

## HUNGARY

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AIP AMDT: AIRAC AMDT 003/2015

Effective Date: **23 JUL 2015**  
Publication Date: 11 JUN 2015

**1. Amendment content:**

The current amendment contains several editorial updates; the main operation related changes are listed below:

**1.1 GEN 1.7**

- Updated content based on Implementing Regulation (EU) No 923/2012, SERA.

**1.2 GEN 2.1**

- Update of the temporal reference system description.

**1.3 GEN 4.1**

- LHPP, LHUD changes in charges.

**1.4 ENR 1.1 and ENR 1.2**

- Arrival report requirements according to Commission Implementing Regulation (EU) No 923/2012 (SERA)

**1.5 ENR 1.3 and ENR 6-LHCC-ERC-MISC2 chart**

- Flight planing requirements are changed in Free Route Airspace.

**1.6 ENR 1.4**

- ATS airspace classification changed in Class G airspace according to Commission Implementing Regulation (EU) No 923/2012 (SERA).

**1.7 ENR 2.1**

- New frequency is implemented at Budapest ACC (127.105 CH and 130.575 MHZ Standby)

**1.8 ENR 5.4**

- New en route aeronautical obstacles are published.

**1.9 AD 1.3.2**

- Frequencies of VFR aerodromes are published.

**1.10 AD 2 LHBP**

- Changes in parking positions.
- Charts: ADC, PDC 2, AOCA 13L31R, AOCA 13R31L

**1.11 AD 2 LHNY**

- Chart: ADC

**1.12 AD 2 LHUD**

- Chart: VAC

**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:**
  - B0067/13, B0018/15, A431/15, A0541/15, A1003/15
- **SUP:**
  - Nil
- **AIC:**
  - Nil

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



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**Insert the following pages**

AD 2 LHBP - 23/24  
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**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	
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003/2015	11-Jun-2015	23-Jul-2015	

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**GEN 0.3 RECORD OF AIP SUPPLEMENTS**

NR/Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
001/2014	KFOR Sector	GEN ENR	03 APR 2014 - UFN	
001/2015	Early access to Weekend/Conditional Routes in Summer 2015	ENR	02-APR-2015 - 01-NOV-2015	

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ENR 5.6 - 4	23 JUL 2015	AD 2-LHBP - 6	23 JUL 2015	AD 2-LHDC - 3	03 JUL 2008
ENR 6 - 1	05 FEB 2015	AD 2-LHBP - 7	23 JUL 2015	AD 2-LHDC - 4	03 JUL 2008
ENR 6 - 2	05 FEB 2015	AD 2-LHBP - 8	23 JUL 2015	AD 2-LHDC - 5	08 APR 2010
ENR 6-LHCC-ERC - 1	05 FEB 2015	AD 2-LHBP - 9	23 JUL 2015	AD 2-LHDC - 6	08 APR 2010

**PART 3 - AERODROMES (AD)**

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AD 2-LHDC - 8	18 NOV 2010	AD 2-LHPR-VOR-12 - 1	18 SEP 2014
AD 2-LHDC - 9	20 SEP 2012	AD 2-LHPR-VOR-12 - 2	18 SEP 2014
AD 2-LHDC - 10	20 SEP 2012	AD 2-LHPR-VOR-30 - 1	05 FEB 2015
AD 2-LHDC - 11	25 JUL 2013	AD 2-LHPR-VOR-30 - 2	05 FEB 2015
AD 2-LHDC - 12	25 JUL 2013	AD 2-LHPR-RNAV-12 - 1	05 FEB 2015
AD 2-LHDC-ADC - 1	14 NOV 2013	AD 2-LHPR-RNAV-12 - 2	05 FEB 2015
AD 2-LHDC-ADC - 2	14 NOV 2013	AD 2-LHPR-RNAV-30 - 1	05 FEB 2015
AD 2-LHDC-AOCA - 1	26 AUG 2010	AD 2-LHPR-RNAV-30 - 2	05 FEB 2015
AD 2-LHDC-AOCA - 2	26 AUG 2010	AD 2-LHPR-VAC - 1	26 JUN 2014
AD 2-LHDC-SID-05R - 1	30 APR 2015	AD 2-LHPR-VAC - 2	26 JUN 2014
AD 2-LHDC-SID-05R - 2	30 APR 2015	AD 2-LHSM - 1	23 JUL 2015
AD 2-LHDC-SID-23L - 1	26 AUG 2010	AD 2-LHSM - 2	23 JUL 2015
AD 2-LHDC-SID-23L - 2	26 AUG 2010	AD 2-LHSM - 3	25 JUL 2013
AD 2-LHDC-STAR - 1	26 AUG 2010	AD 2-LHSM - 4	25 JUL 2013
AD 2-LHDC-STAR - 2	26 AUG 2010	AD 2-LHSM - 5	30 MAY 2013
AD 2-LHDC-ILS-05R - 1	26 AUG 2010	AD 2-LHSM - 6	30 MAY 2013
AD 2-LHDC-ILS-05R - 2	26 AUG 2010	AD 2-LHSM - 7	23 JUL 2015
AD 2-LHDC-NDB-23L - 1	26 AUG 2010	AD 2-LHSM - 8	23 JUL 2015
AD 2-LHDC-NDB-23L - 2	26 AUG 2010	AD 2-LHSM - 9	20 SEP 2012
AD 2-LHDC-RNAV-05R - 1	26 AUG 2010	AD 2-LHSM - 10	20 SEP 2012
AD 2-LHDC-RNAV-05R - 2	26 AUG 2010	AD 2-LHSM - 11	25 JUL 2013
AD 2-LHDC-RNAV-23L - 1	26 AUG 2010	AD 2-LHSM - 12	25 JUL 2013
AD 2-LHDC-RNAV-23L - 2	26 AUG 2010	AD 2-LHSM-ADC - 1	14 NOV 2013
AD 2-LHDC-VAC - 1	26 AUG 2010	AD 2-LHSM-ADC - 2	14 NOV 2013
AD 2-LHDC-VAC - 2	26 AUG 2010	AD 2-LHSM-AOCA-1634 - 1	20 SEP 2012
AD 2-LHFM - 1	23 JUL 2015	AD 2-LHSM-AOCA-1634 - 2	20 SEP 2012
AD 2-LHFM - 2	23 JUL 2015	AD 2-LHSM-SID-16 - 1	05 FEB 2015
AD 2-LHFM - 3	14 JAN 2010	AD 2-LHSM-SID-16 - 2	05 FEB 2015
AD 2-LHFM - 4	14 JAN 2010	AD 2-LHSM-SID-34 - 1	05 FEB 2015
AD 2-LHFM - 5	14 JAN 2010	AD 2-LHSM-SID-34 - 2	05 FEB 2015
AD 2-LHFM - 6	14 JAN 2010	AD 2-LHSM-ILS/LOC-16 - 1	05 FEB 2015
AD 2-LHFM - 7	14 JAN 2010	AD 2-LHSM-ILS/LOC-16 - 2	05 FEB 2015
AD 2-LHFM - 8	14 JAN 2010	AD 2-LHSM-NDB-16 - 1	30 APR 2015
AD 2-LHFM-RNAV-16 - 1	26 AUG 2010	AD 2-LHSM-NDB-16 - 2	30 APR 2015
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AD 2-LHFM-RNAV-34 - 2	26 AUG 2010	AD 2-LHSM-RNAV-16 - 1	20 SEP 2012
AD 2-LHFM-VAC - 1	26 AUG 2010	AD 2-LHSM-RNAV-16 - 2	20 SEP 2012
AD 2-LHFM-VAC - 2	26 AUG 2010	AD 2-LHSM-RNAV-34 - 1	20 SEP 2012
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AD 2-LHNY - 3	25 JUL 2013	AD 2-LHSM-VAC - 2	20 SEP 2012
AD 2-LHNY - 4	25 JUL 2013	AD 2-LHUD - 1	23 JUL 2015
AD 2-LHNY - 5	29 JUL 2010	AD 2-LHUD - 2	23 JUL 2015
AD 2-LHNY - 6	29 JUL 2010	AD 2-LHUD - 3	23 JUL 2015
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AD 2-LHPR - 5	26 JUN 2014		
AD 2-LHPR - 6	26 JUN 2014		
AD 2-LHPR - 7	26 JUN 2014		
AD 2-LHPR - 8	26 JUN 2014		
AD 2-LHPR-ADC - 1	26 JUN 2014		
AD 2-LHPR-ADC - 2	26 JUN 2014		
AD 2-LHPR-SID-12 - 1	06 FEB 2014		
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Phone:(+361) 332-7986

**7.3 Frontier Station Veterinary Hygiene Office**

Phone:(361) 294 -9603

**8. AIRCRAFT ACCIDENT INVESTIGATION**

Transportation Safety Bureau (TSB)

Post:H-1475 Budapest PO Box 11.

Post:

Email:notification@kbsz.hu

Email:aviainfo@kbsz.hu

Fax:(+361) 432-6241

Phone:(+361) 294-5529

Phone:(+361) 432-6240

Phone:(+36) 30 931-0832 Duty officer

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## AIP HUNGARY

In Hungary, according to Council Regulation (EEC) 95/93, 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.

SITA:BUDLR7X

Phone:(+361) 293-4050

Fax:(+361) 293-4049

Email:budcoord@hungarocontrol.hu

Hours of operation:

Weekdays between 07:00 and 17:00 hours local time.

Weekends and public holidays between 07:00 and 15:00 hours local time

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

Submissions shall be sent in accordance with the deadlines shown in 6.5.1 para 1 of IATA's Worldwide Scheduling Guidelines (WSG). A copy of WSG can be downloaded from the IATA Scheduling Services website at:

URL:<http://www.iata.org/sked/>

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.

The format of submissions shall be in accordance with Chapter 6 of IATA's Standard Schedules Information Manual (SSIM), using Schedule Movement Advice (SMA) or Schedule Clearance Request (SCR) messages.

Further information on the scheduling process, capacity limits and other parameters can be found on the website of Airport Coordination Hungary

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

### 2.4.3 Slot coordination/ schedules facilitation of ad-hoc flights

Planned timings for ad-hoc flights shall be submitted at least one day prior to the planned operations to Airport Coordination.

Schedule changes due to operational reasons and ad-hoc requests on the day of operations are handled by the airport's Operations Department, therefore notification should be sent to:

SITA:BUDOPXH

Email:airport.ops@bud.hu

### 2.5 Regarding the harmonization of all ground handling activities at Budapest Liszt Ferenc International Airport Budapest Airport Pte. Ltd. Airside Operations Department Airport Operations Center is entitled to make statements:

AFS:LHBPYDYG

SITA:BUDOPXH

Phone:(+361) 296-7421

Fax:(+361) 296-6890

Email:airport.ops@bud.hu

Hours of operation: H24

### 3. INTERNATIONAL NON-SCHEDULED FLIGHTS

#### 3.1 Non-commercial flights

Non-commercial flights (transit and non-traffic stops) are subjected to prior permission of the Civil Aviation Administration in the case, the aircraft is registered in a State which is not a Contracting Party to the Convention on International Civil Aviation (Chicago Convention) or no bilateral Air Services Agreement has been signed between this State and Hungary. Application for such flight operations shall be submitted at least 3 working days prior to the planned departure to the National Transport Authority Aviation Authority (NTA AA).

Post:1675 Budapest P.O. Box 41.

AFS:LHBPYEYX

SITA:BUDXTYF

Fax:(+361) 296-8808

The application shall include: *GEN 1.2 para 3.3* except item h)

#### 3.2 Commercial flights

**3.2.1** Aircraft operated by air carriers authorised by the aeronautical authority of any of the Contracting States to the Multilateral Agreement on Commercial Rights of Non-Scheduled Air Services in Europe (Paris, 30 April 1956) may enter and freely land and take-off at the international airport and customs aerodromes See *AD 1.3* for the purpose of one of the following activities:

- a. flights for the purpose of meeting humanitarian or emergency needs;
- b. taxi-class passenger flights of occasional character on request, provided that the aircraft does not have a seating capacity of more than six passengers and provided that the destination is chosen by the hirer or hirers and no part of the capacity of the aircraft is resold to the public;
- c. flights on which the entire space is hired by a single person (individual, firm, corporation or institution) for the carriage of his or its staff or merchandise, provided that no part of such space is resold;
- d. single flights, no operator or group of operators being entitled under this sub-paragraph to more than, one flight per month between the same two traffic centres for all aircraft available to him.  
*The same treatment shall be accorded to aircraft engaged in either of the following activities:*
- e. the transport of freight exclusively;
- f. the transport of passengers between regions which have no reasonably direct connection by scheduled air services.

**3.2.2** For the flight operations in para 3.2.1 a) and b) above the information contained in the Flight Plan filled for the Air Traffic Services purposes is accepted as adequate advance notification, however in case of landing and take-off at Budapest Liszt Ferenc International Airport the FPL shall be addressed to:

AFS:LHBPYDYG

**3.2.3** For the flight operations in para 3.2.1 c) to f) above, planned to land and/or take-off at Budapest Liszt Ferenc International Airport a notification shall be sent to Budapest Airport Pte. Ltd. Airside Operations Department Airport Operations Center at least 2 working days prior to the departure with the following data:

- a. name of operator of the aircraft;
- b. type and registration sign of the aircraft;
- c. aerodrome of departure and destination;
- d. planned time of departures and arrivals;
- e. route of the flight;
- f. purpose of flight, number of passengers and/or designation and amount of cargo.

**3.2.4** Unless a bilateral Air Services Agreement concluded between Hungary and the State of Registry of the air operator renders it other ways, or the planned flight operation does not come under the ruling of the Multilateral Agreement on Commercial Rights of Non-Scheduled Air Services in Europe (Paris, 30 April 1956 - para 3.2.1) a prior authorization from the National Transport Authority Aviation Authority (NTA AA) shall be

## GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

The air traffic rules and procedures applicable to air traffic within the territory of Hungary conform with Annexes to the Convention on International Civil Aviation and to those portions, applicable to aircraft, of the Procedures for Air Navigation Services - Air Traffic Management (Doc 4444 ATM/501) and the Regional Supplementary Procedures (Doc 7030) applicable to the EUR Region with the differences (printed in **Bold**) and additional provisions listed hereunder:

Reference	Differences	
Annex 1 - Personnel Licensing (11th edition)	NIL	
Annex 2 - Rules of the Air (10th edition)		
Chapter 3	3.2.2	
	3.2.2	New Provision. Implementing Regulation (EU) No 923/2012, SERA.3210(b), specifies:  “(b) An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.”
	3.2.2.4	New Provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.3210(c)(3)(i) differs from ICAO Standard in Annex 2, 3.2.2.4 by specifying that:  “(i) Sailplanes overtaking. A sailplane overtaking another sailplane may alter its course to the right or to the left.”
	3.2.3.2(b)	Implementing Regulation (EU) No 923/2012, paragraph SERA.3215(b)(2), specifies (with the addition to ICAO Standard in Annex 2, 3.2.3.2(b) of the text in bold):  “(2) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable;”
	3.2.5(c) and (d)	Implementing Regulation (EU) No 923/2012, paragraph SERA.3225 differs from ICAO Standard in Annex 2, 3.2.5(c) and 3.2.5(d) in that it specifies that subparagraphs (c) and (d) do not apply to balloons:  “(c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC; (d) except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.”

