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1. Amendment content:**1.1 GEN 2.2**

- abbreviations updated (HDF, RNAV)

1.2 AD 2 LHBP

- New aircraft stands: 45A, R280
- AD 2.9 Surface movement guidance and control system and markings updated
- AD 2.10 Aerodrome obstacles updated
- AD 2.15 Other lightning, secondary power supply remarks updated
- AD 2.20 Start-up, Push-back and Power-back procedures section updated; new section added: 2.7 Exchange of Data with Network Manager Operations Center (NMOC) - Advanced ATC TWR
- AD 2.22 Flight procedures for arriving aircraft updated
- Updated charts: AD 2-LHBP-ADC, AD 2-LHBP-PDC-1, AD 2-LHBP-PDC-2, AD 2-LHBP-TAXI-ARR, AD 2-LHBP-TAXI-DEP

1.3 AD 2 LHPP

- Location of windsocks updated in the ADC, PBN info boxes updated in the RNP charts
- Updated charts: AD 2 LHPP-ADC, AD 2 LHPP-RNP-15, AD 2 LHPP-RNP-33

2. Hand corrections to the following pages:

Nil

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

Nil

SUP:

Nil

AIC:

Nil

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

AIRAC AIP AMENDMENT

<i>Amendment number</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
001/2023	12-Jan-2023	23-Feb-2023	
002/2023	09-Feb-2023	23-Mar-2023	
003/2023	04-May-2023	13-Jul-2023	
004/2023	27-Jul-2023	07-Sep-2023	
005/2023	21-Sep-2023	30-Nov-2023	
001/2024	16-Nov-2023	25-Jan-2024	
002/2024	08-Feb-2024	21-Mar-2024	
003/2024	04-Apr-2024	16-May-2024	
004/2024	02-May-2024	11-Jul-2024	
005/2024	25-Jul-2024	05-Sep-2024	
006/2024	19-Sep-2024	28-Nov-2024	
001/2025	09-Jan-2025	20-Feb-2025	
002/2025	06-Mar-2025	17-Apr-2025	
003/2025	03-Apr-2025	15-May-2025	
004/2025	29-May-2025	10-Jul-2025	
005/2025	24-Jul-2025	04-Sep-2025	
006/2025	16-Oct-2025	27-Nov-2025	
001/2026	11-Dec-2025	22-Jan-2026	
002/2026	05 FEB 2026	19 MAR 2026	
003/2026	05 MAR 2026	16 APR 2026	
004/2026	02 APR 2026	14 MAY 2026	
005/2026	30 APR 2026	11 JUN 2026	
006/2026	23 JUL 2026	03 SEP 2026	
007/2026	15 OCT 2026	26 NOV 2026	

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

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

GEN 3.5 - 2	22 JAN 2026	ENR 1.10 - 3	16 APR 2026	ENR 5.5 - 2	20 FEB 2025
GEN 3.5 - 3	22 JAN 2026	ENR 1.10 - 4	16 APR 2026	ENR 5.5 - 3	20 FEB 2025
GEN 3.5 - 4	22 JAN 2026	ENR 1.10 - 5	16 APR 2026	ENR 5.5 - 4	20 FEB 2025
GEN 3.5 - 5	22 JAN 2026	ENR 1.10 - 6	16 APR 2026	ENR 5.5 - 5	20 FEB 2025
GEN 3.5 - 6	22 JAN 2026	ENR 1.10 - 7	16 APR 2026	ENR 5.5 - 6	20 FEB 2025
GEN 3.5 - 7	22 JAN 2026	ENR 1.10 - 8	16 APR 2026	ENR 5.6 - 1	20 FEB 2025
GEN 3.5 - 8	22 JAN 2026	ENR 1.10 - 9	16 APR 2026	ENR 5.6 - 2	20 FEB 2025
GEN 3.5 - 9	22 JAN 2026	ENR 1.10 - 10	16 APR 2026	ENR 5.6 - 3	05 SEP 2024
GEN 3.5 - 10	22 JAN 2026	ENR 1.10 - 11	16 APR 2026	ENR 5.6 - 4	05 SEP 2024
GEN 3.5 - 11	22 JAN 2026	ENR 1.10 - 12	16 APR 2026	ENR 6 - 1	28 NOV 2024
GEN 3.5 - 12	23 MAR 2023	ENR 1.10 - 13	16 APR 2026	ENR 6 - 2	28 NOV 2024
GEN 3.6 - 1	25 FEB 2021	ENR 1.10 - 14	16 APR 2026	ENR 6-LHCC-ERC - 1	03 SEP 2026
GEN 3.6 - 2	25 FEB 2021	ENR 1.11 - 1	16 APR 2026	ENR 6-LHCC-ERC - 2	03 SEP 2026
GEN 3.6 - 3	06 FEB 2014	ENR 1.11 - 2	16 APR 2026	ENR 6-LHCC-LINKS - 1	03 SEP 2026
GEN 3.6 - 4	06 FEB 2014	ENR 1.12 - 1	20 SEP 2012	ENR 6-LHCC-LINKS - 2	03 SEP 2026
GEN 4.1 - 1	27 NOV 2025	ENR 1.12 - 2	20 SEP 2012	ENR 6-LHCC-LINKS - 3	03 SEP 2026
GEN 4.1 - 2	27 NOV 2025	ENR 1.12 - 3	05 FEB 2015	ENR 6-LHCC-LINKS - 4	03 SEP 2026
GEN 4.2 - 1	20 FEB 2025	ENR 1.12 - 4	05 FEB 2015	ENR 6-LHCC-LINKS - 5	03 SEP 2026
GEN 4.2 - 2	20 FEB 2025	ENR 1.12 - 5	24 MAY 2018	ENR 6-LHCC-LINKS - 6	03 SEP 2026
GEN 4.2 - 3	20 FEB 2025	ENR 1.12 - 6	24 MAY 2018	ENR 6-LHCC-FRA - 1	16 APR 2026
GEN 4.2 - 4	20 FEB 2025	ENR 1.13 - 1	03 JUL 2008	ENR 6-LHCC-FRA - 2	16 APR 2026
		ENR 1.13 - 2	03 JUL 2008	ENR 6-LHCC-SECTOR - 1	19 MAR 2026
		ENR 1.14 - 1	22 APR 2021	ENR 6-LHCC-SECTOR - 2	19 MAR 2026
		ENR 1.14 - 2	22 APR 2021	ENR 6-LHCC-FIS - 1	27 NOV 2025
		ENR 1.14 - 3	03 JUL 2008	ENR 6-LHCC-FIS - 2	27 NOV 2025
		ENR 1.14 - 4	03 JUL 2008	ENR 6-LHCC-PRD - 1	20 FEB 2025
		ENR 1.14 - 5	03 JUL 2008	ENR 6-LHCC-PRD - 2	20 FEB 2025
		ENR 1.14 - 6	03 JUL 2008	ENR 6-LHCC-TRA - 1	20 FEB 2025
		ENR 1.14 - 7	03 JUL 2008	ENR 6-LHCC-TRA - 2	20 FEB 2025
		ENR 1.14 - 8	03 JUL 2008	ENR 6-LHCC-SPORT - 1	20 FEB 2025
		ENR 2.1 - 1	14 MAY 2026	ENR 6-LHCC-SPORT - 2	20 FEB 2025
		ENR 2.1 - 2	14 MAY 2026	ENR 6-LHCC-FAUNA - 1	20 FEB 2025
		ENR 2.1 - 3	25 FEB 2021	ENR 6-LHCC-FAUNA - 2	20 FEB 2025
		ENR 2.1 - 4	25 FEB 2021		
		ENR 2.1 - 5	27 JAN 2022		
		ENR 2.1 - 6	27 JAN 2022		
		ENR 2.2 - 1	16 APR 2026		
		ENR 2.2 - 2	16 APR 2026		
		ENR 2.2 - 3	15 MAY 2025		
		ENR 2.2 - 4	15 MAY 2025		
		ENR 2.2 - 5	15 MAY 2025		
		ENR 2.2 - 6	15 MAY 2025		
		ENR 2.2 - 7	15 MAY 2025		
		ENR 2.2 - 8	15 MAY 2025		
		ENR 3.1 - 1	01 DEC 2022		
		ENR 3.1 - 2	01 DEC 2022		
		ENR 3.2 - 1	01 DEC 2022		
		ENR 3.2 - 2	01 DEC 2022		
		ENR 3.3 - 1	01 DEC 2022		
		ENR 3.3 - 2	01 DEC 2022		
		ENR 3.4 - 1	27 NOV 2025		
		ENR 3.4 - 2	27 NOV 2025		
		ENR 4.1 - 1	23 MAR 2023		
		ENR 4.1 - 2	23 MAR 2023		
		ENR 4.2 - 1	03 JUL 2008		
		ENR 4.2 - 2	03 JUL 2008		
		ENR 4.3 - 1	14 JAN 2010		
		ENR 4.3 - 2	14 JAN 2010		
		ENR 4.4 - 1	05 FEB 2015		
		ENR 4.4 - 2	05 FEB 2015		
		ENR 4.4.1 - 1	16 APR 2026		
		ENR 4.4.1 - 2	16 APR 2026		
		ENR 4.4.1 - 3	16 APR 2026		
		ENR 4.4.1 - 4	16 APR 2026		
		ENR 4.4.1 - 5	16 APR 2026		
		ENR 4.4.1 - 6	16 APR 2026		
		ENR 4.4.1 - 7	16 APR 2026		
		ENR 4.4.1 - 8	16 APR 2026		
		ENR 4.5 - 1	14 JAN 2010		
		ENR 4.5 - 2	14 JAN 2010		
		ENR 5.1 - 1	20 FEB 2025		
		ENR 5.1 - 2	20 FEB 2025		
		ENR 5.1 - 3	20 FEB 2025		
		ENR 5.1 - 4	24 FEB 2022		
		ENR 5.2 - 1	24 FEB 2022		
		ENR 5.2 - 2	26 NOV 2026		
		ENR 5.2 - 3	26 NOV 2026		
		ENR 5.2 - 4	20 FEB 2025		
		ENR 5.3 - 1	20 FEB 2025		
		ENR 5.3 - 2	23 MAR 2023		
		ENR 5.4 - 1	23 MAR 2023		
		ENR 5.4 - 2	19 MAY 2022		
		ENR 5.5 - 1	19 MAY 2022		
			20 FEB 2025		

PART 2 - EN-ROUTE (ENR)

ENR 0.1 - 1	03 JUL 2008	ENR 1.14 - 8	03 JUL 2008	ENR 6-LHCC-SPORT - 1	20 FEB 2025
ENR 0.1 - 2	03 JUL 2008	ENR 2.1 - 1	14 MAY 2026	ENR 6-LHCC-SPORT - 2	20 FEB 2025
ENR 0.2 - 1	03 JUL 2008	ENR 2.1 - 2	14 MAY 2026	ENR 6-LHCC-FAUNA - 1	20 FEB 2025
ENR 0.2 - 2	03 JUL 2008	ENR 2.1 - 3	25 FEB 2021	ENR 6-LHCC-FAUNA - 2	20 FEB 2025
ENR 0.3 - 1	03 JUL 2008	ENR 2.1 - 4	25 FEB 2021		
ENR 0.3 - 2	03 JUL 2008	ENR 2.1 - 5	27 JAN 2022		
ENR 0.4 - 1	03 JUL 2008	ENR 2.1 - 6	27 JAN 2022		
ENR 0.4 - 2	03 JUL 2008	ENR 2.2 - 1	16 APR 2026		
ENR 0.5 - 1	03 JUL 2008	ENR 2.2 - 2	16 APR 2026		
ENR 0.5 - 2	03 JUL 2008	ENR 2.2 - 3	15 MAY 2025		
ENR 0.6 - 1	26 NOV 2026	ENR 2.2 - 4	15 MAY 2025		
ENR 0.6 - 2	26 NOV 2026	ENR 2.2 - 5	15 MAY 2025		
ENR 1.1 - 1	16 APR 2026	ENR 2.2 - 6	15 MAY 2025		
ENR 1.1 - 2	16 APR 2026	ENR 2.2 - 7	15 MAY 2025		
ENR 1.1 - 3	16 APR 2026	ENR 2.2 - 8	15 MAY 2025		
ENR 1.1 - 4	16 APR 2026	ENR 3.1 - 1	01 DEC 2022		
ENR 1.2 - 1	01 DEC 2022	ENR 3.1 - 2	01 DEC 2022		
ENR 1.2 - 2	01 DEC 2022	ENR 3.2 - 1	01 DEC 2022		
ENR 1.2 - 3	01 DEC 2022	ENR 3.2 - 2	01 DEC 2022		
ENR 1.2 - 4	01 DEC 2022	ENR 3.3 - 1	01 DEC 2022		
ENR 1.3 - 1	16 APR 2026	ENR 3.3 - 2	01 DEC 2022		
ENR 1.3 - 2	16 APR 2026	ENR 3.4 - 1	27 NOV 2025		
ENR 1.3 - 3	03 SEP 2026	ENR 3.4 - 2	27 NOV 2025		
ENR 1.3 - 4	03 SEP 2026	ENR 4.1 - 1	23 MAR 2023		
ENR 1.3 - 5	03 SEP 2026	ENR 4.1 - 2	23 MAR 2023		
ENR 1.3 - 6	03 SEP 2026	ENR 4.2 - 1	03 JUL 2008		
ENR 1.4 - 1	23 MAR 2023	ENR 4.2 - 2	03 JUL 2008		
ENR 1.4 - 2	23 MAR 2023	ENR 4.3 - 1	14 JAN 2010		
ENR 1.4 - 3	23 MAR 2023	ENR 4.3 - 2	14 JAN 2010		
ENR 1.4 - 4	23 MAR 2023	ENR 4.4 - 1	05 FEB 2015		
ENR 1.5 - 1	16 APR 2026	ENR 4.4 - 2	05 FEB 2015		
ENR 1.5 - 2	16 APR 2026	ENR 4.4.1 - 1	16 APR 2026		
ENR 1.6 - 1	04 SEP 2025	ENR 4.4.1 - 2	16 APR 2026		
ENR 1.6 - 2	04 SEP 2025	ENR 4.4.1 - 3	16 APR 2026		
ENR 1.6 - 3	17 JUN 2021	ENR 4.4.1 - 4	16 APR 2026		
ENR 1.6 - 4	17 JUN 2021	ENR 4.4.1 - 5	16 APR 2026		
ENR 1.6 - 5	16 APR 2026	ENR 4.4.1 - 6	16 APR 2026		
ENR 1.6 - 6	16 APR 2026	ENR 4.4.1 - 7	16 APR 2026		
ENR 1.6 - 7	17 JUN 2021	ENR 4.4.1 - 8	16 APR 2026		
ENR 1.6 - 8	17 JUN 2021	ENR 4.5 - 1	14 JAN 2010		
ENR 1.7 - 1	17 JUN 2021	ENR 4.5 - 2	14 JAN 2010		
ENR 1.7 - 2	17 JUN 2021	ENR 5.1 - 1	20 FEB 2025		
ENR 1.7 - 3	17 JUN 2021	ENR 5.1 - 2	20 FEB 2025		
ENR 1.7 - 4	17 JUN 2021	ENR 5.1 - 3	20 FEB 2025		
ENR 1.8 - 1	27 NOV 2025	ENR 5.1 - 4	24 FEB 2022		
ENR 1.8 - 2	27 NOV 2025	ENR 5.2 - 1	24 FEB 2022		
ENR 1.9 - 1	19 MAY 2022	ENR 5.2 - 2	26 NOV 2026		
ENR 1.9 - 2	19 MAY 2022	ENR 5.2 - 3	26 NOV 2026		
ENR 1.9 - 3	26 MAR 2020	ENR 5.2 - 4	20 FEB 2025		
ENR 1.9 - 4	26 MAR 2020	ENR 5.3 - 1	20 FEB 2025		
ENR 1.9 - 5	28 JAN 2021	ENR 5.3 - 2	23 MAR 2023		
ENR 1.9 - 6	28 JAN 2021	ENR 5.4 - 1	23 MAR 2023		
ENR 1.10 - 1	16 APR 2026	ENR 5.4 - 2	19 MAY 2022		
ENR 1.10 - 2	16 APR 2026	ENR 5.5 - 1	19 MAY 2022		

