

## HUNGARY

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AIP AMDT: AIRAC AMDT 002/2016

Effective Date: **26 May 2016**

Publication date: 31 Mar 2016

**1. Amendment content:****1.1 ENR 3.6**

- Vertical limits of holdings have changed.

**1.2 ENR 5.1**

- All danger areas will be announced by NOTAM.

**1.3 LHBP**

- New instrument approach procedures at LHBP. For details see AIC A 002/2016.

**1.4 LHNY**

- MAG VAR changed.

**1.5 LHPR**

- Switch-over time inserted.

**1.6 LHUD**

- Switch-over time inserted.

**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:**

A 002/2016

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



**GEN 0.2 RECORD OF AIP AMENDMENTS**

<b>AIRAC AIP AMENDMENT</b>			
<i>NR/Year</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
003/2008	05-Jun-2008	03-Jul-2008	
004/2008	14-Aug-2008	25-Sep-2008	
001/2009	29-Jan-2009	12-Mar-2009	
002/2009	26-Mar-2009	07-May-2009	
003/2009	10-Sep-2009	22-Oct-2009	
001/2010	03-Dec-2009	14-Jan-2010	
002/2010	25-Feb-2010	08-Apr-2010	
003/2010	17-Jun-2010	29-Jul-2010	
004/2010	15-Jul-2010	26-Aug-2010	
005/2010	07-Oct-2010	18-Nov-2010	
001/2011	30-Dec-2010	10-Feb-2011	
002/2011	24-Mar-2011	05-May-2011	
003/2011	14-Jul-2011	25-Aug-2011	
004/2011	03-Nov-2011	15-Dec-2011	
001/2012	23-Feb-2012	05-Apr-2012	
002/2012	19-Apr-2012	31-May-2012	
003/2012	20-Sep-2012	20-Sep-2012	
004/2012	01-Nov-2012	13-Dec-2012	
001/2013	21-Feb-2013	04-Apr-2013	
002/2013	18-Apr-2013	30-May-2013	
003/2013	13-Jun-2013	25-Jul-2013	
004/2013	03-Oct-2013	14-Nov-2013	
001/2014	26-Dec-2014	06-Feb-2014	
002/2014	06-Feb-2014	03-Apr-2014	
003/2014	15-May-2014	26-Jun-2014	
004/2014	07-Aug-2014	18-Sep-2014	
001/2015	25-Dec-2014	05-Feb-2015	
002/2015	19-Mar-2015	30-Apr-2015	
003/2015	11-Jun-2015	23-Jul-2015	
004/2015	09-Jul-2015	20-Aug-2015	
005/2015	01-Oct-2015	12-Nov-2015	
001/2016	18-Feb-2016	31-Mar-2016	
002/2016	31-Mar-2016	26-May-2016	

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

GEN 0.1 - 1 30 APR 2015  
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 GEN 0.1 - 4 30 APR 2015  
 GEN 0.2 - 1 26 MAY 2016  
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 GEN 0.5 - 1 30 APR 2015  
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 GEN 0.6 - 1 26 MAY 2016  
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 GEN 0.6 - 3 26 MAY 2016  
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 GEN 1.1 - 1 12 NOV 2015  
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 GEN 1.1 - 3 23 JUL 2015  
 GEN 1.1 - 4 23 JUL 2015  
 GEN 1.2 - 1 31 MAR 2016  
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 GEN 1.2 - 4 26 MAY 2016  
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 GEN 1.2 - 8 31 MAR 2016  
 GEN 1.2 - 9 31 MAR 2016  
 GEN 1.2 - 10 31 MAR 2016  
 GEN 1.3 - 1 31 MAR 2016  
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 GEN 1.4 - 1 31 MAR 2016  
 GEN 1.4 - 2 31 MAR 2016  
 GEN 1.5 - 1 31 MAR 2016  
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 GEN 1.6 - 1 12 NOV 2015  
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GEN 2.2 - 10 31 MAR 2016  
 GEN 2.2 - 11 31 MAR 2016  
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 GEN 2.2 - 14 31 MAR 2016  
 GEN 2.2 - 15 31 MAR 2016  
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 GEN 2.2 - 19 26 MAY 2016  
 GEN 2.2 - 20 26 MAY 2016  
 GEN 2.2 - 21 26 MAY 2016  
 GEN 2.2 - 22 26 MAY 2016  
 GEN 2.3 - 1 05 FEB 2015  
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 GEN 3.3 - 1 05 FEB 2015  
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 GEN 3.3 - 3 15 DEC 2011  
 GEN 3.3 - 4 15 DEC 2011  
 GEN 3.4 - 1 26 MAY 2016  
 GEN 3.4 - 2 26 MAY 2016  
 GEN 3.4 - 3 26 MAY 2016  
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 GEN 3.5 - 1 31 MAR 2016  
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 GEN 3.5 - 3 31 MAR 2016  
 GEN 3.5 - 4 31 MAR 2016  
 GEN 3.6 - 1 06 FEB 2014  
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**PART 2 - EN-ROUTE (ENR)**

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ENR 1.14 - 6	03 JUL 2008	ENR 6-LHCC-ERC-MISC2 - 1	12 NOV 2015	AD 2-LHBP - 15	12 NOV 2015
ENR 1.14 - 7	03 JUL 2008	ENR 6-LHCC-ERC-MISC2 - 2	12 NOV 2015	AD 2-LHBP - 16	12 NOV 2015
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ENR 2.1 - 2	23 JUL 2015	ENR 6-LHCC-TRA - 1	03 JUL 2008	AD 2-LHBP - 19	26 MAY 2016
ENR 2.1 - 3	23 JUL 2015	ENR 6-LHCC-TRA - 2	03 JUL 2008	AD 2-LHBP - 20	26 MAY 2016
ENR 2.1 - 4	23 JUL 2015			AD 2-LHBP - 21	26 MAY 2016
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ENR 2.1 - 6	23 JUL 2015			AD 2-LHBP - 23	26 MAY 2016
ENR 2.2 - 1	20 AUG 2015			AD 2-LHBP - 24	26 MAY 2016
ENR 2.2 - 2	20 AUG 2015			AD 2-LHBP - 25	26 MAY 2016
ENR 2.2 - 3	20 AUG 2015	AD 0.1 - 1	03 JUL 2008	AD 2-LHBP - 26	26 MAY 2016
ENR 2.2 - 4	20 AUG 2015	AD 0.1 - 2	03 JUL 2008	AD 2-LHBP - 27	26 MAY 2016
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ENR 3.3 - 2	05 FEB 2015	AD 0.4 - 2	03 JUL 2008	AD 2-LHBP-ADC - 1	26 MAY 2016
ENR 3.4 - 1	03 JUL 2008	AD 0.5 - 1	03 JUL 2008	AD 2-LHBP-ADC - 2	26 MAY 2016
ENR 3.4 - 2	03 JUL 2008	AD 0.5 - 2	03 JUL 2008	AD 2-LHBP-AOCA-13R31L - 1	12 NOV 2015
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ENR 3.5 - 2	03 JUL 2008	AD 0.6 - 2	26 MAY 2016	AD 2-LHBP-MISC-DEP - 1	12 NOV 2015
ENR 3.6 - 1	26 MAY 2016	AD 0.6 - 3	26 MAY 2016	AD 2-LHBP-MISC-DEP - 2	12 NOV 2015
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ENR 4.1 - 1	18 NOV 2010	AD 0.6 - 5	26 MAY 2016	AD 2-LHBP-PDC/1 - 2	14 NOV 2013
ENR 4.1 - 2	18 NOV 2010	AD 0.6 - 6	26 MAY 2016	AD 2-LHBP-PDC/2 - 1	12 NOV 2015
ENR 4.2 - 1	03 JUL 2008	AD 1.1 - 1	30 APR 2015	AD 2-LHBP-PDC/2 - 2	12 NOV 2015
ENR 4.2 - 2	03 JUL 2008	AD 1.1 - 2	30 APR 2015	AD 2-LHBP-PDC/3 - 1	30 MAY 2013
ENR 4.3 - 1	14 JAN 2010	AD 1.2 - 1	18 SEP 2014	AD 2-LHBP-PDC/3 - 2	30 MAY 2013
ENR 4.3 - 2	14 JAN 2010	AD 1.2 - 2	18 SEP 2014	AD 2-LHBP-AOCA-13R31L - 1	23 JUL 2015
ENR 4.4 - 1	05 FEB 2015	AD 1.2 - 3	18 SEP 2014	AD 2-LHBP-AOCA-13R31L - 2	23 JUL 2015
ENR 4.4 - 2	05 FEB 2015	AD 1.2 - 4	18 SEP 2014	AD 2-LHBP-AOCA-13L31R - 1	23 JUL 2015
ENR 4.4-1-1	12 NOV 2015	AD 1.2 - 5	18 SEP 2014	AD 2-LHBP-AOCA-13L31R - 2	23 JUL 2015
ENR 4.4-1-2	12 NOV 2015	AD 1.2 - 6	18 SEP 2014	AD 2-LHBP-PATC-13R31L - 1	25 AUG 2011
ENR 4.4-1-3	12 NOV 2015	AD 1.3 - 1	12 NOV 2015	AD 2-LHBP-PATC-13R31L - 2	25 AUG 2011
ENR 4.4-1-4	12 NOV 2015	AD 1.3 - 2	12 NOV 2015	AD 2-LHBP-PATC-13L31R - 1	25 AUG 2011
ENR 4.4-1-5	12 NOV 2015	AD 1.3 - 3	12 NOV 2015	AD 2-LHBP-PATC-13L31R - 2	25 AUG 2011
ENR 4.4-1-6	12 NOV 2015	AD 1.3 - 4	12 NOV 2015	AD 2-LHBP-SID-13 - 1	26 MAY 2016
ENR 4.5 - 1	14 JAN 2010	AD 1.3 - 5	12 NOV 2015	AD 2-LHBP-SID-13 - 2	26 MAY 2016
ENR 4.5 - 2	14 JAN 2010	AD 1.3 - 6	12 NOV 2015	AD 2-LHBP-SID31 - 1	26 MAY 2016
ENR 5.1 - 1	12 NOV 2015	AD 1.3 - 7	12 NOV 2015	AD 2-LHBP-SID31 - 2	26 MAY 2016
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ENR 5.1 - 3	26 MAY 2016	AD 1.3 - 9	12 NOV 2015	AD 2-LHBP-ARR-13L - 2	26 MAY 2016
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ENR 5.4 - 2	12 NOV 2015	AD 2-LHBC - 6	23 JUL 2015	AD 2-LHBP-VOR-13L - 1	26 MAY 2016
ENR 5.4 - 3	31 MAR 2016	AD 2-LHBC - 7	31 MAR 2016	AD 2-LHBP-VOR-13L - 2	26 MAY 2016
ENR 5.4 - 4	31 MAR 2016	AD 2-LHBC - 8	31 MAR 2016	AD 2-LHBP-ILS/LOC-13R - 1	26 MAY 2016
ENR 5.4 - 5	31 MAR 2016	AD 2-LHBC-ADC - 1	14 NOV 2013	AD 2-LHBP-ILS/LOC-13R - 2	26 MAY 2016
ENR 5.4 - 6	31 MAR 2016	AD 2-LHBC-ADC - 2	14 NOV 2013	AD 2-LHBP-RNAV-13R - 1	26 MAY 2016
ENR 5.4 - 7	31 MAR 2016	AD 2-LHBC-NDB-17L - 1	31 MAR 2016	AD 2-LHBP-RNAV-13R - 2	26 MAY 2016
ENR 5.4 - 8	31 MAR 2016	AD 2-LHBC-NDB-17L - 2	31 MAR 2016	AD 2-LHBP-ILS/LOC-31L - 1	26 MAY 2016
ENR 5.4 - 9	31 MAR 2016	AD 2-LHBC-NDB-35R - 1	31 MAR 2016	AD 2-LHBP-ILS/LOC-31L - 2	26 MAY 2016
ENR 5.4 - 10	31 MAR 2016	AD 2-LHBC-NDB-35R - 2	31 MAR 2016	AD 2-LHBP-RNAV-31L - 1	26 MAY 2016
ENR 5.4 - 11	12 NOV 2015	AD 2-LHBC-RNAV-17L - 1	31 MAR 2016	AD 2-LHBP-RNAV-31L - 2	26 MAY 2016
ENR 5.4 - 12	12 NOV 2015	AD 2-LHBC-RNAV-17L - 2	31 MAR 2016	AD 2-LHBP-ILS/LOC-31R - 1	26 MAY 2016
ENR 5.4 - 13	12 NOV 2015	AD 2-LHBC-RNAV-35R - 1	31 MAR 2016	AD 2-LHBP-ILS/LOC-31R - 2	26 MAY 2016
ENR 5.4 - 14	12 NOV 2015	AD 2-LHBC-RNAV-35R - 2	31 MAR 2016	AD 2-LHBP-RNAV-31R - 1	26 MAY 2016
ENR 5.5 - 1	23 JUL 2015	AD 2-LHBC-VAC - 1	14 NOV 2013	AD 2-LHBP-RNAV-31R - 2	26 MAY 2016
ENR 5.5 - 2	23 JUL 2015	AD 2-LHBC-VAC - 2	14 NOV 2013	AD 2-LHBP-VOR-31R - 1	26 MAY 2016
ENR 5.5 - 3	26 MAY 2016	AD 2-LHBP - 1	23 JUL 2015	AD 2-LHBP-VOR-31R - 2	26 MAY 2016
ENR 5.5 - 4	26 MAY 2016	AD 2-LHBP - 2	23 JUL 2015	AD 2-LHBP-VAC - 1	31 MAR 2016
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ENR 5.6 - 2	23 JUL 2015	AD 2-LHBP - 4	31 MAR 2016	AD 2-LHDC - 1	31 MAR 2016
ENR 5.6 - 3	23 JUL 2015	AD 2-LHBP - 5	31 MAR 2016	AD 2-LHDC - 2	31 MAR 2016
ENR 5.6 - 4	23 JUL 2015	AD 2-LHBP - 6	31 MAR 2016	AD 2-LHDC - 3	31 MAR 2016
ENR 6 - 1	12 NOV 2015	AD 2-LHBP - 7	31 MAR 2016	AD 2-LHDC - 4	31 MAR 2016
ENR 6 - 2	12 NOV 2015	AD 2-LHBP - 8	31 MAR 2016	AD 2-LHDC - 5	31 MAR 2016
ENR 6-LHCC-ERC - 1	12 NOV 2015	AD 2-LHBP - 9	26 MAY 2016	AD 2-LHDC - 6	31 MAR 2016
ENR 6-LHCC-ERC - 2	12 NOV 2015	AD 2-LHBP - 10	26 MAY 2016	AD 2-LHDC - 7	31 MAR 2016
ENR 6-LHCC-ERC-MISC1A - 1	12 NOV 2015	AD 2-LHBP - 11	12 NOV 2015	AD 2-LHDC - 8	31 MAR 2016
ENR 6-LHCC-ERC-MISC1A - 2	12 NOV 2015	AD 2-LHBP - 12	12 NOV 2015	AD 2-LHDC - 9	31 MAR 2016
ENR 6-LHCC-ERC-MISC1B - 1	12 NOV 2015	AD 2-LHBP - 13	12 NOV 2015	AD 2-LHDC - 10	31 MAR 2016
ENR 6-LHCC-ERC-MISC1B - 2	12 NOV 2015	AD 2-LHBP - 14	12 NOV 2015	AD 2-LHDC - 11	31 MAR 2016

**PART 3 - AERODROMES (AD)**

AIP HUNGARY

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AD 2-LHDC-ADC - 1	26 MAY 2016	AD 2-LHSM - 10	20 SEP 2012
AD 2-LHDC-ADC - 2	26 MAY 2016	AD 2-LHSM - 11	25 JUL 2013
AD 2-LHDC-AOCA - 1	26 AUG 2010	AD 2-LHSM - 12	25 JUL 2013
AD 2-LHDC-AOCA - 2	26 AUG 2010	AD 2-LHSM-ADC - 1	14 NOV 2013
AD 2-LHDC-SID-05R - 1	26 MAY 2016	AD 2-LHSM-ADC - 2	14 NOV 2013
AD 2-LHDC-SID-05R - 2	26 MAY 2016	AD 2-LHSM-AOCA-1634 - 1	20 SEP 2012
AD 2-LHDC-SID-23L - 1	26 MAY 2016	AD 2-LHSM-AOCA-1634 - 2	20 SEP 2012
AD 2-LHDC-SID-23L - 2	26 MAY 2016	AD 2-LHSM-ILS/LOC-16 - 1	31 MAR 2016
AD 2-LHDC-STAR - 1	31 MAR 2016	AD 2-LHSM-ILS/LOC-16 - 2	31 MAR 2016
AD 2-LHDC-STAR - 2	31 MAR 2016	AD 2-LHSM-SID-16 - 1	26 MAY 2016
AD 2-LHDC-ILS/LOC-05R - 1	31 MAR 2016	AD 2-LHSM-SID-16 - 2	26 MAY 2016
AD 2-LHDC-ILS/LOC-05R - 2	31 MAR 2016	AD 2-LHSM-SID-34 - 1	31 MAR 2016
AD 2-LHDC-NDB-23L - 1	31 MAR 2016	AD 2-LHSM-SID-34 - 2	31 MAR 2016
AD 2-LHDC-NDB-23L - 2	31 MAR 2016	AD 2-LHSM-NDB-16 - 1	31 MAR 2016
AD 2-LHDC-RNAV-05R - 1	31 MAR 2016	AD 2-LHSM-NDB-16 - 2	31 MAR 2016
AD 2-LHDC-RNAV-05R - 2	31 MAR 2016	AD 2-LHSM-NDB-34 - 1	31 MAR 2016
AD 2-LHDC-RNAV-23L - 1	31 MAR 2016	AD 2-LHSM-NDB-34 - 2	31 MAR 2016
AD 2-LHDC-RNAV-23L - 2	31 MAR 2016	AD 2-LHSM-RNAV-16 - 1	31 MAR 2016
AD 2-LHDC-VAC - 1	26 AUG 2010	AD 2-LHSM-RNAV-16 - 2	31 MAR 2016
AD 2-LHDC-VAC - 2	26 AUG 2010	AD 2-LHSM-RNAV-34 - 1	31 MAR 2016
AD 2-LHNY - 1	26 MAY 2016	AD 2-LHSM-RNAV-34 - 2	31 MAR 2016
AD 2-LHNY - 2	26 MAY 2016	AD 2-LHSM-VAC - 1	20 SEP 2012
AD 2-LHNY - 3	26 MAY 2016	AD 2-LHSM-VAC - 2	20 SEP 2012
AD 2-LHNY - 4	26 MAY 2016	AD 2-LHUD - 1	23 JUL 2015
AD 2-LHNY - 5	26 MAY 2016	AD 2-LHUD - 2	23 JUL 2015
AD 2-LHNY - 6	26 MAY 2016	AD 2-LHUD - 3	23 JUL 2015
AD 2-LHNY - 7	26 MAY 2016	AD 2-LHUD - 4	23 JUL 2015
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## 2. INTERNATIONAL SCHEDULED FLIGHTS

### 2.1 General

- a. Unless international agreements or other regulations published below state otherwise, the schedule of international air services arriving in Hungary from outside the EU or EFTA, and air services departing from Hungary to a territory outside the EU or EFTA, are subject to approval of NTA AA. For services not regulated by bilateral/comprehensive agreements the Director General of Civil Aviation may grant provisional permission at his discretion.
- b. International scheduled air services departing from the territory of the EU or EFTA and landing in Hungary, and those departing from Hungary and landing in the EU or EFTA unless the operation crosses Community border, shall be submitted for information purposes to NTA AA.
- c. No authorisation is required for flights in transit across the territory of Hungary and for non-traffic landings, if the State in which the operating airline is registered is a Contracting Party to the International Air Services Transit Agreement.

### 2.2 Procedures for approval - Air carrier from EU or EFTA Member State

**2.2.1** The schedules of international air transport services carried out to/from Hungarian aerodromes from/to EU/EFTA Member States shall be submitted for information purposes at least 15 days prior to the intended date of operation to the NTA AA.

The notification shall include the following documents and data:

- a. valid Operating Licence and Air Operator Certificate,
- b. air carrier security programme,
- c. insurance certificate,
- d. timetable shall include the following data:
  - ICAO three letter designator code of the aircraft operator, flight number, type of aircraft, seating capacity,
  - date, estimated time and airport of departure to Hungary,
  - date, estimated time and airport of arrival / departure at / from Hungary,
  - date, estimated time and following airport of destination,
  - requested period of validity.

In case of flights are going to be operated on code share basis, the notification shall include flight numbers of code share partners (marketing carriers).

If the marketing carrier is a third country operator requests of each carrier have to submitted separately to the NTA AA 30 days before the operation.

Any request for additional flights or ad hoc flights to the confirmed schedule changes shall be notified to the NTA AA at least 5 days prior to changes taking effect.

#### 2.2.2 Procedures for approval - Air carrier operator from a third country

Air carrier from non EU or EFTA Member States may carry out flights to/from the territory of Hungary provided that the operation of the scheduled flights has been authorised in accordance with a bilateral or a multilateral agreement negotiated between Hungary and the relevant States.

If there is no bilateral agreement between the states which can be applicable the Director General of Civil Aviation may grant provisional permission at his discretion.

Request for permission for the operation shall be submitted to the NTA AA. The applications shall be submitted at least 45 days before beginning the operation in case of first application, other subsequent applications shall be submitted at least 30 days before every operational seasons.

The request for the permission shall include:

name, address and ownership of air carrier,

- e. valid Operating Licence and Air Operator Certificate,
- f. copy of designation issued by the State,

- g. aircraft list including airworthiness and noise certificate,
- h. valid insurance certificate,
- i. air carrier security programme,
- j. timetable shall include the following data:
  - ICAO three letter designator code of the aircraft operator, flight number, type of aircraft, seating capacity,
  - date, estimated time and airport of departure to Hungary,
  - date, estimated time and airport of arrival / departure at / from Hungary
  - date, estimated time and following airport of destination,
  - requested period of validity.

In case the flight are going to be operated on code share basis, the application shall include flight numbers of code share partners (marketing carriers). If the marketing carrier is also a third country operator request of each carrier have to submitted separately to the NTA AA 30 days before the operation.

Any request that concerns the approved operation shall be notified to NTA AA at least 10 days prior to the effect of such modification.

### 2.3 Documentary requirements for clearance of aircraft

Two copies of the Cargo Manifest and Loadsheets are required to be submitted by airline operators for clearance on entry and departure of their aircraft to and from Hungary. One copy of the Cargo Manifest must be signed by the authorised agent or the pilot-in-command.

### 2.4 Slot coordination/schedules facilitation of scheduled and ad-hoc flight operations

**2.4.1** According to Hungarian Act XCVII of 1995 on Aviation, HungaroControl Air Navigation Services Pte. Ltd. Co. is authorised to perform the duties of slot coordination/schedules facilitation in Hungary. In order to avoid congestion and to ensure the efficient use of available airport capacity on coordinated/schedules facilitated airports planned arrival and departure timings of scheduled and ad-hoc flights shall be submitted to HungaroControl's Airport Coordination department.

In Hungary, according to Council Regulation (EEC) 95/93, on common rules for the allocation of slots at community airports, Budapest Liszt Ferenc International Airport is designated as schedules facilitated.

Contact details of Airport Coordination:

HungaroControl Pte. Ltd.Co.  
Airport Coordination

Post:H-1675 Budapest P.O. Box 80.

Phone:(+361) 293-4050

Email:budcoord@hungarocontrol.hu

Hours of operation:

Weekdays between 0600-1600 (0500-1500) hours.

Weekends and public holidays between 0600-1400 (0500-1300) hours.

#### 2.4.2 Slot coordination/schedules facilitation of seasonal schedules

Submissions shall be sent in accordance with the deadlines shown in IATA's Worldwide Slot Guidelines (WSG). A copy of WSG can be downloaded from the IATA Scheduling Services website at:

URL:<http://www.iata.org/policy/slots/pages/slot-guidelines.aspx>

The following types of movements are exempt from mandatory submission: government, State, military, ambulance, general/business aviation.

Any changes to the agreed timetables shall be checked with Airport Coordination.

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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
TN	Minimum temperature (followed by figures in TAF)
TNA	Turn altitude
TNH	Turn height
TO	To... (place)
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
TREND	†Trend forecast
TRCC	+Terminal Radar Control Centre
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, GAR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow)
TSA	+Temporary Segregated Area
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)
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

**U**

U	Upward (tendency in RVR during previous 10 minutes)
U/S	Unserviceable
U2	+200 hPa chart
U25	+250 hPa chart
U3	+300 hPa chart
U4	+400 hPa chart
U5	+500 hPa chart
U7	+700 hPa chart
U85	+850 hPa chart
UA	Unmanned aircraft
UAB	Until advised by...
UAC	Upper area control centre
UAR	Upper air route
UAS	Unmanned aircraft system

UDF	Ultra high frequency direction-finding station
UFN	Until further notice
UHDT	Unable higher due traffic
UHF	‡Ultra high frequency (300 to 3 000 MHz)
UIC	Upper information centre
UIR	‡Upper flight information region
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
UP	Unidentified precipitation (used in automated METAR/SPECI)
USD	+US dollar
UTA	Upper control area
UTC	‡Coordinated Universal Time

## V

V	Variations from the mean wind direction (preceded and followed by figures in METAR/SPECI, e.g. 350V070)
VA	Volcanic ash
VAC	Visual approach chart (followed by name/title)
VAL	In valleys
VAN	Runway control van
VAR	Magnetic variation
VAR	Visual-aural radio range
VASIS	Visual approach slope indicator systems
VC	Vicinity of the aerodrome (followed by FG = fog, FC = funnel cloud, SH = shower, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand or BLSN = blowing snow, DS = duststorm, SS = sandstorm, TS = thunderstorm, VA = volcanic ash e.g. VC FG = vicinity fog)
VCY	Vicinity
VDF	Very high frequency direction-finding station
VDL	+VHF Data Link
VER	Vertical
VFR	‡Visual flight rules
VHF	‡Very high frequency (30 to 300 MHz)
VIP	‡Very important person
VIS	Visibility
VLF	Very low frequency (3 to 30 kHz)
VLR	Very long range
VMC	‡Visual meteorological conditions
VOLMET	†Meteorological information for aircraft in flight
VOR	‡VHF omnidirectional radio range
VORTAC	†VOR and TACAN combination
VPA	Vertical path angle
VPT	Visual manoeuvre with prescribed track
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
VTOL	Vertical take-off and landing
VV	Vertical visibility (followed by figures in METAR/SPECI and TAF)
VWS	+Vertical wind shear

## W

W	Sea-surface temperature (followed by figures in METAR/SPECI)
W	West or western longitude
W	White



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WAAS	†Wide area augmentation system
WAC	World Aeronautical Chart – ICAO 1 : 1 000 000 (followed by name/title)
WAFB	World area forecast centre
WB	Westbound
WBAR	Wing bar lights
WD	+Working day
WDI	Wind direction indicator
WDSPR	Widespread
WE	+Weekend
WED	Wednesday
WEF	With effect from or effective from
WGS-84	World Geodetic System - 1984
WI	Within
WID	Width or wide
WIE	With immediate effect or effective immediately
WILCO	†Will comply
WIND	Wind
WIP	Work in progress
WKN	Weaken or weakening
WMO	+World Meteorological Organization
WNW	West-north-west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSPD	Wind speed
WSW	West-south-west
WT	Weight
WTSPT	Waterspout
WWW	Worldwide web
WX	Weather

**X**

X	Cross
XBAR	Crossbar (of approach lighting system)
XNG	Crossing
XS	Atmospherics

**Y**

Y	Yellow
YCZ	Yellow caution zone (runway lighting)
YES	*Yes (affirmative) (to be used in AFS as a procedure signal)
YR	Your

**Z**

Z	Coordinated Universal Time (in meteorological messages)
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**GEN 3.2 AERONAUTICAL CHARTS**

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**1. RESPONSIBLE SERVICES**

- 1.1. The aeronautical charts for the territory of Hungary are published by HungaroControl Pte. Ltd. Co. The charts are provided by the Publications and Static Data Provision Unit of the AIS.

Publication and Static Data Provision Unit:

Phone:(+361) 293-4459

Phone:(+361) 293-4458

Phone:(+361) 293-4144

Email:pubsdo@hungarocontrol.hu

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

- 1.2. The aeronautical charts published in the AIP Hungary are produced in accordance with the provisions contained in ICAO Annex 4 - Aeronautical Charts Edition 11 and with the provisions set forth in ICAO Aeronautical Charts Manual (Doc 8697), with the differences listed in subsection [GEN 1.7](#).

- 1.3. Hours of Service: normal business hours.

**2. MAINTENANCE OF CHARTS**

- 2.1. The aeronautical charts included in the AIP are regularly kept up-to-date or are replaced by the amendments to the AIP. Significant amendments or revisions in aeronautical information to aeronautical chart 1:500 000 are also included in the AIP and may be promulgated by NOTAM, if appropriate. Information concerning new maps and charts will be notified by AIC.
- 2.2. Items of information found to be incorrect after publication, are immediately corrected by NOTAM if they are of operational significance, attention is drawn to the particular chart affected.
- 2.3. Revision of the aeronautical information on all charts is a continuous process and amended reprints are published as regularly as production resources permit. Topographical and hydro graphical information portrayed are also revised when necessary.

**3. PURCHASE ARRANGEMENTS**

- 3.1. The charts as listed under may be obtained from:

HungaroControl AIS

Phone: (+361) 293-4354

Phone:(+361) 293-4471

Fax: (+361) 293-4239

Email:ais@hungarocontrol.hu

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

**4. AERONAUTICAL CHART SERIES AVAILABLE**

- 4.1. The following types of charts are published and available at present:

1. Aeronautical Chart - ICAO 1: 500 000
2. Aerodrome Chart - ICAO
3. Aircraft Parking/Docking Charts - ICAO
4. Aerodrome Obstacle Chart - ICAO Type "A"
5. Precision Approach Terrain Chart - ICAO
6. En route Chart - ICAO
7. Prohibited, Restricted and Danger Areas Chart

8. Instrument Approach Chart - ICAO
9. Visual Approach Chart - ICAO
10. Standard Instrument Departures Chart - ICAO
11. Military Exercise Areas
12. Standard Arrival Chart - Instrument (STAR) - ICAO
13. GPS/FMS RNAV Arrival Chart Transition to Final Approach

A general description and explanation of the intended use of aeronautical charts listed above are given in para 4.2.

#### **4.2 General description of each series**

##### **4.2.1 Aeronautical chart - ICAO 1:500 000**

This coloured chart is produced in Lambert conformal conic projection and consists of one sheet.

The chart covers the area of 4540N to 4840N and from 1600E to 2300E. The topographic basis of the chart comprises built-up areas, railroads, roads, hydrography, topography, significant landmarks and political boundaries.

The aeronautical overprint includes the structure of airspaces, aerodromes, radio navigation facilities with names, frequencies and identification, known obstacles and isogonal information. This chart is designed to serve as a basic aeronautical chart for low speed visual air navigation and for preflight planning of operations.

##### **4.2.2 Aerodrome chart - ICAO**

These charts provide information on the movement area of public aerodromes published in Part AD (runways, taxiways and apron) and portrays the site of major flight operation facilities.

##### **4.2.3 Aircraft parking/docking chart - ICAO**

These charts at a scale of 1:5 000 or 1:2 000 give more detailed information on the parking areas and procedures. It provides a more detailed of parts of the aerodrome ground movement chart above.

##### **4.2.4 Aerodrome obstacle chart - ICAO**

The Aerodrome Obstacle Charts, Type "A" are available for Budapest Liszt Ferenc International Airport. The horizontal scale of these charts is 1:20 000 or 1:12 500 and they show the obstacles in the final approach/take-off flight path areas. The charts are included in part AD.

##### **4.2.5 Precision approach terrain chart**

These charts provide detailed terrain profile information of the final approach areas so as to enable aircraft operators to assess the effect of the terrain on decision height determination by the use of radio altimeters. These charts are included in part AD.

##### **4.2.6 En route chart - ICAO**

This chart is produced at a scale of 1:1 000 000.

The aeronautical information are of light blue, magenta, yellow and green colour.

The function of these charts is to facilitate the task of flight crews in navigating by radio aids and significant points, in compliance with ATS procedures, during flights within the Budapest FIR. The charts contain all the information relevant to the structure of controlled and uncontrolled airspaces, and the radio navigation facilities, type of service, identification, frequencies, and position coordinates.

The chart is included in part ENR 6.

##### **4.2.7 Prohibited, restricted and danger areas chart**

The prohibited, restricted and danger areas relevant to the ATS airspaces shown on the en route and area charts are depicted with their identification and vertical limit on a separate sheet at a scale of 1:1 500 000 to avoid congestion on these charts. This separate sheet is in Part ENR 6.

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**4.2.8 Military Exercise Areas**

The primary function of this type of chart is to provide information on military exercises areas (TRAs) at a scale of 1: 1 500 000.

**4.2.9 Instrument approach chart**

These charts are produced for each IAP available at aerodromes. The aeronautical information depicted is dark blue colour.

Waypoints are shown in green overlay to facilitate BRNAV operations.

These charts are at a scale of 1:250 000 and included in part AD 2.

**4.2.10 Visual approach chart**

These charts are produced at different scales on coloured topographic base. The primary function is to provide information on the visual approach procedures available at aerodromes published in Part AD 2. The holding patterns and minimum holding altitudes associated with the approach procedures are shown.

**4.2.11 Standard instrument departures chart**

These charts at a scale of 1:500 000 or 1:250 000 provide flight crew with information to enable them to comply with the designed SID route from the take-off to the en-route phase of flight. Each chart includes relevant aeronautical information as well as the textual description of the designated SID routes.

Waypoints are shown in green overlay to facilitate BRNAV operations.