Reference		Differences
	3.3.1.2	<p>ICAO Annex 2, 3.3.1.2 is replaced with Implementing Regulation (EU) No 923/2012 SERA.4001(b). The differences between this ICAO Standard and this Union regulation are as follows:</p> <ul style="list-style-type: none"> <li>• - With regards to VFR flights planned to operate across international borders, the Union regulation (SERA.4001(b)(5)) differs from the ICAO Standard in Annex 2, 3.3.1.2(e) with the addition of the text in bold, as follows: “any flight across international borders, <b>unless otherwise prescribed by the States concerned.</b>”</li> <li>• - With regard to VFR and IFR flights planned to operate at night, an additional requirement is inserted to Union regulation SERA.4001(b)(6) as follows: “(6) any flight planned to operate at night, if leaving the vicinity of an aerodrome”</li> </ul> <p>This difference is also addressed in Difference under Chapter 4, 4.3., below for VFR.</p>
	3.6.1.1.	<p>Air traffic control clearances shall be supplemented as follows: VFR flights entering Budapest FIR shall obtain entry clearance from Budapest ACC, APP or Budapest FIC as appropriate “at least 10 minutes” prior crossing the boundary.</p>
Chapter 4	4.1.	<p>Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in table on page ENR 1.2-1</p>

Reference		Differences
	4.3	<p>New provision. ICAO Annex 2, 4.3, is replaced with Implementing Regulation (EU) No 923/2012 SERA.5005(c). The difference is that Implementing Regulation (EU) No 923/2012 adds requirements under which VFR flights at night may be permitted, as follows:</p> <p>“(c) When so prescribed by the competent authority, VFR flights at night may be permitted under the following conditions:</p> <ul style="list-style-type: none"> <li>• (1) if leaving the vicinity of an aerodrome, a flight plan shall be submitted;</li> <li>• (2) flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available;</li> <li>• (3) the VMC visibility and distance from cloud minima as specified in Table S5-1 shall apply except that: <ul style="list-style-type: none"> <li>• (i) the ceiling shall not be less than 450 m (1500 ft);</li> <li>• (ii) except as specified in (c)(4), the reduced flight visibility provisions specified in Table S5-1(a) and (b) shall not apply;</li> <li>• (iii) in airspace classes B, C, D, E, F and G, at and below 900 m (3000 ft) above MSL or 300 m (1000 ft) above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface;</li> <li>• (iv) for helicopters in airspace classes F and G, flight visibility shall not be less than 3 km, provided that the pilot maintains continuous sight of the surface and if manoeuvred at a speed that will give adequate opportunity to observe other traffic or obstacles in time to avoid collision; and</li> <li>• (v) for mountainous terrain, higher VMC visibility and distance from cloud minima may be prescribed.</li> </ul> </li> <li>• (4) ceiling, visibility and distance from cloud minima lower than those specified 4.3(c) above may be permitted for helicopters in special cases, such as medical flights, search and rescue operations and fire-fighting.</li> <li>• (5) except when necessary for take-off or landing, or except when specifically authorised by the competent authority, a VFR flight at night shall be flown at a level which is not below the minimum flight altitude established by the State whose territory is overflown, or, where no such minimum flight altitude has been established: <ul style="list-style-type: none"> <li>• (i) over high terrain or in mountainous areas, at a level which is at least 600 m (2000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft;</li> <li>• (ii) elsewhere than as specified in (i), at a level which is at least 300 m (1000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft.”</li> </ul> </li> </ul>
	4.6	<p>ICAO Annex 2, 4.6, is replaced with Implementing Regulation (EU) No 923/2012 SERA.5005, introducing the obstacle clearance criteria in (f), as follows:</p> <p>“(f) Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown:</p> <ul style="list-style-type: none"> <li>• (1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1000 ft) above the highest obstacle within a radius of 600 m from the aircraft;</li> <li>• (2) elsewhere than as specified in (1), at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.”</li> </ul>
Annex 3 - Meteorological Service for International Air Navigation (18th edition)		

Reference		Differences
Chapter 5		New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.12005, specifies:  (b)Competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed.
Annex 4 - Aeronautical Charts (11th edition)		NIL
Annex 5 - Units of Measurement to be Used in Air and Ground Operations (5th edition)		NIL
Annex 6 - Operation of Aircraft Part I - (9th edition) Part II - (8th edition) Part III - (7th edition)		NIL
Annex 7 - Aircraft Nationality and Registration Marks (6th edition)		NIL
Annex 8 - Airworthiness of Aircraft (11th edition)		NIL
Annex 9 - Facilitation (13th edition)		2.7/ Cargo manifest is required 2.8 /Data of gross weight is required 2.13/ Filling of load-sheet is required 2.14/ Use of standard baggage weights is not permitted 2.16/ Filling of load-sheet is required 2.18/ Translation of Spanish language documents is required 3.8/ The visa charge is 1600 HUF which shall be paid in convertible currency according to the daily rate of exchange of the Hungarian National Bank. 3.8.2/ Entrance visas are granted with a maximum validity of six month. Visas obtained at the airport are granted with a maximum validity of one month. 3.20/ To comply with formalities is duty of the passenger or it's representative. 3.23/ Passports and according to agreements visas required for crew members outside of transit area. 3.29/ Presentation of baggage in case of overweight is required. 4.8/ Presentation of such documents is required 4.12/ Inspection of cargo and unaccompanied baggage is being carried out. 4.22/ Private gift packages and trade sample are not exempt from governmental clearance documents. 4.28/ Each item of imported cargo is being examined. 5.2, 5.4/ Presentation of passport is required. 5.11, 5.12, 5.13/ Neither free airports nor free zones have been established. 6.31.1/ No storage facilities are provided.
Annex 10 - Aeronautical Telecommunications Volume I - (6th edition) Volume II - (6th edition) Volume III - (2nd edition) Volume IV - (5th edition) Volume V - (3rd edition)		NIL
Annex 11 - Air Traffic Services (13th edition)		
Chapter 2	2.6.1	Exemption possibility. Implementing Regulation (EU) No 923/2012 paragraph SERA.6001 allows aircraft to exceed the 250 knot speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.



Reference		Differences
	2.25.5	Implementing Regulation (EU) No 923/2012 SERA.3401(d)(1) differs from ICAO Annex 11, standard 2.25.5 by stating that  "Time checks shall be given at least to the nearest minute"
Chapter 3	3.3.4	New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.8005(b), specifies:  "(b) Clearances issued by air traffic control units shall provide separation: (1) between all flights in airspace Classes A and B; (2) between IFR flights in airspace Classes C, D and E; (3) between IFR flights and VFR flights in airspace Class C; (4) between IFR flights and special VFR flights; (5) between special VFR flights unless otherwise prescribed by the competent authority; except that, when requested by the pilot of an aircraft <b>and agreed by the pilot of the other aircraft</b> and if so prescribed by the competent authority for the cases listed under (b) above in airspace Classes D and E, a flight may be cleared <b>subject to maintaining own separation in respect of a specific portion of the flight below 3050 m (10000 ft) during climb or descent, during day in visual meteorological conditions.</b> "
	3.7.3.1	Implementing Regulation (EU) No 923/2012, paragraph SERA.8015, specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1 of the text in bold):  "(e) Read-back of clearances and safety-related information • (1) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back: • (i) ATC route clearances; • (ii) clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and • (iii) runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and • (iv) transition levels, whether issued by the controller or contained in ATIS broadcasts."  Implementing Regulation (EU) No 923/2012, paragraph SERA.8015(e)(2), specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1.1 of the text in bold):  "(2) Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with."

Reference		Differences
		<p>New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.5010, specifies:</p> <p>SERA.5010 Special VFR in control zones</p> <p>Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied:</p> <ul style="list-style-type: none"> <li>• (a) by the pilot: <ul style="list-style-type: none"> <li>• (1) clear of cloud and with the surface in sight;</li> <li>• (2) the flight visibility is not less than 1500 m or, for helicopters, not less than 800 m;</li> <li>• (3) at speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and</li> </ul> </li> <li>• (b) by ATC: <ul style="list-style-type: none"> <li>• (1) during day only, unless otherwise permitted by the competent authority;</li> <li>• (2) the ground visibility is not less than 1500 m or, for helicopters, not less than 800 m;</li> <li>• (3) the ceiling is not less than 180 m (600 ft).</li> </ul> </li> </ul>
Annex 12 - Search and Rescue (8th edition)		NIL
Annex 13 - Aircraft Accident and Incident Investigation (10th edition)		NIL
Annex 14 - Aerodromes Volume I - (6th edition) Volume II - (4th edition)		NIL
Annex 15 - Aeronautical Information Services (14th edition)		NIL
Annex 16 - Environmental Protection Volume I - (7th edition) Volume II - (3rd edition)		NIL
Annex 17 - Security (9th edition)		NIL
Annex 18 - The Safe Transport of Dangerous Goods by Air (4th edition)		NIL
Annex 19 - Safety Management (1st edition)		NIL
DOC 4444 - ATM/501 - PROCEDURES FOR AIR NAVIGATION SERVICES - AIR TRAFFIC MANAGEMENT		
Chapter 10.	10.1.4.1.1.	A unit providing approach control service shall retain control of arriving aircraft until such aircraft have been cleared to the aerodrome control tower and are in communication with the aerodrome control tower. Not more than one arrival shall be cleared to a unit providing aerodrome control service during IMC, except when the aerodrome control service is able to monitor the separation between arriving aircraft - transferred for control to it - on the final approach path with an electronic device approved by the appropriate ATS authority for this purpose.

Reference		Differences
Chapter 8.	8.6.9.1.	Owing to the fact that the active area of adverse weather may not show on ATS surveillance system the following procedure should be applied: When a controlled aircraft experiencing adverse weather which is likely to force the pilot to initiate action to circumnavigate the adverse weather area beyond the prescribed track keeping accuracy (+ 5 NM), it should be reported in sufficient time to permit ATC to co-ordinate with neighbouring unit responsible for control of traffic in the area concerned. The pilot's intention for avoiding action should be reported as soon as possible prior to the point from which the aircraft is expected to deviate from the assigned flight path, stating the required direction of turn and estimated distance from the prescribed track.
Appendix 2.	ITEM 15: ROUTE	(b) CRUISING LEVEL For VFR flight planning to operate in uncontrolled airspace cruising level/altitude shall also be indicated.
		(5) CRUISE CLIMB For segment of route cruise climb must not be indicated in Budapest FIR.
		VFR flights shall be planned to enter/exit Budapest FIR via designated ATS entry/exit points only.
Comission Regulation (EU) 73/2010 (ADQ)		
		All aeronautical data and aeronautical information published in the AIP are in-compliant with data quality requirements of Commission Regulation (EU) 73/2010 (ADQ).

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## GEN 2 TABLES AND CODES

### GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

#### 1. UNITS OF MEASUREMENT

The table of units of measurement shown below will be used by aeronautical stations within the Budapest FIR for air and ground operations.

For measurement of	Units used
Distances used in navigation position reporting, etc.	Nautical Miles and tenths
Relatively short distances such as those relating to aerodromes (e.g. RWY lengths)	Metres
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometres or metres
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Mass	Metric tonnes or Kilogrammes
Time	Hours and minutes, beginning at midnight UTC

#### 2. TEMPORAL REFERENCE SYSTEM

Co-ordinated Universal Time (UTC) is used in communications by Air Navigation Services and in publications issued by the Aeronautical Information Service.

In reporting of time checks shall be given to the nearest half minute.

In Hungary, the local time is the Central European Time (CET).

The Central European Time corresponds to universal time plus one hour (UTC+1).

The Summer time corresponds to universal time plus two hours (UTC+2).

During the summer time period in Hungary the times given in brackets are applicable.

Example: 1130 - 1330 (1030 - 1230)

1130 - 1330 time period in UTC during winter period (outside Central European Summer Time)

(1030 - 1230) time period in UTC during summer period (during Central European Summer Time)

In the IAIP the expression "summer time" will indicate that part of the year in which the "daylight saving time" is in force. The other part of the year will be named the "winter time".

The "summer time" will be introduced every year on the last Sunday in March at 0100 UTC, and it will cease on the last Sunday in October at 0100 UTC.

#### 3. HORIZONTAL REFERENCE SYSTEM

##### 3.1 Name / designation of the reference system

All published geographical coordinates indicating latitude and longitude are expressed in terms World Geodetic System - WGS 84 geodetic reference datum.

##### 3.2 Projection

Projection is expressed in term of Universal Transverse Mercator (UTM).

### 3.3 Ellipsoid

Ellipsoid is expressed in terms of the World Geodetic System — 1984 (WGS-84) ellipsoid.

### 3.4 Datum

The World Geodetic System — 1984 (WGS-84) is used.

### 3.5 Area of application

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, the entire territory of Hungary.

## 4. VERTICAL REFERENCE SYSTEM

### 4.1 Name / designation of system

The vertical reference system corresponds to mean sea level (MSL).

### 4.2 Geoid model

The geoid model used is the Earth Gravitational Model 1996—(EGM-96)

## 5. AIRCRAFT NATIONALITY AND REGISTRATION MARKS

The nationality and registration marks for aircraft registered in Hungary are the letters HA. The nationality mark is followed by a hyphen and a registration mark consisting of three letters.

E.g.: HA-LEK

## 6. PUBLIC HOLIDAYS

- 1 January - New Year's Day
- 15 March - National Holiday
- Easter Monday
- 1 May - Labour Day
- Whit sun Monday
- 20 August - St. Stephen's Day
- 23 October - Revolution Day
- 1 November - All Souls' Day
- 25 December - Christmas Day
- 26 December - Christmas Day

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AS	Altostratus
ASC	Ascend to or ascending to
ASDA	Accelerate-stop distance available
ASE	Altimetry system error
ASHTAM	A special series NOTAM notifying by means of a specific format change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations
ASMGCS	+Advanced Surface Movement Guidance and Control System
ASPEEDL	+Airspeed loss
ASPH	Asphalt
AT	At (followed by time at which weather change is forecast to occur)
ATA	‡Actual time of arrival
ATC	‡Air Traffic Control (in general)
ATCSMAC	Air Traffic Control Surveillance Minimum Altitude Chart
ATD	‡Actual time of departure
ATFM	Air traffic flow management
ATFMP	+Air traffic flow management position
ATFMU	+Air traffic flow management unit
ATIS	‡Automatic terminal information service
ATM	Air traffic management
ATN	Aeronautical telecommunication network
ATP	At.. (time or place)
ATS	Air traffic services
ATTN	Attention
AT-VASIS	‡(to be pronounced "AY-TEE-VASIS") Abbreviated T visual approach slope indicator system
ATZ	Aerodrome traffic zone
AUG	August
AUTH	Authorized or authorization
AUW	All up weight
AUX	Auxiliary
AVBL	Available or availability
AVG	Average
AVGAS	‡Aviation gasoline
AWTA	Advise at what time able
AWY	Airway
AZM	Azimuth
<b>B</b>	
B	Blue
BA	Braking action
BASE	‡Cloud base
BCFG	Fog patches
BCN	Beacon (aeronautical ground light)
BCST	Broadcast
BDRY	Boundary
BECMG	Becoming
BFR	Before
BKN	Broken
BL	Blowing (followed by DU = dust, SA = sand or SN = snow)
BLDG	Building
BLO	Below clouds
BLW	Below...
BOMB	Bombing
BR	Mist
BRF	Short (used to indicate the type of approach desired or required)
BRG	Bearing
BRKG	Braking

B-RNAV	+Basic area navigation
BS	Commercial broadcasting station
BTL	Between layers
BTN	Between
BUFR	Binary universal form for the representation of meteorological data

**C**

C	Centre (preceded by runway designation number to identify a parallel runway)
C	Degrees Celsius (centigrade)
CAT	Category
CAT	Clear air turbulence
CAVOK	†(to be pronounced "KAV-OH-KAY") Visibility, cloud and present weather better than prescribed values or conditions
CB	‡(to be pronounced "CEE-BEE") Cumulonimbus
CC	Cirrocumulus
CCA	(or CCB, CCC... etc., in sequence) Corrected meteorological message (message type designator)
CD	Candela
CDN	Coordination (message type designator)
CDR	+Conditional Route
CET	+Central European Time
CF	Change frequency to...
CFM	*Confirm or I confirm (to be used in AFS as a procedure signal)
CGL	Circling guidance light(s)
CH	Channel
CH	#This is a channel – continuity - check of transmission to permit comparison of your record of channel-sequence numbers of messages received on the channel (to be used in AFS as a procedure signal)
CHEM	Chemical
CHG	Modification (message type designator)
CI	Cirrus
CIDIN	†Common ICAO data interchange network
CIT	Near or over large towns
CIV	Civil
CK	Check
CL	Centre line
CLA	Clear type of ice formation
CLBR	Calibration
CLD	Cloud
CLG	Calling
CLIMB-OUT	Climb-out area
CLR	Clear(s) or cleared to ... or clearance
CLRD	Runway(s) cleared (used in METAR/SPECI)
CLSD	Close or closed or closing
CM	Centimetre
CMB	Climb to or climbing to
CMPL	Completion or completed or complete
CNL	Cancel or cancelled
CNL	Flight plan cancellation (message type designator)
CNS	Communications, navigation and surveillance
COM	Communications
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction or constructed
CONT	Continue(s) or continued
COOR	Coordinate or coordination
COORD	Coordinates



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COP	Change-over point
COR	Correct or correction or corrected (used to indicate corrected meteorological message; message type designator)
COT	At the coast
COV	Cover or covered or covering
CPDLC	‡Controller – pilot data link communications
CPL	Current flight plan message (message type designator)
CRC	Cyclic redundancy check
CRM	Collision risk model
CRZ	Cruise
CS	Cirrostratus
CS	Call sign
CTA	Control area
CTAM	Climb to and maintain
CTC	Contact
CTL	Control
CTN	Caution
CTOT	+Calculated take-off time
CTR	Control zone
CU	Cumulus
CUF	Cumuliform
CUST	Customs
CVR	Cockpit voice recorder
CW	Continuous wave
CWY	Clearway

