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AIP AMDT: AIRAC AMDT 006/2026

Effective Date: **03 SEP 2026**

Publication Date: 23 JUL 2026

1. Amendment content:**1.1 ENR 1.3**

- Flight Planning procedures for departing and arriving flights and portrayal of the legs updated based on the amended RAD document, LHPR and LHKE added
- Updated chart: ENR 6-LHCC-LINKS

1.2 ENR 6

- Label positions realigned
- Updated chart: ENR 6-LHCC-ERC

1.3 AD 1.3

- URL of the list to the "Other aerodromes and heliports" updated

1.4 AD 2 LHBP

- AD 2.8 PCN values behind Taxiway G updated (incorporation of PERM NOTAM A3950/26 and A3951/26)
- AD 2.9 Intermediate Holding Position description added
- AD 2.15 Lighting remarks updated
- AD 2.20 Taxi procedures updated
- AD 2.23 Frequencies added to the ground handling services
- Updated charts: AD 2-LHBP-ADC, AD 2-LHBP-PDC-1, AD 2-LHBP-PDC-2

1.5 AD 2 LHDC

- AD 2.20 Local Aerodrome Regulations amended based on the reduced RESA values (incorporation of PERM NOTAM A3949/26)
- NDB-22L chart updated with new FAF-MAPt distance value
- Updated chart: AD 2 LHDC-NDB-22L

2. Hand corrections to the following pages:

Nil

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

A3949/26, A3950/26, A3951/26

SUP:

Nil

AIC:

Nil

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

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AIRAC AIP AMENDMENT

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001/2023	12-Jan-2023	23-Feb-2023	
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3.5 Sale of publications

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

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

4. AIRAC SYSTEM

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

When an AIP Amendment will not be published at the established interval or publication date, a NIL notification shall be originated and distributed by TRIGGER NOTAM.

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

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

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

2026	2027	2028	2029
22 JAN 2026	21 JAN 2027	20 JAN 2028	18 JAN 2029
19 FEB 2026	18 FEB 2027	17 FEB 2028	15 FEB 2029
19 MAR 2026	18 MAR 2027	16 MAR 2028	15 MAR 2029
16 APR 2026	15 APR 2027	13 APR 2028	12 APR 2029
14 MAY 2026	13 MAY 2027	11 MAY 2028	10 MAY 2029
11 JUN 2026	10 JUN 2027	08 JUN 2028	07 JUN 2029
09 JUL 2026	08 JUL 2027	06 JUL 2028	05 JUL 2029
06 AUG 2026	05 AUG 2027	03 AUG 2028	02 AUG 2029
03 SEP 2026	02 SEP 2027	31 AUG 2028	30 AUG 2029
01 OCT 2026	30 SEP 2027	28 SEP 2028	27 SEP 2029
29 OCT 2026	28 OCT 2027	26 OCT 2028	25 OCT 2029
26 NOV 2026	25 NOV 2027	23 NOV 2028	22 NOV 2029
24 DEC 2026	23 DEC 2027	21 DEC 2028	20 DEC 2029

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

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

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

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

5.2 Maps and charts held

The following aeronautical information are maintained in Netbriefing:

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

5.3 General area of coverage

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

Hours of Service: H24.

6. DIGITAL DATA SETS

6.1 Description of the available data sets

6.1.1 Electronic Obstacle Data:

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

6.1.2 Electronic Terrain Data:

Affected area	Area 1	Area 2	Area 3	Area 4	Remark
LHCC FIR	Yes	Nil	Nil	Nil	DDM10 - horizontal resolution: 10x10 M - vertical accuracy: mean error in the plain 0.8 M; in the hills 2.5 M; in the mountains 5 M. - vertical sharpness: 1 M - projection (original): Gauss-Krüger (convertible)

6.2 Contact details of how data sets may be obtained

Electronic Obstacle Datasets may be obtained from:

HungaroControl, Hungarian Air Navigation Services Private Limited Company

Aeronautical Information Service

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

Phone:(+361) 293-4459

Email:pubsdo@hungarocontrol.hu

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

Hours of Service:normal business hours.

5. LIST OF AERONAUTICAL CHARTS AVAILABLE

All series listed are part of the AIP

Title of series	Scale	Name and/or number	Date of latest revision
Aeronautical Chart - ICAO	1:500 000	Hungary 2252-B 2251-A	17 APR 2025
Enroute Chart - ICAO	1:1 000 000	Hungary ENR 6-LHCC-ERC	03 SEP 2026
Compulsory and Plannable Links - Index Chart (See ENR 1.3)	Nil	Hungary ENR 6-LHCC-LINKS	03 SEP 2026
Free Route Airspace (FRA) – Index Chart	1:6 250 000	Hungary ENR 6-LHCC-FRA	16 APR 2026
ATC Sectors - Index Chart	1:2 200 000	Hungary ENR 6-LHCC-SECTOR	19 MAR 2026
FIS Sectors - Index Chart	1:2 200 000	Hungary ENR 6-LHCC-FIS	27 NOV 2025
Prohibited, Restricted and Danger Areas - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-PRD	20 FEB 2025
Temporary Reserved Airspaces - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-TRA	20 FEB 2025
Aerial Sporting and Recreational Activities - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-SPORT	20 FEB 2025
Areas With Sensitive Fauna - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-FAUNA	20 FEB 2025
Aerodrome Chart - ICAO	1:10 000	Békéscsaba AD 2-LHBC-ADC	11 JUL 2024
	1:10 000	Budapest/Liszt Ferenc International Airport AD 2-LHBP-ADC	03 SEP 2026
Taxi Procedures for Arriving Aircraft - Index Chart	1:25 000	AD 2-LHBP-TAXI-ARR	11 JUN 2026
Taxi Procedures for Departing Aircraft - Index Chart	1:25 000	AD 2-LHBP-TAXI-DEP	11 JUN 2026
	1:10 000	Debrecen AD 2-LHDC-ADC	19 MAR 2026
	1:7 500	Nyíregyháza AD 2-LHNY-ADC	10 JUL 2025
	1:10 000	Pécs/Pogány AD 2-LHPP-ADC	11 JUN 2026
	1:10 000	Győr/Pér AD 2-LHPR-ADC	16 APR 2026
	1:10 000	Hévíz/Balaton AD 2-LHSM-ADC	11 JUN 2026
	1:10 000	Szeged AD 2-LHUD-ADC	17 APR 2025

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Aircraft Parking/Docking Chart - ICAO		Budapest/Liszt Ferenc International Airport	
	1:5 000	AD 2-LHBP-PDC/1	03 SEP 2026
	1:5 000	AD 2-LHBP-PDC/2	03 SEP 2026
	1:5 000	AD 2-LHBP-PDC/3	27 NOV 2025
	1:5 000	AD 2-LHBP-PDC/4	19 MAR 2026
Aerodrome Obstacle Chart - ICAO - Type A (Operating Limitations)		Békéscsaba	
	1:15 000	AD 2-LHBC-AOCA-17L35R	11 JUL 2024
		Budapest/Liszt Ferenc International Airport	
	1:20 000	AD 2-LHBP-AOCA-13L31R	28 JAN 2021
	1:20 000	AD 2-LHBP-AOCA-13R31L	28 JAN 2021
		Debrecen	
	1:20 000	AD 2-LHDC-AOCA-04R22L	25 JAN 2024
		Nyíregyháza	
	1:15 000	AD 2-LHNY-AOCA-18R36L	10 JUL 2025
		Pécs/Pogány	
	1:15 000	AD 2-LHPP-AOCA-1533	28 NOV 2024
		Győr/Pér	
	1:12 500	AD 2-LHPR-AOCA-1129	01 DEC 2022
		Hévíz/Balaton	
	1:20 000	AD 2-LHSM-AOCA-1634	01 DEC 2022
		Szeged	
	1:10 000	AD 2-LHUD-AOCA-16R34L	22 APR 2021
Precision Approach Terrain Chart - ICAO		Budapest/Liszt Ferenc International Airport	
	1:2 500	AD 2-LHBP-PATC-13L31R	13 JUL 2023
	1:2 500, 1:5 000	AD 2-LHBP-PATC-13R31L	13 JUL 2023
Standard Departure Chart - Instrument (SID) - ICAO		Békéscsaba	
	1:225 000	AD 2-LHBC-SID-17L	04 SEP 2025
	1:225 000	AD 2-LHBC-SID-35R	04 SEP 2025
		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-SID-13L	27 NOV 2025
	1:700 000	AD 2-LHBP-SID-13R	27 NOV 2025
	1:700 000	AD 2-LHBP-SID-31L	27 NOV 2025
	1:700 000	AD 2-LHBP-SID-31R	27 NOV 2025
		Debrecen	
	1:250 000	AD 2-LHDC-SID-04R	20 FEB 2025
	1:250 000	AD 2-LHDC-SID-22L	20 FEB 2025
		Nyíregyháza	
	1:250 000	AD 2-LHNY-SID-18R	10 JUL 2025
	1:250 000	AD 2-LHNY-SID-36L	10 JUL 2025
		Győr/Pér	
	1:250 000	AD 2-LHPR-SID-11	16 APR 2026



Title of series	Scale	Name and/or number	Date of latest revision
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	1:250 000	AD 2-LHSM-SID-16	04 SEP 2025
	1:250 000	AD 2-LHSM-SID-34	04 SEP 2025
Standard Arrival Chart - Instrument (STAR) - ICAO		Békéscsaba	
	1:225 000	AD 2-LHBC-STAR-17L35R Budapest/Liszt Ferenc International Airport	05 SEP 2024
	1:700 000	AD 2-LHBP-STAR-13L13R	27 NOV 2025
	1:700 000	AD 2-LHBP-STAR-31L31R Debrecen	27 NOV 2025
	1:250 000	AD 2-LHDC-STAR-04R22L Hévíz/Balaton	20 FEB 2025
	1:250 000	AD 2-LHSM-STAR-1634 Nyíregyháza	04 SEP 2025
	1:250 000	AD 2-LHNY-STAR-18R36L	10 JUL 2025
Budapest TMA - Index Chart		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-TMA	27 NOV 2025
Holding Procedures - Index Chart		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-HLDG	27 NOV 2025
ATC Surveillance Minimum Altitude Chart - ICAO		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-ATCSMAC	22 JAN 2026
Instrument Approach Chart - ICAO		Békéscsaba	
	1:275 000	AD 2-LHBC-NDB 17L	11 JUL 2024
	1:275 000	AD 2-LHBC-NDB 35R	11 JUL 2024
	1:275 000	AD 2-LHBC-RNP 17L	11 JUL 2024
	1:275 000	AD 2-LHBC-RNP 35R	11 JUL 2024
		Budapest/Liszt Ferenc International Airport	
	1:300 000	AD 2-LHBP-ILS/LOC-13L	27 NOV 2025
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	1:300 000	AD 2-LHBP-ILS/LOC-31L	27 NOV 2025
	1:300 000	AD 2-LHBP-ILS/LOC-31R	27 NOV 2025
	1:300 000	AD 2-LHBP-RNP-13L	27 NOV 2025
	1:300 000	AD 2-LHBP-RNP-13R	27 NOV 2025
	1:300 000	AD 2-LHBP-RNP-31L	27 NOV 2025
	1:300 000	AD 2-LHBP-RNP-Y-31R	27 NOV 2025
	1:300 000	AD 2-LHBP-RNP-Z-31R	27 NOV 2025
	1:300 000	AD 2-LHBP-VOR-13L	27 NOV 2025
	1:300 000	AD 2-LHBP-VOR-31R	27 NOV 2025
		Debrecen	
	1:250 000	AD 2-LHDC-ILS/LOC-04R	19 MAR 2026

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	1:250 000	AD 2-LHDC-RNP-04R	20 FEB 2025
	1:250 000	AD 2-LHDC-RNP-22L	20 FEB 2025
		Nyíregyháza	
	1:250 000	AD 2-LHNY-RNP-Y-18R	04 SEP 2025
	1:250 000	AD 2-LHNY-RNP-Z-18R	04 SEP 2025
	1:250 000	AD 2-LHNY-RNP-Y-36L	04 SEP 2025
	1:250 000	AD 2-LHNY-RNP-Z-36L	04 SEP 2025
		Pécs/Pogány	
	1:250 000	AD 2-LHPP-ILS/LOC-33	11 JUN 2026
	1:250 000	AD 2-LHPP-NDB-15	11 JUN 2026
	1:250 000	AD 2-LHPP-RNP-15	11 JUN 2026
	1:250 000	AD 2-LHPP-RNP-33	11 JUN 2026
		Győr/Pér	
	1:250 000	AD 2-LHPR-ILS/LOC-29	16 APR 2026
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	1:250 000	AD 2-LHPR-RNP-29	16 APR 2026
	1:250 000	AD 2-LHPR-VOR-11	11 JUN 2026
	1:250 000	AD 2-LHPR-VOR-29	16 APR 2026
		Hévíz/Balaton	
	1:250 000	AD 2-LHSM-ILS/LOC-16	11 JUN 2026
	1:250 000	AD 2-LHSM-NDB-16	04 SEP 2025
	1:250 000	AD 2-LHSM-NDB-34	04 SEP 2025
	1:250 000	AD 2-LHSM-RNP-16	20 FEB 2025
	1:250 000	AD 2-LHSM-RNP-34	20 FEB 2025
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	1:150 000	AD 2-LHBC-VAC	04 SEP 2025
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	1:150 000	AD 2-LHDC-VAC	19 MAR 2026
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	1:150 000	AD 2-LHNY-VAC	04 SEP 2025
		Pécs/Pogány	
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intermediate points.

