Taxiway A1 is a major horizontal route. Taxiway B1 is a vertical route intersecting A1. Taxiway C1 is a diagonal route intersecting both A1 and B1. Other taxiways shown include G1, H1, and I1. The area is labeled 'Grass parking' and 'Hangar'. A 'CAUTION' note states: 'Taxiways A1 and B1. Confusing Taxiways. Verify the correct taxi route.'

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

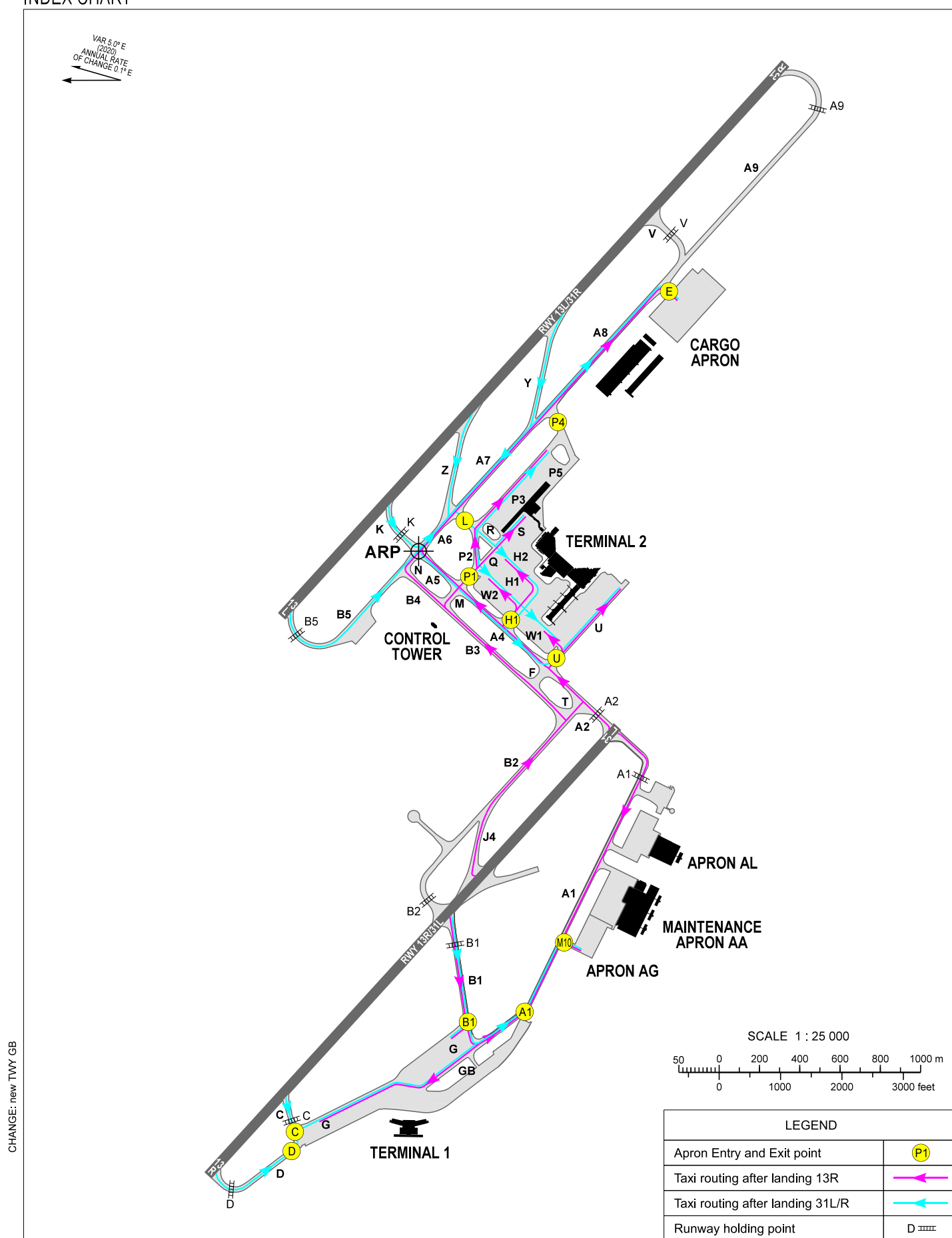
SCALE 1 : 10 000

| | |
|---|--|
| LIGHTING | |
| RWY 13L/31R and RWY 13R/31L | |
| Approach: | Cat. II, III, high intensity white unidirectional (900 m), variable in 5 stages. From 900 m to 300 m flashing centre line. |
| Thresholds: | Low intensity green unidirectional, variable in 5 stages, with 2x10 m wing bar lights. |
| Touchdown zone: | High intensity white unidirectional, variable in 5 stages. |
| PAPI | 3.00° (MEHT; see in chart). |
| Runway edge: | Low intensity white unidirectional, variable in 5 stages. Last 600 m yellow. Low intensity white omnidirectional, variable in 5 stages. First and last 600 m yellow. Edge light spacing: 60 m. |
| Runway centre line: | High intensity, unidirectional, variable in 5 stages. White to 900 m before runway end. Red/white from 900 m to 300 m before runway end. Red on the last 300 m of runway. Center line light spacing: 15 m. |
| Runway ends: | Low intensity red unidirectional. |
| WARNING: | |
| CENTERLINE LIGHTS OF RWY31L/RWY13R ARE VISIBLE ONLY IN THE DIRECTION OF RUNWAY IN USE. | |
| CENTERLINE LIGHTS ARE NOT VISIBLE FROM OPPOSITE DIRECTION OR DURING BACKTRACK. | |
| TWY | |
| Taxiway edge: | Low intensity omnidirectional blue. (Both sides of TWY 83 between TWY F and TWY H and on TWY B4 between TWY H and TWY N, elevated LED edge lights are in operations.) |
| Taxiway centre line: | Low intensity unidirectional green on taxiways Z, Y and J4. Low intensity bi-directional green on taxiways A2-A6, F, B2-B5, N, T, and U. |
| STOP bars: | Unidirectional red. |
| Apron: | Low intensity red edge lights and floodlights. |
| Obstacle light: | Low intensity red. |

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TAXI PROCEDURES FOR ARRIVING AIRCRAFT -
INDEX CHART

BUDAPEST/LISZT FERENC



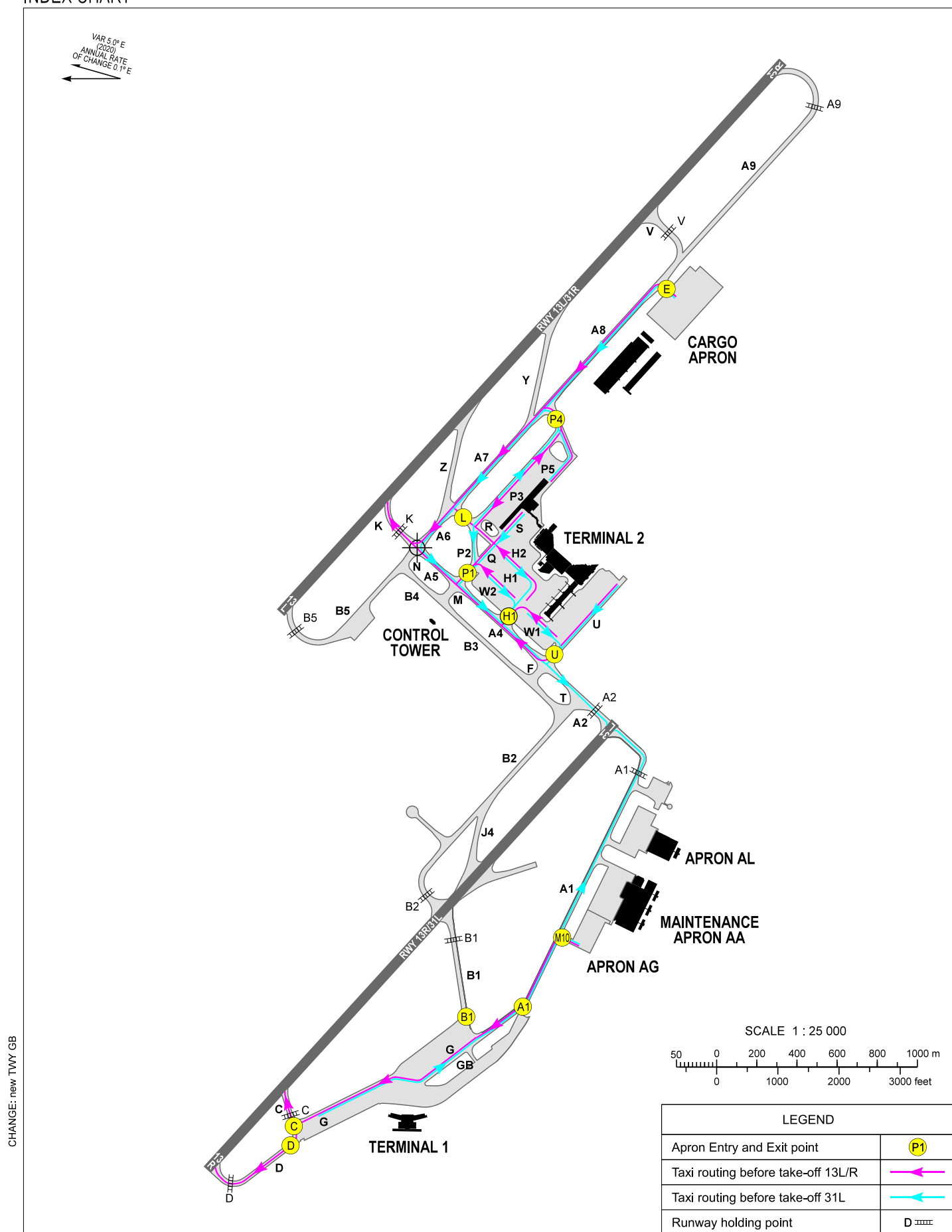
CHANGE: new TWY GB

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

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

TAXI PROCEDURES FOR DEPARTING AIRCRAFT -
INDEX CHART

BUDAPEST/LISZT FERENC



CHANGE: new TWY GB

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

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

HungaroControl

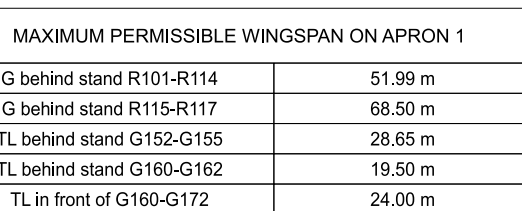
BUDAPEST/LISZT FERENC
APRON 1

LEGEND

VISUAL AIDS

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

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



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

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

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LHPP - PÉCS/POGÁNY**LHPP AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LHPP PÉCS/POGÁNY

LHPP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|--|
| 1 | ARP coordinates and site at AD | 455921N 0181432E, at the geometrical centre of the RWY |
| 2 | Direction and distance from (city) | 9 KM SSE from the centre of Pécs |
| 3 | Elevation/Reference temperature | 198 M / 27.4°C |
| 4 | MAG VAR/ annual change | 5° E (2024) / 0.1° increasing |
| 5 | AD Administration, address, telephone, telefax, AFS | Post:Pecs/Poganyi Repuloteret Mukodteto Kft. H-7666 Pogany, Repuloter 08/9 Phone:(+36) 72-526-140 AFS:LHPPZPZX SITA:PEVOPXH Email:info@airportpecs.hu; fly@airportpecs.hu URL:www.airportpecs.hu |
| 6 | Types of traffic permitted (IFR/VFR) | IFR-VFR |
| 7 | Remarks | Nil |

LHPP AD 2.3 OPERATIONAL HOURS

| | | |
|---|----------------------------|---|
| 1 | AD Administration | MAY, JUN, JUL, AUG 0700-1700 MAR, APR, SEP, OCT 0800 - 1600 (0700-1500) JAN, FEB, NOV, DEC 0800 - 1400 PPR 0400-2000 (0500 - 2100) |
| 2 | Customs and immigration | 3 workdays prior request required for flights outside the Schengen Region departing/arriving to/from LHPP. Further information: Phone:(+36) 72-526-156 Email:info@airportpecs.hu |
| 3 | Health and sanitation | Nil |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office (ARO) | Nil |
| 6 | MET Briefing Office | H24 |
| 7 | ATS | As Administration |
| 8 | Fuelling | As Administration |

| | | |
|----|----------|-------------------|
| 9 | Handling | As Administration |
| 10 | Security | H24 |
| 11 | De-icing | As Administration |
| 12 | Remarks | Nil |

LHPP AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|--|
| 1 | Cargo-handling facilities | Nil |
| 2 | Fuel/oil types | AVGAS 100LL, JET-A1, Gasoline 95 |
| 3 | Fuelling facilities/capacity | Available (10000 L) |
| 4 | De-icing facilities | Available at parking stands on request |
| 5 | Hangar space for visiting aircraft | On request |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

LHPP AD 2.5 PASSENGER FACILITIES

| | | |
|---|-------------------------|---|
| 1 | Hotels | In Pogany |
| 2 | Restaurants in the city | In the city |
| 3 | Transportation | Taxi, local public coach, car hire |
| 4 | Medical facilities | First aid at AD, hospital in the city. |
| 5 | Bank and Post Office | In the city, credit card acceptance at AD |
| 6 | Tourist Office | In the city |
| 7 | Remarks | Nil |