PART 3 - AERODROMES (AD)

AD 0.1 - 1	03 JUL 2008
AD 0.1 - 2	03 JUL 2008
AD 0.2 - 1	07 DEC 2017
AD 0.2 - 2	07 DEC 2017
AD 0.3 - 1	03 JUL 2008
AD 0.3 - 2	03 JUL 2008
AD 0.4 - 1	03 JUL 2008
AD 0.4 - 2	03 JUL 2008
AD 0.5 - 1	07 DEC 2017
AD 0.5 - 2	07 DEC 2017
AD 0.6 - 1	26 NOV 2026
AD 0.6 - 2	26 NOV 2026
AD 0.6 - 3	26 NOV 2026
AD 0.6 - 4	26 NOV 2026
AD 0.6 - 5	26 NOV 2026
AD 0.6 - 6	26 NOV 2026
AD 0.6 - 7	26 NOV 2026
AD 0.6 - 8	26 NOV 2026
AD 1.1 - 1	10 JUL 2025
AD 1.1 - 2	10 JUL 2025
AD 1.2 - 1	21 MAR 2024
AD 1.2 - 2	21 MAR 2024
AD 1.3 - 1	03 SEP 2026
AD 1.3 - 2	03 SEP 2026
AD 1.4 - 1	10 JUL 2025
AD 1.4 - 2	10 JUL 2025
AD 1.5 - 1	10 JUL 2025
AD 1.5 - 2	10 JUL 2025
AD 2-LHBC - 1	11 JUL 2024
AD 2-LHBC - 2	11 JUL 2024
AD 2-LHBC - 3	01 DEC 2022
AD 2-LHBC - 4	01 DEC 2022
AD 2-LHBC - 5	01 DEC 2022
AD 2-LHBC - 6	01 DEC 2022
AD 2-LHBC - 7	11 JUL 2024
AD 2-LHBC - 8	11 JUL 2024
AD 2-LHBC-ADC - 1	11 JUL 2024
AD 2-LHBC-ADC - 2	11 JUL 2024
AD 2-LHBC-AOCA-17L35R - 1	11 JUL 2024
AD 2-LHBC-AOCA-17L35R - 2	11 JUL 2024
AD 2-LHBC-SID-17L - 1	04 SEP 2025
AD 2-LHBC-SID-17L - 2	04 SEP 2025
AD 2-LHBC-SID-17L - 3	11 JUL 2024
AD 2-LHBC-SID-17L - 4	11 JUL 2024
AD 2-LHBC-SID-35R - 1	04 SEP 2025

AIP HUNGARY

AD 2-LHBC-SID-35R - 2	04 SEP 2025	AD 2-LHBP-SID31L - 1	27 NOV 2025	AD 2-LHNY - 12	10 JUL 2025
AD 2-LHBC-STAR-17L35R - 1	05 SEP 2024	AD 2-LHBP-SID31L - 2	27 NOV 2025	AD 2-LHNY-ADC - 1	10 JUL 2025
AD 2-LHBC-STAR-17L35R - 2	05 SEP 2024	AD 2-LHBP-SID31R - 1	27 NOV 2025	AD 2-LHNY-ADC - 2	10 JUL 2025
AD 2-LHBC-NDB-17L - 1	11 JUL 2024	AD 2-LHBP-SID31R - 2	27 NOV 2025	AD 2-LHNY-AOCA-18R36L - 1	10 JUL 2025
AD 2-LHBC-NDB-17L - 2	11 JUL 2024	AD 2-LHBP-STAR-13L13R - 1	27 NOV 2025	AD 2-LHNY-AOCA-18R36L - 2	10 JUL 2025
AD 2-LHBC-NDB-35R - 1	11 JUL 2024	AD 2-LHBP-STAR-13L13R - 2	27 NOV 2025	AD 2-LHNY-SID-18R - 1	10 JUL 2025
AD 2-LHBC-NDB-35R - 2	11 JUL 2024	AD 2-LHBP-STAR-31L31R - 1	27 NOV 2025	AD 2-LHNY-SID-18R - 2	10 JUL 2025
AD 2-LHBC-RNP-17L - 1	11 JUL 2024	AD 2-LHBP-STAR-31L31R - 2	27 NOV 2025	AD 2-LHNY-SID-36L - 1	10 JUL 2025
AD 2-LHBC-RNP-17L - 2	11 JUL 2024	AD 2-LHBP-TMA - 1	27 NOV 2025	AD 2-LHNY-SID-36L - 2	10 JUL 2025
AD 2-LHBC-RNP-35R - 1	11 JUL 2024	AD 2-LHBP-TMA - 2	27 NOV 2025	AD 2-LHNY-STAR-18R36L - 1	10 JUL 2025
AD 2-LHBC-RNP-35R - 2	11 JUL 2024	AD 2-LHBP-HLDG - 1	27 NOV 2025	AD 2-LHNY-STAR-18R36L - 2	10 JUL 2025
AD 2-LHBC-VAC - 1	04 SEP 2025	AD 2-LHBP-HLDG - 2	27 NOV 2025	AD 2-LHNY-RNP-Y-18R - 1	04 SEP 2025
AD 2-LHBC-VAC - 2	04 SEP 2025	AD 2-LHBP-ATCSMAC - 1	22 JAN 2026	AD 2-LHNY-RNP-Y-18R - 2	04 SEP 2025
AD 2-LHBP - 1	11 JUN 2026	AD 2-LHBP-ATCSMAC - 2	22 JAN 2026	AD 2-LHNY-RNP-Z-18R - 1	04 SEP 2025
AD 2-LHBP - 2	11 JUN 2026	AD 2-LHBP-ILS/LOC-13L - 1	27 NOV 2025	AD 2-LHNY-RNP-Z-18R - 2	04 SEP 2025
AD 2-LHBP - 3	03 SEP 2026	AD 2-LHBP-ILS/LOC-13L - 2	27 NOV 2025	AD 2-LHNY-RNP-Y-36L - 1	04 SEP 2025
AD 2-LHBP - 4	03 SEP 2026	AD 2-LHBP-ILS/LOC-13R - 1	27 NOV 2025	AD 2-LHNY-RNP-Y-36L - 2	04 SEP 2025
AD 2-LHBP - 5	26 NOV 2026	AD 2-LHBP-ILS/LOC-13R - 2	27 NOV 2025	AD 2-LHNY-RNP-Z-36L - 1	04 SEP 2025
AD 2-LHBP - 6	26 NOV 2026	AD 2-LHBP-ILS/LOC-31L - 1	27 NOV 2025	AD 2-LHNY-RNP-Z-36L - 2	04 SEP 2025
AD 2-LHBP - 7	26 NOV 2026	AD 2-LHBP-ILS/LOC-31L - 2	27 NOV 2025	AD 2-LHNY-VAC - 1	04 SEP 2025
AD 2-LHBP - 8	26 NOV 2026	AD 2-LHBP-ILS/LOC-31R - 1	27 NOV 2025	AD 2-LHNY-VAC - 2	04 SEP 2025
AD 2-LHBP - 9	26 NOV 2026	AD 2-LHBP-ILS/LOC-31R - 2	27 NOV 2025	AD 2-LHPP - 1	11 JUN 2026
AD 2-LHBP - 10	26 NOV 2026	AD 2-LHBP-RNP-13L - 1	27 NOV 2025	AD 2-LHPP - 2	11 JUN 2026
AD 2-LHBP - 11	26 NOV 2026	AD 2-LHBP-RNP-13L - 2	27 NOV 2025	AD 2-LHPP - 3	11 JUN 2026
AD 2-LHBP - 12	26 NOV 2026	AD 2-LHBP-RNP-13R - 1	27 NOV 2025	AD 2-LHPP - 4	11 JUN 2026
AD 2-LHBP - 13	26 NOV 2026	AD 2-LHBP-RNP-13R - 2	27 NOV 2025	AD 2-LHPP - 5	11 JUN 2026
AD 2-LHBP - 14	26 NOV 2026	AD 2-LHBP-RNP-31L - 1	27 NOV 2025	AD 2-LHPP - 6	11 JUN 2026
AD 2-LHBP - 15	26 NOV 2026	AD 2-LHBP-RNP-31L - 2	27 NOV 2025	AD 2-LHPP - 7	11 JUN 2026
AD 2-LHBP - 16	26 NOV 2026	AD 2-LHBP-RNP-Y-31R - 1	27 NOV 2025	AD 2-LHPP - 8	11 JUN 2026
AD 2-LHBP - 17	26 NOV 2026	AD 2-LHBP-RNP-Y-31R - 2	27 NOV 2025	AD 2-LHPP-ADC - 1	26 NOV 2026
AD 2-LHBP - 18	26 NOV 2026	AD 2-LHBP-RNP-Z-31R - 1	27 NOV 2025	AD 2-LHPP-ADC - 2	26 NOV 2026
AD 2-LHBP - 19	11 JUN 2026	AD 2-LHBP-RNP-Z-31R - 2	27 NOV 2025	AD 2-LHPP-AOCA-1533 - 1	28 NOV 2024
AD 2-LHBP - 20	11 JUN 2026	AD 2-LHBP-VOR-13L - 1	27 NOV 2025	AD 2-LHPP-AOCA-1533 - 2	28 NOV 2024
AD 2-LHBP - 21	11 JUN 2026	AD 2-LHBP-VOR-13L - 2	27 NOV 2025	AD 2-LHPP-ILS/LOC-33 - 1	11 JUN 2026
AD 2-LHBP - 22	11 JUN 2026	AD 2-LHBP-VOR-31R - 1	27 NOV 2025	AD 2-LHPP-ILS/LOC-33 - 2	11 JUN 2026
AD 2-LHBP - 23	11 JUN 2026	AD 2-LHBP-VOR-31R - 2	27 NOV 2025	AD 2-LHPP-NDB-15 - 1	11 JUN 2026
AD 2-LHBP - 24	11 JUN 2026	AD 2-LHBP-VAC - 1	22 JAN 2026	AD 2-LHPP-NDB-15 - 2	11 JUN 2026
AD 2-LHBP - 25	11 JUN 2026	AD 2-LHBP-VAC - 2	22 JAN 2026	AD 2-LHPP-RNP-15 - 1	26 NOV 2026
AD 2-LHBP - 26	11 JUN 2026	AD 2-LHBP-BIRD - 1	04 SEP 2025	AD 2-LHPP-RNP-15 - 2	26 NOV 2026
AD 2-LHBP - 27	11 JUN 2026	AD 2-LHBP-BIRD - 2	04 SEP 2025	AD 2-LHPP-RNP-33 - 1	26 NOV 2026
AD 2-LHBP - 28	11 JUN 2026	AD 2-LHDC - 1	27 NOV 2025	AD 2-LHPP-RNP-33 - 2	26 NOV 2026
AD 2-LHBP - 29	26 NOV 2026	AD 2-LHDC - 2	27 NOV 2025	AD 2-LHPP-VAC - 1	11 JUN 2026
AD 2-LHBP - 30	26 NOV 2026	AD 2-LHDC - 3	27 NOV 2025	AD 2-LHPP-VAC - 2	11 JUN 2026
AD 2-LHBP - 31	11 JUN 2026	AD 2-LHDC - 4	27 NOV 2025	AD 2-LHPR - 1	20 FEB 2025
AD 2-LHBP - 32	11 JUN 2026	AD 2-LHDC - 5	03 SEP 2026	AD 2-LHPR - 2	20 FEB 2025
AD 2-LHBP - 33	11 JUN 2026	AD 2-LHDC - 6	03 SEP 2026	AD 2-LHPR - 3	17 APR 2025
AD 2-LHBP - 34	11 JUN 2026	AD 2-LHDC - 7	19 MAR 2026	AD 2-LHPR - 4	17 APR 2025
AD 2-LHBP - 35	11 JUN 2026	AD 2-LHDC - 8	19 MAR 2026	AD 2-LHPR - 5	16 APR 2026
AD 2-LHBP - 36	11 JUN 2026	AD 2-LHDC - 9	03 SEP 2026	AD 2-LHPR - 6	16 APR 2026
AD 2-LHBP - 37	03 SEP 2026	AD 2-LHDC - 10	03 SEP 2026	AD 2-LHPR - 7	16 APR 2026
AD 2-LHBP - 38	03 SEP 2026	AD 2-LHDC - 11	27 NOV 2025	AD 2-LHPR - 8	16 APR 2026
AD 2-LHBP - 39	03 SEP 2026	AD 2-LHDC - 12	27 NOV 2025	AD 2-LHPR-ADC - 1	16 APR 2026
AD 2-LHBP - 40	03 SEP 2026	AD 2-LHDC-ADC - 1	19 MAR 2026	AD 2-LHPR-ADC - 2	16 APR 2026
AD 2-LHBP - 41	03 SEP 2026	AD 2-LHDC-ADC - 2	19 MAR 2026	AD 2-LHPR-AOCA-1129 - 1	01 DEC 2022
AD 2-LHBP - 42	03 SEP 2026	AD 2-LHDC-AOCA-04R22L - 1	25 JAN 2024	AD 2-LHPR-AOCA-1129 - 2	01 DEC 2022
AD 2-LHBP - 43	11 JUN 2026	AD 2-LHDC-AOCA-04R22L - 2	25 JAN 2024	AD 2-LHPR-SID-11 - 1	16 APR 2026
AD 2-LHBP - 44	11 JUN 2026	AD 2-LHDC-SID-04R - 1	20 FEB 2025	AD 2-LHPR-SID-11 - 2	16 APR 2026
AD 2-LHBP-ADC - 1	26 NOV 2026	AD 2-LHDC-SID-04R - 2	20 FEB 2025	AD 2-LHPR-SID-29 - 1	16 APR 2026
AD 2-LHBP-ADC - 2	26 NOV 2026	AD 2-LHDC-SID-22L - 1	20 FEB 2025	AD 2-LHPR-SID-29 - 2	16 APR 2026
AD 2-LHBP-TAXI-ARR - 1	26 NOV 2026	AD 2-LHDC-SID-22L - 2	20 FEB 2025	AD 2-LHPR-ILS/LOC-29 - 1	16 APR 2026
AD 2-LHBP-TAXI-ARR - 2	26 NOV 2026	AD 2-LHDC-STAR-04R22L - 1	20 FEB 2025	AD 2-LHPR-ILS/LOC-29 - 2	16 APR 2026
AD 2-LHBP-TAXI-DEP - 1	26 NOV 2026	AD 2-LHDC-STAR-04R22L - 2	20 FEB 2025	AD 2-LHPR-RNP-11 - 1	11 JUN 2026
AD 2-LHBP-TAXI-DEP - 2	26 NOV 2026	AD 2-LHDC-ILS/LOC-04R - 1	19 MAR 2026	AD 2-LHPR-RNP-11 - 2	11 JUN 2026
AD 2-LHBP-PDC/1 - 1	26 NOV 2026	AD 2-LHDC-ILS/LOC-04R - 2	19 MAR 2026	AD 2-LHPR-RNP-29 - 1	16 APR 2026
AD 2-LHBP-PDC/1 - 2	26 NOV 2026	AD 2-LHDC-NDB-22L - 1	03 SEP 2026	AD 2-LHPR-RNP-29 - 2	16 APR 2026
AD 2-LHBP-PDC/2 - 1	26 NOV 2026	AD 2-LHDC-NDB-22L - 2	03 SEP 2026	AD 2-LHPR-VOR-11 - 1	11 JUN 2026
AD 2-LHBP-PDC/2 - 2	26 NOV 2026	AD 2-LHDC-RNP-04R - 1	20 FEB 2025	AD 2-LHPR-VOR-11 - 2	11 JUN 2026
AD 2-LHBP-PDC/3 - 1	27 NOV 2025	AD 2-LHDC-RNP-04R - 2	20 FEB 2025	AD 2-LHPR-VOR-29 - 1	16 APR 2026
AD 2-LHBP-PDC/3 - 2	27 NOV 2025	AD 2-LHDC-RNP-22L - 1	20 FEB 2025	AD 2-LHPR-VOR-29 - 2	16 APR 2026
AD 2-LHBP-PDC/4 - 1	19 MAR 2026	AD 2-LHDC-RNP-22L - 2	20 FEB 2025	AD 2-LHPR-VAC - 1	16 APR 2026
AD 2-LHBP-PDC/4 - 2	19 MAR 2026	AD 2-LHDC-VAC - 1	19 MAR 2026	AD 2-LHPR-VAC - 2	16 APR 2026
AD 2-LHBP-AOCA-13L31R - 1	28 JAN 2021	AD 2-LHDC-VAC - 2	19 MAR 2026	AD 2-LHSM - 1	11 JUN 2026
AD 2-LHBP-AOCA-13L31R - 2	28 JAN 2021	AD 2-LHNY - 1	10 JUL 2025	AD 2-LHSM - 2	11 JUN 2026
AD 2-LHBP-AOCA-13R31L - 1	28 JAN 2021	AD 2-LHNY - 2	10 JUL 2025	AD 2-LHSM - 3	11 JUN 2026
AD 2-LHBP-AOCA-13R31L - 2	28 JAN 2021	AD 2-LHNY - 3	10 JUL 2025	AD 2-LHSM - 4	11 JUN 2026
AD 2-LHBP-PATC-13L31R - 1	13 JUL 2023	AD 2-LHNY - 4	10 JUL 2025	AD 2-LHSM - 5	11 JUN 2026
AD 2-LHBP-PATC-13L31R - 2	13 JUL 2023	AD 2-LHNY - 5	10 JUL 2025	AD 2-LHSM - 6	11 JUN 2026
AD 2-LHBP-PATC-13R31L - 1	13 JUL 2023	AD 2-LHNY - 6	10 JUL 2025	AD 2-LHSM - 7	11 JUN 2026
AD 2-LHBP-PATC-13R31L - 2	13 JUL 2023	AD 2-LHNY - 7	10 JUL 2025	AD 2-LHSM - 8	11 JUN 2026
AD 2-LHBP-SID-13L - 1	27 NOV 2025	AD 2-LHNY - 8	10 JUL 2025	AD 2-LHSM - 9	11 JUN 2026
AD 2-LHBP-SID-13L - 2	27 NOV 2025	AD 2-LHNY - 9	10 JUL 2025	AD 2-LHSM - 10	11 JUN 2026
AD 2-LHBP-SID-13R - 1	27 NOV 2025	AD 2-LHNY - 10	10 JUL 2025	AD 2-LHSM-ADC - 1	11 JUN 2026
AD 2-LHBP-SID-13R - 2	27 NOV 2025	AD 2-LHNY - 11	10 JUL 2025	AD 2-LHSM-ADC - 2	11 JUN 2026