**5. LIST OF AERONAUTICAL CHARTS AVAILABLE**

All series listed are part of the AIP

Title of series	Scale	Name and/or number	Price (HUF)	Date
Aeronautical Chart - ICAO		<b>Hungary</b>		
	1:500 000	2252-B 2251A	2000.-	31 AUG 2015
En route Chart - ICAO		<b>Hungary</b>		
	1:1 000 000	ENR 6-LHCC-ERC	500.-	12 NOV 2015
Appendix to En route Chart - ICAO	Nil	ENR 6-LHCC-ERC-MISC1A	500.-	12 NOV 2015
		ENR 6-LHCC-ERC-MISC1B	500.-	12 NOV 2015
		ENR 6-LHCC-ERC-MISC2	500.-	12 NOV 2015
Military Exercise Areas		<b>Hungary</b>		
	1:1 500 000	ENR 6-LHCC-TRA	200.-	03 JUL 2008
P/R/D Areas		<b>Hungary</b>		
	1:1 500 000	ENR 6-LHCC-PRD	200.-	12 NOV 2015
Aerodrome Chart - ICAO		<b>Békéscsaba</b>		
	1:10 000	AD 2-LHBC-ADC	200.-	14 NOV 2013
		<b>Budapest/Liszt Ferenc International Airport</b>		
	1:10 000	AD 2-LHBP-ADC	200.-	26 MAY 2016
Appendix 1 to ADC	Nil	AD 2-LHBP-MISC-ARR	200.-	12 NOV 2015
Appendix 2 to ADC	Nil	AD 2-LHBP-MISC-DEP	200.-	12 NOV 2015
		<b>Debrecen</b>		
	1:10 000	AD 2-LHDC-ADC	150.-	26 MAY 2016
		<b>Nyíregyháza</b>		
	1:7 500	AD 2-LHNY-ADC	150.-	26 MAY 2016
		<b>Pécs/Pogány</b>		
	1:10 000	AD 2-LHPP-ADC	150.-	12 NOV 2015

Title of series	Scale	Name and/or number	Price (HUF)	Date
		<b>Győr/Pér</b>		
	1: 10 000	AD 2-LHPR-ADC	200.-	26 JUN 2014
		<b>Hévíz/Balaton</b>		
	1:10 000	AD 2-LHSM-ADC	150.-	14 NOV 2013
		<b>Szeged</b>		
	1:10 000	AD 2-LHUD-ADC	150.-	31 MAR 2016
Aerodrome Obstacle Chart - ICAO - Type A		<b>Budapest/Liszt Ferenc International Airport</b>		
	1:20 000	RWY 13R/31L AD 2-LHBP-AOC/A 13R/31L	150.-	23 JUL 2015
	1:20 000	RWY 13L/31R AD 2-LHBP-AOC/A 13L/31R	150.-	23 JUL 2015
		<b>Debrecen</b>		
	1:12 500	AD 2-LHDC-AOC/A	200.-	26 AUG 2010
		<b>Pécs/Pogány</b>		
	1:20 000	AD 2-LHPP-AOC/A	200.-	26 AUG 2010
		<b>Hévíz/Balaton</b>		
	1:20 000	AD 2-LHSM-AOCA-1634	200.-	20 SEP 2012
Aircraft Parking/Docking Chart - ICAO		<b>Budapest/Liszt Ferenc International Airport</b>		
	1:5 000	AD 2-LHBP-PDC/1	200.-	14 NOV 2013
	1:5 000	AD 2-LHBP-PDC/2	200.-	12 NOV 2015
	1:5 000	AD 2-LHBP-PDC/3	200.-	30 MAY 2013
Instrument Approach Chart - ICAO		<b>Békéscsaba</b>		
	1:275 000	AD 2-LHBC-NDB 17L	200.-	31 MAR 2016
	1:275 000	AD 2-LHBC-NDB 35R	200.-	31 MAR 2016
	1:275 000	AD 2-LHBC-RNAV 17L	200.-	31 MAR 2016
	1:275 000	AD 2-LHBC-RNAV 35R	200.-	31 MAR 2016
		<b>Budapest/Liszt Ferenc International Airport</b>		
	1:300 000	AD 2-LHBP-ILS/LOC-13L	200.-	26 MAY 2016
	1:300 000	AD 2-LHBP-VOR-13L	200.-	26 MAY 2016
	1:500 000	AD 2 LHBP-RNAV-13L	200.-	26 MAY 2016
	1:300 000	AD 2-LHBP-ILS/LOC-13R	200.-	26 MAY 2016
	1:500 000	AD 2 LHBP-RNAV-13R	200.-	26 MAY 2016
	1:300 000	AD 2-LHBP-ILS/LOC-31L	200.-	26 MAY 2016
	1:500 000	AD 2 LHBP-RNAV-31L	200.-	26 MAY 2016
	1:300 000	AD 2-LHBP-ILS/LOC-31R	200.-	26 MAY 2016
	1:500 000	AD 2 LHBP-RNAV-31R	200.-	26 MAY 2016
	1:300 000	AD 2-LHBP-VOR-31R	200.-	26 MAY 2016
		<b>Debrecen</b>		
	1:250 000	AD 2-LHDC-ILS/LOC-05R	200.-	26 MAY 2016
	1:250 000	AD 2-LHDC-NDB-23L	200.-	31 MAR 2016
	1:250 000	AD 2-LHDC-RNAV-05R	200.-	31 MAR 2016
	1:250 000	AD 2-LHDC-RNAV-23L	200.-	31 MAR 2016

Title of series	Scale	Name and/or number	Price (HUF)	Date
		<b>Pécs/Pogány</b>		
	1:250 000	AD 2-LHPP-NDB-16	200.-	31 MAR 2016
	1:250 000	AD 2-LHPP-ILS/LOC-34	200.-	26 MAY 2016
		<b>Győr/Pér</b>		
	1:250 000	AD 2-LHPR-VOR-12	200.-	31 MAR 2016
	1:250 000	AD 2-LHPR-ILS/LOC-30	200.-	26 MAY 2016
	1:250 000	AD 2-LHPR-VOR-30	200.-	31 MAR 2016
	1:250 000	AD 2-LHPR-RNAV-12	200.-	31 MAR 2016
	1:250 000	AD 2-LHPR-RNAV-30	200.-	31 MAR 2016
		<b>Hévíz/Balaton</b>		
	1:250 000	AD 2-LHSM-ILS/LOC-16	200.-	31 MAR 2016
	1:250 000	AD 2-LHSM-NDB-16	200.-	31 MAR 2016
	1:250 000	AD 2-LHSM-NDB-34	200.-	31 MAR 2016
	1:250 000	AD 2-LHSM-RNAV-16	200.-	31 MAR 2016
	1:250 000	AD 2-LHSM-RNAV-34	200.-	31 MAR 2016
Precision Approach Terrain Chart - ICAO		<b>Budapest/Liszt Ferenc International Airport</b>		
	1:2 000	AD 2-LHBP-PATC 13R/31L	100.-	25 AUG 2011
	1:2 000	AD 2-LHBP-PATC 13L/31R	100.-	25 AUG 2011
Standard Arrival Chart - Instrument (STAR) - ICAO		<b>Debrecen</b>		
	1:250 000	AD 2-LHDC-STAR	200.-	26 MAY 2016
Standard Departure Chart - Instrument (SID) - ICAO		<b>Budapest/Liszt Ferenc International Airport</b>		
	1:500 000	RWY 13L/13R AD 2-LHBP-SID-13	200.-	26 MAY 2016
	1:500 000	RWY 31L/31R AD 2-LHBP-SID-31	200.-	26 MAY 2016
		<b>Debrecen</b>		
	1:250 000	AD 2-LHDC-SID-05R	200.-	26 MAY 2016
	1:250 000	AD 2-LHDC-SID-23L	200.-	26 MAY 2016
		<b>Győr/Pér</b>		
	1:250 000	AD 2-LHPR-SID-12	200.-	31 MAR 2016
	1:250 000	AD 2-LHPR-SID-30	200.-	31 MAR 2016
		<b>Hévíz/Balaton</b>		
	1:250 000	AD 2-LHSM-SID-16	200.-	26 MAY 2016
	1:250 000	AD 2-LHSM-SID-34	200.-	31 MAR 2016
Visual Approach Chart - ICAO		<b>Békéscsaba</b>		
	1:75 000	AD 2-LHBC-VAC	400.-	14 NOV 2013
		<b>Budapest/Liszt Ferenc International Airport</b>		
	1:125 000	AD 2-LHBP-VAC	400.-	31 MAR 2016
		<b>Debrecen</b>		
	1:75 000	AD 2-LHDC-VAC	400.-	26 AUG 2010
		<b>Pécs/Pogány</b>		
	1:75 000	AD 2-LHPP-VAC	400.-	26 AUG 2010

Title of series	Scale	Name and/or number	Price (HUF)	Date
		<b>Győr/Pér</b>		
	1:75 000	AD 2-LHPR-VAC	400.-	26 JUN 2014
		<b>Hévíz/Balaton</b>		
	1:75 000	AD 2-LHSM-VAC	400.-	20 SEP 2012
		<b>Szeged</b>		
	1:75 000	AD 2-LHUD-VAC	400.-	31 MAR 2016
GPS/FMS RNAV Arrival Chart Transition to Final Approach		<b>Budapest/Liszt Ferenc International Airport</b>		
	1:500 000	AD 2-LHBP-ARR-13L	200.-	26 MAY 2016
	1:500 000	AD 2-LHBP-ARR-13R	200.-	26 MAY 2016
	1:500 000	AD 2-LHBP-ARR-31L	200.-	26 MAY 2016
	1:500 000	AD 2-LHBP-ARR-31R	200.-	26 MAY 2016



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**GEN 3.4 COMMUNICATION SERVICES**

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**1. RESPONSIBLE SERVICE**

The organisation responsible for the administration and provision of the aeronautical communication services in Hungary is:

HungaroControl Pte.Ltd.Co.

Post:H-1675 Budapest PO Box 80

AFS:LHBPYTYX

Fax:(+361) 293-4300

Fax:(+361) 293-4333

**2. AREA OF RESPONSIBILITY**

Responsibility for the day-to-day operation of these services is vested in the Chief of Communication and Navigation of HungaroControl, located at Budapest Liszt Ferenc International Airport. Inquires, suggestions or complaints regarding any telecommunication service should be referred to the Chief of Communication and Navigation. AFTN address: LHBPYTYX

**3. TYPES OF SERVICE****3.1 Radio navigation service**

The following types of radio aids to navigation are available:

- LF/MF Non-directional Beacon (NDB)
- Instrument Landing System (ILS)
- VHF Omnidirectional Radio Range (VOR)
- Distance-Measuring Equipment (DME)
- Surveillance Radar Equipment (SRE)
- Secondary Surveillance Radar (SSR) Equipment
- Surface Movement Radar (SMR)

The broadcasting stations are not usable for radio navigation purposes.

**3.2 Voice / Data Link services****3.2.1 Voice service**

The aeronautical stations maintain a continuous watch on their stated FREQ during the published hours of service unless otherwise notified.

An ACFT should normally communicate with the air-ground radio station which exercises ATS in the area in which it is flying. ACFT should maintain continuous watch on the appropriate FREQ of the station and should not abandon watch, except in an emergency, without informing the radio station.

**3.2.2 Data Link service - Controller-Pilot Data Link Communication (CPDLC)**

General

The controller-pilot data link communication (CPDLC) application provides a means of communication between the controller and the pilot, using data link for ATC communication. This application includes a set of clearance / information / request message elements which correspond to the phraseologies used in the radiotelephony environment. CPDLC services are available for ACFT in the entire Hungarian airspace above FL285.

The following CPDLC services are provided in this airspace:

- DLIC (data link initiation capability)
- ACL (ATC clearances and instructions)

- ACM (ATC communications management)
- AMC (ATC microphone check)

The use of CPDLC is not mandatory in this airspace and is conducted at the discretion of ATC and at the initiative of the pilots concerned. If the pilot or ATC is of the opinion that CPDLC should no longer be used in the given circumstances, CDPLC shall be discontinued or terminated and the other party shall be informed about this by voice communication.

The ATN VDL Mode 2 CPDLC is supported only, connection with FANS equipment is not possible.

### 3.2.2.1 Flight Plan

Pilots shall file their ACFT 24-bit address code in Item 18 of their flight plan (CODE / (hexadecimal)).

### 3.2.2.2 CPDLC Use

In the area of responsibility of Budapest ACC, voice communication and radiotelephony instructions have priority over CPDLC instructions at all times. A clearance requested by the pilot via CPDLC should be issued via CPDLC. A clearance requested by the pilot via radiotelephony should be issued via radiotelephony. If the controller is asking explicitly for a voice read back of a CPDLC clearance the following phraseology should be used by the pilot:

Example: "CALL SIGN - CONFIRMING CPDLC CLIMB FL 360".

Clearances shall not be executed until the WILCO message has been sent back. If uncertainty arises regarding a data link message, voice communication shall always be used. CPDLC exchanges with the Budapest ACC shall only be conducted when the ACFT is under the control and responsibility.

### 3.2.2.3 DLIC Log-on

The data link address for Budapest ACC is LHCC.

CPDLC shall be established in sufficient time to ensure that the ACFT is communicating with the appropriate ATC unit. Log-on shall be initiated by the pilot. Pilots shall log-on using their ICAO call sign as filed in the flight plan. Pilots shall not use a two-letter IATA flight ID, or insert a leading zero [0] into a call sign, as these actions will result in a failed log-on.

Log-on should be initiated 15 minutes prior to entry the Budapest FIR. For ACFT departing from an AD in close proximity to the Budapest FIR, log-on can be initiated on the ground or after being airborne, but it is expected that the log-on will only be successful when the ACFT arrives into the coverage area. Irrespective of the number of Budapest ACC sectors entered during flight, only one log-on per flight is required.

### 3.2.2.4 CPDLC Services

- ATC Clearances and Instructions (ACL)  
Pilots may receive the uplink messages via data link. Pilots may request changes to flight levels (climb or descent) via data link or clearance direct to a point on their route. Pilots are able to send emergency messages as well.
- ATC Communication Management (ACM)  
The pilot response to an ATC instruction to change frequency shall be WILCO. If the pilot is unable to comply with this data link instruction, he shall revert to voice communication to inform ATC. When an ACFT is transferred by data link to an adjacent sector / ATSU, the pilot shall acknowledge the instruction by WILCO, and shall then contact the next sector / ATSU by voice communication on the FREQ given.
- ATC Microphone Check (AMC)  
A "Check Stuck Microphone" instruction may be sent by ATC in cases where an ACFT is inadvertently blocking a radio frequency. If the "Check Stuck Microphone" instruction relates to the radio telephony FREQ currently being used, then the pilot shall check that their radio equipment is not causing the blockage. If the "Check Stuck Microphone" instruction does not relate to the radio telephony FREQ being used, then no further action by the pilot is required.

### 3.2.2.5 Message Restrictions

Pilots shall not use free-format free-text messages when communicating with Budapest ACC via CPDLC. Use of such free-text messages will result in an error response.

**3.2.2.6 Log-off**

Log off is automatic on exiting from the Budapest FIR or landing in the Budapest FIR. No pilot action is then required.

**3.2.2.7 CPDLC Failure**

In the case of a CPDLC failure, CPDLC clearances that have not yet been confirmed shall be repeated over radiotelephony and / or confirmed.

If the pilot or ATC is of the opinion that CPDLC should no longer be used in the given circumstances, CPDLC shall be discontinued or terminated and the other party shall be informed about this by voice communication.

In the case of a planned shut down or an unexpected failure of the CPDLC system, ATC will instruct all ACFT equipped with data link to return to voice communication. In the case of an on board failure of CPDLC, the pilot shall return to voice communication and inform the ATC.

**3.2.2.8 CPDLC Messages**

The controller or the pilot shall construct CPDLC messages using the defined message set. The following uplink clearances and instructions may be expected by pilots using CPDLC:

ATC Uplink Clearances, Answers, Instructions and Information:

- UNABLE
- STANDBY
- MAINTAIN
- CLIMB TO
- DESCEND TO
- PROCEED DIRECT TO
- CURRENT DATA AUTHORITY
- CONTACT
- SQUAWK
- CHECK STUCK MICROPHONE
- ERROR
- NEXT DATA AUTHORITY
- SERVICE UNAVAILABLE
- SQUAWK IDENT
- FLY HEADING
- LOGICAL ACKNOWLEDGEMENT
- REQUEST AGAIN WITH NEXT UNIT

The following downlink requests, answers or information may be sent by pilots using CPDLC with Budapest ACC:

- WILCO
- UNABLE
- STANDBY
- REQUEST level
- REQUEST DESCENT TO
- REQUEST DIRECT TO
- PAN PAN PAN
- MAYDAY MAYDAY
- SQUAWKING 7500

- DUE TO WEATHER
- DUE TO AIRCRAFT PERFORMANCE

When using CPDLC, the maximum dialogue time is 120 seconds. CPDLC shall only be used for non-time-critical requests, i.e. requests that do not require the immediate reaction of the controller. Nevertheless, as in radiotelephony CPDLC messages shall be answered with the least possible delay. If the downlink request is cut off because the time limit was exceeded, the pilot should also repeat the request via radiotelephony.

**3.3 Broadcasting service**

The following broadcasts are available for the use of aircraft in flight:

- a. VHF RTF Meteorological Broadcast (VOLMET). Full details are given in [GEN 3.5](#).
- b. Automatic Terminal Information Service (ATIS) [See AD 2-LHBP AD-2.18](#)

**3.4 Language**

The language used is English.

**3.5 Where detailed information can be obtained**

HungaroControl Pte.Ltd.Co.  
Post:H-1675 Budapest PO Box 80  
AFS:LHBPYDYX  
Fax:(+361) 293-4300  
Fax:(+361) 293-4333

**4. REQUIREMENTS AND CONDITIONS**

The requirements of the General Directorate of Civil Aviation and general conditions under which the communication services are available for international use, as well as the requirements for the carriage of radio equipment, conform with the provisions of ICAO Annex 10 - Aeronautical Telecommunications - and ICAO Annex 6 - Operation of Aircraft respectively.

Aeronautical Fixed Services										
Station			Correspondent		Type of channel	Radio Frequency		Type of traffic	Hours	Remarks
Name	Location Indicator	Call sign	Name	Call sign		Trans. KHz	Rec. KHz			
Budapest			Arad Beograd Bratislava Lviv Vienna Zagreb		LTF			ATS	H24	
Budapest Liszt Ferenc International Airport	LHBP		Beograd Bucuresti Moscow Praha		LTTdx			AFTN	H24	Emergency to: (61) 224054 Answer back code: airpt h

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**ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES**

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**1. GENERAL**

- 1.1. Holding, approach and departure procedures are based on the criteria and specifications of ICAO Doc. 8168 (PANS/OPS). For differences [See GEN 1.7 para 21.](#)

**2. APPROACH PROCEDURES**

The following approach procedures are applied:

- Standard Arrival Routes - STAR - (conventional, RNAV)
- GPS/FMS RNAV Arrival - Transition to Final Approach
- Precision Approach Procedures (ILS)
- Non-Precision Approach Procedures (LOC, VOR (RWY 31R/13L), NDB, RNAV(GPS))

**3. DEPARTURE PROCEDURES**

- 3.1. IFR flights departing from controlled aerodrome will receive their ATC clearance from local control tower. The clearance limit will normally be the aerodrome of destination.

- 3.1.1 A departing controlled IFR flight operating in instrument meteorological conditions, having acknowledged an initial or intermediate clearance to climb to a level other than the one specified in the current flight plan for the enroute phase of the flight, and experiencing two-way radio communication failure should, if no time limit or geographical limit was included in the climb clearance, maintain for a period of seven minutes the level to which it was cleared and then continue its flight in accordance with the current flight plan.

Note 1.- The effect of this procedure is to introduce a uniform clearance limit for application in cases where the use of tactical control methods by air traffic control makes it impracticable to include a time limit or a geographical limit in each climb clearance.

Note 2.- The level specified in the current flight plan means the level contained in the enroute air traffic control clearance acknowledged by the pilot.

- 3.1.2 A departing controlled IFR flight being vectored by radar away from the route specified in its current flight plan and experiencing two-way radio communication failure should proceed in the most direct manner to the route specified in the current flight plan.

- 3.1.3 ATC will consider every aircraft at the holding point as able to commence line up and take-off roll immediately after clearance issued.

When line up clearance and take-off clearance can not be issued at the same time, ATC will expect and has planned on seeing movement within 10 seconds of take-off clearance being issued. Pilots unable to comply with this requirement, shall notify ATC as early as possible before reaching the holding position.

- 3.2. IFR flights departing from non-controlled aerodromes shall make arrangements with BUDAPEST ACC (FIC) prior take-off.

- 3.3. For local instructions see AD part.

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**ENR 3.6 EN ROUTE HOLDING****1. HOLDING PROCEDURES WITHIN BUDAPEST TMA**

HLDG ID/FIX/WPT Coordinates	INBD TR (°MAG)	Direction of PTN	MAX IAS (KT)	MNM - MAX HLDG LVL FL/FT (MSL)	TIME (MIN) or DIST OUBD	Controlling unit and Frequency
1	2	3	4	5	6	7
TÁPIÓSÁP/TPS Tápiósáp VOR/DME NDB 472935.73N 0192646.40E	246	Left	230	5 000 FT - 10 000 FT	1 minute	BUDAPEST APP 129.7MHZ
AGMAS/AGMAS 472903.400M 0194129.831E	309	Right	230	TRL - FL190		BUDAPEST APP 129.7MHZ
VEBOS/VEBOS 471823.360N 0183813.850E	094	Left	230	TRL - FL190		BUDAPEST APP 129.7MHZ
MAMOS/MAMOS 474715.794N 0190401.409E	128	Left	230	7 000 FT- FL190		BUDAPEST APP 129.7MHZ

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3. DANGER AREAS

Identification, Name and Lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
<b>LHD2A / HAJMASKER</b> 470903N 0175624E - 470903N 0180054E - 471003N 0180354E - 471233N 0180654E - 471503N 0180154E - 471133N 0175554E - 470903N 0175624E	FL 245 / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range
<b>LHD2B / VARPALOTA</b> 471623N 0181254E - 471533N 0180324E - 471233N 0180654E - 471233N 0181454E - 471503N 0181654E - 471623N 0181254E	FL 300 / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range
<b>LHD3 / TATARSZENTGYORGY</b> 471200N 0191246E - 471101N 0191132E - 470924N 0191132E - 470909N 0191145E - 470427N 0192615E - 470456N 0192701E - 470735N 0192306E - 471200N 0191246E	FL 300 / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range
<b>LHD11/ DOC</b> 462804N 0200554E - 462704N 0200624E - 462804N 0201024E - 462924N 0200934E - 462804N 0200554E	7500 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range
<b>LHD14 / HAJDUHADHAZ</b> 474104N 0214053E - 474004N 0214623E - 474304N 0214553E - 474304N 0214223E - 474104N 0214053E	FL 105 / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range
<b>LHD15 / EGERBAKTA</b> 475633N 0201753E - 475633N 0201953E - 475903N 0201923E - 480003N 0201623E - 475633N 0201753E	3800 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range
<b>LHD16 / IZBEG</b> 474233N 0190024E - 474233N 0185654E - 474033N 0185824E - 474233N 0190024E	2300 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range
<b>LHD17 / GYORSZENTIVAN</b> 474304N 0174554E - 474103N 0174554E - 474203N 0175154E - 474343N 0174854E - 474304N 0174554E	3800 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range
<b>LHD18 / CSORNA/AKASZTO</b> 464134N 0191154E - 464404N 0190824E - 463634N 0190824E - 463404N 0191154E - 464134N 0191154E	3800 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range
<b>LHD21 / SZOMOD</b> 474103N 0182154E - 473803N 0182554E - 474203N 0182624E - 474233N 0182254E - 474103N 0182154E	FL 105 / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range

Identification, Name and Lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
<b>LHD24 / SANTOS</b> 462134N 0175055E - 461804N 0174955E - 461834N 0175225E - 462034N 0175225E - 462134N 0175055E	3800 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range
<b>LHD29 / PUSPOKSZILAGY</b> 474533N 0192054E - 474803N 0191454E - 474703N 0191254E - 474533N 0192054E	3800 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range
<b>LHD30 / ERD</b> 472633N 0184454E - 472403N 0184854E - 472703N 0184754E - 472703N 0184624E - 472633N 0184454E	3800 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range
<b>LHD33 / ALLAMPUSZTA</b> 464204N 0190124E - 463904N 0190424E - 464104N 0190954E - 464434N 0190624E - 464204N 0190124E	2300 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range
<b>LHD34 / MARIANOSZTRA</b> 475603N 0184954E - 475302N 0184554E - 475203N 0185154E - 475303N 0185554E - 475603N 0185354E - 475603N 0184954E	2300 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range
<b>LHD36A / HAJMASKER</b> 470743N 0174825E - 470903N 0175624E - 471103N 0180654E - 471503N 0180154E - 471633N 0175754E - 471403N 0174654E - 470743N 0174825E	FL 145 / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range
<b>LHD36B / VARPALOTA</b> 471003N 0180354E - 470933N 0181924E - 471933N 0181654E - 471833N 0175954E - 471003N 0180354E	FL 145 / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range
<b>LHD37 / SIMONTORNYA</b> 464503N 0183224E - 464203N 0183054E - 464333N 0183354E - 464503N 0183224E	3800 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range
<b>LHD39 / CIGAND</b> A circle radius 2 KM centered on 481703N 0215422E	2300 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range
<b>LHD50 / HARKA</b> A circle radius 2 KM centered on 473903N 0163355E	2300 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range

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Identification, Name and Lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
<b>LHD52 / KOSZEG</b> A circle radius 2 KM centered on 472333N 016345E	2300 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range
<b>LHD53 / NADASD</b> A circle radius 2 KM centered on 465903N 016345E	2300 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range
<b>LHD55 / SZUGY</b> A circle radius 2 KM centered on 480403N 0191953E	2300 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Activation will be announced by NOTAM Firing range

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## 3. DROP ZONES

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
<b>LHSDZLHBC / BEKESCSABA</b> A circle radius 7 KM centered on 464036N 0210938E	FL 155 / 4000 FT ALT	Contact: LHBC AFIS	HX Class: G
<b>LHSDZLHBD / BORGOND</b> 471037N 0182857E - 470619N 0182317E - 470145N 0182636E - 470237N 0183147E - 470840N 0183425E - 471037N 0182857E substracted the LHB24 airspace.	FL 155 / GND	Contacts: (+36) 30-959-8897, (+36) 20-978- 9128.	HX Class: G
<b>LHSDZLHDV / DUNAUJVAROS</b> A circle radius 5 KM centered on 465318N 0185438E	FL 135 / GND	Contacts: (+36) 70-312-0886, (+36) 20-961- 2900	HX Class: G
<b>LHSDZLHGD / GODOLLO</b> A circle radius 1.85 KM centered on 473425N 0191957E	FL 145 / GND	Contacts: (+36) 30-934-3199, (+36) 70-332- 2198.	HX Class: G
<b>LHSDZLHKA / KALOCSA</b> 463356N 0185419E - 463435N 0185817E - 463118N 0190123E - 463000N 0185519E - 463356N 0185419E	FL 135 / GND	Contacts: (+36) 20-777-919	HX Class: G
<b>LHSDZLHKH / KISKUNFELEGYHAZA</b> 464600N 0194546E - 464800N 0195100E - 464558N 0195533E - 464200N 0195600E - 464600N 0194546E	FL 135 / GND	Contacts: (+36) 20-938-9453, (+36) 30-968- 6199	HX Class: G
<b>LHSDZLHKV / KAPOSUJLAK</b> 463100N 0173400E - 463100N 0174700E - 461800N 0174700E - 461800N 0173400E - 463100N 0173400E	FL 165 / GND	Contacts: (+36) 20-777-9135, (+36) 20-777- 9989.	HX Class: G
<b>LHSDZLHMP / MATKOPUSZTA</b> A circle radius 5.556 KM centered on 464758N 0194102E substracted the Kecskemet MCTR airspace.	FL 145 / GND	Contacts: (+36) 20-745-4367, (+36) 20-961- 2900.	HX Class: G
<b>LHSDZLHNY / NYIREGYHAZA</b> A circle radius 10 KM centered on 475856N 0214100E	FL 155 / 4000 FT ALT	Contact: LHNY AFIS	HX Class: G
<b>LHSDZLHSK / KILITI SKYDIVE BALATON</b> A circle radius 11.11 KM centered on 465119N 0180551E	FL 155 / GND	Contacts: (+36) 70-611-5343, (+36) 70-433- 3304.	HX Class: G
<b>LHSDZLHTL / TOKOL</b> A circle radius 3.15 KM centered on 472037N 0185909E	FL 145 / 3500 FT ALT	Contact: LHNL TWR (+361) 999-1174	HX Class: G

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Type of aid MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency (ies)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS 13L (CAT II)						ILS class: II.T.4
LOC (+3.485° / 01-JAN-06)	BPL	109.15 MHZ	H24	472515.10N 0191750.03E		128 MAG / 340 M from RWY 31R
GP		331.25 MHZ	H24	472639.74N 0191542.73E		GP Angle: 3°; 320 M from RWY 13L
PDME	BPL	28Y	H24	472639.7N 0191542.7E	155 M	
ILS 31R (CAT IIIA)						ILS class: III.E.4
LOC (+3.485° / 01-JAN-06)	BPR	109.5 MHZ	H24	472651.04N 0191515.02E		308 MAG / 340 M from RWY 13L
GP		332.6 MHZ	H24	472525.63N 0191723.26E		GP Angle: 3°; ILS RDH: 15 M
PDME	BPR	32X	H24	472525.63N 0191723.26E	131 M	290 M from RWY 31R
DVOR/DME (decl.: +4.4°)	BUD	117.3 MHZ 120X	H24	472701.60N 0191457.99E	162 M	Coverage: 100 NM/185 km ATIS is also transmitted. DME COORD: 472701.4N 0191457.5E
NDB	JBR	517 KHZ	H24	472937.5N 0195340.6E		Coverage: 30NM/55km
DVOR/DME (decl.:+4.3°)	MNR	112.5 MHZ 72X	H24	472005.0N 0192419.7E	138 M	Coverage: 100 NM/185 km DME COORD: 472004.71N 0192420.14E
NDB	MNR	288 KHZ	H24	472016.1N 0192359.2E		Coverage: 60NM/110km
DVOR/DME (decl.: +3.5°)	PTB	117.1 MHZ 118X	H24	470908.0N 0184432.3E	138 M	Coverage: 100 NM/185 km DME COORD: 470907.6N 0184432.1E
DVOR/DME (decl.: +3.9°)	TPS	115.9 MHZ 106X	H24	472935.7N 0192646.4E	252 M	Coverage: 100 NM/185 km DME COORD: 472935.77N 0192645.79E
NDB	TPS	306 KHZ	H24	472936.2N 0192644.6E		Coverage: 60NM/110km

**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) and allocates squawk. When the flight is given a discrete departure route other than a SID, the initial cleared altitude is provided as well. [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 slot of the flight has expired (aircraft is not ready for start up at 10 minutes prior to CTOT), ATC will not issue start-up clearance and the operator (or its representative) shall 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: 01-06, R110-R117, 107-109, and Terminal 2: 31-40, 42-45 and R270-R279, R220-R223, R224-R227, 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. The only exceptions are prop/turboprop aircraft following power back procedures on stands R220-R223, R224-R227.

- 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 30 000 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 braking action is at or less than medium to poor.

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.

The start-up and push-back procedures from stand 45 are restricted. Engine start-up during the push-back procedure is not allowed (silent push-back). It is only allowed at the break away point.

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.



to be used for take-off.

### 2.1.2 Runway direction 13

In case of arriving traffic, runway 13R, and 13L with the restrictions defined in this chapter are to be used for landing. In the case of traffic departing from Terminal 2 and ICAO Code E traffic departing from Terminal 1, runway 13L, and, in case of ICAO Code A, B, C and D traffic departing from Terminal 1, runway 13R is to be used, but if traffic conditions require, runway 13L is to be used for take-off.

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

For noise protection reasons, primarily runway 31R and runway 13R are to be used by arriving traffic during the night, in compliance with the prevailing legal provisions. Light turbulence category aircraft arriving for the Terminal 1 apron may also use runway 31L for landing outside of the period of deep sleep, from midnight to 0400.

For noise protection reasons, from midnight to 0400, runway 13L is to be used for take-off and runway 31R is to be used for landing. In the case of runway 13L/31R being closed during this period, runway 13R is to be used for take-off and runway 31L is to be used for landing.

## 2.3 Restrictions on landings on runway 13L

For noise protection reasons, runway 13L may only be used for landing on working days between 0700 - 2100 (0600-2000) by aircraft which at least comply with the noise requirements of ICAO Annex 16 Vol. I., Chapter 3, and which do not exceed a MTOW of 100 tonnes.

## 2.4 Exceptions:

Deviation from the basic rules on runway use is only possible under the following circumstances:

- During the closure of one of the two runways due to maintenance works, or another unexpected event;
- In case of calibration flights;
- If noise abatement considerations cannot be taken into account during the selection of the runway to be used, based on section 7.2 of appendix 2 of decree no. 16/2000. (XI.22.) of the Minister of Transport and Water Affairs;
- If the pilot-in-command of the aircraft rejects the runway use offered on the basis of noise abatement considerations, citing aviation safety reasons;
- If the aircraft is in an emergency;
- If no ILS approach is available on the runway selected on the basis of standard regulations.

## 3. ARRIVALS

3.1. It is prohibited for arriving aircraft to perform an approach below the glide path determined for the 3° theoretical glide path in the PAPI glide path or in the given approach procedure from the FAP / FAF (Final Approach Point / FIX). Aircraft performing calibration flights are exceptions to this rule.

3.2. The noise abatement behaviour expected of aircraft pilots during arrivals is as follows:

- Prior to final approach, the last reported altitude must be maintained for as long as possible.
- The reduction of the speed of the aircraft and the release of the landing gear and of high lift devices must be planned so that the conditions for a stabilised approach and the appropriate approach speed are in place by 5 NM from the touchdown point, at the latest, on the final approach.
- Descent during final approach should be controlled so that increases to engine power can be avoided as much as possible.
- During nighttime, from 2100 - 0500 (2000-0400) the use of reverse thrust should be limited to idle thrust, except if operational circumstances require the use of a higher level of thrust.

## 4. DEPARTURES

4.1. The use of taxiways for runway 13L/31R for departing aircraft for noise abatement reasons:

- In the case of departure from runway 13L, pilots are requested by the airport operator to plan take-off from taxiway intersection K, if possible.