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

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

4.2.3 Access to/from airports and terminal airspace

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

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

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

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

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

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

4.2.4 Cross-Border Applications

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

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

4.3 Airspace Reservation within Budapest CTA

4.3.1 Re-routing Special Areas

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

4.3.2 Promulgation of route extension

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

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

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

4.4 Flight Planning (Item 15)

4.4.1 General

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

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

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

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

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

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

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

4.4.2 ATS Route Network

ATS route network within Budapest CTA is not available.

4.4.3 Flight Level Orientation Scheme

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

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

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

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

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

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

Remarks for the following procedures:

- See [ENR 1.3 section 4.4 Flight Planning \(Item 15\)](#).
- See RAD restrictions

Airport	Working time	Mandatory connecting routes / Point	Mandatory Exit point (X)	Flight Plan examples (Item 15)	Remark
LHBP	H24	WITRI - MIZOL - IBLIZ	NIL	WITRI DCT MIZOL DCT IBLIZ	
LHBP	H24	VETIK	NIL		
LHBP	H24	GAZDA - MAVIR	NIL	GAZDA DCT MAVIR	Only via LRARTMA or LRBBMOP19
LHBP	H24	GAZDA - KEROP	KEROP	GAZDA DCT KEROP	Below FL135
LHBP	H24	FAHAZ - KEROP	KEROP	FAHAZ DCT KEROP	Above FL135
LHBP	H24	DUZLA	VEBAL, BAREB, OSDUK	DUZLA DCT VEBAL	
LHBP	H24	GILEP - ZOLKU	SUNIS, ARSIN, ABETI, BEGLA, TEKNO	GILEP DCT ZOLKU DCT BEGLA	
LHBP	H24	GILEP - NATEX	NATEX	GILEP DCT NATEX	Only for ARR LOWW
LHBP	H24	GILEP - XOMBA	XOMBA	GILEP DCT XOMBA	Only for ARR LZIB

Airport	Working time	Mandatory connecting routes / Point	Mandatory Exit point (X)	Flight Plan examples (Item 15)	Remark
LHKE	H24	ERGUZ - FOGRE - LITKU	LITKU	ERGUZ DCT FOGRE DCT LITKU	Only via LZBBCENT
LHKE	H24	ILHAK - PUCOG - GILEP	NIL	ILHAK DCT PUCOG DCT GILEP	Only via LOVVE17 or LOWWAPP or LZBBWEST
LHPR	H24	TEKNO - ABETI	ABETI	TEKNO DCT ABETI	Only via LOWWAPP or LOVVE17 and below FL 245
LOWW	H24	ALAMU - EPARI	NIL		
LOWW	H24	STEIN - NOHAT	VEBAL, KOPRY, NEKIN	STEIN DCT NOHAT DCT KOPRY	
LOWW	H24	ARSIN - NALOX	BABIT, BAREB, OSDUK	ARSIN DCT NALOX DCT BABIT	
LZIB	H24	VAMOG - SIRDU	KOPRY, BABIT, NEKIN, OSDUK	VAMOG DCT SIRDU DCT KOPRY	
LZIB	H24	ERGOM	NIL		

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

Remarks for the following procedures:

- See [ENR 1.3 section 4.4 Flight Planning \(Item 15\)](#).
- See RAD restrictions

Working time	Mandatory Entry point (E)	Mandatory Segment / Point	Airport	Flight Plan examples (Item 15)	Remark
H24	NIL	RIGSA - BETED	LHBP	RIGSA DCT BETED	
H24	DEMOP	BETED	LHBP	DEMOP DCT BETED	
H24	PARAK	PARAK - KEZAL	LHBP	PARAK DCT KEZAL	
H24	DIMLO, GOTAR	SIRDU - OGVUN - VAJDI	LHBP	DIMLO DCT SIRDU DCT OGVUN DCT VAJDI	
H24	ARSIN	ARSIN - OGVUN - VAJDI	LHBP	ARSIN DCT OGVUN DCT VAJDI	Only for DEP LOWW below FL155
H24	KOPRY, BAREB	ULZAK	LHBP	KOPRY DCT ULZAK	
H24	ANEXA	ANEXA - EMBUT - ILHAK	LHKE	ANEXA DCT EMBUT DCT ILHAK	Only via LZBBWEST
H24	EDEMU	EDEMU - LAHOR - PEJKO - ERGUZ	LHKE	EDEMU DCT LAHOR DCT PEJKO DCT ERGUZ	Only via LZBBCENT
H24	KEKED	TORNO - NATEX	LOWW	KEKED DCT TORNO DCT NATEX	
H24	NIL	BALUX - TORNO - NATEX	LOWW		Via LONLA, PARAK or via LRBB FIR
H24	TORNO	TORNO - NATEX	LOWW	TORNO DCT NATEX	Only for DEP LHBP
H24	NIL	BALUX - TORNO - BODZA - XOMBA	LZIB	BALUX DCT TORNO DCT BODZA DCT XOMBA	
H24	GILEP	GILEP - XOMBA	LZIB	GILEP DCT XOMBA	Only for DEP LHBP
H24	TONDO, KOPRY, BAREB	JOZEP - PUCOG - BODZA - XOMBA	LZIB	TONDO DCT JOZEP DCT PUCOG DCT BODZA DCT XOMBA	

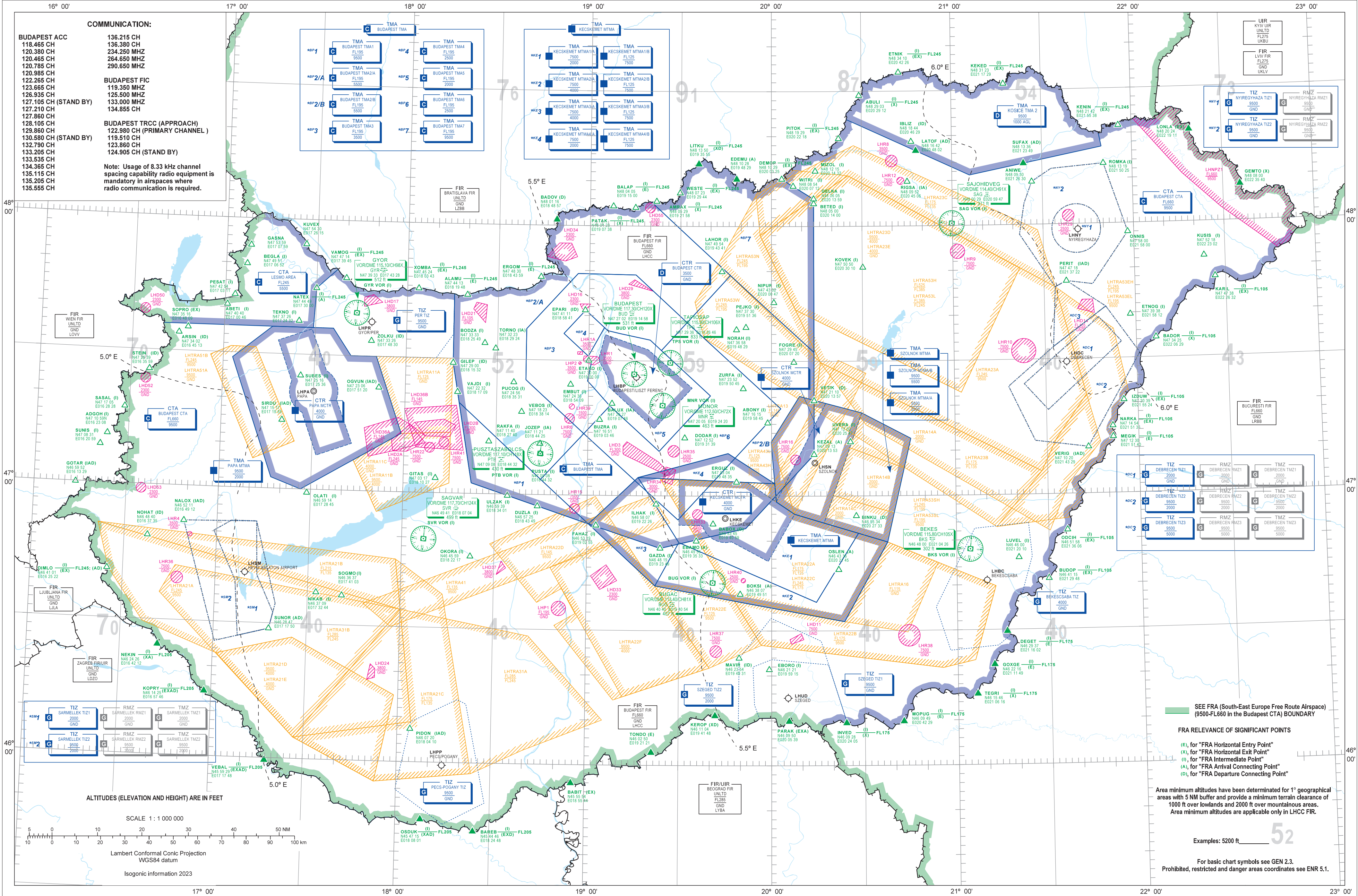
Working time	Mandatory Entry point (E)	Mandatory Segment / Point	Airport	Flight Plan examples (Item 15)	Remark
H24	BEGLA	BEGLA - KUVEX	LZIB	BEGLA DCT KUVEX	Only via LOWWAPP or LOVVE17 and below FL245
H24	GESGI	GESGI - KUVEX	LZIB	GESGI DCT KUVEX	Only via LOWWAPP or LOVVE17 and below FL245

