

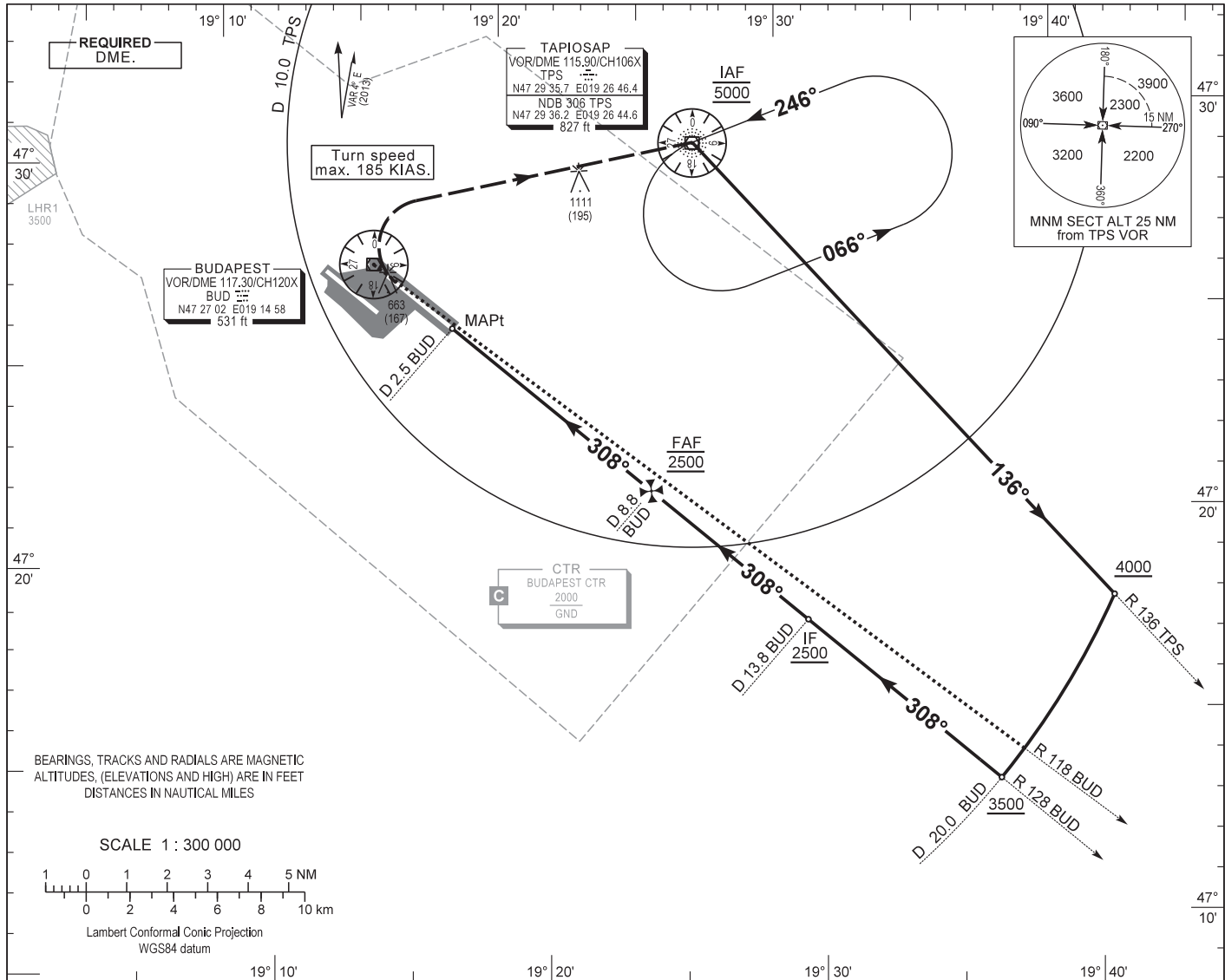
AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 496
HEIGHTS RELATED TO
THR RWY 31R - ELEV 416

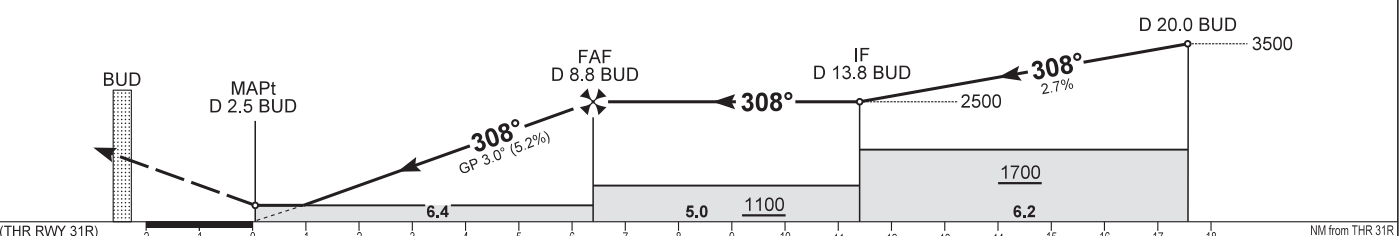
BUDAPEST APPROACH	129.700	ATIS	132.375 (117.300)
	122.975	BUDAPEST TOWER	118.100
	119.500	BUDAPEST GROUND	121.900

BUDAPEST/LISZT FERENC
VOR RWY 31R
(ACFT CAT A, B, C, D)



MISSED APPROACH
Climb to 3000 on R 128 BUD inbound BUD VOR.
When passing 900 turn right to TPS VOR.
Maximum turning speed 185 KIAS.
At 3000 enter published holding pattern at TPS VOR/DME.

TRANSITION ALTITUDE
10000



CAT OF ACFT	A				B				C				D			
	2.5% macg				3.7% macg				2.5% macg				3.7% macg			
OCA (H) STRAIGHT-IN	1240 (824)				770 (354)				1260 (844)				790 (374)			
CIRCLING	980				1190				1310				1510			

DME BUD	NM	8.0	7.0	6.0	5.0	4.0
DIST THR / RWY 31R	NM	5.5	4.5	3.5	2.5	1.5
ALTITUDE	ft	2220	1900	1580	1270	950

Timing not authorised for defining the MAPt.

GS	kt	80	100	120	140	160	180
FAF - RWY 31R (6.4 NM)	min:sec	4:48	3:51	3:12	2:45	2:24	2:08
Rate of descent (326.1 ft/NM)	ft/min	430	540	650	760	860	970

AD 2 LHBP INSTRUMENT APPROACH CHART VOR RWY 31R

VOR approach procedure:

Initial altitude 5000.
Leave TPS VOR on R 136 TPS outbound and descend 4000.
At D 20.0 BUD turn right and join CW D 20.0 BUD DME arc, descend 3500.
After crossing R 118 BUD leading radial turn right and intercept R 128 BUD inbound (final track), descend 2500.
When crossing D 8.8 BUD (FAF) descend to published minimum altitude.

Holding procedure:

Holding fix: TPS VOR.
Left hand holding pattern.
Maximum speed: 230 KIAS
Inbound track: 246°
Outbound track: 066°
Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)
Outbound timing: 1 min.
Minimum holding altitude: 5000
Maximum holding altitude: 3000 for Missed approach
10000

Final approach descent: 3.0°