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

GEN 0.6 TABLE OF CONTENTS TO PART 1

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

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

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

GEN 2 TABLES AND CODES

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

GEN 3 SERVICES

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

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

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

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

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H

H	High pressure area or the centre of high pressure
H	Significant wave height ... (followed by figures in METAR/SPECI)
H24	Continuous day and night service
HA	Holding/racetrack to an altitude
HAPI	Helicopter approach path indicator
HBN	Hazard beacon
HCH	Heliport crossing height
HDF	High frequency direction-finding station
HDF	+Hungarian Defence Forces
HDFC	+Hungarian Defence Forces Command
HDG	Heading
HEL	Helicopter
HF	Holding/racetrack to a fix
HF	±High frequency (3 000 to 30 000 KHZ)
HGT	Height or height above
HIAL	+High intensity approach lights
HIRL	+High intensity runway lights
HJ	Sunrise to sunset
HLDG	Holding
HLP	Heliport
HLS	Helicopter landing site
HM	Holding/racetrack to a manual termination
HN	Sunset to sunrise
HNG	+Hungarian or Hungary
HNH	High latitudes northern hemisphere
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
HPA	Hectopascal
HR	Hours
HRP	Heliport reference point
HS	Service available during hours of scheduled operations
HSR	High latitudes southern hemisphere
HU	+Hungarian
HUD	Head-up display
HUF	+Hungarian Forints
HUM	Humanitarian
HURCN	Hurricane
HVDF	High and very high frequency direction-finding stations (at the same location)
HVY	Heavy
HVY	Heavy (used to indicate the intensity of weather phenomena, e.g. HVYRA = heavy rain)
HWS	+Horizontal wind shear
HX	No specific working hours
HYR	Higher
HZ	Haze
HZ	Hertz (cycle per second)

I	
IAC	Instrument approach chart ... (followed by name/title)
IAF	Initial approach fix
IAIP	+Integrated Aeronautical Information Package
IAO	In and out of clouds
IAP	Instrument approach procedure
IAR	Intersection of air routes
IAS	Indicated airspeed
IATA	+International Air Transport Association
IBN	Identification beacon
IC	+Ice crystals (very small ice crystals in suspension, also known as diamond dust)
ICAO	International Civil Aviation Organization
ICE	Icing
ID	Identifier or identify
IDENT	†Identification
IF	Intermediate approach fix
IFF	Identification friend/foe
IFPS	+Integrated initial flight plan processing system
IFR	‡Instrument flight rules
IGA	International general aviation
ILS	‡Instrument landing system
IM	Inner marker
IMC	‡Instrument meteorological conditions
IMG	Immigration
IMI	*Interrogation sign (question mark) (to be used in AFS as a procedure signal)
IMPR	Improve or improving
IMT	Immediate or immediately
INA	Initial approach
INBD	Inbound
INC	In cloud
INCERFA	†Uncertainty phase
INCORP	Incorporated
INFO	†Information
INOP	Inoperative
INP	If not possible
INPR	In progress
INS	Inertial navigation system
INS	+Inches
INSTL	Install or installed or installation
INSTR	Instrument
INT	Intersection
INTL	International
INTRG	Interrogator
INTRP	Interrupt or interruption or interrupted
INTSF	Intensify or intensifying
INTST	Intensity
IR	Ice on runway
IRS	Inertial reference system
ISA	International standard atmosphere
ISB	Independent sideband
ISOL	Isolated

Q

QDL	Do you intend to ask me for a series of bearings? or I intend to ask for a series of bearings (to be used in radiotelegraphy as a Q Code)
QDM	‡Magnetic heading (zero wind)
QDR	Magnetic bearing
QFE	‡Atmospheric pressure at aerodrome elevation (or at runway threshold)
QFU	Magnetic orientation of runway
QGE	What is my distance to your station or Your distance to my station is (distance figures and units) (to be used in radiotelegraphy as a Q Code)
QJH	Shall I run my test tape/a test sentence? or Run your test tape/a test sentence (to be used in AFS as a Q Code)
QNH	‡Altimeter sub-scale setting to obtain elevation when on the ground
QSP	Will you relay to ... free of charge? or I will relay to ... free of charge (to be used in AFS as a Q Code)
QTA	Shall I cancel telegram number ... ? or Cancel telegram number ... (to be used in AFS as a Q Code)
QTE	True bearing
QTF	Will you give me the position of my station according to the bearings taken by the D/F stations which you control? or The position of your station according to the bearings taken by the D/F stations that I control was ... latitude ...longitude (or other indication of position), class ... at ... hours (to be used in radiotelegraphy as a Q Code)
QUAD	Quadrant
QUJ	Will you indicate the TRUE track to reach you? or The TRUE track to reach me is ... degrees at ... hours (to be used in radiotelegraphy as a Q Code)

R

R	... Right (preceded by runway designator number to identify a parallel runway)
R	Rate of turn
R	Red
R	Radial from VOR ... (followed by three figures)
R	Restricted area ... (followed by identification)
R	Runway ... (followed by figures in the METAR/SPECI)
R	*Received (acknowledgement of receipt) (to be used in AFS as a procedure signal)
RA	Rain
RA	Resolution advisory
RAC	Rules of the air and air traffic services
RAD	+Route Availability Document
RAG	Ragged
RAG	Runway arresting gear
RAI	Runway alignment indicator
RAIM	†Receiver autonomous integrity monitoring
RASC	†Regional AIS system centre
RASS	Remote altimeter setting source
RB	Rescue boat
RCA	Reach cruising altitude
RCC	Rescue coordination centre
RCF	Radiocommunication failure (message type designator)
RCH	Reach or reaching
RCL	Runway centre line
RCLL	Runway centre line light(s)
RCLR	Recleared
RCP	‡Required communication performance
RCR	+Runway Condition Report
RDH	Reference datum height
RDL	Radial
RDO	Radio
RDOACT	Radioactive

RE	Recent (used to qualify weather phenomena e.g. RERA = recent rain)
REA	+Ready message
REC	Receive or receiver
REDL	Runway edge light(s)
REF	Reference to... or refer to...
REG	Registration
RENL	Runway end light(s)
REP	Report or reporting or reporting point
REQ	Request or requested
RERTE	Re-route
RESA	Runway end safety area
RF	Constant radius arc to a fix
RFC	+Radio facility chart
RFFS	Rescue and fire fighting services
RFP	+Replacement Flight Plan
RG	Range (lights)
RHC	Right-hand circuit
RIF	Reclearance in flight
RIME	†Rime (used in aerodrome warnings)
RITE	+Right (direction of turn)
RL	Report leaving
RLA	Relay to
RLCE	Request level change en route
RLLS	Runway lead-in lighting system
RLNA	Request level not available
RMAC	+Radar minimum altitude chart
RMK	Remark
RMZ	+Radio Mandatory Zone
RNAV	†(to be pronounced "AR-NAV") (Navigation specification designator, followed by the lateral navigation accuracy in nautical miles.)
RNAV	(to be pronounced "AR-NAV") (Navigation specification designator)
RNG	Radio range
RNP	‡Required navigation performance
ROBEX	†Regional OPMET bulletin exchange (scheme)
ROC	Rate of climb
ROD	Rate of descent
RON	Receiving only
RPDS	Reference path data selector
RPI	‡Radar position indicator
RPL	Repetitive flight plan
RPLC	Replace or replaced
RPS	Radar position symbol
RPT	*Repeat or I repeat (to be used in AFS as a procedure signal)
RQ	*Request (to be used in AFS as a procedure signal)
RQMNTS	Requirements
RQP	Request flight plan (message type designator)
RQS	Request supplementary flight plan (message type designator)
RR	Report reaching
RRA	(or RRB, RRC... etc. in sequence) Delayed meteorological message (message type designator)
RSC	Rescue sub-centre
RSCD	Runway surface condition
RSP	Responder beacon
RSP	‡Required surveillance performance
RSR	En-route surveillance radar
RSS	Root sum square
RTD	Delayed (used to indicate delayed meteorological message; message type designator)
RTE	Route

AIP HUNGARY

RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTN	Return or returned or returning
RTODAH	Rejected take-off distance available, helicopter
RTS	Return to service
RTT	Radioteletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVA	Radar vectoring area
RVR	±Runway visual range
RVSM	±Reduced vertical separation minimum (300 m (1 000 ft) between FL 290 and FL 410)
RWY	Runway

S

S	+Scheduled
S	South or Southern latitude
S	State of the sea ... (followed by figures in METAR/SPECI)
S6	+6-hourly surface synoptic chart
SA	Sand
SALS	Simple approach lighting system
SAN	Sanitary
SAR	Search and rescue
SARPS	Standards and Recommended Practices (ICAO)
SAT	Saturday
SATCOM	†Satellite communication (used only when referring generally to both voice and data satellite communication or only data satellite communication)
SATVOICE	†Satellite voice communication
SB	Southbound
SBAS	†(to be pronounced "ESS-BAS") Satellite-based augmentation system
SC	Stratocumulus
SCR	+Schedule Clearance Request
SCT	Scattered
SD	Standard deviation
SDBY	Stand by
SDF	Step down fix
SE	South-east
SEA	Sea (used in connection with sea-surface temperature and state of the sea)
SEB	South-eastbound
SEC	Seconds
SECN	Section
SECSI FRA	+South East Common Sky Initiative Free Route Airspace
SECT	Sector
SEE FRA	+South-East Europe Free Route Airspace
SELCAL	†Selective calling system
SEP	September
SER	Service or servicing or served
SERA	+Standardised European Rules of the Air
SEV	Severe (used to qualify icing and turbulence reports)
SFC	Surface
SFT	+Surface Friction Tester
SG	Snow grains
SGL	Signal
SH	Showers ... (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow)
SHF	Super high frequency (3 000 to 30 000 MHz)
SI	International system of units

SID	†Standard instrument departure
SIF	Selective identification feature
SIG	Significant
SIGMET	†Information concerning en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations
SIMUL	Simultaneous or simultaneously
SIWL	Single isolated wheel load
SKED	Schedule or scheduled
SLAP	+Slot allocation procedure
SLP	Speed limiting point
SLT	+Slot allocation message
SLW	Slow
SMA	+Schedule Movement Advice
SMC	Surface movement control
SMR	Surface movement radar
SN	Snow
SNOCLO	Aerodrome closed due to snow (used in METAR/SPECI)
SNOWTAM	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format
SOC	Start of climb
SPECI	†Aerodrome special meteorological report (in meteorological code)
SPECIAL	†Local special meteorological report (in abbreviated plain language)
SPI	Special position indicator
SPL	Supplementary flight plan (message type designator)
SPOC	SAR point of contact
SPOT	†Spot wind
SQ	Squall
SQL	Squall line
SR	Sunrise
SRA	Surveillance radar approach
SRE	Surveillance radar element of precision approach radar system
SRG	Short range
SRQ	+Slot request message
SRR	Search and rescue region
SRY	Secondary
SS	Sandstorm
SS	Sunset
SSB	Single sideband
SSE	South-south-east
SSIM	+Standard Schedules Information Manual
SSR	‡Secondary surveillance radar
SST	Supersonic transport
SSW	South-south-west
ST	Stratus
STA	Straight-in approach
STANAG	+Standardization Agreement
STAR	†Standard instrument arrival
STD	Standard
STF	Stratiform
STN	Station
STNR	Stationary
STOL	Short take-off and landing
STS	Status
STWL	Stopway light(s)
SUBJ	Subject to
SUN	Sunday
SUP	Supplement (AIP supplement)

AIP HUNGARY

SUPPS	Regional supplementary procedures
SVC	Service (message type only)
SVCBL	Serviceable
SW	South-west
SWB	South-westbound
SWH	+High Level Significant Weather Chart (FL 250 - FL 450)
SWL	+Low Level Significant Weather Chart (Surface - FL 100)
SWM	+Medium Level Significant Weather Chart (FL 100 - FL 250)
SWX	Space weather
SWXC	Space weather centre
SWY	Stopway

