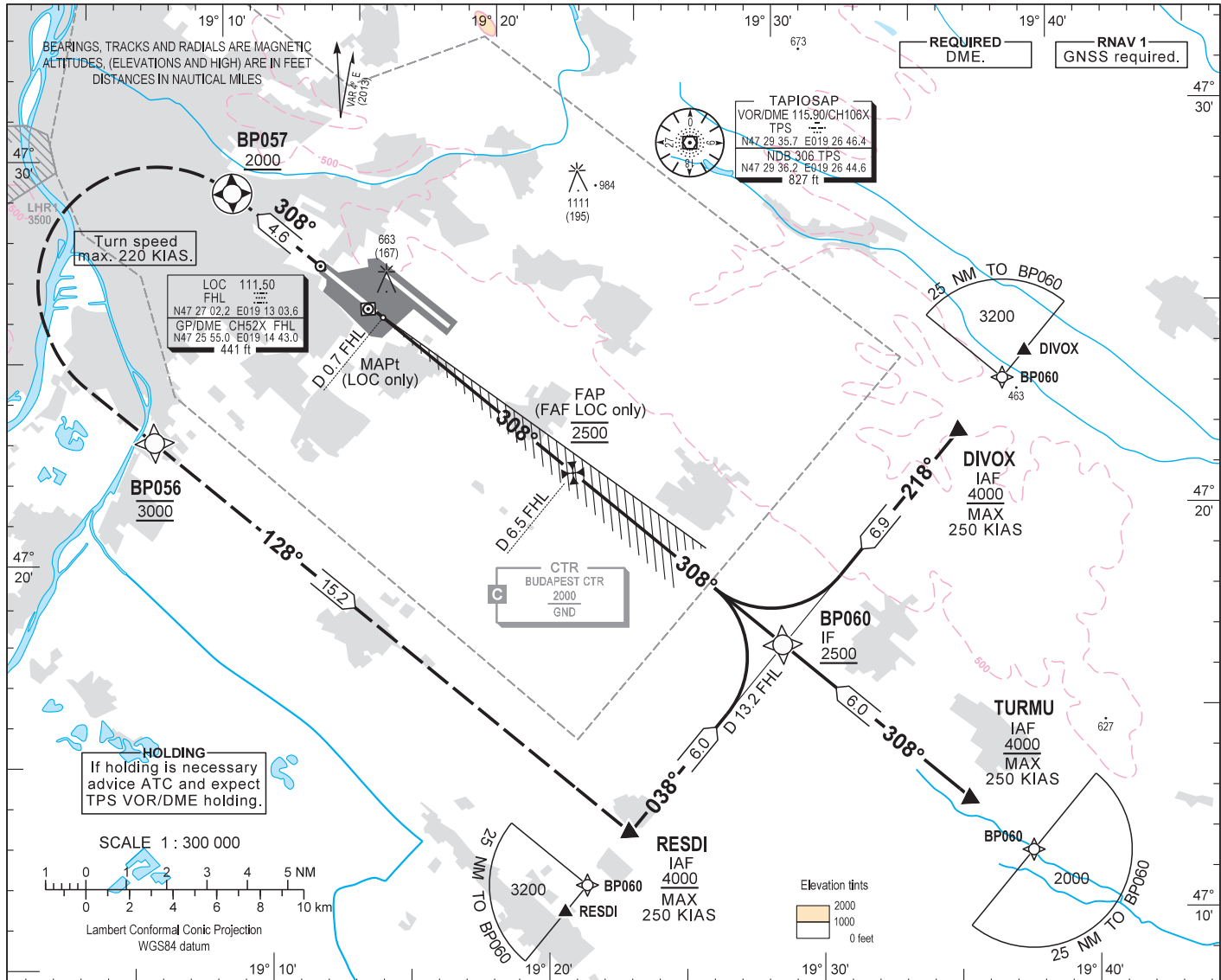


AIP HUNGARY

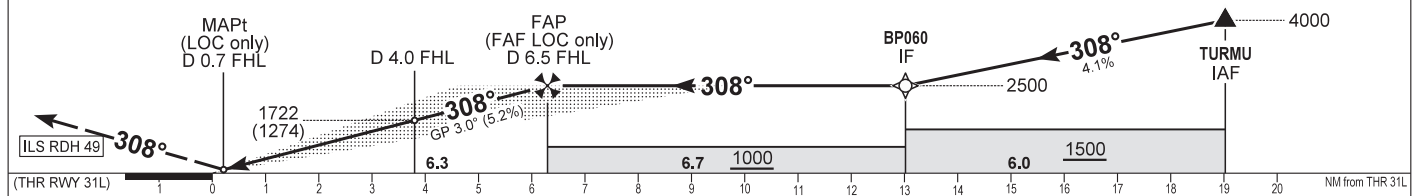
INSTRUMENT APPROACH CHART - ICAO  
AERODROME ELEV 496  
HEIGHTS RELATED TO THR RWY 31L - ELEV 448

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	CAT OF ACFT	A	B	C	D						
										A	B	C	D		
OCA (H) STRAIGHT-IN	CAT I	2.5% macg	1205 (757)	1215 (767)	1225 (777)	1235 (787)	CIRCLING	980	1190	1310	1510				
		4.0% macg	1000 (552)	1010 (562)	1020 (572)	1029 (581)		DME FHL	NM	6.0	5.0	4.0	3.0	2.0	
		4.7% macg	895 (447)	905 (457)	915 (467)	925 (477)			DIST THR / RWY 31L	NM	5.8	4.8	3.8	2.8	1.8
		5.9% macg	609 (161)	621 (173)	629 (181)	640 (192)				ALTITUDE	ft	2360	2050	1730	1410
	CAT II	2.5% macg	1116 (668)	1133 (685)	1145 (697)	1159 (711)	Timing not authorised for defining the MAPt.								
		4.0% macg	911 (463)	928 (480)	941 (493)	954 (506)	GS	kt	80	100	120	140	160	180	
		4.7% macg	807 (359)	823 (375)	836 (388)	850 (402)		FAP/FAF - THR 31L (6.3 NM)	min:sec	4:43	3:47	3:09	2:42	2:22	2:06
	LOC	2.5% macg	1360 (912)	1380 (932)	1400 (952)	1420 (972)	Rate of descent (326.2 ft/NM)		ft/min	430	540	650	760	860	970
		4.7% macg	840 (392)	880 (432)	920 (472)										

**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	042 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°.