- If a departing aircraft belonging to the medium or heavy turbulence category receives/is given runway 31R for take-off, it must commence take-off from the end of the runway, using taxiway A9. If runway 13R/31L is not available, a runway 31R take-off from taxiway intersection X may also be permitted to ensure that the order of departing aircraft can be switched.
- 4.2. Noise abatement take-off procedures 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 1 procedure described in ICAO Procedures for Air Navigation Services - Aircraft Operations (ICAO Doc 8168, OPS/611 (PAN-OPS)) Vol. I. (5th edition, 2006) section 7.
- 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) above mean sea level in case of runway direction 31 and up to QNH 4 000 FT (1 200 M) above mean sea level in case of runway direction 13, except for turboprop and light turbulence category aircraft or aircraft requesting a cruise altitude of less than 9 500 FT.
- 5. NIGHTTIME TRAFFIC RESTRICTIONS**
- 5.1. At nighttime, scheduled and non-scheduled commercial landings and take-offs may only be performed subject to restrictions. The number of movements which may be planned for the nighttime is as follows:
- 50 movements between 2100 - 0500 (2000-0400),
  - Out of this, 6 movements between midnight and 0400 (midnight-0300).
- 5.2. In addition, aircraft performing patient transportation, disaster aversion, technical rescue, enforcement, criminal investigation, national security, military or government flights, and those in an emergency may use the airport without restrictions during nighttime.
- 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, especially during nighttime from 2100 - 0500 (2000-0400).
- The operation of APUs must be stopped as soon as possible after arrival on stands equipped with fixed or mobile external power sources,
  - 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, 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. Deviation from regulations on the use of APUs during nighttime is only possible:
- Due to aviation safety reasons, or
  - Upon warranted requests, with permission from the duty airside manager (DAM).
- 6.3. During nighttime, the DAM checks the airfield operational areas and warns the crews or the ground handling agent of aircraft breaching regulations on the use of APUs.

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**LHBP AD 2.22 FLIGHT PROCEDURES**

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**1. LIMITATIONS FOR ARRIVING TRAFFIC****1.1. Speed restriction:**

- Speed 160 KIAS at 4 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 this speed assignment, 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.** Spacing on finals is based on calculated runway occupancy times. ATC expect all aircraft to vacate the runways within the timeframes detailed, as follows:

- 13R – 80 sec
- 13L – 60 sec
- 31L – 60 sec
- 31R – 50 sec

If aircraft are not able to vacate the runway within these time frames crews are requested to notify ATC at once.

**2. HANDLING THE ARRIVING TRAFFIC IN BUDAPEST TMA****2.1.** The GPS/FMS RNAV arrival procedures and standard IAPs for Budapest Liszt Ferenc International Airport, including the radar vector techniques used in the Budapest TMA, do not make full use of the different sorts of technology (FMS and / or GPS) available in many aircraft.**2.2.** To guarantee optimal utilisation of these modern on-board systems, so-called "RNAV arrival - Transition to final approach" and "T-bar base instrument approach" procedures have been implemented at Budapest Liszt Ferenc International Airport, which comply with the radar vector practices applicable to this airport.**2.3.** "RNAV arrival - Transition to final approach" procedures can be expected during peak traffic periods by ATC. In low traffic periods or in nighttime operations shortcuts or direct to IAF of T-bar base final approaches may be expected.**2.4.** 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.**2.5.** "RNAV arrival - Transition to final approach" procedures start at the TMA entry points and ending at the IAF of straight-in T-bar based final approach. Each initial RNAV T-bar sections and RNAV missed approach procedure conforms to the conventional precision approach procedure (ILS).

In addition, optional waypoints have been defined along the procedure path (i.e. on downwind, on final) that can be used by the controllers instead of radar vectors. These waypoints are available in the navigation database of the aircraft.

**2.6.** By utilising these procedures, reductions in radiotelephony communication, as well as optimised flight guidance in the approach section, based on realistic flight path data are possible. The turn to final approach is usually performed by T-bar based procedure or by giving the appropriate waypoint to be followed to expedite traffic handling and for separation reasons.**2.7.** "RNAV arrival - Transition to final approach" and/or T-bar based instrument procedures are available from each TMA entry point to each applicable runway.**2.8.** "RNAV arrival - Transition to final approach" procedures will be used by ATC only in a radar environment.**2.9.** Executive control of traffic en route and in Budapest TMA is exercised by radar controllers. For operational

use of radar, [See ENR 1.6](#)

- 2.10. Arriving aircraft experiencing radio communication failure shall set the transponder to code 7600 and:
- A. During a "RNAV arrival - transition to final approach" procedure shall continue via the acknowledged full procedure with the relevant constraints, then complete the final approach for the runway in use.
  - B. During a "direct to an intermediate RNAV arrival waypoint" procedure shall:
    - "continue via the acknowledged waypoint pairs with the relevant constraints, or
    - "proceed to the single acknowledged waypoint and join to the remaining RNAV arrival procedure with the relevant constraints, then complete the final approach for the runway in use."
  - C. During a "direct to an IAF/IF of T-bar based instrument procedure" shall continue via the acknowledged procedure with the relevant constraints, then complete the final approach for the runway in use.
  - D. Prior to entering the Budapest TMA shall proceed to the TMA entry point according to the flight plan and continue via the "RNAV arrival - transition to final approach" procedure with the relevant constraints, then complete the final approach for the runway in use.
  - E. Without RNAV capability, prior to entering the Budapest TMA or under radar vectoring shall proceed to TPS VOR/DME and follow the standard VOR approach procedure then complete the final approach for the runway in use.

### 3. INSTRUMENT APPROACH PROCEDURES FOR BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

#### 3.1 ILS operations

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

##### 3.1.1 Facilities

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

##### 3.1.2 ILS CAT III performance

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

#### 3.2 ATC Procedures for Low Visibility Conditions

##### 3.2.1 Preparation Phase PREP

When RVR is 800 M or less and/or the cloud base is at 400 FT or below, ATC will apply safeguards and additional procedures to protect ILS operations in addition, it will minimise the traffic on the manoeuvring areas. ATC will provide for an ILS/LOC interception at least 7 NM from touchdown and will operate the stopbars at all RWY holding points. In such circumstances, taxiing aircraft may continue taxiing beyond the holding point of the runway in use, only after the stopbar lights are switched off, and with a specific clearance by ATC. Furthermore without special request ATC will operate the flashing centrelights of the approach lighting system, which will be switched off on the request of the aircrew only.

##### 3.2.2 Operation Phase, LVP 1.

3.2.2.1 When any RVR is 600 M or less and/or the cloud base is at 200 FT or below, in addition to 3.2.1 above, ATC will ensure that the ILS protection area (critical/sensitive) is clear of non-traffic before the landing aircraft reaches 2 NM from the TDZ. Aircraft will be vectored to intercept the ILS/LOC at least 10 NM from the point of touchdown.

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

“ATTENTION! LOW VISIBILITY PROCEDURES PHASE ONE ARE IN FORCE”

### 3.2.3 Operation Phase, LVP2.

When any RVR is less than 400 M, in addition to 3.2.2.1 above, the ATC is responsible for preventing collisions between aircraft and other traffic on taxiways and intersections on the manoeuvring area. Aircraft will be advised of these procedures in an ATIS broadcast with the following expression:

“ATTENTION LOW VISIBILITY PROCEDURES PHASE TWO ARE IN FORCE”

### 3.2.4 General procedures

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

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

Note: Operators shall consider that the slope of runway 31R and the TWR building means that obstacles are present in the case of a missed approach procedure, as a result a 3% climb gradient shall be used, which is more than the recommended 2.5% in PANS-OPS.

(See [AD 2-LHBP AD-2.10](#); Aerodrome Obstacle Chart AD 2-LHBP-AOCA-13L/31R and AD 2-LHBP-ILS /LOC-31R).

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

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

### 3.3 Practice ILS approaches

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

“Request practice category II (or III) approach”

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

### 3.4 Precision Approach Terrain Charts

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

### 3.5 Obstacle clearance

OCA/H are published on the relevant IACs.

### 3.6 Instrument approaches

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

### 3.7 Visual Approach

A visual approach will only be allowed for "Light" prop/turboprop aircraft if the visibility is at least 5 KM and the ceiling is at least 1 500 FT (450 M).

### 3.8 Aerodrome Operating minima

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

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

### 3.9 Initiation of an approach to land

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

As a general rule: it is the right of the pilot-in-command to initiate an approach to land - if not otherwise regulated by the operator regardless of the weather report, as long as the aircraft does not descend below the decision altitude (height) or the minimum descent altitude MDA/(decision height DH) as may be prescribed by the operator, unless at that point the pilot-in-command finds that the actual visibility is at or above his/her applicable operating minimum and the approach can be completed by visual reference to the ground (visual approach aids) accordingly.

#### 4. DEPARTURE PROCEDURES

##### 4.1 General

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

4.1.2 Budapest Delivery will clear the flight on a SID published for IFR flights when item 15 of the flight plan contains a standard TMA exit point. If necessary, Budapest Delivery will determine individual outbound routes.

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

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

##### 4.2 Standard Instrument Departures

4.2.1 The instrument departure procedures are published on SID Charts ilisted n Part AD IHBP 2.24.

4.2.2 The required net climb gradient is 5.5% ,up to 7 000 FT QNH.

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

4.2.3 The required bank angle of turn is indicated on the SID charts (PANS-OPS Vol. II, Part II, Chapter 3 para 3.3.1.3.1).

4.2.4 The departure procedures are computed for aircraft maintaining 250 KIAS.

4.2.5 Strict adherence to prescribed tracks, for safety reasons and to avoid densely populated areas in the vicinity of the airport, is mandatory.

4.2.6 Noise abatement departure routes have been designed for aircraft departing from runways 31L and 31R. These departure routes have to be followed by "heavy" and "medium" turbulence category aircraft and "light" category jet aircraft.

4.2.7 When following SID, the highest speed below FL100 is 250 KIAS.

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

#### 5. PROCEDURES FOR VFR FLIGHTS WITHIN BUDAPEST TMA AND IN BUDAPEST CTR

##### 5.1 General

All VFR flights flying 120 KIAS or less shall plan their flights below Budapest TMA and plan their entry/exit to/from Budapest CTR via designated entry/exit points (*See 5.2.1*) below 2 000 FT AMSL (except 1 500 FT AMSL).

All VFR flights flying more than 120 KIAS shall plan their arrivals via Budapest TMA (cruising altitude 2 500 FT AMSL or above).

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

- a. Valid flight plan has been filed;
- b. VMC are adequate (visibility 5 KM or more, ceiling 1 500 FT or more) and there is vertical visual reference to the ground;
- c. Two-way radio communication is possible. Information about the appropriate frequency may be obtained from Budapest Information;
- d. The flight is not being driven by non power-driven aircraft;
- e. The aircraft is equipped with transponder mode C, in case of landing at Budapest Liszt Ferenc Airport mode S. Exemption from this requirement may be granted by the appropriate ATC unit.

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**5.2 VFR procedures at Budapest Liszt Ferenc International Airport and within Budapest CTR (See VAC)**

**5.2.1** Designated VFR entry and exit points for flights with 120 KIAS or less to/from Budapest CTR:

**PAKON:** 472154N 0191116E

(Large warehouse 1NM NW of M5 and M0 highway junction.)

**SOROK:** 472414N 0190627E

(Middle of Molnár Isle, next to Soroksár.)

**KEREPES:** 473314N 0191619E

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

**TAPIO:** 472936N 0192646E (TPS VOR)

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

**TSEPEL:** 472740N 0190419E

(Csepel bridge – The N end of Csepel island)

**MIKLOS:** 473244N 0190239E

(Miklós square in Óbuda)

**SIKATOR:** 473426N 0190929E

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

Departing VFR flights from Budapest Liszt Ferenc International Airport - except special flights - shall plan via PAKON, KEREP, TAPIO or SOROK exit points only.

Arriving VFR flights to Budapest Liszt Ferenc International Airport, except special flights, shall plan via PAKON or SOROK entry points only.

**5.2.2 Arriving aircraft**

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

VFR flights approaching from uncontrolled airspace shall enter over PAKON, and SOROK points unless otherwise instructed by Budapest Tower.

Arrival routes are determined by ATC depending on the current runway in use at Budapest Liszt Ferenc International Airport, as follows:

- In case of direction 31: PAKON - MIKE - RWY 31L landing or PAKON - LAKE - R - RWY 31R landing (see VAC)
- In case of direction 13: SOROK - ALPHA - RWY 13R landing or SOROK ALPHA - BUD - RWY 13L landing (see VAC)

**Arrival routes turning points:**

- MIKE: 472526N 0191539E (NDB antenna 0.6 NM SE from threshold 31L)
- ALPHA: 472718N 0191238E (NDB antenna 0.6 NM NW from threshold 13R)
- BUD (VOR antenna 0.5 NM NW from THR 13L)
- R (NDB antenna 0.6 NM SE from THR 31R)

VFR holding fixes have to be used only when instructed by ATC:

- HIGHWAY (highway junction 472532N 0190905E)
- LAKE (artificial lake at excavation site 472349N 0191338E)

Holding procedure has to be carried out as instructed by ATC. Maximum holding altitude: 1 500 FT QNH.

Aeroplanes and helicopters may land on the runways. The designated helicopter landing area is located SW of RWY 13R/31L between taxiways A1 and B1. The landing area will be designated by the Budapest Tower

on initial contact.

Entry into the final approach area designated within Budapest CTR (see VAC), is only allowed for aircraft only landing at Budapest Liszt Ferenc International Airport or executing special operations.

The vertical limits of the final approach area are from the ground up to 2 000 FT (600 M) AMSL and laterally bound by straight lines connecting the following coordinates:

473358 N 0191018 E - 472918 N 0191418 E

472528 N 0192012 E - 472204 N 0193042 E

471620 N 0192300 E - 472336 N 0191600 E

472624 N 0191145 E - 472941 N 0190336 E

473358 N 0191018 E

### 5.2.3 Departing aircraft

Fix-wing aircraft shall take-off from runways only. Helicopters shall take-off from the position provided by Budapest Tower.

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

### 5.2.4 Taxiing

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

### 5.2.5 Communication failure procedures

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

## 6. PLANNING, AUTHORISATION AND EXECUTION OF TRAINING, CALIBRATION, DEMONSTRATION OR CERTIFICATION FLIGHTS AT BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

### 6.1 Planning and authorisation of training flights

6.1.1 The airport operator asks aircraft crews and operators to schedule training, demonstration and certification flights on weekdays between 0700 - 1700 (0600-1600), if possible.

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

- On workdays between 2100 - 0500 (2000-0400);
- On bank holidays between 1700 - 0700 (1600-0600).

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

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

6.1.4 Requests for the execution of training flights must be submitted at least one workday in advance to Budapest Airport Ltd. Airport Operation Control Centre (AOCC):

Phone:(+361) 296-7421 or

Phone:(+361) 296-6914

Email:airport.ops@bud.hu

providing the following data:

- Aircraft registration marks and call sign,
- Aircraft type,



- The nature and the planned time of the exercise.

**6.1.5** Training flights initially authorised by the AOCC may be subject to ATC restrictions on the day of execution if this is warranted due to the traffic situation, weather conditions or technical failures. ATC shall inform the AOCC of this. The AOCC shall inform the aircraft crew / operator about the authorisation / prohibition of the training flight.

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

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

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

- Aircraft registration marks and call sign,
- Aircraft type,
- The nature, the planned time and duration of the demonstration flight.

**6.1.8** Only one training, calibration, demonstration or certification flights authorised in the CTR or in the TMA below 4 000 FT AMSL at any one time.

**6.1.9** Rules on runway use for training flights and certification flights:

**In case of runway direction 31**

Training or certification flights may be authorised for runway 31R. Such flights (with the exception of police training flights) may only be authorized for runway 31L if runway 31R is not available.

**In case of runway direction 13**

Training flights may not be authorised for runway 13. Certification flights may be authorized for runway 13R. If runway 13R is not available, certification flights may be authorised for runway 13L on workdays between 0700 - 2100 (0600-2000) for aircraft not exceeding a MTOW of 100 tons.

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

**6.2 Execution of training, demonstration or certification flights**

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

Note: The English expressions of the different manoeuvres which can be made after the approaches are listed in para 6.2.1 c) below.

**6.2.1** Flight procedures can be expected:

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

Calibration, demonstration or certification flight			
RWY	Route	Altitude	Flight rule
31R/L	RWY HDG or RADAR VECTOR	2 500 FT AMSL	VFR/IFR
13R/L			
Training flights			
31R/L	RWY HDG or RADAR VECTOR	2 500 FT AMSL	VFR/IFR

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

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

Training flight			
RWY	Traffic circuit	Altitude	Flight rule

Training flight			
31R	RIGHT	min. 1 500 FT AMSL	VFR
31L	LEFT	max. 2 500 FT AMSL	VFR

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

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

### 6.3 ATC procedures

- 6.3.1** If the ATC requires the aircraft to discontinue the approach and to turn in a defined direction and/or to climb, the expression "CANCEL, I SAY AGAIN CANCEL APPROACH" is used and supplemented with further instructions, as necessary (e.g. TURN RIGHT HEADING 040 degree and CLIMB TO ALTITUDE 2 500 FT ).
- 6.3.2** If the ATC requires the aircraft to carry out the missed approach procedure published in the AIP, the expression "GO AROUND, I SAY AGAIN GO AROUND EXECUTE MISSED APPROACH PROCEDURE!" is used and supplemented with further climb/heading instructions, as necessary.

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7. WAYPOINT COORDINATES

Way Point	Coordinates	Definitions
DIVOX	472206.5N 0193557.5E	
GIGAN	474117.3N 0190458.0E	
KESID	473147.2N 0185210.0E	
MAMOS	474715.8N 0190401.4E	
MOKSA	474204.1N 0183758.3E	
NARUT	474052.8N 0185224.1E	
OMIGI	472938.0N 0195341.0E	
RESDI	471238.0N 0192311.1E	
SOMOK	473722.2N 0183431.8E	
TURMU	471300.0N 0193537.3E	
VAGAT	471338.1N 0193628.7E	
VATOR	474015.8N 0185135.1E	
BP005	472452.2N 0190322.1E	
BP006	471837.5N 0191332.8E	
BP007	472444.4N 0191646.5E	
BP008	472655.3N 0191314.7E	
BP009	473212.4N 0190440.2E	
BP010	473613.8N 0185809.0E	
BP017	472218.6N 0192234.5E	
BP018	472643.5N 0191527.2E	
BP019	473154.7N 0190702.8E	
BP020	473651.5N 0185859.1E	
BP021	474033.0N 0190358.1E	
BP022	474433.2N 0185725.9E	
BP028	472522.6N 0191737.9E	
BP029	472104.1N 0192434.4E	
BP030	471741.5N 0192959.5E	
BP031	472122.3N 0193457.8E	
BP032	471718.6N 0194127.0E	
BP050	471958.2N 0191337.1E	
BP056	472252.0N 0190641.0E	
BP057	472856.5N 0190958.6E	
BP058	472549.7N 0191500.9E	
BP059	472135.4N 0192151.1E	
BP060	471703.4N 0192908.0E	
BP061	471322.3N 0192410.5E	
BP062	470919.2N 0193039.7E	
BP416	474409.7N 0184505.9E	

Way Point	Coordinates	Definitions
BP417	474030.3N 0184003.1E	
BP418	473629.4N 0184639.4E	
BP419	473228.2N 0185314.7E	
BP420	472826.6N 0185949.1E	
BP421	472447.2N 0185447.8E	
BP422	472848.8N 0184813.1E	
BP423	473250.0N 0184137.4E	
BP429	470908.2N 0194146.4E	
BP430	470528.9N 0193647.2E	
BP439	472453.1N 0190545.5E	
BP440	473106.1N 0185545.7E	
BP511	474447.6N 0184558.3E	
BP512	474827.7N 0185103.1E	
BP520	473533.5N 0191205.7E	
BP521	473912.7N 0191708.3E	
BP523	475129.1N 0185717.4E	
BP524	474414.3N 0190857.8E	
BP525	473219.8N 0192646.8E	
BP534	470946.0N 0194238.1E	
BP535	471325.2N 0194738.3E	
BP539	473314.9N 0193148.5E	
BP540	473905.5N 0191139.8E	
BP608	471903.5N 0191249.8E	
BP609	472347.2N 0184554.1E	
BP610	472213.6N 0185449.4E	
BP611	471239.4N 0185431.6E	
BP613	472158.6N 0192115.0E	
BP626	472911.3N 0191054.7E	
BP627	473308.8N 0190536.8E	
BP628	473551.7N 0184338.2E	
BP629	474553.9N 0192006.9E	
BP630	473303.1N 0190031.3E	
BP631	472815.3N 0190500.0E	
BP632	472258.6N 0190312.4E	
BP633	471521.4N 0185255.3E	
BP636	473912.3N 0185728.0E	
BP637	474716.6N 0185422.1E	
BP638	473654.9N 0191508.4E	
BP639	480156.0N 0192908.8E	

Way Point	Coordinates	Definitions
BP713	472235.9N 0192206.1E	
BP715	473635.3N 0193540.1E	
BP716	474413.1N 0193454.5E	
BP717	480054.6N 0193313.0E	
BP718	474529.4N 0192117.3E	
BP719	475620.4N 0190401.9E	

#### 4.1 Bird Watch and Scaring Service

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

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

Airside Management

BUD International Airport Zrt.

Post:H-1185 Budapest, BUD International Airport

Phone:(+361) 296-5535

Fax:(+361) 296-8981

Email:airside.bud@bud.hu

#### 4.2 Reporting a Bird Strike

Operators using Budapest Liszt Ferenc International Airport are requested to report events of bird strike by filling in the ICAO standard "BIRD STRIKE REPORTING FORM" (BSRF). The form can be obtained and filed at the ARO.

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

Airside Management

BUD International Airport Zrt.

Post:H-1185 Budapest, BUD International Airport

Fax:(+361) 296-8981

Email:airside.bud@bud.hu

### 5. GENERAL AVIATION FLIGHT HANDLING

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

Email:airport.ops@bud.hu

Operation request shall comprise the following information:

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

The airport operator will confirm the times to the sender.

**LHBP AD 2.24 CHARTS RELATED TO THE AERODROME**

Aerodrome Chart - ICAO	AD 2-LHBP-ADC
Appendix 1 to Aerodrome Chart - ICAO Taxi procedures for arriving aircraft	AD 2-LHBP-MISC-ARR
Appendix 2 to Aerodrome Chart - ICAO Taxi procedures for departing aircraft	AD 2-LHBP-MISC-DEP
Aircraft Parking/Docking Chart - ICAO	AD 2-LHBP-PDC/1
	AD 2-LHBP-PDC/2
	AD 2-LHBP-PDC/3
Aerodrome Obstacle Chart - ICAO Type "A"	AD 2-LHBP-AOCA-13R/31L
	AD 2-LHBP-AOCA-13L/31R
Precision Approach Terrain Chart - ICAO	AD 2-LHBP-PATC-13R/31L
	AD 2-LHBP-PATC-13L/31R
Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHBP-SID-13
	AD 2-LHBP-SID-31
GPS/FMS RNAV Arrival Chart - Transition to Final Approach	AD 2-LHBP-ARR-13L
	AD 2-LHBP-ARR-13R
	AD 2-LHBP-ARR-31L
	AD 2-LHBP-ARR-31R
Instrument Approach Charts - ICAO	AD 2-LHBP-ILS/LOC-13L
	AD 2-LHBP-VOR-13L
	AD 2-LHBP-RNAV-13L
	AD 2-LHBP-ILS/LOC-13R
	AD 2-LHBP-RNAV-13R
	AD 2-LHBP-ILS/LOC-31L
	AD 2-LHBP-RNAV-31L
	AD 2-LHBP-ILS/LOC-31R
	AD 2-LHBP-RNAV-31R
AD 2-LHBP-VOR-31R	
Visual Approach Chart - ICAO	AD 2-LHBP-VAC

AERODROME CHART - ICAO

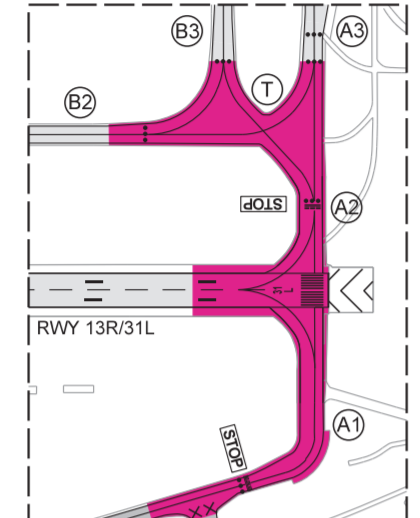
ARP  
N47 26 22  
E019 13 43 AERODROME ELEV 496

BUDAPEST TOWER	118.100	BUDAPEST APRON 1	131.550
BUDAPEST GROUND	121.900	BUDAPEST APRON 2	122.450
BUDAPEST DELIVERY	134.550		

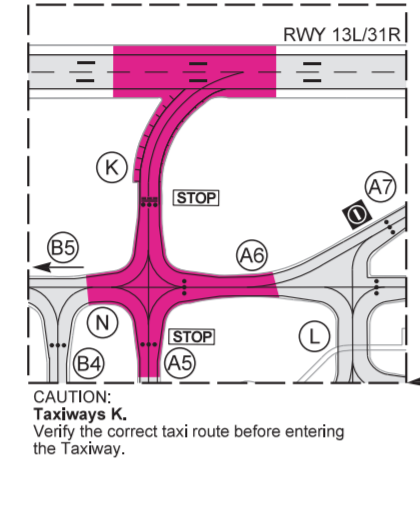
RWY	DIRECTION	THR	BEARING	STRENGTH	TORA	TODA	ASDA	LDA
13R	128°	N47 26 55, E019 13 15	PCN 65/R/B/X/T		3010	3010	3010	3010
31L	308°	N47 25 50, E019 15 01	PCN 65/R/B/X/T		3010	3010	3010	3010
13L	128°	N47 26 44, E019 15 27	PCN 75/R/B/X/T		3707	3707	3707	3707
31R	308°	N47 25 23, E019 17 38	PCN 75/R/B/X/T		3707	3707	3707	3707

Apron 1	PCN 50/R/B/X/T
Apron 2, APRON AG, APRON AA, APRON AL	PCN 75/R/B/X/T
Taxiways: A1, B1, C, D	PCN 60/F/B/X/T
Taxiways: A2-A9, B2-B5, J4, K, L, M, N, T, U, X, Y, Z	PCN 75/F/B/X/T
Taxiway width: 23 m, exception A1: 19 m.	
Remark: TWY A1 downgraded to code C ACFT (max. wingspan 36.00m).	

HOTSPOT



HOTSPOT



CAUTION: Taxiways A1 and A2. Do NOT cross the holding position markings without ATC clearance issued on TWR frequency (118.100 MHz).

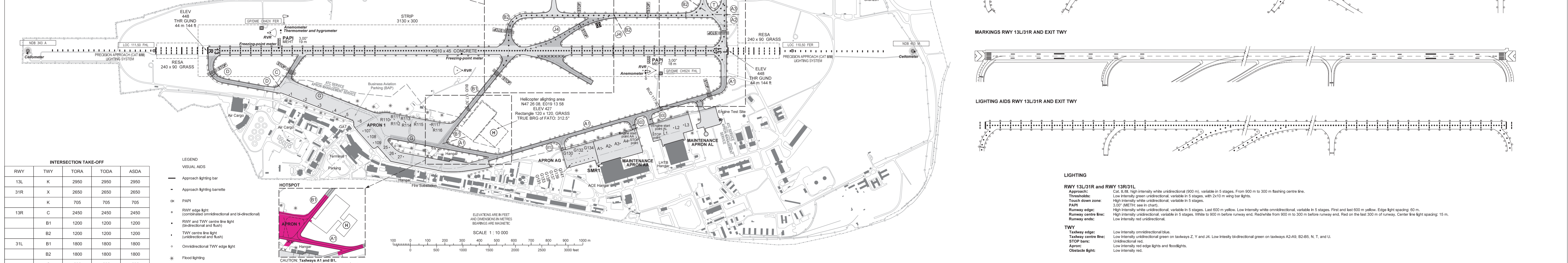
CAUTION: Taxiways K, L, M, N, T, U, X, Y, Z. Verify the correct taxi route before entering the Taxiway.

CAUTION: Taxiways B1 and B2. Do NOT cross the holding position markings without ATC clearance issued on TWR frequency (118.100 MHz).

FOR BASIC CHART SYMBOLS SEE: GEN 3.2.  
INS COORDINATES FOR AIRCRAFT STANDS SEE: PDC CHARTS.  
TAXI PROCEDURES SEE: AD 2-LHBP-MISC CHARTS.

VISUAL DOCKING GUIDANCE SYSTEM: SAFEDOCK T2-18 AT PARKING POSITIONS 31-35, 40, 42-45.

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



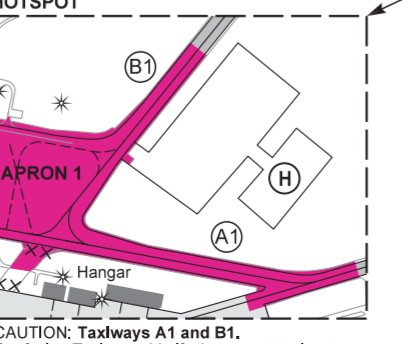
**INTERSECTION TAKE-OFF**

RWY	TWY	TORA	TODA	ASDA
13L	K	2950	2950	2950
31R	X	2650	2650	2650
	K	705	705	705
13R	C	2450	2450	2450
	B1	1200	1200	1200
	B2	1200	1200	1200
31L	B1	1800	1800	1800
	B2	1800	1800	1800
	C	505	505	505

LEGEND

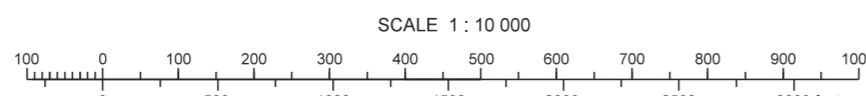
- VISUAL AIDS**
- Approach lighting bar
  - Approach lighting barrette
  - ⊕ PAPI
  - RWY edge light (combined omnidirectional and bi-directional)
  - RWY and TWY centre line light (bi-directional and flush)
  - TWY centre line light (unidirectional and flush)
  - Omnidirectional TWY edge light
  - \* Flood lighting

HOTSPOT

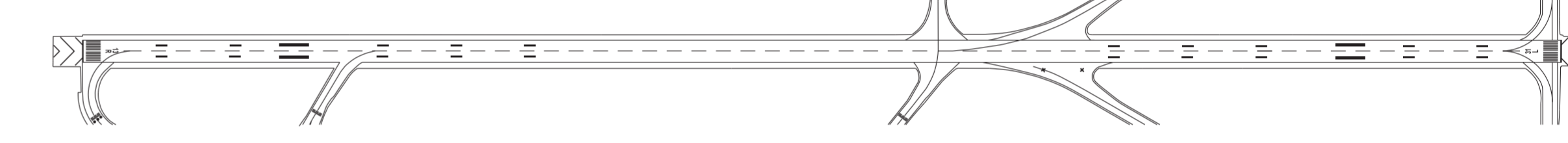


CAUTION: Taxiways A1 and B1. Confusing Taxiways. Verify the correct taxi route.

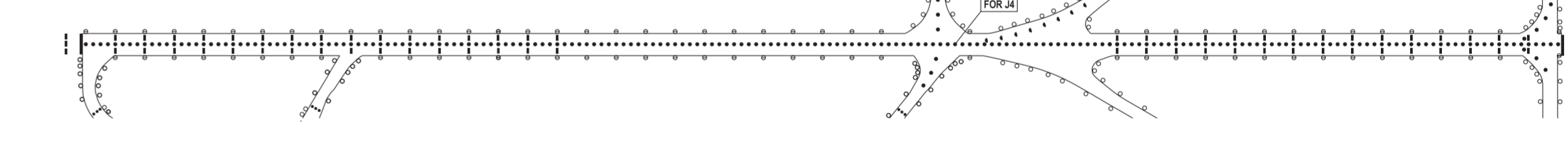
ELEVATIONS ARE IN FEET AND DIMENSIONS IN METRES. BEARINGS ARE MAGNETIC.



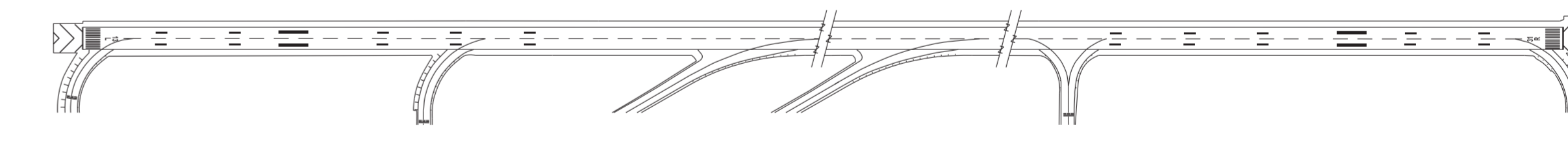
MARKINGS RWY 13R/31L AND EXIT TWY



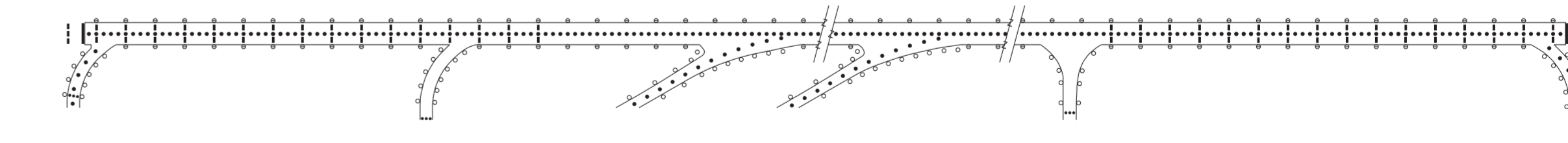
LIGHTING AIDS RWY 13R/31L AND EXIT TWY



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.
  - Touch down zone: High intensity white unidirectional, variable in 5 stages.
  - PAPI: 3.00° (METH: 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.
- 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, B2-B5, N, T, and U.
  - Apron: Low intensity red edge lights and floodlights.
  - Obstacle light: Low intensity red.