T

T	Temperature
T	... True (preceded by a bearing to indicate reference to True North)
TA	Traffic advisory
TA	Transition altitude
TAA	Terminal arrival altitude
TACAN	†UHF tactical air navigation aid
TAF	†Aerodrome forecast (in meteorological code)
TA/H	Turn at an altitude/height
TAIL	†Tail wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing or taxi
TC	Tropical cyclone
TCA	+Area of responsibility of TMA sector
TCAC	Tropical cyclone advisory centre
TCAS	+Traffic Collision Avoidance System
TCAS RA	†(to be pronounced "TEE-CAS-AR-AY") Traffic alert and collision avoidance system resolution advisory
TCH	Threshold crossing height
TCO	+Third Country Operators
TCP	+Transfer of control point
TCU	Towering cumulus
TDA	+Area of responsibility of BUDAPEST DIRECTOR
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO	†Temporary or temporarily
TF	Track to fix
TFC	Traffic
TGL	Touch-and-go landing
TGL	+Temporary Guidance Leaflet
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIBA	†Traffic information broadcast by aircraft
TIL	†Until
TIP	Until past ... (followed by place)
TIZ	+Traffic Information Zone
TKOF	Take-off
TL	Till ... (followed by time by which weather change is forecast to end)
TLOF	Touchdown and lift-off area
TMA	‡Terminal control area
TMZ	+Transponder Mandatory Zone

TN	Minimum temperature ... (followed by figures in TAF)
TNA	Turn altitude
TNH	Turn height
TO	To ... (followed by place)
TOBT	+Target Off Block Time
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP	†Cloud top
TORA	Take-off run available
TOX	Toxic
TP	Turning point
TR	Track
TRA	Temporary Reserved Airspace
TRANS	Transmits or transmitter
TRCC	+Terminal Radar Control Centre
TREND	†Trend forecast
TRG	Training
TRL	Transition level
TROP	Tropopause
TS	Thunderstorm (in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome).
TS	Thunderstorm ... (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow)
TSA	+Temporary Segregated Area
TSB	+Transportation Safety Bureau
TSUNAMI	†Tsunami (used in aerodrome warnings)
TT	Teletypewriter
TUE	Tuesday
TURB	Turbulence
T-VASIS	†(to be pronounced "TEE –VASIS") T visual approach slope indicator system
TVOR	Terminal VOR
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway
TWYL	+Taxiway-link
TX	Maximum temperature ... (followed by figures in TAF)
TXL	Taxilane
TXT	*Text (when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT) (to be used in AFS as a procedure signal)
TYP	Type of aircraft
TYPH	Typhoon

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

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

Email: pubsdo@hungarocontrol.hu

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

Phone: (+361) 293-4459

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	26 NOV 2026
Taxi Procedures for Arriving Aircraft - Index Chart	1:25 000	AD 2-LHBP-TAXI-ARR	26 NOV 2026
Taxi Procedures for Departing Aircraft - Index Chart	1:25 000	AD 2-LHBP-TAXI-DEP	26 NOV 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	26 NOV 2026
	1:10 000	Győr/Pér AD 2-LHPR-ADC	16 APR 2026
	1:10 000	Hévíz/Balaton AD 2-LHSM-ADC	11 JUN 2026
	1:10 000	Szeged AD 2-LHUD-ADC	17 APR 2025

Title of series	Scale	Name and/or number	Date of latest revision
Aircraft Parking/Docking Chart - ICAO		Budapest/Liszt Ferenc International Airport	
	1:5 000	AD 2-LHBP-PDC/1	26 NOV 2026
	1:5 000	AD 2-LHBP-PDC/2	26 NOV 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
	1:250 000	AD 2-LHPR-SID-29 Hévíz/Balaton	16 APR 2026
	1:250 000	AD 2-LHSM-SID-16	04 SEP 2025
	1:250 000	AD 2-LHSM-SID-34	04 SEP 2025
Standard Arrival Chart - Instrument (STAR) - ICAO		Békéscsaba	
	1:225 000	AD 2-LHBC-STAR-17L35R Budapest/Liszt Ferenc International Airport	05 SEP 2024
	1:700 000	AD 2-LHBP-STAR-13L13R	27 NOV 2025
	1:700 000	AD 2-LHBP-STAR-31L31R Debrecen	27 NOV 2025
	1:250 000	AD 2-LHDC-STAR-04R22L Hévíz/Balaton	20 FEB 2025
	1:250 000	AD 2-LHSM-STAR-1634 Nyíregyháza	04 SEP 2025
	1:250 000	AD 2-LHNY-STAR-18R36L	10 JUL 2025
Budapest TMA - Index Chart		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-TMA	27 NOV 2025
Holding Procedures - Index Chart		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-HLDG	27 NOV 2025
ATC Surveillance Minimum Altitude Chart - ICAO		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-ATCSMAC	22 JAN 2026
Instrument Approach Chart - ICAO		Békéscsaba	
	1:275 000	AD 2-LHBC-NDB 17L	11 JUL 2024
	1:275 000	AD 2-LHBC-NDB 35R	11 JUL 2024
	1:275 000	AD 2-LHBC-RNP 17L	11 JUL 2024
	1:275 000	AD 2-LHBC-RNP 35R	11 JUL 2024
		Budapest/Liszt Ferenc International Airport	
	1:300 000	AD 2-LHBP-ILS/LOC-13L	27 NOV 2025
	1:300 000	AD 2-LHBP-ILS/LOC-13R	27 NOV 2025
	1:300 000	AD 2-LHBP-ILS/LOC-31L	27 NOV 2025
	1:300 000	AD 2-LHBP-ILS/LOC-31R	27 NOV 2025
	1:300 000	AD 2-LHBP-RNP-13L	27 NOV 2025
	1:300 000	AD 2-LHBP-RNP-13R	27 NOV 2025
	1:300 000	AD 2-LHBP-RNP-31L	27 NOV 2025
	1:300 000	AD 2-LHBP-RNP-Y-31R	27 NOV 2025
	1:300 000	AD 2-LHBP-RNP-Z-31R	27 NOV 2025
	1:300 000	AD 2-LHBP-VOR-13L	27 NOV 2025
	1:300 000	AD 2-LHBP-VOR-31R	27 NOV 2025
		Debrecen	
	1:250 000	AD 2-LHDC-ILS/LOC-04R	19 MAR 2026

Title of series	Scale	Name and/or number	Date of latest revision
	1:250 000	AD 2-LHDC-NDB-22L	03 SEP 2026
	1:250 000	AD 2-LHDC-RNP-04R	20 FEB 2025
	1:250 000	AD 2-LHDC-RNP-22L	20 FEB 2025
		Nyíregyháza	
	1:250 000	AD 2-LHNY-RNP-Y-18R	04 SEP 2025
	1:250 000	AD 2-LHNY-RNP-Z-18R	04 SEP 2025
	1:250 000	AD 2-LHNY-RNP-Y-36L	04 SEP 2025
	1:250 000	AD 2-LHNY-RNP-Z-36L	04 SEP 2025
		Pécs/Pogány	
	1:250 000	AD 2-LHPP-ILS/LOC-33	11 JUN 2026
	1:250 000	AD 2-LHPP-NDB-15	11 JUN 2026
	1:250 000	AD 2-LHPP-RNP-15	26 NOV 2026
	1:250 000	AD 2-LHPP-RNP-33	26 NOV 2026
		Győr/Pér	
	1:250 000	AD 2-LHPR-ILS/LOC-29	16 APR 2026
	1:250 000	AD 2-LHPR-RNP-11	11 JUN 2026
	1:250 000	AD 2-LHPR-RNP-29	16 APR 2026
	1:250 000	AD 2-LHPR-VOR-11	11 JUN 2026
	1:250 000	AD 2-LHPR-VOR-29	16 APR 2026
		Hévíz/Balaton	
	1:250 000	AD 2-LHSM-ILS/LOC-16	11 JUN 2026
	1:250 000	AD 2-LHSM-NDB-16	04 SEP 2025
	1:250 000	AD 2-LHSM-NDB-34	04 SEP 2025
	1:250 000	AD 2-LHSM-RNP-16	20 FEB 2025
	1:250 000	AD 2-LHSM-RNP-34	20 FEB 2025
Visual Approach Chart - ICAO		Békéscsaba	
	1:150 000	AD 2-LHBC-VAC	04 SEP 2025
		Budapest/Liszt Ferenc International Airport	
	1:150 000	AD 2-LHBP-VAC	22 JAN 2026
		Debrecen	
	1:150 000	AD 2-LHDC-VAC	19 MAR 2026
		Nyíregyháza	
	1:150 000	AD 2-LHNY-VAC	04 SEP 2025
		Pécs/Pogány	
	1:150 000	AD 2-LHPP-VAC	11 JUN 2026
		Győr/Pér	
	1:150 000	AD 2-LHPR-VAC	16 APR 2026
		Hévíz/Balaton	
Bird concentrations in the vicinity of the aerodrome - Index Chart	1:150 000	AD 2-LHSM-VAC	04 SEP 2025
		Szeged	
	1:150 000	AD 2-LHUD-VAC	04 SEP 2025
		Budapest/Liszt Ferenc International Airport	
	1:150 000	AD 2-LHBP-BIRD	04 SEP 2025

ENR 0.6 TABLE OF CONTENTS TO PART 2

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

ENR 1 GENERAL RULES AND PROCEDURES

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

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

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

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

ENR 3 ATS ROUTES

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

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

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

ENR 5 NAVIGATION WARNINGS

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

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ)

1. TEMPORARY RESERVED AIRSPACES

TRAs may operate on workdays from 30 minutes before sunrise till 2300 (2200) at the latest, or 1600 (1500) at the latest on the workday preceding a weekend or holiday.

There is a military air traffic control service in the temporary restricted areas (TRA). The airspace may be used by other aircraft in addition to the state aircraft performing the planned task with the permission of the competent military air traffic control service.

Identification, Name and Lateral limits	Upper / lower limits and system / means of activation announcement INFO for CIV FLT	Remarks Time of ACT
1	2	3
LHTRA11A / PAPA ALPHA 472959N 0175015E - 472959N 0181529E - 471331N 0181507E - 471259N 0175900E - 472959N 0175015E	FL 125 / GND	HX
LHTRA11B / PAPA BRAVO 471259N 0175900E - 471331N 0181507E - 470212N 0181457E - 465529N 0175135E - 470646N 0174335E - 471259N 0175900E	9500 FT ALT / 4000 FT ALT	HX
LHTRA11C / PAPA CHARLIE 471259N 0175900E - 471331N 0181507E - 470212N 0181457E - 465529N 0175135E - 470646N 0174335E - 471259N 0175900E	4000 FT ALT / GND	HX
LHTRA13 / TISZA 472212N 0200910E - 472038N 0201743E - 471829N 0202929E - 471045N 0202532E - 470008N 0202008E - 465401N 0201703E - 465559N 0200729E - 470241N 0200428E - 471203N 0195953E - 472212N 0200910E	FL 145 / 9500 FT ALT	HX
LHTRA14A / MEZO ALPHA 471829N 0202929E - 471245N 0204529E - 470610N 0204314E - 471045N 0202532E - 471829N 0202929E	2000 FT ALT / GND	HX
LHTRA14B / MEZO BRAVO 471045N 0202532E - 470610N 0204314E - 465613N 0203951E - 470008N 0202008E - 471045N 0202532E	2000 FT ALT / GND	HX
LHTRA14C / MEZO CHARLIE 470008N 0202008E - 465613N 0203951E - 464943N 0203740E - 465401N 0201703E - 470008N 0202008E	2000 FT ALT / GND	HX
LHTRA16 / ARPAD 464943N 0203740E - 464505N 0205357E - 462940N 0204358E - 463203N 0202335E - 464943N 0203740E	FL 115 / GND	HX
LHTRA21A / WEST ALPHA 465105N 0162126E - 463352N 0180006E - 460854N 0180425E - 460445N 0172645E - 462256N 0170114E - 462930N 0163702E - 464101N 0162522E - 465105N 0162126E	FL 245 / 9500 FT ALT	HX

Identification, Name and Lateral limits	Upper / lower limits and system / means of activation announcement INFO for CIV FLT	Remarks Time of ACT
1	2	3
LHTRA21B / WEST BRAVO 465105N 0162126E - 464502N 0175809E - 463352N 0180006E - 465105N 0162126E	FL 215 / FL 135	HX
LHTRA21C / WEST CHARLIE 464502N 0175809E - 463726N 0181335E - 455737N 0182351E - 455529N 0175254E - 460445N 0172645E - 460854N 0180425E - 464502N 0175809E	FL 175 / FL 135	HX
LHTRA21D / WEST DELTA 462658N 0172525E - 461447N 0175841E - 455529N 0175254E - 460445N 0172645E - 462256N 0170114E - 462658N 0172525E	9500 FT ALT / 4000 FT ALT	HX
LHTRA21E / WEST ECHO 462658N 0172525E - 461447N 0175841E - 455529N 0175254E - 460445N 0172645E - 462256N 0170114E - 462658N 0172525E	4000 FT ALT / GND	HX
LHTRA22A / SOUTH ALPHA 470342N 0192349E - 470241N 0200428E - 465559N 0200729E - 464943N 0203740E - 463203N 0202335E - 463728N 0194717E - 470342N 0192349E	FL 175 / FL 125	HX
LHTRA22B / SOUTH BRAVO 464943N 0203740E - 463943N 0211234E - 462319N 0210540E - 462140N 0205519E - 462648N 0195641E - 463728N 0194717E - 463203N 0202335E - 464943N 0203740E	FL 175 / 9500 FT ALT	HX
LHTRA22C / SOUTH CHARLIE 470342N 0192349E - 470241N 0200428E - 465559N 0200729E - 464943N 0203740E - 463943N 0211234E - 462319N 0210540E - 462140N 0205519E - 462648N 0195641E - 470342N 0192349E	FL 245 / FL 175	HX
LHTRA22D / SOUTH DELTA 465945N 0190242E - 462143N 0193952E - 461429N 0190859E - 463056N 0184947E - 463337N 0185631E - 463909N 0185202E - 463600N 0184405E - 464851N 0182835E - 465945N 0190242E	FL 145 / 9500 FT ALT	HX
LHTRA22E / SOUTH ECHO 463957N 0192213E - 463959N 0192954E - 463728N 0194717E - 462648N 0195641E - 462143N 0193952E - 463957N 0192213E	FL 125 / 9500 FT ALT	HX
LHTRA22F / SOUTH FOXTROT 465046N 0191134E - 462143N 0193952E - 461512N 0191156E - 464352N 0184811E - 465046N 0191134E	9500 FT ALT / 4000 FT ALT	HX
LHTRA23A / EAST ALPHA 481115N 0202525E - 474559N 0213339E - 472201N 0214313E - 471210N 0213301E - 470506N 0212808E - 472943N 0201605E - 475800N 0195615E - 481115N 0202525E	FL 245 / 9500 FT ALT	HX