**D**

D	Downward (tendency in RVR during previous 10 minutes)
D	Danger area (followed by identification)
DA	Decision altitude
D - ATIS	†(to be pronounced “DEE – ATIS”) Data link automatic terminal information service
DCD	Double channel duplex
DCKG	Docking
DCP	Datum crossing point
DCPC	Direct controller-pilot communications
DCS	Double channel simplex
DCT	Direct (in relation to flight plan clearances and type of approach)
DE	*From (used to precede the call sign of the calling station) (to be used in AFS as a procedure signal)
DEC	December
DEG	Degrees
DEP	Depart or departure
DEP	Departure (message type designator)
DEPO	Deposition
DES	Descend to or descending to
DEST	Destination
DETRESFA	†Distress phase
DEV	Deviation or deviating
DF	+Direction finder or finding
DFDR	Digital flight data recorder
DFTI	Distance from touch down indicator
DGCA	+Director General of Civil Aviation
DH	Decision height
DIF	Diffuse
DIST	Distance
DIV	Divert or diverting
DLA	Delay or delayed
DLA	Delay (message type designator)

DLIC	Data link initiation capability
DLY	Daily
DME	‡Distance measuring equipment
DNG	Danger or dangerous
DOM	Domestic
DP	Dew point temperature
DPT	Depth
DR	Dead reckoning
DR	Low drifting (followed by DU = dust, SA = sand or SN = snow)
DRG	During
DS	Duststorm
DSB	Double sideband
DTAM	Descend to and maintain
DTG	Date-time group
DTHR	Displaced runway threshold
DTRT	Deteriorate or deteriorating
DTW	Dual tandem wheels
DU	Dust
DUC	Dense upper cloud
DUPE	#This is a duplicate message (to be used in AFS as a procedure signal)
DUR	Duration
D-VOLMET	Data link VOLMET
DVOR	Doppler VOR
DW	Dual wheels
DZ	Drizzle

**E**

E	East or eastern longitude
EAT	Expected approach time
EB	Eastbound
EDA	Elevation differential area
EEE	#Error (to be used in AFS as a procedure signal)
EET	Estimated elapsed time
EFC	Expect further clearance
EGNOS	†(to be pronounced "EGG-NOS") European geostationary navigation overlay service
EHF	Extremely high frequency (30000 to 300000 MHZ)
ELBA	†Emergency location beacon-aircraft
ELEV	Elevation
ELR	Extra long range
ELT	Emergency locator transmitter
EM	Emission
EMBD	Embedded in a layer (to indicate cumulonimbus embedded in layers of other clouds)
EMERG	Emergency
EN	+English
END	Stop-end (related to RVR)
ENE	East-north-east
ENG	Engine
ENR	En route
ENRC	En route chart (followed by name/title)
EOBT	Estimated off-block time
EQPT	Equipment
ER	*Here...or herewith
ESE	East-south-east
EST	Estimate or estimated or estimation (message type designator)
ETA	*‡Estimated time of arrival or estimating arrival
ETD	‡Estimated time of departure or estimating departure
ETO	Estimated time over significant point
EUR RODEX	European regional OPMET data exchange

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EV	Every
EVS	Enhanced vision system
EXC	Except
EXER	Exercises or exercising or to exercise
EXP	Expect or expected or expecting
EXTD	Extended or extending
<b>F</b>	
F	Fixed
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FAP	Final approach point
FATO	Final approach and take-off area
FAX	Facsimile transmission
FAWP	+Final approach waypoint
FBL	Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain)
FC	Funnel cloud (tornado or water spout)
FCST	Forecast
FCT	Friction coefficient
FDPS	Flight data processing system
FEB	February
FEW	Few
FG	Fog
FIC	Flight information centre
FIR	‡Flight information region
FIS	Flight information service
FISA	Automated flight information service
FL	Flight level
FLD	Field
FLG	Flashing
FLR	Flares
FLT	Flight
FLTCK	Flight check
FLUC	Fluctuating or fluctuation or fluctuated
FLW	Follow(s) or following
FLY	Fly or flying
FM	From
FM	From (followed by time weather change is forecast to begin)
FMS	‡Flight management system
FMU	Flow management unit
FNA	Final approach
FPAP	Flight path alignment point
FPL	Filed flight plan (message type designator)
FPM	Feet per minute
FPR	Flight plan route
FR	Fuel remaining
FRA	+Free Route Airspace
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT	†Front (relating to weather)
FRQ	Frequent
FSL	Full stop landing
FSS	Flight service station
FST	First
FT	Feet (dimensional unit)

FTP	Fictitious threshold point
FU	Smoke
FUA	+Flexible use of airspace
FZ	Freezing
FZDZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain

## G

G	Green
G	Variations from the mean wind speed (gusts) (followed by figures in METAR/SPECI and TAF)
GA	Go ahead, resume sending (to be used in AFS as a procedure signal)
G/A	Ground-to-air
G/A/G	Ground-to-air and air-to-ground
GAGAN	†GPS and geostationary earth orbit augmented navigation
GAIN	Airspeed or headwind gain
GARP	GBAS azimuth reference point
GAMET	Area forecast for low-level flights
GAT	+General air traffic
GBAS	†(to be pronounced "GEE-BAS") Ground-based augmentation system
GCA	‡Ground controlled approach system or ground controlled approach
GDCA	+General Directorate of Civil Aviation
GEN	General
GEO	Geographic or true
GES	Ground earth station
GLD	Glider
GLONASS	†(to be pronounced "GLO-NAS") Global orbiting navigation satellite system
GLS	‡GBAS landing system
GMC	Ground movement chart (followed by name/title)
GND	Ground
GNDCK	Ground check
GNSS	‡Global navigation satellite system
GP	Glide path
GPS	‡Global positioning system
GR	Hail
GRAS	†(to be pronounced "GRASS") Ground-based regional augmentation system
GRASS	Grass landing area
GRIB	Processed meteorological data in the form of grid point values expressed in binary form (meteorological code)
GRVL	Gravel
GS	Ground speed
GS	Small hail and/or snow pellets
GUND	Geoid undulation

## H

H	High pressure area or the centre of high pressure
H24	Continuous day and night service
HAPI	Helicopter approach path indicator
HBN	Hazard beacon
HDF	High frequency direction-finding stationm
HDG	Heading
HEL	Helicopter
HF	‡High frequency (3 000 to 30 000 kHz)
HGT	Height or height above
HIAL	+High intensity approach lights
HIRL	+High intensity runway lights

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HJ	Sunrise to sunset
HLDG	Holding
HN	Sunset to sunrise
HNG	+Hungarian or Hungary
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
HPA	Hectopascal
HR	Hours
HS	Service available during hours of scheduled operations
HUD	Head-up display
HUF	+Hungarian forints
HUFRA	+Hungarian Free Route Airspace
HURCN	Hurricane
HVDF	High and very high frequency direction-finding stations (at the same location)
HVY	Heavy
HVY	Heavy (used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain)
HWS	+Horizontal wind shear
HX	No specific working hours
HYR	Higher
HZ	Haze
HZ	Hertz (cycle per second)

I

IAC	Instrument approach chart (followed by name/title)
IAF	Initial approach fix
IAP	Instrument approach procedure
IAR	Intersection of air routes
IAS	Indicated air speed
IBN	Identification beacon
IC	Ice crystals (very small ice crystals in suspension, also known as diamond dust)
ICAO	+International Civil Aviation Organization
ICE	Icing
ID	Identifier or identify
IDENT	†Identification
IF	Intermediate approach fix
IFF	Identification friend/foe
IFPS	+Integrated initial flight plan processing system
IFR	‡Instrument flight rules
IGA	International general aviation
ILS	‡Instrument landing system
IM	Inner marker
IMC	‡Instrument meteorological conditions
IMG	Immigration
IMI	*Interrogation sign (question mark) (to be used in AFS as a procedure signal)
IMPR	Improve or improving
IMT	Immediate or immediately
INA	Initial approach
INBD	Inbound
INC	In cloud
INCERFA	†Uncertainty phase
INFO	†Information
INOP	Inoperative
INP	If not possible
INPR	In progress
INS	Inertial navigation system
INS	+Inches
INSTL	Install or installed or installation

INSTR	Instrument
INT	Intersection
INTL	International
INTRG	Interrogator
INTRP	Interrupt or interruption or interrupted
INTSF	Intensify or intensifying
INTST	Intensity
IR	Ice on runway
ISA	International standard atmosphere
ISB	Independent sideband
ISOL	Isolated

**J**

JAA	+Joint Aviation Authorities
JAN	January
JTST	Jet stream
JUL	July
JUN	June

**K**

KG	Kilograms
KHZ	Kilohertz
KIAS	Knots indicated airspeed
KM	Kilometres
KMH	Kilometres per hour
KPA	Kilopascal
KT	Knots
KW	Kilowatts

**L**

L	Left (preceded by runway designation number to identify a parallel runway)
L	Locator (see LM, LO)
LAM	Logical acknowledgement (message type designator)
LAN	Inland
LAT	Latitude
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing direction indicator
LEN	Length
LF	Low frequency (30 to 300 kHz)
LGT	Light or lighting
LGTD	Lighted
LI	+Locator inner
LIH	Light intensity high
LIL	Light intensity low
LIM	Light intensity medium
LLZ	+Localizer
LM	Locator, middle
LMT	Local mean time
LNG	Long (used to indicate the type of approach desired or required)
LO	Locator, outer
LOC	+Locally or location or located
LONG	Longitude
LORAN	†LORAN (long range air navigation system)
LOSS	Airspeed or headwind loss
LR	The last message received by me was ....(to be used in AFS as a procedure signal)

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LRG	Long range
LS	The last message sent by me was ... or Last message was... (to be used in AFS as a procedure signal)
LT	+Local Time
LTD	Limited
LTF	+Land line telephone
LTP	Landing threshold point
LTT	Landline teletypewriter
LV	Light and variable (relating to wind)
LVE	Leave or leaving
LVL	Level
LYR	Layer or layered

**M**

M	Mach number (followed by figures)
M	Metres (preceded by figures)
M	+Minimum values of runway visual range (followed by figures in METAR/SPECI and TAF)
MAA	Maximum authorized altitude
MAG	Magnetic
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAPT	Missed approach point
MAR	March
MAR	At sea
MAS	Manual A1 simplex
MAX	Maximum
MAY	May
MBST	Microburst
MCA	Minimum crossing altitude
MCTR	+Military CTR
MCW	Modulated continuous wave
MDA	Minimum descent altitude
MDF	Medium frequency direction-finding station
MDH	Minimum descent height
MEA	Minimum en route altitude
MEHT	Minimum eye-height over threshold (for visual approach slope indicator systems)
MET	†Meteorological or meteorology
METAR	†Aerodrome routine meteorological report (in meteorological code)
MET REPORT	Local routine meteorological report (in abbreviated plain language)
MF	Medium frequency (300 to 3 000 KHZ)
MHDF	Medium and high frequency direction-finding stations (at the same location)
MHVDF	Medium, high and very high frequency direction-finding stations (at the same location)
MHZ	Megahertz
MID	Mid-point (related to RVR)
MIFG	Shallow fog
MIL	Military
MIN	*Minutes
MIS	Missing ... (transmission identification) (to be used in AFS as a procedure signal)
MKR	Marker radio beacon
MLS	‡Microwave landing system
MM	Middle marker
MMO	+Main Meteorological Office
MNM	Minimum
MNPS	Minimum navigation performance specifications
MNT	Monitor or monitoring or monitored
MNTN	Maintain
MOA	Military operating area
MOC	Minimum obstacle clearance (required)

MOCA	Minimum obstacle clearance altitude
MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports e.g. MODRA = moderate rain)
MON	Above mountains
MON	Monday
MOPS	†Minimum operational performance standards
MOV	Move or moving or movement
MPS	Metres per second
MRA	Minimum reception altitude
MRG	Medium range
MRP	ATS MET reporting point
MS	Minus
MSA	Minimum sector altitude
MSAS	†(to be pronounced "EM-SAS") Multifunctional transport satellite (MTSAT) satellite-based augmentation system
MSAW	Minimum safe altitude warning
MSG	Message
MSL	Mean sea level
MSR	#Message ... (transmission identification) has been misrouted (to be used in AFS as a procedure signal)
MSSR	Monopulse secondary surveillance radar
MT	Mountain
MTOW	+Maximum take-off weight
MTU	Metric units
MTW	Mountain waves
MVDF	Medium and very high frequency direction-finding stations (at the same location)
MWO	Meteorological watch office
MX	Mixed type of ice formation (white and clear)

**N**

N	North or Northern latitude
N	No distinct tendency (in RVR during previous 10 minutes)
NASC	†National AIS system centre
NAT	North Atlantic
NAV	Navigation
NB	Northbound
NBFR	Not before
NC	No change
NCD	No cloud detected (used in automated METAR/SPECI)
NDB	‡Non-directional radio beacon
NDV	No directional variations available (used in automated METAR/SPECI)
NE	North-east
NEB	North-eastbound
NEG	No or negative or permission not granted or that is not correct
NGT	Night
NIL	*†None or I have nothing to send to you
NM	Nautical miles
NML	Normal
NN	No name, unnamed
NNE	North-north-east
NNW	North-north-west
NO	No (negative) (to be used in AFS as a procedure signal)
NOF	International NOTAM office
NON	+Designation of non-modulated
NOSIG	†No significant change (used in trend-type landing forecasts)
NONFUA	+Not subject to Flexible use of airspace
NOTAM	†A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or haz-



	ard, the timely knowledge of which is essential to personnel concerned with flight operations.
NOV	November
NOZ	‡Normal operating zone
NR	Number
NRH	No reply heard
NS	Nimbostratus
NSC	Nil significant cloud
NSW	Nil significant weather
NTL	National
NTZ	‡No transgression zone
NW	North-west
NWB	North-westbound
NXT	Next

**O**

OAC	Oceanic area control centre
OAS	Obstacle assessment surface
OBS	Observe or observed or observation
OBSC	Obscure or obscured or obscuring
OBST	Obstacle
OCA	Obstacle clearance altitude
OCA	Oceanic control area
OCC	Occulting (light)
OCH	Obstacle clearance height
OCNL	Occasional or occasionally
OCS	Obstacle clearance surface
OCT	October
OFZ	Obstacle free zone
OGN	Originate (to be used in AFS as a procedure signal)
OHD	Overhead
OK	*We agree or It is correct (to be used in AFS as a procedure signal)
OLDI	†On-line data interchange
OM	Outer marker
OPA	Opaque, white type of ice formation
OPC	Control indicated is operational control
OPMET	†Operational meteorological (information)
OPN	Open or opening or opened
OPR	Operator or operate or operative or operating or operational
OPS	†Operations
O/R	On request
ORD	Order
OSV	Ocean station vessel
OTP	On top
OTS	Organized track system
OUBD	Outbound
OVC	Overcast

**P**

P	Maximum value of wind speed or runway visual range (followed by figures in METAR/SPECI and TAF)
P	Prohibited area (followed by identification)
PA	Precision approach
PALS	Precision approach lighting system (specify category)
PANS	Procedures for air navigation services
PAPI	†Precision approach path indicator
PAR	‡Precision approach radar

PARL	Parallel
PATC	Precision approach terrain chart (followed by name/title)
PAX	Passenger(s)
PBN	Performance-based navigation
PCD	Proceed or proceeding
PCL	Pilot-controlled lighting
PCN	Pavement classification number
PDC	‡Pre-departure clearance
PDG	Procedure design gradient
PER	Performance
PERM	Permanent
PIB	Pre-flight information bulletin
PJE	Parachute jumping exercise
PL	Ice pellets
PLA	Practice low approach
PLN	Flight plan
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust/sand whirls (dust devils)
P2	+Prognostic chart for 200 hPa
P3	+Prognostic chart for 300 hPa
P5	+Prognostic chart for 500 hPa
P7	+Prognostic chart for 700 hPa
P85	+Prognostic chart for 850 hPa
Psw	+Prognostic chart of significant weather
PTrVM	+Prognostic tropopause and maximum wind chart
POB	Persons on board
PON	+Pulse modulation, designation of emissions
POSS	Possible
PPI	Plan position indicator
PPR	Prior permission required
PPSN	Present position
PRFG	Aerodrome partially covered by fog
PRI	Primary
PRKG	Parking
PROB	†Probability
PROC	Procedure
PROV	Provisional
PS	Plus
PSG	Passing
PSN	Position
PSP	Pierced steel plank
PSR	‡Primary surveillance radar
PSYS	Pressure system(s)
PTN	Procedure turn
PTS	Polar track structure
PWR	Power

**Q**

QDL	Do you intend to ask me for a series of bearings? or I intend to ask for a series of bearings (to be used in radiotelegraphy as a Q Code)
QDM	‡Magnetic heading (zero wind)
QDR	Magnetic bearing
QFE	‡Atmospheric pressure at aerodrome elevation (or at runway threshold)
QFU	Magnetic orientation of runway
QGE	What is my distance to your station or Your distance to my station is (distance figures and units) (to be used in radiotelegraphy as a Q Code)