LHPP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | A3 |
| 2 | Rescue equipment | 1 fire truck and hand operated fire extinguishers |
| 3 | Capability for removal of disabled aircraft | Available (restricted, up to 30 tons) |
| 4 | Remarks | For CAT A5, 3 hours prior request required. |

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

| | | |
|---|---|--|
| 1 | Types of clearing equipment | 1 snow plough and sweeper, 1 carbamid spreader |
| 2 | Clearance priorities | RWY, TWYs, Apron 1, Apron 2 |
| 3 | Use of material for movement area surface treatment | Carbamid |
| 4 | Specially prepared winter runways | Nil |
| 5 | Remarks | Nil |

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

| | | |
|---|---|--|
| 1 | Apron surface and strength | Surface: CONC Strength: Apron 1: 35/R/B/W/T Apron 2: 37/R/B/W/T |
| 2 | Taxiway width, surface and strength | Width: TWY A: 15 M TWY A1: 10 M Surface: asphalt Strength: TWY A and A1: 37/F/C/W/T |
| 3 | Altimeter checkpoint location and elevation | Location: Nil Elevation: |
| 4 | VOR checkpoints | Nil |
| 5 | INS checkpoints | Nil |
| 6 | Remarks | Turning bay at treshold RWY 33. (43.30 M X 8.54 M) |

LHPP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|--|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | TWY centre lines, guide lines on apron. Centrelines, holding point marking. |
| 2 | RWY and TWY markings and LGT | RWY: designator, threshold, TDZ, centre line markings TWYs: centre lines, holding point marking |
| 3 | Stop bars | Nil |
| 4 | Remarks | Nil |

LHPP AD 2.10 AERODROME OBSTACLES

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

LHPP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|--|
| 1 | Associated MET Office | Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology |
| 2 | Hours of service | H24 |
| 3 | Office responsible for TAF preparation Periods of validity | Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology Periods of validity: 9 HRs, Interval of issuance: 3 HRs in operational hours of aerodrome |
| 4 | Type of landing forecast Interval of issuance | Nil |
| 5 | Briefing/consultation provided | Written briefing: https://aviation.met.hu Consultation via phone: +36-90-603-421 Consultation via e-mail: rvo@met.hu (HMS) See GEN 3.5 |
| 6 | Flight documentation Language(s) used | Charts, abbreviated plain language text Hungarian, English |
| 7 | Charts and other information available for briefing or consultation | Charts, aerodrome reports and forecasts in EUR region, area forecasts, MET. observations and warnings in Budapest FIR |
| 8 | Supplementary equipment available for providing information | Telephone/Telefax |
| 9 | ATS Units provided with information | Budapest FIC (on request); AFIS (on request) |
| 10 | Additional information | Nil |

LHPP 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 |
| 15 | 157.53° GEO | 1500 x 30 | 38/F/B/W/T ASPH | 455943.62N 0181418.32E 455858.74N 0181444.95E 44.7 M | 198 M |
| 33 | 337.53° GEO | 1500 x 30 | 38/F/B/W/T ASPH | 455858.74N 0181444.95E 455943.62N 0181418.32E 44.7 M | 195.1 M |

| Designations RWY NR | Slope of RWY - SWY | SWY dimensions (M) | CWY dimensions (M) | Strip dimensions (M) | RESA dimensions (M) surface | Location of arresting system | OFZ | Remarks |
|------------------------|-----------------------|--------------------------|--------------------------|----------------------------|-----------------------------------|---------------------------------------|-----|---------|
| 1 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | -0.10%/-0.87% | Nil | Nil | 1620 x 300 | 360 x 90 grass | Nil | Nil | Nil |
| 33 | +0.87%/+0.10 % | Nil | Nil | 1620 x 300 | 360 x 90 grass | Nil | Nil | Nil |

LHPP AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|----------------|----------|----------|----------|---------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 15 | 1500 | 1500 | 1500 | 1500 | Nil |
| 33 | 1500 | 1500 | 1500 | 1500 | Nil |

LHPP AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type LEN INTST | THR LGT colour WBAR | VASIS (MEHT) | TDZ LGT LEN | RWY Centre Line LGT Length, spacing, colour, INTST | RWY edge LGT LEN, spacing colour INTST | RWY End LGT colour WBAR | SWY LGT LEN (M) colour | Remarks |
|----------------|----------------------------------|------------------------|-----------------|-------------|--|--|-------------------------|------------------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 15 | SALS 420 M LIM | Green | 3.36° (15 M) | Nil | Nil | 1500 M 60 M White/Yellow LIH | RED | Nil | Nil |
| 33 | CAT1 barrette 900 M LIH | Green | 3° (17 M) | Nil | Nil | 1500 M 60 M White/Yellow LIH | RED | Nil | Nil |

LHPP AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | Nil |
| 2 | LDI location and LGT Anemometer location and LGT | Nil |
| 3 | TWY edge and centre line lighting | TWY edge lighting on TWY A, in 102 M length |
| 4 | Secondary power supply | GPU diesel ground power unit (152 kW, 10-hour operating time) |
| 5 | Remarks | Retroreflective edge markers on the other section of TWY A and Aprons |

LHPP AD 2.16 HELICOPTER LANDING AREA

NIL

LHPP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|---|-----------------------------------|---|
| 1 | Designation and lateral limits | PECS-POGANY TIZ 454614N 0181508E - 455106N 0182820E - 461304N 0182154E - 461402N 0181906E - 460854N 0180424E - 455347N 0175950E - 454614N 0181508E |
| 2 | Vertical limits | 9500 FT ALT GND |
| 3 | Airspace classification | G |
| 4 | ATS unit call sign Language(s) | Pogány Information EN, HU |
| 5 | Transition altitude | 10000 FT AMSL |
| 6 | Hours of applicability | As ATS Administration |
| 7 | Remarks | Air Traffic Advisory Service is not AVBL in the class G airspace LHPP TIZ. |

LHPP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service designation | Call sign | Channel(s) | SATVOICE number(s) | Logon Address | Hours of operation | Remarks |
|---------------------|--------------------|------------|--------------------|---------------|----------------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | Pogány Information | 126.915 CH | Nil | Nil | As AD Administration | Nil |

LHPP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination) | ID | Frequency(ies) | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|-----|----------------|--------------------|--|---------------------------------------|--------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| L | PP | 412 KHZ | H24 | 460021.0N 0181358.0E | | Nil |
| ILS 33 (CAT I) | | | | | | |
| LLZ | PCS | 108.35 MHZ | H24 | 455952.2N 0181413.3E | | |
| GP | | 333.95 MHZ | H24 | 455905.3N 0181434.9E | | GP angle: 3° |
| DME | PCS | 20Y | H24 | 455905.3N 0181434.9E | 196 M | |

LHPP AD 2.20 LOCAL AERODROME REGULATIONS

The village of Pogány must be avoided by all engine propelled aircraft, except aircraft making instrument approach for RWY 33.

Local training flights outside opening hours on 24 hours prior request.

LHPP AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

LHPP AD 2.22 FLIGHT PROCEDURES

See attached instrument approach chart.

LHPP AD 2.23 ADDITIONAL INFORMATION

NIL

LHPP AD 2.24 CHARTS RELATED TO THE AERODROME

| | |
|--|----------------------|
| Aerodrome Chart - ICAO | AD 2 LHPP-ADC |
| Aerodrome Obstacle Chart - ICAO Type A Operating Limitations | AD 2-LHPP-AOCA-1533 |
| Instrument Approach Chart - ICAO | AD 2-LHPP-ILS/LOC-33 |
| | AD 2-LHPP-NDB-15 |
| | AD 2-LHPP-RNP-15 |
| | AD 2-LHPP-RNP-33 |
| Visual Approach Chart - ICAO | AD 2-LHPP-VAC |

LHPP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

| RWY15 | | |
|--------------------------|--|----------------|
| Obstacle penetrating VSS | Affected procedures | Affected OCA/H |
| LHPP_AREA2B_P_036 | AD 2-LHPP-NDB-15, AD 2-LHPP-RNP-15 (except LPV minima) | NIL |
| LHPP_AREA2B_P_035 | AD 2-LHPP-NDB-15, AD 2-LHPP-RNP-15 (except LPV minima) | NIL |

| RWY33 | | |
|--------------------------|---------------------|----------------|
| Obstacle penetrating VSS | Affected procedures | Affected OCA/H |
| Not applicable | | |

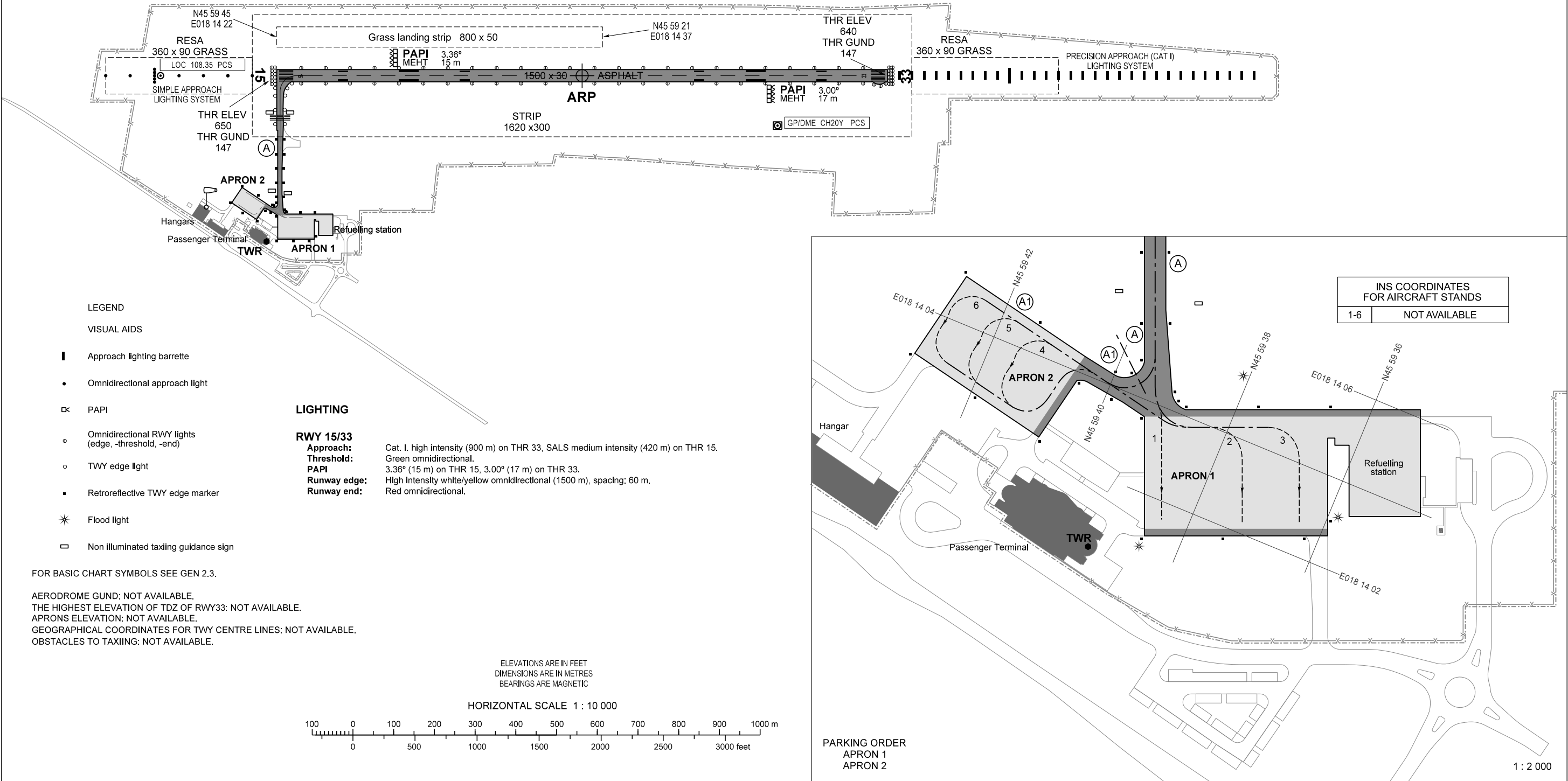
AERODROME CHART - ICAO

| RWY | DIRECTION | THR | BEARING STRENGTH | TORA | TODA | ASDA | LDA |
|--|-----------|-----------------------|------------------|------|------|------|------|
| 15 | 153° | N45 59 44, E018 14 18 | PCN 38/F/B/W/T | 1500 | 1500 | 1500 | 1500 |
| 33 | 333° | N45 58 59, E018 14 45 | PCN 38/F/B/W/T | 1500 | 1500 | 1500 | 1500 |
| Apron 1 | | | PCN 35/R/B/W/T | | | | |
| Apron 2 | | | PCN 37/R/B/W/T | | | | |
| Taxiways | | | PCN 37/F/C/W/T | | | | |
| Taxiway width: A: 15 m; A1: 10 m. | | | | | | | |
| Remark: Turning bay at threshold RWY33 (43.30 m x 8.54 m). | | | | | | | |

