

LHBP - BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT**LHBP AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LHBP BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

LHBP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	472622N 0191543E At intersection of TWYs "A", "N" and "K"
2	Direction and distance from (city)	16 KM, ESE (115°) from the centre of Budapest
3	Elevation/Reference temperature	151.3 M/28.4°C
4	Geoid undulation	44 M
5	MAG VAR/ Annual change	5° E/0.1 (2020)
6	AD Administration, address, telephone, telefax, AFS	Post:Budapest Airport Zrt. H-1185 Budapest, BUD International Airport Phone:(+361) 296-7421 Fax:(+361) 296-6890 AFS:LHBPYDYG SITA:BUDOPXH Email:airport.ops@bud.hu
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

LHBP AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24 See AD 2-LHBP AD-2.11 and See GEN 3.5
7	ATS	H24 Night restrictions See AD 2-LHBP AD-2.21
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Nil

LHBP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Trucks (1.5-3.5 tons), fork lifts (up to 5 tons), conveyor belts, high loader (up to 20 tones).
2	Fuel/oil types	Jet A-1, (NATO code F-35), MK8P and MOBIL Jet engine oil., FH15 and CHEVRON HYJET IV.
3	Fuelling facilities/capacity	BP Europa SE Hungary Branch Aviation Business Manager Hungary: Phone:(+361) 296-6623 Phone:(+36) 30-933-5319 Phone:(+36) 30-931-5119 Fax:(+361) 296-6623 Email:zsolt.alberti@ec1.bp.com NO CREDIT CARD ACCEPTED! Sales Manager Airport Fuel Supply LLC Phone:(+361) 296-6933 Phone:(+36) 70-797-1239 Email:fuel.sales@bud.hu NO CREDIT CARD ACCEPTED!
4	De-icing facilities	Available on parking stands on request
5	Hangar space for visiting aircraft	Limited by prior arrangement only
6	Repair facilities for visiting aircraft	Aeroplex: Email:marketingkozpont@aeroplex.com Lufthansa Technik Budapest Phone:(+361) 296-3004 Fax:(+361) 296-3001
7	Remarks	Nil

LHBP AD 2.5 PASSENGER FACILITIES

1	Hotels	At AD: ibis Styles Budapest Airport Hotel (145 room) email: hb0i7@accor.com In the close vicinity of the airport: 2 hotels In the city
2	Restaurants	At AD and in the city
3	Transportation	Buses: public transport (100E, 200E) Taxis: Fotaxi Car hire: Avis, Buchbinder, Budget, Europcar, Hertz, Sixt Airport minibus service: miniBUD
4	Medical facilities	First aid at AD, hospitals in the city
5	Bank and Post Office	Bank in the city Post office: in the city
6	Tourist Office	OTP Travel: T2B open 06:00-22:00 Budapestinfo pont: T2A open 08:00-22:00 Budapestinfo pont: T2B open 10:00-20:00

7	Remarks	Money exchange: Cash machines: H24 Money exchange: T2A Arrivals L/S open 07:30-01:00 Money exchange: T2A Arrivals A/S open 08:00-01:00 Money exchange: SkyCourt open 04:30-22:00 Money exchange: T2B Departures A/S open 05:00-00:30 Money exchange: T2B Arrivals A/S open 07:30-02:00 Money exchange: T2B Arrivals L/S open 00:00-24:00
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LHBP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A9
2	Rescue equipment	4+2 reserve Rosenbauer Panther 6X6 – 73 000 L water, 9000 L foam, 1450 KG dry chemical powder, 1 Mercedes Rosenbauer Atego TLF400 – 4000 L water, 400 L foam
3	Capability for removal of disabled aircraft	Capability for removal of disabled aircraft is available up to ICAO CODE E aircraft. Coordinated by airport operator. Lifting bags and hydraulic jacks are available
4	Remarks	Trained personnel: 21/93. In case of expected aircraft incident or accident the aerodrome operator may introduce limitations to the arrival and departure traffic, due to fire-fighting capacity available. Expected delays will be announced by the appropriate ATC unit. Contact of the aerodrome coordinator for the removal of disabled aircraft: AODM Tel:(+36) 30-684-0084