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QJH	Shall I run my test tape/a test sentence? or Run your test tape/a test sentence (to be used in AFS as a Q Code)
QNH	‡Altimeter sub-scale setting to obtain elevation when on the ground
QSP	Will you relay to ... free of charge or I will relay to ... free of charge (to be used in AFS as a Q Code)
QTA	Shall I cancel telegram number ... ? or Cancel telegram number ... (to be used in AFS as a Q Code)
QTE	True bearing
QTF	Will you give me the position of my station according to the bearings taken by the D/F stations which you control? or The position of your station according to the bearings taken by the D/F stations that I control was ... latitude ...longitude (or other indication of position), class ... at ... hours (to be used in radiotelegraphy as a Q Code)
QUAD	Quadrant
QUJ	Will you indicate the TRUE track to reach you? or The TRUE track to reach me is ... degrees at ... hours (to be used in radiotelegraphy as a Q Code)

**R**

R	Right (preceded by runway designator number to identify a parallel runway)
R	Red
R	+Runway visual range (followed by figures in the METAR/SPECI)
R	*Received (acknowledgement of receipt) (to be used in AFS as a procedure signal)
R	Restricted area (followed by identification)
R	+Radial (VOR)
RA	Rain
RAC	Rules of the air and air traffic services
RAG	Ragged
RAI	Runway alignment indicator
RAIM	†Receiver autonomous integrity monitoring
RASC	†Regional AIS system centre
RASS	Remote altimeter setting source
RB	Rescue boat
RCA	Reach cruising altitude
RCC	Rescue coordination centre
RCF	Radiocommunication failure message (message type designator)
RCH	Reach or reaching
RCL	Runway centre line
RCLL	Runway centre line light(s)
RCLR	Recleared
RDH	Reference datum height
RDL	Radial
RDO	Radio
RE	Recent (used to qualify weather phenomena e.g. RERA = recent rain)
REA	+Ready message
REC	Receive or receiver
REDL	Runway edge light(s)
REF	Reference to... or refer to...
REG	Registration
RENL	Runway end light(s)
REP	Report or reporting or reporting point
REQ	Request or requested
ERTE	Re-route
RESA	Runway end safety area
RFC	+Radio facility chart
RG	Range (lights)
RHC	Right-hand circuit
RIF	Reclearance in flight
RITE	Right (direction of turn)
RL	Report leaving

RLA	Relay to
RLCE	Request level change en route
RLLS	Runway lead-in lighting system
RLNA	Request level not available
RMAC	+Radar minimum altitude chart
RMK	Remark
RNAV	†(to be pronounced "AR-NAV") Area navigation
RNG	Radio range
RNP	Required navigation performance
ROBEX	†Regional OPMET bulletin exchange (scheme)
ROC	Rate of climb
ROD	Rate of descent
RON	Receiving only
RPI	‡Radar position indicator
RPL	Repetitive flight plan
RPLC	Replace or replaced
RPS	Radar position symbol
RPT	*Repeat or I repeat (to be used in AFS as a procedure signal)
RQ	*Request (to be used in AFS as a procedure signal)
RQMNTS	Requirements
RQP	Request flight plan (message type designator)
RQS	Request supplementary flight plan (message type designator)
RR	Report reaching
RRA	(or RRB, RRC... etc. in sequence) Delayed meteorological message (message type designator)
RSC	Rescue sub-centre
RSCD	Runway surface condition
RSP	Responder beacon
RSR	En-route surveillance radar
RTD	Delayed (used to indicate delayed meteorological message; message type designator)
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTN	Return or returned or returning
RTODAH	Rejected take-off distance available, helicopter
RTS	Return to service
RTT	Radioteletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVR	‡Runway visual range
RVSM	‡Reduced vertical separation minima (300 M/1 000 ft between FL 290 and FL 410)
RWY	Runway

**S**

S	State of the sea (followed by figures in METAR/SPECI)
S	South or Southern latitude
SA	Sand
SALS	Simple approach lighting system
SAN	Sanitary
SAP	As soon as possible
SAR	Search and rescue
SARPS	Standards and Recommended Practices (ICAO)
SAT	Saturday
SATCOM	†Satellite communication
SB	Southbound
SBAS	†(to be pronounced "ESS-BASS") Satellite-based augmentation system

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SC	Stratocumulus
SCT	Scattered
SDBY	Stand by
SE	South-east
SEA	Sea (used in connection with sea-surface temperature and state of the sea)
SEB	South-eastbound
SEC	Seconds
SECN	Section
SECT	Sector
SELCAL	†Selective calling system
SEP	September
SER	Service or servicing or served
SEV	Severe (used e.g. to qualify icing and turbulence reports)
SFC	Surface
SG	Snow grains
SGL	Signal
SH	Showers (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g SHRASN = showers of rain and snow)
SHF	Super high frequency (3 000 to 30 000 MHZ)
SID	†Standard instrument departure
SIF	Selective identification feature
SIG	Significant
SIGMET	†Information concerning en-route weather phenomena which may affect the safety of aircraft operations
SIMUL	Simultaneous or simultaneously
SIWL	Single isolated wheel load
SKED	Schedule or scheduled
SLAP	+Slot allocation procedure
SLP	Speed limiting point
SLT	+Slot allocation message
SLW	Slow
SMC	Surface movement control
SMR	Surface movement radar
SN	Snow
SNOCLO	Aerodrome closed due to snow (used in METAR/SPECI)
SNOWTAM	†Special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format.
SOC	Start of climb
SPECI	†Aerodrome special meteorological report (in meteorological code)
SPECIAL	†Local special meteorological report (in abbreviated plain language)
SPL	Supplementary flight plan (message type designator)
SPOC	SAR point of contact
SPOT	†Spot wind
SQ	Squall
SQL	Squall line
SR	Sunrise
SRA	Surveillance radar approach
SRE	Surveillance radar element of precision approach radar system
SRG	Short range
SRR	Search and rescue region
SRQ	+Slot request message
SRY	Secondary
SS	Sandstorm
SS	Sunset
SSB	Single sideband
SSE	South-south-east
SSR	‡Secondary surveillance radar

SST	Supersonic transport
SSW	South-south-west
ST	Stratus
STA	Straight-in approach
STAR	†Standard instrument arrival
STD	Standard
STF	Stratiform
STN	Station
STNR	Stationary
STOL	Short take-off and landing
STS	Status
STWL	Stopway light(s)
SUBJ	Subject to
SUN	Sunday
SUP	Supplement (AIP supplement)
SUPPS	Regional supplementary procedures
SVC	Service message
SVCBL	Serviceable
SW	South-west
SWB	South-westbound
SWY	Stopway
S6	+6-hourly surface synoptic chart

**T**

T	Temperature
T	True (preceded by a bearing to indicate reference to True North)
TA	Transition altitude
TAA	Terminal arrival altitude
TACAN	†UHF tactical air navigation aid
TAF	†Aerodrome forecast (in meteorological code)
TAIL	†Tail wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing or taxi
TC	Tropical cyclone
TCA	+Area of responsibility of TMA sector
TCP	+Transfer of control point
TCU	Towering cumulus
TDA	+Area or responsibility of BUDAPEST DIRECTOR
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO	†Temporary or temporarily
TFC	Traffic
TGL	Touch-and-go landing
TGL	+Temporary Guidance Leaflet
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIBA	†Traffic information broadcast by aircraft
TIL	†Until
TIP	Until past... (place)
TIZ	+Traffic Information Zone
TKOF	Take-off
TL	Till (followed by time by which weather change is forecast to end)
TLOF	Touchdown and lift-off area

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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)
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)

U/S	Unserviceable
USD	+US dollar
UTA	Upper control area
UTC	±Coordinated Universal Time
U2	+200 hPa chart
U3	+300 hPa chart
U4	+400 hPa chart
U5	+500 hPa chart
U7	+700 hPa chart
U25	+250 hPa chart
U85	+850 hPa chart

**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
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
VOT	VOR airborne equipment test facility
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
WAAS	†Wide area augmentation system
WAC	World Aeronautical Chart – ICAO 1 : 1 000 000 (followed by name/title)
WAFC	World area forecast centre
WB	Westbound



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WBAR	Wing bar lights
WD	+Working day
WDI	Wind direction indicator
WDSR	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
<b>X</b>	
X	Cross
XBAR	Crossbar (of approach lighting system)
XNG	Crossing
XS	Atmospherics
<b>Y</b>	
Y	Yellow
YCZ	Yellow caution zone (runway lighting)
YES	*Yes (affirmative) (to be used in AFS as a procedure signal)
YR	Your
<b>Z</b>	
Z	Coordinated Universal Time (in meteorological messages)

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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	1600.-	25 JUL 2013
En route Chart - ICAO		<b>Hungary</b>		
	1:1 000 000	ENR 6-LHCC-ERC	500.-	05 FEB 2015
Appendix to En route Chart - ICAO	Nil	ENR 6-LHCC-ERC-MISC 1-3	500.-	23 JUL 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.-	18 NOV 2010
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.-	23 JUL 2015
Appendix 1 to ADC	Nil	AD 2-LHBP-MISC-ARR	200.-	25 JUL 2013
Appendix 2 to ADC	Nil	AD 2-LHBP-MISC-DEP	200.-	25 JUL 2013
		<b>Debrecen</b>		
	1:10 000	AD 2-LHDC-ADC	150.-	14 NOV 2013
		<b>Nyíregyháza</b>		
	1:7 500	AD 2-LHNY-ADC	150.-	23 JUL 2015
		<b>Pécs/Pogány</b>		
	1:10 000	AD 2-LHPP-ADC	150.-	26 JUN 2014
		<b>Győr/Pér</b>		
	1: 10 000	AD 2-LHPR-ADC	200.-	26 JUN 2014

Title of series	Scale	Name and/or number	Price (HUF)	Date
		<b>Hévíz/Balaton</b>		
	1:10 000	AD 2-LHSM-ADC	150.-	14 NOV 2013
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.-	23 JUL 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.-	14 NOV 2013
	1:275 000	AD 2-LHBC-NDB 35R	200.-	14 NOV 2013
	1:275 000	AD 2-LHBC-RNAV 17L	200.-	14 NOV 2013
	1:275 000	AD 2-LHBC-RNAV 35R	200.-	14 NOV 2013
		<b>Budapest/Liszt Ferenc International Airport</b>		
	1:300 000	AD 2-LHBP-ILS/LOC-13L	200.-	26 JUN 2014
	1:300 000	AD 2-LHBP-VOR-13L	200.-	26 JUN 2014
	1:300 000	AD 2-LHBP-NDB-13L	200.-	26 JUN 2014
	1:300 000	AD 2-LHBP-ILS/LOC-13R	200.-	26 JUN 2014
	1:300 000	AD 2-LHBP-ILS/LOC-31L	200.-	26 JUN 2014
	1:300 000	AD 2-LHBP-VOR-31L	200.-	26 JUN 2014
	1:300 000	AD 2-LHBP-NDB-31L	200.-	26 JUN 2014
	1:300 000	AD 2-LHBP-ILS/LOC-31R	200.-	26 JUN 2014
	1:300 000	AD 2-LHBP-VOR-31R	200.-	26 JUN 2014
	1:300 000	AD 2-LHBP-NDB-31R	200.-	30 APR 2015
		<b>Debrecen</b>		
	1:250 000	AD 2-LHDC-ILS 05R	200.-	26 AUG 2010
	1:250 000	AD 2-LHDC-NDB 23L	200.-	26 AUG 2010
	1:250 000	AD 2-LHDC-RNAV (GNSS) 05R	200.-	26 AUG 2010
	1:250 000	AD 2-LHDC-RNAV (GNSS) 23L	200.-	26 AUG 2010
		<b>Fertőszentmiklós</b>		
	1:175 000	AD 2-LHFM-RNAV (GNSS) 16(A,B)	200.-	26 AUG 2010
	1:175 000	AD 2-LHFM-RNAV (GNSS) 34(A,B)	200.-	26 AUG 2010

Title of series	Scale	Name and/or number	Price (HUF)	Date
		<b>Pécs/Pogány</b>		
	1:250 000	AD 2-LHPP-NDB-16	200.-	18 NOV 2010
	1:250 000	AD 2-LHPP-ILS-34	200.-	26 AUG 2010
		<b>Győr/Pér</b>		
	1:250 000	AD 2-LHPR-VOR-12	200.-	18 SEP 2014
	1:250 000	AD 2-LHPR-ILS/LOC-30	200.-	05 FEB 2015
	1:250 000	AD 2-LHPR-VOR-30	200.-	05 FEB 2015
	1:250 000	AD 2-LHPR-RNAV-12	200.-	05 FEB 2015
	1:250 000	AD 2-LHPR-RNAV-30	200.-	05 FEB 2015
		<b>Hévíz/Balaton</b>		
	1:250 000	AD 2-LHSM-ILS/LOC-16	200.-	05 FEB 2015
	1:250 000	AD 2-LHSM-NDB-16	200.-	30 APR 2015
	1:250 000	AD 2-LHSM-NDB-34	200.-	05 FEB 2015
	1:250 000	AD 2-LHSM-RNAV 16	200.-	20 SEP 2012
	1:250 000	AD 2-LHSM-RNAV 34	200.-	20 SEP 2012
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 AUG 2010
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 JUN 2014
	1:500 000	RWY 31L/31R AD 2-LHBP-SID 31	200.-	26 JUN 2014
		<b>Debrecen</b>		
	1:250 000	AD 2-LHDC SID05R	200.-	30 APR 2015
	1:250 000	AD 2-LHDC SID23L	200.-	26 AUG 2010
		<b>Győr/Pér</b>		
	1:250 000	AD 2-LHPR-SID-12	200.-	06 FEB 2014
	1:250 000	AD 2-LHPR-SID-30	200.-	25 JUL 2013
		<b>Hévíz/Balaton</b>		
	1:250 000	AD 2-LHSM SID16	200.-	05 FEB 2015
	1:250 000	AD 2-LHSM SID34	200.-	05 FEB 2015
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.-	14 NOV 2013
		<b>Debrecen</b>		
	1:75 000	AD 2-LHDC-VAC	400.-	26 AUG 2010
		<b>Fertőszentmiklós</b>		
	1:75 000	AD 2-LHFM-VAC	400.-	26 AUG 2010

Title of series	Scale	Name and/or number	Price (HUF)	Date
		<b>Pécs/Pogány</b>		
	1:75 000	AD 2-LHPP-VAC	400.-	26 AUG 2010
		<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	AD2-LHUD-VAC	400.-	23 JUL 2015
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 JUN 2014
	1:500 000	AD 2-LHBP-ARR-13R	200.-	26 JUN 2014
	1:500 000	AD 2-LHBP-ARR-31L	200.-	26 JUN 2014
	1:500 000	AD 2-LHBP-ARR-31R	200.-	26 JUN 2014

**GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES****GEN 4.1 AERODROME/HELIPORT CHARGES**

A landing charge shall be paid for the use of the runways and/or taxiways of an airport (including the lighting charges) for each 1 000 KGs of the aircraft's take-off mass. Each fraction of 1 metric tonne shall be counted as a whole metric tonne.

**1. BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT**

For aerodrome charges, visit the home page of the National Transport Authority:

URL:<http://www.nkh.gov.hu/web/legugyi-hivatal/budapest-airport-dijszabalyzat>

**2. DEBRECEN**

For aerodrome charges visit the home page of Debrecen International Airport:

URL:<http://www.debrecenairport.com/airportcharges/>

For Ground Handling charges contact the Operations Department:

Phone:(+36) 52 500 548

Email:[ops@debrecenairport.com](mailto:ops@debrecenairport.com).

**3. FERTŐSZENTMIKLÓS****3.1 Landing of aircraft**

- 6.00 USD/1 000 KGs

*Note: Outside of normal hours of operation, an availability charge has to be paid. The charge is 10.00 USD/hour.*

Discounts

	till 1 000 KGs	from 1 000 KGs
Training flight	40%	50%
Test flight	40%	50%
Authority check flight	40%	50%

**3.2 Parking, hangarage and long-term storage of aircraft**

- 2.00 USD/24 hours/1 000 KGs (open air)
- 6.00 USD/24 hours/1 000 KGs (in hangar)

*Note: The first three hours of parking is free of charge. More than three hours is considered to be a full day.*

**3.3 Passenger service**

- 3 USD / departing passenger

*Note: In case of parachute jumping, a passenger service charge may be subject to special arrangements.*

**4. NYIREGYHÁZA**

**4.1 Landing of aircraft**

Aircraft mass in KGs	EUR/1 000 KGs
up to 3 000	7.00
3 001 - 6 000	8.00
from 6 001	9.00

*Note:*

*For use of RWY lighting, an extra 30 EUR / occasion charge shall be paid.*

*The RWY lighting charge for training flights is detailed in a special list available from the aerodrome operator.*

*For flight operations outside the normal operational hours, a disposal charge shall be paid, which is 20 EUR/hour.*

For customs and immigration an extra charge shall be paid, for detailed information contact aerodrome operator.