AD 0.6 TABLE OF CONTENTS TO PART 3

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

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

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

AD 2 AERODROMES**LHBC BÉKÉSCSABA**

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

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

LHBP BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

LHBP AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2-LHBP - 1
LHBP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHBP - 1
LHBP AD 2.3 OPERATIONAL HOURS.....	AD 2-LHBP - 1
LHBP AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHBP - 2
LHBP AD 2.5 PASSENGER FACILITIES.....	AD 2-LHBP - 2
LHBP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHBP - 3
LHBP AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN.....	AD 2-LHBP - 3
LHBP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHBP - 4
LHBP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS.....	AD 2-LHBP - 6
LHBP AD 2.10 AERODROME OBSTACLES.....	AD 2-LHBP - 6
LHBP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHBP - 9
LHBP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS.....	AD 2-LHBP - 11
LHBP AD 2.13 DECLARED DISTANCES.....	AD 2-LHBP - 12
LHBP AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2-LHBP - 12
LHBP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY.....	AD 2-LHBP - 13
LHBP AD 2.16 HELICOPTER LANDING AREA.....	AD 2-LHBP - 13
LHBP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHBP - 13
LHBP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHBP - 14
LHBP AD 2.19 RADIO NAVIGATION AND LANDING AIDS.....	AD 2-LHBP - 15
LHBP AD 2.20 LOCAL AERODROME REGULATIONS	AD 2-LHBP - 16
1. En route clearance issuance and CTOT-related procedures	AD 2-LHBP - 16
2. Start-up, push-back and power-back procedures	AD 2-LHBP - 16
3. Taxi Procedures.....	AD 2-LHBP - 20
4. Operation of docking system at Terminal 2A, B.....	AD 2-LHBP - 23
5. The rules of engine testing	AD 2-LHBP - 24
6. Planning, authorisation and execution of training, calibration, demonstration or certification flights	AD 2-LHBP - 26
7. deviations from easa regulation	AD 2-LHBP - 28
LHBP AD 2.21 NOISE ABATEMENT PROCEDURES	AD 2-LHBP - 28
1. General provisions	AD 2-LHBP - 28
2. Selection of Runway-In-Use.....	AD 2-LHBP - 28
3. Noise Abatement Arrivals	AD 2-LHBP - 30
4. Noise Abatement Departures	AD 2-LHBP - 30
5. Nighttime traffic restrictions	AD 2-LHBP - 31
6. Restrictions on the use of Auxiliary Power Unit (APU).....	AD 2-LHBP - 31
7. Exception.....	AD 2-LHBP - 31
LHBP AD 2.22 FLIGHT PROCEDURES	AD 2-LHBP - 32
1. Limitations for arriving traffic.....	AD 2-LHBP - 32
2. Handling the arriving traffic in Budapest TMA	AD 2-LHBP - 32
3. Instrument Approach Procedures for Budapest Liszt Ferenc International Airport.....	AD 2-LHBP - 32
4. Departure Procedures	AD 2-LHBP - 34
5. Procedures for VFR flights within Budapest TMA and in Budapest CTR	AD 2-LHBP - 35
6. Additional Information.....	AD 2-LHBP - 36
7. Waypoint coordinates	AD 2-LHBP - 37
LHBP AD 2.23 ADDITIONAL INFORMATION	AD 2-LHBP - 40
1. Ground Handling Organisations	AD 2-LHBP - 40
2. Supervision of the Aerodrome	AD 2-LHBP - 40
3. Automatic Terminal Information Service (ATIS) Broadcasts.....	AD 2-LHBP - 41

4. Bird flocks and bird migrations	AD 2-LHBP - 41
5. General Aviation Flight Handling	AD 2-LHBP - 42
6. Remote Aerodrome ATC Service	AD 2-LHBP - 43
LHBP AD 2.24 CHARTS RELATED TO THE AERODROME	AD 2-LHBP - 44
AERODROME CHART - ICAO	AD 2-LHBP-ADC - 1
TAXI PROCEDURES FOR ARRIVING AIRCRAFT - INDEX CHART	AD 2-LHBP-TAXI-ARR - 1
TAXI PROCEDURES FOR DEPARTING AIRCRAFT - INDEX CHART	AD 2-LHBP-TAXI-DEP - 1
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-LHBP-PDC/1 - 1
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-LHBP-PDC/2 - 1
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-LHBP-PDC/3 - 1
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-LHBP-PDC/4 - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHBP-AOCA-13L31R - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHBP-AOCA-13R31L - 1
PRECISION APPROACH TERRAIN CHART - ICAO	AD 2-LHBP-PATC-13L31R - 1
PRECISION APPROACH TERRAIN CHART - ICAO	AD 2-LHBP-PATC-13R31L - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID-13L - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID-13R - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID31L - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID31R - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHBP-STAR-13L13R - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHBP-STAR-31L31R - 1
BUDAPEST TMA - INDEX CHART	AD 2-LHBP-TMA - 1
HOLDING PROCEDURES - INDEX CHART	AD 2-LHBP-HLDG - 1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO	AD 2-LHBP-ATCSMAC - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-13L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-13R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-31L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-31R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-13L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-13R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-31L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-Y-31R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-Z-31R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-VOR-13L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-VOR-31R - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHBP-VAC - 1
BIRD CONCENTRATIONS IN THE	
VICINITY OF THE AERODROME - INDEX CHART	AD 2-LHBP-BIRD - 1
LHBP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHBP - 45

LHDC DEBRECEN INTERNATIONAL AIRPORT

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

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

LHNY NYÍREGYHÁZA

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



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

LHPP PÉCS/POGÁNY

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

LHPR GYŐR/PÉR

LHPR AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2-LHPR - 1
LHPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHPR - 1
LHPR AD 2.3 OPERATIONAL HOURS	AD 2-LHPR - 1
LHPR AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHPR - 2
LHPR AD 2.5 PASSENGER FACILITIES	AD 2-LHPR - 2
LHPR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHPR - 2
LHPR AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN	AD 2-LHPR - 3
LHPR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHPR - 3
LHPR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHPR - 3
LHPR AD 2.10AERODROME 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
LHPR AD 2.17AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHPR - 6
LHPR AD 2.18ATS COMMUNICATION FACILITIES	AD 2-LHPR - 7
LHPR AD 2.19RADIO NAVIGATION AND LANDING AIDS	AD 2-LHPR - 7
LHPR AD 2.20LOCAL AERODROME REGULATIONS	AD 2-LHPR - 7
LHPR AD 2.21NOISE ABATEMENT PROCEDURES	AD 2-LHPR - 7
LHPR AD 2.22FLIGHT PROCEDURES	AD 2-LHPR - 7
LHPR AD 2.23ADDITIONAL INFORMATION	AD 2-LHPR - 8
1. General.....	AD 2-LHPR - 8
LHPR AD 2.24CHARTS RELATED TO AN AERODROME.....	AD 2-LHPR - 8
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

LHSM HEVIZ-BALATON AIRPORT

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



VISUAL APPROACH CHART - ICAO	AD 2-LHSM-VAC - 1
LHSM AD 2.25VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHSM - 9

LHUD SZEGED

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

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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:	Markings	Designator, THR, TDZ, centre line, edge, as appropriate.
			LGT	See ADC Chart
		TWY:	Markings	Centre line, holding positions on all TWYs.
			LGT	See ADC Chart
3	Stop bars and runway guard lights (if any)	See ADC Chart		
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.		

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	472714.06N	0191258.09E	TREE	161.2	M	EGM_96
LHBP_AREA2B_S_1195_001	472713.90N	0191250.45E	TREE	156.6	M	EGM_96
LHBP_AREA2B_S_1195_002	472711.91N	0191254.21E	TREE	156.6	M	EGM_96
LHBP_AREA2B_S_1195_003	472713.23N	0191256.37E	TREE	156.6	M	EGM_96
LHBP_AREA2B_S_1195_004	472713.75N	0191256.44E	TREE	156.6	M	EGM_96
LHBP_AREA2B_S_1195_005	472716.38N	0191253.67E	TREE	156.6	M	EGM_96
LHBP_AREA2B_S_1195_006	472717.09N	0191252.31E	TREE	156.6	M	EGM_96
LHBP_AREA2B_S_1195_008	472714.96N	0191250.95E	TREE	156.6	M	EGM_96
LHBP_AREA2B_S_1197_001	472722.30N	0191241.56E	TREE	162.7	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_002	472721.69N	0191242.76E	TREE	162.7	M	EGM_96
LHBP_AREA2B_S_1197_003	472720.94N	0191245.44E	TREE	162.7	M	EGM_96
LHBP_AREA2B_S_1197_004	472717.09N	0191252.31E	TREE	162.7	M	EGM_96
LHBP_AREA2B_S_1197_005	472716.38N	0191253.67E	TREE	162.7	M	EGM_96
LHBP_AREA2B_S_1197_006	472715.49N	0191255.95E	TREE	162.7	M	EGM_96
LHBP_AREA2B_S_1197_007	472715.53N	0191257.16E	TREE	162.7	M	EGM_96
LHBP_AREA2B_S_1197_016	472723.40N	0191247.96E	TREE	162.7	M	EGM_96
LHBP_AREA2B_S_1197_017	472723.71N	0191246.73E	TREE	162.7	M	EGM_96
LHBP_AREA2B_S_1197_018	472722.75N	0191246.11E	TREE	162.7	M	EGM_96
LHBP_AREA2B_S_1197_019	472723.88N	0191242.97E	TREE	162.7	M	EGM_96
LHBP_AREA2B_S_1329_001	472710.04N	0191237.53E	TREE	161.5	M	EGM_96
LHBP_AREA2B_S_1329_002	472707.70N	0191238.73E	TREE	161.5	M	EGM_96
LHBP_AREA2B_S_1329_003	472705.46N	0191241.86E	TREE	161.5	M	EGM_96
LHBP_AREA2B_S_1329_004	472703.75N	0191245.94E	TREE	161.5	M	EGM_96
LHBP_AREA2B_S_1329_005	472704.20N	0191246.95E	TREE	161.5	M	EGM_96
LHBP_AREA2B_S_1329_006	472708.49N	0191245.77E	TREE	161.5	M	EGM_96
LHBP_AREA2B_S_1329_007	472709.52N	0191244.64E	TREE	161.5	M	EGM_96
LHBP_AREA2B_S_1329_008	472711.40N	0191242.06E	TREE	161.5	M	EGM_96
LHBP_AREA2B_S_1329_009	472711.69N	0191240.98E	TREE	161.5	M	EGM_96
LHBP_AREA2B_S_1330_001	472706.01N	0191250.77E	TREE	158.5	M	EGM_96
LHBP_AREA2B_S_1330_002	472707.01N	0191249.08E	TREE	158.5	M	EGM_96
LHBP_AREA2B_S_1330_003	472707.18N	0191247.58E	TREE	158.5	M	EGM_96
LHBP_AREA2B_S_1330_004	472708.49N	0191245.77E	TREE	158.5	M	EGM_96
LHBP_AREA2B_S_1330_005	472704.20N	0191246.95E	TREE	158.5	M	EGM_96
LHBP_AREA2B_S_1330_006	472703.75N	0191245.94E	TREE	158.5	M	EGM_96
LHBP_AREA2B_S_1330_007	472705.46N	0191241.86E	TREE	158.5	M	EGM_96
LHBP_AREA2B_S_1330_008	472707.70N	0191238.73E	TREE	158.5	M	EGM_96
LHBP_AREA2B_S_1330_009	472710.04N	0191237.53E	TREE	158.5	M	EGM_96
LHBP_AREA2B_S_1330_010	472711.69N	0191240.98E	TREE	158.5	M	EGM_96
LHBP_AREA2B_S_1330_011	472712.40N	0191240.27E	TREE	158.5	M	EGM_96
LHBP_AREA2B_S_1330_012	472712.40N	0191239.24E	TREE	158.5	M	EGM_96
LHBP_AREA2B_S_1330_013	472710.66N	0191237.35E	TREE	158.5	M	EGM_96
LHBP_AREA2B_S_1330_014	472709.03N	0191235.17E	TREE	158.5	M	EGM_96
LHBP_AREA2B_S_1330_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_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_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

Obstacle Part Identifier	Latitude (WGS-84, DMS)	Longitude (WGS-84, DMS)	Type	Elevation (at top)	Elev. UOM	Vertical Datum
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_1337_003	472532.22N	0191515.11E	TREE	153.4	M	EGM_96
LHBP_AREA2B_S_1337_004	472532.32N	0191516.05E	TREE	153.4	M	EGM_96
LHBP_AREA2B_S_1337_005	472533.29N	0191515.76E	TREE	153.4	M	EGM_96
LHBP_AREA2B_S_1337_006	472533.12N	0191514.24E	TREE	153.4	M	EGM_96
LHBP_AREA2B_S_1381_001	472729.02N	0191240.58E	TREE	166.8	M	EGM_96
LHBP_AREA2B_S_1381_002	472728.43N	0191240.02E	TREE	166.8	M	EGM_96
LHBP_AREA2B_S_1381_003	472727.16N	0191242.89E	TREE	166.8	M	EGM_96
LHBP_AREA2B_S_1381_004	472727.75N	0191243.45E	TREE	166.8	M	EGM_96
LHBP_AREA2B_S_1381_005	472728.10N	0191242.97E	TREE	166.8	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 Stop bar lights: TWY B4 East, South; IHP lights: TWY G; B1; A1; GB; The colour of TWY edge lights 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, 45A and R270-R277, R278-R279-R278A for ICAO Code E aircraft and R280, 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)

ABC-123
AABCD-A320
FRA/EDDF
BUS
ELDT : 20:05
ALDT : 20:15
AIBT : 20:18

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

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

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

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

ABC-124
AABCD-A320
FRA/EDDF
EOBT : 21:30
CTOT : 21:50
TOBT : 21:25
- 14

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

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

ABC-124
AABCD-A320
FRA/EDDF
EOBT : 21:30
CTOT : 21:50
TOBT : 21:25
AOBT : 21:35

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

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

2.7. Exchange of Data with Network Manager Operations Center (NMOC) - Advanced ATC TWR

LHBP exchanges information for departure flights with the Network Manager Operations Center (NMOC) by applying the Advanced ATC TWR procedures.

Message exchange from the local system to the ATM network complies with the European standard for A-CDM airports, using the following message types:

A-DPI: ATC Departure Planning Information message, for all instrumental departure flights

C-DPI: Cancel DPI, cancellation of Departure Planning Information message already sent, when required

When push-back approval has been given and the aircraft starts to exit the stand (detected by ADS-B), the Target Take Off Time (TTOT) is calculated and transmitted to NMOC via an A-DPI message. The use of the Actual Off Block Time (AOBT) – instead of the Estimated Off Block Time (EOBT) from the flight plan – together with the Variable Taxiing Time, increases the precision of the TTOT.

After reception of the A-DPI by NMOC, no DLA or CHG messages modifying the flight plan data will be accepted. If regulated, the Calculated Take Off Time (CTOT) assigned before receiving the ADPI shall be maintained.

If an aircraft needs to abort taxiing and return to stand for technical or operational reasons, after an A-DPI has been transmitted, the departure will be cancelled in the ATM network by sending a CDPI message to the NMOC.

The result of the C-DPI is that the flight plan will be suspended and the operator will be informed via a Flight Suspension Message (FLS) with the comment “suspended by departure airport”. The flight plan may be reactivated by updating the EOBT with a DLA or CHG message.

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

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.
- #### 2.4.
- Arriving aircraft shall switch on landing lights at the latest when established on final.

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.