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

4.5 Route Availability Document

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

ENROUTE
CHART - ICAO

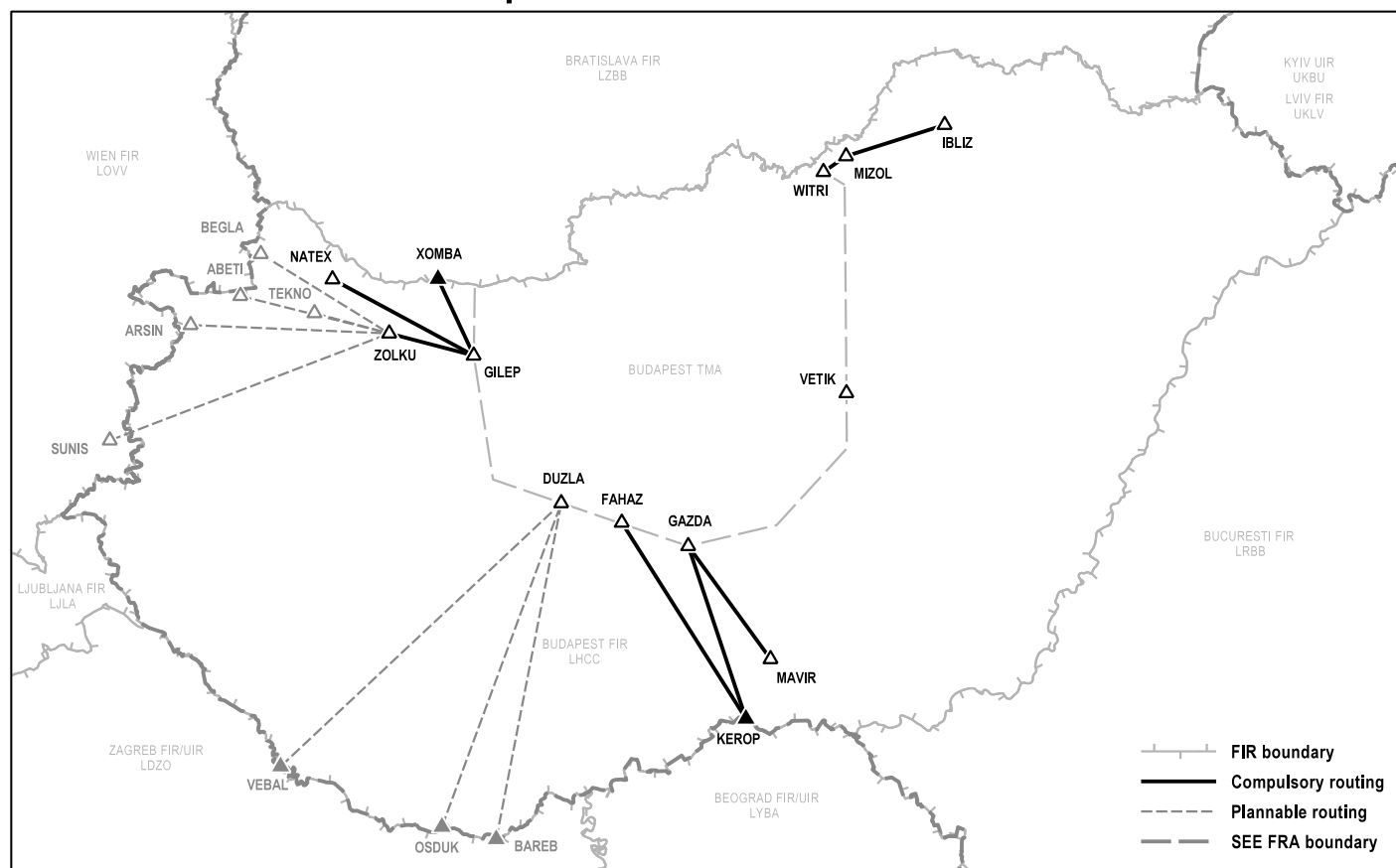


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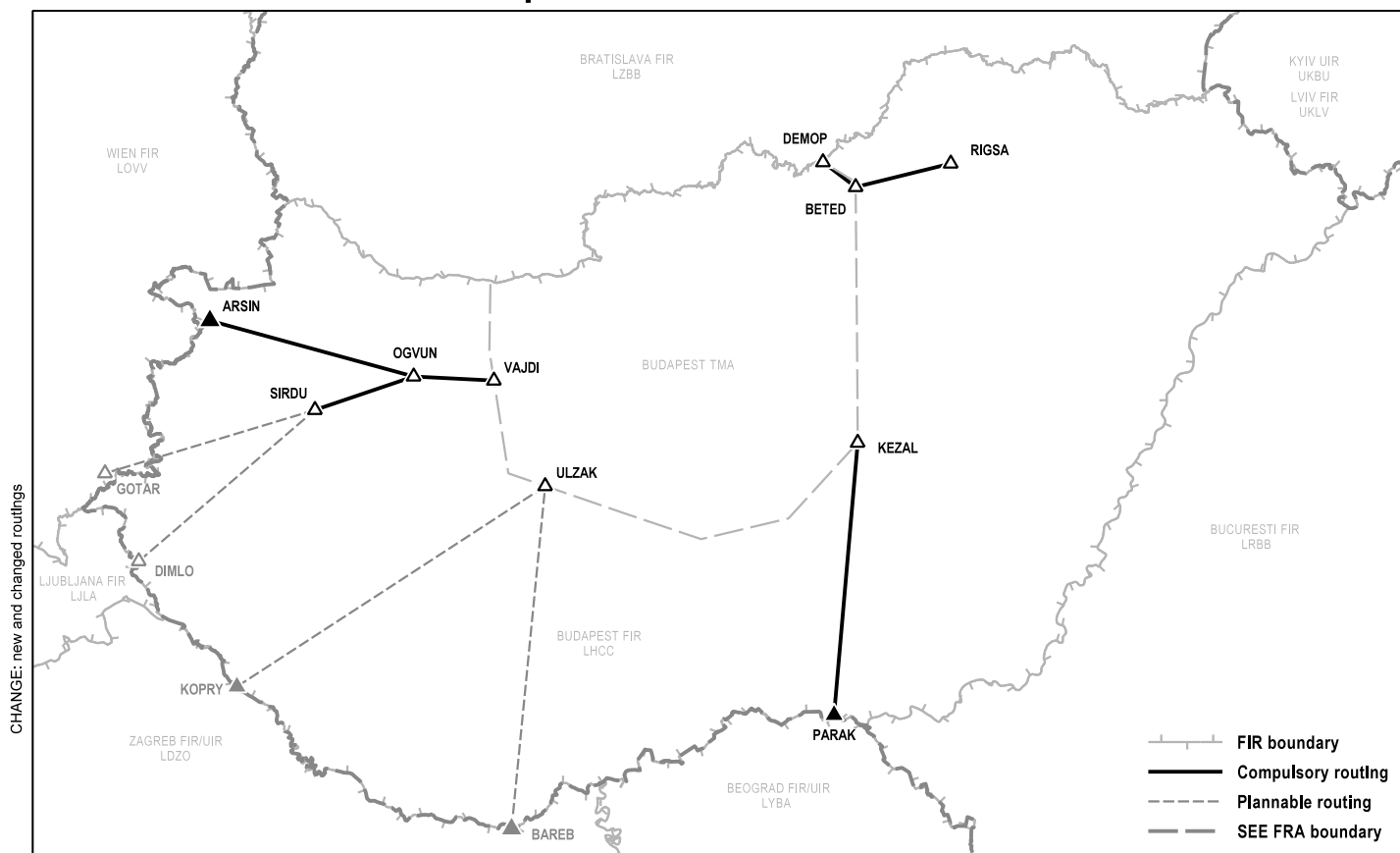
AIP HUNGARY

COMPULSORY AND PLANNABLE LINKS -
INDEX CHART (SEE ENR 1.3)