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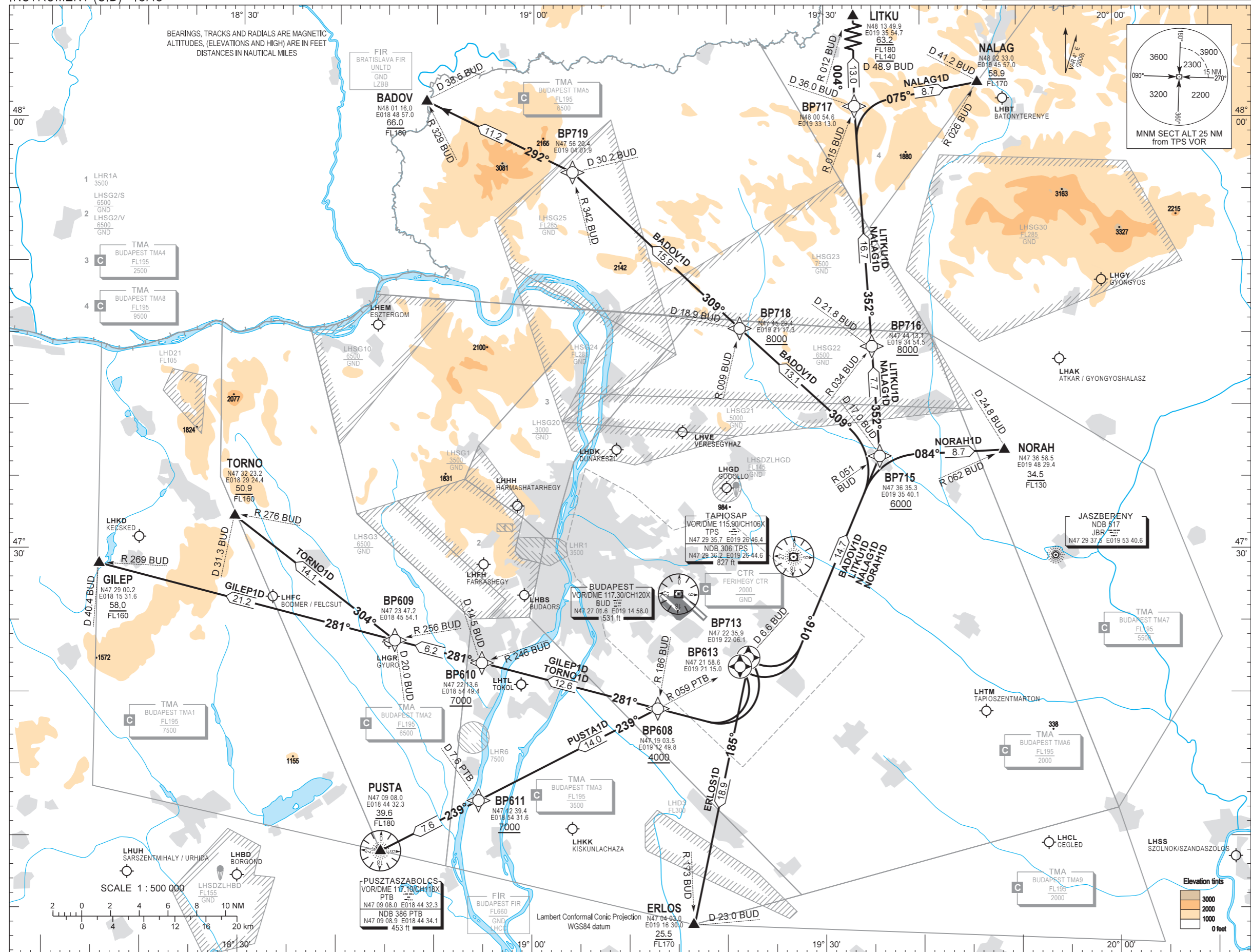


STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE  
10000

ATIS 132.375 (117.300) BUDAPEST TOWER 118.100  
BUDAPEST APP 129.700 122.975 BUDAPEST GROUND 121.900  
119.500 BUDAPEST DELIVERY 134.550

BUDAPEST/LISZT FERENC  
RWY 13L / 13R



- BADOV1D (66.0) BP613 (from RWY 13R) or BP713 (from RWY 13L) - BP715 (6000+) - BP718 (8000+) - BP719 - BADOV (FL180 -)
- LITKU 1D (63.2) BP613 (from RWY 13R) or BP713 (from RWY 13L) - BP715 (6000+) - BP716 (8000+) - BP717 - LITKU (FL140-FL180)
- NALAG1D (58.9) BP613 (from RWY 13R) or BP713 (from RWY 13L) - BP715 (6000+) - BP716 (8000+) - BP717 - NALAG (FL170 -)
- NORAH1D (34.5) BP613 (from RWY 13R) or BP713 (from RWY 13L) - BP715 (6000+) - NORAH (FL130 -)
- ERLOS1D (25.5) BP613 (from RWY 13R) or BP713 (from RWY 13L) - ERLOS (FL170 -)
- PUSTA1D (39.6) BP613 (from RWY 13R) or BP608 (4000+) - BP611 (7000+) - PUSTA (FL180 -)
- GILEP1D (58.0) BP613 (from RWY 13R) or BP713 (from RWY 13L) - BP608 (4000+) - BP610 (7000+) - GILEP (FL160 -)
- TORNO1D (50.9) BP613 (from RWY 13R) or BP713 (from RWY 13L) - BP608 (4000+) - BP610 (7000+) - BP609 - TORNO (FL160 -)

FOR DESCRIPTION OF CONVENTIONAL PROCEDURE SEE REVERSE SIDE

WAY POINT COORDINATES SEE LHBP AD 2.22.

FLY BY WAY POINT (diamond symbol)  
FLY OVER WAY POINT (circle symbol)

## AD 2 LHBP STANDARD DEPARTURE CHART INSTRUMENT RWY 13

The noise abatement take off procedure must be executed in accordance with the NADP 1 procedure.

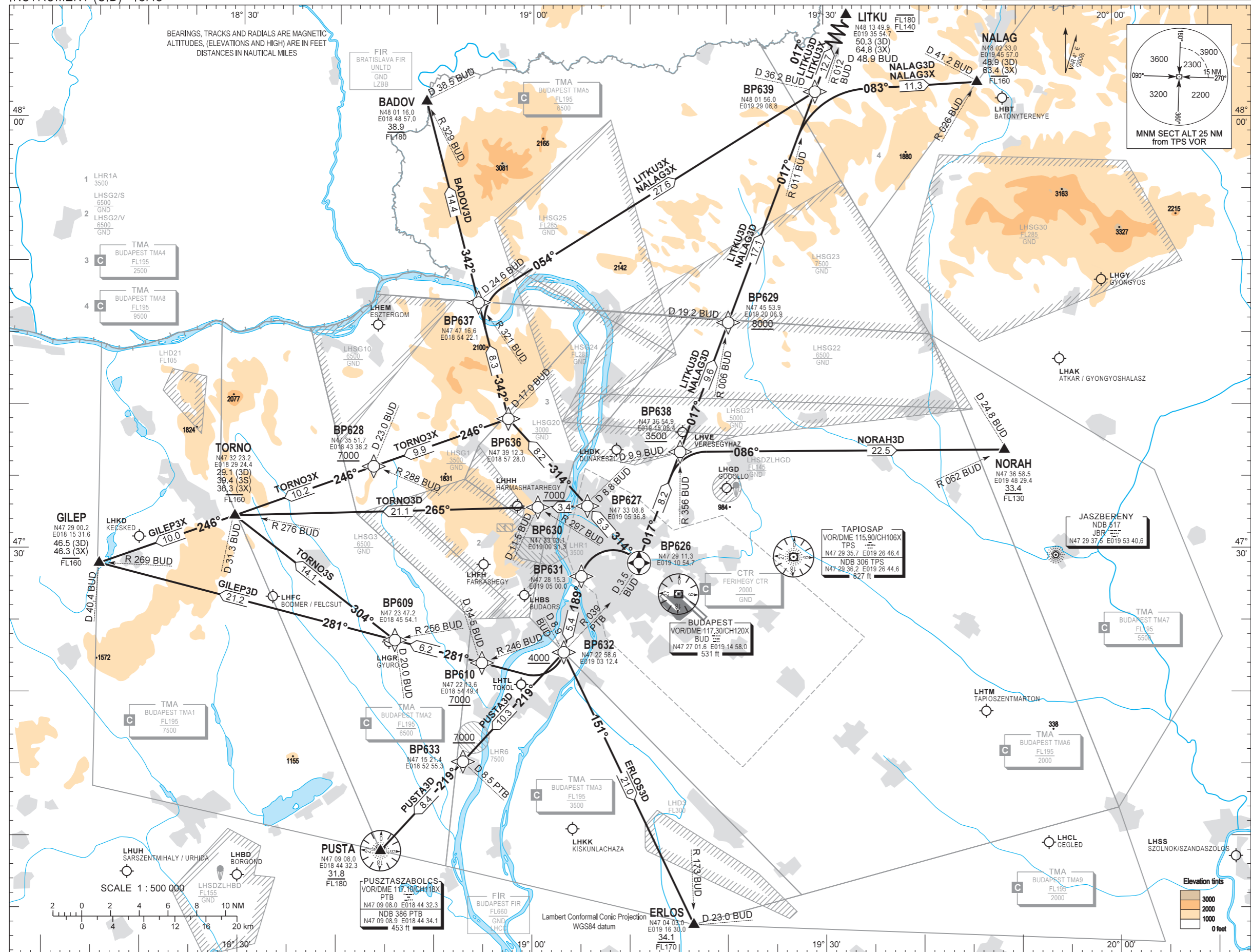
SID NAME	PROCEDURE	CLIMBING	CONTACT	R/T FAILURE
<b>BADOV1D</b> (66.0)	Continue RWY heading to D 6.6 BUD DME then turn left to track 016. Cross D 17.0 BUD DME (R 051 BUD VOR) at 6000 or above and turn left to track 309. Cross R 009 BUD VOR (D 18.9 BUD DME) at 8000 or above. At D 30.2 BUD DME (R 342 BUD VOR) turn left to track 292 and proceed to BADOV (D 38.5 BUD DME; R 329 BUD VOR). Cross BADOV at FL180 or below.	After departure climb initially 7000. Further climb only by ATC.	If pilot not otherwise instructed by Budapest TWR, all departing aircraft, irrespective of the assigned SID, when passing 1500, shall contact Budapest APP on 129.700.	If a departing controlled aircraft having acknowledged an initial (eg. 7000) or intermediate clearance, to climb to a level other than the one specified in the filed FPL for the en-route phase of the flight and no time or geographical limit was included in the clearance, should maintain for a period of seven minutes the level (eg. 7000) to which it was cleared and then should climb to the level included in the filed FPL unless the cruising level was definitely specified in the en-route clearance.
<b>LITKU1D</b> (63.2)	Continue RWY heading to D 6.6 BUD DME then turn left to track 016. Cross D 17.0 BUD DME (R 051 BUD VOR) at 6000 or above and turn left to track 352. Cross R 034 BUD VOR (D 21.8 BUD DME) at 8000 or above. At D 36.0 BUD DME (R 015 BUD VOR) turn right to track 004 and proceed to LITKU. Cross LITKU (D 48.9 BUD DME; R 012 BUD VOR) block level FL140 – FL180.			
<b>NALAG1D</b> (58.9)	Continue RWY heading to D 6.6 BUD DME then turn left to track 016. Cross D 17.0 BUD DME (R 051 BUD VOR) at 6000 or above and turn left to track 352. Cross R 034 BUD VOR (D 21.8 BUD DME) at 8000 or above. At D 36.0 BUD DME (R 015 BUD VOR) turn right to track 075 and proceed to NALAG (D 41.2 BUD DME; R 026 BUD VOR). Cross NALAG at FL170 or below.			
<b>NORAH1D</b> (34.5)	Continue RWY heading to D 6.6 BUD DME then turn left to track 016. Cross D 17.0 BUD DME (R 051 BUD VOR) at 6000 or above and turn right to track 084 proceed to NORAH (D 24.8 BUD DME; R 062 BUD VOR). Cross NORAH at FL130 or below.			
<b>ERLOS1D</b> (25.5)	Continue RWY heading to D 6.6 BUD DME then turn right to track 185 and proceed to ERLOS (D 23.0 BUD DME; R 173 BUD VOR). Cross ERLOS at FL170 or below.			
<b>PUSTA1D</b> (39.6)	Continue RWY heading to D 6.6 BUD DME then turn right to track 281. Cross R 186 BUD VOR at 4000 or above. Turn left to track 239 and proceed to PUSTA (follow R 059 inbound to PTB VOR). Cross D 7.6 PTB DME at 7000 or above and PUSTA at FL180 or below.			
<b>GILEP1D</b> (58.0)	Continue RWY heading to D 6.6 BUD DME then turn right to track 281. Cross R 186 BUD VOR at 4000 or above. Cross D 14.5 BUD DME (R 246 BUD VOR) at 7000 or above. Cross GILEP (D 40.4 BUD DME; R 269 BUD VOR) at FL160 or below.			
<b>TORNO1D</b> (50.9)	Continue RWY heading to D 6.6 BUD DME then turn right to track 281. Cross R 186 BUD VOR at 4000 or above. Cross D 14.5 BUD DME (R 246 BUD VOR) at 7000 or above. At D 20.0 BUD DME (R 256 BUD VOR) turn right to track 304 and proceed to TORNO. Cross TORNO (D 31.3 BUD DME; R 276 BUD VOR) at FL160 or below.			

STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE  
10000

ATIS	132.375 (117.300)	BUDAPEST TOWER	118.100
BUDAPEST APP	129.700 122.975 119.500	BUDAPEST GROUND	121.900
		BUDAPEST DELIVERY	134.550

BUDAPEST/LISZT FERENC  
RWY 31L / 31R



- BADOV3D (38.9) BP626 (after DEP from RWY 31L/R) - BP636 - BADOV (FL180-)
- LITKU3D (50.3) BP626 (after DEP from RWY 31L/R) - BP638 (3500 +) - BP629 (8000 +) - BP639 - LITKU (FL140-FL180)
- LITKU3X (64.8) BP626 (after DEP from RWY 31L/R) - BP636 - BP637 - BP639 - LITKU (FL140-FL180)
- NALAG3D (48.9) BP626 (after DEP from RWY 31L/R) - BP638 (3500 +) - BP629 (8000 +) - BP639 - NALAG (FL160-)
- NALAG3X (63.4) BP626 (after DEP from RWY 31L/R) - BP636 - BP637 - BP639 - NALAG (FL160-)
- NORAH3D (33.4) BP626 (after DEP from RWY 31L/R) - BP638 (3500 +) - NORAH (FL130-)
- ERLOS3D (34.1) BP626 (after DEP from RWY 31L/R) - BP631 - BP632 (4000 +) - ERLOS (FL170-)
- PUSTA3D (31.8) BP626 (after DEP from RWY 31L/R) - BP631 - BP632 (4000 +) - BP633 (7000 +) - PUSTA (FL180-)
- GILEP3D (46.5) BP626 (after DEP from RWY 31L/R) - BP631 - BP632 (4000 +) - BP610 (7000 +) - GILEP (FL160-)
- GILEP3X (46.3) BP626 (after DEP from RWY 31L/R) - BP636 - BP628 (7000 +) - GILEP (FL160-)
- TORNO3D (29.1) BP626 (after DEP from RWY 31L/R) - BP627 - BP630 (7000 +) - TORNO (FL160-)
- TORNO3S (39.4) BP626 (after DEP from RWY 31L/R) - BP631 - BP632 (4000 +) - BP610 (7000 +) - BP609 - TORNO (FL160-)
- TORNO3X (36.3) BP626 (after DEP from RWY 31L/R) - BP636 - BP628 (7000 +) - TORNO (FL160-)

FOR DESCRIPTION  
OF CONVENTIONAL  
PROCEDURE SEE  
REVERSE SIDE

WAY POINT COORDINATES  
SEE LHBP AD 2.22.



## AD 2 LHBP STANDARD DEPARTURE CHART INSTRUMENT RWY 31

The noise abatement take off procedure must be executed in accordance with the NADP 1 procedure.

**TAKE OFF AND CLIMB PROCEDURE FROM RWY 31L**

1. After take off proceed to L/A and climb up to 7000 AMSL.
2. After passing L/A turn right and proceed on track 325.
3. Cross D 3.5 BUD DME at 2000 AMSL or above.

**TAKE OFF AND CLIMB PROCEDURE FROM RWY 31R**

1. Take off and climb up to 7000 AMSL.
2. After passing 1700 AMSL turn left and proceed to L/A and continue climbing (if unable advise ATC).
3. After passing L/A turn right and proceed on track 325.
4. Cross D 3.5 BUD DME at 2000 AMSL or above.

An aeroplane should not be diverted from its assigned route unless:  
it is necessary for the safety of the aeroplane (e.g. for avoidance of severe weather or to resolve a traffic conflict).

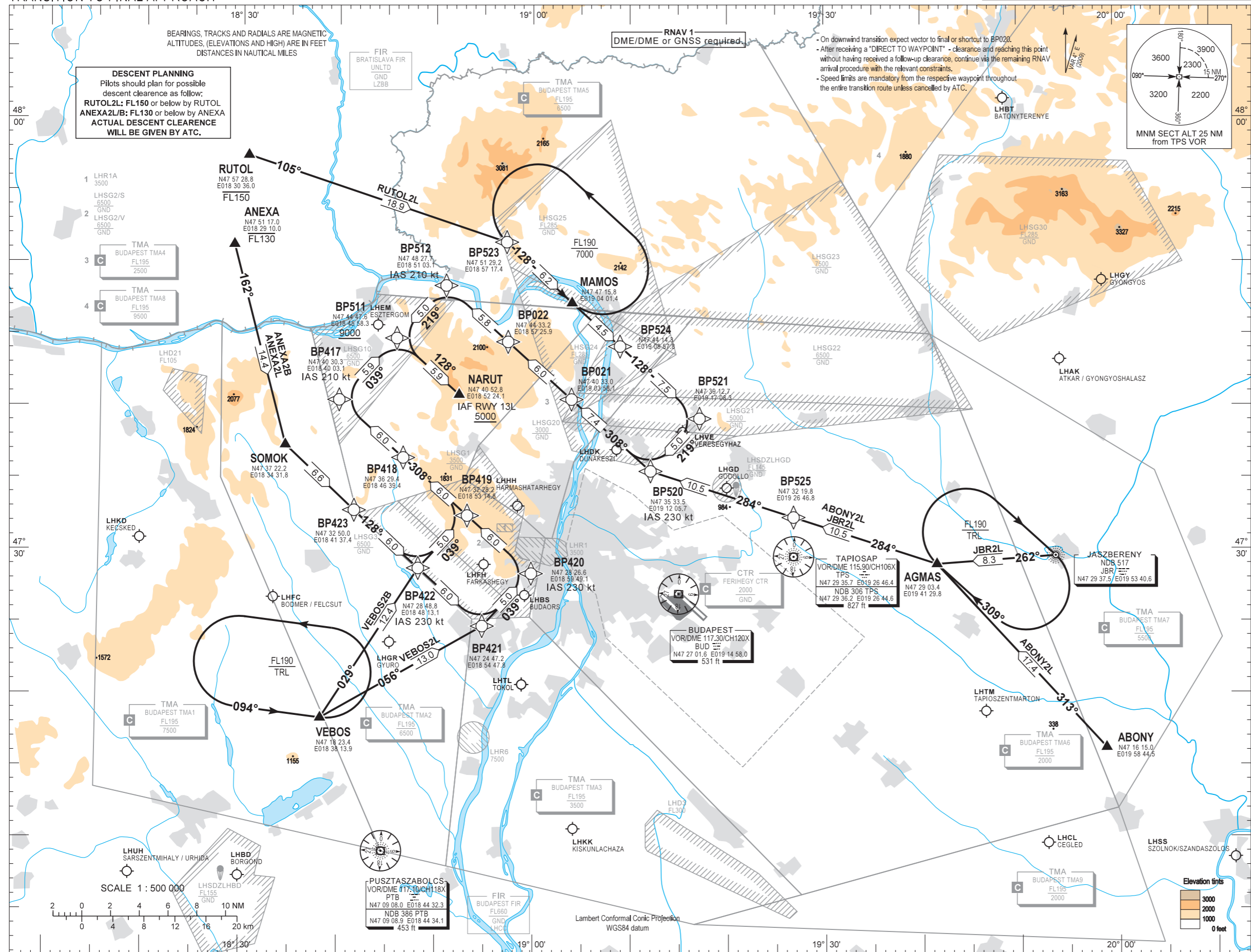
SID NAME	PROCEDURE	CLIMBING	CONTACT	R/T FAILURE
<b>BADOV3D</b> (38.9)	After crossing D 3.5 BUD DME turn left to track 314. At D 17.0 BUD DME (R 312 BUD VOR) turn right to track 342 and proceed to BADOV (D 38.5 BUD DME; R 329 BUD VOR). Cross BADOV at FL180 or below.	After departure climb initially 7000. Further climb only by ATC.	If pilot not otherwise instructed by Budapest TWR, all departing aircraft, irrespective of the assigned SID, when passing 1500, shall contact Budapest APP on 129.700.	If a departing controlled aircraft having acknowledged an initial (eg. 7000) or intermediate clearance, to climb to a level other than the one specified in the filed FPL for the en-route phase of the flight and no time or geographical limit was included in the clearance, should maintain for a period of seven minutes the level (eg. 7000) to which it was cleared and then should climb to the level included in the filed FPL unless the cruising level was definitely specified in the en-route clearance.
<b>LITKU3D</b> (50.3)	After crossing D 3.5 BUD DME turn right to track 017 and proceed to LITKU (D 48.9 BUD DME; R 012 BUD VOR). Cross D 9.9 BUD DME (R 356 BUD VOR) at 3500 or above, and D 19.2 BUD DME (R 006 BUD VOR) at 8000 or above and LITKU block level FL140 – FL180.			
<b>LITKU3X</b> (64.8)	After crossing D 3.5 BUD DME turn left to track 314. At D 17.0 BUD DME (R 312 BUD VOR) turn right to track 342. At D 24.6 BUD DME (R 321 BUD VOR) turn right to track 054. At D 36.2 BUD DME (R 011 BUD VOR) turn left to track 017 and proceed to LITKU (D 48.9 BUD DME; R 012 BUD VOR). Cross LITKU block level FL140 – FL180.			
<b>NALAG3D</b> (48.9)	After crossing D 3.5 BUD DME turn right to track 017. Cross D 9.9 BUD DME (R 356 BUD VOR) at 3500 or above, D 19.2 BUD DME (R 006 BUD VOR) at 8000 or above. At D 36.2 BUD DME (R 011 BUD VOR) turn right to track 083 and proceed to NALAG (D 41.2 BUD DME; R 026 BUD VOR). Cross NALAG at FL160 or below.			
<b>NALAG3X</b> (63.4)	After crossing D 3.5 BUD DME turn left to track 314. At D 17.0 BUD DME (R 312 BUD VOR) turn right to track 342. At D 24.6 BUD DME (R 321 BUD VOR) turn right to track 054. At D 36.2 BUD DME (R 011 BUD VOR) turn right to track 083 and proceed to NALAG (D 41.2 BUD DME; R 026 BUD VOR). Cross NALAG at FL160 or below.			
<b>NORAH3D</b> (33.4)	After crossing D 3.5 BUD DME turn right to track 017. Cross 9.9 BUD DME (R 356 BUD VOR) at 3500 or above and turn right to track 086 and proceed to NORAH (D 24.8 BUD DME; R 062 BUD VOR). Cross NORAH at FL130 or below.			
<b>ERLOS3D</b> (34.1)	After crossing D 3.5 BUD DME turn left to track 189. Cross D 8.9 BUD DME (R 039 PTB VOR) at 4000 or above and turn left to track 151 and proceed to ERLOS (D 23.0 BUD DME; R 173 BUD VOR). Cross ERLOS at FL170 or below.			
<b>PUSTA3D</b> (31.8)	After crossing D 3.5 BUD DME turn left to track 189. Cross D 8.9 BUD DME (R 039 PTB VOR) at 4000 or above and turn right to track 219 and proceed to PUSTA. Cross D 8.5 PTB DME (R 039 PTB VOR) at 7000 or above and PUSTA at FL180 or below.			
<b>GILEP3D</b> (46.5)	After crossing D 3.5 BUD DME turn left to track 189. Cross D 8.9 BUD DME (R 039 PTB VOR) at 4000 or above and turn right to track 281. Cross D 14.5 BUD DME (R 246 BUD VOR) at 7000 or above. Cross GILEP (D 40.4 BUD DME; R 269 BUD VOR) at FL160 or below.			
<b>GILEP3X</b> (46.3)	After crossing D 3.5 BUD DME turn left to track 314. At D 17.0 BUD DME turn left to track 246 and proceed to GILEP (D 40.4 BUD DME; R 269 BUD VOR). Cross D 23.0 BUD DME (R 288 BUD VOR) at 7000 or above and GILEP at FL160 or below.			
<b>TORNO3D</b> (29.1)	After crossing D 3.5 BUD DME turn left to track 314. At D 8.8 BUD DME (R 310 BUD VOR) turn left to track 265 and proceed to TORNO. Cross D 11.5 BUD DME (R 297 BUD VOR) at 7000 or above and TORNO (D 31.3 BUD DME; R 276 BUD VOR) at FL160 or below.			
<b>TORNO3S</b> (39.4)	After crossing D 3.5 BUD DME turn left to track 189. Cross D 8.9 BUD DME (R 039 PTB VOR) at 4000 or above and turn right to track 281. Cross D 14.5 BUD DME (R 246 BUD VOR) at 7000 or above. At D 20.0 BUD DME (R 256 BUD VOR) turn right to track 304 and proceed to TORNO (D 31.3 BUD DME; R 276 BUD VOR). Cross TORNO at FL160 or below.			
<b>TORNO3X</b> (36.3)	After crossing D 3.5 BUD DME turn left to track 314. At D 17.0 BUD DME (R 312 BUD VOR) turn left to track 246 and proceed to TORNO (D 31.3 BUD DME; R 276 BUD VOR). Cross D 23.0 BUD DME (R 288 BUD VOR) at 7000 or above and TORNO at FL160 or below.			

GPS/FMS RNAV ARRIVAL CHART -  
TRANSITION TO FINAL APPROACH

TRANSITION ALTITUDE  
10000

ATIS 132.375 (117.300) BUDAPEST TOWER 118.100  
BUDAPEST APP 129.700 122.975 BUDAPEST GROUND 121.900  
119.500 BUDAPEST DELIVERY 134.550

BUDAPEST/LISZT FERENC  
RWY 13L



RUTOL 2L	
Waypoint	Altitude
RUTOL	FL150-
BP523	-
MAMOS	-
BP524	-
BP521	-
BP520	IAS 230
BP021	-
BP022	-
BP512	IAS 210
BP511	A9000+
NARUT	A5000+

ANEXA 2L	
Waypoint	Altitude
ANEXA	FL130-
SOMOK	-
BP423	-
BP422	-
BP421	-
BP420	IAS 230
BP419	-
BP418	-
BP417	IAS 210
BP511	A9000+
NARUT	A5000+

JBR 2L	
Waypoint	Altitude
JBR	-
AGMAS	-
BP525	-
BP520	IAS 230
BP021	-
BP022	-
BP512	IAS 210
BP511	A9000+
NARUT	A5000+

ANEXA 2B	
Waypoint	Altitude
ANEXA	FL130-
SOMOK	-
BP423	-
BP422	IAS 230
BP419	-
BP418	-
BP417	IAS 210
BP511	A9000+
NARUT	A5000+

ABONY 2L	
Waypoint	Altitude
ABONY	-
AGMAS	-
BP525	-
BP520	IAS 230
BP021	-
BP022	-
BP512	IAS 210
BP511	A9000+
NARUT	A5000+

VEBOS 2L	
Waypoint	Altitude
VEBOS	-
BP421	-
BP420	IAS 230
BP419	-
BP418	-
BP417	IAS 210
BP511	A9000+
NARUT	A5000+

VEBOS 2B	
Waypoint	Altitude
VEBOS	-
BP422	IAS 230
BP419	-
BP418	-
BP417	IAS 210
BP511	A9000+
NARUT	A5000+

VEBOS 2B	
Waypoint	Altitude
VEBOS	-
BP422	IAS 230
BP419	-
BP418	-
BP417	IAS 210
BP511	A9000+
NARUT	A5000+

WAY POINT COORDINATES  
SEE LHBP AD 2.22.



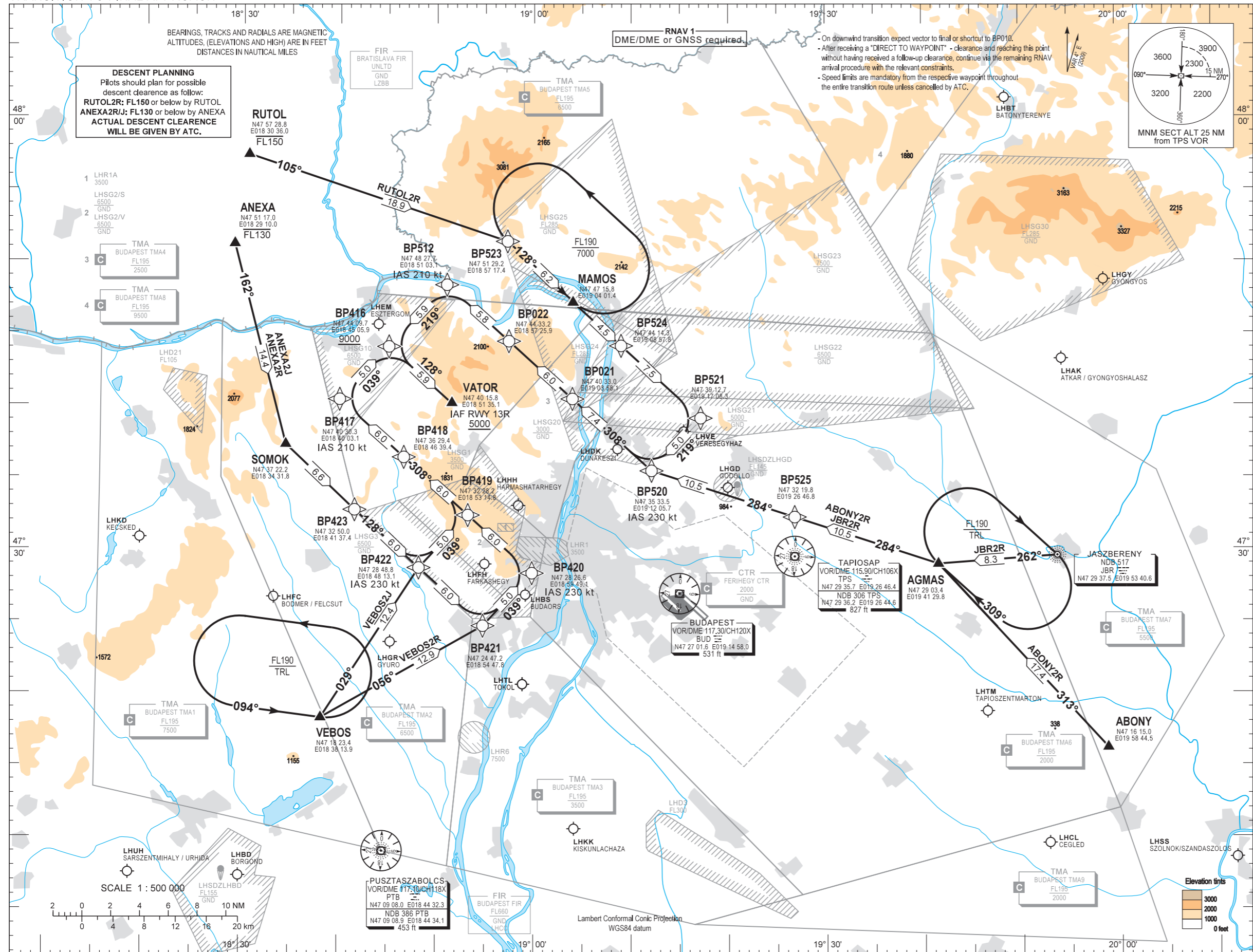
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GPS/FMS RNAV ARRIVAL CHART -  
TRANSITION TO FINAL APPROACH

TRANSITION ALTITUDE  
10000

ATIS 132.375 (117.300) BUDAPEST TOWER 118.100  
BUDAPEST APP 129.700 122.975 BUDAPEST GROUND 121.900  
119.500 BUDAPEST DELIVERY 134.550

BUDAPEST/LISZT FERENC  
RWY 13R



RUTOL 2R	
RUTOL	FL150-
BP523	-
MAMOS	-
BP524	-
BP521	-
BP520	IAS 230
BP021	-
BP022	-
BP512	IAS 210
BP416	A9000+
VATOR	A5000+

ANEXA 2R	
ANEXA	FL130-
SOMOK	-
BP423	-
BP422	-
BP421	-
BP420	IAS 230
BP419	-
BP418	-
BP417	IAS 210
BP416	A9000+
VATOR	A5000+

JBR 2R	
JBR	-
AGMAS	-
BP525	-
BP520	IAS 230
BP021	-
BP022	-
BP512	IAS 210
BP416	A9000+
VATOR	A5000+

ANEXA 2J	
ANEXA	FL130-
SOMOK	-
BP423	-
BP422	IAS 230
BP419	-
BP418	-
BP417	IAS 210
BP416	A9000+
VATOR	A5000+

ABONY 2R	
ABONY	-
AGMAS	-
BP525	-
BP520	IAS 230
BP021	-
BP022	-
BP512	IAS 210
BP416	A9000+
VATOR	A5000+

VEBOS 2R	
VEBOS	-
BP421	-
BP420	IAS 230
BP419	-
BP418	-
BP417	IAS 210
BP416	A9000+
VATOR	A5000+

VEBOS 2J	
VEBOS	-
BP422	IAS 230
BP419	-
BP418	-
BP417	IAS 210
BP416	A9000+
VATOR	A5000+

WAY POINT COORDINATES  
SEE LHBP AD 2.22.