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

1	Types of clearing equipment	17 snow ploughs/sweepers, 6 snow blowers, 3 solid/liquid spreaders, 1 liquid collecting sweeper, 2 friction testers
2	Clearance priorities	1. RWY 13L/31R; 2. RWY 13R/31L; 3. Main TWYs-A and B; 4. other TWYs and Aprons
3	Use of material for movement area surface treatment	KAC-Potassium acetat fluid and NAFO-Sodium formate solid
4	Specially prepared winter runways	No specially prepared winter runways
5	Remarks	See AD 1.2.

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

1	Apron surface and strength	Apron		Surface		Strength	
		APRON 1		CONC+ASPH		PCN 60/R/A/X/T	
		APRON 2		CONC		PCN 90/R/A/X/T	
		APRON AG		CONC		PCN 60/R/A/X/T	
		APRON AA		CONC		PCN 75/R/A/X/T	
		APRON AL		CONC		PCN 75/R/A/X/T	
		CARGO APRON		CONC		PCN 80/R/A/W/T	
2	Taxiway width, surface and strength	TWY ID	Width (M)	Surface	Strength	Max. Span (M)	Remark
		A1	18	ASPH	PCN 90/F/A/X/T	35.99	The transverse slope is 1.55% in one section between M20 and M40, 1.57% in one section between M40 and RWY13R/31L
		A2	23	CONC	PCN 90/R/A/X/T	75.00	Nil
		A3	23	CONC	PCN 90/R/A/X/T	75.00	Nil
		A4	22.5	CONC	PCN 90/R/A/X/T	64.99	Nil
		A5	22.5	CONC	PCN 90/R/A/X/T	75.00	Nil
		A6	23	CONC	PCN 90/R/A/X/T	75.00	Nil
		A7	22.6	CONC	PCN 90/R/A/X/T	75.00	Nil
		A8	22.5	CONC	PCN 90/R/A/X/T	75.00	The transverse slope is 1.51%, 1.53%, 1.55% in some parts
		A9	22.5	CONC	PCN 90/R/A/X/T	75.00	The transverse slope is 1.51%, 1.55%, 1.56%, 1.58%, 1.73% in some parts
		B1	23	ASPH	PCN 90/F/A/X/T	75.00	Nil
		B2	22.5	CONC	PCN 90/R/A/X/T	75.00	The transverse slope is 1.58% in one section between J4 and RWY13R/31L, 1.60% in one section between J4 and B3, 1.65% in one section between J4 and B3
		B3	22.4	CONC	PCN 90/R/A/X/T	75.00	Nil
		B4	22.4	CONC	PCN 90/R/A/X/T	75.00	Nil
		B5	22.6	CONC	PCN/90/R/A/X/T	75.00	The transverse slope is 1.52%, 1.59% in some parts
		C	22.4	ASPH	PCN 90/F/A/X/T	68.50	Nil
		D	23	ASPH	PCN/90/F/A/X/T	68.50	Nil
		E	23	CONC	PCN/90/R/A/W/T	68.50	Nil
		F	23	CONC	PCN/90/R/A/X/T	75.00	Nil