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

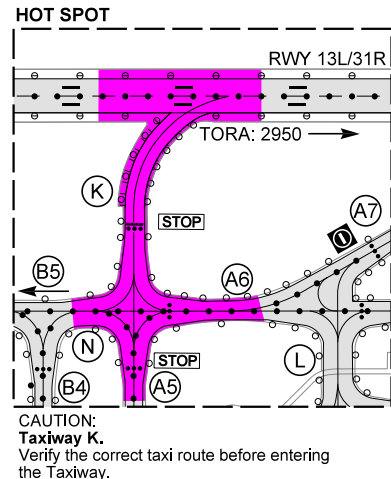
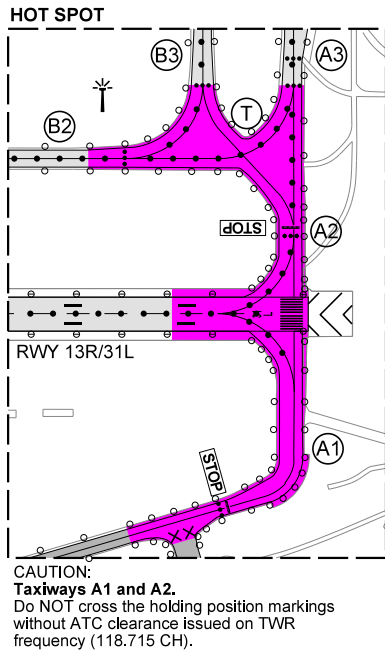
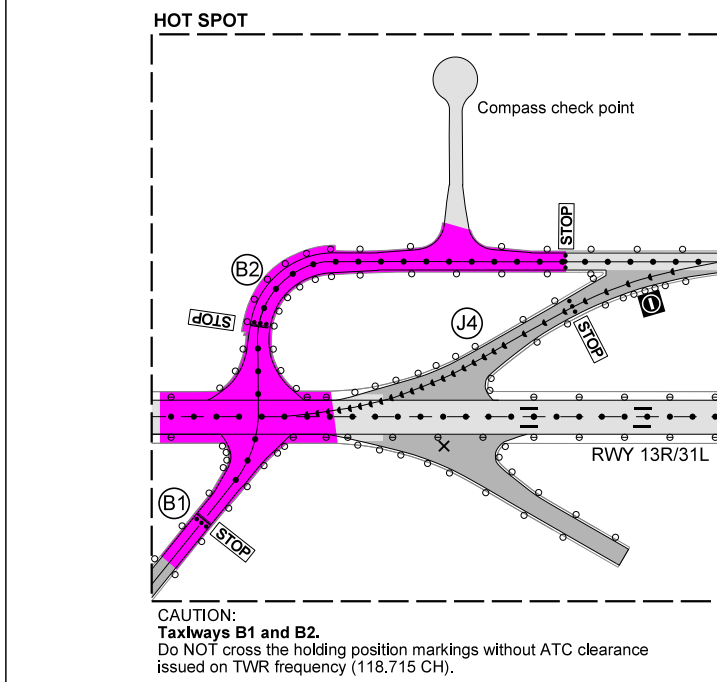
APRON 1, APRON AG	PCN 60/R/A/X/T
APRON 2	PCN 90/R/A/X/T
APRON AA, APRON AL	PCN 75/R/A/X/T
CARGO APRON	PCN 80/R/A/W/T

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

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					

AERODROME ELEV 496

ARP
N47 26 22
E019 15 43



FOR BASIC CHART SYMBOLS SEE: GEN 2.3.
INS COORDINATES FOR AIRCRAFT STANDS SEE: PDC CHARTS.
TAXI PROCEDURES SEE: AD 2-LHBP-TAXI CHARTS.

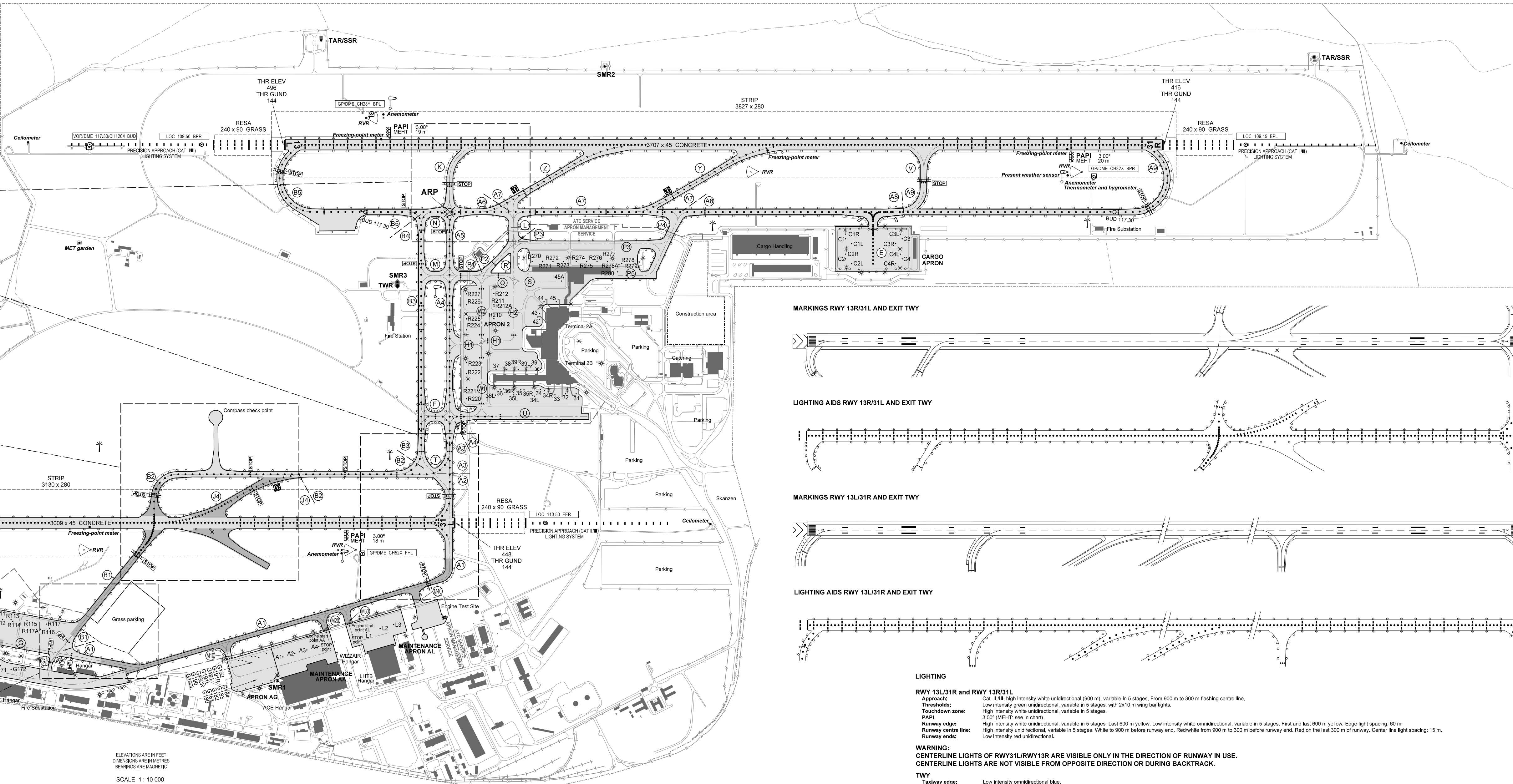
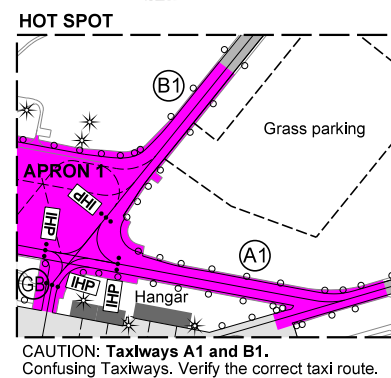
VISUAL DOCKING GUIDANCE SYSTEM:
SAFEDOCK T2 AT PARKING POSITION: 31, 32, 33, 34, 34L/R, 35, 35L/R, 36, 36R, 37, 38, 39R AND 42, 43, 44, 45.

APRON ELEVATIONS: NOT AVAILABLE.
THE HIGHEST ELEVATIONS OF T2Z: NOT AVAILABLE.
GEOGRAPHICAL COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE.
OBSTACLES TO TAXING: NOT AVAILABLE.

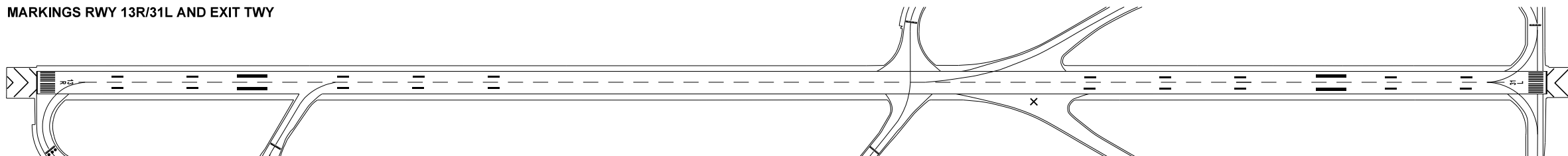
INTERSECTION TAKE-OFF				
RWY	TWY	TORA	TODA	ASDA
13L	K	2950	2950	2950
31R	V	2650	2650	2650
13R	C	2450	2450	2450
	B1	1200	1200	1200
	B2	1200	1200	1200
31L	B1	1800	1800	1800
	B2	1800	1800	1800

SEE ALSO LHBP AD 2.13 DECLARED DISTANCES

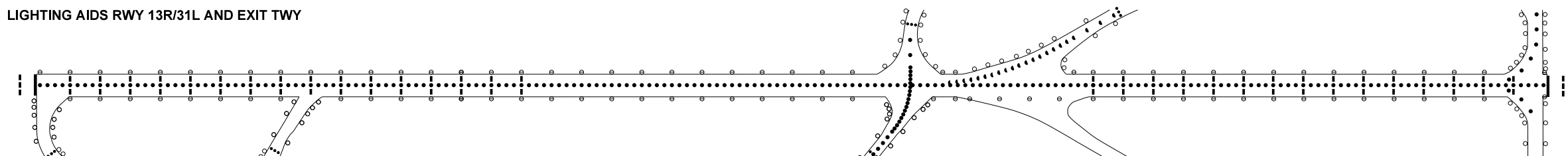
- LEGEND
- VISUAL AIDS
- Approach lighting bar
 - Approach lighting barrette
 - PAPI
 - RWY edge light (combined omnidirectional and bi-directional)
 - RWY and TWY centre line light (bi-directional)
 - TWY centre line light (unidirectional)
 - Omnidirectional TWY edge light
 - Flood lighting
 - Camera pole
 - Intermediate holding position light (unidirectional)



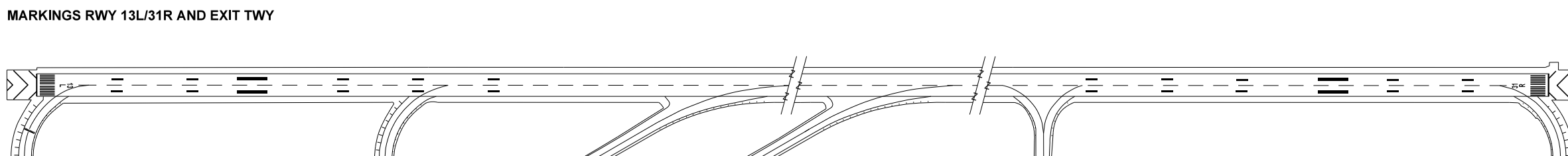
MARKINGS RWY 13R/31L AND EXIT TWY



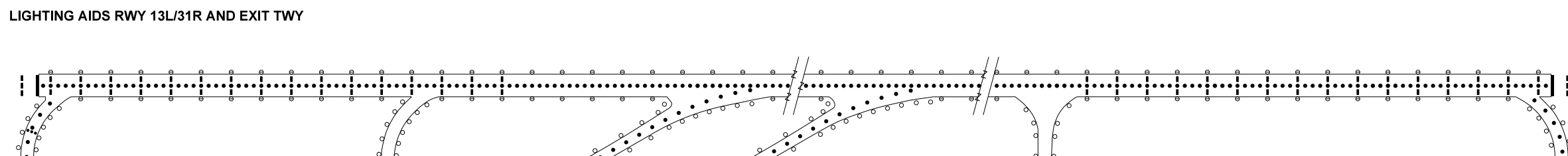
LIGHTING AIDS RWY 13R/31L AND EXIT TWY



MARKINGS RWY 13L/31R AND EXIT TWY



LIGHTING AIDS RWY 13L/31R AND EXIT TWY



LIGHTING

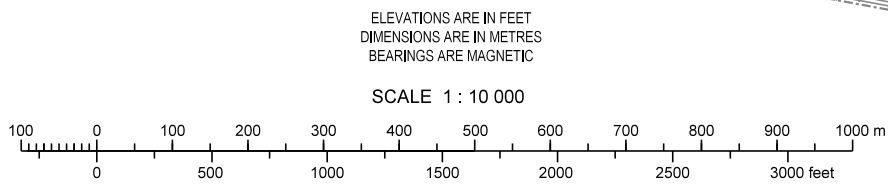
RWY 13L/31R and RWY 13R/31L

Approach: Cat. II/III, high intensity white unidirectional (900 m), variable in 5 stages. From 900 m to 300 m flashing centre line.
Thresholds: Low intensity green unidirectional, variable in 5 stages, with 2x10 m wing bar lights.
Touchdown zone: High intensity white unidirectional, variable in 5 stages.
PAPI: 3.00° (MEHT; see in chart).
Runway edge: High intensity white unidirectional, variable in 5 stages. Last 600 m yellow. Low intensity white omnidirectional, variable in 5 stages. First and last 600 m yellow. Edge light spacing: 60 m.
Runway centre line: High intensity unidirectional, variable in 5 stages. White to 900 m before runway end. Red/white from 900 m to 300 m before runway end. Red on the last 300 m of runway. Center line light spacing: 15 m.
Runway ends: Low intensity red unidirectional.

WARNING:
CENTERLINE LIGHTS OF RWY31L/RWY13R ARE VISIBLE ONLY IN THE DIRECTION OF RUNWAY IN USE.
CENTERLINE LIGHTS ARE NOT VISIBLE FROM OPPOSITE DIRECTION OR DURING BACKTRACK.

TWY

Taxiway edge: Low intensity omnidirectional blue.
Taxiway centre line: Low intensity unidirectional green on taxiways Z, Y and J4. Low intensity bi-directional green on taxiways A2-A9, F, B2-B5, N, T, and U.
STOP bars: Unidirectional red.
IHP light: Unidirectional yellow.
Apron: Low intensity red edge lights and floodlights.
Obstacle light: Low intensity red.