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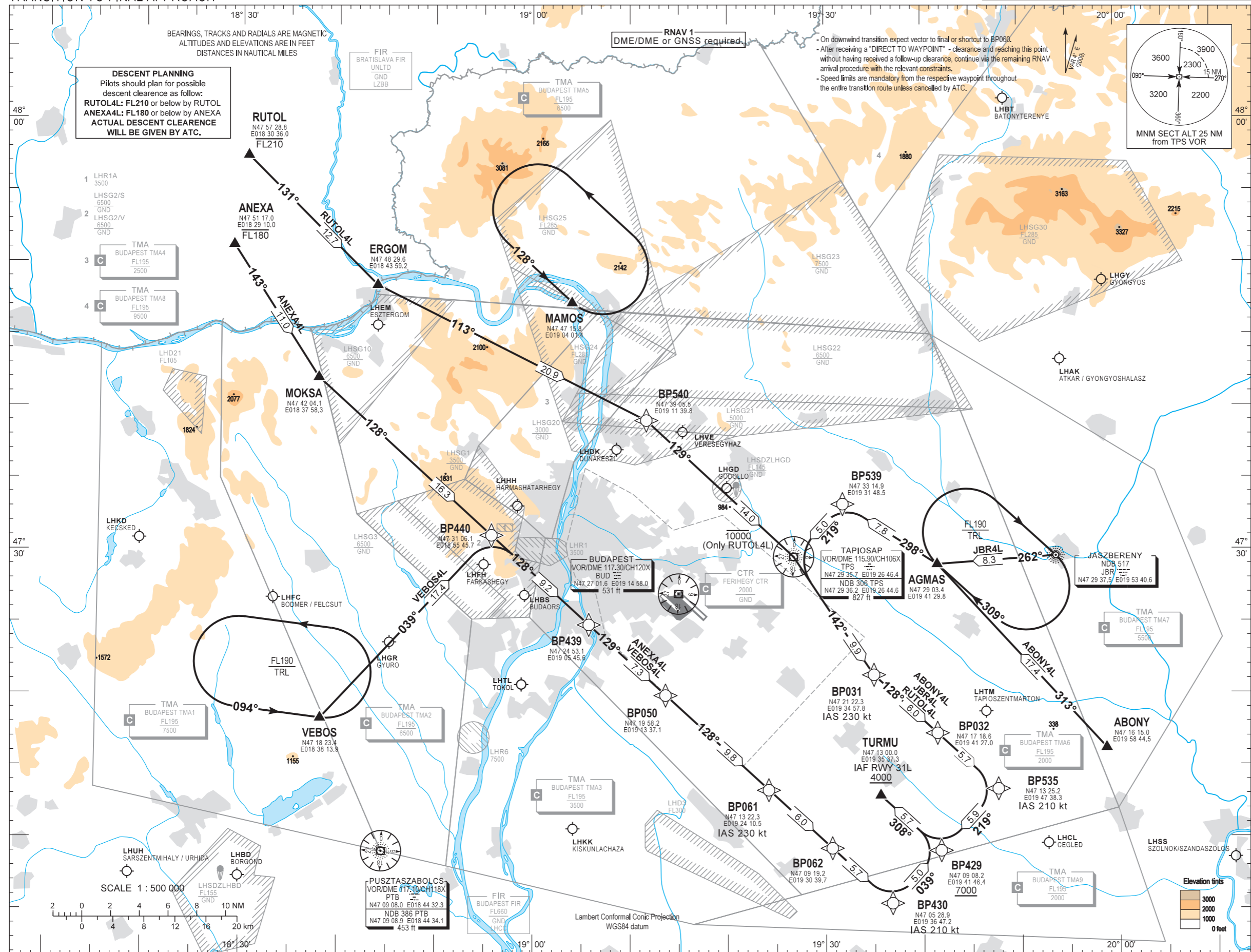


GPS/FMS RNAV ARRIVAL CHART -  
TRANSITION TO FINAL APPROACH

TRANSITION ALTITUDE  
10000

ATIS 132.375 (117.300) BUDAPEST TOWER 118.100  
BUDAPEST APP 129.700 122.975 BUDAPEST GROUND 121.900  
119.500 BUDAPEST DELIVERY 134.550

BUDAPEST/LISZT FERENC  
RWY 31L



**RUTOL 4L**

RUTOL	FL210-
ERGOM	-
BP540	-
TPS	A10000-
BP031	IAS 230
BP032	-
BP535	IAS 210
BP429	A7000+
TURMU	A4000+

**JBR 4L**

JBR	-
AGMAS	-
BP539	-
TPS	-
BP031	IAS 230
BP032	-
BP535	IAS 210
BP429	A7000+
TURMU	A4000+

**ABONY 4L**

ABONY	-
AGMAS	-
BP539	-
TPS	-
BP031	IAS 230
BP032	-
BP535	IAS 210
BP429	A7000+
TURMU	A4000+

**VEBOS 4L**

VEBOS	-
BP440	-
BP439	-
BP050	-
BP061	IAS 230
BP062	-
BP430	IAS 210
BP429	A7000+
TURMU	A4000+

**ANEXA 4L**

ANEXA	FL180-
MOKSA	-
BP440	-
BP439	-
BP050	-
BP061	IAS 230
BP062	-
BP430	IAS 210
BP429	A7000+
TURMU	A4000+

WAY POINT COORDINATES  
SEE LHBP AD 2.22.



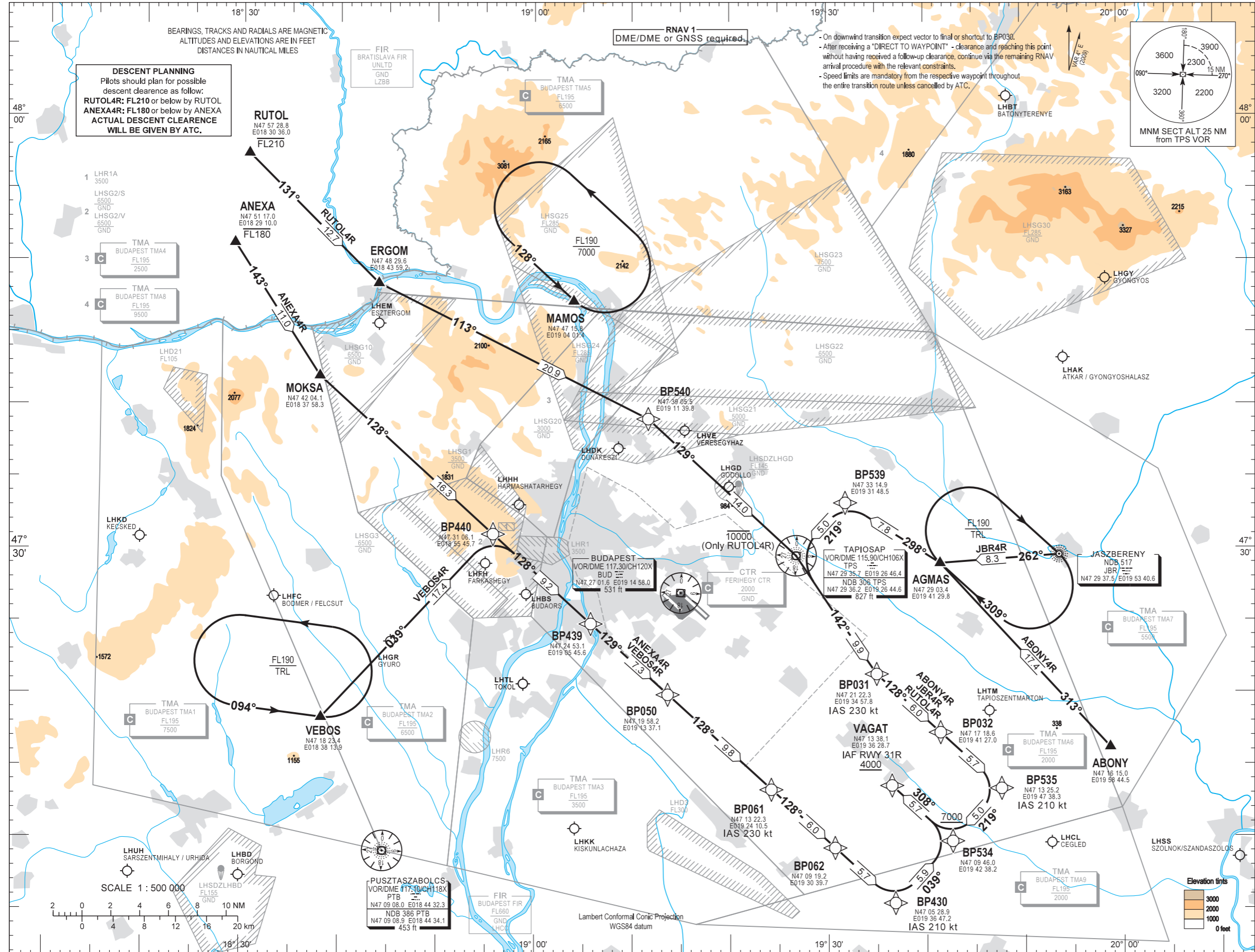
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GPS/FMS RNAV ARRIVAL CHART -  
TRANSITION TO FINAL APPROACH

TRANSITION ALTITUDE  
10000

ATIS 132.375 (117.300) BUDAPEST TOWER 118.100  
BUDAPEST APP 129.700 122.975 BUDAPEST GROUND 121.900  
119.500 BUDAPEST DELIVERY 134.550

BUDAPEST/LISZT FERENC  
RWY 31R



**RUTOL 4R**

RUTOL	FL210-
ERGOM	-
BP540	-
TPS	A10000-
BP031	IAS 230
BP032	-
BP535	IAS 210
BP534	A7000+
VAGAT	A4000+

**JBR 4R**

JBR	-
AGMAS	-
BP539	-
TPS	-
BP031	IAS 230
BP032	-
BP535	IAS 210
BP534	A7000+
VAGAT	A4000+

**ABONY 4R**

ABONY	-
AGMAS	-
BP539	-
TPS	-
BP031	IAS 230
BP032	-
BP535	IAS 210
BP534	A7000+
VAGAT	A4000+

**VEBOS 4R**

VEBOS	-
BP440	-
BP439	-
BP050	-
BP061	IAS 230
BP062	-
BP430	IAS 210
BP534	A7000+
VAGAT	A4000+

**ANEXA 4R**

ANEXA	FL180-
MOKSA	-
BP440	-
BP439	-
BP050	-
BP061	IAS 230
BP062	-
BP430	IAS 210
BP534	A7000+
VAGAT	A4000+

WAY POINT COORDINATES  
SEE LHBP AD 2.22.



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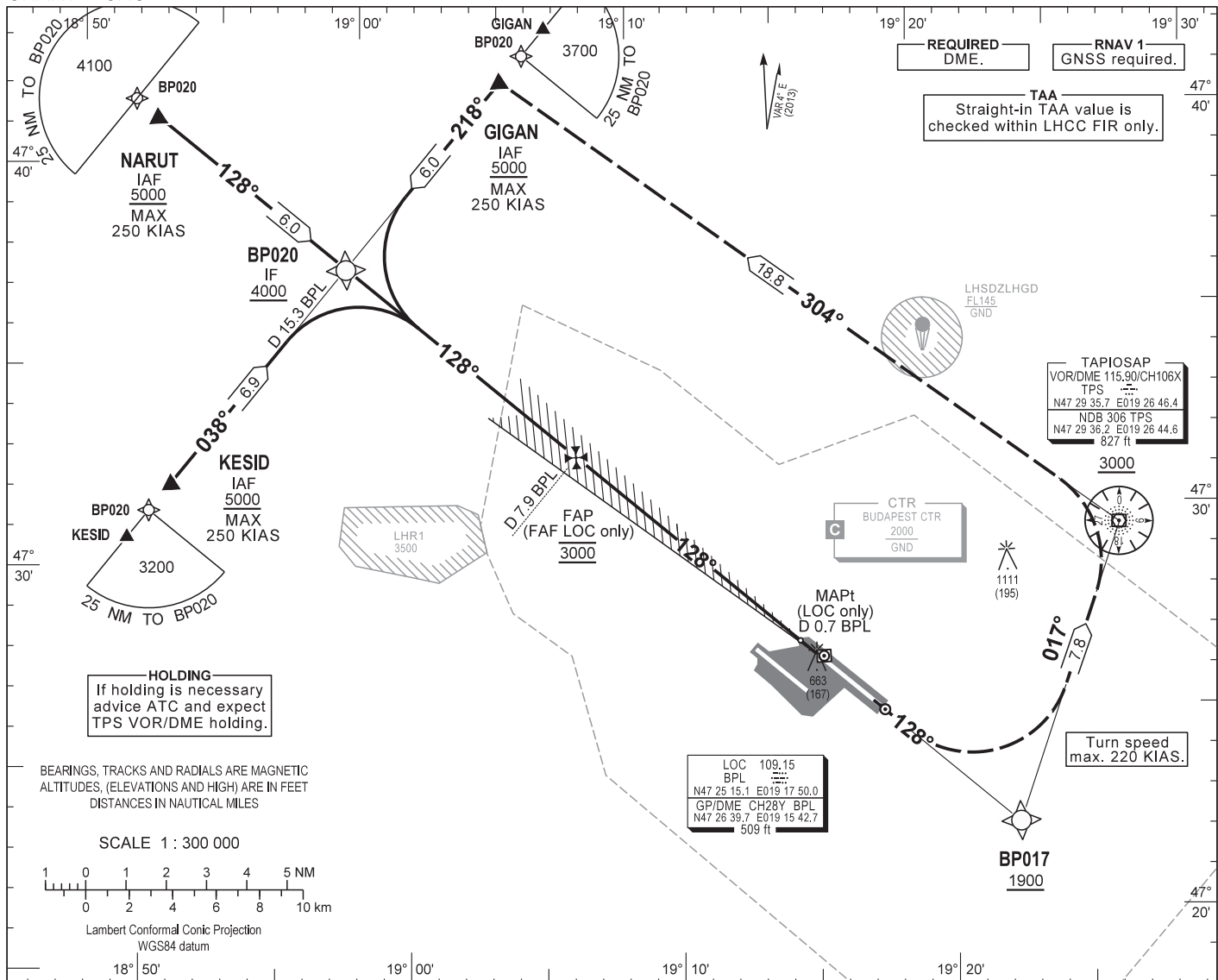
AIP HUNGARY

INSTRUMENT  
APPROACH  
CHART - ICAO

AERODROME ELEV 496  
HEIGHTS RELATED TO  
THR RWY 13L - ELEV 496

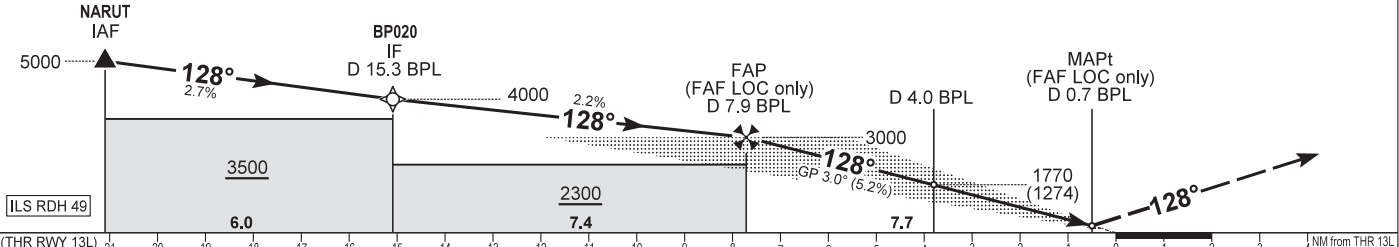
BUDAPEST APPROACH 129.700 ATIS 132.375 (117.300)  
122.975 BUDAPEST TOWER 118.100  
119.500 BUDAPEST GROUND 121.900

BUDAPEST/LISZT FERENC  
ILS or LOC RWY 13L  
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE  
10000

MISSED APPROACH  
Climb 4000 and continue on RWY track 128°.  
Cross BP017 (fly-by) waypoint at 1900 or above and turn left to track 017° inbound TPS.  
Maximum turning speed 220 KIAS.  
From TPS proceed to GIGAN on track 304°.



CAT OF ACFT		A	B	C	D	DME BPL	NM	7.0	6.0	5.0	4.0	3.0	2.0	
OCA (H) STRAIGHT-IN	CAT I	2.5% macg	955 (459)	964 (468)	974 (478)	984 (488)	DIST THR / RWY 13L	NM	6.8	5.8	4.8	3.8	2.8	1.8
		4.0% macg	657 (161)	669 (173)	677 (181)	687 (191)	ALTITUDE	ft	2730	2410	2090	1770	1460	1140
	CAT II	2.5% macg	866 (370)	882 (386)	896 (400)	909 (413)	Timing not authorised for defining the MAPt.							
		4.0% macg	566 (70)	579 (83)	589 (93)	599 (103)	GS	kt	80	100	120	140	160	180
	LOC	2.5% macg	950 (454)	980 (484)	1000 (504)	1020 (524)	FAP/FAF - THR 13L (7.7 NM)	min:sec	5:47	4:38	3:52	3:19	2:54	2:35
		3.8% macg	860 (364)		880 (384)		Rate of descent (324.8 ft/NM)	ft/min	430	540	640	750	860	970
CIRCLING		980	1190	1310	1510									

**AD 2 LHBP INSTRUMENT APPROACH CHART ILS OR LOC RWY 13L**

SEQ	P&T	Name	Latitude	Longitude	FlyOver	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VPA/RDH (FT)	RNP (NM)
010	IF	GIGAN(IAF)	N47 41 17.3	E019 04 58.0	N	...	...	+5000	-250	...	...
020	TF	BP020(IF)	N47 36 51.5	E018 58 59.1	N	222 T/6.00 NM	...	+4000	...	-1.6°	...
010	IF	KESID(IAF)	N47 31 47.2	E018 52 10.0	N	...	...	+5000	-250	...	...
020	TF	BP020(IF)	N47 36 51.5	E018 58 59.1	N	042 T/6.86 NM	...	+4000	...	-1.4°	...
010	IF	NARUT(IAF)	N47 40 52.8	E018 52 24.1	N	...	...	+5000	-250	...	...
020	TF	BP020(IF)	N47 36 51.5	E018 58 59.1	N	132 T/6.00 NM	...	+4000	...	-1.6°	...
010	IF	BP020(IF)	N47 36 51.5	E018 58 59.1	N	...	...	+4000	...	...	...
020	CF	BP019(FAP)	N47 31 54.7	E019 07 02.8	N	132 T/7.37 NM	...	@3000	...	-1.3°	...
030	CF	BP018(LTP/FTP)	N47 26 43.5	E019 15 27.2	Y	132 T/7.71 NM	...	+545	...	-3.0°/15	...
010	IF	MAPt (LOC only)	N47 27 04.7	E019 14 53.0	Y	...	...	+860	...	...	...
020	TF	BP017	N47 22 18.6	E019 22 34.5	N	132 T/6.55 NM	...	+1900	...	2.3°	...
030	TF	TPS	N47 29 35.7	E019 26 46.4	N	021 T/7.83 NM	L	+3000	-220	1.0°	...
040	TF	GIGAN	N47 41 17.3	E019 04 58.0	Y	308 T/18.83 NM	L	@4000	...	0.5°	...

Final approach descent: 3.0°.  
LOC only descent: 2.99°.

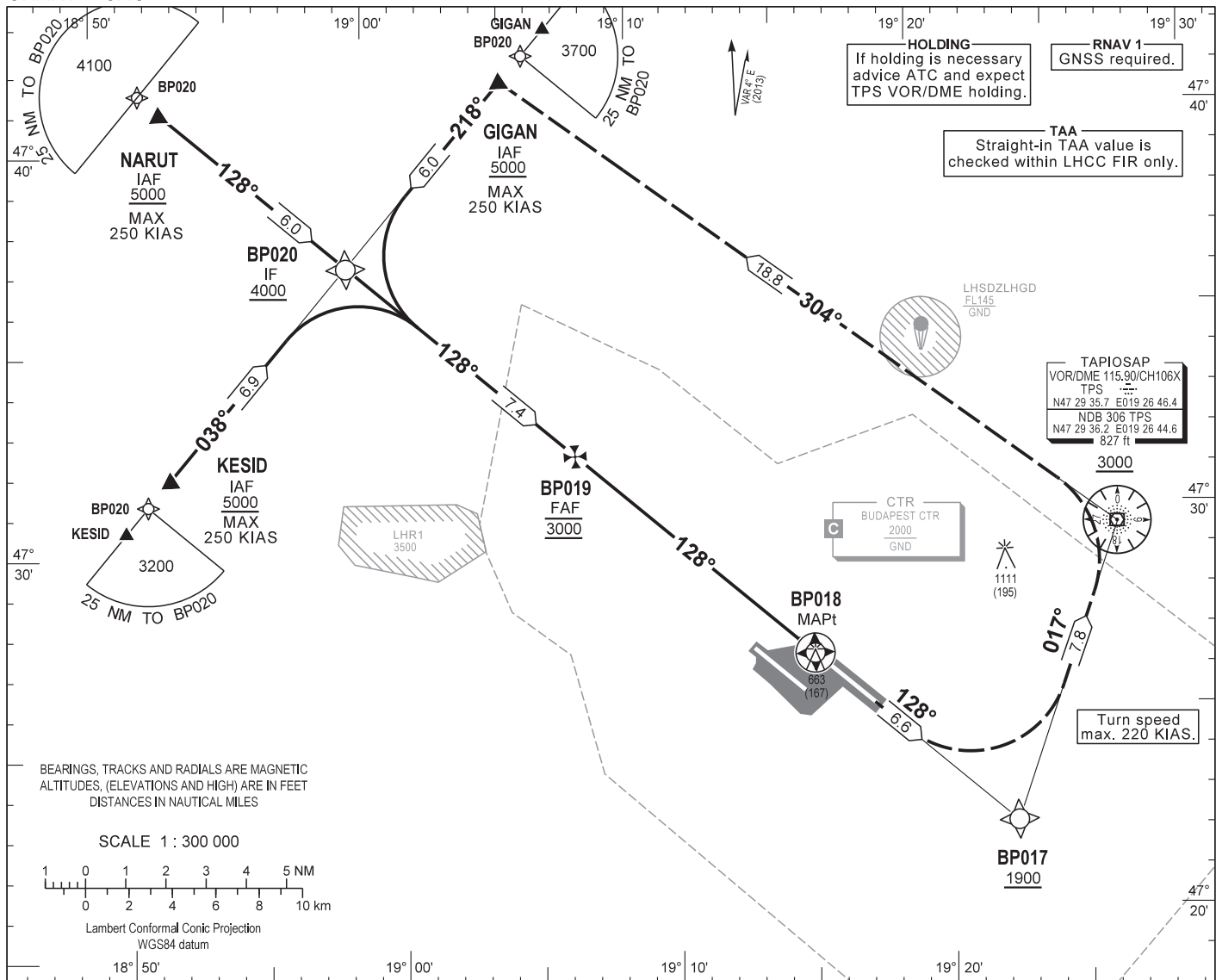
AIP HUNGARY

INSTRUMENT  
APPROACH  
CHART - ICAO

AERODROME ELEV 496  
HEIGHTS RELATED TO  
THR RWY 13L - ELEV 496

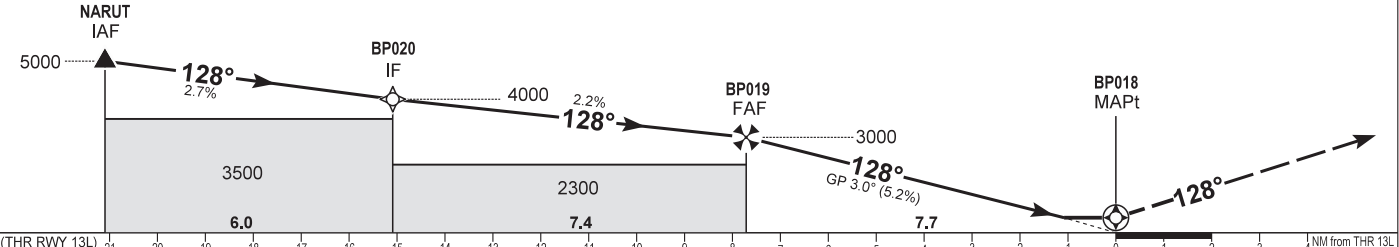
BUDAPEST APPROACH 129.700 ATIS 132.375 (117.300)  
122.975 BUDAPEST TOWER 118.100  
119.500 BUDAPEST GROUND 121.900

BUDAPEST/LISZT FERENC  
RNAV<sub>(GNSS)</sub> RWY 13L  
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE  
10000

MISSED APPROACH  
Climb 4000 and continue on RWY track 128°.  
Cross BP017 (fly-by) waypoint at 1900 or above and turn left to track 017° inbound TPS.  
Maximum turning speed 220 KIAS.  
From TPS proceed to GIGAN on track 304°.



CAT OF ACFT		A	B	C	D
OCA (H) STRAIGHT-IN	RNAV	1030 (534)	1060 (564)	1080 (584)	1100 (604)
		860 (364)	900 (404)	920 (424)	
CIRCLING		980	1190	1310	1510

DIST THR / RWY 13L	NM	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	ft	2780	2460	2140	1820	1510	1190

Timing not authorised for defining the MAPt.

GS	kt	80	100	120	140	160	180
BP019 - BP018 (7.7 NM)	min:sec	5:47	4:38	3:52	3:19	2:54	2:35
Rate of descent (326.2 ft/NM)	ft/min	430	540	650	760	860	970

**AD 2 LHBP INSTRUMENT APPROACH CHART RNAV<sub>(GNSS)</sub> RWY 13L**

SEQ	P&T	Name	Latitude	Longitude	FlyOver	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VPA/RDH (FT)	RNP (NM)
010	IF	GIGAN(IAF)	N47 41 17.3	E019 04 58.0	N	...	...	+5000	-250	...	...
020	TF	BP020(IF)	N47 36 51.5	E018 58 59.1	N	222 T/6.00 NM	...	+4000	...	-1.6°	...
010	IF	KESID(IAF)	N47 31 47.2	E018 52 10.0	N	...	...	+5000	-250	...	...
020	TF	BP020(IF)	N47 36 51.5	E018 58 59.1	N	042 T/6.86 NM	...	+4000	...	-1.4°	...
010	IF	NARUT(IAF)	N47 40 52.8	E018 52 24.1	N	...	...	+5000	-250	...	...
020	TF	BP020(IF)	N47 36 51.5	E018 58 59.1	N	132T/6.00 NM	...	+4000	...	-1.6°	...
010	IF	BP020(IF)	N47 36 51.5	E018 58 59.1	N	...	...	+4000	...	...	...
020	TF	BP019(FAF)	N47 31 54.7	E019 07 02.8	N	132 T/7.37 NM	...	@3000	...	-1.3°	...
030	TF	BP018(LTP/FTP)	N47 26 43.5	E019 15 27.2	Y	132 T/7.71 NM	...	+545	...	-3.0°/15	...
010	IF	BP018(MAPt)	N47 26 43.5	E019 15 27.2	Y	...	...	+860	...	...	...
020	TF	BP017	N47 22 18.6	E019 22 34.5	N	132 T/6.55 NM	...	+1900	...	1.8°	...
030	TF	TPS	N47 29 35.7	E019 26 46.4	N	021 T/7.83 NM	L	+3000	-220	1.4°	...
040	TF	GIGAN	N47 41 17.3	E019 04 58.0	Y	308 T/18.83 NM	L	@4000	...	0.5°	...

Final approach descent: 3.0°.

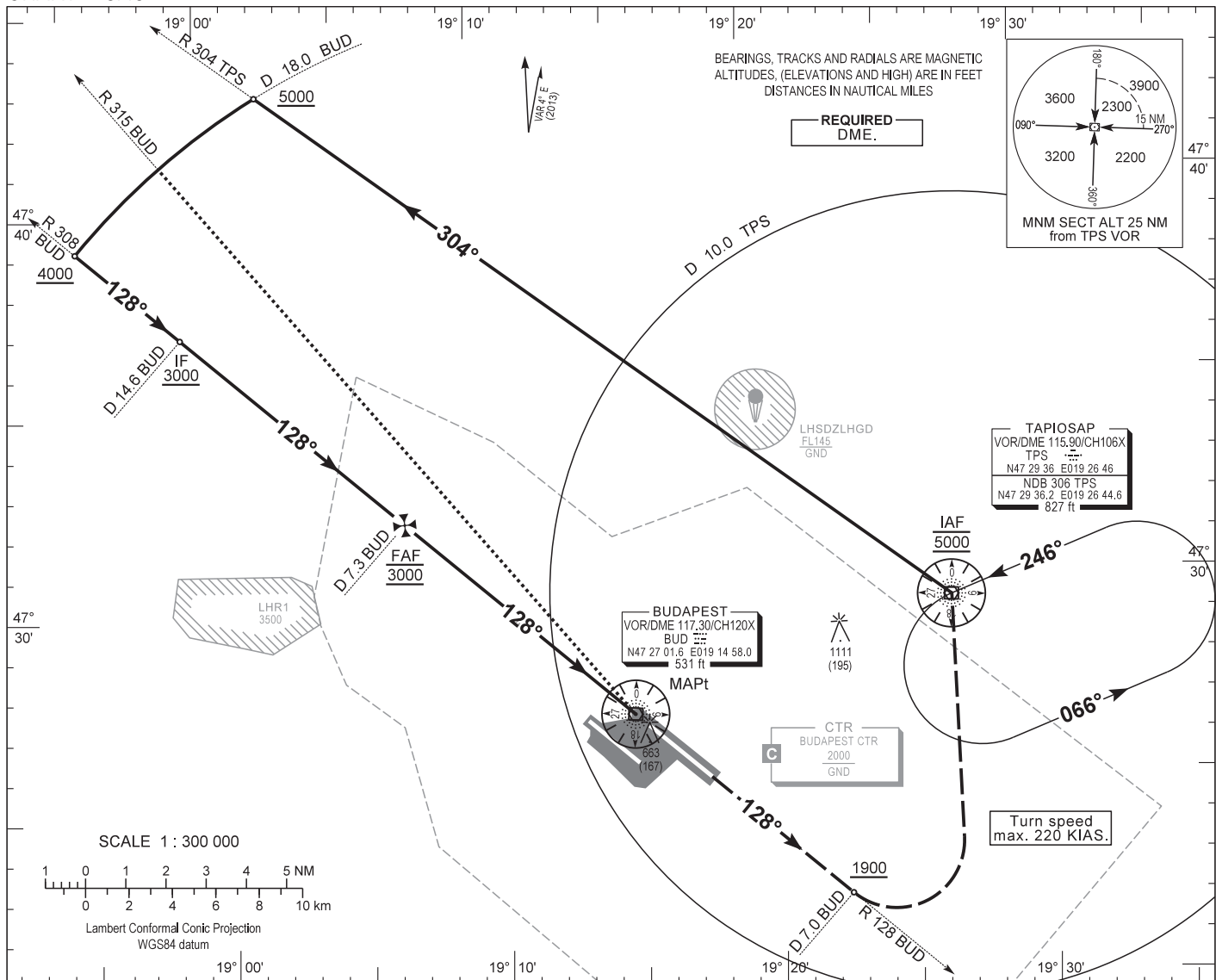


AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO  
AERODROME ELEV 496  
HEIGHTS RELATED TO THR RWY 13L - ELEV 496

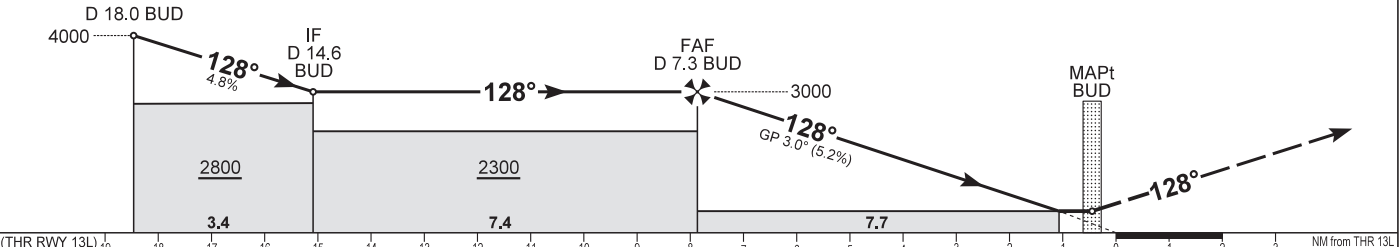
BUDAPEST APPROACH 129.700  
122.975  
119.500  
ATIS 132.375 (117.300)  
BUDAPEST TOWER 118.100  
BUDAPEST GROUND 121.900

BUDAPEST/LISZT FERENC  
VOR RWY 13L  
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE  
10000

MISSED APPROACH  
Climb 4000 and continue on R 308 BUD outbound.  
Cross D 7.0 BUD at 1900 or above and turn left direct to TPS VOR/DME.  
Maximum turning speed 220 KIAS.  
Reach 4000 by TPS VOR/DME and enter holding pattern as published.



CAT OF ACFT	A	B	C	D
	2.5% macg	1680 (1184)	1710 (1214)	1730 (1234)
3.7% macg	880 (384)			
CIRCLING	980	1190	1310	1510

DME BUD	NM	6.0	5.0	4.0	3.0	2.0	1.0
DIST THR / RWY 13L	NM	6.5	5.5	4.5	3.5	2.5	1.5
ALTITUDE	ft	2620	2300	1980	1660	1350	1030

Timing not authorised for defining the MAPt.

GS	kt	80	100	120	140	160	180
FAF - RWY 13L (7.7 NM)	min:sec	5:47	4:38	3:52	3:19	2:54	2:35
Rate of descent (324.8 ft/NM)	ft/min	430	540	640	750	860	970

## AD 2 LHBP INSTRUMENT APPROACH CHART VOR RWY 13L

### VOR approach procedure:

Initial altitude: 5000.  
Leave TPS on R 304 TPS and maintain 5000.  
When reaching D 18.0 BUD turn left and join D 18.0 BUD DME arc CCW and descend 4000.  
After crossing R 315 BUD leading radial turn left and intercept R 308 BUD (final track) inbound, descend 3000.  
When crossing D 7.3 BUD descend to published minimum altitude related to aircraft category.

### 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  
4000 for Missed approach  
Maximum holding altitude: 10000

Final approach descent: 3.0°.