1. LHBP DEP within Budapest FIR

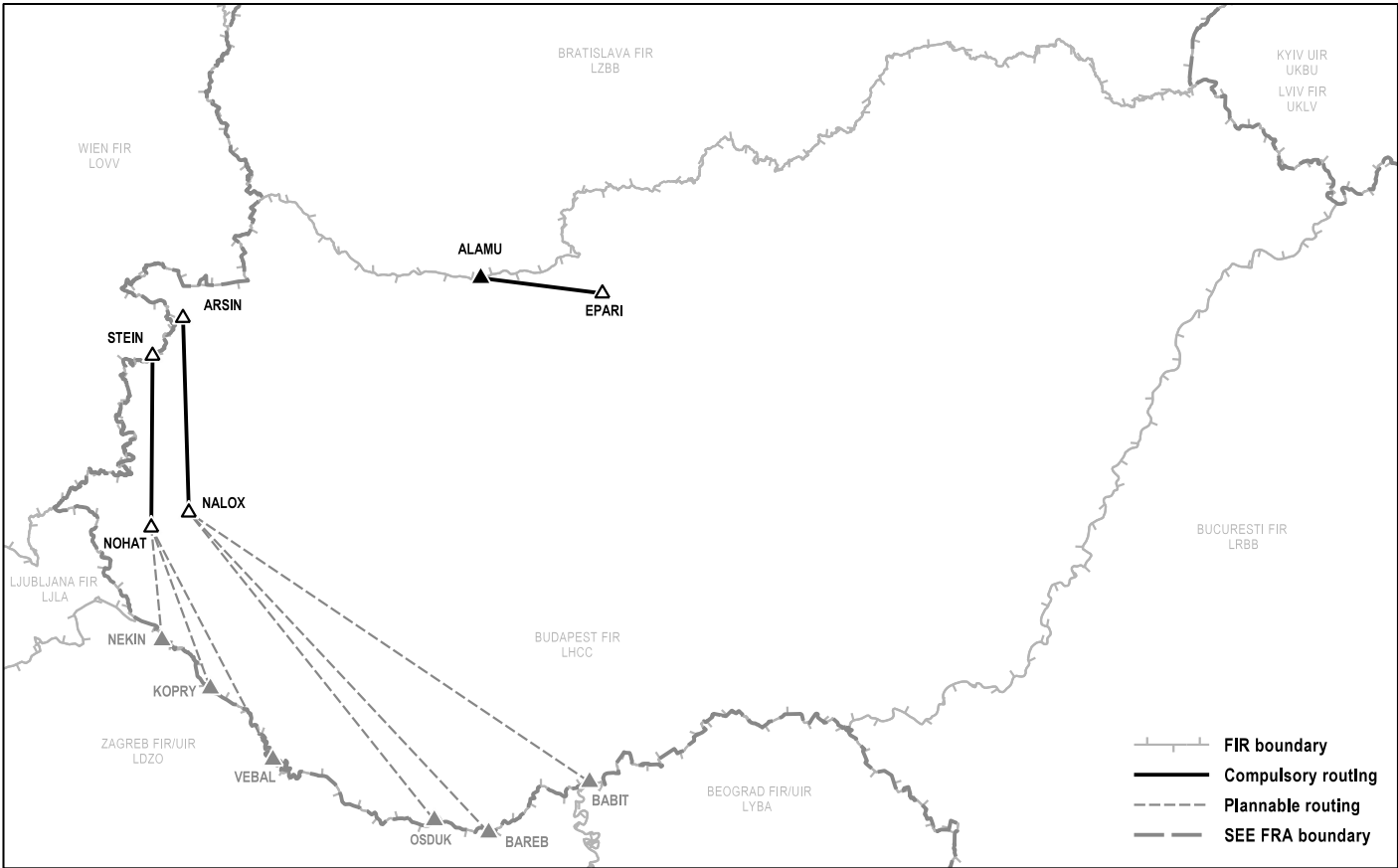


2. LHBP ARR within Budapest FIR

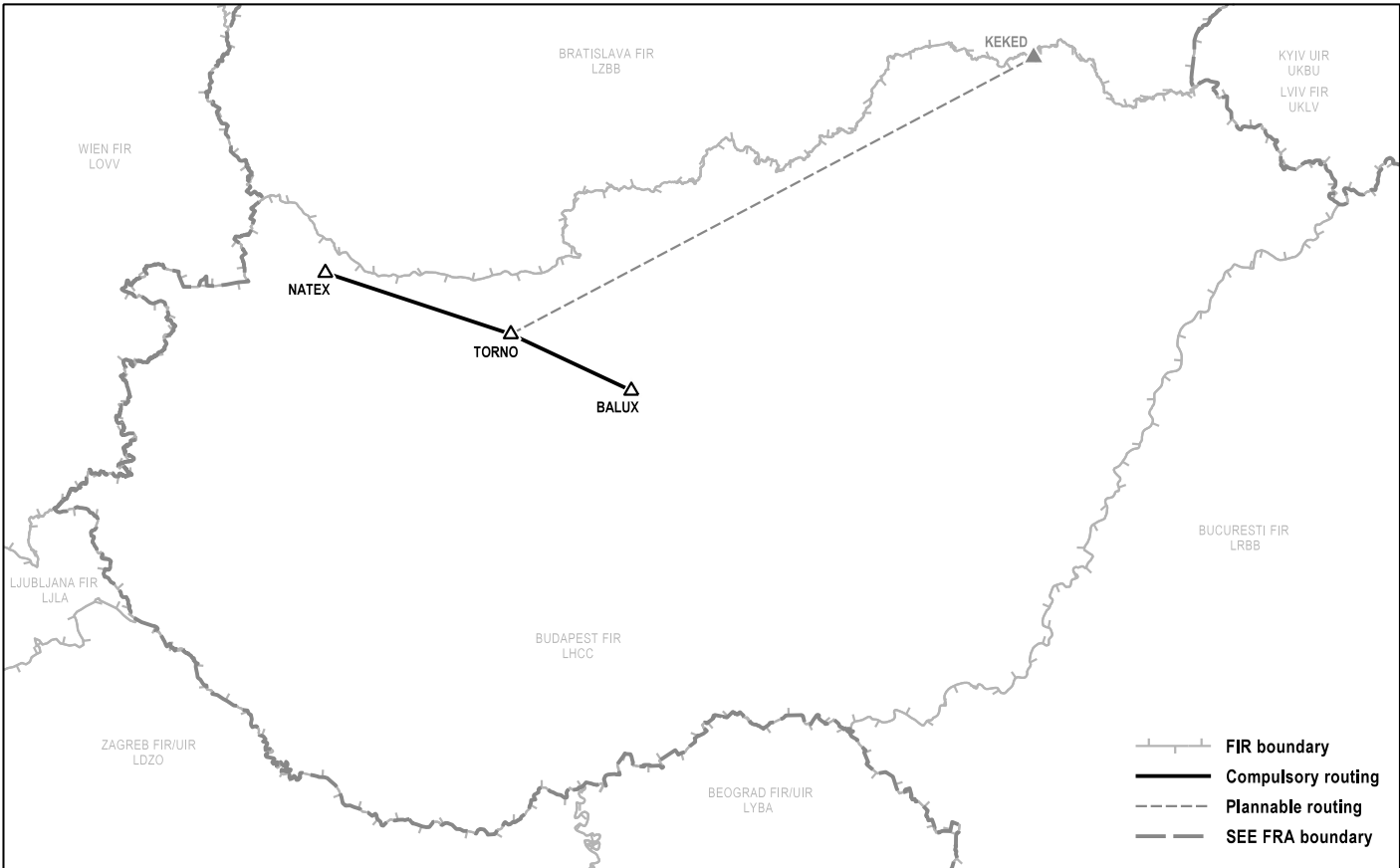


CHANGE: new and changed routings

3. LOWW DEP within Budapest FIR

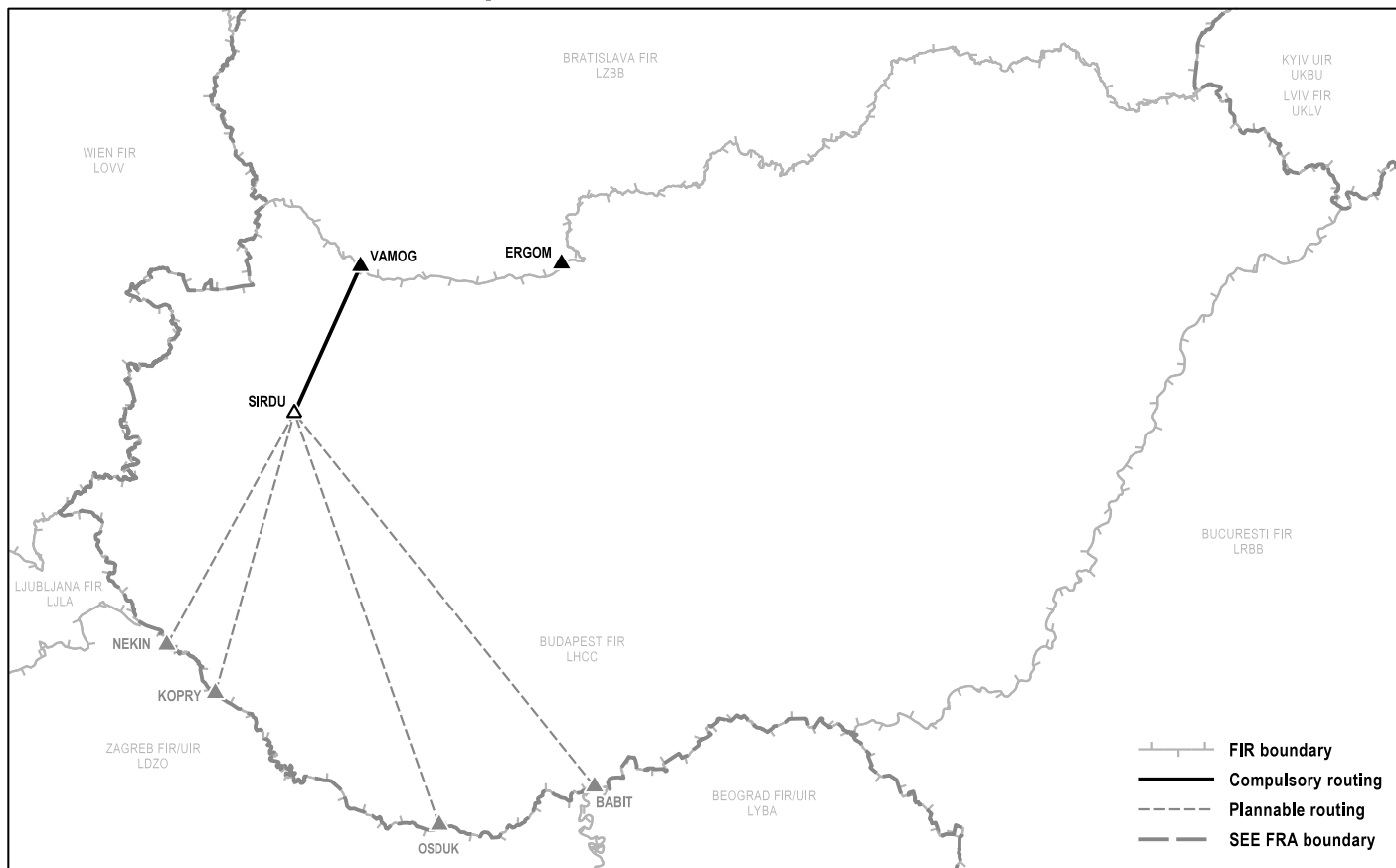


4. LOWW ARR within Budapest FIR

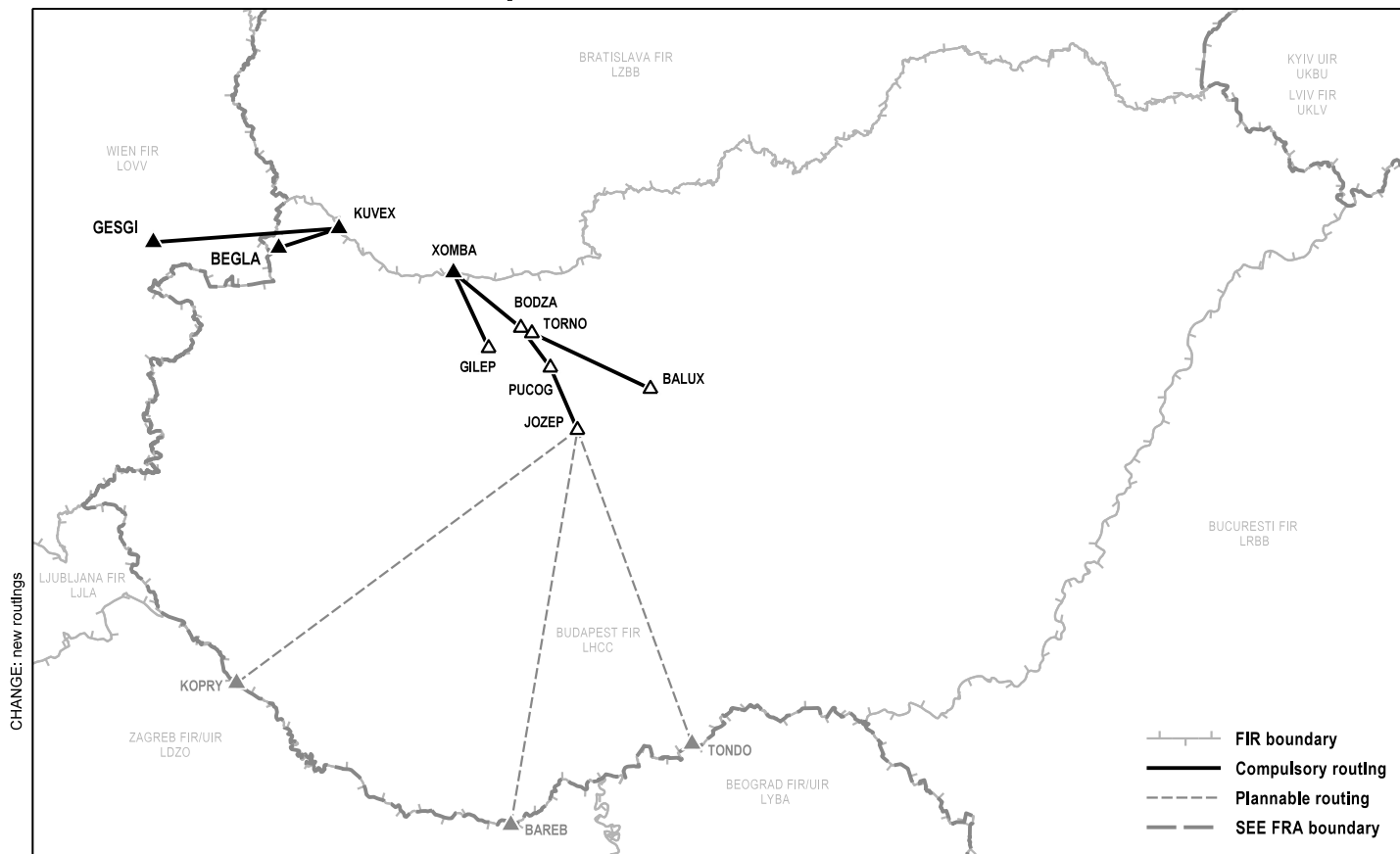


CHANGE: new compulsory routing and deleted plannable routing in Figure 3

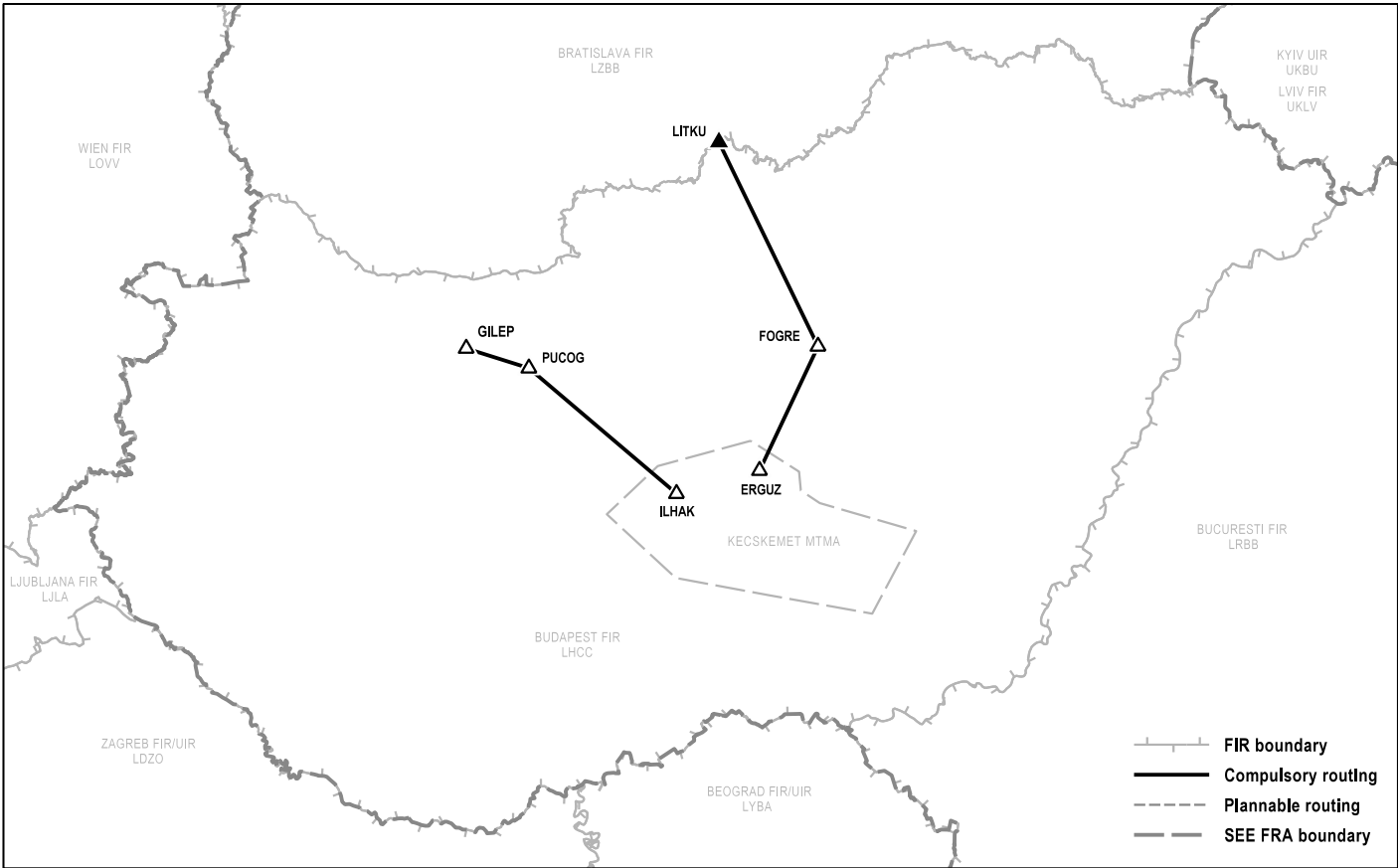
5. LZIB DEP within Budapest FIR



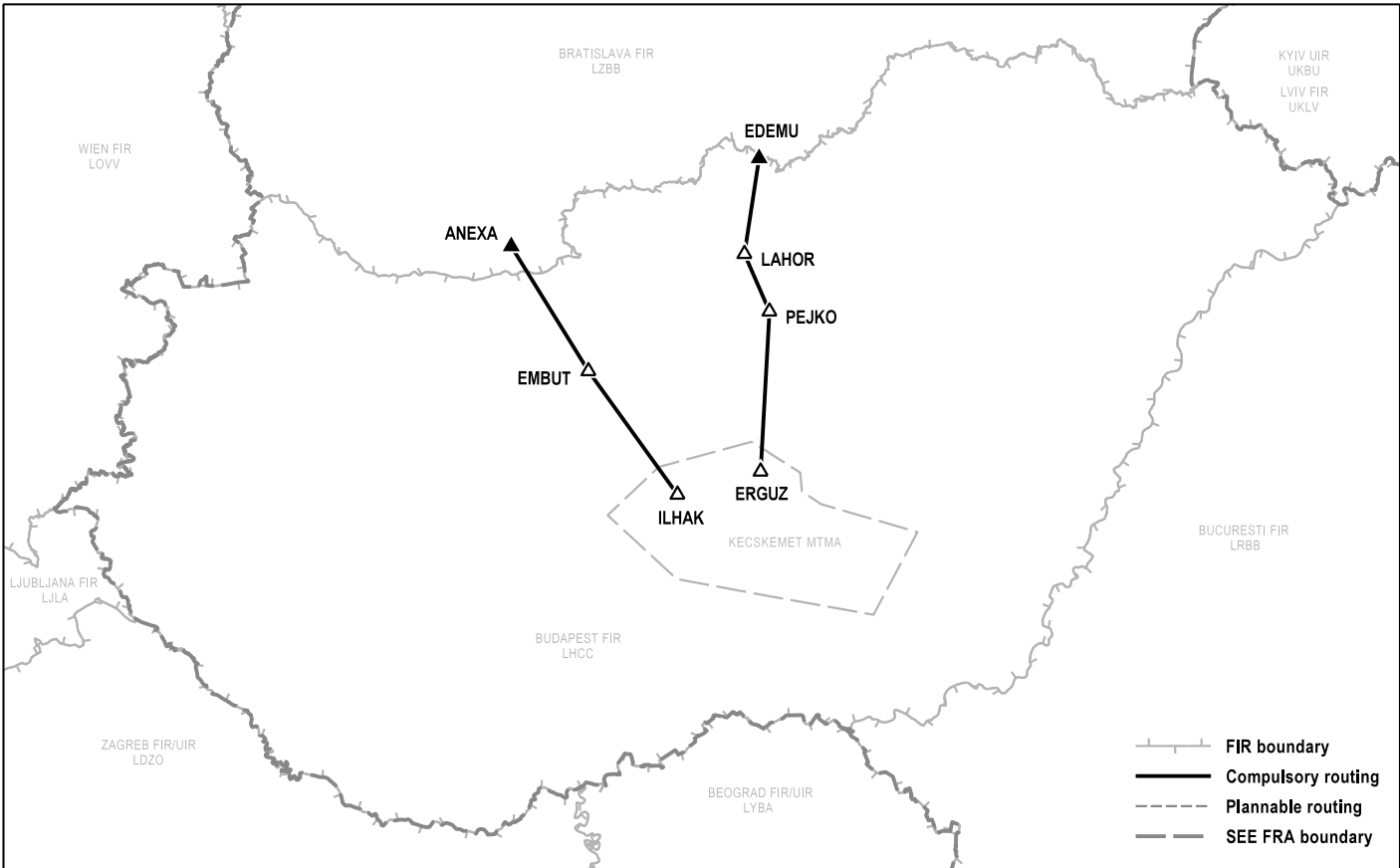
6. LZIB ARR within Budapest FIR



7. LHKE DEP within Budapest FIR

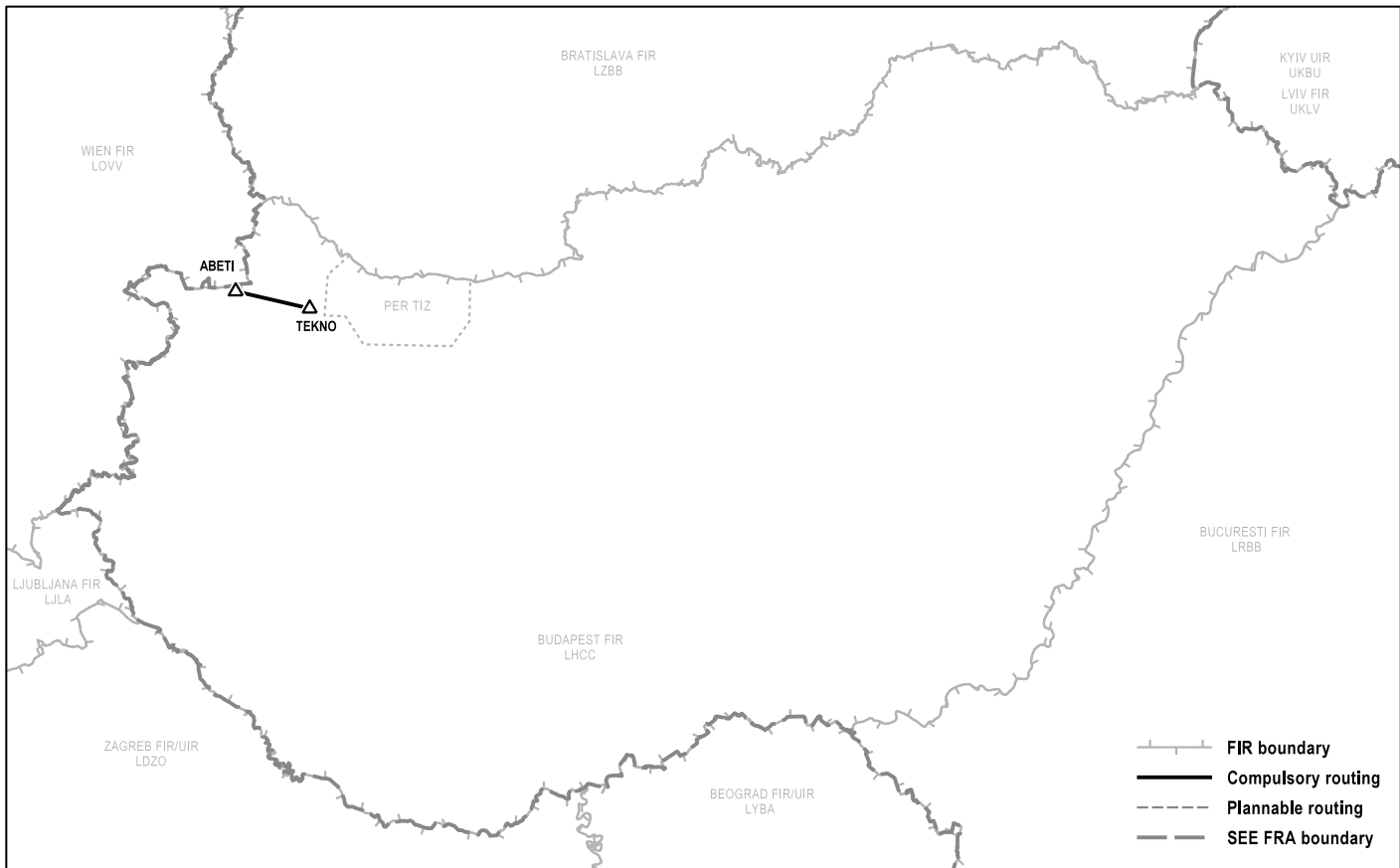


8. LHKE ARR within Budapest FIR



CHANGE: new figures

9. LHPR DEP within Budapest FIR



CHANGE: new figure

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2.	Noise preferential runway	AD 2-LHDC - 9
3.	RESTRICTIONS ON THE USE OF AUXILIARY POWER UNIT (APU)	AD 2-LHDC - 9
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	AERODROME OBSTACLE CHART - ICAO	
	TYPE A OPERATING LIMITATIONS	AD 2-LHDC-AOCA-04R22L - 1
	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHDC-SID-04R - 1
	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHDC-SID-22L - 1
	STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHDC-STAR-04R22L - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-ILS/LOC-04R - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-NDB-22L - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-RNP-04R - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-RNP-22L - 1
	VISUAL APPROACH CHART - ICAO	AD 2-LHDC-VAC - 1
LHDC AD 2.25	VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHDC - 12