**4.2 Parking, hangarage and long-term storage of aircraft**

- 3 00 EUR/24 hours/1 000 KGs (open air)
- 6.00 EUR/24 hours/1 000 KGs (in hangar)

*Note: The first three hours of parking is free of charge. More than three hours is considered to be a full day*



**5. PÉCS / POGÁNY****5.1 Landing of aircraft**

Aircraft mass in KGs	EUR
up to 600	4.00
601 - 2 000	8.00
2 001 - 12 000	10.00/1 000 KGs
12 000 <	12.00/1 000 KGs

**5.2 Parking, hangarage and long-term storage of aircraft**

- 3.00 EUR/24 hours/1 000 KGs (open air)
- 10.00 EUR/24 hours up to 2 000 KGs (in hangar)
- 10.00 EUR/24 hours/1 000 KGs over 2 000 KGs (in hangar)

*Note: The first three hours of parking is free of charge. More than three hours is considered to be a full day.*

**5.3 Passenger service**

- 10.00 EUR / departing passenger (over 2 000 KGs ACFT)

*Note: Pécs/Pogány airport debits the carriers with the above given amounts per passenger, excluding:*

- *employees of any airline company who carry an identity card and a free ticket,*
- *the pilot of a general aviation aircraft,*
- *infants under two years of age,*
- *passengers of pleasure flights and parachute jumpers.*

**5.4 Security**

- 3.00 EUR / departing passenger

**6. GYŐR / PÉR****6.1 Landing of aircraft**

Aircraft mass in KGs	EUR/1 000 KGs
up to 2 000	7.00
2 001 - 15 000	8.00
from 15 001	10.00

*Note: The landing charge for IFR or night training and instruction flights, pleasure flights are subject to special arrangements. Special charges and applicable conditions may be requested from the AD operator. For flight operations outside the normal operational hours, special charges and conditions may be requested from the AD operator.*

**6.2 Parking, hangarage and long-term storage of aircraft**

- 4.00 EUR/24 hours/1 000 KGs (open air)
- 8.00 EUR/24 hours/1 000 KGs (in hangar)

*Note:*

*The first three hours of parking is free of charge. More than three hours is considered to be a full day.*

**6.3 Passenger service**

- 8 EUR / departing passenger

*Note: Passenger service charges for pleasure flights, parachute jumping and other flights may be subject to special arrangements.*

## 6.4 Security

- 3 EUR / departing passenger.

## 7. HÉVÍZ / BALATON

All charges are exclusive of VAT.

### 7.1 Landing of aircraft

Aircraft mass in KGs	EUR/1 000 KGs
0 - 4 000	10.00
4 001 - 15 000	9.00
from 15 001 - 200 000	8.00
from 200 001	6.00

*Note: The calculation of the landing charges will be done by intervals, e.g. the values of each interval, based on the maximum allowed take off mass (the given mass multiplied by the charge corresponding to the given interval) are cumulated.*

**7.1.1** The runway lighting charge is included in the landing charge. Extra charge should be paid beyond normal operation (e.g.: training flights).

**7.1.2** Outside normal operational hours landing charge of

- EUR 120.00 / hour disposal charge

shall be paid. In the case of the landing occurring on days when the airport is not open, a minimum of four hours of disposal charge shall be paid.

**7.1.3** Special discounts and exemptions

A reduction of 75% is granted on the rates calculated on the base of the MTOW mass, for flights made for the purpose of issuing a certificate of airworthiness, checking flight equipment and technical test flights.

**7.1.4** Training flights and touch-and-go landings

A 50% reduction off the landing charge is granted on the rates calculated on the base of the maximum take-off mass, for normal landing of training flights. The charge does not include any ground handling activity. The same reduced landing fee shall be paid for training approaches.

For touch-and-go operations a landing charge of:

- EUR 2.00 / 1 000 KGs / touch-and-go operation

landing charge shall be paid.

**7.1.5** Exemptions

The landing charges above are not applicable in the case of:

- flights made by State aircraft, if not performed for commercial purposes;
- SAR flights;
- aerial survey flights;
- flights for the calibration of navigational aids;
- flights which, due to technical failure or adverse weather conditions terminate at the same aerodrome from which the aircraft took-off with no intermediate landing;
- emergency situation.

**7.2** Parking Charge

- EUR 3.00 / 24 hours / 1 000 KGs

*Note: The first three hours of parking is free of charge. More than three hours is considered to be a full day.*

**7.3** Passenger Service Charge

- EUR 8.00 / departing passenger

The airport charges the carriers with the above given amounts per passenger, excluding

- transit passengers,
- infants under two years of age.

*Note: The Passenger Service Charge includes the cost of handling passengers with reduced mobility, therefore no separate PRM charge applies.*

#### 7.4 Security Fee

- EUR 3.00 / departing passenger

#### 7.5 Incentives

The airport reserves the right to grant incentives, in accordance with the criteria in the “Incentive program for Airport”, which is not part of AIP and can be requested directly from the airport operator.

#### 7.6 Infrastructure charge

The airport operator manages the centralised infrastructure to provide services related to aircraft, passengers and baggage handling, and enables the service providers to access airport installations to the extent necessary for them to carry out their activities and collects charge for it.

##### 7.6.1 Check in desk usage

- per check in counter: free

##### 7.6.2 Baggage handling

- per baggage: free

##### 7.6.3 Access to ramp and roads

- per vehicle: free

#### 7.7 Methods of payment

##### 7.7.1 Collection of the Charges

When using the airport, the charges included in the AIP and calculated in EUR shall be paid in EUR.

It shall be the duty of the operator of the flight to pay the charges for the use of the airport. If the operator cannot be identified, the owner of the aircraft determined by the registration number, shall be obliged to pay the charge.

The charges due shall be paid in advance. Prepayment shall take place on the basis of calculation. The operator/owner of the aircraft shall request the calculation from the airport operator by sending an email to:

Email: [info@hevizairport.com](mailto:info@hevizairport.com)

The following data shall be submitted to the airport operator for the purpose of prepayment:

- the aircraft type and subtype,
- flight number,
- registration number,
- time of arrival and departure,
- MTOW,
- expected passenger number,
- and seating capacity.

Based on the above data, the airport operator shall prepare the pre-calculation and send it to the airline within two working days of the receipt of the request. In the case of prepayment, the calculated amount must be transferred to the bank account of the airport operator not later than the working day preceding the date of the flight. When requesting prepayment all the above mentioned deadlines shall be considered. If the prepayment does not arrive in the airport's bank account in time, the airport shall be entitled to demand the payment of the airport charges on the spot either in cash or by bank card.

Until the due charges are paid, the airport operator shall be entitled to prevent take-off without prejudice to the safety of air transport. If the airport operator prevents take-off because of non-payment by the operator/owner of the aircraft, the operator/owner of the aircraft may not claim damages from the airport operator.

It is possible to deviate from the above terms of payment on the basis of the provisions of a bilateral payment agreement concluded with the airport. A payment agreement may only be established in the case of regular operations. The establishment of such a payment agreement may be initiated by the airport operator or by the airline. The airport operator shall decide on the conclusion of a payment agreement within its own competence.

#### **7.7.2 Delay in payment**

If the invoices issued for the airport charges are not settled on time, the airport operator shall be entitled to charge interest for late payment, the rate of which shall be determined in accordance with the provisions of the Hungarian Civil Code. Pursuant to the provisions of the Civil Code, in the event of late payment, the airport operator shall be entitled to satisfy in this order out of the paid off amount, the costs in the first place, and after that the interest for late payment and finally the capital sum. On the remaining amount further interest for late payment shall be charged.

#### **7.7.3 Calculation of aircraft mass**

In the case of occasional, individual flights the mass of the given aircraft type derived from the ICAO Doc 7100 - Tariffs for Airports and Air Navigation Services, Selective List of maximum Licensed Take-off Weights For Aircraft. (page 1-13 to 1-17) will be used for the calculation.

Those airport users operating flights regularly can submit the data (registration number, aircraft type-model, take-off weight and noise emission data) of the aircraft they intend to operate at the airport.

The airport operator shall not be liable for damages arising from a failure to submit data, from the missing of the deadline for data submission, or from the submission of incorrect data; and the airport user will not, therefore, be entitled to claim damages. The data should be submitted to:

Email: [info@hevizairport.com](mailto:info@hevizairport.com)

In the case when the required data has not been submitted to the airport operator by an aircraft operator which has regular flights to the airport, the aircraft's mass data, derived from ICAO Doc 7100, will be used for the calculation.

**8. SZEGED****8.1 Landing of aircraft**

Aircraft mass in KGs	Landing/Take-off (HUF)	Training flights (touch and go) (HUF)
0 - 800	762	50% of the landing / take-off charges
801 - 2 000	1 542	
2 001 - <	1 143 / t	

*Note: With the exception of the airport contractual partners. The above prices are inclusive of VAT.*

**8.2 Parking, hangarage and storage of aircraft**

Aircraft mass in kgs	Open air (HUF)	In hangar (HUF)
0 - 800	762	2 667
801 - 2.000	1 524	3 429
2001 - <	1 270 / t	3 048 / t

*Note: With the exception of the airport contractual partners. The above mentioned prices are inclusive of VAT.*

*The first two hours of open air parking is free of charge. More than two hours is considered to be a full day.*

**8.3 Other**

- Border crossing fee (for flights to / from Schengen area):
  - weekdays BTN 0700 - 1500 (0600-1400): 33.020 HUF/Hour/ACFT and all started 24 hours continued one day: 10.160 HUF;
  - weekdays BTN 1500 - 2100 (1400-2000): 38.100 HUF/Hour/ACFT and all started 24 hours continued one day: 13.970 HUF;
  - weekends and holidays 45.720 HUF/Hour/ACFT and all started 24 hours continued one day: 17.780 HUF.
- Border crossing fee (for flights outside Schengen area):
  - weekdays BTN 0700 - 1500 (0600-1400): 21.590 HUF/Hour/ACFT and all started 24 hours continued one day: 10.160 HUF;
  - weekdays BTN 1500 - 2100 (1400-2000): 26.670 HUF/Hour/ACFT and all started 24 hours continued one day: 13.970 HUF;
  - weekends and holidays 34.290 HUF/Hour/ACFT and all started 24 hours continued one day: 17.780 HUF.
- Outside the operational hours, a disposal charge (including aeronautical fee, RWY lighting fee) has to be paid: 24.765 HUF / 15 minutes. It is necessary to contact AFIS in advance.

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## ENR 1 GENERAL RULES AND PROCEDURES

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### ENR 1.1 GENERAL RULES

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#### 1. GENERAL

The air traffic rules and procedures applicable to air traffic within the territory of Hungary conform with the Annexes to the Convention on International Civil Aviation and to those portions, applicable to aircraft, of the ICAO Procedures for Air Navigation Services - Air Traffic Management (ICAO Doc 4444, ATM/501) and the Regional Supplementary Procedures applicable to the European Region, with the differences (printed in *italics*) and additional provisions listed in *See GEN 1.7*

#### 2. PROCEDURES WITHIN UNCONTROLLED AIRSPACE

##### 2.1 When leaving the aerodrome traffic zone TIZ, or controlled airspace:

- all IFR flights shall establish radio contact with the appropriate FIC sector, maintain a continuous listening watch on the frequency and report position at intervals of not more than 15 minutes or as required by FIC;
- all VFR flights are requested to maintain a continuous listening watch on the appropriate frequency.

In the case of operation in uncontrolled airspace or at an uncontrolled aerodrome - even if there is an AFIS unit at the aerodrome - the pilot is responsible for the safe conduct of flight operations.

Aircraft flying outside controlled airspace may be required to operate the SSR transponder on a specific code. This does not mean however, that the aircraft is under radar supervision. Aircraft crossing the Budapest FIR boundary shall operate the SSR transponder.

##### 2.2 All aircraft shall report their arrival to the appropriate FIC sector immediately prior to landing when communication facilities at the arrival aerodrome or operating site are inadequate and alternate arrangements for the handling of arrival reports on the ground are not available.

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**ENR 1.2 VISUAL FLIGHT RULES****1. GENERAL RULES**

- 1.1. Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions, equal to or greater than those specified in the table below:

**Table 1: Conditions of visibility and distance from clouds**

Altitude band	Airspace class:	Flight visibility:	Distance from cloud:
At and above FL 100 (3 050 M STD)	C, D	8 KM	1 500 M horizontally 1 000 FT (300 M) vertically
Between FL 100 (3 050 M STD) and 3 000 FT (900 M) AMSL, or 1 000 FT (300 M) above terrain, whichever is the higher	C, D, F, G	5 KM	
At and below 3 000 FT (900 M) AMSL, or 1 000 FT (300 M) above terrain, whichever is the higher	C, D	5 KM	1 500 M horizontally 1 000 FT (300 M) vertically and with the surface in sight
	F, G	5 KM*	Clear of cloud and with the surface in sight

- a. \*flight visibilities reduced to not less than 1 500 M are permitted for flights operating
- at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
  - at or below 50 M above terrain for aerial work;
- b. flight visibilities reduced to not less than 750 M are permitted for:
- helicopters, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; and
  - balloons.
- 1.2. Except when a clearance is obtained from an ATC, VFR flights shall not take-off or land at an aerodrome within a CTR, or enter the aerodrome traffic zone or traffic pattern:
- a. when the ceiling is less than 1 500 FT (450 M); or
- b. when ground visibility is less than 5 KM
- 1.3. For VFR flights between sunset and sunrise:
- a. aircraft shall be equipped in accordance with ICAO Annex 6, Part II., Chapter 6 para 6.7.
- b. the operator shall establish operating weather minima with due regard to the conditions set for airspace types C and D in *Table 1*. For airspace types F and G, the flight visibility is 5 KM for fixed wing aircraft and 3 KM for helicopters, and with the surface in continuous sight.
- 1.4. In accordance with Commission Implementing Regulation (EU) No 923/2012 (SERA) when no ATS unit exists at the arrival aerodrome or operating site within the Budapest FIR, an arrival report shall be made by any flight for which a flight plan has been submitted covering the entire flight or the remaining portion of a flight to the destination aerodrome. The arrival report shall be made, as soon as practicable after landing and by the quickest means available, to Budapest Flight Information Centre on the current frequency or via telephone:

Phone:(+361) 293-4102 or (+361) 293-4103

When communication facilities at the arrival aerodrome or operating site are inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, a message comparable to an arrival report shall be transmitted by radiotelephony on the current frequency to the FIC immediately prior to landing.

Failure to comply with these provisions may cause serious disruption in the ATC and incur great expense in carrying out unnecessary search and rescue operations.

## 2. RESTRICTIONS FOR VFR FLIGHTS

- 2.1. VFR flights shall not be conducted above FL 285 (8 700 M STD).
- 2.2. En route VFR flights shall not be conducted above FL 195 (5 950 M STD).
- 2.3. VFR flights between FL 195 (5 950 M STD) and FL 285 (8 700 M STD) may be conducted only:
  - in ad-hoc segregated airspace, or
  - when prior permission has been granted by Budapest ATS Centre.

*Note 1: Application of ad-hoc segregated airspace shall be submitted to the Military Aviation Authority, not later than 10 working days prior to the date of operation (see page GEN 1.1-1, para 1.3)*

*Note 2: In case of VFR flights planned above FL 195 (5 950 M STD), not in an ad-hoc segregated airspace, prior to submission of the flight plan, but in any case not later than 30 minutes prior to EOBT, the pilot shall obtain prior permission from the duty supervisor of Budapest ATCC by phone on (+361) 291-6252.*

Except in an emergency or when otherwise cleared by the appropriate ACC sector controller, VFR flights above FL195 shall be conducted within the geographical area and up to the flight altitude defined by Budapest ATCC.

In case of a VFR flight operating above FL 195 (5 950 M STD), if the radio contact with the appropriate ATC unit is lost, and re-establishment of the two-way radio communication with the appropriate or adjacent ATC unit is unsuccessful, the aircraft experiencing communication failure shall descend immediately and leave the controlled airspace, within the area defined in the ATC clearance. The aircraft shall than land at the first suitable aerodrome and report the landing as soon as possible to the appropriate ATC unit.

When a VFR flight operating above FL 195 (5 950 M STD) within controlled airspace is unable to operate in VMC due to a deterioration of meteorological conditions, it shall:

- a. request an amended clearance which shall permit it to continue the operation in VMC to the destination or to an alternate aerodrome, or to leave the controlled airspace, or
- b. when the clearance in a) above cannot be obtained, operate in VMC and report to the appropriate ATC unit the action it is taking for leaving the area concerned or for landing at the first suitable aerodrome.

The State boundaries of Hungary may be crossed over any significant points designated as Budapest FIR entry/exit points. The designed points are listed in part ENR 4.4.