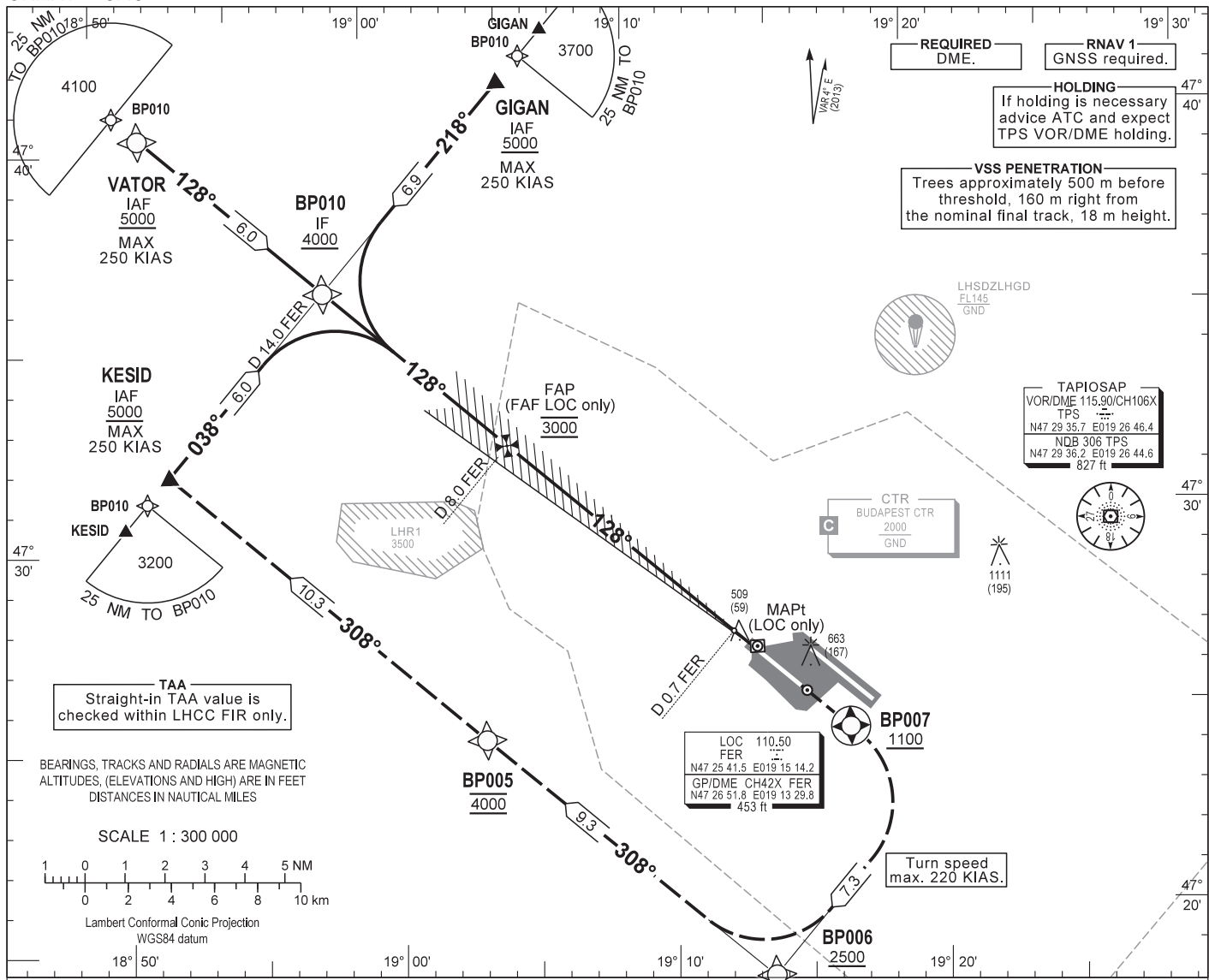
AIP HUNGARY

INSTRUMENT  
APPROACH  
CHART - ICAO

AERODROME ELEV 496  
HEIGHTS RELATED TO  
THR RWY 13R - ELEV 448

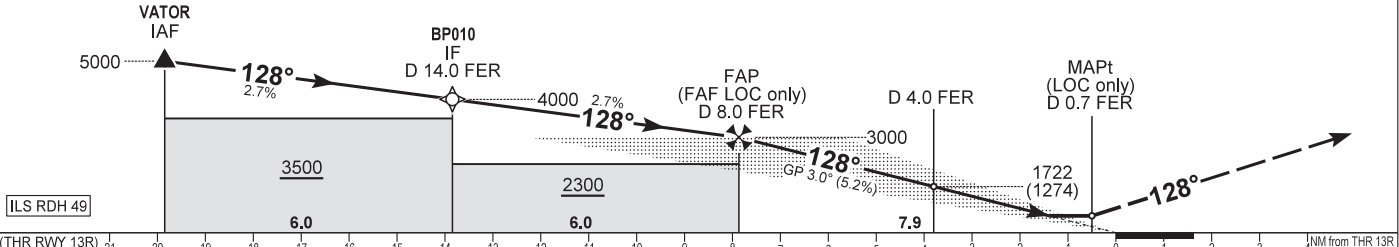
BUDAPEST APPROACH 129.700 ATIS 132.375 (117.300)  
122.975 BUDAPEST TOWER 118.100  
119.500 BUDAPEST GROUND 121.900

BUDAPEST/LISZT FERENC  
ILS or LOC RWY 13R  
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE  
10000

MISSED APPROACH  
Cross BP007 at 1100 or above then turn right inbound BP006.  
Maximum turning speed 220 KIAS.  
Cross BP006 at 2500 or above and turn right to track 308° inbound KESID.  
Reach 4000 by BP005.



CAT OF ACFT		A	B	C	D	DME FER								
OCA (H) STRAIGHT-IN	CAT I	2.5% macg	958 (510)	967 (519)	977 (529)	987 (539)	NM	7.0	6.0	5.0	4.0	3.0	2.0	
		3.4% macg	635 (187)	647 (199)	655 (207)	665 (217)	DIST THR / RWY 13R	NM	6.8	5.8	4.8	3.8	2.8	1.8
	CAT II	2.5% macg	869 (421)	885 (437)	898 (450)	912 (464)	ALTITUDE	ft	2680	2360	2050	1730	1410	1090
		3.9% macg	501 (53)	501 (53)	548 (100)	563 (115)	Timing not authorised for defining the MAPt.							
	LOC	2.5% macg	1220 (772)	1250 (802)	1270 (822)	1290 (842)	GS	kt	80	100	120	140	160	180
		3.2% macg	940 (492)				FAP/FAF - THR 13R (7.9 NM)	min:sec	5:54	4:43	3:56	3:23	2:57	2:38
CIRCLING		980	1190	1310	1510	Rate of descent (324.7 ft/NM)	ft/min	430	540	640	750	860	970	

**AD 2 LHBP INSTRUMENT APPROACH CHART ILS OR LOC RWY 13R**

SEQ	P&T	Name	Latitude	Longitude	FlyOver	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VPA/RDH (FT)	RNP (NM)
010	IF	KESID(IAF)	N47 31 47.2	E018 52 10.0	N	...	...	+5000	-250	...	...
020	TF	BP010(IF)	N47 36 13.8	E018 58 09.0	N	042 T/6.01 NM	...	+4000	...	-1.6°	...
010	IF	GIGAN(IAF)	N47 41 17.3	E019 04 58.0	N	...	...	+5000	-250	...	...
020	TF	BP010(IF)	N47 36 13.8	E018 58 09.0	N	222 T/6.85 NM	...	+4000	...	-1.4°	...
010	IF	VATOR(IAF)	N47 40 15.8	E018 51 35.1	N	...	...	+5000	-250	...	...
020	TF	BP010(IF)	N47 36 13.8	E018 58 09.0	N	132 T/6.00 NM	...	+4000	...	-1.6°	...
010	IF	BP010(IF)	N47 36 13.8	E018 58 09.0	N	...	...	+4000	...	...	...
020	CF	BP009(FAP)	N47 32 12.4	E019 04 40.2	N	132 T/5.97 NM	...	@3000	...	-1.6°	...
030	CF	BP008(LTP/FTP)	N47 26 55.3	E019 13 14.7	Y	132 T/7.86 NM	...	+497	...	-3.0°/15	...
010	IF	MAPt (LOC only)	N47 27 16.7	E019 12 40.1	Y	...	...	+940	...	...	...
020	TF	BP007(TP)	N47 24 44.4	E019 16 46.5	Y	132 T/3.24 NM	...	+1100	...	1.9°	...
030	CF	BP006	N47 18 37.5	E019 13 32.8	N	222 T/7.34 NM	R	+2500	-220	1.9°	...
040	TF	BP005	N47 24 52.2	E019 03 22.1	N	312 T/9.32 NM	R	@4000	-220	1.4°	...
050	TF	KESID	N47 31 47.2	E018 52 10.0	Y	312 T/10.28 NM	...	@4000	...	0.0°	...

Final approach descent: 3.0°.  
LOC only descent: 3.01°.

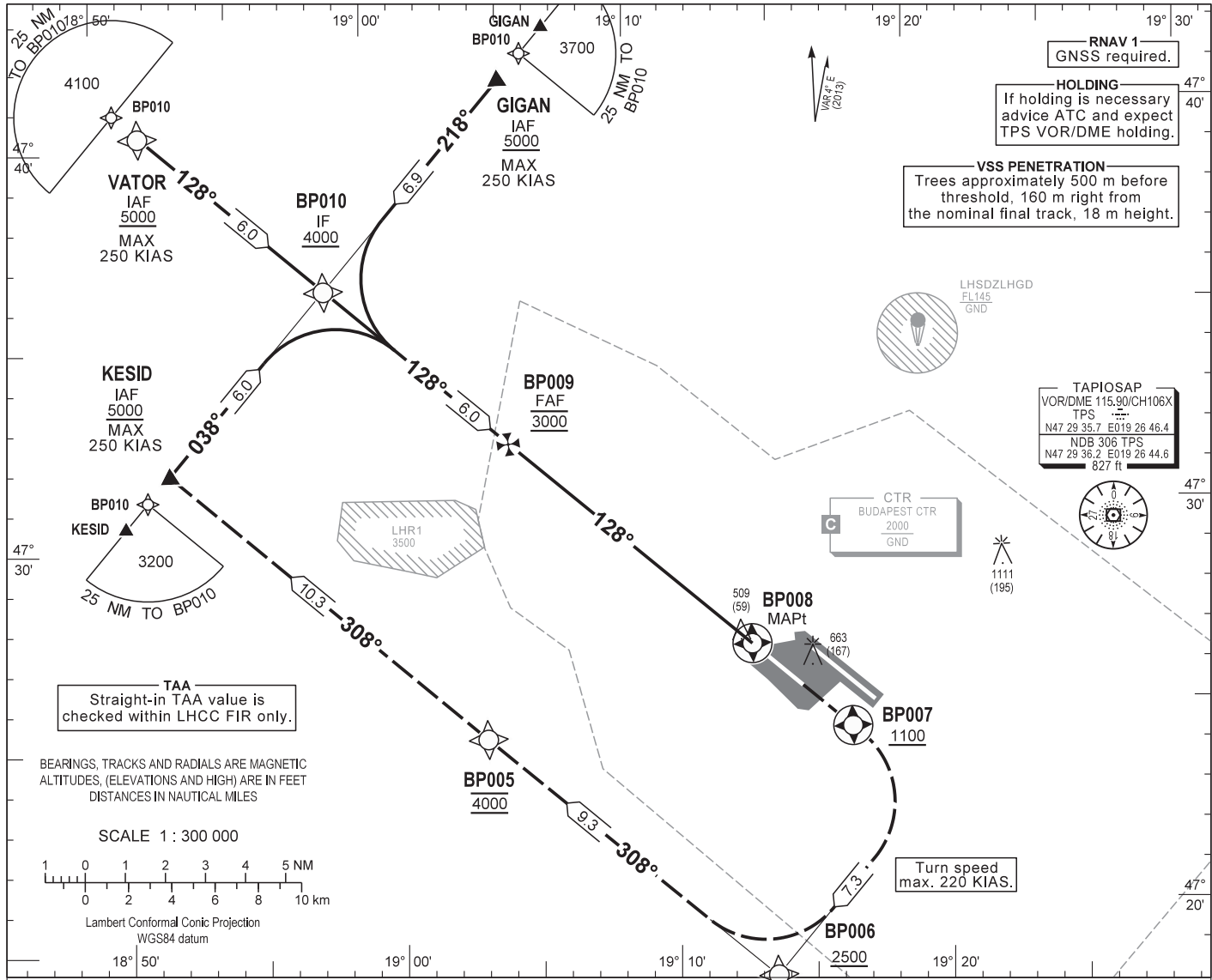
AIP HUNGARY

INSTRUMENT  
APPROACH  
CHART - ICAO

AERODROME ELEV 496  
HEIGHTS RELATED TO  
THR RWY 13R - ELEV 448

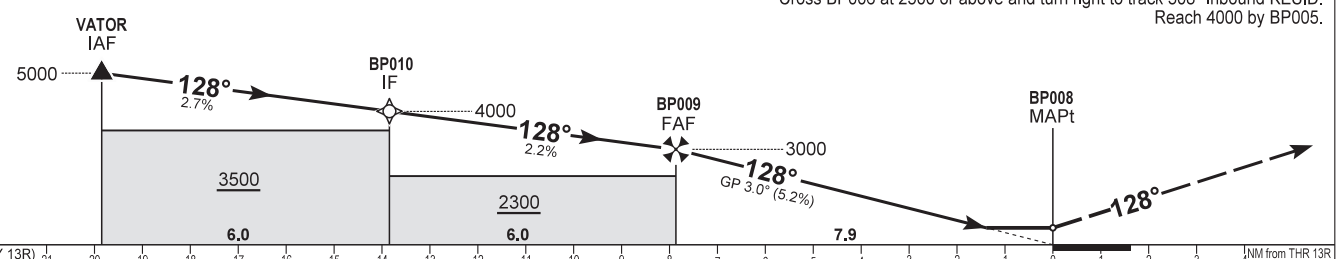
BUDAPEST APPROACH 129.700 ATIS 132.375 (117.300)  
122.975 BUDAPEST TOWER 118.100  
119.500 BUDAPEST GROUND 121.900

BUDAPEST/LISZT FERENC  
RNAV<sub>(GNSS)</sub> RWY 13R  
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE  
10000

**MISSED APPROACH**  
Climb 4000 and continue on RWY track 128°.  
Cross BP007 at 1100 or above then turn right inbound BP006.  
Maximum turning speed 220 KIAS.  
Cross BP006 at 2500 or above and turn right to track 308° inbound KESID.  
Reach 4000 by BP005.



CAT OF ACFT		A	B	C	D	DIST THR / RWY 13R						
OCA (H) STRAIGHT-IN	LNAV	1020 (572)	1040 (592)	1070 (622)	1090 (642)	NM	7.0	6.0	5.0	4.0	3.0	2.0
		940 (492)		970 (522)	1000 (552)	ft	2730	2410	2090	1780	1460	1140
CIRCLING		980	1190	1310	1510	Timing not authorised for defining the MAPt.						
GS		kt		80	100	120	140	160	180			
BP009 - BP008 (7.9 NM)		min:sec		5:54	4:43	3:526	3:23	2:57	2:38			
Rate of descent (324.7 ft/NM)		ft/min		430	540	650	760	860	970			

AD 2 LHBP INSTRUMENT APPROACH CHART RNAV<sub>(GNSS)</sub> RWY 13R

SEQ	P&T	Name	Latitude	Longitude	FlyOver	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VPA/RDH (FT)	RNP (NM)
010	IF	KESID(IAF)	N47 31 47.2	E018 52 10.0	N	...	...	+5000	-250	...	...
020	TF	BP010(IF)	N47 36 13.8	E018 58 09.0	N	042 T/6.01 NM	...	+4000	...	-1.6°	...
010	IF	GIGAN(IAF)	N47 41 17.3	E019 04 58.0	N	...	...	+5000	-250	...	...
020	TF	BP010(IF)	N47 36 13.8	E018 58 09.0	N	222 T/6.85 NM	...	+4000	...	-1.4°	...
010	IF	VATOR(IAF)	N47 40 15.8	E018 51 35.1	N	...	...	+5000	-250	...	...
020	TF	BP010(IF)	N47 36 13.8	E018 58 09.0	N	132 T/6.00 NM	...	+4000	...	-1.6°	...
010	IF	BP010(IF)	N47 36 13.8	E018 58 09.0	N	...	...	+4000	...	...	...
020	TF	BP009(FAF)	N47 32 12.4	E019 04 40.2	N	132 T/5.97 NM	...	@3000	...	-1.6°	...
030	TF	BP008(LTP/FTP)	N47 26 55.3	E019 13 14.7	Y	132 T/7.86 NM	...	+497	...	-3.0°/15	...
010	IF	BP008(MAPt)	N47 26 55.3	E019 13 14.7	Y	...	...	+940	...	...	...
020	TF	BP007(TP)	N47 24 44.4	E019 16 46.5	Y	132 T/3.24 NM	...	+1100	...	1.7°	...
030	CF	BP006	N47 18 37.5	E019 13 32.8	N	222 T/7.34 NM	R	+2500	-220	1.7°	...
040	TF	BP005	N47 24 52.2	E019 03 22.1	N	312 T/9.32 NM	R	@4000	-220	1.4°	...
050	TF	KESID	N47 31 47.2	E018 52 10.0	Y	312 T/0.28 NM	...	@4000	...	0.0°	...

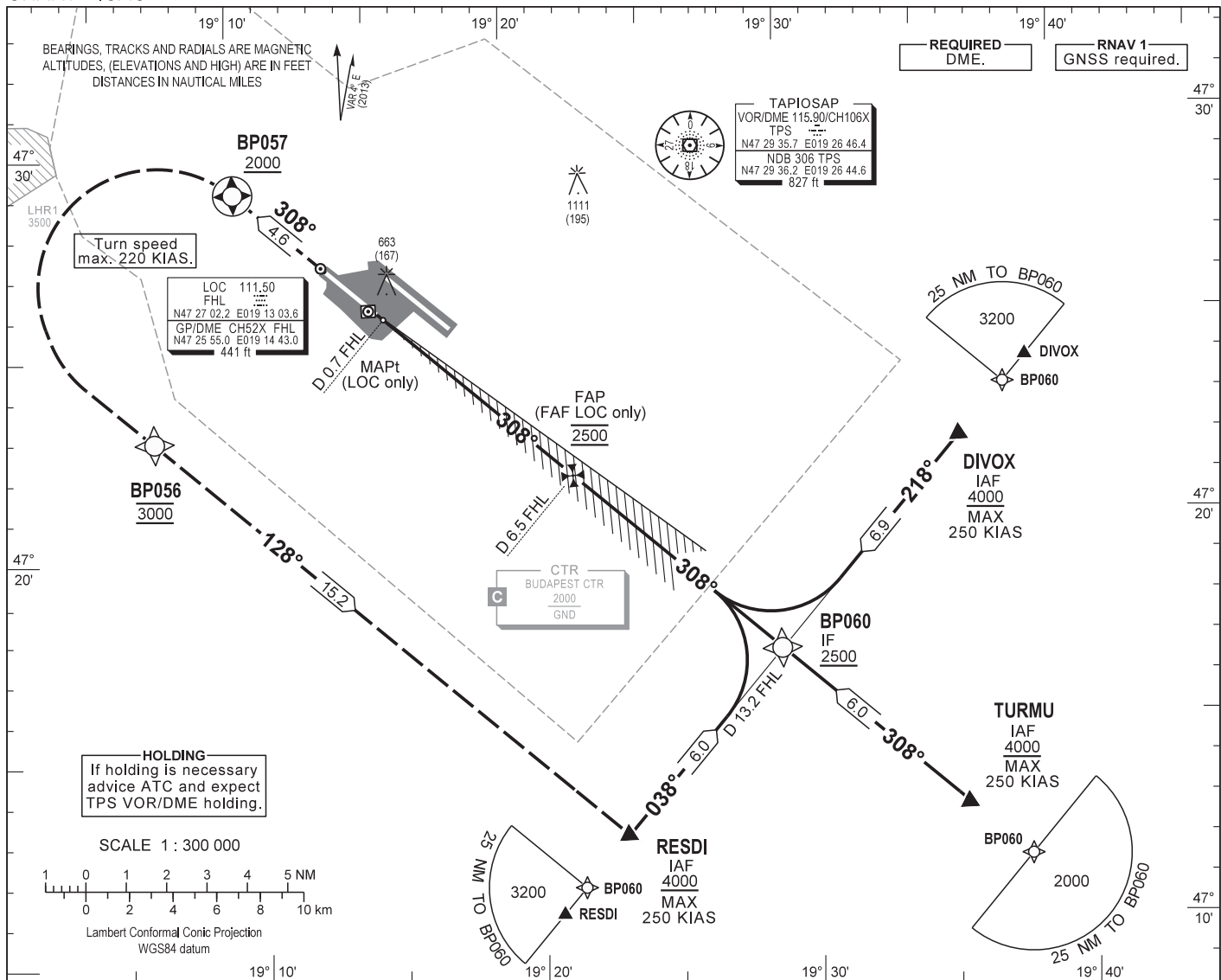
Final approach descent: 3.0°.

AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO  
AERODROME ELEV 496  
HEIGHTS RELATED TO THR RWY 31L - ELEV 448

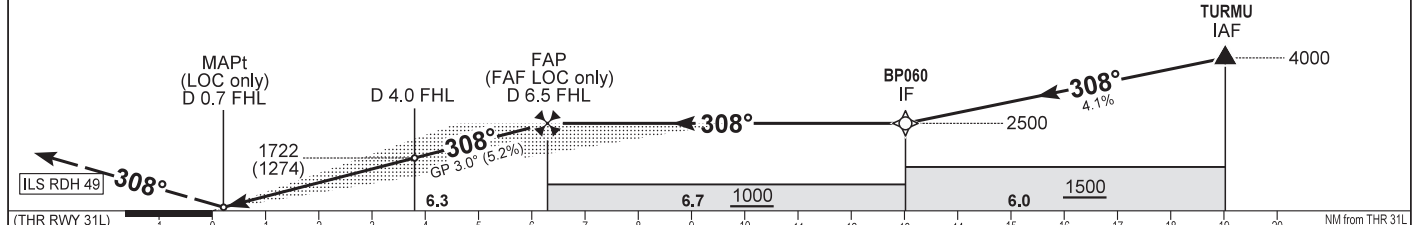
BUDAPEST APPROACH 129.700 ATIS 132.375 (117.300)  
122.975 BUDAPEST TOWER 118.100  
119.500 BUDAPEST GROUND 121.900

BUDAPEST/LISZT FERENC  
ILS or LOC RWY 31L  
(ACFT CAT A, B, C, D)



**MISSED APPROACH**  
Climb to 3000 on RWY track 308°.  
Cross BP057 at 2000 or above.  
After crossing BP057 turn left to course 128° inbound BP056.  
Maximum turning speed: 220 KIAS.  
Reach 3000 by BP056 and continue on track 128° to RESDI.

TRANSITION ALTITUDE  
10000



CAT OF ACFT		A	B	C	D	DME FHL							
OCA (H) STRAIGHT-IN	CAT I	2.5% macg	1205 (757)	1215 (767)	1225 (777)	1235 (787)	NM	6.0	5.0	4.0	3.0	2.0	
		5.9% macg	609 (161)	621 (173)	629 (181)	640 (192)	NM	5.8	4.8	3.8	2.8	1.8	
	CAT II	2.5% macg	1116 (668)	1133 (685)	1145 (697)	1159 (711)	ft						
		5.9% macg	520 (72)	533 (85)	541 (93)	553 (105)	2360	2050	1730	1410	1090		
	LOC	2.5% macg	1360 (912)	1380 (932)	1400 (952)	1420 (972)	Timing not authorised for defining the MAPt.						
		4.7% macg	840 (392)	880 (432)	920 (472)		GS	kt	80	100	120	140	160
CIRCLING		980	1190	1310	1510	FAP/FAF - THR 31L (6.3 NM)	min:sec	4:43	3:47	3:09	2:42	2:22	2:06
						Rate of descent (326.2 ft/NM)	ft/min	430	540	650	760	860	970

**AD 2 LHBP INSTRUMENT APPROACH CHART ILS OR LOC RWY 31L**

SEQ	P&T	Name	Latitude	Longitude	FlyOver	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VPA/RDH (FT)	RNP (NM)
010	IF	RESDI(IAF)	N47 12 38.0	E019 23 11.1	N	...	...	+4000	-250	...	...
020	TF	BP060(IF)	N47 17 03.4	E019 29 08.0	N	42 T/6.00 NM	...	+2500	...	-2.4°	...
010	IF	DIVOX(IAF)	N47 22 06.5	E019 35 57.5	N	...	...	+4000	-250	...	...
020	TF	BP060(IF)	N47 17 03.4	E019 29 08.0	N	222 T/6.86 NM	...	+2500	...	-2.1°	...
010	IF	TURMU(IAF)	N47 13 00.0	E019 35 37.3	N	...	...	+4000	-250	...	...
020	TF	BP060(IF)	N47 17 03.4	E019 29 08.0	N	312 T/6.00 NM	...	+2500	...	-2.4°	...
010	IF	BP060(IF)	N47 17 03.4	E019 29 08.0	N	...	...	+2500	...	...	...
020	CF	BP059(FAP)	N47 21 35.4	E019 21 51.1	N	312 T/6.72 NM	...	@2500	...	-0.0°	...
030	CF	BP058(LTP/FTP)	N47 25 49.7	E019 15 00.9	Y	312 T/6.29 NM	...	+497	...	-3.0°/15	...
010	IF	MAPt (LOC only)	N47 25 30.0	E019 15 32.7	Y	...	...	+840	...	...	...
020	TF	BP057	N47 28 56.5	E019 09 58.6	Y	312 T/4.62 NM	...	+2000	...	3.3°	...
030	CF	BP056	N47 22 52.0	E019 06 41.0	N	132 T/11.74 NM	L	@3000	-220	0.8°	...
040	TF	RESDI	N47 12 38.0	E019 23 11.1	Y	132 T/15.20 NM	...	@3000	...	0.0°	...

Final approach descent: 3.0°.  
LOC only descent: 2.97°.



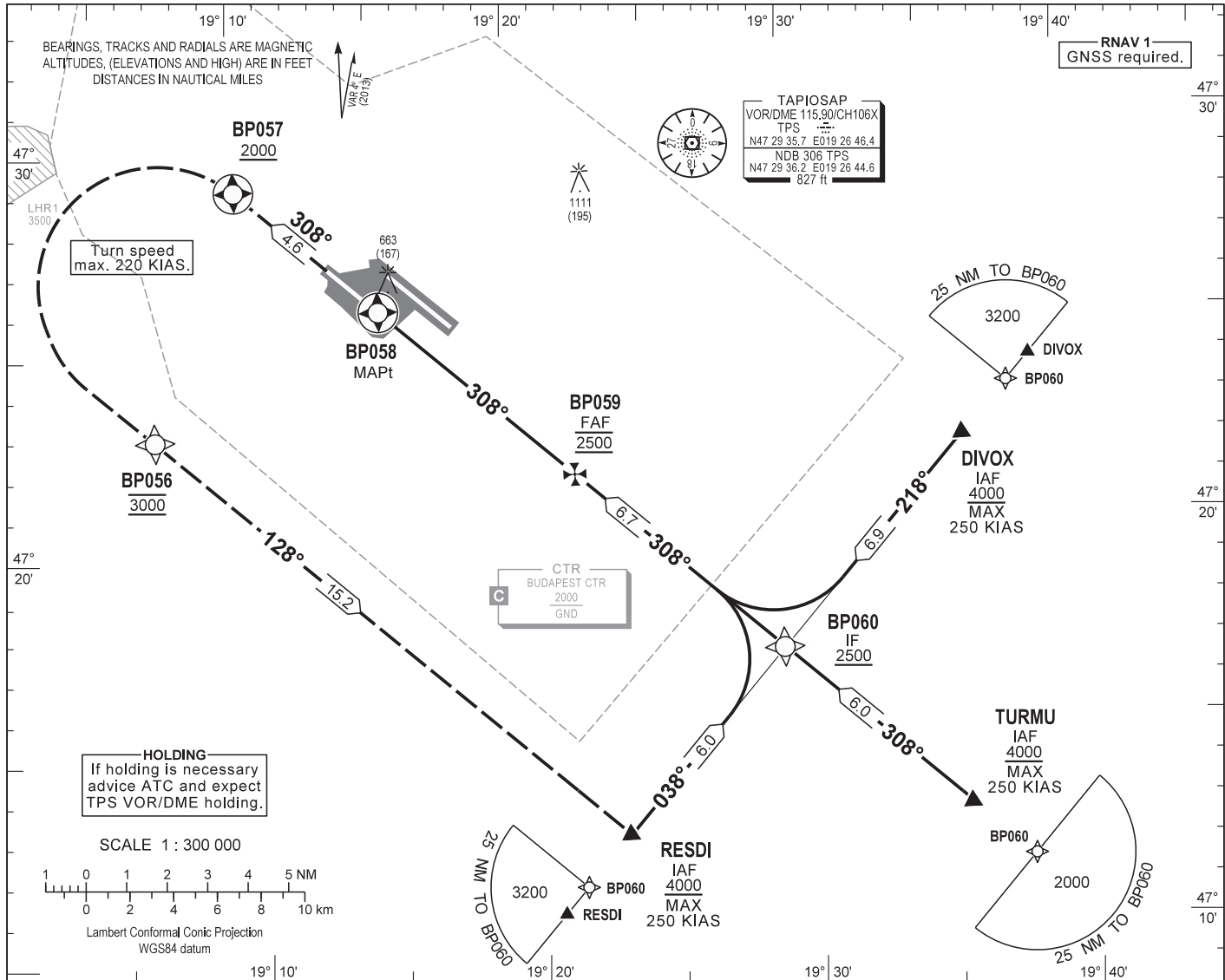
AIP HUNGARY

INSTRUMENT  
APPROACH  
CHART - ICAO

AERODROME ELEV 496  
HEIGHTS RELATED TO  
THR RWY 31L - ELEV 448

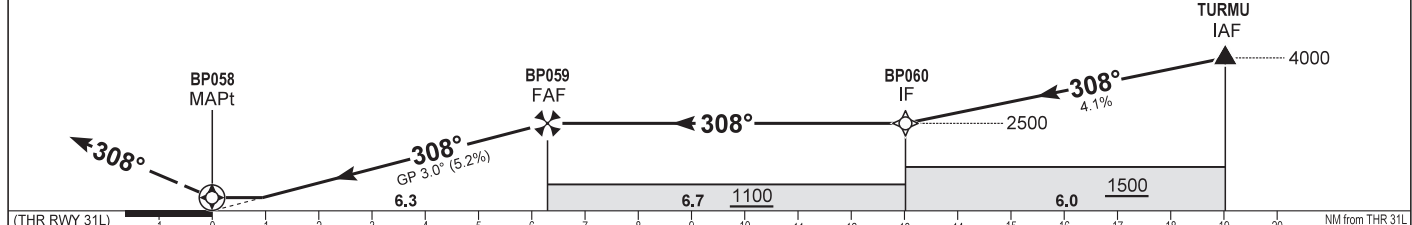
BUDAPEST APPROACH 129.700 ATIS 132.375 (117.300)  
122.975 BUDAPEST TOWER 118.100  
119.500 BUDAPEST GROUND 121.900

BUDAPEST/LISZT FERENC  
RNAV<sub>(GNSS)</sub> RWY 31L  
(ACFT CAT A, B, C, D)



**MISSED APPROACH**  
Climb to 3000 on RWY track 308°.  
Cross BP057 at 2000 or above.  
After crossing BP057 turn left to course 128° inbound BP056.  
Maximum turning speed: 220 KIAS.  
Reach 3000 by BP056 and continue on track 128° to RESDI.

TRANSITION ALTITUDE  
10000



CAT OF ACFT		A	B	C	D	
OCA (H) STRAIGHT-IN	LNAV	2.5% macg	1420 (972)	1450 (1002)	1470 (1022)	1490 (1042)
		5.7% macg	910 (462)			
CIRCLING		980	1190	1310	1510	

DIST THR / RWY 31L	NM	6.0	5.0	4.0	3.0	2.0
ALTITUDE	ft	2410	2090	1780	1460	1140
Timing not authorised for defining the MAPt.						

GS	kt	80	100	120	140	160	180
BP059 - BP058 (6.3 NM)	min:sec	4:43	3:47	3:09	2:42	2:22	2:06
Rate of descent (326.2 ft/NM)	ft/min	430	540	650	760	860	970

AD 2 LHBP INSTRUMENT APPROACH CHART RNAV<sub>(GNSS)</sub> RWY 31L

SEQ	P&T	Name	Latitude	Longitude	FlyOver	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VPA/RDH (FT)	RNP (NM)
010	IF	RESDI(IAF)	N47 12 38.0	E019 23 11.1	N	...	...	+4000	-250	...	...
020	TF	BP060(IF)	N47 17 03.4	E019 29 08.0	N	42 T/6.00 NM	...	+2500	...	-2.4°	...
010	IF	DIVOX(IAF)	N47 22 06.5	E019 35 57.5	N	...	...	+4000	-250	...	...
020	TF	BP060(IF)	N47 17 03.4	E019 29 08.0	N	222 T/6.86 NM	...	+2500	...	-2.1°	...
010	IF	TURMU(IAF)	N47 13 00.0	E019 35 37.3	N	...	...	+4000	-250	...	...
020	TF	BP060(IF)	N47 17 03.4	E019 29 08.0	N	312 T/6.00 NM	...	+2500	...	-2.4°	...
010	IF	BP060(IF)	N47 17 03.4	E019 29 08.0	N	...	...	+2500	...	...	...
020	TF	BP059(FAF)	N47 21 35.4	E019 21 51.1	N	312 T/6.72 NM	...	@2500	...	-0.0°	...
030	TF	BP058(LTP/FTP)	N47 25 49.7	E019 15 00.9	Y	312 T/6.29 NM	...	+497	...	-3.0°/15	...
010	IF	BP058(MAPt)	N47 25 49.7	E019 15 00.9	Y	...	...	+910	...	...	...
020	TF	BP057	N47 28 56.5	E019 09 58.6	Y	312 T/4.62 NM	...	+2000	...	3.3°	...
030	CF	BP056	N47 22 52.0	E019 06 41.0	N	132 T/11.74 NM	L	@3000	-220	0.8°	...
040	TF	RESDI	N47 12 38.0	E019 23 11.1	Y	132 T/15.20 NM	...	@3000	...	0.0°	...

Final approach descent: 3.0°.