LHNY NYÍREGYHÁZA

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LHNY AD 2.3	OPERATIONAL HOURS	AD 2-LHNY - 1
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LHNY AD 2.5	PASSENGER FACILITIES	AD 2-LHNY - 2
LHNY AD 2.6	RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHNY - 2
LHNY AD 2.7	RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN	AD 2-LHNY - 3
LHNY AD 2.8	APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHNY - 3
LHNY AD 2.9	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHNY - 3
LHNY AD 2.10	AERODROME OBSTACLES	AD 2-LHNY - 4
LHNY AD 2.11	METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHNY - 4
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LHNY AD 2.16	HELICOPTER LANDING AREA	AD 2-LHNY - 6
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHNY-SID-36L - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO.....	AD 2-LHNY-STAR-18R36L - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHNY-RNP-Y-18R - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHNY-RNP-Z-18R - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHNY-RNP-Y-36L - 1
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VISUAL APPROACH CHART - ICAO	AD 2-LHNY-VAC - 1
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LHPP AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN.....	AD 2-LHPP - 3
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LHPP AD 2.14APPROACH AND RUNWAY LIGHTING.....	AD 2-LHPP - 5
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LHPP AD 2.16HELICOPTER LANDING AREA.....	AD 2-LHPP - 5
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AERODROME CHART - ICAO.....	AD 2-LHPP-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHPP-AOCA-1533 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-ILS/LOC-33 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-NDB-15 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-RNP-15 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-RNP-33 - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHPP-VAC - 1
LHPP AD 2.25VISUAL SEGMENT SURFACE (VSS) PENETRATION.....	AD 2-LHPP - 7

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LHPR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHPR - 3
LHPR AD 2.10AERODROME OBSTACLES	AD 2-LHPR - 4

LHPR AD 2.11METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHPR - 4
LHPR AD 2.12RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHPR - 5
LHPR AD 2.13DECLARED DISTANCES	AD 2-LHPR - 5
LHPR AD 2.14APPROACH AND RUNWAY LIGHTING.....	AD 2-LHPR - 5
LHPR AD 2.15OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2-LHPR - 6
LHPR AD 2.16HELICOPTER LANDING AREA	AD 2-LHPR - 6
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LHPR AD 2.19RADIO NAVIGATION AND LANDING AIDS.....	AD 2-LHPR - 7
LHPR AD 2.20LOCAL AERODROME REGULATIONS	AD 2-LHPR - 7
LHPR AD 2.21NOISE ABATEMENT PROCEDURES	AD 2-LHPR - 7
LHPR AD 2.22FLIGHT PROCEDURES	AD 2-LHPR - 7
LHPR AD 2.23ADDITIONAL INFORMATION	AD 2-LHPR - 8
1. General.....	AD 2-LHPR - 8
LHPR AD 2.24CHARTS RELATED TO AN AERODROME.....	AD 2-LHPR - 8
AERODROME CHART - ICAO	AD 2-LHPR-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHPR-AOCA-1129 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHPR-SID-11 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHPR-SID-29 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPR-ILS/LOC-29 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPR-RNP-11 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPR-RNP-29 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPR-VOR-11 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPR-VOR-29 - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHPR-VAC - 1
LHPR AD 2.25VISUAL SEGMENT SURFACE (VSS) PENETRATION.....	AD 2-LHPR - 8

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LHSM AD 2.2AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHSM - 1
LHSM AD 2.3OPERATIONAL HOURS.....	AD 2-LHSM - 1
LHSM AD 2.4HANDLING SERVICES AND FACILITIES	AD 2-LHSM - 2
LHSM AD 2.5PASSENGER FACILITIES.....	AD 2-LHSM - 2
LHSM AD 2.6RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHSM - 2
LHSM AD 2.7RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN	AD 2-LHSM - 3
LHSM AD 2.8APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHSM - 3
LHSM AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS.....	AD 2-LHSM - 3
LHSM AD 2.10AERODROME OBSTACLES	AD 2-LHSM - 4
LHSM AD 2.11METEOROLOGICAL INFORMATION PROVIDED.....	AD 2-LHSM - 4
LHSM AD 2.12RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHSM - 4
LHSM AD 2.13DECLARED DISTANCES	AD 2-LHSM - 5
LHSM AD 2.14APPROACH AND RUNWAY LIGHTING	AD 2-LHSM - 5
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LHSM AD 2.24CHARTS RELATED TO THE AERODROME	AD 2-LHSM - 9
AERODROME CHART - ICAO	AD 2-LHSM-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A (OPERATING LIMITATIONS).....	AD 2-LHSM-AOCA-1634 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHSM-SID-16 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHSM-SID-34 - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHSM-STAR-1634 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHSM-ILS/LOC-16 - 1



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

LHUD SZEGED

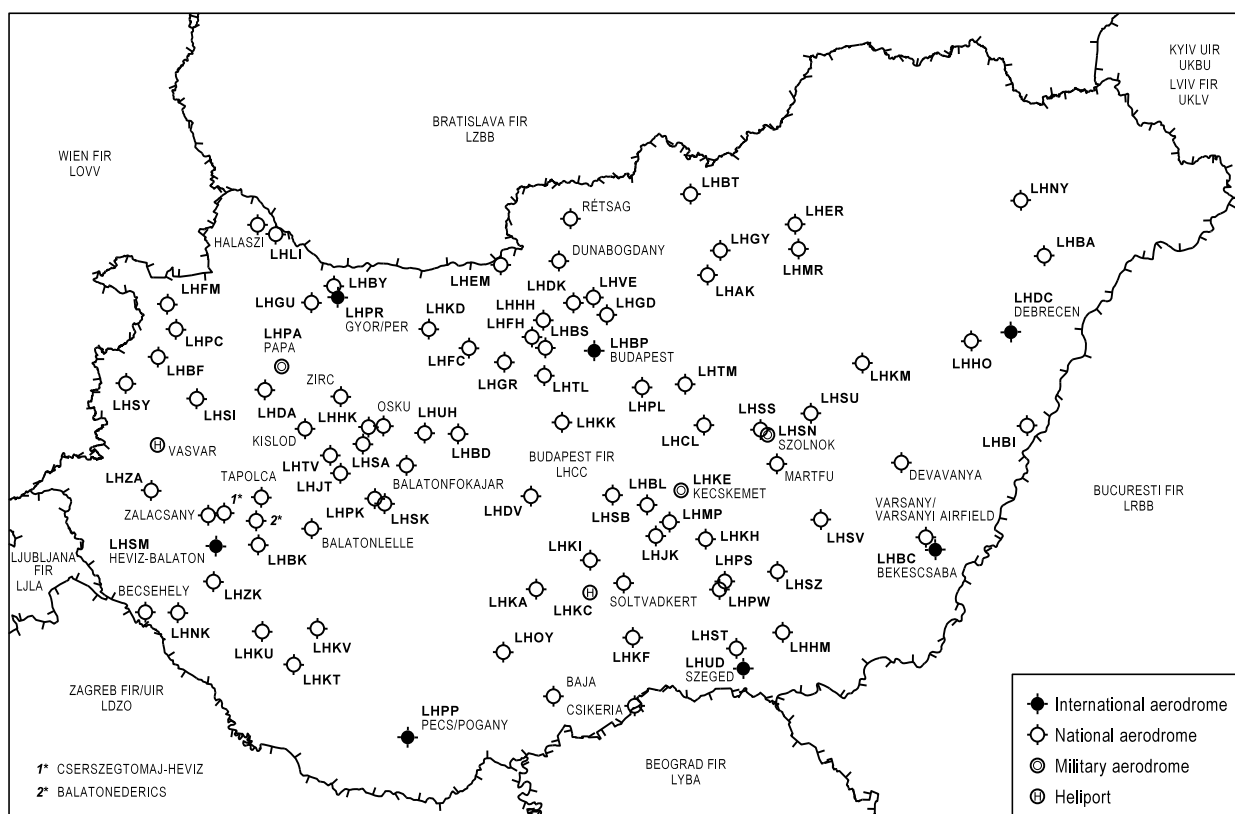
LHUD AD 2.1 AERODROME LOCATION INDICATOR AND NAME.....	AD 2-LHUD - 1
LHUD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHUD - 1
LHUD AD 2.3 OPERATIONAL HOURS	AD 2-LHUD - 1
LHUD AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHUD - 2
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LHUD AD 2.10 AERODROME OBSTACLES	AD 2-LHUD - 3
LHUD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHUD - 4
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LHUD AD 2.23 ADDITIONAL INFORMATION	AD 2-LHUD - 8
LHUD AD 2.24 CHARTS RELATED TO THE AERODROME	AD 2-LHUD - 8
AERODROME CHART - ICAO.....	AD 2-LHUD-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHUD-AOCA-16R34L - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHUD-VAC - 1
LHUD AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHUD - 8

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

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

Figure 1. Aerodromes and heliports - Index chart



2. OTHER AERODROMES AND HELIPORTS

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

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

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

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

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

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 2.20 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)

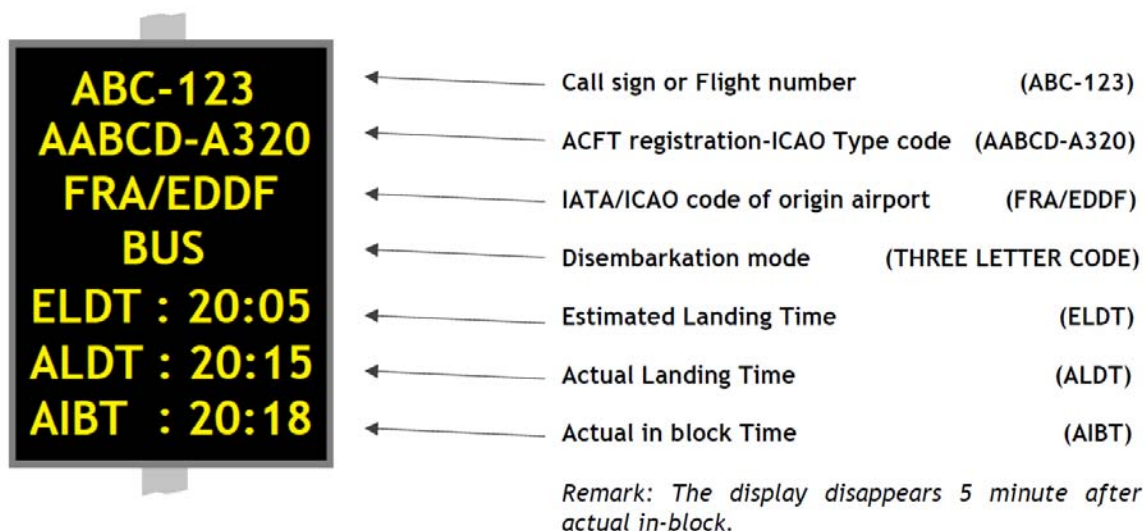
In preparation for future CDM operations, information displays have been installed at the following stands of Apron-2 : 39L, R270, R271, R272, R273, R274, R275, R276, R277. The displays are operating in trial mode. Information for an arriving flight is displayed at the earliest 5 minutes before the expected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

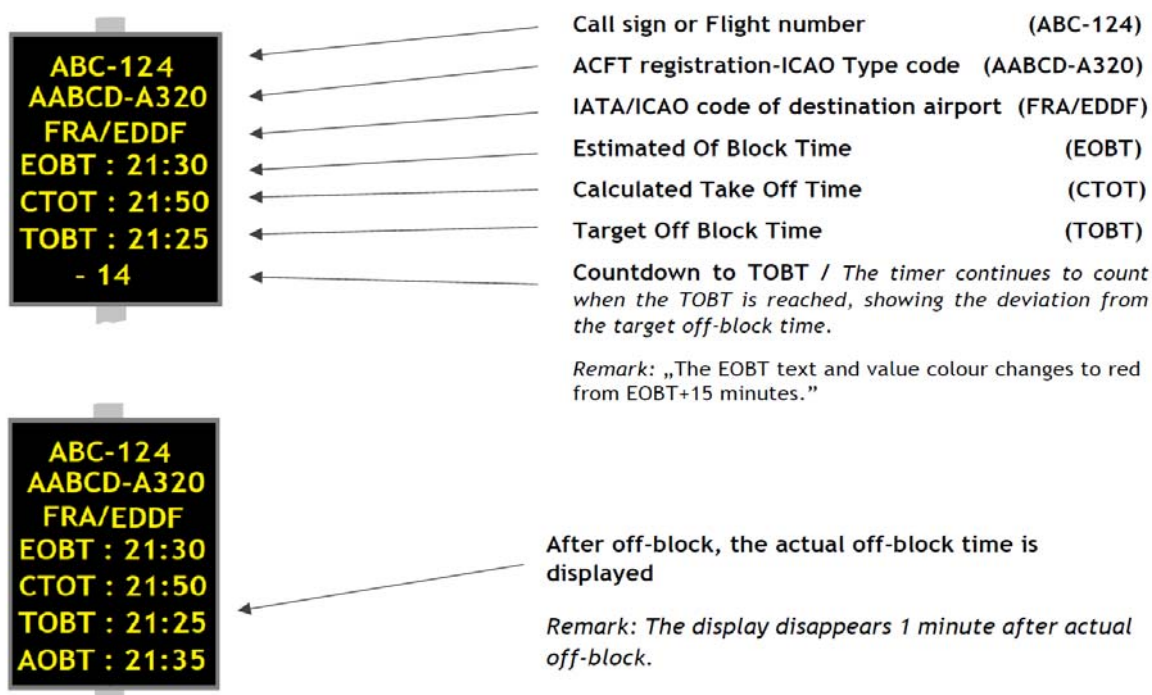
Information for an arriving flight is displayed at the earliest 5 minutes before the expected arrival time. (After each modification, the value flashes slowly for 1 minute)