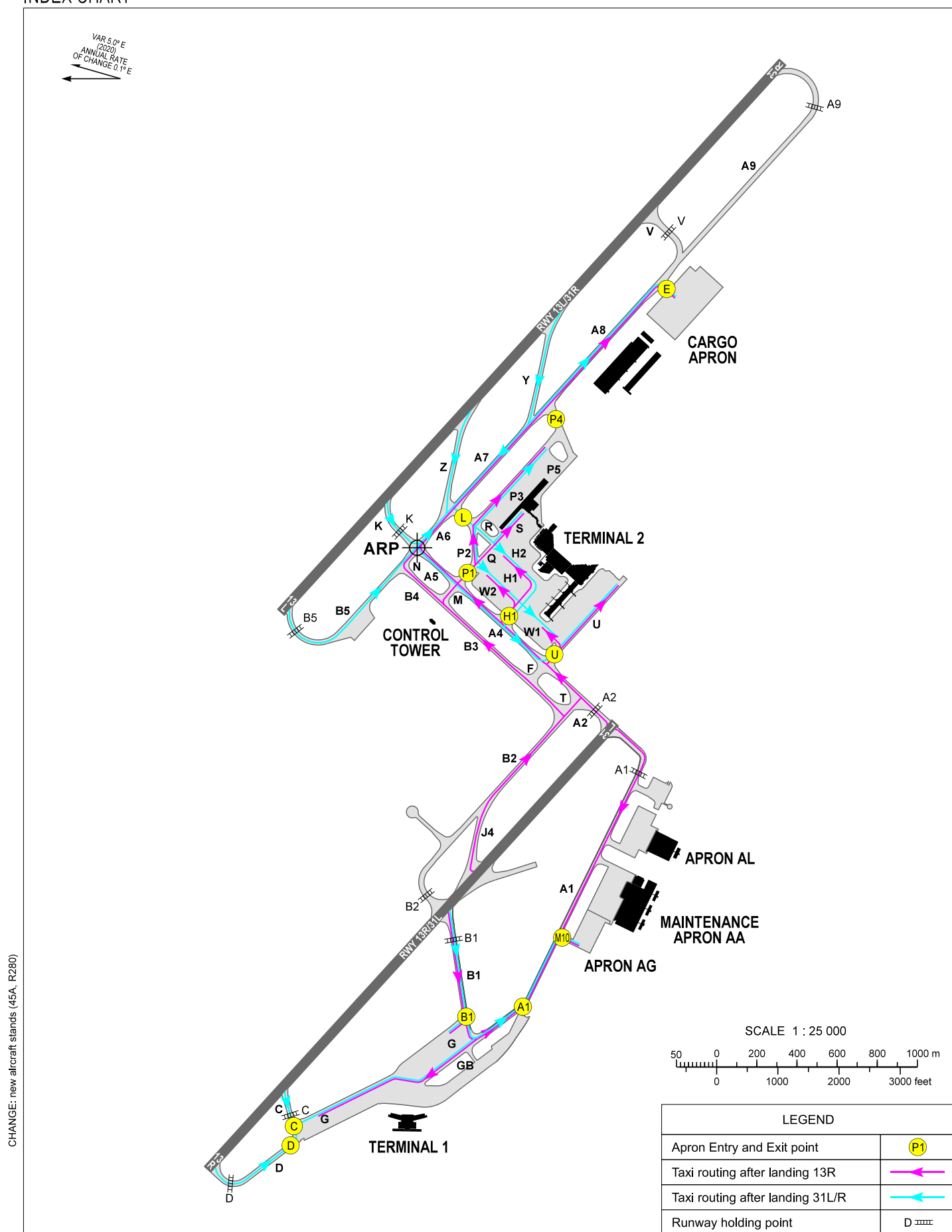


CHANGE: TWY centre line: Aircraft stand taxiway centre line, lighting note and legend updated, new aircraft stands (ASA, R280)

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TAXI PROCEDURES FOR ARRIVING AIRCRAFT -
INDEX CHART

BUDAPEST/LISZT FERENC

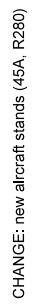


CHANGE: new aircraft stands (45A, R280)

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

ARRIVALS ON RWY	EXIT POINTS	TAXI ROUTE ON MANOEUVRING AREA (TWY SEGMENTS) TO BE FOLLOWED	STAND/GATE NUMBERS	TAXI ROUTE ON APRON (TAXILANE OR TWY SEGMENTS) TO BE FOLLOWED	TERMINAL	REMARKS
13R	A1	A1	R101-R108 G150-G172 R110-R117A	G	1	Code D, E, F exit B1 only
	B1	B1				
	M10	A1/B1	G180-G192	APRON taxilane	APRON AG	Max. Code B
	U	A2-A3-U or B2/J4-T-A3-U	31-36L	U	2	
			R220-R223	U-W1		Max. Code C
	H1	A2-A3-A4-H1 or B2/J4-T-A3-A4-H1	37-39L	H1		*Code D exit P1 or L only
			42 R210-R212A*	H1-H2		
			R224-R227	H1-W2		
	P1	A2-A3-A4-P1 or B2/J4-B3-M-P1 B2/J4-T-A3-A4-P1**	R270-R279*	P1-P2-P3		*Code D, E exit P4 only; **Due to traffic reason
			R280	P1-P2-P3-P4-P5		
	E	A2-A3-A4-A5-A6-A7-A8* or B2/J4-B3-B4-N-A6-A7-A8 B2/J4-T-A3-A4-A5-A6-A7-A8**	C1, C1L/R, C2, C2L/R, C3, C3L/R, C4, C4L/R	E	CARGO APRON	*Max. Code E; **Max. Code E due to traffic reason
31R	U	Y-A7-(Z)-A6-A5-A4-U	31-36L	U	2	L-W after coordination; Code D, E exit U only
	L	Y-A7-(Z)-L	37-38 42-43 R210-R212A*	L-R-H2/H1		Code E exit H1 only; *Code D exit P1 or L only
			R224-R227	L-P2-W2		
			44-45, 45A	L-R-S		
			R270-R279	L-P3		P4 after coordination; Code D, E exit P4 only
			R280	L-P3-P4-P5		
	H1	Y-A7-(Z)-A6-A5-A4-H1	39R-39L-39	H1		
			R220-R223	H1-W1		
	E	Z-A7-A8 K-A6-A7-A8 B5-N-A6-A7-A8	C1, C1L/R, C2, C2L/R, C3, C3L/R, C4, C4L/R	E	CARGO APRON	Code D, E shall use K, B5 only; Code F shall use B5 only
31L	B1	B1	R101-R108 G150-G172 R110-R117A	G	1	Code E, F exit B1 only
	C	C				
	D	D				
	M10	B1-A1 or D/C-(G)-A1	G180-G192	APRON taxilane	APRON AG	Max. Code B

BUDAPEST/LISZT FERENC



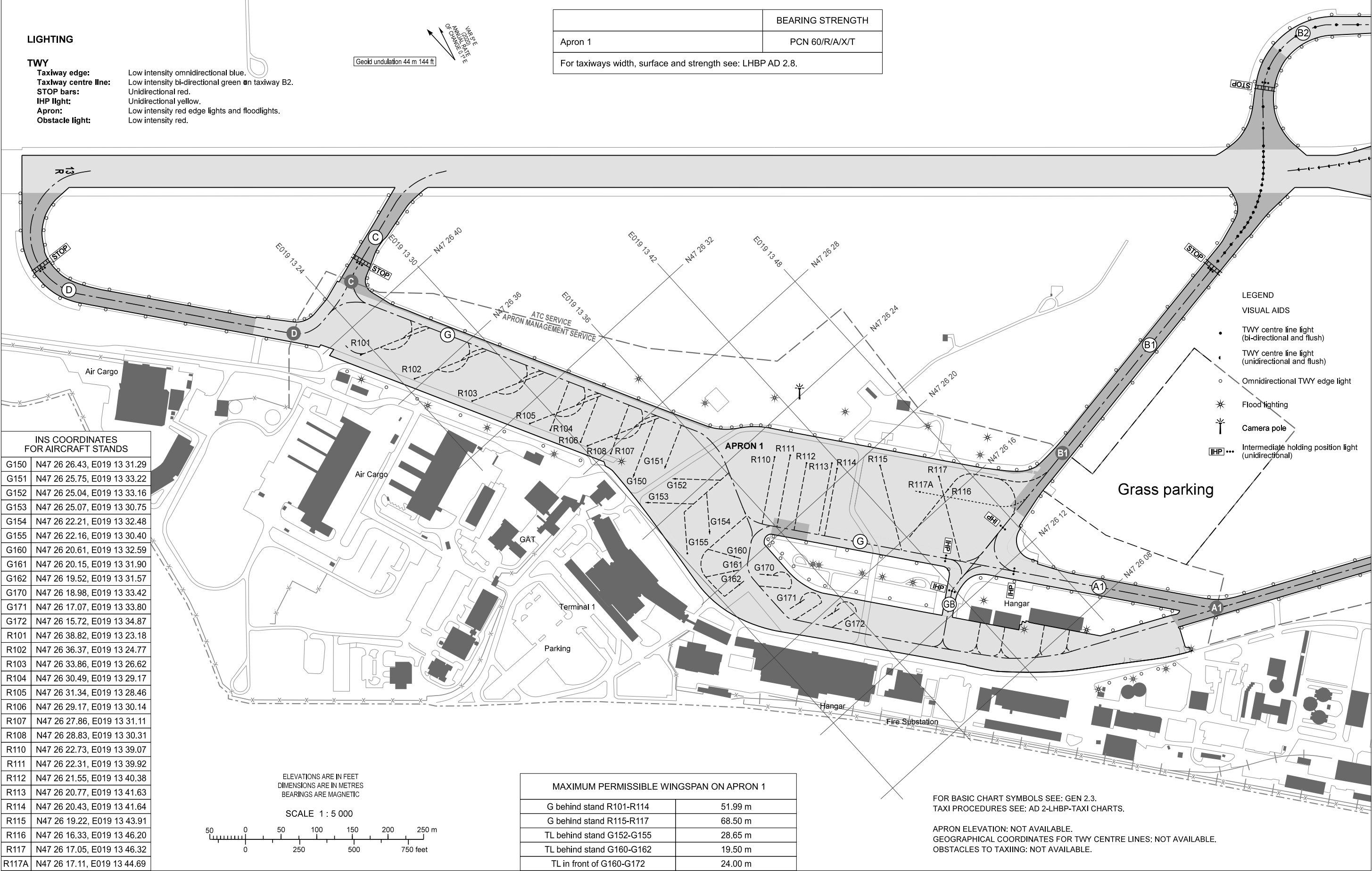
AD 2 LIST OF AVAILABLE TAXI CLEARANCES FOR DEPARTING AIRCRAFT ISSUED BY ATC

DEPARTURES ON RWY	FROM STANDS/GATES	EXIT POINTS	TAXI ROUTE ON APRON (TAXILANE OR TWY SEGMENTS) TO BE FOLLOWED	HOLDING POINTS	TAXI ROUTE ON MANOEUVRING AREA (TWY SEGMENTS) TO BE FOLLOWED	TERMINAL	REMARKS	
13L	31-36L	U	U	K	U-A4-A5-K	2	Code D, E, F, exit U only	
	42-43, 45, 45A	L	H1/H2-R-L		L-A6-K		Code E exit H1 only	
	37-39L							
	R270-R277						P3-L	
	R210-R212A R224-R227	P1	W2-P1		(A4)-A5-K		R212A push back only to H2	
	44		S-Q-P1					
	R220-R223	H1	W1-H1			P4-A7-A6-K		Code D, E exit P4 only
	R278-R279	P4	P5-P4					
	R280		P2-P3-P4					
	C1, C1L/R, C2, C2L/R, C3, C3L/R, C4, C4L/R	E	E		E-A8-A7-A6-K	CARGO APRON		
13R	R101-R107 G150-G172 R110-R117A	C	G	C	1	Code E, F exit B1 only		
		D		D				
	G180-G192	M10	APRON taxilane	C	A1-(G)-C	APRON AG		
				D	A1-(G)-D			
31L	31-36L	U	U	A2	U-A3-A2	2		
	R220-R223		W1-U					
	37-39L	H1	H1		H1-A4-A3-A2		R212A push back to H2 and P1 or L exit only by Follow Me	
	42-43		H2-H1					
	R210-R212A R224-R227		W2-H1					
	44-45, 45A	P1	S-Q-P1		P4-A4-A3-A2			
	R270-R277		P3-P2-P1				P4 after coordination	
	R278-R279	P4	P5-P4		P4-A7-A6-A5-A4-A3-A2			
	R280		P5-P3-P4					
	R101-R108 G150-G172 R110-R117A	A1	G	A1	A1	1	Code D, E, F exit B1 only	
	G180-G192	M10	APRON taxilane	A1 or B1 on request	A1 or B1	APRON AG		
	C1, C1L/R, C2, C2L/R, C3, C3L/R, C4, C4L/R	E	E	A2	E-A8-A7-A6-A5-A4-A3-A2*	CARGO APRON	*Max. Code E	

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

BUDAPEST/LISZT FERENC
APRON 1

AIRCRAFT PARKING/DOCKING CHART - ICAO



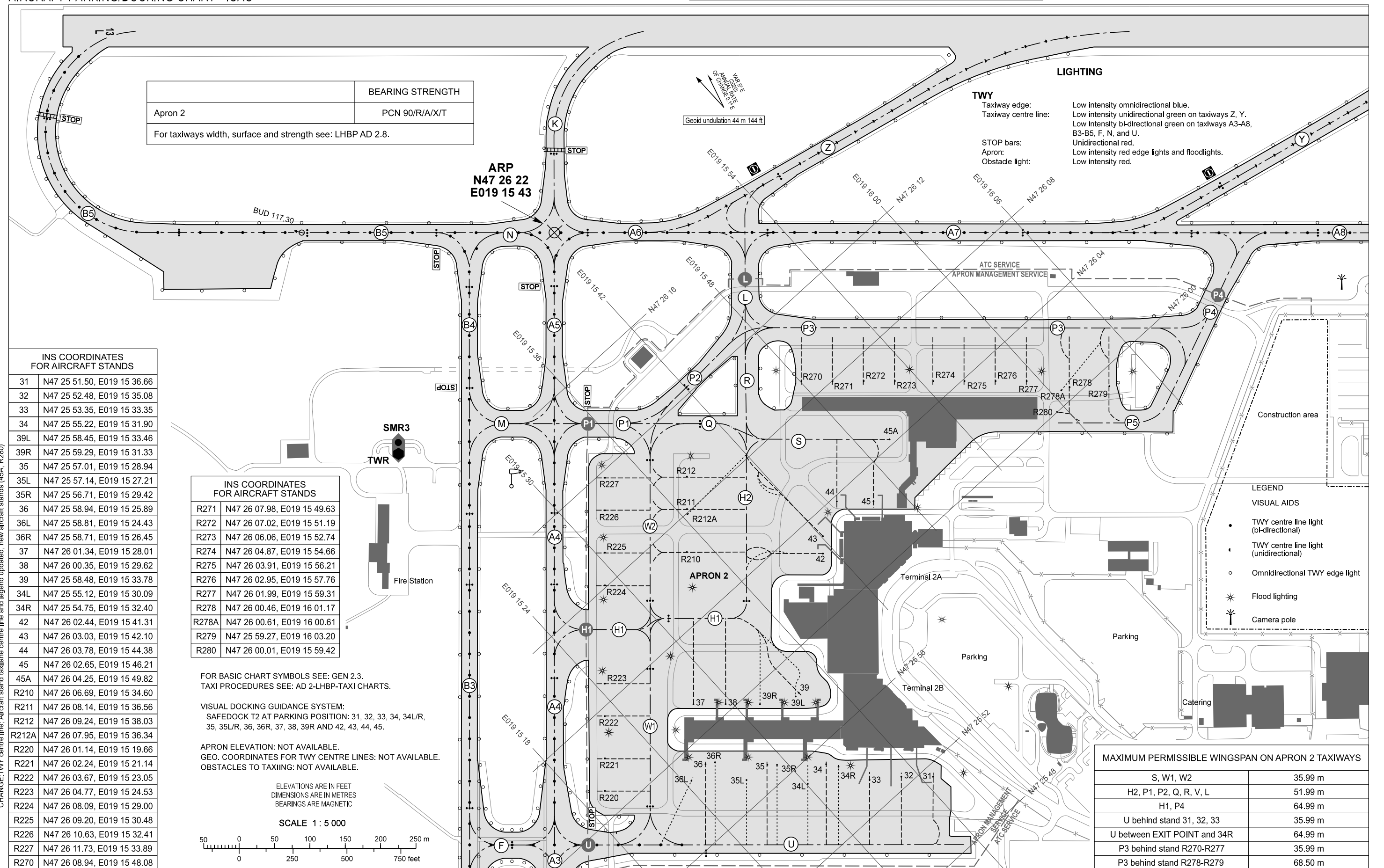
CHANGE: legend updated

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AIRCRAFT PARKING/DOCKING CHART - ICAO