- 2.4. VFR operations below FL 100 (3 050 M STD) with a speed more than 250 KT (460 KM/h) IAS is prohibited.
- 2.5. Except during take-off and landing, aerial work and State aircraft special task operations, VFR flights shall not be flown:
  - a. over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 1 000 FT (300 M) above the highest obstacle within a radius of 600 M from the aircraft;
  - b. anywhere not specified in 5 a), at a height less than 500 FT (150 M) above the ground or water; except flights with special clearances, balloon and hang glider flights.
- 2.6. VFR flights in level cruising flight, when operated above 3 500 FT (1 050 M) MSL, shall be conducted at a level appropriate to the track specified in the table of cruising levels (ENR 1.7 para 3.).
- 2.7. In the controlled airspace of the Budapest FIR, operations on non-powered aircraft shall be subject to prior permission issued by the appropriate ATC unit concerned.
- 2.8. All VFR flights with FPL and radio-equipped, shall maintain continuous listening watch on the appropriate radio frequency, and report their position, as necessary, to the ATS unit providing the FIS.
- 2.9. VFR flights entering the Budapest FIR shall establish radio contact at least 10 minutes prior to the actual crossing of the FIR boundary, with the appropriate sector of Budapest ACC/FIC and shall report the following flight plan data:
  - a. aircraft identification;

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- b. type;
- c. VFR;
- d. destination;
- e. ETO FIR boundary;
- f. cruising level/altitude.

If radio contact, as required above, cannot be established, the ATS unit in charge of the area from which the aircraft is to enter the Budapest FIR shall be requested to relay the prescribed data to Budapest ACC/FIC and obtain entry clearance.

Without previous entry clearance a VFR flight shall not enter the Budapest FIR.

An exception to this is if the aircraft has experienced communication failure but had already reported the required FPL data to the ATS unit providing FIS in the area from which the aircraft is to enter the Budapest FIR.

All international VFR flights shall operate an SSR transponder in accordance with *ENR 1.6 para 2*.

The State boundaries of Hungary may be crossed by flying over any significant points designated as the ATS route network entry/exit points. The designated points are listed in part ENR 3. ATS routes are shown on Aeronautical Chart - ICAO 1:500 000.

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**ENR 1.3 INSTRUMENT FLIGHT RULES**

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**1. RULES APPLICABLE TO ALL IFR FLIGHTS****1.1 Aircraft equipment**

Commercial air transport aircraft operating in the airspace of Hungary have to adhere to the provisions of ICAO Annex 6 - Operation of Aircraft - Part 1, Chapter 6 - Aeroplane Instruments, Equipment and Flight Documents - and Chapter 7 - Aeroplane Communication and Navigation Equipment.

Aircraft, other than State aircraft, operating within the Budapest FIR under IFR above 9 500 FT ALT shall be equipped with, as a minimum, RNAV equipment meeting RNAV 5 in accordance with the requirements set out in of ICAO Doc 7030/5 Regional Supplementary Procedures (EUR).

Acceptable means of compliance are set out in the JAA Technical Guidance Leaflet No. 2 rev. 1.

**1.2 B-RNAV Contingency Procedures**

For B-RNAV equipped aircraft experiencing temporary failure or degradation of the RNAV system below RNP 5, the following procedures apply:

- a. Correct operation of the aircraft RNAV system below RNP 5, the following procedures apply:
  - the routing is in accordance with the clearance; and
  - the aircraft navigation accuracy meets RNP 5
- b. If as a result of a failure or degradation of the RNAV system below RNAV5 an aircraft is unable either to enter the airspace designated in ICAO DOC 7030/5, EUR Regional Supplementary Procedures, or continue operations in accordance with the current ATC clearance, a revised clearance shall, whenever possible, be obtained by the pilot.
- c. Subsequent ATC action in respect of that aircraft will be dependent upon the nature of the reported failure and the overall traffic situation. Continued operation in accordance with the current ATC clearance may be possible in many situations. When this cannot be achieved, a revised clearance may be required to revert to VOR/DME navigation. ATC may also provide the aircraft with radar vectors until the aircraft is capable of resuming its own navigation.
- d. In case of a failure or degradation of the RNAV system below RNAV 5, which is detected before departure from an aerodrome, and where it is not practicable to effect a repair, the aircraft concerned should be permitted to proceed, as directly as possible, to the nearest suitable aerodrome where the repair can be made. When granting clearance to such aircraft, ATC should take into consideration the existing or anticipated traffic situation and may have to modify the time of departure, flight level or route of the intended flight. Subsequent adjustments may become necessary during the course of flight. Operators of such aircraft, where a failure or degradation is detected before departure, shall not insert designators „S” ore” in Item 10 of the flight plan. Since such flights require special handling by ATC, Item 18 of the flight plan shall contain STS/RNAV INOP.
- e. For such aircraft experiencing a failure or degradation of the RNAV system below RNAV 5, the following ATC procedures are applicable:
  - In case of automated messages not containing the information provided in Item 18 of the flight plan, the sending ATC unit shall inform the receiving ATC unit by supplementing the ATC message verbally with the phrase "RNAV UNSERVICEABLE" after the call sign of the aircraft concerned.
  - When a verbal co-ordination process is being used, the sending ATC unit shall include the phrase "RNAV UNSERVICABLE" at the end of the message.
  - The phrase "UNABLE RNAV DUE EQUIPMENT" shall be included by the pilot immediately following the aircraft call sign, whenever initial contact on the ATC frequency is established.

**1.3 Minimum flight altitudes**

The MOCAs are depicted on chart *ENR 6-LHCC-ERC* have been determined so as to ensure at least 1 000 FT vertical clearance above the highest obstacle.

Except when necessary for take-off or landing an IFR flight shall not be flown lower than:

- over high terrain or in mountainous areas at a level which is at least 2 000 FT (600 M) above
- elsewhere (over a flat terrain) at a level which is at least 1 000 FT (300 M)

above the highest obstacle located within eight KM of the estimated position of the aircraft or at the MSA established for the area concerned.

When determining the flight altitude, the navigational accuracy which can be achieved on the relevant route segment shall be taken into account, having due regard to the navigational facilities available on the ground and on board of the aircraft.

#### 1.4 Change from IFR flight to VFR flight

An aircraft electing to change the conduct of its flight from compliance with IFR to compliance with VFR shall notify the appropriate ATS unit that the IFR flight plan is cancelled.

#### 1.5 RVSM operation

As specified in the ICAO EUR Regional Supplementary Procedures (Doc 7030/4 - EUR), Chapter 1, paragraph 1.1.1.2, flights shall be conducted in accordance with IFR when operated within or above the EUR RVSM airspace.

Therefore, flights operating as GAT within the Budapest FIR at or above FL 290, as described in *ENR 2.1*, shall be conducted in accordance with the IFR.

### 2. RULES APPLICABLE TO IFR FLIGHTS WITHIN CONTROLLED AIRSPACE

- IFR flights shall comply with the provisions of para 3.6 of ICAO Annex 2, when operating in controlled airspace.
- An IFR flight operating in controlled airspace shall be flown at a cruising level selected from the tables of cruising levels shown in *ENR 1.7 para 3*, according to its planned track, except as otherwise instructed by ATC.

### 3. RULES APPLICABLE TO IFR FLIGHTS OUTSIDE CONTROLLED AIRSPACE

#### 3.1 Cruising levels

Flight departing from non-controlled aerodromes for en route flights may start operations only on possession of a filed flight plan, except when a special airspace portion has been approved for the individual flight.

During the en-route portion of the flight, the cruising levels selected as prescribed in para 2 above, shall be maintained.

Outside controlled airspace and TRA, IFR flights shall not be conducted at an IAS exceeding 250 KTS (460 KM/h).

#### 3.2 Communications

All IFR flights leaving the CTR or TIZ shall maintain a continuous listening watch and establish two-way radio communications on the appropriate radio frequency of the FIC.

Identically VFR flights operating en route above 4 000 FT shall also maintain continuous listening watch on the appropriate radio frequency of the FIC.

#### 3.3 Position reports

Aircraft shall make position reports at designated reporting point (if any) and at other occasions, as instructed by FIC, but at least every 15 minutes.

Irrespective of the applicable rules, the FIC shall be notified:

- if an aircraft is compelled to divert from its flight plan route by more than 5 KM;
- if an estimated time over the FIR boundary is different by + 5 minutes from the one communicated to the FIC earlier;
- if it intends to change from IFR to VFR or vice versa;
- if departing from a non-AFIS aerodrome;



- of an approach to land outside an aerodrome.

## 4. FREE ROUTE AIRSPACE GENERAL PROCEDURES

### 4.1 Area of application

4.1.1 HUFRA is available H24 from the ground level to FL 660 in the airspace encompassed by the lateral limits of the Budapest FIR (LHCC FIR) including the areas where responsibility for provision of ATS have been delegated for Budapest ACC.

### 4.2 Flight Procedures

#### 4.2.1 General

4.2.1.1 Within HUFRA, aircraft other than State aircraft, shall comply with the aircraft equipment requirements published in *GEN 1.5*

4.2.1.2 Within HUFRA airspace, users will be able to plan user-preferred trajectories using significant points - five-letter name-codes - and/or en-route radio navigation aids published in *ENR 4.4* and *ENR 4.1*, respectively. Segments between the significant points shall be defined by means of DCT (Direct) instructions.

4.2.1.3 Within HUFRA, significant points are considered as FRA entry, FRA exit, FRA intermediate, FRA arrival and FRA departure points, as described in *ENR 4.4*. All en-route radio navigation aids published in *ENR 4.1* are considered as FRA intermediate points.

4.2.1.4 Within HUFRA, there is no restriction on the maximum DCT distance.

#### 4.2.2 Overflying traffic

4.2.2.1 Overflight traffic shall be planned directly between FRA entry, FRA exit and FRA intermediate points.

4.2.2.2 An exception to the rule is made during the initial HUFRA implementation phase when the DCT segments which are not available are announced in accordance with paragraph 4.5 below.

4.2.2.3 Traffic proceeding inbound or outbound airports located in close vicinity of LHCC FIR shall be planned in accordance with 4.2.2.1 above and paragraph 4.4 below also using the relevant FRA arrival and FRA departure points. Airports in close vicinity of LHCC FIR are considered to be: LOWW and LZIB.

#### 4.2.3 Access to/from airports and terminal airspace

4.2.3.1 Flights arriving at or departing from airports located within LHCC FIR are eligible for free route operations and shall be planned in accordance with the paragraphs below.

4.2.3.2 In case of departing flight from an airport where standard instrument departures procedures (SIDs) are published, RNAV-capable departing flights shall be planned directly from the SID final waypoint to the HUFRA exit point.

4.2.3.3 In case of arriving flight to an airport where standard instrument arrival procedures (STARs), or transition procedures are published, RNAV-capable arriving flights shall be planned directly from the HUFRA entry point to the STAR initial waypoint or transition procedure.

4.2.3.4 The SID/STAR or transition procedures shall not be indicated in the filed route of the FPLs.

4.2.3.5 Where SIDs are not published, the flights shall be planned DCT to the HUFRA exit point.

4.2.3.6 Where STARs are not published, the flights shall be planned DCT from the HUFRA entry point to the airport.

#### 4.2.4 Cross-Border Applications

4.2.4.1 The planning of DCT segments across the HUFRA borders (cross border DCT) is not allowed. Entry and exit from HUFRA shall be planned using the published FRA entry and FRA exit points only.

4.2.4.2 The planning of DCT segments that are partially outside the lateral limits of HUFRA (multiple re-entry segments) is not allowed.

4.2.4.3 The planning of DCT segments closer than 3 NM to the HUFRA border is not allowed.

### 4.3 Airspace Reservation - Special Areas

#### 4.3.1 Re-routing Special Areas

4.3.1.1 Flights may be planned through active TRAs or danger areas.

#### 4.3.2 Promulgation of route extension

4.3.2.1 In the case where there is no availability to cross the active reserved area, occasionally:

- a. a flight may be instructed to proceed to one of the five significant points which are published in ENR 4.4 as an intermediate point, with the remark "in case TRA 32/33 active";
- b. tactical radar vectoring may be applied in order to ensure an additional safety margin between active TRA boundaries and flight trajectories. It is expected that the average extension to be considered by aircraft operators will be approximately 5 NM and in exceptional circumstances, not more than 10 NM.

4.3.2.2 Restrictions on the maximum DCT distance inserted in the flight plan will not be enforced.

### 4.4 Flight Planning (Item 15)

#### 4.4.1 General

4.4.1.1 In case of more than 30 minutes of flying time or 200 NM (370 KM), an intermediate point may be inserted at which a change of speed, flight level, track, or flight rules are planned. There is no restriction on the number of intermediate points that may be used.

4.4.1.2 The use of a point entered in latitude and longitude for a change of speed or flight level shall be avoided.

#### 4.4.2 ATS Route Network

4.4.2.1 The ATS route network within LHCC FIR will be withdrawn.

4.4.2.2 Within HUFRA no reference shall be made in the flight plan to ATS routes.

#### 4.4.3 Flight Level Orientation Scheme

4.4.3.1 Cruising levels must be planned in accordance with the information provided in the column "Remarks/Usage" in ENR 4.4. The direction of cruising levels (EVEN or ODD) must be chosen depending on the direction of the flight level required over the FRA entry and FRA exit points as described in the following table:

Direction of Cruising levels within HUFRA		
FLs over FRA entry point	FLs over FRA exit point	FLs inside HUFRA
EVEN	EVEN	FLs for all DCT segments
ODD	ODD	FLs for all DCT segments
EVEN	ODD	A change from EVEN to ODD FLs must be planned inside HUFRA
ODD	EVEN	A change from ODD to EVEN FLs must be planned inside HUFRA

*Note: ODD is the direction of IFR cruising levels with a magnetic track between 000° and 179° while EVEN is the direction of IFR cruising levels with a magnetic track between 180° and 359°, as described in the table of cruising levels in ENR 1.7.*

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**4.4.5.2** Flight Planning of any arriving flight shall comply with the following procedures:

HUFRA (E) Entry Point	HUFRA Mandatory Intermediate Point	Transition Initial Point	Airport	Flight Plan (Item 15)	Remark
KEKED (and for DEP LHBP via TORNO SID)	TORNO	NATEX	LOWWW	(E) DCT TORNO DCT NATEX	
LONLA, KARIL, NARKA, MEGIK, BUDOP, DEGET, MOPUG, PARAK	BALUX - TORNO	NATEX		(E) DCT BALUX DCT TORNO DCT NATEX	
KEKED, LONLA, KARIL, NARKA, MEGIK, BUDOP, DEGET, MOPUG, PARAK	BALUX	XOMBA	LZIB	(E) DCT BALUX DCT XOMBA	
TONDO, VEBAL, KOPRY, DIMLO		XOMBA		(E) DCT XOMBA	

**4.4.5.3** The other flights arriving at or departing from other airports located in close vicinity of LHCC FIR are considered as overflying traffic (see para 4.2.2.3 above).

**4.5 Route Availability Document**

**4.5.1** All HUFRA constrains, exceptions and restrictions, if any will be published via the RAD and promulgated in accordance with ENR 1.10.

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**ENR 1.4      ATS AIRSPACE CLASSIFICATION AND DESCRIPTION**

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**1.      ATS Airspace Classification**

Classification of ATS airspace in Budapest FIR is as follows:

**1.1      Controlled airspace****Class C:**

In class C airspace, IFR and VFR flights are permitted, all flights are subject to ATC service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information regarding other VFR flights (and traffic avoidance advice on request).

Class C airspace consists of the controlled airspace below FL660, excluding Taszár MTMA/MCTR and Kosice TMA2.

**Class D:**

In class D airspace, IFR and VFR flights are permitted, all flights are subject to ATC service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information regarding other VFR flights (and traffic avoidance advice on request).

Class D airspace the controlled airspace of Taszár MTMA/MCTR and Kosice TMA2.

**1.2      Uncontrolled airspace****Class F:**

Both IFR and VFR flights are permitted and receive FIS and traffic avoidance advice if requested.

Class F airspace consists of the uncontrolled airspace between 4 000 FT AMSL and 9 500 FT (2 900 M) AMSL, furthermore aerodrome TIZs

**Class G:**

Both IFR and VFR flights are permitted and receive FIS if requested.

These are the uncontrolled airspace below 4 000 FT AMSL.

Classes A, B and E are not applied.