	G	APRON TL	CONC	PCN 60/R/A/X/T	51.99	Behind stand R101-R110
	G	APRON TL	ASPH	PCN 51/R/B/W/T	51.99	Behind stand R111-R114
	G	APRON TL	CONC	PCN 106/R/A/W/T	68.50	Behind Stand R115-R117
	GB	18	CONC	PCN 88/R/B/W/T	24.00	Nil
	H1	APRON TL	CONC	PCN 90/R/A/X/T	64.99	Nil
	H2	APRON TL	CONC	PCN 90/R/A/X/T	51.99	Nil
	J4	23	ASPH	PCN 90/F/A/X/T	75.00	Nil
	K	23	CONC	PCN/90/R/A/X/T	75.00	Nil
	L	APRON TL	CONC	PCN 90/R/A/X/T	51.99	Nil
	M	23	CONC	PCN 90/R/A/X/T	75.00	Nil
	N	23	CONC	PCN 90/R/A/X/T	75.00	Nil
	P1	APRON TL	CONC	PCN/90/R/A/X/T	51.99	Nil
	P2	22.5	CONC	PCN 90/R/A/X/T	51.99	Nil
	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	Nil
	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	Nil
	T	23	CONC	PCN 90/R/A/X/T	75.00	Nil
	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	Nil
	W1	APRON TL	CONC	PCN 90/R/A/X/T	35.99	Nil
	W2	APRON TL	CONC	PCN 90/R/A/X/T	35.99	Nil
	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 at 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 and runway guard lights (if any)	Stop bars where appropriate.	
4	Other runway protection measures	Nil	
5	Remarks	The runway exit signs are installed at a greater distance from the runway edge than prescribed by applicable regulations. Intermediate holding positions (IHP) where appropriate. (currently at intersection of G-B1-A1-GB)	

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

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_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
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

Obstacle Part Identifier	Latitude (WGS-84, DMS)	Longitude (WGS-84, DMS)	Type	Elevation (at top)	Elev. UOM	Vertical Datum
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
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

Obstacle Part Identifier	Latitude (WGS-84, DMS)	Longitude (WGS-84, DMS)	Type	Elevation (at top)	Elev. UOM	Vertical Datum
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
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 -
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 dimensi ons (M)	CWY dimensi ons (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	LED lights are installed at the following locations: TWY Edge lights: TWY B3; B4; GB; G behind stand R117-R113 TWY Centre line lights: NIL Stop bar lights: TWY B4 South; IHP lights: TWY G; B1; A1; GB; The colour of TWY edge are not fully compliant with the relevant regulation.

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)

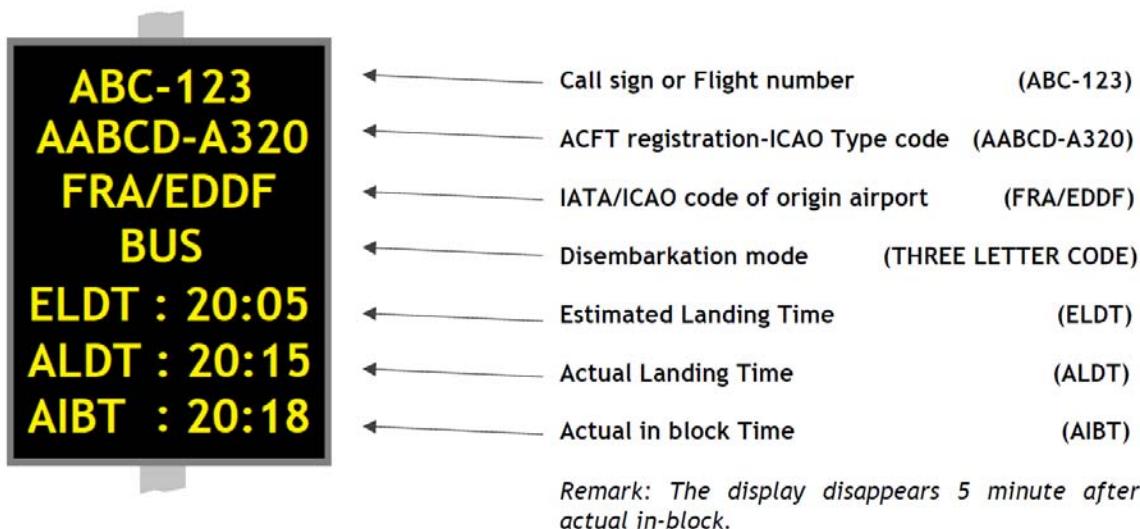
In preparation for future CDM operations, information displays have been installed at the following stands of Apron-2 : 39L, R270, R271, R272, R273, R274, R275, R276, R277. The displays are operating in trial mode. Information for an arriving flight is displayed at the earliest 5 minutes before the expected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