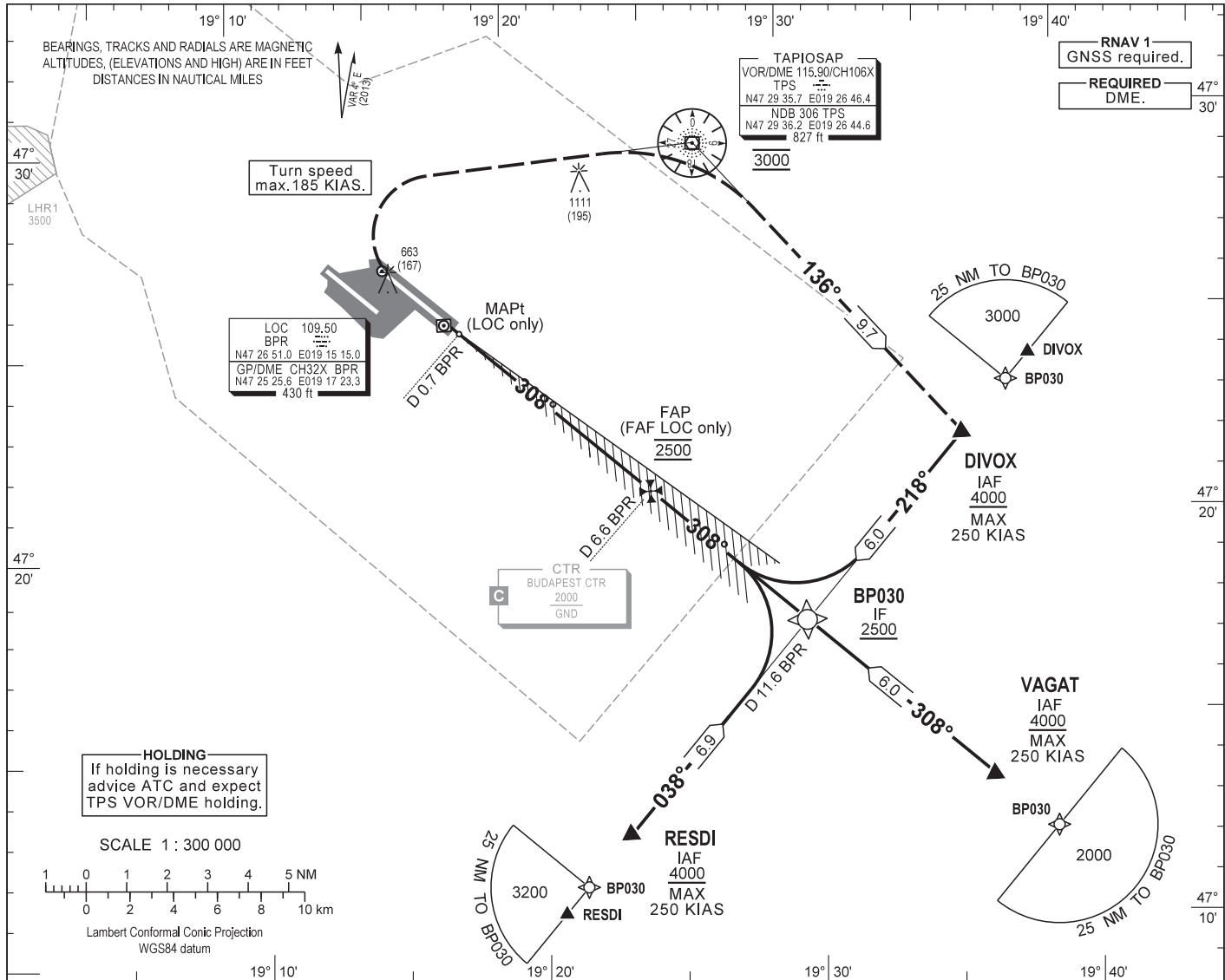
AIP HUNGARY

INSTRUMENT  
APPROACH  
CHART - ICAO

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

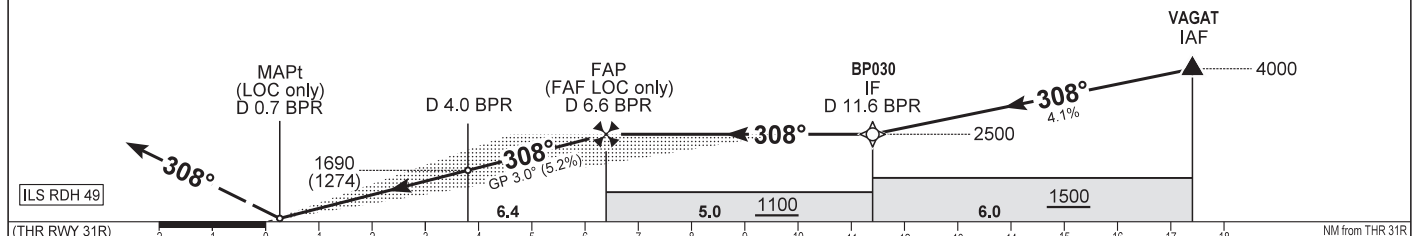
BUDAPEST APPROACH	129.700	ATIS	132.375 (117.300)
	122.975	BUDAPEST TOWER	118.100
	119.500	BUDAPEST GROUND	121.900

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



**MISSED APPROACH**  
Climb to 3000 on RWY track 308°.  
When passing 900 turn right to TPS.  
Maximum turning speed 185 KIAS.  
At TPS (fly-by) turn right to track 136° inbound DIVOX.

**TRANSITION ALTITUDE**  
10000



CAT OF ACFT		A	B	C	D	DME BPR								
OCA (H) STRAIGHT-IN	CAT I	2.5% macg	1169 (753)	1179 (763)	1189 (773)	1199 (783)	NM	6.0	5.0	4.0	3.0	2.0		
		3.6% macg	596 (180)	609 (193)	617 (201)	627 (211)	NM	5.8	4.8	3.8	2.8	1.8		
	CAT II	2.5% macg	1080 (664)	1097 (681)	1110 (694)	1123 (707)	Timing not authorised for defining the MAPt.							
		3.6% macg	514 (98)	532 (116)	544 (128)	558 (142)								
	LOC	2.5% macg	1430 (1014)	1450 (1034)	1480 (1064)	1490 (1074)	GS	kt	80	100	120	140	160	180
		3.6% macg	770 (354)				FAP/FAF - THR 31R (6.4 NM)	min:sec	4:48	3:51	3:12	2:45	2:24	2:08
CIRCLING		980	1190	1310	1510	Rate of descent (326.1 ft/NM)		ft/min	430	540	650	760	860	970

NOTE: CAT IIIA APPROVED

**AD 2 LHBP INSTRUMENT APPROACH CHART ILS OR LOC RWY 31R**

SEQ	P&T	Name	Latitude	Longitude	FlyOver	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VPA/RDH (FT)	RNP (NM)
010	IF	DIVOX(IAF)	N47 22 06.5	E019 35 57.5	N	...	...	+4000	-250	...	...
020	TF	BP030(IF)	N47 17 41.5	E019 29 59.5	N	222 T/6.00 NM	...	+2500	...	-2.4°	...
010	IF	RESDI(IAF)	N47 12 38.0	E019 23 11.1	N	...	...	+4000	-250	...	...
020	TF	BP030(IF)	N47 17 41.5	E019 29 59.5	N	042 T/6.86 NM	...	+2500	...	-2.1°	...
010	IF	DIVOX(IAF)	N47 22 06.5	E019 35 57.5	N	...	...	+4000	-250	...	...
020	TF	BP030(IF)	N47 17 41.5	E019 29 59.5	N	312 T/6.00 NM	...	+2500	...	-2.4°	...
010	IF	BP030(IF)	N47 17 41.5	E019 29 59.5	N	...	...	+2500	...	...	...
020	CF	BP029(FAP)	N47 21 04.1	E019 24 34.4	Y	312 T/5.00 NM	...	@2500	...	-0.0°	...
030	CF	BP028(LTP/FTP)	N47 25 22.6	E019 17 37.9	Y	312 T/3.39 NM	...	+465	...	-3.0°/15	...
010	IF	MAPT (LOC only)	N47 25 00.8	E019 18 13.1	N	...	...	+770	...	...	...
020	CA	...	...	...	N	312 T/1.76 NM	...	+900	...	2.1°	...
030	DF	TPS	N47 29 35.7	E019 26 46.4	N	...	R	@3000	-185	2.0°	...
040	TF	DIVOX	N47 22 06.5	E019 35 57.5	N	140 T/9.75 NM	R	@3000	...	0.0°	...

Final approach descent: 3.0°  
LOC only descent: : 2.97°

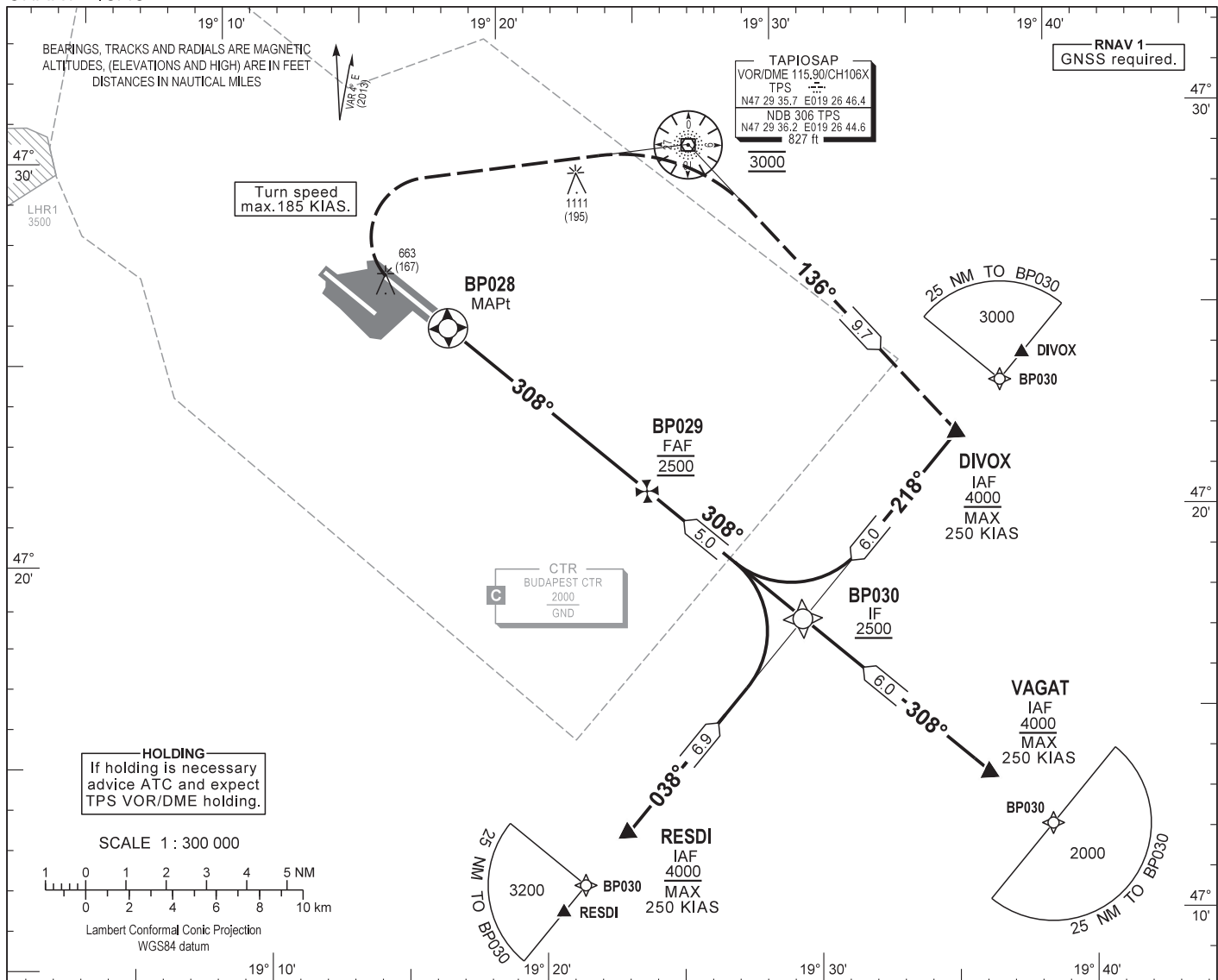
AIP HUNGARY

INSTRUMENT  
APPROACH  
CHART - ICAO

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

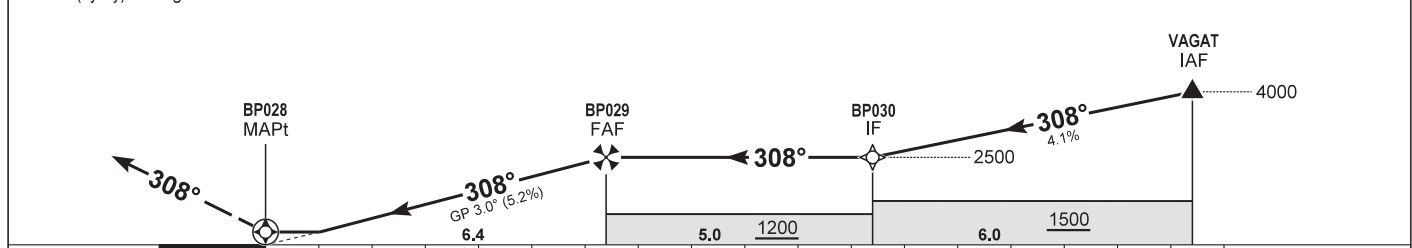
BUDAPEST APPROACH	129.700	ATIS	132.375 (117.300)
	122.975	BUDAPEST TOWER	118.100
	119.500	BUDAPEST GROUND	121.900

BUDAPEST/LISZT FERENC  
RNAV<sup>(GNSS)</sup> RWY 31R  
(ACFT CAT A, B, C, D)



MISSED APPROACH  
Climb to 3000 on RWY track 308°.  
When passing 900 turn right to TPS.  
Maximum turning speed 185 KIAS.  
At TPS (fly-by) turn right to track 136° inbound DIVOX.

TRANSITION ALTITUDE  
10000



CAT OF ACFT		A	B	C	D	DIST THR / RWY 31R						
OCA (H) STRAIGHT-IN	LNAV	2.5% macg	1380 (964)	1400 (984)	1430 (1014)	1450 (1034)	NM	6.0	5.0	4.0	3.0	2.0
		3.6% macg	770 (354)		790 (374)		ft	2380	2060	1740	1430	1110
CIRCLING		980	1190	1310	1510	Timing not authorised for defining the MAPt.						

GS	kt	80	100	120	140	160	180
BP029 - BP028 (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 RNAV<sub>(GNSS)</sub> RWY 31R

SEQ	P&T	Name	Latitude	Longitude	FlyOver	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VPA/RDH (FT)	RNP (NM)
010	IF	DIVOX(IAF)	N47 22 06.5	E019 35 57.5	N	...	...	+4000	-250	...	...
020	TF	BP030(IF)	N47 17 41.5	E019 29 59.5	N	222 T/6.00 NM	...	+2500	...	-2.4°	...
010	IF	RESDI(IAF)	N47 12 38.0	E019 23 11.1	N	...	...	+4000	-250	...	...
020	TF	BP030(IF)	N47 17 41.5	E019 29 59.5	N	042 T/6.86 NM	...	+2500	...	-2.1°	...
010	IF	DIVOX(IAF)	N47 22 06.5	E019 35 57.5	N	...	...	+4000	-250	...	...
020	TF	BP030(IF)	N47 17 41.5	E019 29 59.5	N	312 T/6.00 NM	...	+2500	...	-2.4°	...
010	IF	BP030(IF)	N47 17 41.5	E019 29 59.5	N	...	...	+2500	...	...	...
020	TF	BP029(FAF)	N47 21 04.1	E019 24 34.4	N	312 T/5.00 NM	...	@2500	...	-0.0°	...
030	TF	BP028(LTP/FTP)	N47 25 22.6	E019 17 37.9	Y	312 T/3.39 NM	...	+465	...	-3.0°/15	...
010	IF	BP028(MAPt)	N47 25 22.6	E019 17 37.9	Y	...	...	+770	...	...	...
020	CA	...	...	...	N	312 T	...	+900	...	2.1°	...
030	DF	TPS	N47 29 35.7	E019 26 46.4	N	...	R	@3000	-185	2.1°	...
040	TF	DIVOX	N47 22 06.5	E019 35 57.5	N	140 T/9.75 NM	R	@3000	...	0.0°	...

Final approach descent: 3.0°

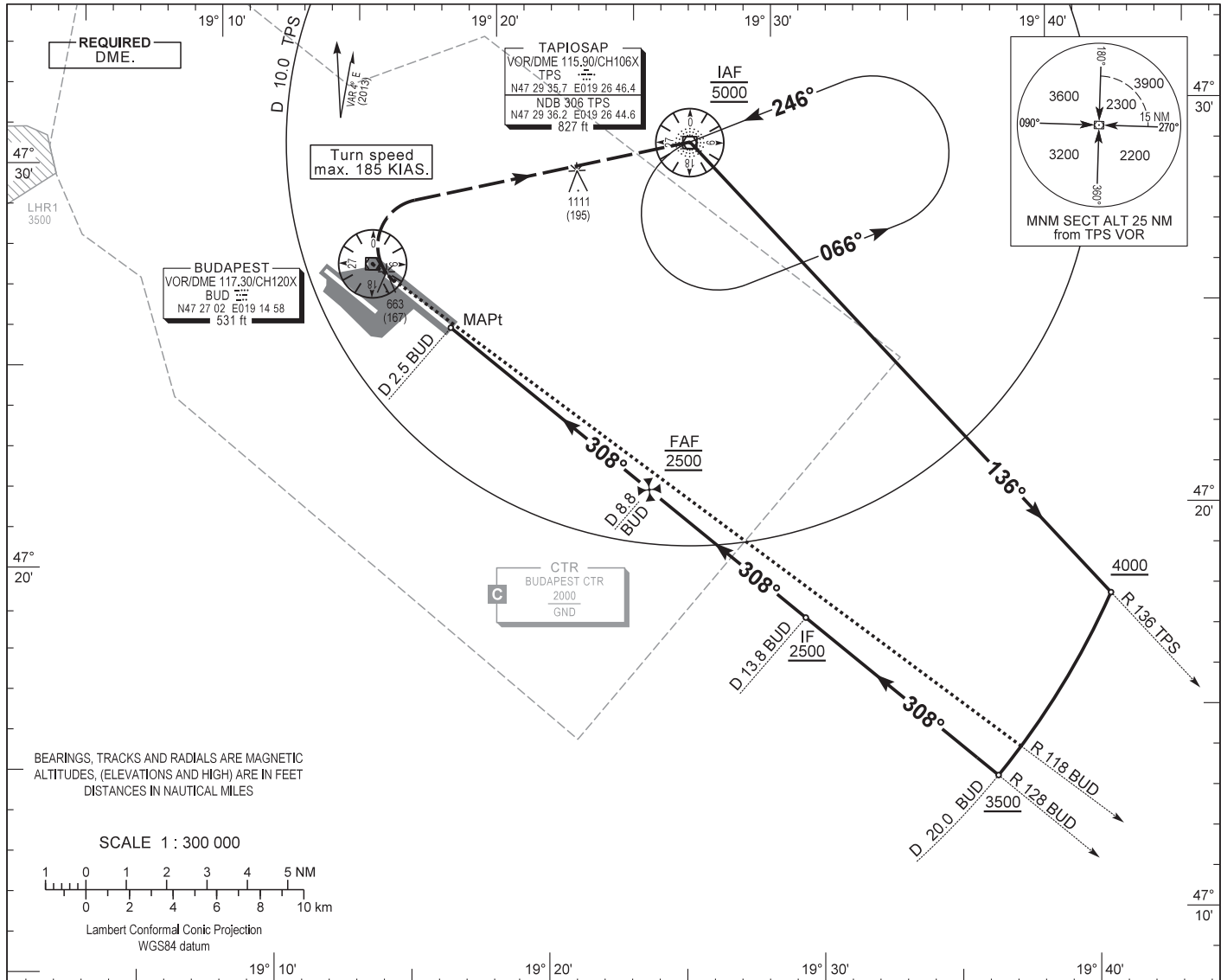
AIP HUNGARY

INSTRUMENT  
APPROACH  
CHART - ICAO

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

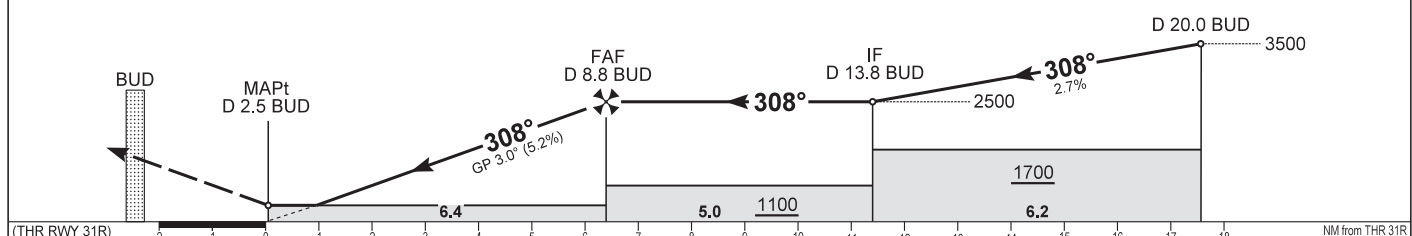
BUDAPEST APPROACH	129.700	ATIS	132.375 (117.300)
	122.975	BUDAPEST TOWER	118.100
	119.500	BUDAPEST GROUND	121.900

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	DME BUD	NM	8.0	7.0	6.0	5.0	4.0
OCA (H) STRAIGHT-IN	2.5% macg	1240 (824)		1260 (844)								
	3.7% macg	770 (354)		790 (374)								
CIRCLING		980	1190	1310	1510							

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°



AERODROME CHART - ICAO

RWY	DIRECTION	THR	BEARING	STRENGTH	TORA	TODA	ASDA	LDA
05R	044°	N47 28 53, E021 36 11	PCN 88/R/A/W/T		2500	2500	2515	2500
23L	224°	N47 29 41, E021 37 29	PCN 88/R/A/W/T		2500	2500	2515	2200
Apron and taxiways			PCN 60/R/B/X/U					
Taxiways width: 20 m.								

ARP  
N47 29 20  
E021 36 55  
AERODROME ELEV 359

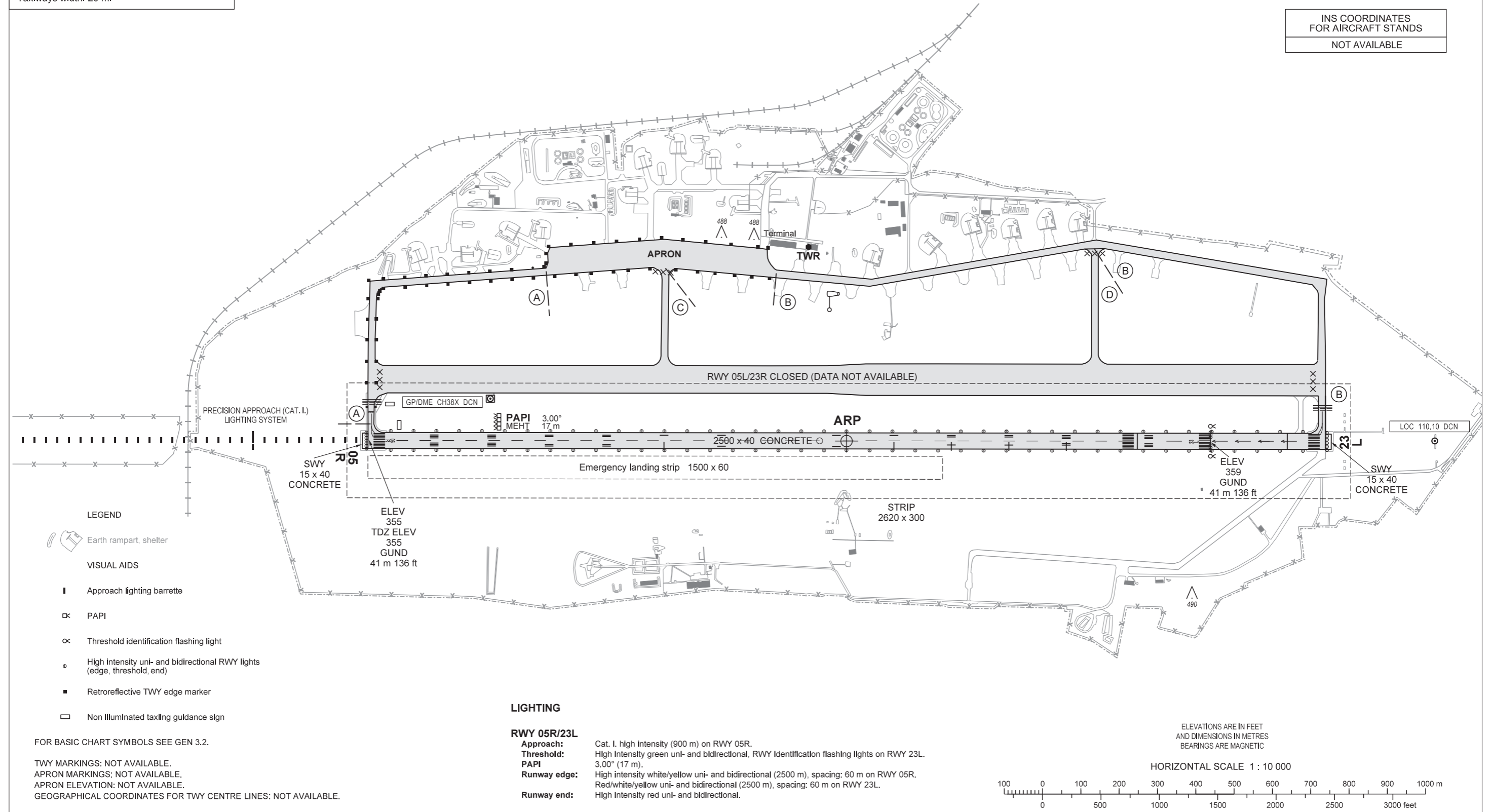
DEBRECEN TOWER 125.900  
DEBRECEN INFO 125.900  
BUDAPEST INFORMATION (EAST) 133.000

DEBRECEN

Geoid undulation 41 m 136 ft

VAR 4° E  
CORR  
ANNUAL RATE  
OF CHANGE 0° E

INS COORDINATES  
FOR AIRCRAFT STANDS  
NOT AVAILABLE



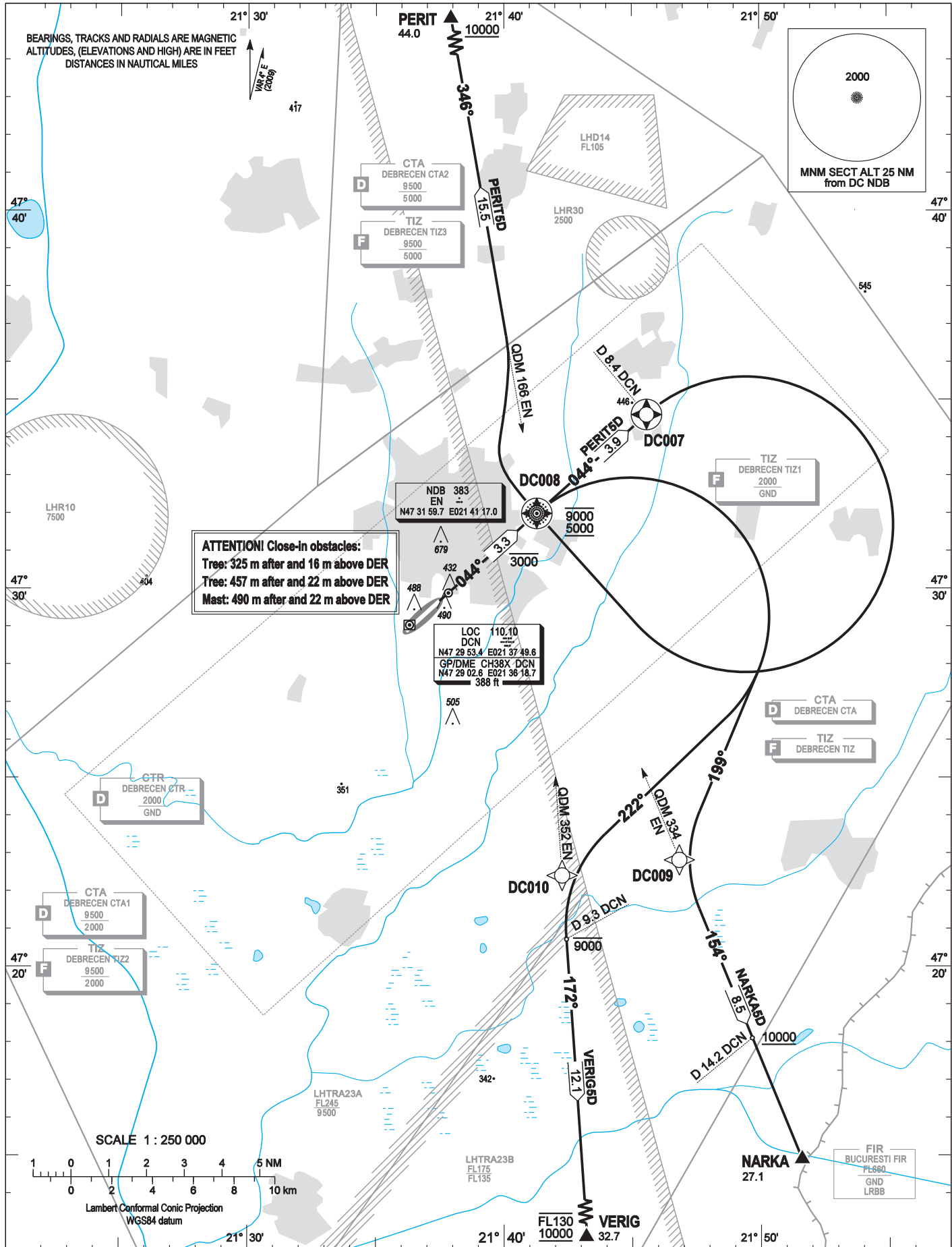
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STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) -  
ICAO

TRANSITION ALTITUDE  
10000

DEBRECEN TOWER	125.900
DEBRECEN INFO	125.900
BUDAPEST INFORMATION (EAST)	133.000

DEBRECEN  
RWY 05R  
NARKA5D PERIT5D VERIG5D



**AD 2 LHDC STANDARD DEPARTURE CHART INSTRUMENT RWY 05R**

NAME	PROCEDURE	CLIMBING	R/T FAILURE
<b>PERIT5D</b> (44.0)	Continue RWY track and cross EN NDB at or below 3000. Continue to D 8.4 DCN DME and turn right towards EN NDB. Cross EN NDB between 5000 and 9000 and turn right to intercept track 346° inbound PERIT (QDM 166 EN NDB ). When passing 9000 change altimeter setting for Budapest QNH provided by DEBRECEN TWR/INFO or BUDAPEST INFORMATION. Further climb only when established on track 346° inbound PERIT. Cross PERIT at 10000 or above. PDG: 3.6% due airspace.	After departure climb initially 10000. Further climb only by ATC.	If a departing controlled aircraft having acknowledged an initial or intermediate clearance to climb to a level other than the one specified in the filed FPL for the en-route phase and no time or geographical limit was included in the clearance, should climb and maintain the level to which it was cleared for 7 minutes and then should climb to the level included in the filed FPL unless the cruising level was definitely specified in the en-route clearance. If the last acknowledged clearance includes lower altitude than 10000 without time or geographical limit then the aircraft should climb and maintain 10000 for 7 min. and then climb to the appropriate cruising level as above.
<b>NARKA5D</b> (27.1)	Continue RWY track and cross EN NDB at or below 3000. At EN NDB turn right to 199° to intercept track 154° inbound NARKA (QDM 334 EN NDB). Cross D 14.2 DCN DME at or above 10000 and proceed to NARKA. When passing 9000 change altimeter setting for Budapest QNH provided by DEBRECEN TWR/INFO or BUDAPEST INFORMATION. PDG: 6.7% due airspace.		
<b>VERIG5D</b> (32.7)	Continue RWY track and cross EN NDB at or below 3000. At EN NDB climb 9000 and turn right to 222° to intercept track 172° inbound VERIG (QDM 352 EN NDB). Climb above 9000 only after established on track 172° inbound VERIG AND after crossing D 9.3 DCN DME outbound. Cross VERIG between 10000 and FL130. When passing 9000 change altimeter setting for Budapest QNH provided by DEBRECEN TWR/INFO or BUDAPEST INFORMATION. PDG: 4.9% due airspace.		

Turns: bank 15° for Cat. C, D  
bank 10° for Cat. A, B  
250 KIAS max.