AERODROME ELEV 651

POGÁNY INFORMATION 126.915
BUDAPEST INFORMATION (WEST) 125.500

PÉCS/POGÁNY



CHANGE: AFIS call sign changed

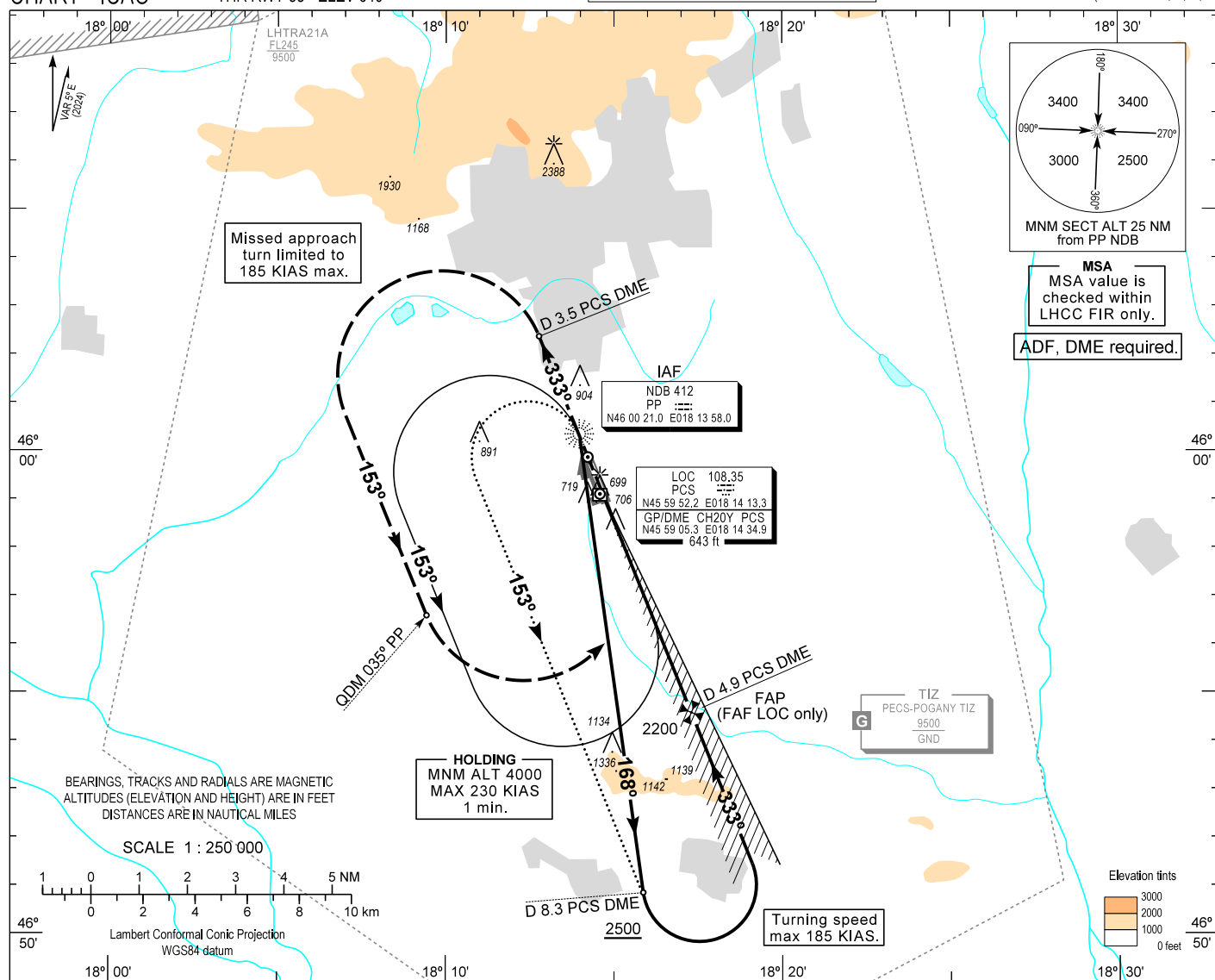
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INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 651
HEIGHTS RELATED TO
THR RWY 33 - ELEV 640

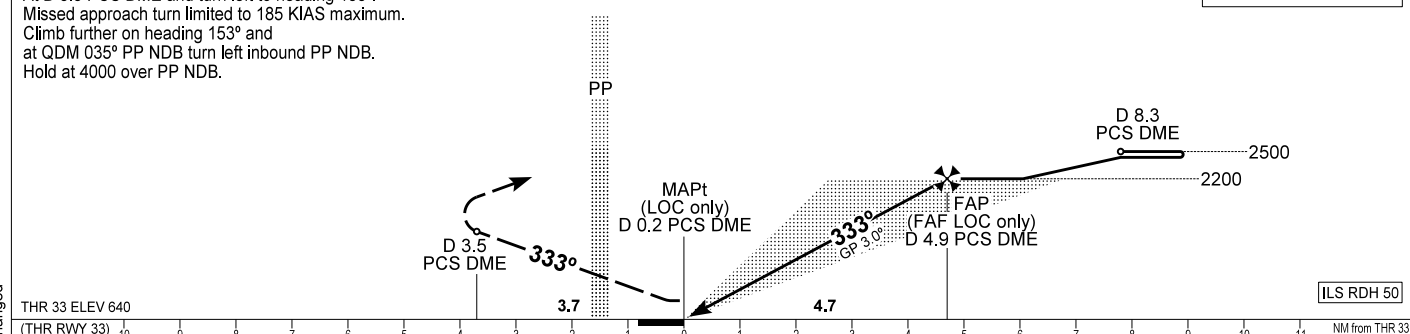
| | |
|-----------------------------|---------|
| POGÁNY INFORMATION | 126.915 |
| BUDAPEST INFORMATION (WEST) | 125.500 |

PÉCS/POGÁNY
ILS or LOC RWY 33
(ACFT CAT A, B, C, D)



MISSED APPROACH
Climb straight ahead to 4000.
At D 3.5 PCS DME and turn left to heading 153°.
Missed approach turn limited to 185 KIAS maximum.
Climb further on heading 153° and
at QDM 035° PP NDB turn left inbound PP NDB.
Hold at 4000 over PP NDB.

TRANSITION ALTITUDE
10000



| | | | | | | | | | | | | | | |
|----------------------|---------|------------|-----------|-----------|-----------|-----------|---|--|----------|------|------|------|------|------|
| OCA (OCH) | | | A | B | C | D | DME PCS | | NM | 4.0 | 3.0 | 2.0 | 1.0 | |
| STRAIGHT-IN APPROACH | Cat. I. | Press. ALT | 830 (190) | 842 (202) | 850 (210) | 861 (221) | DIST THR / RWY 33 | | NM | 3.8 | 2.8 | 1.8 | 0.8 | |
| | LOC | | 960 (320) | | | | ALTITUDE | | ft | 1910 | 1590 | 1280 | 960 | |
| CIRCLING APPROACH | | ft AMSL | 1200 | 1200 | 1300 | 1530 | Timing not authorized to define the MAPt. | | | | | | | |
| | | VIS. m | 1900 | 2800 | 3700 | 4600 | | | | | | | | |
| | | | | | | | GROUND SPEED | | kt | 60 | 90 | 120 | 150 | 180 |
| | | | | | | | FAF - MAPt 4.74 NM | | min:sec | 4:44 | 3:10 | 2:22 | 1:54 | 1:35 |
| | | | | | | | Rate of descent (319 ft/NM) | | ft / min | 320 | 480 | 640 | 800 | 960 |

AD 2 LHPP INSTRUMENT APPROACH CHART ILS OR LOC RWY 33

Arrivals on 138° - 198° may enter the base turn procedure directly at 4000
above PP NDB according to the advice of POGÁNY INFORMATION.
Other arrivals shall enter the holding procedure.

ILS approach from PP NDB:

Initial altitude: 4000. 185 KIAS max.

Leave PP NDB on QDR 168 and descend to 2500.

At D 8.3 PCS DME turn left to intercept PCS LOC 333° and descend to 2200, then follow ILS.

ILS approach from PP NDB holding:

Initial altitude: 4000. 185 KIAS max.

At PP NDB turn left to heading 153° and descend to 2500.

Fly outbound and at D 8.3 PCS DME turn left to intercept PCS LOC 333° and descend to 2200, then follow ILS.

Holding procedure:

Holding fix: PP NDB.

Left hand holding pattern.

Inbound track: 333°

Outbound track: 153°

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

Outbound timing: 1 min.

Minimum holding altitude: 4000

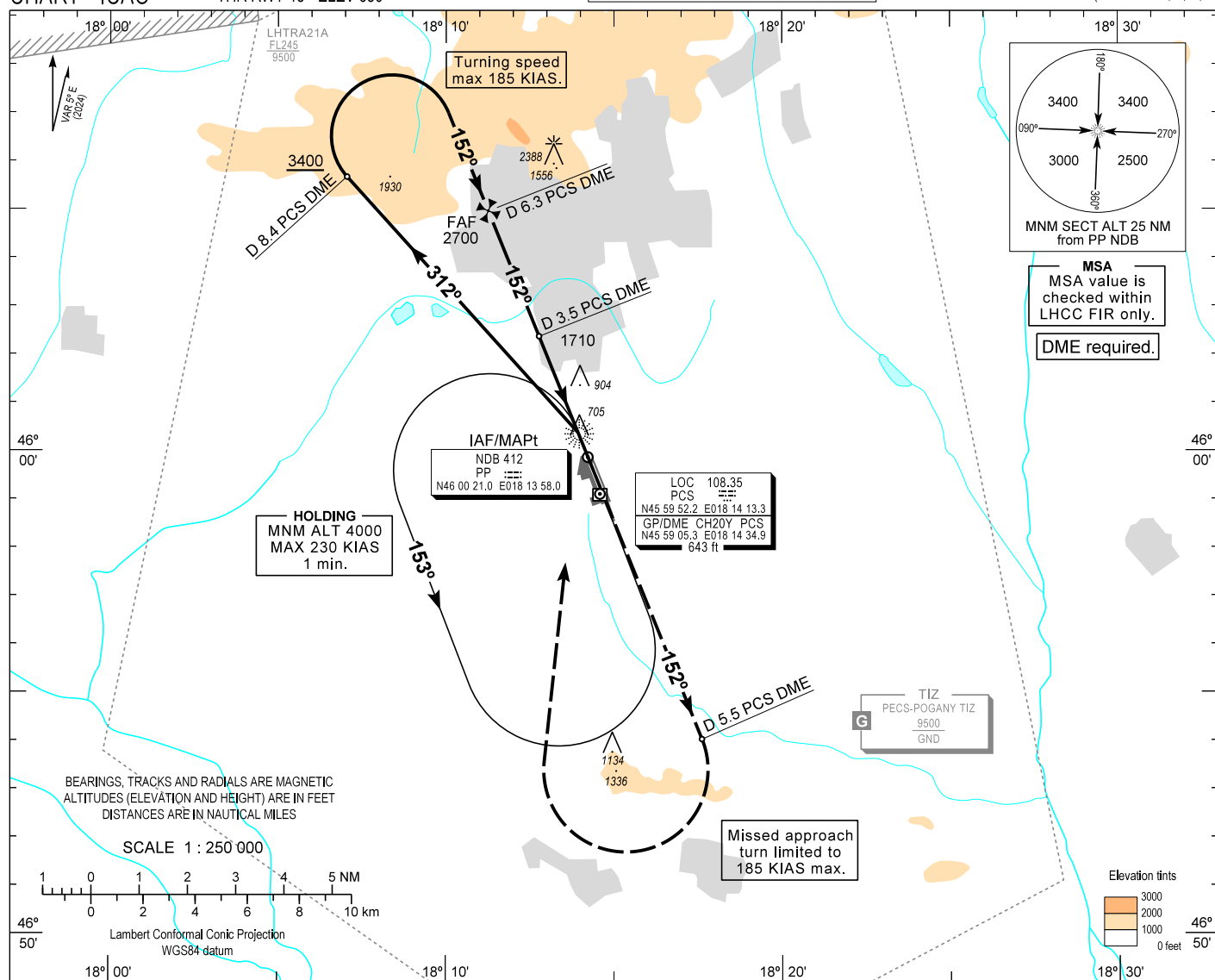
Final approach descent (LOC only): 3.00°

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 651
HEIGHTS RELATED TO
THR RWY 15 - ELEV 650

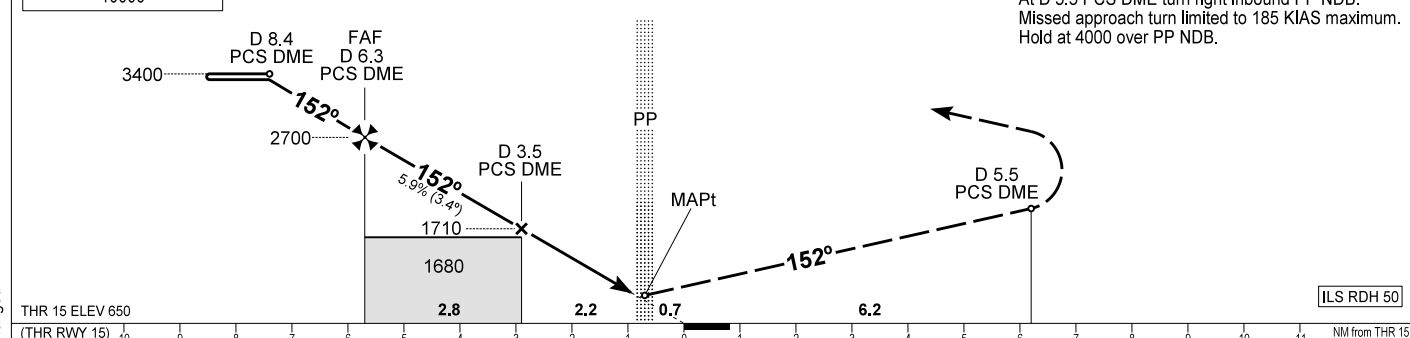
| | |
|-----------------------------|---------|
| POGÁNY INFORMATION | 126.915 |
| BUDAPEST INFORMATION (WEST) | 125.500 |

PÉCS/POGÁNY
NDB RWY 15
(ACFT CAT A, B, C, D)



| | |
|---------------------|-------|
| TRANSITION ALTITUDE | 10000 |
|---------------------|-------|

MISSED APPROACH
Climb straight ahead to 4000.
At D 5.5 PCS DME turn right inbound PP NDB.
Missed approach turn limited to 185 KIAS maximum.
Hold at 4000 over PP NDB.