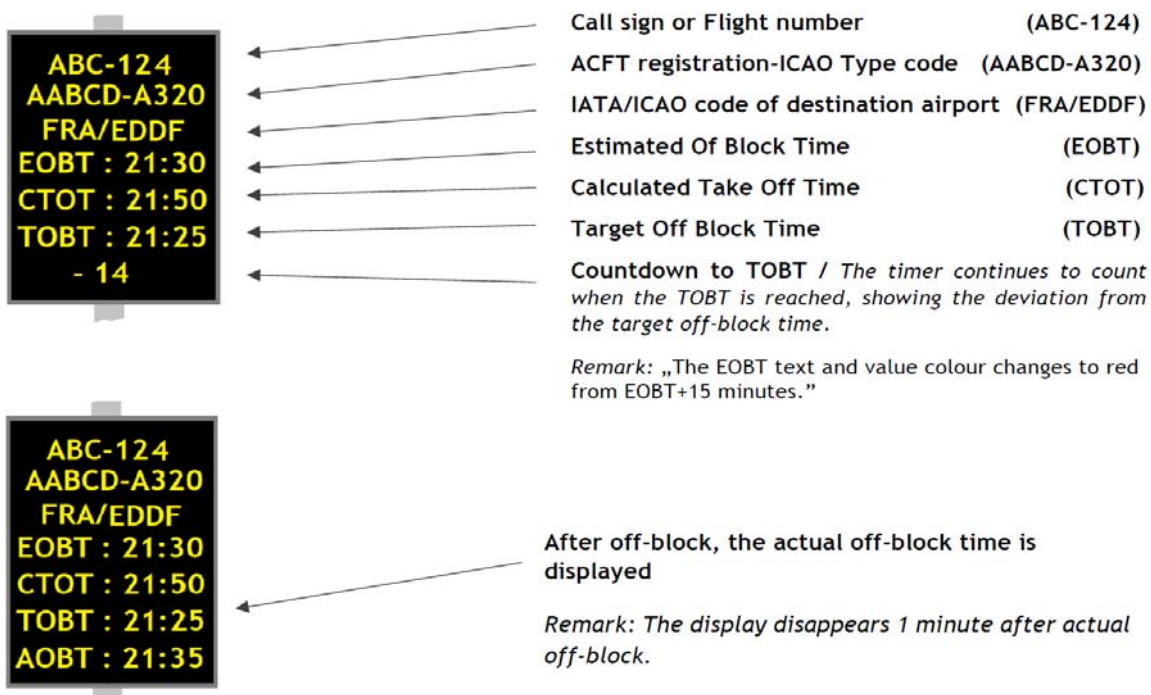
Information for an arriving flight is displayed at the earliest 5 minutes before the expected arrival time. (After each modification, the value flashes slowly for 1 minute)

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 allowed till marked STOP Line and from marked START line by 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.