**WAYPOINT COORDINATES**  
**AD 2-LHDC-RNAV<sub>(GNSS, DME/DME)</sub> SID 05R underlay**

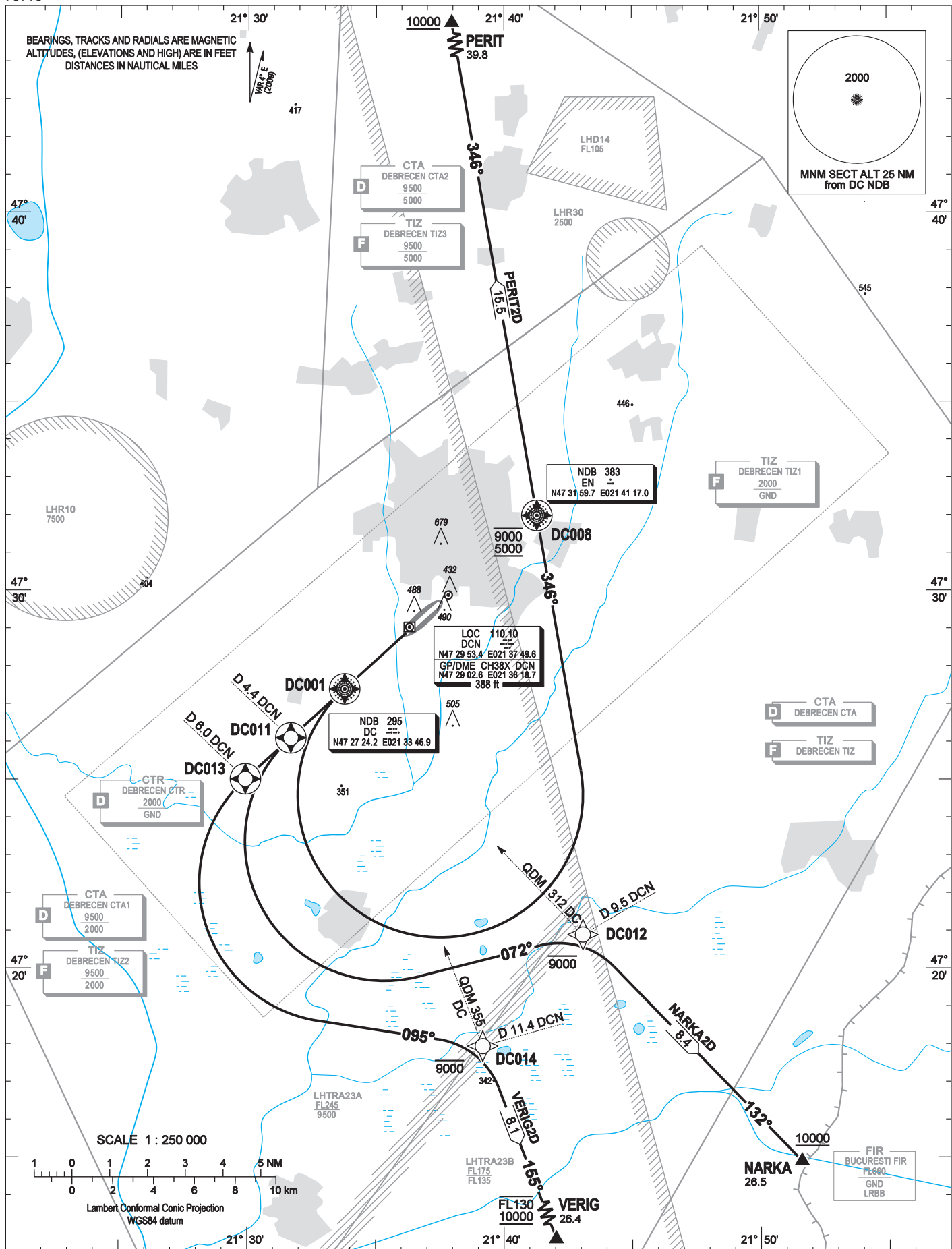
WAYPOINT	LATITUDE	LONGITUDE	WAYPOINT TYPE
<b>DC008</b>	N47 31 59.7	E021 41 17.0	FLY-OVER
<b>DC007</b>	N47 34 36.6	E021 45 34.6	FLY-OVER
<b>DC009</b>	N47 22 49.4	E021 46 50.0	FLY-BY
<b>DC010</b>	N47 22 24.9	E021 42 15.8	FLY-BY

STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) -  
ICAO

TRANSITION ALTITUDE  
10000

DEBRECEN TOWER	125.900
DEBRECEN INFO	125.900
BUDAPEST INFORMATION (EAST)	133.000

DEBRECEN  
RWY 23L  
NARKA2D PERIT2D VERIG2D



**AD 2 LHDC STANDARD DEPARTURE CHART INSTRUMENT RWY 23L**

NAME	PROCEDURE	CLIMBING	R/T FAILURE
<b>PERIT2D</b> (39.8)	Continue RWY track and at DC NDB turn left towards EN NDB. Cross EN NDB between 5000 and 9000 and intercept track 346 inbound to PERIT (QDM 166 EN NDB). Further climb only when established on track 346° inbound to PERIT. Cross PERIT at 10000 or above. When passing 9000 change altimeter setting for Budapest QNH provided by DEBRECEN TWR/INFO or BUDAPEST INFORMATION. PDG: 4.0% due airspace.	After departure climb initially 10000. Further climb only by ATC.	If a departing controlled aircraft having acknowledged an initial or intermediate clearance to climb to a level other than the one specified in the filed FPL for the en-route phase and no time or geographical limit was included in the clearance, should climb and maintain the level to which it was cleared for 7 minutes and then should climb to the level included in the filed FPL unless the cruising level was definitely specified in the en-route clearance. If the last acknowledged clearance includes lower altitude than 10000 without time or geographical limit then the aircraft should climb and maintain 10000 for 7 min. and then climb to the appropriate cruising level as above.
<b>NARKA2D</b> (26.5)	Continue RWY track. At D 4.4 DCN DME climb 9000 and turn left to 072° to intercept track 132° inbound to NARKA (QDM 312 DC NDB). Further climb only when established on track 132° inbound to NARKA <u>AND</u> after crossing D 9.5 DCN DME outbound. Cross NARKA at or above 10000. When passing 9000 change altimeter setting for Budapest QNH provided by DEBRECEN TWR/INFO or BUDAPEST INFORMATION. PDG: 6.7% due airspace.		
<b>VERIG2D</b> (26.4)	Continue RWY track. At D 6.0 DCN DME climb 9000 and turn left to 095° to intercept track 155° inbound to VERIG (QDM 335 DC NDB). Further climb only when established on track 155° inbound to VERIG <u>AND</u> after crossing D 11.4 DCN DME outbound. Cross VERIG between 10000 and FL130. When passing 9000 change altimeter setting for Budapest QNH provided by DEBRECEN TWR/INFO or BUDAPEST INFORMATION. PDG: 6.0% due airspace.		

Turns: bank 15° for Cat. C, D  
bank 10° for Cat. A, B  
250 KIAS max.

**WAYPOINT COORDINATES**  
**AD 2-LHDC-RNAV<sub>(GNSS, DME/DME)</sub> SID 23L underlay**

WAYPOINT	LATITUDE	LONGITUDE	WAYPOINT TYPE
<b>DC001</b>	N47 27 24.2	E021 33 46.9	FLY-OVER
<b>DC008</b>	N47 31 59.7	E021 41 17.0	FLY-OVER
<b>DC011</b>	N47 26 06.4	E021 31 41.1	FLY-OVER
<b>DC012</b>	N47 20 54.3	E021 43 04.4	FLY-BY
<b>DC013</b>	N47 25 01.3	E021 29 54.9	FLY-OVER
<b>DC014</b>	N47 17 57.2	E021 39 10.3	FLY-BY

Note: The following sections in this chapter are intentionally left blank: AD-2.7, AD-2.16, AD-2.20, AD-2.23

## LHNY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

### LHNY NYÍREGYHÁZA

## LHNY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	475846N 0214132E at RWY 36 THR
2	Direction and distance from (city)	3 KM NNW from centre of Nyiregyhaza city
3	Elevation/Reference temperature	103 M / 21° C
4	Geoid undulation	
5	MAG VAR/ Annual change	5° E (2015) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	Post: TRENER Kft. H-4400 Nyiregyhaza Repuloter ut 1. Phone: (+36) 42-430-138 Fax: (+36) 42-430-138 AFS: LHNYZPZX Email: info@trenerkft.hu URL: http://www.trenerkft.hu AFIS Phone: (+36) 30-527-6276 Phone: (+36) 42-430-203
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Nil

## LHNY AD 2.3 OPERATIONAL HOURS

1	AD Administration	MON, TUE, WED, THU, WED, FRI: 0630 - 1500 (0530-1400)
2	Customs and immigration	PPR 24
3	Health and sanitation	As Administration
4	AIS Briefing Office	As Administration
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	Nil
7	ATS	As Administration
8	Fuelling	As Administration
9	Handling	As Administration
10	Security	H24
11	De-icing	Nil
12	Remarks	Outside operational hours and weekends: on request

### LHNY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	JET-A1 kerosene, AVGAS 100LL petrol, Aeroshell W100 oil
3	Fuelling facilities/capacity	JET-A1/20.000 litres, AVGAS 100LL / 20.000 litres
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Limited. By prior arrangement
6	Repair facilities for visiting aircraft	By prior arrangement.
7	Remarks	Nil

### LHNY AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants in the city	In the city
3	Transportation	Taxi
4	Medical facilities	First aid at AD, hospitals in the city
5	Bank and Post Office	Nil
6	Tourist Office	In the city
7	Remarks	Nil

### LHNY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A2
2	Rescue equipment	Nil
3	Capability for removal of disabled aircraft	Tractor
4	Remarks	Local fire fighting service



**LHNY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

1	Apron surface and strength	Surface: Strength:	Nil Nil
2	Taxiway width, surface and strength	Width: Surface: Strength:	9 M, except TWY A1: 11 M and TWY B: 13 M TWYs A1 and B: Asphalt, others concrete TWYs A1 and B: PCN 15/F/C/W/U others: PCN 8/R/C/W/U
3	Altimeter checkpoint location and elevation	Location: Elevation:	At THR 103 M
4	VOR checkpoints	Nil	
5	INS checkpoints	Nil	
6	Remarks	16 pcs separated concrete aircraft stands	

**LHNY AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Nil
2	RWY and TWY markings and LGT	RWYs: Designator, threshold, centreline, edge TWYs: centre line
3	Stop bars	Nil
4	Remarks	Nil

**LHNY AD 2.10 AERODROME OBSTACLES**

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Location Direction (GEO) Distance (M)	Obstacle type Elevation Markings/LGT	Location Direction (GEO) Distance (M)	
a	b	c	a	b	
36 APCH	Chimneys 188 M Lighted	167 2550 M FM THR	Chimneys 188 M Lighted	158 1840 M FM THR	
36 APCH	Broadcasting antenna 233 M Lighted	142 7500 M FM THR			

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Location Direction (GEO) Distance (M)	Obstacle type Elevation Markings/LGT	Location Direction (GEO) Distance (M)	
a	b	c	a	b	
36 APCH	GSM antenna 163 M Lighted	174 3750 M FM THR	Chimneys 188 M Lighted	158 1840 M FM THR	
36 APCH	GSM antenna 182 M Lighted	170 4425 M FM THR			
36 APCH	GSM antenna 179 M Lighted	162 4575 M FM THR			
36 APCH	Grain elevator 179 M Lighted	162 5175 M FM THR			
36 APCH	GSM antenna 179 M Lighted	187 5700 M FM THR			
18 APCH	VOR antenna 108 M Lighted	359 300 M FM THR			
GRASS/APCH	chimney 188 M Lighted	158 1840 M FM THR			
GRASS/APCH	broadcasting antenna 233 M Lighted	142 7500 M FM THR			
GRASS/APCH			Broadcasting antenna 233 M Lighted	142 7 500 M FM THR	

### LHNY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	National Meteorological Service, Aeronautical Meteorological Centre
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity Interval of issuance	National Meteorological Service, Aeronautical Meteorological Centre TAF 9 HR on request
4	TREND forecast Interval of issuance	Nil
5	Briefing/consultation provided	Consultation via phone, fax or telex. <a href="#">See GEN 3.5</a>
6	Flight documentation Language(s) used	Charts, abbreviated plain language text Hungarian, English
7	Charts and other information available for briefing or consultation	Aerodrome reports and broadcasts for EUR. Area forecasts, MET. observations and warnings in Budapest FIR.

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8	Supplementary equipment available for providing information	Nil
9	ATS Units provided with information	Budapest FIC
10	Additional information	Nil

**LHNY 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
18	181.32° GEO	1000 x 20	20/F/C/W/U ASPH	475918.65N 0214132.88E 475846.22N 0214131.77E NA	103 M
36	1.32° GEO	1000 x 20	20/F/C/W/U ASPH	475846.22N 0214131.77E 475918.65N 0214132.88E NA	103 M
Slope of RWY - SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0%					Nil
0%					Nil

**LHNY AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	1000	1000	1000	1000	
36	1000	1000	1000	1000	

### LHNY AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	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
18	E - SALS 420 M LIM	GRN	PAPI 3.2° (8.62 M)	Nil	Nil	1000 M 60 M WHI	RED	Nil	Nil
36	E - SALS 420 M LIM Sequence d flashing	GRN	PAPI 3.2° (8.62 M)	Nil	Nil	1000 M 60 M WHI	RED	Nil	Nil

### LHNY 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	Nil
4	Secondary power supply / switch-over time	Yes
5	Remarks	Nil

### LHNY AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	Nyíregyháza TIZ A circle with a 10 KM radius centred at 475856N 0214100E
2	Vertical limits	4000 FT ALT GND
3	Airspace classification	F
4	ATS unit call sign Language(s)	Nyíregyháza Info English, Hungarian
5	Transition altitude	10000 FT
6	Hours of Applicability	Nil
7	Remarks	Nil

**LHNY AD 2.18 AIR TS COMMUNICATION FACILITIES**

Service designation	Call sign	Frequency	Logon Address	Hours of operation	Remarks
1	2	3	4	5	6
AFIS	NYIREGYHAZA INFO	119.4 MHZ		As AD	Nil

**LHNY AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

Type of aid MAG VAR Type of supported OP (for VOR/ILS/MLS, give declination)	ID	Frequency(ies)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L	Y	346 KHZ	H24	475805.2N 0214134.4E		1294m from RWY 36 THR
L	NY	330 KHZ	H24	475443.4N 0214121.0E		7532 M FM RWY 36 THR
L	P	522 KHZ	H24	480005.5N 0214138.6E		1422 M FM RWY 18 THR
VOR/DME	NYR	116.1 MHZ 108X	H24	475928.3N 0214133.2E		300 M from RWY 18 THR

**LHNY AD 2.21 NOISE ABATEMENT PROCEDURES**

Motor planes shall not overfly the town area.

**LHNY AD 2.22 FLIGHT PROCEDURES**

Motor planes shall fly the left-hand traffic pattern in the case of a RWY 36 landing direction and the right-hand pattern in the case of a RWY 18 landing direction.

**LHNY AD 2.24 CHARTS RELATED TO AN AERODROME**

Aerodrome Chart - ICAO	AD 2-LHNY-ADC
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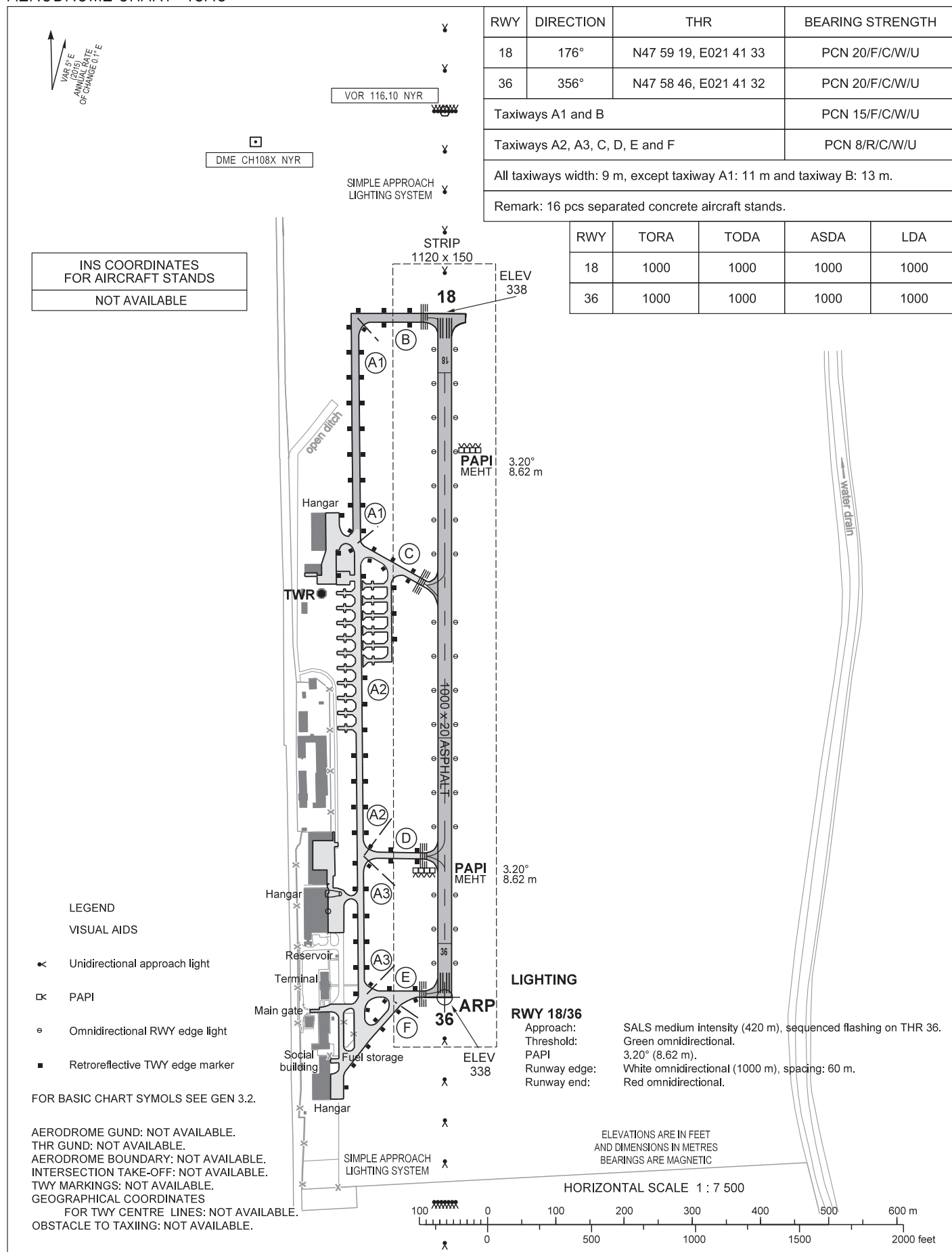
ARP  
N47 58 46  
E021 41 32

AERODROME ELEV 338

NYÍREGYHÁZA INFO 119,400  
BUDAPEST INFORMATION (EAST) 133,000

NYÍREGYHÁZA

AERODROME CHART - ICAO



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**LHPR 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
12	119.45° GEO	2030 x 30	50/F/C/W/T ASPH	473758.34N 0174735.63E 473726.02N 0174900.30E	126.5 M
30	299.47° GEO	2030 x 30	50/F/C/W/T ASPH	473726.02N 0174900.30E 473758.34N 0174735.63E	129.75 M
Slope of RWY - SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
+0.165%	100 x 30	Nil	2350 x 300	Nil	Nil
-0.165%	100 x 30	Nil	2350 x 300	Nil	Nil

**LHPR AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
12	2030	2030	2130	2030	Nil
30	2030	2030	2130	2030	

**LHPR AD 2.14 APPROACH AND RUNWAY LIGHTING**

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	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
12	SALS 420 M LIM	GRN	PAPI Left 3° (11.45 M)	Nil	Nil	2030 M 58 M WHI-YEL LIH	RED	100 M RED	Nil
30	CAT I. 900 M LIH	GRN	PAPI Left 3° (11.45 M)	Nil	Nil	2030 M 58 M WHI-YEL LIH	RED	100 M RED	Nil

**LHPR 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	TWY edge lights at TWY A
4	Secondary power supply	Diesel generator unit (130kVA); switch-over time is 15 seconds.
5	Remarks	Nil

**LHPR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE**

1	Designation and lateral limits	PER TIZ 474906N 0173651E - 474449N 0173000E - 473559N 0172918E - 473559N 0173554E - 472959N 0174154E - 472959N 0180954E - 473521N 0181527E - 474419N 0181530E along border HUNGARY_SLOVAKREPUBLIC - 474906N 0173651E
2	Vertical limits	9500 FT ALT GND
3	Airspace classification	F
4	ATS unit call sign Language(s)	PER INFO EN, HU
5	Transition altitude	10000 FT ALT
6	Remarks	Nil

**LHPR AD 2.18 ATS COMMUNICATION FACILITIES**

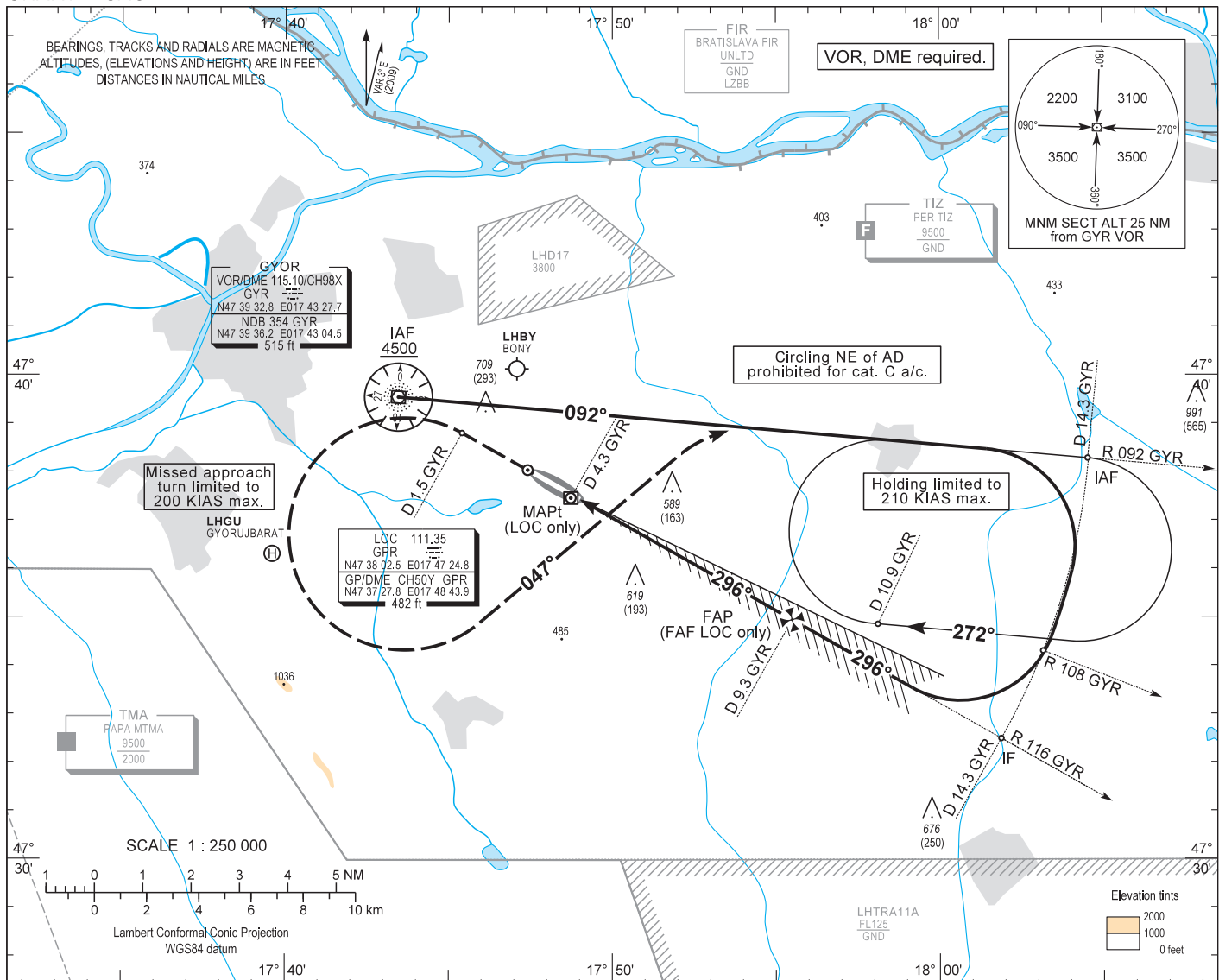
Service designation	Call sign	Channel(s)	Hours of operation	Remarks
1	2	3	4	5
AFIS	PER INFO	129.9 MHZ	0700 - 1700 (0600-1600)	Nil

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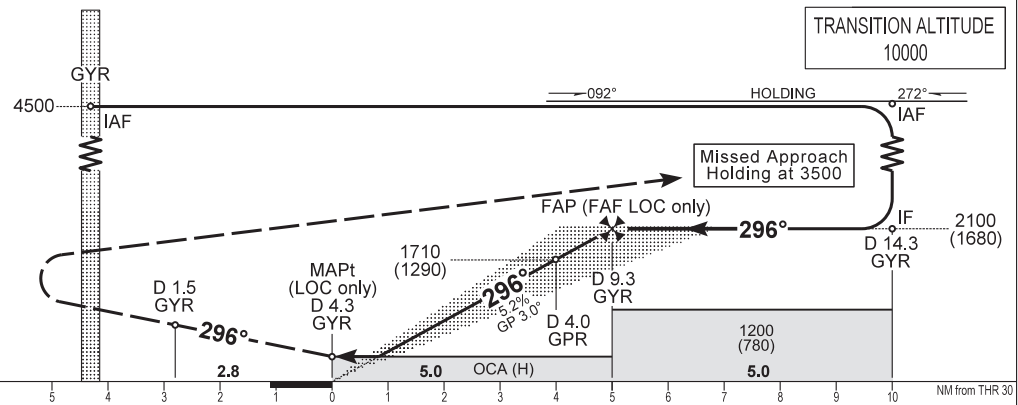
INSTRUMENT APPROACH CHART - ICAO  
AERODROME ELEV 422  
HEIGHTS RELATED TO THR RWY 30 - ELEV 426

PÉR INFO 129.900  
BUDAPEST INFORMATION (WEST) 125.500

GYŐR/PÉR  
ILS or LOC RWY 30  
(ACFT CAT A, B, C)



**MISSED APPROACH**  
Continuous climb to 3500.  
Straight ahead, then at D 1.5 GYR turn left to track 047° to intercept R 092 GYR VOR outbound and hold.



ILS RDH 49

OCA (H)		A	B	C
STRAIGHT-IN APPROACH	Cat. I, Press. ALT	561 (135)	569 (143)	579 (153)
	LOC only	770 (350)		
CIRCLING APPROACH	ft AMSL	890 (470)	930 (510)	1140 (720) SW of AD only
	VIS. m	1900	2800	3700

CDFA with GYR DME	NM	9.0	8.0	7.0	6.0	5.0
ALT	ft	2010	1680	1360	1030	710
(HGT)	ft	(1580)	(1260)	(930)	(610)	(280)

Timing not authorized to define the MAPt.

GROUND SPEED	kt	70	100	130	160
FAF - MAPt 5.0 NM	MIN:sec	4:17	3:00	2:18	1:53
VSP	ft/min	380	540	710	870

**AD 2 LHPR INSTRUMENT APPROACH CHART ILS OR LOC RWY 30**

<b>FIX</b>	<b>LATITUDE</b>	<b>LONGITUDE</b>	<b>FIX FORMATION</b>
<b>IAF</b>	N47 39 32.8	E017 43 27.7	GYR VOR
<b>IAF</b>	N47 38 17.1	E018 04 32.0	R 092 GYR VOR / D 14.3 GYR DME
<b>IF</b>	N47 32 30.2	E018 01 51.4	R 116 GYR VOR / D 14.3 GYR DME
<b>FAP</b>	N47 34 57.3	E017 55 28.6	R 116 GYR VOR / D 9.4 GYR DME
<b>FAF LOC only</b>	N47 34 58.2	E017 55 26.1	R 116 GYR VOR / D 9.3 GYR DME
<b>MAPt LOC only</b>	N47 37 25.9	E017 49 00.0	R 116 GYR VOR / D 4.3 GYR DME
<b>MA TP</b>	N47 38 48.4	E017 45 23.7	R 116 GYR VOR / D 1.5 GYR DME

**Approach holding procedure:**

Holding fix: GYR VOR R 092 / D 14.3.

Maximum speed: 210 KIAS  
 Inbound track: 092°  
 Outbound track: 272°  
 Turns: Right  
 Outbound timing: 1 min.  
 Minimum holding altitude: 4500 (3500 for Missed Approach)  
 MOCA: 2000  
 Entry: Sector 1 (parallel) and Sector 2 (offset) entries prohibited

Final approach descent (LOC only): 3.06°

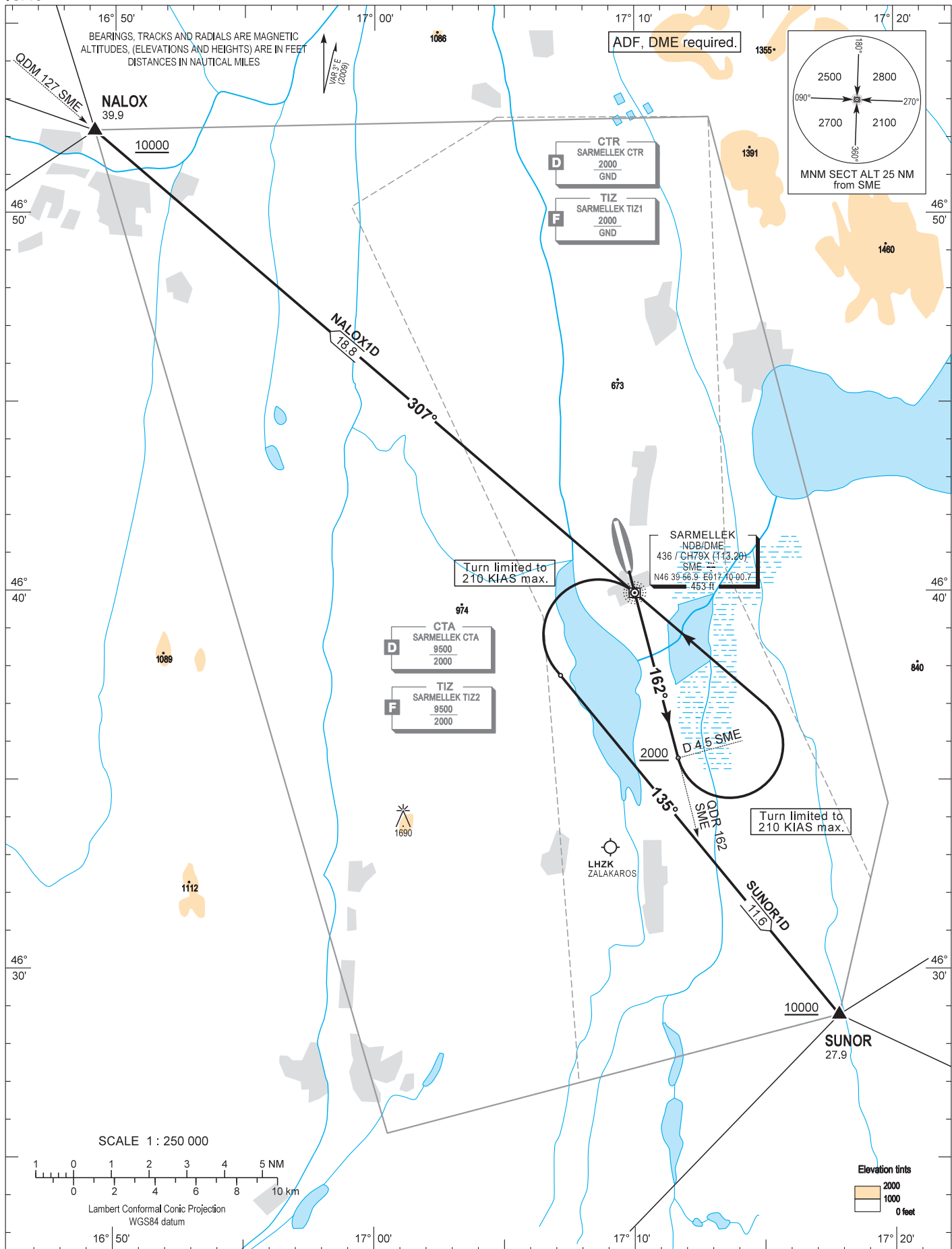
AIP HUNGARY

STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) -  
ICAO

TRANSITION ALTITUDE  
10000

BALATON INFO 134.575  
BUDAPEST INFORMATION (WEST) 125.500

HÉVÍZ/BALATON  
RWY 16  
NALOX1D SUNOR1D



**AD 2 LHSM STANDARD DEPARTURE CHART INSTRUMENT RWY 16**

NAME	PROCEDURE
<b>NALOX1D</b> (32.1)	After departure continue RWY HDG. Climb to 10000 or above by ATC. Cross D 4.5 SME DME at 2000 or above then turn left and proceed direct to SME NDB. (Turn limited to 210 KIAS max.) After crossing SME NDB fly on QDR 307 SME NDB proceeding to NALOX. When passing 9000 change QNH setting for Budapest QNH provided by BALATON INFO or BUDAPEST INFORMATION. Cross NALOX at 10000 or above (only by ATC clearance).
<b>SUNOR1D</b> (29.5)	After departure continue RWY HDG. Climb to 10000 or above by ATC. Cross D 4.5 SME DME at 2000 or above then turn left and proceed direct to SME NDB. (Turn limited to 210 KIAS MAX.) After crossing SME NDB turn left to track 135°proceeding to SUNOR. When passing 9000 change QNH setting for Budapest QNH provided by BALATON INFO or BUDAPEST INFORMATION. Cross SUNOR at 10000 or above (only by ATC clearance).

**LHUD AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16R	1185	1185	1185	1185	Nil
34L	1185	1185	1185	1185	Nil
16L	1177	1177	1177	1177	Nil
34R	1177	1177	1177	1177	Nil

**LHUD AD 2.14 APPROACH AND RUNWAY LIGHTING**

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	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
16R	Nil	GRN	Nil	Nil	Nil	1185 M / 59.25 M WHI LIM	RED	Nil	Nil
34L	SALS 420 M LIM	GRN	PAPI 3°	Nil	Nil	1185M / 59.25M WHI LIM	RED	Nil	Nil

**LHUD 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	Blue TWY edge lights
4	Secondary power supply	Diesel generator unit (30 kW, 8 hours operating time); switch-over time is: 6 seconds.
5	Remarks	blue edge lights in the turn pad

### LHUD AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	SZEGED TIZ 462300N 0200000E 462300N 0201300E 461500N 0201300E 461217N 0200526E 461500N 0200000E
2	Vertical limits	4000 FT ALT/ GND
3	Airspace classification	F
4	ATS unit call sign Language(s)	Szeged Info English, Hungarian
5	Transition altitude	10000 FT
6	Remarks	Nil

### LHUD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
AFIS	Szeged Info	122.8 MHZ 128.8 MHZ	As AD Administration	128.8 MHZ Reserve

### LHUD AD 2.19 RADIO NAVIGATION/LANDING FACILITIES

Type of aid MAG VAR Type of supported OP (for VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L (+4°)	SEG	456 KHZ	H24	461424.20N 0200521.12E		Coverage: 25NM
DME	SEG	85X	H24	461424.49N 0200522.94E	81 M	Coverage: 25NM

### LHUD AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2-LHUD-ADC
Visual Approach Chart - ICAO	AD 2-LHUD-VAC