CHANGE: AFIS call sign changed

| | | | | | | | | | | | | |
|---|---------|------------|------|------|------|-------------------|------|------|------|------|------|------|
| OCA (OCH) | | A | B | C | D | DME PCS | NM | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
| STRAIGHT-IN APPROACH | | 1150 (500) | | | | DIST THR / RWY 15 | NM | 5.3 | 4.3 | 3.3 | 2.3 | 1.3 |
| CIRCLING APPROACH | ft AMSL | 1200 | 1200 | 1300 | 1530 | ALTITUDE | ft | 2590 | 2250 | 1890 | 1530 | 1180 |
| | VIS. m | 1900 | 2800 | 3700 | 4600 | | | | | | | |
| Timing not authorized to define the MAPt. | | | | | | | | | | | | |
| GROUND SPEED | | | | | | kt | 60 | 90 | 120 | 150 | 180 | |
| FAF - MAPt 4.94 NM | | | | | | min:sec | 4:56 | 3:18 | 2:28 | 1:59 | 1:39 | |
| Rate of descent (357 ft/NM)) | | | | | | ft/min | 360 | 540 | 710 | 890 | 1070 | |

AD 2 LHPP INSTRUMENT APPROACH CHART NDB RWY 15

Arrivals on 282° - 342° may enter the base turn procedure directly at 4000
above PP NDB according to the advice of POGÁNY INFORMATION.
Other arrivals shall enter the holding procedure.

NDB approach from PP NDB:

Initial altitude: 4000. 185 KIAS max.

Leave PP NDB on QDR 312 PP and descend to 3400.

At D 8.4 PCS DME turn right and intercept QDM 152 PP (final track), descend to 2700.

When crossing D 6.3 PCS DME (FAF), descend to 1710.

When crossing D 3.5 PCS DME, descend to published minimum altitude.

Holding procedure:

Holding fix: PP NDB.

Left hand holding pattern.

Inbound track: 333°

Outbound track: 153°

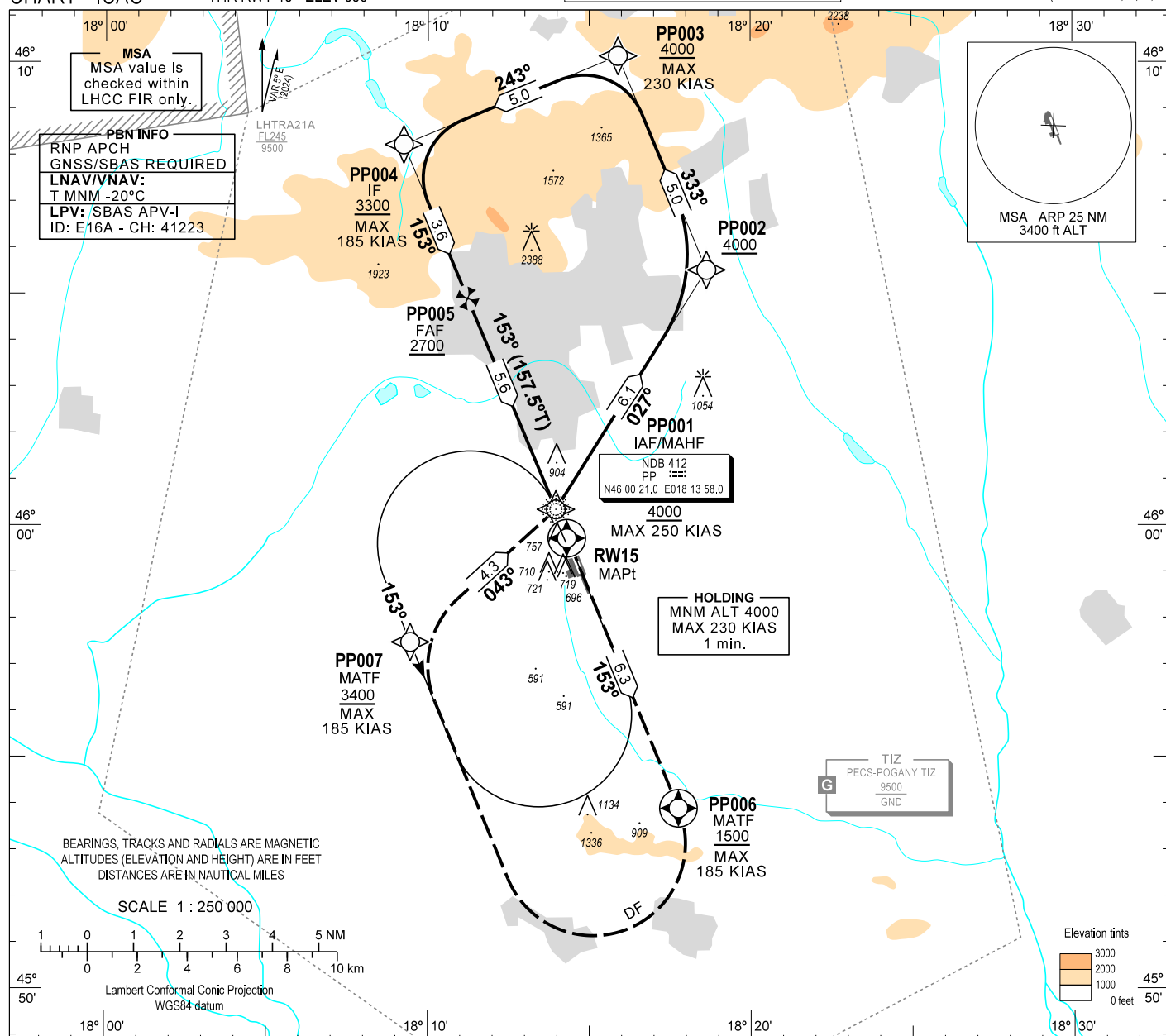
Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)

Outbound timing: 1 min.

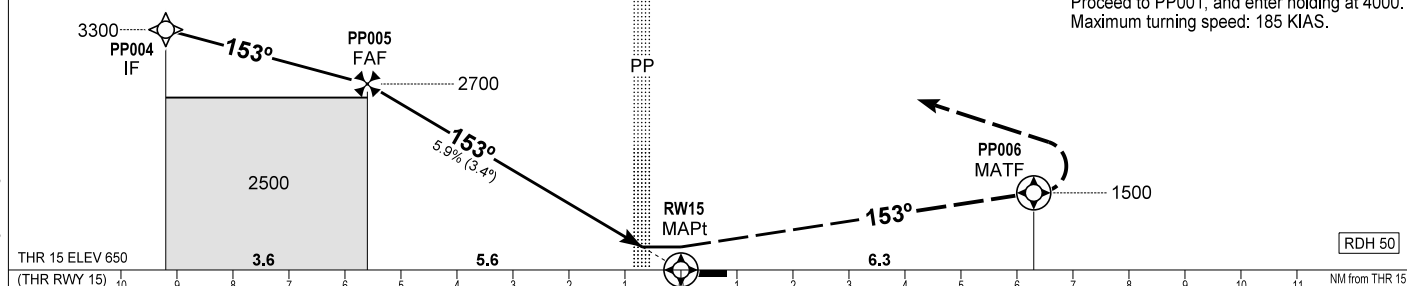
Minimum holding altitude: 4000

Final approach descent: 3.36°

AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 651
HEIGHTS RELATED TO
THR RWY 15 - ELEV 650POGÁNY INFORMATION 126.915
BUDAPEST INFORMATION (WEST) 125.500PÉCS/POGÁNY
RNP RWY 15
(ACFT CAT A, B, C, D)TRANSITION ALTITUDE
10000

MISSED APPROACH
Climb to PP006 at or above 1500.
Turn right direct to PP007 at or above 3400.
Proceed to PP001, and enter holding at 4000.
Maximum turning speed: 185 KIAS.



CHANGE: AFIS call sign changed

| OCA (OCH) | | A | B | C | D | DIST THR / RWY15 | | NM | 5.0 | 4.0 | 3.0 | 2.0 | | |
|----------------------|-----------|------------|------------|------------|------------|------------------|-----------------------------|----|---------|------|------|------|------|------|
| STRAIGHT-IN APPROACH | LNAV | 1150 (500) | | | | ALTITUDE | | ft | 2480 | 2130 | 1770 | 1410 | | |
| | LNAV/VNAV | 1045 (395) | 1058 (408) | 1067 (417) | 1079 (429) | | | | | | | | | |
| | LPV | 899 (249) | 912 (262) | 920 (270) | 932 (282) | GROUND SPEED | | kt | 60 | 90 | 120 | 150 | 180 | |
| CIRCLING APPROACH | | ft AMSL | 1200 | 1200 | 1300 | 1530 | FAF - RW15 5.6 NM | | min:sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |
| | | VIS. m | 1900 | 2800 | 3700 | 4600 | Rate of descent (357 ft/NM) | | ft/min | 360 | 540 | 710 | 890 | 1070 |

AD 2 LHPP INSTRUMENT APPROACH CHART RNP RWY 15

| PT | WP ID | Role | OverFly | Bearing/ (Len Dur) | Turn Direction | Altitude (FT) | IAS (KT) | VRT ANG | NAV PERF |
|----|-------|------|---------|-----------------------|----------------|---------------|----------|---------|----------|
| IF | PP001 | IAF | | | | +4000 | -250 | | RNP APCH |
| TF | PP002 | | | 032.1 T/6.1 NM | | +4000 | | | RNP APCH |
| TF | PP003 | | | 337.6 T/5.0 NM | | +4000 | -230 | | RNP APCH |
| TF | PP004 | IF | | 247.6 T/5.0 NM | | +3300 | -185 | | RNP APCH |
| TF | PP005 | FAF | | 157.5 T/3.6 NM | | +2700 | | | RNP APCH |
| TF | RW15 | MAPt | Y | 157.5 T/5.6 NM | | +700 | | -3.36° | RNP APCH |
| TF | PP006 | MATF | Y | 157.5 T/6.3 NM | | +1500 | -185 | | RNP APCH |
| DF | PP007 | MATF | | | R | +3400 | -185 | | RNP APCH |
| TF | PP001 | | | 047.6 T/4.3 NM | | @4000 | | | RNP APCH |
| HM | PP001 | MAHF | | 338.0 T/1 min | L | @4000 | -230 | | RNP APCH |

SBAS FAS Data Block Coding Data

| FAS-DB (CRC wrapped data) | |
|---------------------------------|---|
| Operation type | 0 |
| SBAS Provider | 1 |
| Airport Identifier | LHPP |
| Runway | 15 |
| Approach Performance Designator | 0 |
| Route indicator | |
| Reference Path Data Selector | 0 |
| Reference Path Identifier | E15A |
| LTP/FTP Latitude | 455943.6200N |
| LTP/FTP Longitude | 0181418.3200E |
| LTP/FTP Ellipsoidal Height (m) | 242.7 |
| FPAP Latitude | 455852.8895N |
| FPAP Longitude | 0181448.4205E |
| Threshold Crossing Height | 50 |
| TCH Units Selector | 0 |
| Glidepath Angle (degrees) | 3.36 |
| Course Width (m) | 105.00 |
| Length Offset (m) | 200 |
| HAL (m) | 40.0 |
| VAL (m) | 50.0 |
| Data Block | 10 10 10 08 0C 0F 00 00 01 35 31 05 08 36 BD 13 A0 BB D3 07 7B 1D AB 73 FE 29 EB 00 F4 01 50 01 64 19 C8 FA A4 9D FB F1 |
| Calculated CRC Value | A49DFBF1 |
| FAS-DB (not CRC wrapped data) | |
| ICAO Code | LH |
| LTP/FTP Orthometric Height (m) | 198.0 |

