

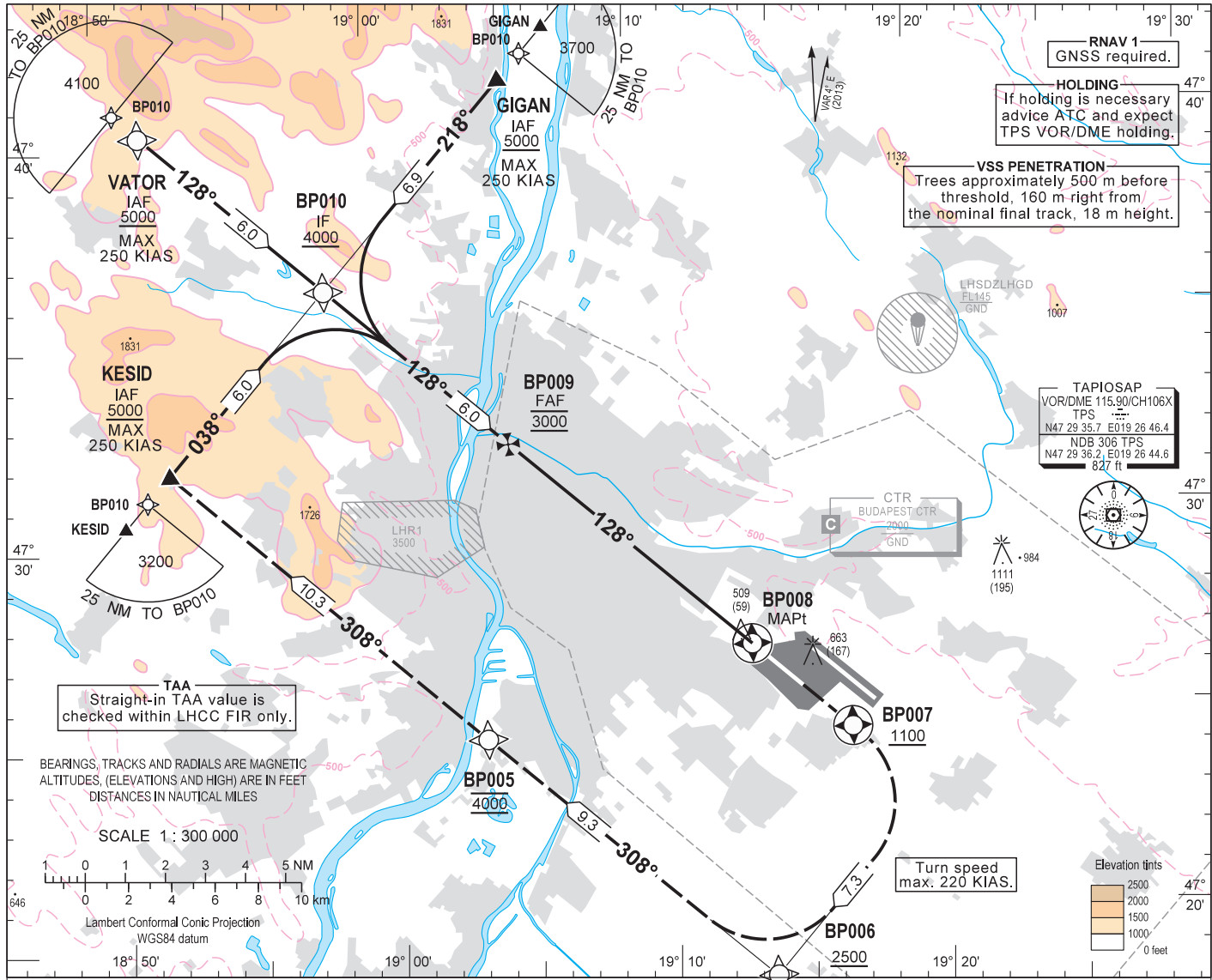
AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAO

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

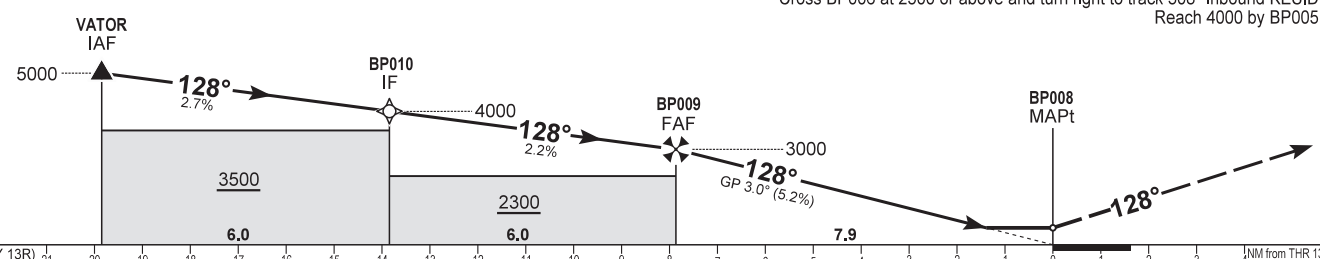
BUDAPEST APPROACH 129.700 ATIS 132.375 (117.300)
122.975 BUDAPEST TOWER 118.100
119.500 BUDAPEST GROUND 121.900

BUDAPEST/LISZT FERENC
RNAV (GNSS) 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 |
|------------------------|------|------------|------------|------------|------------|
| OCA (H) STRAIGHT-IN | LNAV | 1020 (572) | 1040 (592) | 1070 (622) | 1090 (642) |
| | | 940 (492) | | 970 (522) | 1000 (552) |
| CIRCLING | | 980 | 1190 | 1310 | 1510 |

| DIST THR / RWY 13R | NM | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|--------------------|----|------|------|------|------|------|------|
| ALTITUDE | ft | 2730 | 2410 | 2090 | 1780 | 1460 | 1140 |

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_(GNSS) 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/10.28 NM | ... | @4000 | ... | 0.0° | ... |

Final approach descent: 3.0°.