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

AIP HUNGARY

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

AERODROME CHART - ICAO

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

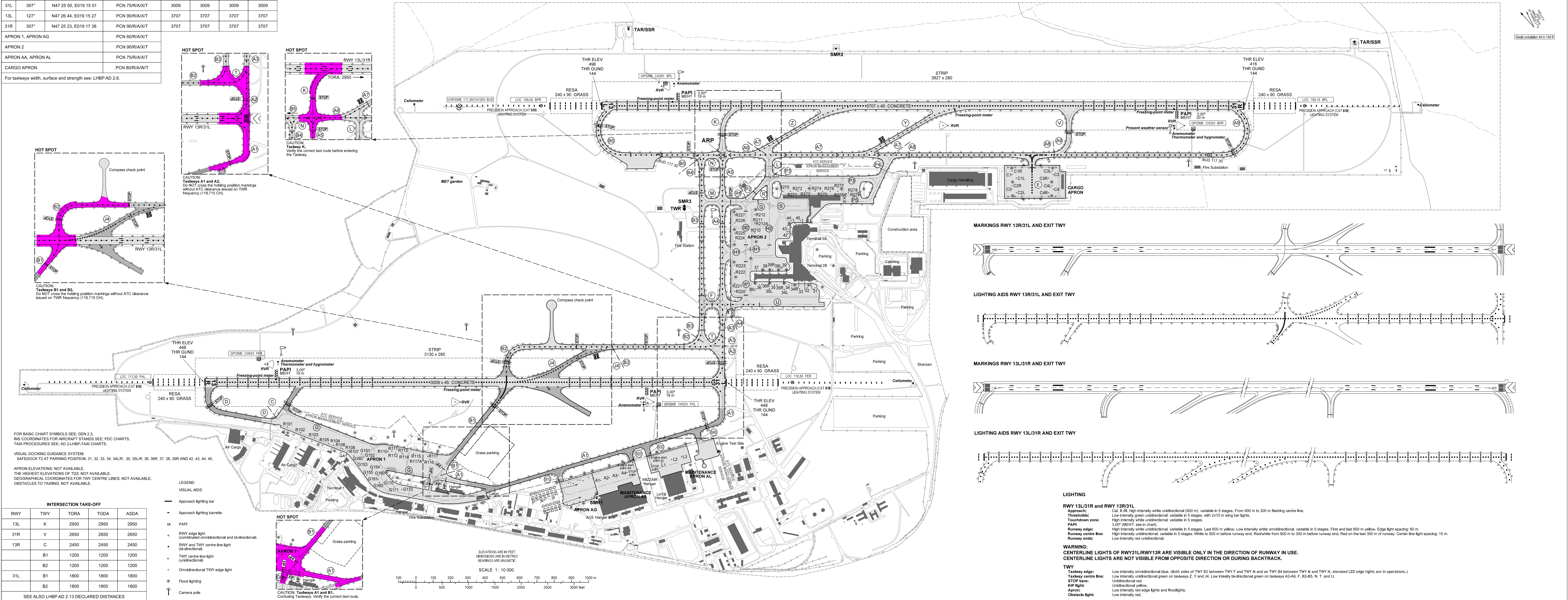
APRON 1, APRON AG	PCN 60/R/A/X/T
APRON 2	PCN 90/R/A/X/T
APRON AA, APRON AL	PCN 75/R/A/X/T
CARGO APRON	PCN 80/R/A/W/T

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

ARP	N47 26 22 E018 15 43
AERODROME ELEV 496	

BUDAPEST APP 122.580	BUDAPEST TOWER 118.715	BUDAPEST APRON 122.440
123.860	BUDAPEST GROUND 121.905	ATIS 132.380
119.510	BUDAPEST DELIVERY 134.540	ATIS (BUD VOR) 117.300
BUDAPEST INFORMATION (NORTH) 119.350, BUDAPEST INFORMATION (NORTH-EAST) 134.855		

BUDAPEST/LISZT FERENC

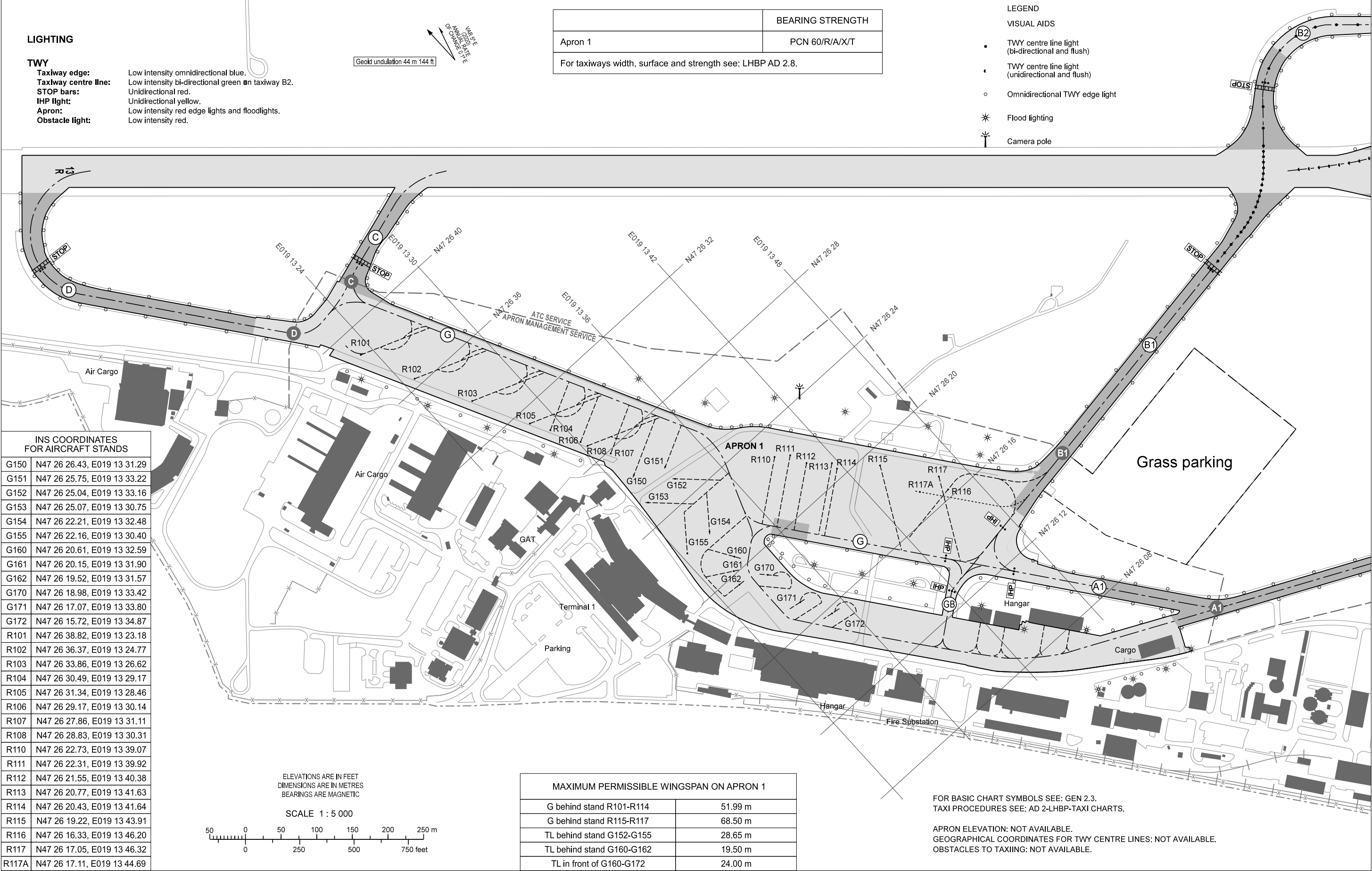


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BUDAPEST APP	122.980	BUDAPEST TOWER	118.715	BUDAPEST APRON	122.440
	123.860	BUDAPEST GROUND	121.905	ATIS	132.380
	119.510	BUDAPEST DELIVERY	134.540	ATIS (BUD VOR)	117.300
BUDAPEST INFORMATION (NORTH)	119.350	BUDAPEST INFORMATION (NORTH-EAST)	134.855		

BUDAPEST/LISZT FERENC
APRON 1

AIRCRAFT PARKING/DOCKING CHART - ICAO

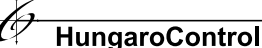


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LHDC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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
04R	47.93° GEO	2500 x 40	53/R/B/W/T, CONC	472852.99N 0213610.79E 472947.22N 0213739.45E 41 M	108.2 M TDZ 108.5 M
22L	227.93° GEO	2500 x 40	53/R/B/W/T, CONC	472940.74N 0213728.85E 472852.99N 0213610.79E 41 M	110 M
04L	Nil	Nil	Nil	Nil	Nil
22R	Nil	Nil	Nil	Nil	Nil

Designations RWY NR	Slope of RWY/ SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M) surface	Location of arresting system	OFZ	Remarks
1	7	8	9	10	11	12	13	14
04R	0.078%	Nil	Nil	2620 x 300	240 x 90 GRASS	Nil	See relevant Obstacle Charts	Nil
22L	-0.078%	Nil	Nil	2620 x 300	240 x 120 GRASS	Nil	Nil	RWY 22L THR displaced by 300 M.
04L	Nil	Nil	Nil	Nil	Nil	Nil	Nil	RWY under constructi on
22R	Nil	Nil	Nil	Nil	Nil	Nil	Nil	RWY under constructi on

LHDC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04R	2500	2500	2500	2500	Reduced payload capacity of the RESA (see LHDC AD 2.20.)

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
22L	2500	2500	2500	2200	displaced THR Reduced payload capacity of the RESA (see LHDC AD 2.20.)
04L	Nil	Nil	Nil	Nil	RWY under construction
22R	Nil	Nil	Nil	Nil	RWY under construction

LHDC 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
04R	CAT 1 Barette 900 M LIH	GRN, WBAR not available	PAPI 3° (16.85 M)	Nil	Nil	2500 M 60 M WHI / YEL LIH	RED	Nil	Nil
22L	Nil	GRN, WBAR not available THR identification flashing lights	PAPI 3° (15.98 M)	Nil	Nil	2500 M 60 M RED / WHI / YEL LIH	RED	Nil	Nil

LHDC 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	Lighted wind direction indicator between TWR and RWY 04L / 22R. Lighted wind direction indicators are in front of THR 04R and THR 22L.
3	TWY edge and centre line lighting	Nil
4	Secondary power supply /switch-over time	From public network, two independent feeds, diesel generator unit, switch-over time is: 1 seconds
5	Remarks	Nil

LHDC AD 2.20 LOCAL AERODROME REGULATIONS

One aircraft stand on the APRON is permitted to be used by only one aircraft at the same time.