WAYPOINT COORDINATES

| WP ID | Latitude | Longitude |
|-------|-------------|--------------|
| PP001 | N46 00 21.0 | E018 13 58.0 |
| PP002 | N46 05 31.2 | E018 18 38.1 |
| PP003 | N46 10 08.4 | E018 15 53.5 |
| PP004 | N46 08 13.7 | E018 09 14.8 |
| PP005 | N46 04 54.2 | E018 11 13.7 |
| RW15 | N45 59 43.6 | E018 14 18.3 |
| PP006 | N45 53 53.8 | E018 17 45.5 |
| PP007 | N45 57 29.1 | E018 09 27.4 |

Holding procedure

| | |
|----------------------------|---|
| Holding fix: | PP001 |
| Left hand holding pattern. | |
| Inbound track: | 333° |
| Outbound track: | 153° |
| Rate of turn: | 3°/sec. or 25° bank angle (whichever requires lesser bank) |
| Outbound times: | 1 min. |
| Minimum holding altitude: | 4000 |

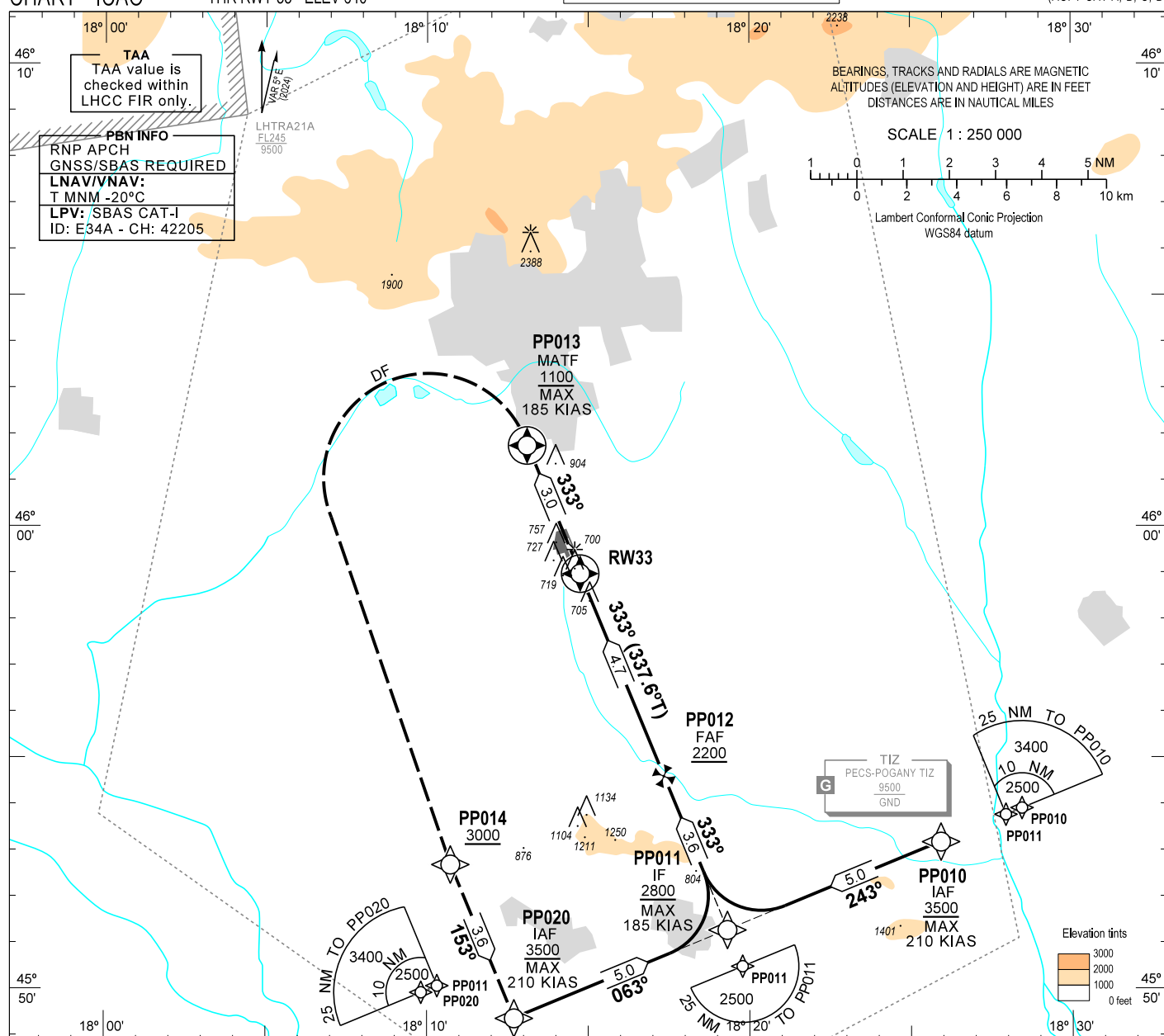
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INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 651
HEIGHTS RELATED TO
THR RWY 33 - ELEV 640

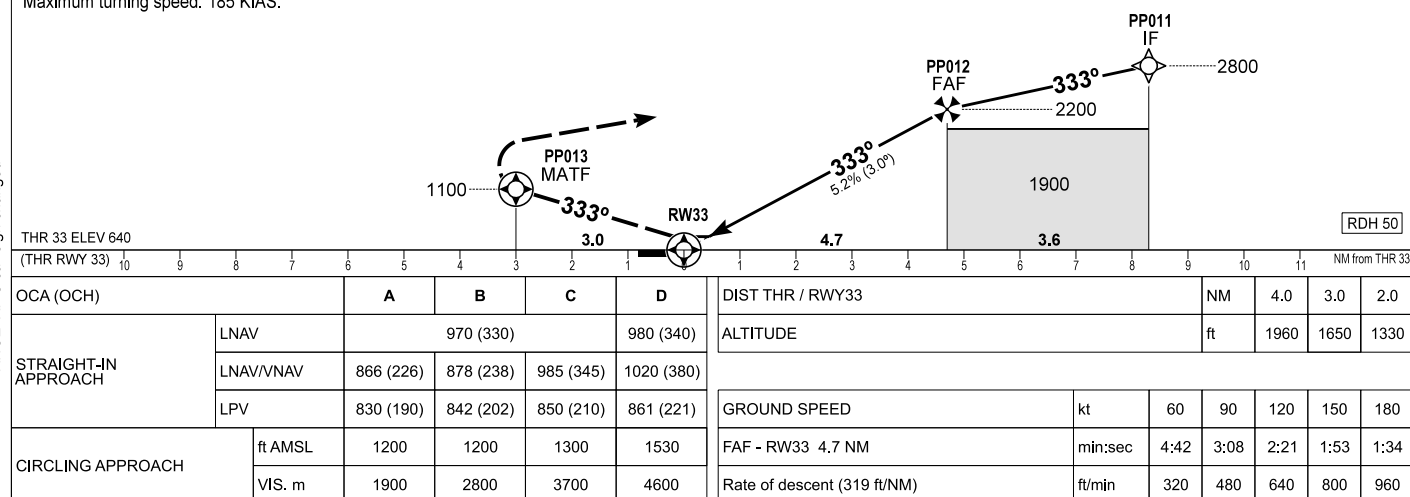
| | |
|-----------------------------|---------|
| POGÁNY INFORMATION | 126.915 |
| BUDAPEST INFORMATION (WEST) | 125.500 |

PÉCS/POGÁNY
RNP RWY 33
(ACFT CAT A, B, C, D)



MISSED APPROACH
Climb to PP013 at or above 1100.
Turn left direct to PP014 at or above 3000.
Proceed to PP020 at or above 3500.
Maximum turning speed: 185 KIAS.

TRANSITION ALTITUDE
10000



AD 2 LHPP INSTRUMENT APPROACH CHART RNP RWY 33

via PP020

| PT | WP ID | Role | OverFly | Bearing/ (Len Dur) | Turn Direction | Altitude (FT) | IAS (KT) | VRT ANG | NAV PERF |
|----|-------|------|---------|-----------------------|----------------|---------------|----------|---------|----------|
| IF | PP020 | IAF | | | | +3500 | -210 | | RNP APCH |
| TF | PP011 | IF | | 067.5 T/5.0 NM | | +2800 | -185 | | RNP APCH |
| TF | PP012 | FAF | | 337.6 T/3.6 NM | | +2200 | | | RNP APCH |
| TF | RW33 | MAPt | Y | 337.6 T/4.7 NM | | +690 | | -3.0° | RNP APCH |
| TF | PP013 | MATF | Y | 337.5 T/3.0 NM | | +1100 | -185 | | RNP APCH |
| DF | PP014 | | | | L | +3000 | -185 | | RNP APCH |
| TF | PP020 | | | 157.5 T/3.6 NM | | +3500 | -210 | | RNP APCH |

via PP010

| PT | WP ID | Role | OverFly | Bearing/ (Len Dur) | Turn Direction | Altitude (FT) | IAS (KT) | VRT ANG | NAV PERF |
|----|-------|------|---------|-----------------------|----------------|---------------|----------|---------|----------|
| IF | PP010 | IAF | | | | +3500 | -210 | | RNP APCH |
| TF | PP011 | IF | | 247.7 T/5.0 NM | | +2800 | -185 | | RNP APCH |
| TF | PP012 | FAF | | 337.6 T/3.6 NM | | +2200 | | | RNP APCH |
| TF | RW33 | MAPt | Y | 337.6 T/4.7 NM | | +690 | | -3.0° | RNP APCH |
| TF | PP013 | MATF | Y | 337.5 T/3.0 NM | | +1100 | -185 | | RNP APCH |
| DF | PP014 | | | | L | +3000 | -185 | | RNP APCH |
| TF | PP020 | | | 157.5 T/3.6 NM | | +3500 | -210 | | RNP APCH |

SBAS FAS Data Block Coding Data

| FAS-DB (CRC wrapped data) | |
|---------------------------------|---|
| Operation type | 0 |
| SBAS Provider | 1 |
| Airport identifier | LHPP |
| Runway | 33 |
| Approach Performance Designator | 0 |
| Route indicator | |
| Reference Path Data Selector | 0 |
| Reference Path Identifier | E33A |
| LTP/FTP Latitude | 455858.7400N |
| LTP/FTP Longitude | 0181444.9500E |
| LTP/FTP Ellipsoidal Height (m) | 239.8 |
| FPAP Latitude | 455949.4700N |
| FPAP Longitude | 0181414.8480E |
| Threshold Crossing Height | 50 |
| TCH Units Selector | 0 |
| Glidepath Angle (degrees) | 3.00 |
| Course Width (m) | 105.00 |
| Length Offset (m) | 200 |
| HAL (m) | 40.0 |
| VAL (m) | 35.0 |
| Data Block | 10 10 10 08 0C 21 00 00 01 33 33 05 68 D7 BB 13 AC 8B D4 07 5E 1D 54 8C 01 D4 14 FF F4 01 2C 01 64 19 C8 AF CE 29 61 A6 |
| Calculated CRC Value | CE2961A6 |
| FAS-DB (not CRC wrapped data) | |
| ICAO Code | LH |
| LTP/FTP Orthometric Height (m) | 195.1 |

WAYPOINT COORDINATES

| WP ID | Latitude | Longitude |
|-------|-------------|--------------|
| PP020 | N45 49 21.7 | E018 12 42.0 |
| PP010 | N45 53 10.5 | E018 25 55.6 |
| PP011 | N45 51 16.3 | E018 19 18.6 |
| PP012 | N45 54 35.9 | E018 17 20.6 |
| RW33 | N45 58 58.7 | E018 14 45.0 |
| PP013 | N46 01 45.0 | E018 13 06.2 |
| PP014 | N45 52 41.2 | E018 10 43.8 |