BUDAPEST/LISZT FERENC
APRON 2

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		



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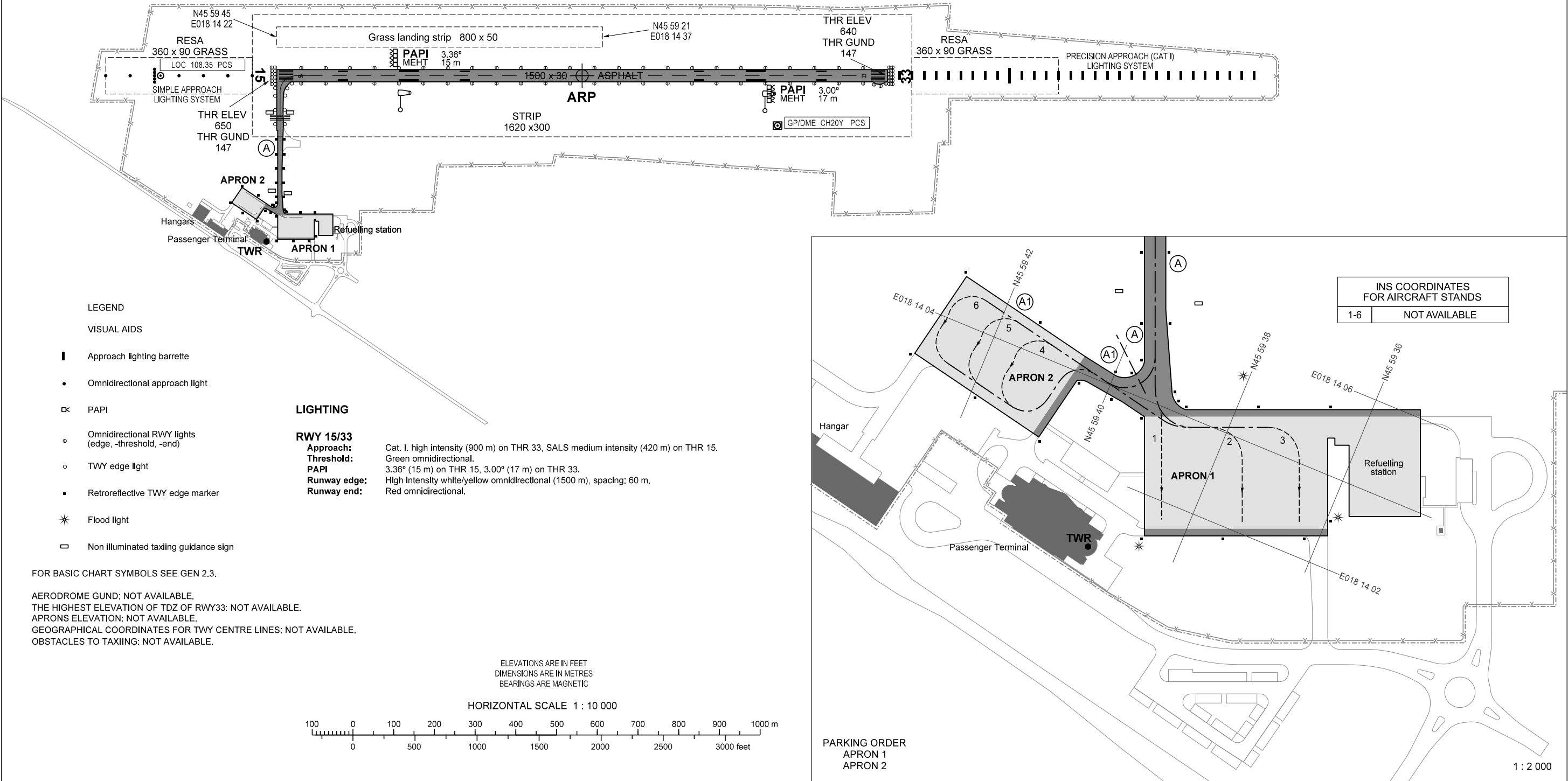
AERODROME CHART - ICAO

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

AERODROME ELEV 651

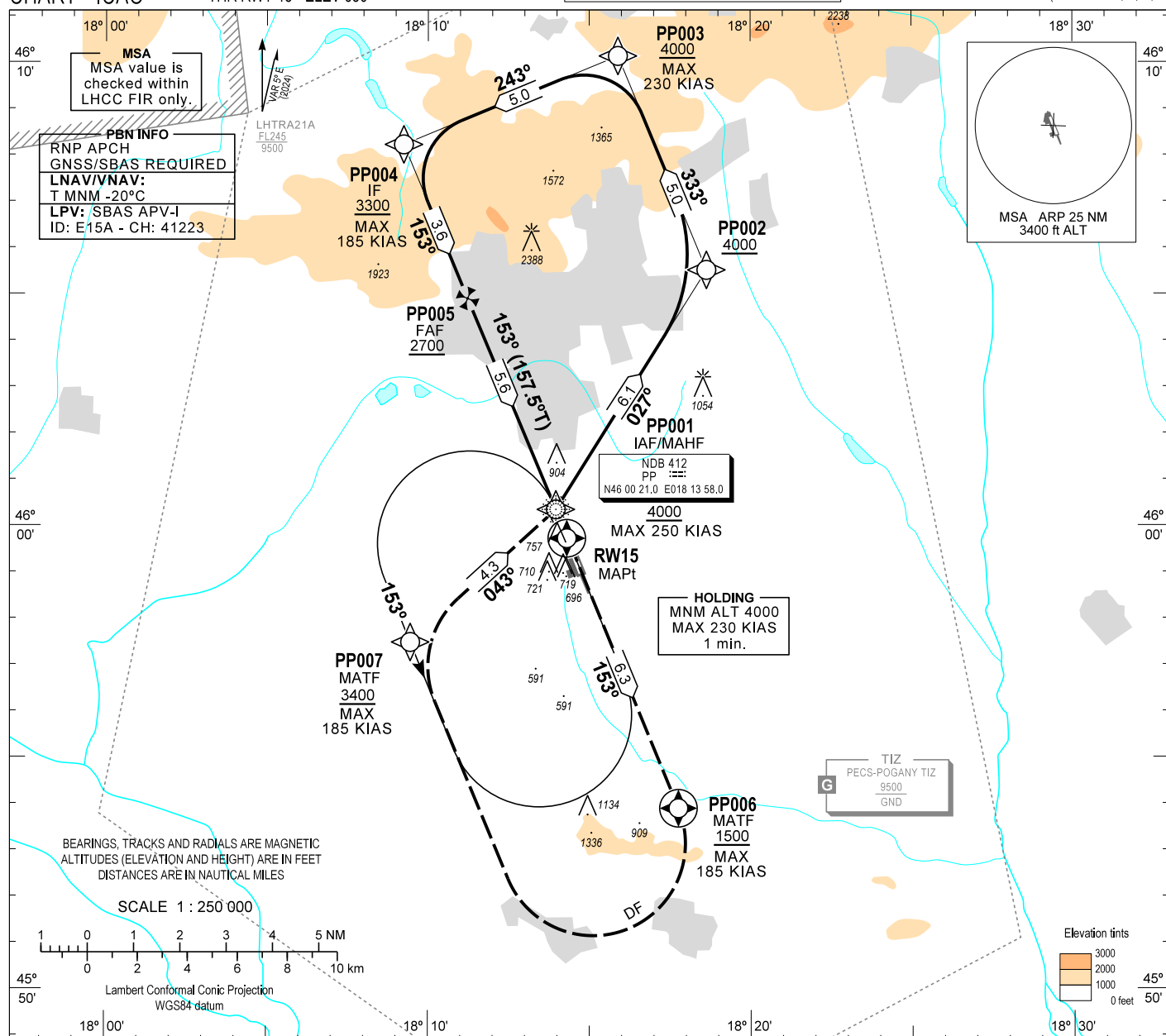
POGÁNY INFORMATION	126.915
BUDAPEST INFORMATION (WEST)	125.500

PÉCS/POGÁNY

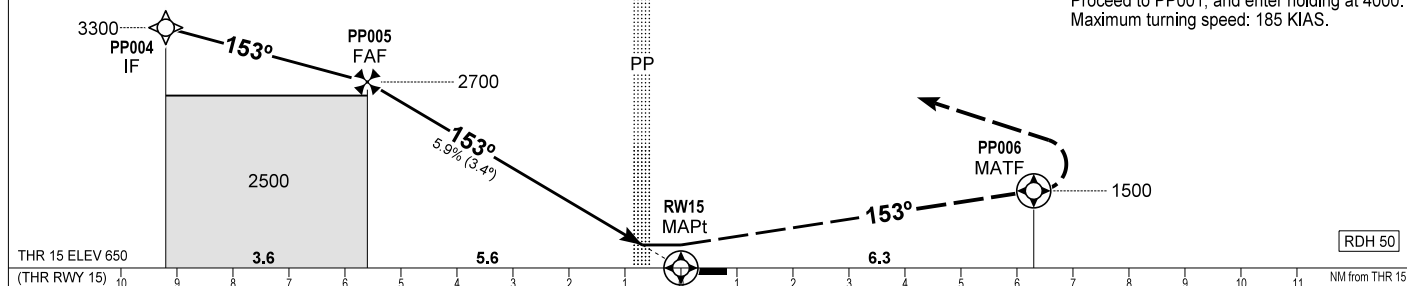


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AIP HUNGARY

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

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



CHANGE: PBN INFO box

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

AD 2 LHPP INSTRUMENT APPROACH CHART RNP RWY 15

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

SBAS FAS Data Block Coding Data

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

WAYPOINT COORDINATES

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

Holding procedure

Holding fix:

Left hand holding pattern.

Inbound track:

Outbound track:

Rate of turn:

Outbound times:

Minimum holding altitude:

PP001

333°

153°

3°/sec. or 25° bank angle
(whichever requires lesser bank)

1 min.

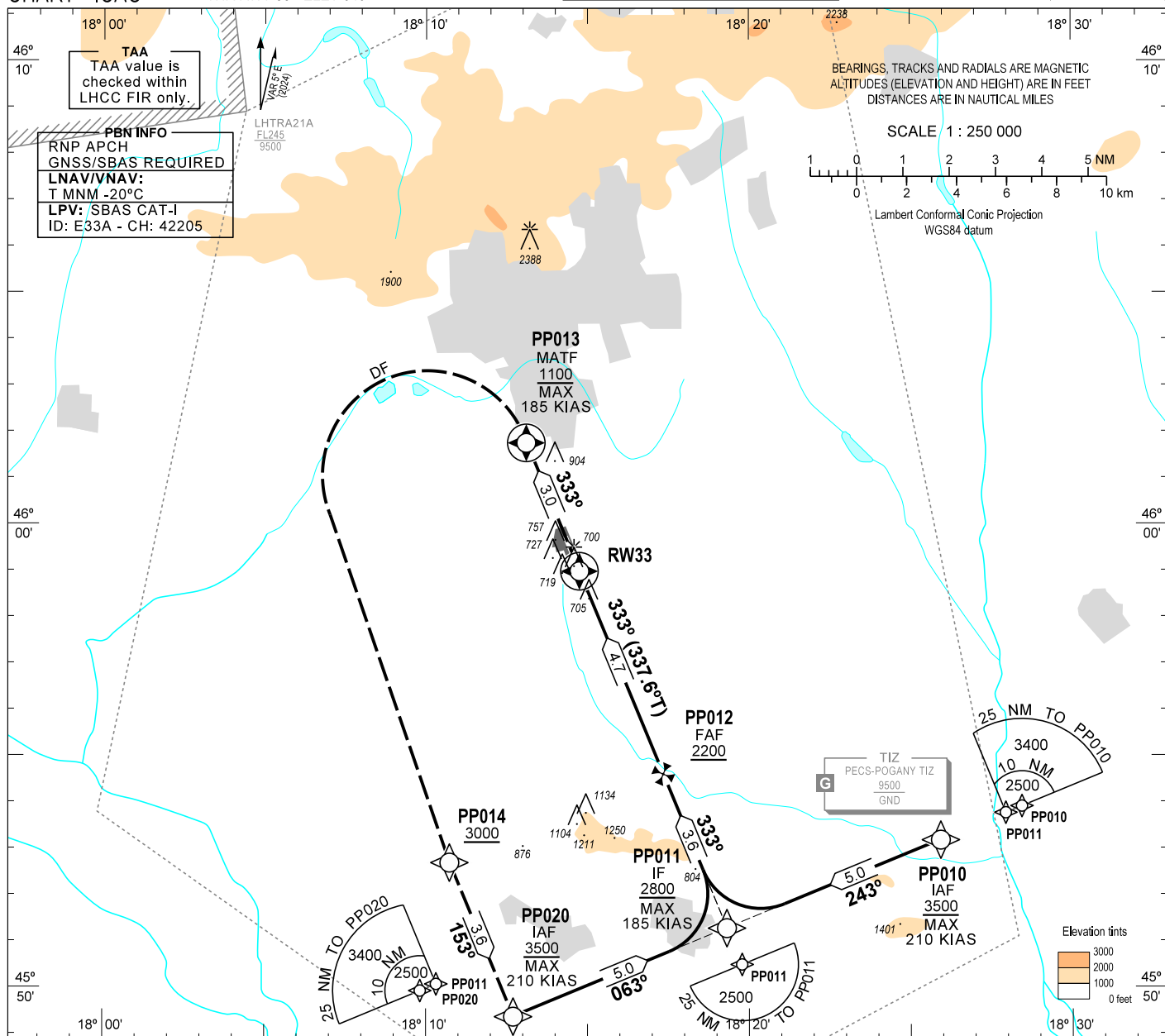
4000

INSTRUMENT APPROACH CHART - ICAO

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

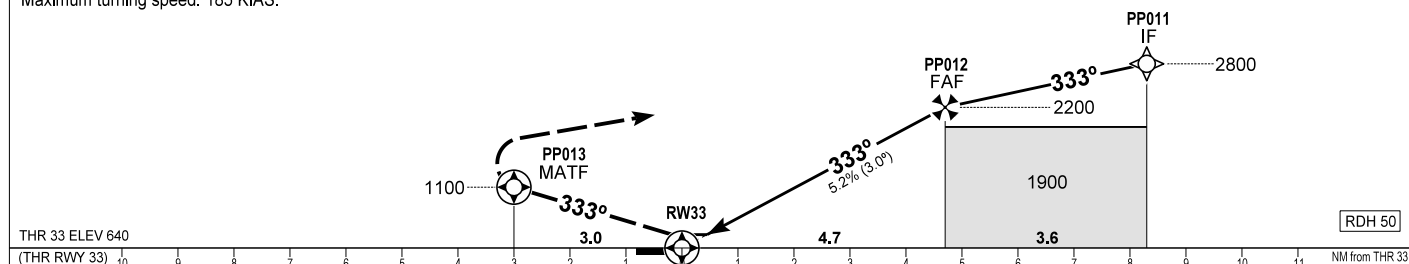
POGÁNY INFORMATION	126.915
BUDAPEST INFORMATION (WEST)	125.500

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



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

TRANSITION ALTITUDE
10000



OCA (OCH)		A	B	C	D	DIST THR / RWY33				NM	4.0	3.0	2.0
STRAIGHT-IN APPROACH	LNAV	970 (330)			980 (340)	ALTITUDE				ft	1960	1650	1330
	LNAV/VNAV	866 (226)	878 (238)	985 (345)	1020 (380)								
	LPV	830 (190)	842 (202)	850 (210)	861 (221)								
CIRCLING APPROACH	ft AMSL	1200	1200	1300	1530	GROUND SPEED		kt	60	90	120	150	180
	VIS. m	1900	2800	3700	4600	FAF - RW33 4.7 NM		min:sec	4:42	3:08	2:21	1:53	1:34
						Rate of descent (319 ft/NM)		ft/min	320	480	640	800	960

AD 2 LHPP INSTRUMENT APPROACH CHART RNP RWY 33

via PP020

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

via PP010

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

SBAS FAS Data Block Coding Data

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

WAYPOINT COORDINATES

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