During landing or take-off of aeroplanes the maximum permissible crosswind component shall not exceed 18 KT in the case of aeroplanes whose reference field length is 1 500 M or over, except when poor runway braking action owing to an insufficient longitudinal coefficient of friction is experienced, in those cases the crosswind component shall not exceed 11 KT.

When calculating landing and take-off weights 10 percent reduction of declared distances ([See AD 2-LHDC AD-2.13](#)) shall be taken into account due to reduced payload capacity of the RESA.)

The maximum aircraft taxi speed on the APRON and TWYs is 55 km/h (30 kts). After sunset, the maximum aircraft taxiing speed on the APRON should be reduced to 28 km/h (15 kts).

The maximum thrust a pilot may apply on the apron is the thrust required for taxiing while parking an arriving aircraft or taxiing a departing aircraft from the aircraft stand.

Before an aircraft may commence the start-up of engines, the pilot must indicate the instructions of the connected marshaller. In case of no ground-cockpit connection, visual signals shall be applied to pass information and warnings. Visual signals provided by the Marshaller during start-up are in line with those of ICAO Annex 2 Appendix 1, Marshalling Signals. The start-up procedure shall only be initiated on the instruction of the marshaller present. In case of multi-engine aircraft, separate approval to start-up should be requested for each engine from the marshaller. If the pilot is unable to get in contact with the marshaller, the pilot shall inform the AFIS of this issue and wait until marshaller assistance is provided.

LHDC AD 2.21 NOISE ABATEMENT PROCEDURES

1. GENERAL

Noise abatement procedures are designed to avoid excessive aircraft noise in the areas adjacent to the airport and in the areas overflown during take off and landing.

2. NOISE PREFERENTIAL RUNWAY

Taking into consideration the prevailing weather conditions, runway 04R is used for landing when there is a tailwind component of not more than 5 KT in the RWY direction. The displaced threshold on RWY 22L is also used for landing for noise abatement purposes. For noise protection reasons, RWY 22L is to be used for take-off, except if this is not recommended by the pilot of the aircraft due to foreseeable reasons (meteorological or aviation safety).

For a departure from runway direction 04R, until 2000 FT AGL is reached a left turn is PROHIBITED. Flying with below 2 000 FT AGL over Debrecen is PROHIBITED except when following a take-off or landing procedure.

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

Operation of APU shall be started at the earliest 30 minutes prior to departure and stopped at the latest within 10 minutes of arrival on stands. The use of APU during ACFT maintenance shall be restricted to a minimum duration.

4. RULES FOR TRAINING, CALIBRATION AND TECHNICAL TEST FLIGHTS

Training, calibration and technical test flights can only be performed at

- weekdays: 0700 - 1700 (0600 - 1600). The visual and non-visual navigation aids calibration and test flights can be performed 0700 - 2100 (0600 - 2000);
- weekends and public holidays: 0900 - 1500 (0800 - 1400).

NVFR training flights can be performed in FEB and NOV until 1900.

Prior request for technical test or training flight operations must be submitted to the airport (OPS) (ops@debrecenairport.com) at least 48 hours before the planned flight. The request must contain

- the planned date and time of the technical test or training flight operation;
- the type, reg and call sign of a/c.

The airport (OPS) informs the flight operator of the approval or refusal of the submitted flight request.

LHDC AD 2.22 FLIGHT PROCEDURES

1. GENERAL

Visual circling in the NW sector of RWY 04R/22L is prohibited for speed category C and D aircraft.

Conducting training flights are permitted only after prior coordination with the airport (OPS) (ops@debrecenairport.com) and AFIS (afis@debrecenairport.com).

Training flights shall give way to flights with commercial or business purposes.

It is prohibited to conduct training flights during calibration flights.

Pilot indicating intention to carry out a departure or arrival procedure is prohibited to cross the runway holding position or the runway threshold on its final approach until the preceding departing aircraft has completed take-off, or until preceding landing aircraft or ground vehicle has left the runway-in-use; and AFIS has given "RUNWAY FREE" information to the pilot indicating intention to carry out a departure or arrival procedure.

1.1 Procedures for VFR flights

Traffic Pattern:

- Left-hand traffic pattern for RWY 22L
- Right-hand traffic pattern for RWY 04R

1.2 Designated VFR reporting points

- JOZA
473533N 213326E
(Centre of Józsa village)
- HOPI
472333N 214359E
(Centre of Hosszúpályi village)
- EBES
472839N 0212916E
(N from Ebes village)

VFR flights approaching from uncontrolled airspace are required to enter DEBRECEN TIZ1/TIZ2/TIZ3 via the designated reporting points, unless otherwise informed.

The holding procedure has to be carried out on information of AFIS over the designated reporting points or other point identifiable by the pilot.

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

2.1 IFR flights

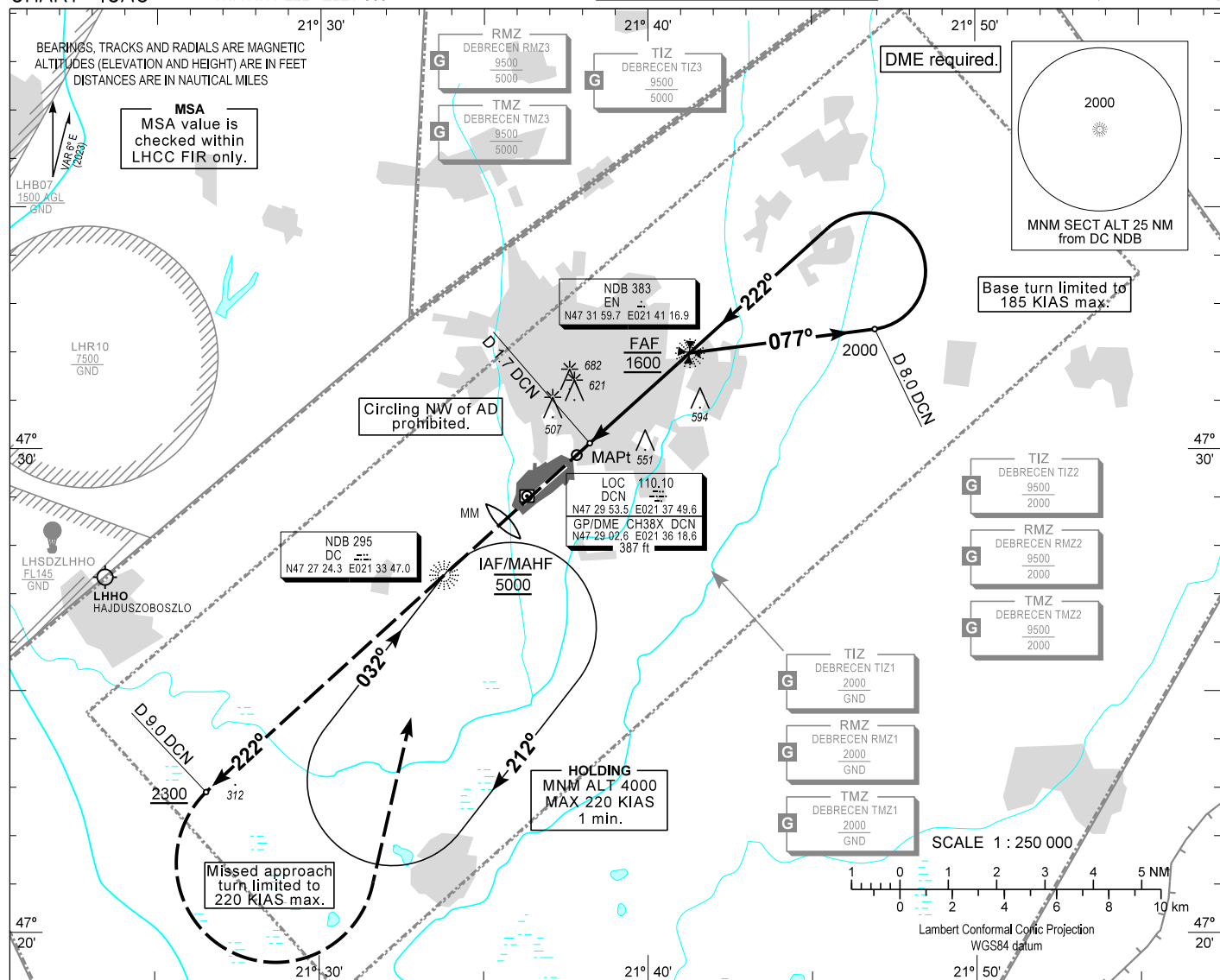
2.1.1 Departing aircraft

The IFR flights entering controlled airspace after departure shall obtain en route clearance before take-off.

AERODROME ELEV 361
HEIGHTS RELATED TO
THR RWY 22L - ELEV 360

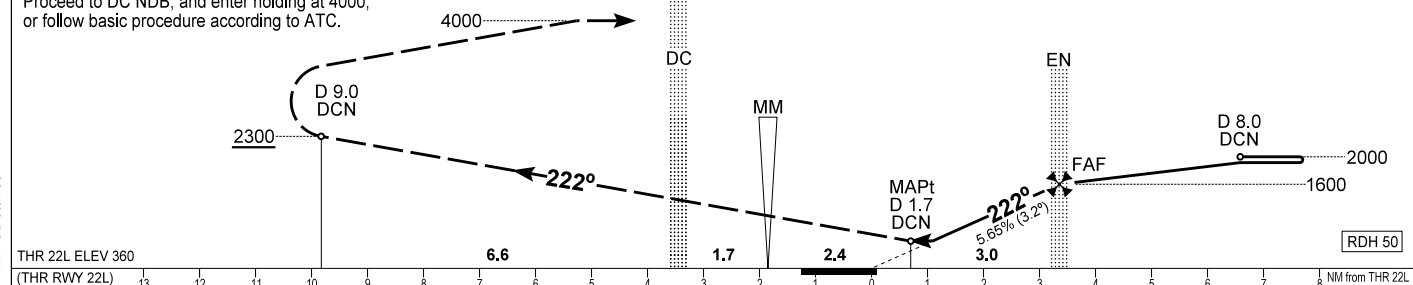
DEBRECEN INFO	125.910
BUDAPEST INFORMATION (EAST)	133.000

DEBRECEN
NDB RWY 22L
(ACFT CAT A, B, C, D)



MISSED APPROACH
Climb straight ahead to 4000.
Reach at least 2300 by D 9.0 DCN DME and
turn left inbound DC NDB.
Missed approach turn limited to 220 KIAS maximum.
Proceed to DC NDB, and enter holding at 4000,
or follow basic procedure according to ATC.

TRANSITION ALTITUDE
10000



CHANGE: Profile view FAF-MAPt distance

OCA (OCH)		A	B	C	D	DME DCN				NM	4.0	3.0		
STRAIGHT-IN APPROACH		860 (500)				DIST THR / RWY 22L				NM	2.8	1.8		
CIRCLING APPROACH SE of AD only	ft AMSL	850	860	990	1050	ALTITUDE				ft	1380	1030		
	VIS. m	1900	2800	3700	4600	Timing not authorized to define the MAPt.								
						GROUND SPEED			kt	60	90	120	150	180
						FAF - MAPt 2.95 NM			min:sec	2:57	1:58	1:28	1:11	0:59

AD 2 LHDC INSTRUMENT APPROACH CHART NDB RWY 22L

NDB approach from DC NDB:

Initial altitude: 5000.
Proceed to EN NDB and descend to 2800 .
At EN NDB turn right to 077° and descend to 2000 .
Fly outbound to D 8.0 DCN DME and turn left to track 222° inbound EN NDB (185 KIAS max.).
Proceed to EN NDB and descend to 1600.
At EN NDB descend to 860 on track 222°.

Holding procedure:

Holding fix: DC NDB.
Right hand holding pattern.
Maximum speed: 220 KIAS
Inbound track: 032°
Outbound track: 212°
Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)
Outbound timing: 1 min.
Minimum holding altitude: 5000
4000 for Missed Approach

Final approach descent: 3.23°