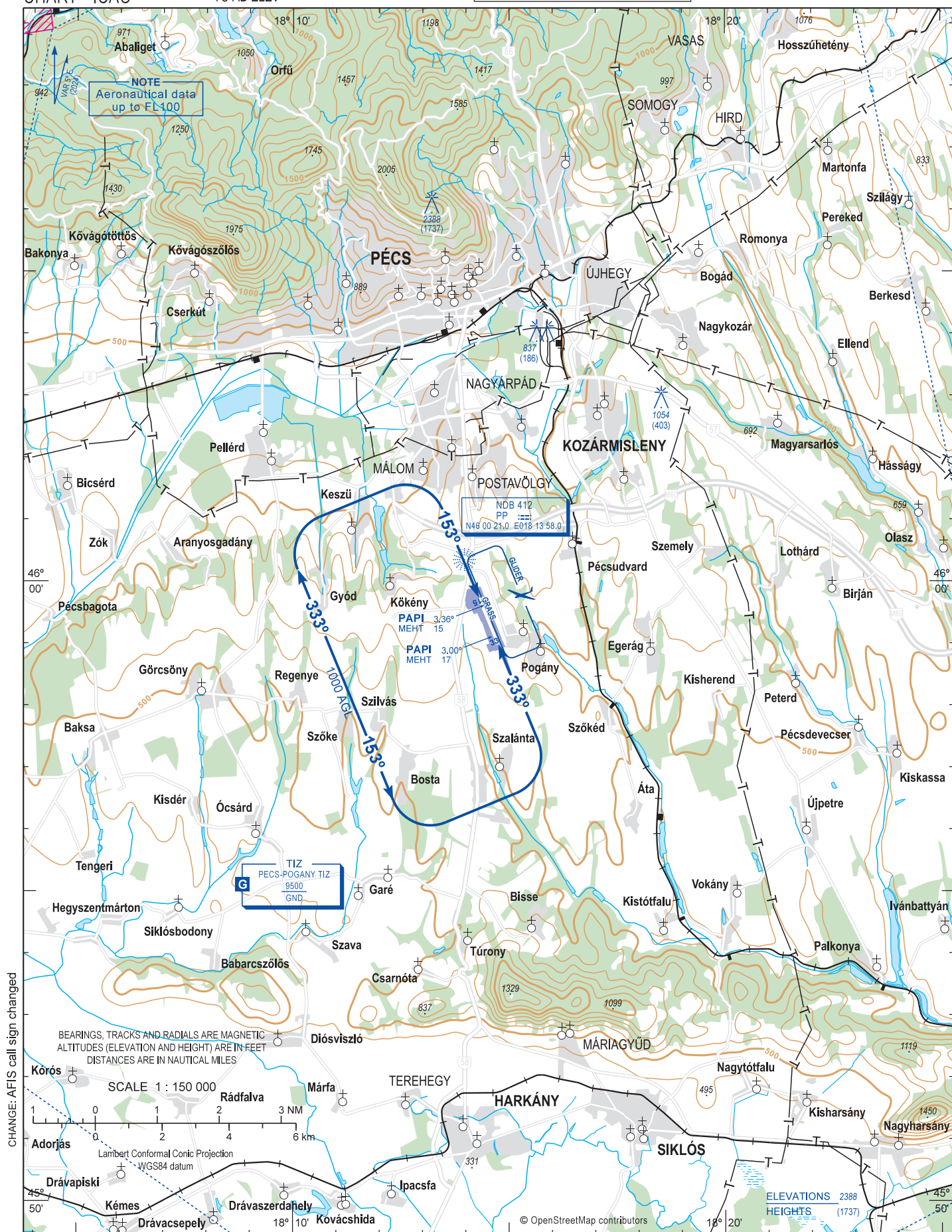
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VISUAL
APPROACH
CHART - ICAO

AERODROME ELEV 651
HEIGHTS RELATED
TO AD ELEV

POGÁNY INFORMATION 126.915
BUDAPEST INFORMATION (WEST) 125.500

PÉCS/POGÁNY



CHANGE: AFIS call sign changed

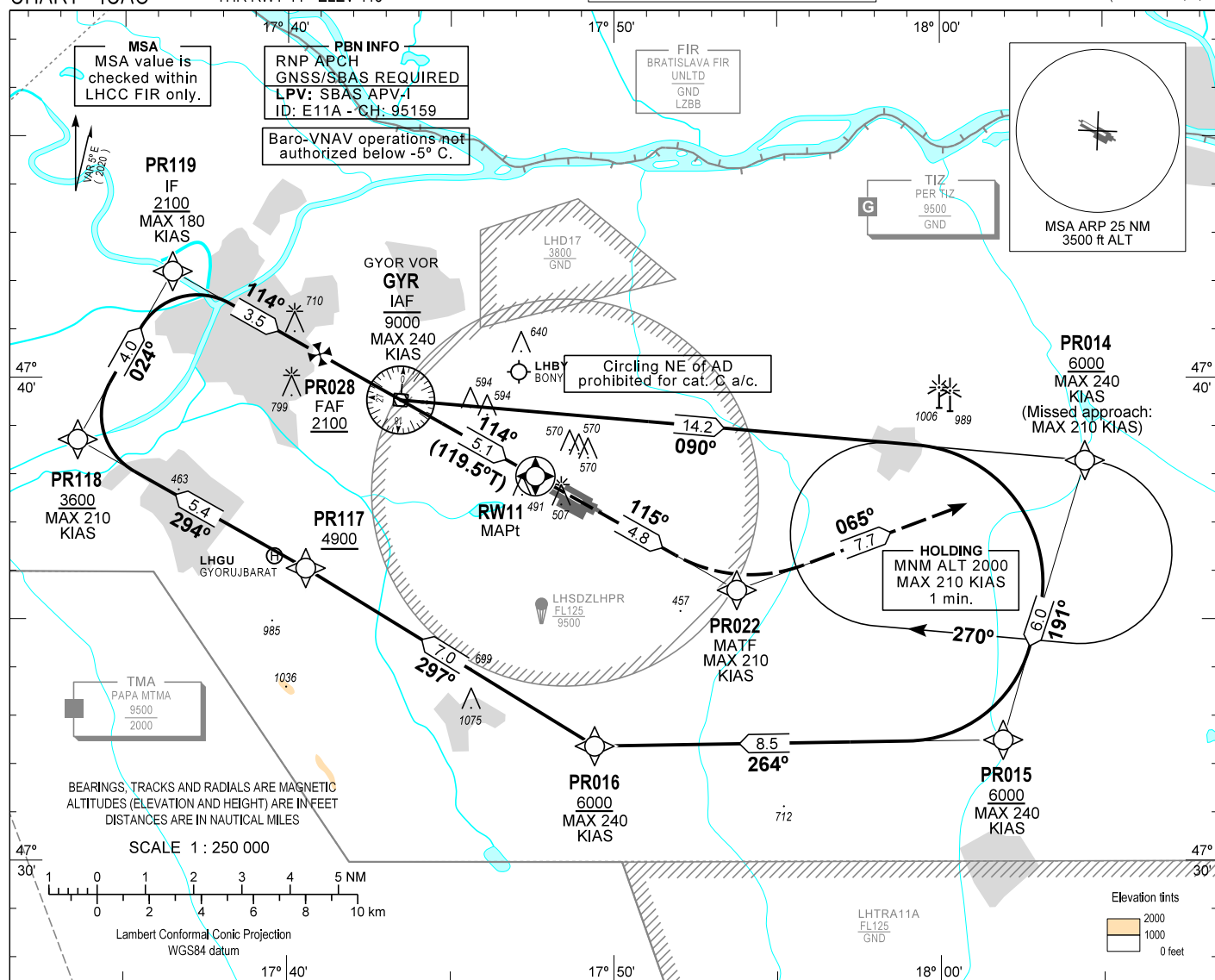
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INSTRUMENT APPROACH CHART - ICAO

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

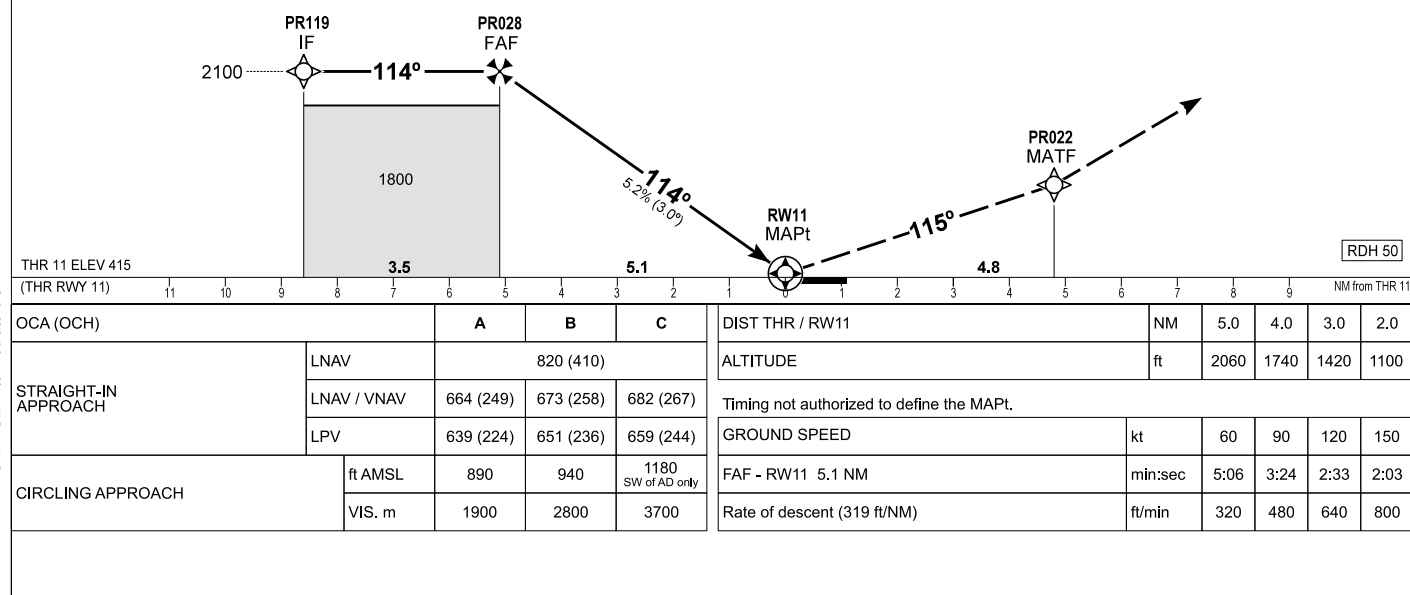
| | |
|-----------------------------|---------|
| PÉR INFORMATION | 129.910 |
| BUDAPEST INFORMATION (WEST) | 125.500 |

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.



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 |

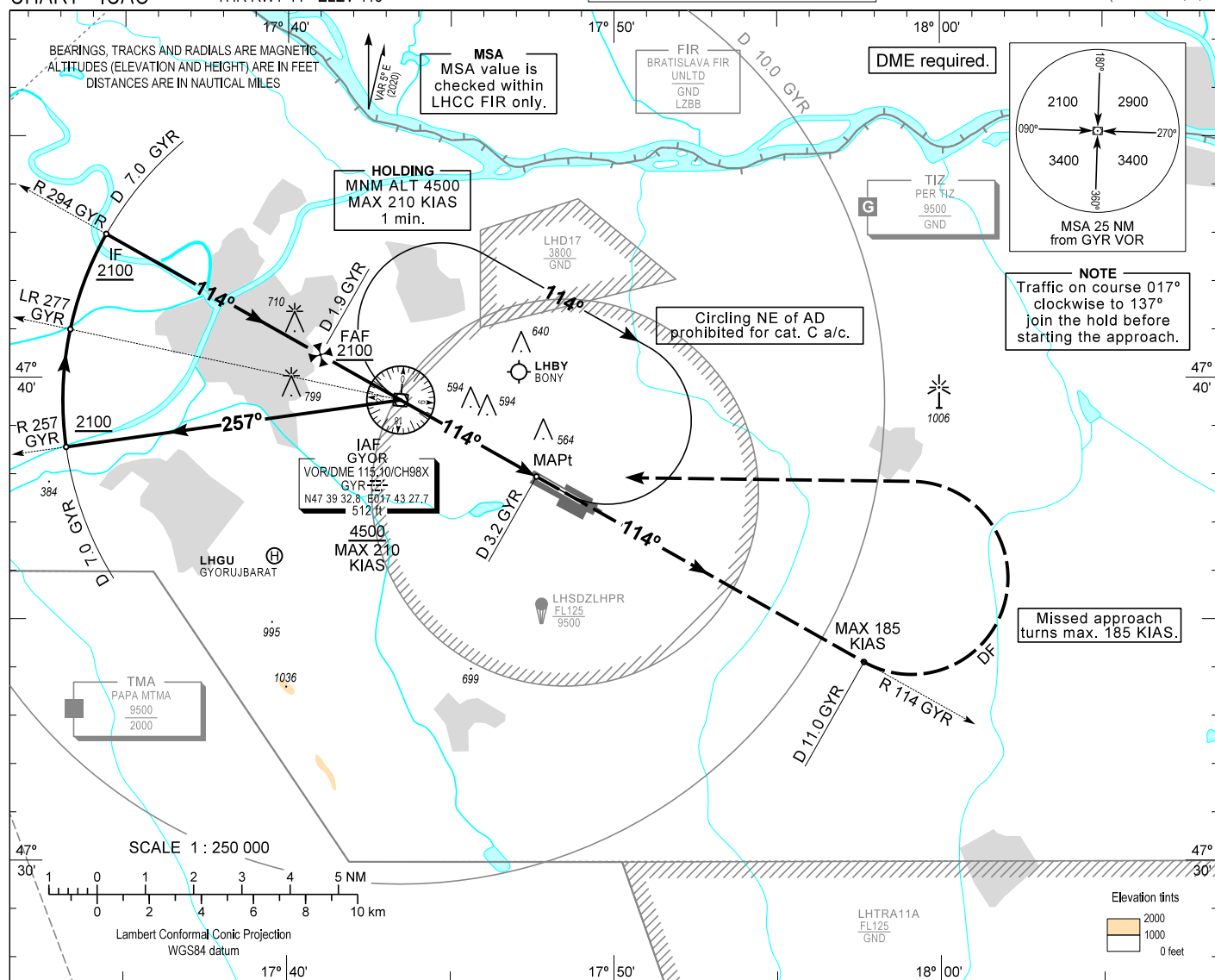
WAYPOINT COORDINATES

| 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

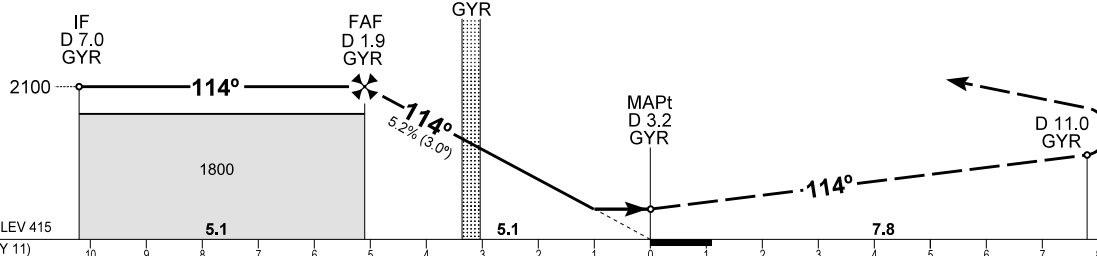
| | |
|-----------------------------|--|
| Holding fix: | PR014 |
| Right hand holding pattern. | |
| Maximum speed: | 210 KIAS |
| Inbound track: | 090° |
| Outbound track: | 270° |
| Rate of turn: | 3°/sec. or 25° bank angle (whichever requires lesser bank) |
| Outbound times: | 1 min. |
| Minimum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