Table 1: The requirements for flights within each class of airspace

Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minima	Speed limitation	Radio communication requirement	Subject to an ATC clearance
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
	VFR	VFR from IFR	ATC for separation from IFR VFR/VFR traffic information (and traffic avoidance on request)	8 KM at and above FL100; 5 KM below FL100. 1 500 M horizontal; 300 M vertical distance from cloud. VFR flights are not permitted above continuous cloud layer (i.e. overcast - OVC)	Max. 250 KT (460 KM/h) IAS below FL 100 (3 050 M STD)	Continuous two-way	Yes
D	IFR	IFR from IFR	ATC including traffic information about VFR flights (and traffic avoidance advice on request)	Not applicable	Max. 250 KT (460 KM/h) IAS	Continuous two-way	Yes
	VFR	NIL	Traffic information BTN VFR and IFR flights (and traffic avoidance on request)	8 KM at and above FL 100; 5 KM below FL 100. 1 500 M horizontal; 300 M vertical distance from cloud.	Max. 250 KT (460 KM/h) IAS below FL 100 (3 050 M STD)	Continuous two-way	Yes
F	IFR	NIL	Air traffic advisory service; flight information service	Not applicable	Max. 250 KT (460 KM/h) IAS below FL 100 (3 050 M STD)	Continuous two-way	No
	VFR	NIL	Flight information service	5 KM below FL 100. 1 500 M horizontal; 300 M vertical distance from cloud. VFR flights are not permitted above continuous cloud layer (i.e. overcast - OVC)	Max. 250 KT (460 KM/h) IAS below FL 100 (3 050 M STD)	NO, with the exception of gliders in cloud and night VFR flights	No

Table 1: The requirements for flights within each class of airspace

Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minima	Speed limitation	Radio communication requirement	Subject to an ATC clearance
	IFR	NIL	Flight information service if requested	Not applicable	Max. 250 KT (460 KM/h) IAS	Watch on the appropriate frequency	No
<b>G</b>	VFR	NIL	Flight information service if requested.	Flight visibility at and below 3 000 FT (900 M) ALT or 1 000 FT AGL: 5 KM 1 500 M for low speed air planes 750 M for helicopters and balloons Continuous ground contact required.	Max. 250 KT (460 KM/h) IAS	NO, with the exception of night VFR flights	No

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**ENR 1.7      ALTIMETER SETTING PROCEDURES**


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**1. INTRODUCTION**

The altimeter setting procedures in use generally conform to those contained in ICAO Procedures for Air Navigation Services - Aircraft Operations (ICAO Doc 8168, OPS/611 (PAN-OPS)) Vol. I. Part 6 and are given in full below. Differences are shown *in italics*.

These procedures are applied to all IFR and VFR flights operating within the Budapest FIR.

The atmospheric pressure is measured in accordance with ICAO Annex 3 Chapter 4, paragraph 4.11.

QNH and QFE values are computed in tenths of a hectopascal (hPa). On pilots' request it may be given in millimetres and tenths.

In routine reports disseminated at the aerodrome, QNH is included regularly while QFE is available on request from ATS units.

The values are rounded to the nearest lower whole hectopascal. For example, QNH 995.6 hPa is given as "QNH 995".

In plain language reports ((ATIS and VOLMET) broadcast), the unit of measurement (hPa) is omitted.

**2. BASIC ALTIMETER SETTING PROCEDURES****2.1 General****2.1.1 System of flight levels**

- a. Flight level zero is located at the atmospheric pressure level of 1013.2 hPa. Consecutive flight levels are separated by a pressure interval corresponding to at least 1 000 FT (305 M) in the Standard Atmosphere.
- b. Flight levels are numbered according to the following table, which indicates the corresponding height in the Standard Atmosphere in FT and the approximate equivalent height in metres.

Flight Level Number	Height in the Standard Atmosphere	
	Feet	Metres
100	10 000	3 050
150	15 000	4 550
200	20 000	6 100
660	66 000	20 100

**2.1.2 Transition altitude**

The transition altitude specified for the Budapest FIR is 9 000 FT.

**2.1.3 Transition level**

The transition level will be determined by the appropriate ATC unit so as to give a transition layer of at least 1000 FT (305 M) vertical separation above the transition altitude.

For determination of current transition level the following table is used.

Transition altitude		QNH hPa	Transition level
Feet	Meters		
9 000	2 750	1013.3 and above	FL100
		1013.2 - 977.2	FL110
		977.1 and below	FL120

The transition level at Budapest Liszt Ferenc International Airport is normally transmitted in the ATIS

broadcast, or is advised in the clearances as appropriate.

#### 2.1.4 Transition from flight levels to altitudes and vice versa

The vertical position of aircraft when at or below the transition altitude shall be expressed in terms of altitude, whereas a position at or above the transition level shall be expressed in terms of flight level. While passing through the transition layer, vertical position shall be expressed in terms of flight levels in climb and in terms of altitude when descending.

#### 2.2 Take-off and climb

The QNH value for the altimeter setting is normally transmitted in the ATIS broadcast, or is advised in start up clearance as appropriate.

#### 2.3 Vertical separation - en route

##### 2.3.1 Vertical position

- a. The vertical position of aircraft during the en route phase of flight, at and below the transition altitude, shall be expressed in terms of altitude.
- b. The vertical position of aircraft during the en route phase of flight, at or above the transition level shall be expressed in terms of flight level.
- c. In air-ground communication, the vertical position of an aircraft during en route flight shall be expressed according to the altimeter setting applied to conform with the provisions of the above paragraphs, as appropriate.

##### 2.3.2 Terrain clearance

- a. The QNH altimeter setting and temperature information are included in routine reports for use in determining adequate terrain clearance. These data are transmitted normally in ATIS and VOLMET broadcasts and are also available on request from ATIS units.
- b. Normally, the QNH value determined for Budapest Liszt Ferenc International Airport is used as the "regional QNH" within the Budapest FIR.
- c. ATC units determine the lowest usable flight level for the whole of the part of the control area for which they are responsible, use it when assigning flight levels and pass it to pilots on request.

*Note: The objectives of the ATC services as prescribed in ICAO Annex 11, do not include the prevention of collision with terrain. The procedures prescribed above do not, therefore, relieve the pilots' of their responsibility of ensuring that any clearances issued by ATC units are safe in the respect, except when an IFR flight is vectored by radar.*

- d. When vectoring an IFR flight, the radar controller shall ensure adequate terrain clearance at all times until the aircraft reaches the point at which the pilot will resume his/her own navigation.

#### 2.4 Approach and landing

2.4.1 A QNH value is normally transmitted in the ATIS broadcast and/or is advised in approach clearances and/or in clearances to enter the traffic circuit, as appropriate.

2.4.2 A QFE value - clearly identified as such - is available on pilots' request in approach and landing clearances.

The QFE value given in clearances of ATC units shall be related to the threshold elevation of the runway in use.

E.g.: QUEBEC - FOXTROT - ECHO FOR RUNWAY THREE - ONE - RIGHT IS NINER - NINER - TWO

2.4.3 The vertical positioning of aircraft during descent is controlled by reference to flight level until the Transition Level is reached, below which vertical positioning is controlled by reference to altitude.

*Note: This does not preclude the use of the QFE altimeter setting by a pilot for terrain clearance purposes during the final approach. QFE*

#### 2.5 Missed approach

2.5.1 During the missed approach phase of the IAP the vertical position of the aircraft is controlled by reference to altitude, unless otherwise instructed by the ATC unit.

3. TABLE OF CRUISING LEVELS

From 000 degrees to 179 degrees						From 180 degrees to 359 degrees					
IFR Flights (*)			VFR Flights			IFR Flights (*)			VFR Flights		
Level			Level			Level			Level		
FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres
			35	3 500	1 050	40	4 000	1 200	45	4 500	1 350
50	5 000	1 500	55	5 500	1 700	60	6 000	1 850	65	6 500	2 000
70	7 000	2 150	75	7 500	2 300	80	8 000	2 450	85	8 500	2 600
90	9 000	2 750	95	9 500	2 900	100	10 000	3 050	105	10 500	3 200
110	11 000	3 350	115	11 500	3 500	120	12 000	3 650	125	12 500	3 800
130	13 000	3 950	135	13 500	4 100	140	14 000	4 250	145	14 500	4 400
150	15 000	4 550	155	15 500	4 700	160	16 000	4 900	165	16 500	5 050
170	17 000	5 200	175	17 500	5 350	180	18 000	5 500	185	18 500	5 650
190	19 000	5 800	195	19 500	5 950	200	20 000	6 100	205	20 500	6 250
210	21 000	6 400	215	21 500	6 550	220	22 000	6 700	225	22 500	6 850
230	23 000	7 000	235	23 500	7 150	240	24 000	7 300	245	24 500	7 450
250	25 000	7 600	255	25 500	7 750	260	26 000	7 900	265	26 500	8 100
270	27 000	8 250	275	27 500	8 400	280	28 000	8 550	285	28 500	8 700
290	29 000	8 850				300	30 000	9 150			
310	31 000	9 450				320	32 000	9 750			
330	33 000	10 050				340	34 000	10 350			
350	35 000	10 650				360	36 000	10 950			
370	37 000	11 300				380	38 000	11 600			
390	39 000	11 900				400	40 000	12 200			
410	41 000	12 500				430	43 000	13 100			
450	45 000	13 700				470	47 000	14 350			
490	49 000	14 950				510	51 000	15 550			
etc.	etc.	etc.				etc.	etc.	etc.			

(\*) See ENR 1.3.1.3

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## ENR 2 AIR TRAFFIC SERVICES AIRSPACE

## ENR 2.1 FIR, UIR, TMA AND CTA

## 1. FIR, CTA, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / Purpose	Remarks
1	2	3	4	5
<b>BUDAPEST FIR</b> The borders of Hungary FL 660 GND	BUDAPEST ACC	BUDAPEST CONTROL/RADAR EN, HU H24		The airspace layer between FL290- FL410 (both inclusive) of the Budapest FIR is part of the EUR RVSM airspace.
	BUDAPEST FIC	BUDAPEST INFORMATION EAST EN, HU H24	133.000 MHZ	East from river Danube Offset carrier mode operation
		BUDAPEST INFORMATION WEST EN, HU H24	125.500 MHZ	West from river Danube Offset carrier mode operation
	BUDAPEST INFORMATION NORTH EN, HU H24		119.350 MHZ	Uncontrolled airspace under Budapest TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
<b>BUDAPEST CTA</b> Lateral limits as for Budapest FIR FL 660 9500 FT AMSL C	BUDAPEST ACC	BUDAPEST CONTROL/RADAR EN, HU H24	127.105 CH 120.375 MHZ 128.105 CH 128.955 CH 130.575 MHZ 132.055 CH 132.790 CH 133.200 MHZ 133.535 CH 135.205 CH 135.555 CH	Standby        Standby

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
			136.380 CH 234.250 MHZ UHF 264.650 MHZ UHF 290.650 MHZ UHF	UHF frequencies available for use by 8.33 exempt State aircraft and in case of VHF COM failure

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency /Purpose	Remarks
1	2	3	4	5
<b>BUDAPEST TMA C</b>	BUDAPEST TRCC	BUDAPEST APPROACH EN, HU	129.700 MHZ 122.975 MHZ 119.500 MHZ	
BUDAPEST TMA PARTS				
<b>BUDAPEST TMA1</b> 474419N 0181530E along border HUNGARY_SLOVAKREPUBLIC - 474551N 0182754E - 473503N 0182754E - 470908N 0184432E - 471331N 0181507E - 473521N 0181527E - 474419N 0181530E FL 195 7500 FT ALT C				
<b>BUDAPEST TMA2</b> 474551N 0182754E along border HUNGARY_SLOVAKREPUBLIC - 474527N 0183705E - 473233N 0184156E - 472516N 0185346E - 470806N 0185112E - 470908N 0184432E - 473503N 0182754E - 474551N 0182754E FL 195 6500 FT ALT C				
<b>BUDAPEST TMA3</b> 474527N 0183705E - 473233N 0184156E - 472516N 0185346E - 470806N 0185112E - 470403N 0191630E - 470606N 0192729E - 472525N 0185940E - 473055N 0190118E - 473220N 0185858E - 473500N 0185300E - 473720N 0185425E - 474643N 0190652E - 474750N 0184351E along border HUNGARY_SLOVAKREPUBLIC - 474527N 0183705E FL 195 3500 FT ALT C				
<b>BUDAPEST TMA4</b> 474643N 0190652E - 473720N 0185425E - 473500N 0185300E - 473220N 0185858E - 473055N 0190118E - 473054N 0190159E - 473612N 0190412E - 474615N 0191631E - 474643N 0190652E FL 195 2500 FT ALT C				
<b>BUDAPEST TMA5</b> 474750N 0184351E - 474643N 0190652E - 474615N 0191631E - 474503N 0194053E - 475224N 0193441E - 480513N 0192330E along border HUNGARY_SLOVAKREPUBLIC - 474750N 0184351E FL 195 6500 FT ALT C				

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Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency /Purpose	Remarks
1	2	3	4	5
<b>BUDAPEST TMA6</b> 474615N 0191631E - 473612N 0190412E - 473054N 0190159E - 473055N 0190118E - 472525N 0185940E - 470606N 0192729E - 471203N 0195953E - 474503N 0194053E - 474615N 0191631E FL 195 2000 FT ALT C				
<b>BUDAPEST TMA7</b> 474503N 0194053E - 471203N 0195953E - 472351N 0201040E - 473529N 0200354E - 474503N 0194053E FL 195 5500 FT ALT C				
<b>BUDAPEST TMA8</b> 480513N 0192330E along border HUNGARY_SLOVAKREPUBLIC - 480944N 0195400E - 475224N 0193441E - 480513N 0192330E FL 195 9500 FT ALT C				
<b>BUDAPEST TMA9</b> 471203N 0195953E - 470606N 0192729E - 470403N 0191630E - 470240N 0200428E - 471203N 0195953E FL 195 2000 FT ALT C				

**2. MILITARY TMAs AND CTRs (MTMA/MCTR)**

On holidays and weekends, and on workdays between 2000-0700 (1900-0600) MCTRs are operational only by special request.

Outside the operational hours of MCTRs, civil flights shall operate based on filed flight plans only:

- Within a circle of 10 KM radius centred at the ARP of Pápa and Kecskemét aerodromes, below 3 000 FT AGL.
- Within a circle of 5 KM radius centred at the ARP (470722N 0201407E) of Szolnok aerodrome - with the exception of Szolnok city and the area W from the road to Rákóczi falva -, below 2 000 FT AGL.

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / Purpose	Remarks
1	2	3	4	5
<b>KECSKEMET MTMA</b>	KECSKEMET APP	KECSKEMET APP EN, HU		
KECSKEMET MTMA PARTS				
<b>KECSKEMET MTMA1</b> 470403N 0191630E - 470241N 0200428E - 465559N 0200729E - 465142N 0202813E - 463622N 0201429E - 464938N 0192954E - 470403N 0191630E FL 125 2000 FT ALT				

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / Purpose	Remarks
1	2	3	4	5
<b>KECSKEMET MTMA2</b> 465142N 0202813E - 464943N 0203740E - 463203N 0202335E - 463959N 0192954E - 464938N 0192954E - 463622N 0201429E - 465142N 0202813E FL 125 5000 FT ALT				

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / Purpose	Remarks
1	2	3	4	5
<b>PAPA MTMA</b> 473559N 0171554E - 473559N 0173554E - 472959N 0174154E - 472959N 0175015E - 471259N 0175900E - 465959N 0172640E - 470229N 0171654E - 472854N 0170304E - 473559N 0171554E 9500 FT ALT 2000 FT ALT	PAPA APP	PAPA APP EN, HU		

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / Purpose	Remarks
1	2	3	4	5
<b>SZOLNOK MTMA</b> 472212N 0200910E - 472038N 0201743E - 471829N 0202929E - 471045N 0202532E - 470008N 0202008E - 465401N 0201703E - 465559N 0200729E - 470241N 0200428E - 471203N 0195953E - 472212N 0200910E 9500 FT ALT 2000 FT ALT	SZOLNOK APP	SZOLNOK APP EN, HU		



Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / Purpose	Remarks
1	2	3	4	5
<b>KECSKEMET MCTR</b> 470342N 0192954E - 470304N 0195208E - 465559N 0200729E - 464529N 0195854E - 465329N 0193659E - 465329N 0192954E - 470342N 0192954E 4000 FT ALT 0 FT and A circle radius 10 KM centered on 465504N 0194503E 4000 FT ALT 0 FT	KECSKEMET TWR	KECSKEMET TWR EN, HU		

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / Purpose	Remarks
1	2	3	4	5
<b>PAPA MCTR</b> 473539N 0172854E - 471029N 0174254E - 470738N 0173124E - 473259N 0171754E - 473539N 0172854E 4000 FT ALT 0 FT and A circle radius 10 KM centered on 472150N 0173002E 4000 FT ALT 0 FT	PAPA TWR	PAPA TWR EN, HU		

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / Purpose	Remarks
1	2	3	4	5
<b>SZOLNOK MCTR</b> 472038N 0201743E - 471829N 0202929E - 470008N 0202008E - 470241N 0200428E - 472038N 0201743E 4000 FT ALT 0 FT	SZOLNOK TWR	SZOLNOK TWR EN, HU		

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**ENR 4.4      NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS**

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## ENR 5 NAVIGATION WARNINGS

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

## 1. PROHIBITED 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>LHP1 / PAKS</b> A circle with radius of 3 KM centred on 463443N 0185110E	FL 195 / GND	H24 Nuclear Power Plant
<b>LHP2 / CSILLEBÉRC</b> A circle with radius of 0.5 KM centred on 472923N 0185708E	3 500 FT ALT / GND	H24 Research nuclear reactor