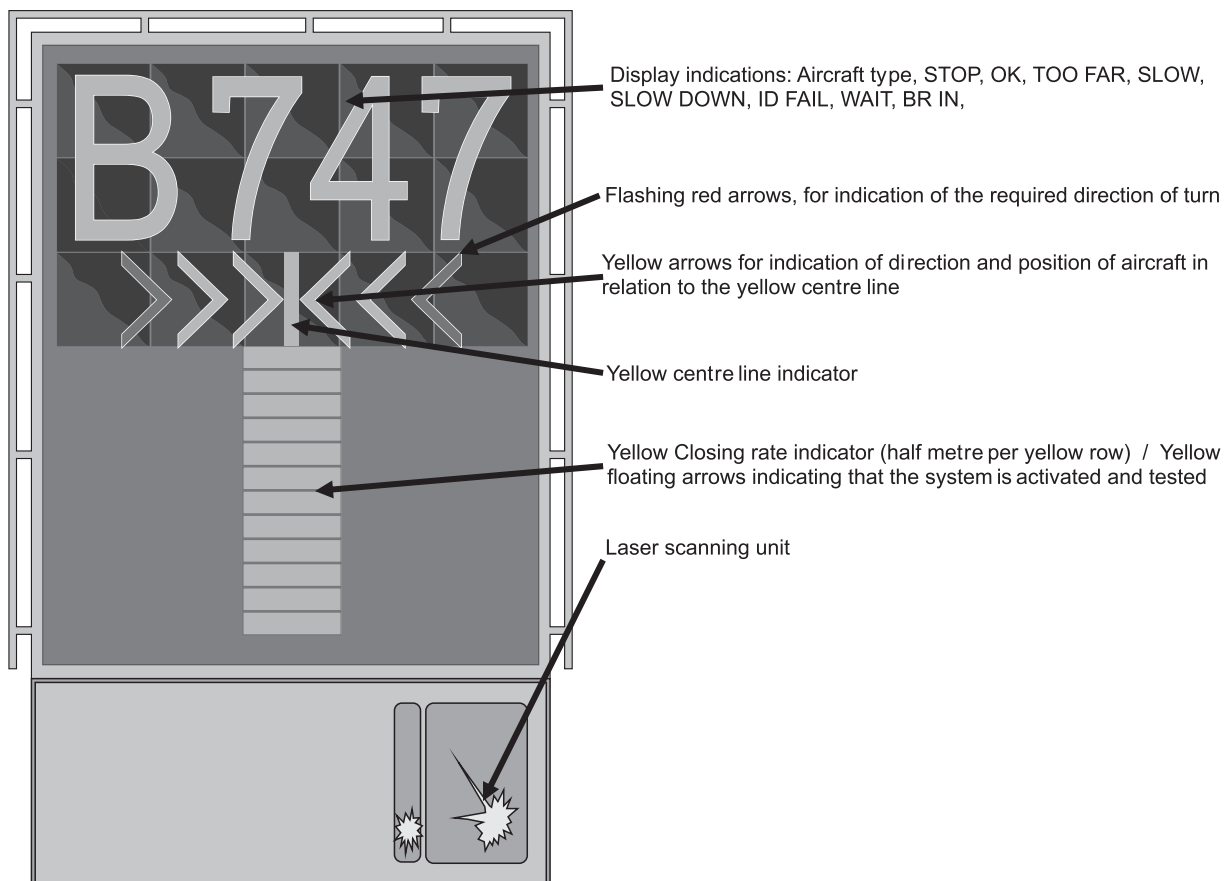
For aircraft taxiing without flight plan, Mode A code 2000 should be selected.

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 overshot the stop position, the TOO FAR sign is displayed.

4.2.1 Warnings

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

5. THE RULES OF ENGINE TESTING

5.1 General

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

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

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

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

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

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

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

testing.

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

5.2 Permitting procedure

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

Email: airport.ops@bud.hu

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

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

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

5.3 Engine tests at idle power

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

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

5.4 Engine power tests

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

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

If engine power testing is necessary between 1800 - 2200 (1700-2100) or between 0600 - 0800 (0500-0700) at the locations listed in point 2 above, the prior written permission of the Ministry 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.

AIP HUNGARY

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
Frequency: 131.680 CH
- General Aviation of Celebi GH
Email:gat@celebiaviation.hu
Phone:(+36) 70-332-4044
Phone:(+361) 296-6292
Frequency: 130.910 CH
- Menzies Aviation Hungary (pax/cargo), *Duty Handling Manager Menzies GH*:
Email:bud.dom@menziesaviation.com
Phone:(+36) 20-220-3266
Frequency (pax): 131.855 CH and 131.410 CH
Frequency (cargo): 131.805 CH

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		