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: Intermediate OCA

| 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

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

LHSM HEVIZ-BALATON AIRPORT

LHSM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|--|
| 1 | ARP coordinates and site at AD | 464111N 0170933E At the geometrical centre of the RWY |
| 2 | Direction and distance from (city) | 195°, 3 KM from Sarmellek village |
| 3 | Elevation/Reference temperature | 124.5 M / 29.1°C |
| 4 | Geoid undulation | 46 M |
| 5 | MAG VAR / Annual change | 4.6° E (2020) / 0.1° increasing |
| 6 | AD Administration, address, telephone, telefax, AFS | Post:Heviz-Balaton Airport Kft. (H-8380 Heviz, Kossuth Lajos u. 1.) H-8391 Sarmellék Phone:(+36) 83-200-300 AFS:LHSMZPZX SITA:SOBHBXH Email:info@hevizairport.com URL:http://www.hevizairport.com AFIS: Phone:(+36) 83-200-310General Aviation: Phone:(+36) 83-200-304 Email:ops@hevizairport.com |
| 7 | Types of traffic permitted (IFR/VFR) | IFR-VFR |
| 8 | Remarks | Nil |

LHSM AD 2.3 OPERATIONAL HOURS

| | | |
|----|----------------------------|-------------------------------|
| 1 | AD Administration | 0800-1500 (0700-1400) |
| 2 | Customs and immigration | As AD Administration |
| 3 | Health and sanitation | On contract |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office (ARO) | Nil |
| 6 | MET Briefing Office | H24 in MET Centre |
| 7 | ATS | AFIS: As AD Administration |
| 8 | Fuelling | As AD Administration |
| 9 | Handling | As AD Administration |
| 10 | Security | H24 |

| | | |
|----|----------|---|
| 11 | De-icing | As AD Administration |
| 12 | Remarks | Beyond operational hours on prior request; extra fee applies, please see AD 2.4.7 |

LHSM AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo-handling facilities | Fork lifts (up to 5 tonnes); high loader (up to 30 tonnes); conveyor belts; 33 pcs dollies (10 ft); tugs; carts; cargo scale; warehouse |
| 2 | Fuel/oil types | AVGAS 100LL (NATO code F-18), Jet A-1 (NATO CODE F-35) |
| 3 | Fuelling facilities/capacity | 1 kerosene truck (40 tonnes), 1 petrol truck (7.5 tonnes) |
| 4 | De-icing facilities | Available on parking stands |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Surcharge of handling services beyond operational hours is 300 EUR/hour |

LHSM AD 2.5 PASSENGER FACILITIES

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

LHSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|--|
| 1 | AD category for fire fighting | 4 |
| 2 | Rescue equipment | 2 Mercedes Benz 3344 Actros Buffalo (7000 l water; 900 l foam; 250 kg dry chemical powder) |
| 3 | Capability for removal of disabled aircraft | On contract in a given time depending on the actual case (max 500 tonnes) |
| 4 | Remarks | On request up to 7 Trained staff: 18 |

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

| | | |
|---|---|--|
| 1 | Types of clearing equipment | 3 snow ploughs/sweepers, 1 snow blower, 1 carbamid spreader, 1 friction tester |
| 2 | Clearance priorities | RWY, TWY A3, Apron 3, other TWYs |
| 3 | Use of material for movement area surface treatment | Surface treatment material: UREA |
| 4 | Specially prepared winter runways | Nil |
| 5 | Remarks | Nil |

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

| | | | | |
|---|---|---|------------------------|-----------------------------------|
| 1 | Apron surface and strength (PCN) | Designator APRON 3 | Surface ASPH | Strength 71/R/C/W/U |
| 2 | Taxiway width, surface and strength (PCN) | Designator | Width | Surface Strength |
| | | TWY A1 CLSD | 12 M | CONC NIL |
| | | TWY A2 CLSD | 12 M | CONC NIL |
| | | TWY A3 | 23 M | CONC 73/R/C/W/T |
| | | TWY B1 CLSD | 12 M | CONC NIL |
| | | TWY B2 CLSD | 12 M | CONC NIL |
| | | TWY B3 CLSD | 12 M | CONC NIL |
| | | TWY G CLSD | 12 M | CONC NIL |
| | | TWY S CLSD | 12 M | CONC NIL |
| | | TWY Y CLSD | 12 M | CONC NIL |
| 3 | Altimeter checkpoint location and elevation | At RWY THRs Elevation: THR RWY16 124.40M THR RWY34 121.51M | | |
| 4 | VOR checkpoints | Nil | | |
| 5 | INS checkpoints | Nil | | |
| 6 | Remarks | Runway vacated at the same point when reaching aircraft stand 1 | | |

LHSM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | | |
|---|---|--|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Signs at TWY and RWY intersections and at holding points. Guidelines at apron (YEL). | |
| 2 | RWY and TWY markings and LGT | RWY: | THR, centre line, edge, runway end, marked and lighted. Designation, aiming point, TDZ, marked. |
| | | TWY: | Centre line and holding positions at TWY A3/RWY intersection: marked. |

| | | |
|---|-----------|-----|
| 3 | Stop bars | Nil |
| 4 | Remarks | Nil |

LHSM AD 2.10 AERODROME OBSTACLES

See LHSM Area3 database:

<https://hevizairport.com/en/for-pilots/airport-obstacles-156.html>

See Aerodrome Obstacle Chart – ICAO Type A (Operating Limitations) AD-2-LHSM-AOCA-1634

LHSM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|---|---|
| 1 | Associated MET Office | HungaroMet Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology |
| 2 | Hours of service | H24 |
| 3 | Office responsible for TAF preparation Periods of validity | HungaroMet Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology Periods of validity: 9 HRs Interval of issuance: 3 HRs in operational hours of aerodrome |
| 4 | Type of landing forecast Interval of issuance | TAF CODE, Interval of issuance: half hourly in operational hours of aerodrome |
| 5 | Briefing/consultation provided | Written briefing: https://aviation.met.hu Consultation via phone: +36-90-603-424; +36-1-346-4655; +36-1-346-4685 Consultation via e-mail: rvo@met.hu (HMS) See GEN 3.5 |
| 6 | Flight documentation Language(s) used | Charts, abbreviated plain language text Hungarian, English |
| 7 | Charts and other information available for briefing or consultation | Charts, aerodrome reports and forecasts in EUR region. Area forecasts, MET. observations and warnings in Budapest FIR |
| 8 | Supplementary equipment available for providing information | Telephone/Telefax; self-briefing via aviation.met.hu at airport |
| 9 | ATS Units provided with information | Budapest FIC (on request), AFIS |
| 10 | Additional information | Nil |

LHSM 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 |
| 16 | 165.13° GEO | 2500 x 60 | 78/R/C/W/T CONC | 464150.14N 0170917.61E 464031.82N 0170947.40E 46 M | 124.5 M |



| 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 |
| 34 | 345.13° GEO | 2500 x 60 | 78/R/C/W/T CONC | 464031.82N 0170947.40E 464150.14N 0170917.61E 46 M | 122 M |

| Designations RWY | Slope of RWY - SWY | SWY dimensions (M) | CWY dimensions (M) | Strip dimensions (M) | RESA dimensions (M) surface | Location of arresting system | OFZ | Remarks |
|---------------------|-----------------------|--------------------------|--------------------------|----------------------------|-----------------------------------|------------------------------------|-----|---------|
| 1 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 16 | -0.12% | Nil | Nil | 2620 x 300 | 220 x 150GRASS | Nil | Nil | Nil |
| 34 | 0.12% | Nil | Nil | 2620 x 300 | 240 x 150GRASS | Nil | Nil | Nil |

LHSM AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|----------------|----------|----------|----------|---------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 16 | 2500 | 2500 | 2500 | 2500 | Nil |
| 34 | 2500 | 2500 | 2500 | 2500 | Nil |

LHSM AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type, LEN, INTST | THR LGT colour WBAR | VASIS (MEHT) | TDZ LGT LEN | RWY Centre Line LGT Length, spacing, colour, INTST | RWY edge LGT LEN, spacing, colour, INTST | RWY End LGT colour WBAR | SWY LGT LEN (M) colour | Remarks |
|-------------------|------------------------------------|---------------------------|-------------------------|----------------|--|--|----------------------------------|------------------------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 16 | HIAL CAT I 900 M LIH | GRN | PAPI 3° (16.69 M) | Nil | 2500 M 29 M WHI/RED LIH | 2500 M 58 M WHI/YEL LIH | RED | Nil | Nil |
| 34 | SALS 420 M LIH | GRN | PAPI 3° (16.72 M) | Nil | 2500 M 29 M WHI/RED LIH | 2500 M 58 M WHI/YEL LIH | RED | Nil | Nil |

LHSM AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | Nil |
| 2 | LDI location and LGT Anemometer location and LGT | Anemometer 16: 402 M from THR 16, lighted, Anemometer 34: 377 M from THR 34, lighted / Type of lightings: Obstacle lights |
| 3 | TWY edge and centre line lighting | TWY A3 reflective edge markers |
| 4 | Secondary power supply / switch-over time | Secondary power supply to AFIS, obstacle lights, APCH and RWY lighting, and MET equipment / switch-over time: 9 sec |
| 5 | Remarks | Nil |

LHSM AD 2.16 HELICOPTER LANDING AREA

NIL

LHSM AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | | |
|---|-----------------------------------|--|--|
| 1 | Designation and lateral limits | SARMELLEK TIZ2 465211N 0164912E - 465233N 0171252E - 463423N 0171944E - 462847N 0171750E - 462539N 0170031E - 465211N 0164912E | SARMELLEK TIZ1 465232N 0170443E - 465233N 0171252E - 464035N 0171331E - 463224N 0171903E - 462847N 0171750E - 462659N 0170752E - 463919N 0170630E - 465010N 0165907E - 465232N 0170443E |
| 2 | Vertical limits | SARMELLEK TIZ2: 9500 FT ALT / 2000 FT ALT | SARMELLEK TIZ1: 2000 FT ALT / GND |
| 3 | Airspace classification | SARMELLEK TIZ2: Class G | SARMELLEK TIZ1: Class G |
| 4 | ATS unit call sign Language(s) | BALATON INFO EN, HU | |
| 5 | Transition altitude | 10000 FT | |
| 6 | Hours of applicability | As AD Administration | |
| 7 | Remarks | AFIS (TIZ 1+TIZ 2) See AD 2-LHSM AD-2.3 Air Traffic Advisory Service is not AVBL in the class G airspace SARMELLEK TIZ1, TIZ2. For information on related RMZ and TMZ airspaces, See ENR 2.2 | |

LHSM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service designation | Call sign | Channel(s) | SATVOICE number(s) | Logon Address | Hours of operation | Remarks |
|---------------------|--------------|------------|--------------------|---------------|---|---------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | BALATON INFO | 134.585 CH | Nil | Nil | As ATS See AD 2-LHSM AD-2.3 | Nil |

LHSM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

LHSM AD 2.20 LOCAL AERODROME REGULATIONS

NIL

LHSM AD 2.21 NOISE ABATEMENT PROCEDURES

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

LHSM AD 2.22 FLIGHT PROCEDURES

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

1.1 IFR flights

1.1.1 Departing aircraft

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

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

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

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

1.1.2 Standard Instrument Departure (SID)

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

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

1.1.3 Instrument approach procedures

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

1.2 VFR flights

1.2.1 Arrival

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

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

Traffic Pattern:

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

Designated VFR reporting points:

- BALATON:

464222N 0171553E

(influx of river Zala)

- DIOSKAL:

463937N 0170345E

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

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

LHSM AD 2.23 ADDITIONAL INFORMATION

Fuel and ground handling services are provided by the AD operator.

Phone: (+36) 83-200-304; (+36) 83-200-306

E-mail: info@hevizairport.com; ops@hevizairport.com

LHSM AD 2.24 CHARTS RELATED TO THE AERODROME

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

LHSM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

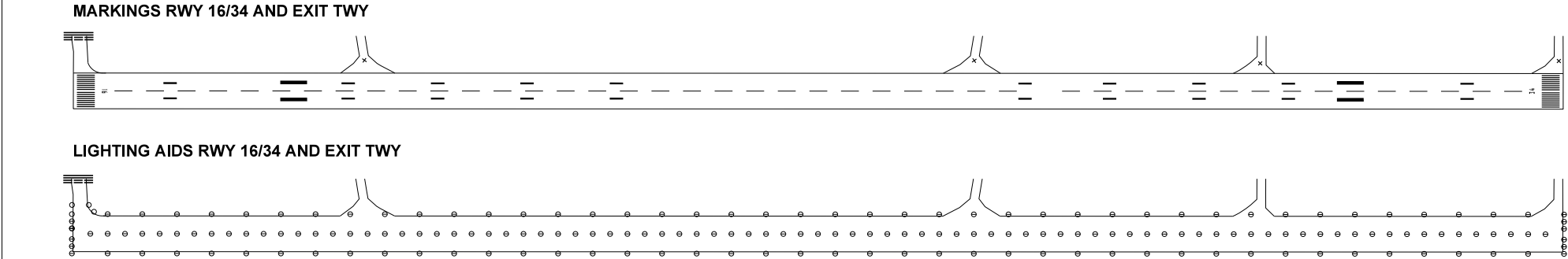
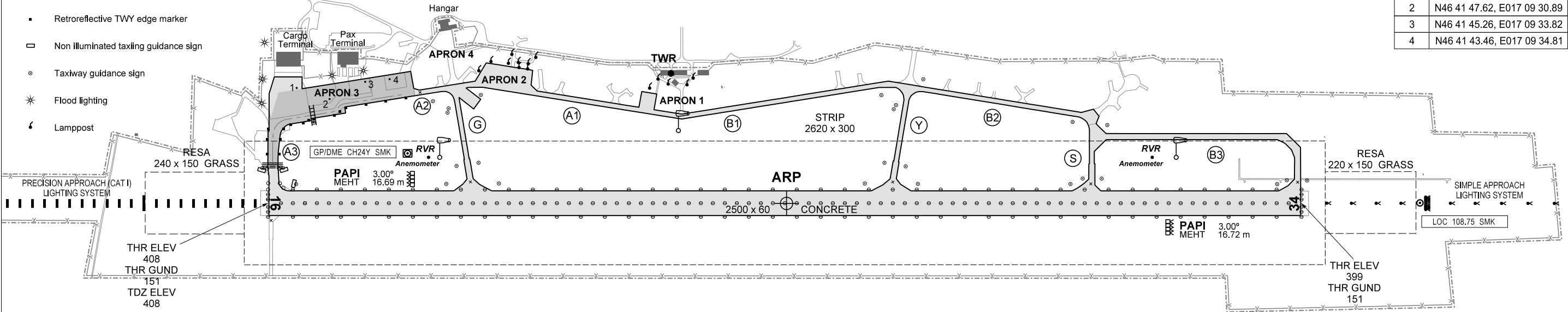
| Obstacle penetrating VSS | Affected procedures | Affected OCA/H |
|--------------------------|--------------------------------------|----------------|
| LHSM_AREA2B_S_222_003 | AD_2-LHSM-RNP-16 (except LPV minima) | NIL |
| LHSM_AREA2B_S_222_004 | AD_2-LHSM-RNP-16 (except LPV minima) | NIL |
| LHSM_AREA2B_S_222_005 | AD_2-LHSM-RNP-16 (except LPV minima) | NIL |
| LHSM_AREA2B_S_222_006 | AD_2-LHSM-RNP-16 (except LPV minima) | NIL |
| LHSM_AREA2B_S_222_007 | AD_2-LHSM-RNP-16 (except LPV minima) | NIL |
| LHSM_AREA2B_S_222_008 | AD_2-LHSM-RNP-16 (except LPV minima) | NIL |

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AERODROME CHART - ICAO

| RWY | DIRECTION | THR | BEARING STRENGTH | TORA | TODA | ASDA | LDA |
|---|-----------|-----------------------|------------------|------|------|------|------|
| RW16 | 160° | N46 41 50, E017 09 18 | PCN 78/R/C/W/T | 2500 | 2500 | 2500 | 2500 |
| RW34 | 340° | N46 40 32, E017 09 47 | PCN 78/R/C/W/T | 2500 | 2500 | 2500 | 2500 |
| Apron 3 | | | PCN 71/R/C/W/U | | | | |
| Taxiways: A3 | | | PCN 73/R/C/W/T | | | | |
| Apron 1, Apron 2, Apron 4, Taxiways A1-2, B1-3, G, S, Y: CLOSED | | | | | | | |
| Taxiways width: A3: 23 m, Taxiways A1-2, B1-3, G, S, Y: 12 m. | | | | | | | |

- VISUAL AIDS
- Approach lighting barrette
 - Unidirectional approach light
 - PAPI
 - High intensity uni- and bidirectional RWY lights (edge, threshold, end, centre line)
 - TWY edge light
 - Retroreflective TWY edge marker
 - Non illuminated taxiing guidance sign
 - Taxiway guidance sign
 - Flood lighting
 - Lampost



FOR BASIC CHART SYMBOLS SEE GEN 2.3.

APRONS ELEVATION: NOT AVAILABLE.

OBSTACLES TO TAXIING: NOT AVAILABLE.

GEOGRAPHICAL COORDINATES FOR FOR TWY CENTRE LINES: NOT AVAILABLE.

LIGHTING

RWY 16/34

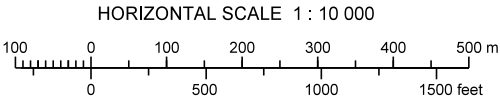
Approach: HIAL Cat. I, high intensity (900 m) on THR 16. SALS high intensity (420 m) on THR 34.

Threshold: High intensity green uni- and bidirectional, with barret on THR 16.

PAPI: 3.00° (METH: see in chart).

Runway edge: High intensity white/yellow uni- and bidirectional (2500 m), spacing: 58 m.

Runway end: High intensity red uni- and bidirectional.



CHANGE: RESA dimensions, APRON 3 and TWY A3 bearing strength and markings RWY 16/34 changed,geographical coordinates for TWY A3 centre line deleted

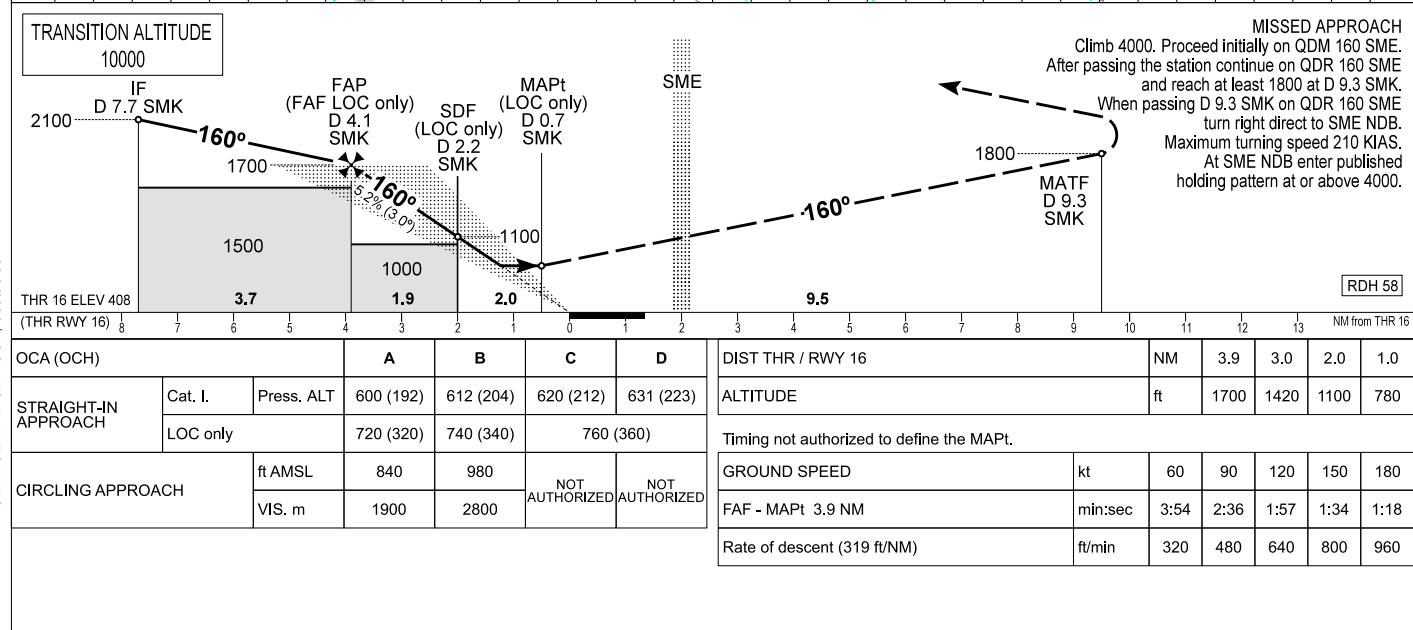
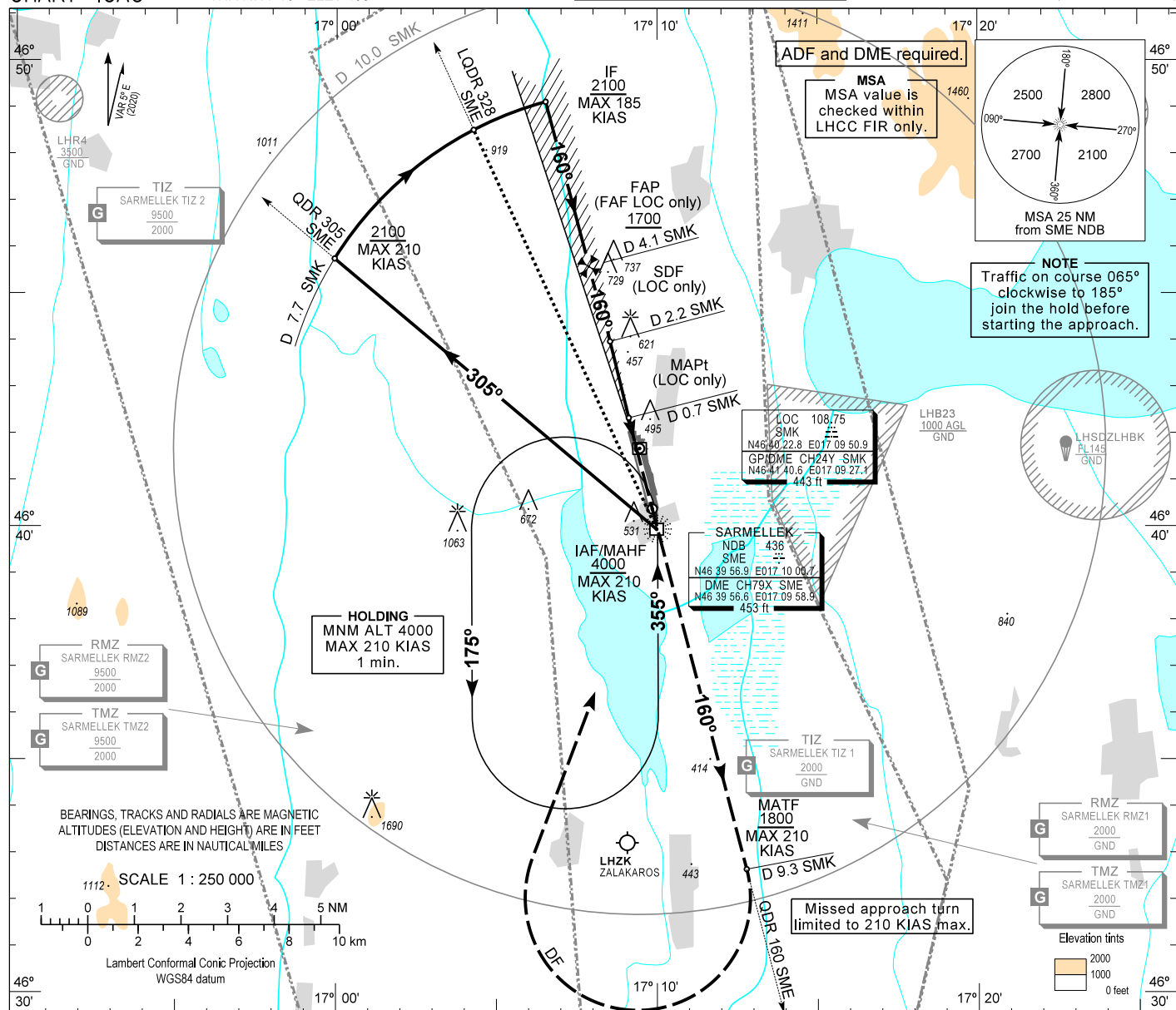
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INSTRUMENT APPROACH CHART - ICAO

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

| | |
|-----------------------------|---------|
| BALATON INFO | 134.585 |
| BUDAPEST INFORMATION (WEST) | 125.500 |

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



AD 2 LHSM INSTRUMENT APPROACH CHART ILS OR LOC RWY 16

ILS approach procedure:

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

Holding procedure:

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