## 2. RESTRICTED 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>LHR1 / BUDAPEST</b> 473059N 0185828E - 473055N 0190118E - 473054N 0190159E - 473053N 0190237E - 473038N 0190321E - 473022N 0190325E - 472941N 0190336E - 472859N 0190147E - 472910N 0190047E - 472931N 0185846E - 473002N 0185812E - 473059N 0185828E	3 500 FT ALT / GND	H24 By special permission of the aeronautical authority
<b>LHR1A / BUDAPEST</b> 473154N 0185620E - 473154N 0185756E - 473121N 0185756E - 473121N 0185620E - 473154N 0185620E	3 500 FT ALT / GND	H24 By special permission of the aeronautical authority
<b>LHR3 / BALATONFÜZFŐ</b> A circle with a radius of 2 KM centred on 470503N 0180254E	7 500 FT ALT / GND	H24 For aircraft with less than 250 KT (KIAS)
<b>LHR4 / ZALAEGERSZEG</b> A circle with a radius of 1 KM centred on 464816N 0163720E	7 500 FT ALT / GND	H24 For aircraft with less than 250 KT (KIAS)
<b>LHR5 / RÉPCELAK</b> A circle with a radius of 2 KM centred on 472508N 0170055E	7 500 FT ALT / GND	H24 For aircraft with less than 250 KT (KIAS)
<b>LHR6 / SZÁZHALOMBATTA</b> A circle with a radius of 2 KM centred on 471702N 0185358E	7 500 FT ALT / GND	H24 For aircraft with less than 250 KT (KIAS)
<b>LHR8 / KAZINCBARCIKA</b> A circle with a radius of 2.5 KM centred on 481429N 0203956E	3 500 FT ALT / GND	H24 For aircraft with less than 250 KT (KIAS)
<b>LHR9 / TISZAÚJVÁROS</b> A circle with a radius of 3 KM centred on 475413N 0210134E	7 500 FT ALT / GND	H24 For aircraft with less than 250 KT (KIAS)

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>LHR10 / HAJDÚSZOBOSZLÓ</b> A circle with a radius of 5 KM centred on 473154N 0212253E	7 500 FT ALT / GND	H24 For aircraft with less than 250 KT (KIAS)
<b>LHR11 / TISZAVASVÁRI</b> A circle with a radius of 1.5 KM centred on 475703N 0212153E	7 500 FT ALT / GND	H24 For aircraft with less than 250 KT (KIAS)
<b>LHR12 / SAJÓBÁBONY</b> A circle with a radius of 1.5 KM centred on 481003N 0204253E	7 500 FT ALT / GND	H24 For aircraft with less than 250 KT (KIAS)
<b>LHR14 / ALGYŐ</b> A circle with a radius of 3 KM centred on 461904N 0201246E	7 500 FT ALT / GND	H24 For aircraft with less than 250 KT (KIAS)
<b>LHR15 / DUNAÚJVÁROS</b> A circle with a radius of 2 KM centred on 465703N 0185554E	7 500 FT ALT / GND	H24 For aircraft with less than 250 KT (KIAS)
<b>LHR16 / SZOLNOK-TÓSZEG</b> A circle with a radius of 2 KM centred on 470804N 0200753E	7 500 FT ALT / GND	H24 For aircraft with less than 250 KT (KIAS)
<b>LHR22 / PÉT</b> A circle with a radius of 2 KM centred on 471003N 0180824E	7 500 FT ALT / GND	H24 For aircraft with less than 250 KT (KIAS)
<b>LHR29 / NYÍRTELEK</b> A circle with a radius of 2.5 KM centred on 480150N 0213827E	2 500 FT ALT / GND	H24 For civil aircraft
<b>LHR30 / HAJDÚSÁMSON</b> A circle with a radius of 2 KM centred on 473846N 0214451E	2 500 FT ALT / GND	H24 For civil aircraft
<b>LHR31 / HEVES-ALATKA</b> A circle with a radius of 2 KM centred on 474000N 0201629E	2 500 FT ALT / GND	H24 For civil aircraft
<b>LHR32 / VÁC-DERECSEDŰLŐ</b> A circle with a radius of 2 KM centred on 474444N 0190831E	2 500 FT ALT / GND	H24 For civil aircraft.
<b>LHR33 / HETÉNYEGYHÁZA</b> A circle with a radius of 2 KM centred on 465554N 0193555E	2 500 FT ALT / GND	H24 For civil aircraft.
<b>LHR34 / TÁBORFALVA</b> 470627N 0192534E - 470317N 0192426E - 470233N 0192733E - 470548N 0192848E - 470627N 0192534E	3 000 FT ALT / GND	H24 For civil aircraft.
<b>LHR35 / PUSZTAVACS</b> A circle with a radius of 2.5 KM centred on 470957N 0192806E	2 500 FT ALT / GND	H24 For civil aircraft.

## AIP HUNGARY

## 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 / HAJMÁSKÉR</b> 470903N 0175624E - 470903N 0180054E - 471003N 0180354E - 471233N 0180654E - 471503N 0180154E - 471133N 0175554E - 470903N 0175624E	FL 245 / GND	NOTAM Firing field
<b>LHD2B / VÁRPALOTA</b> 471623N 0181254E - 471533N 0180324E - 471233N 0180654E - 471233N 0181454E - 471503N 0181654E - 471623N 0181254E	FL 300 / GND	NOTAM Firing field
<b>LHD3 / TATÁRSZENTGYÖRGY</b> 471200N 0191246E - 471101N 0191132E - 470924N 0191132E - 470909N 0191145E - 470427N 0192615E - 470456N 0192701E - 470735N 0192306E - 471200N 0191246E	FL 300 / GND	NOTAM Firing field
<b>LHD11 / DÓC</b> 462804N 0200554E - 462704N 0200624E - 462804N 0201024E - 462924N 0200934E - 462804N 0200554E	7 500 FT ALT / GND	NOTAM Firing field
<b>LHD14 / HAJDÚHADHÁZ</b> 474104N 0214053E - 474004N 0214623E - 474304N 0214553E - 474304N 0214223E - 474104N 0214053E	FL 105 / GND	NOTAM Firing field
<b>LHD15 / EGERBAKTA</b> 475633N 0201753E - 475633N 0201953E - 475903N 0201923E - 480003N 0201623E - 475633N 0201753E	3 800 FT ALT / GND	0500-2100 (0400-2000) WD Firing field
<b>LHD16 / IZBÉG</b> 474233N 0190024E - 474233N 0185654E - 474033N 0185824E - 474233N 0190024E	2 300 FT ALT / GND	0500-2100 (0400-2000) WD Firing field
<b>LHD17 / GYŐRSZENTIVÁN</b> 474304N 0174554E - 474103N 0174554E - 474203N 0175154E - 474343N 0174854E - 474304N 0174554E	3 800 FT ALT / GND	0500-2100 (0400-2000) WD Firing field
<b>LHD18 / CSORNA/AKASZTÓ</b> 464134N 0191154E - 464404N 0190824E - 463634N 0190824E - 463404N 0191154E - 464134N 0191154E	3 800 FT ALT / GND	0500-2100 (0400-2000) WD Firing field
<b>LHD21 / SZOMOD</b> 474103N 0182154E - 473803N 0182554E - 474203N 0182624E - 474233N 0182254E - 474103N 0182154E	FL 105 / GND	NOTAM Firing field
<b>LHD24 / SÁNTOS</b> 462134N 0175055E - 461804N 0174955E - 461834N 0175225E - 462034N 0175225E - 462134N 0175055E	3 800 FT ALT / GND	0500-2100 (0400-2000) WD Firing field
<b>LHD29 / PÜSPÖKSZILÁGY</b> 474533N 0192054E - 474803N 0191454E - 474703N 0191254E - 474533N 0192054E	3 800 FT ALT / GND	0500-2100 (0400-2000) WD Firing field
<b>LHD30 / ÉRD</b> 472633N 0184454E - 472403N 0184854E - 472703N 0184754E - 472703N 0184624E - 472633N 0184454E	3 800 FT ALT / GND	NOTAM Firing field
<b>LHD33 / ÁLLAMPUSZTA</b> 464204N 0190124E - 463904N 0190424E - 464104N 0190954E - 464434N 0190624E - 464204N 0190124E	2 300 FT ALT / GND	0500-2100 (0400-2000) WD Firing field
<b>LHD34 / MÁRIANOSZTRA</b> 475603N 0184954E - 475302N 0184554E - 475203N 0185154E - 475303N 0185554E - 475603N 0185354E - 475603N 0184954E	2 300 FT ALT / GND	0500-2100 (0400-2000) WD Firing field

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>LHD36A / HAJMÁSKÉR</b> 470743N 0174825E - 470903N 0175624E - 471103N 0180654E - 471503N 0180154E - 471633N 0175754E - 471403N 0174654E - 470743N 0174825E	FL 145 / GND	NOTAM Firing field
<b>LHD36B / VÁRPALOTA</b> 471003N 0180354E - 470933N 0181924E - 471933N 0181654E - 471833N 0175954E - 471003N 0180354E	FL 145 / GND	NOTAM Firing field
<b>LHD37 / SIMONTORNYA</b> 464503N 0183224E - 464203N 0183054E - 464333N 0183354E - 464503N 0183224E	3 800 FT ALT / GND	0500-2100 (0400-2000) WD Firing field
<b>LHD39 / CIGÁND</b> A circle with a radius of 2 KM centred on 481703N 0215422E	2 300 FT ALT / GND	0500-2100 (0400-2000) WD Firing field
<b>LHD50 / HARKA</b> A circle with a radius of 2 KM centred on 473903N 0163355E	2 300 FT ALT / GND	0500-2100 (0400-2000) WD Firing field
<b>LHD52 / KŐSZEG</b> A circle with a radius of 2 KM centred on 472333N 0163455E	2 300 FT ALT / GND	0500-2100 (0400-2000) WD Firing field
<b>LHD53 / NÁDASD</b> A circle with a radius of 2 KM centred on 465903N 0163455E	2 300 FT ALT / GND	0500-2100 (0400-2000) WD Firing field
<b>LHD55 / SZÜGY</b> A circle with a radius of 2 KM centred on 480403N 0191953E	2 300 FT ALT / GND	0500-2100 (0400-2000) WD Firing field



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


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

**1. TEMPORARY RESTRICTED AREAS**

Identification, Name and Lateral limits	Upper / lower limits and system / means of activation announcement INFO for CIV FLT	Remarks Time of ACT
1	2	3
<b>LHTRA11A / PAPA ALPHA</b> 472959N 0175015E - 472959N 0181529E - 471331N 0181507E - 471259N 0175900E - 472959N 0175015E	FL 125 / GND	
<b>LHTRA11B / PAPA BRAVO</b> 471259N 0175900E - 471331N 0181507E - 470212N 0181457E - 465529N 0175135E - 470646N 0174335E - 471259N 0175900E	9 500 FT ALT / 4 000 FT ALT	
<b>LHTRA11C / PAPA CHARLIE</b> 471259N 0175900E - 471331N 0181507E - 470212N 0181457E - 465529N 0175135E - 470646N 0174335E - 471259N 0175900E	4 000 FT ALT / GND	
<b>LHTRA12 / KUNSAG</b> 465945N 0190242E - 470403N 0191630E - 464938N 0192954E - 463959N 0192954E - 463957N 0192213E - 465945N 0190242E	FL 115 / GND	
<b>LHTRA13 / TISZA</b> 472212N 0200910E - 472038N 0201743E - 471829N 0202929E - 471045N 0202532E - 470008N 0202008E - 465401N 0201703E - 465559N 0200729E - 470241N 0200428E - 471203N 0195953E - 472212N 0200910E	FL 145 / 9 500 FT ALT	
<b>LHTRA14A / MEZO ALPHA</b> 471829N 0202929E - 471245N 0204529E - 470610N 0204314E - 471045N 0202532E - 471829N 0202929E	4 500 FT ALT / GND	
<b>LHTRA14B / MEZO BRAVO</b> 471045N 0202532E - 470610N 0204314E - 465613N 0203951E - 470008N 0202008E - 471045N 0202532E	4 500 FT ALT / GND	
<b>LHTRA14C / MEZO CHARLIE</b> 470008N 0202008E - 465613N 0203951E - 464943N 0203740E - 465401N 0201703E - 470008N 0202008E	4 500 FT ALT / GND	
<b>LHTRA15A / SZARVAS ALPHA</b> 471829N 0202929E - 471245N 0204529E - 470610N 0204314E - 471045N 0202532E - 471829N 0202929E	9 500 FT ALT / 4 500 FT ALT	
<b>LHTRA15B / SZARVAS BRAVO</b> 471045N 0202532E - 470610N 0204314E - 465613N 0203951E - 470008N 0202008E - 471045N 0202532E	9 500 FT ALT / 4 500 FT ALT	

Identification, Name and Lateral limits	Upper / lower limits and system / means of activation announcement INFO for CIV FLT	Remarks Time of ACT
1	2	3
<b>LHTRA15C / SZARVAS CHARLIE</b> 470008N 0202008E - 465613N 0203951E - 464943N 0203740E - 465401N 0201703E - 470008N 0202008E	9 500 FT ALT / 4 500 FT ALT	
<b>LHTRA16 / ARPAD</b> 464943N 0203740E - 464505N 0205357E - 462940N 0204358E - 463203N 0202335E - 464943N 0203740E	FL 115 / GND	
<b>LHTRA21A / WEST ALPHA</b> 465105N 0162126E - 463352N 0180006E - 460854N 0180425E - 460445N 0172645E - 462256N 0170114E - 462930N 0163702E - 464101N 0162522E - 465105N 0162126E	FL 245 / 9 500 FT ALT	
<b>LHTRA21B / WEST BRAVO</b> 465105N 0162126E - 464502N 0175809E - 463352N 0180006E - 465105N 0162126E	FL 215 / FL 135	
<b>LHTRA21C / WEST CHARLIE</b> 464502N 0175809E - 463726N 0181335E - 455737N 0182351E - 455529N 0175254E - 460445N 0172645E - 460854N 0180425E - 464502N 0175809E	FL 175 / FL 135	
<b>LHTRA21D / WEST DELTA</b> 462658N 0172525E - 461447N 0175841E - 455529N 0175254E - 460445N 0172645E - 462256N 0170114E - 462658N 0172525E	9 500 FT ALT / 4 000 FT ALT	
<b>LHTRA21E / WEST ECHO</b> 462658N 0172525E - 461447N 0175841E - 455529N 0175254E - 460445N 0172645E - 462256N 0170114E - 462658N 0172525E	4 000 FT ALT / GND	
<b>LHTRA22A / SOUTH ALPHA</b> 470342N 0192349E - 470241N 0200428E - 465559N 0200729E - 464943N 0203740E - 463203N 0202335E - 463728N 0194717E - 470342N 0192349E	FL 175 / FL 125	
<b>LHTRA22B / SOUTH BRAVO</b> 464943N 0203740E - 463943N 0211234E - 462319N 0210540E - 462140N 0205519E - 462648N 0195641E - 463728N 0194717E - 463203N 0202335E - 464943N 0203740E	FL 175 / 9 500 FT ALT	
<b>LHTRA22C / SOUTH CHARLIE</b> 470342N 0192349E - 470241N 0200428E - 465559N 0200729E - 464943N 0203740E - 463943N 0211234E - 462319N 0210540E - 462140N 0205519E - 462648N 0195641E - 470342N 0192349E	FL 245 / FL 175	
<b>LHTRA22D / SOUTH DELTA</b> 465945N 0190242E - 462143N 0193952E - 461429N 0190859E - 463056N 0184947E - 463337N 0185631E - 463909N 0185202E - 463600N 0184405E - 464851N 0182835E - 465945N 0190242E	FL 145 / 9 500 FT ALT	

**ENR 5.4 AIR NAVIGATION OBSTACLES**

The list of Area 1 obstacles is available in electronic form. For more details See *GEN 3.1 para 6*.

Obstacle Identification / Designation	OBST type	OBST position	ELEV / HGT	OBST LGT Type / Colour
1	2	3	4	5
F_1_04_09/1	Factory	474717N 0200422E	272 M / 113 M	Vertical Bands OBST/CONS R
F_1_04_09/2	Factory	474716N 0200420E	272 M / 113 M	Vertical Bands OBST/CONS R
F_1_04_09/3	Factory	474717N 0200418E	272 M / 113 M	Vertical Bands OBST/CONS R
F_1_04_09/4	Factory	474718N 0200421E	272 M / 113 M	Vertical Bands OBST/CONS R
F_2_04_09/1	Factory	474721N 0200417E	272 M / 113 M	Vertical Bands OBST/CONS R
F_2_04_09/2	Factory	474721N 0200414E	272 M / 113 M	Vertical Bands OBST/CONS R
F_2_04_09/3	Factory	474722N 0200414E	272 M / 113 M	Vertical Bands OBST/CONS R
F_2_04_09/4	Factory	474723N 0200416E	272 M / 113 M	Vertical Bands OBST/CONS R
F_3_04_09/1	Factory	474728N 0200408E	272 M / 116 M	Horizontal OBST/CONS R
F_3_04_09/2	Factory	474727N 0200407E	272 M / 116 M	Vertical Bands OBST/CONS R
F_3_04_09/3	Factory	474728N 0200406E	272 M / 116 M	Vertical Bands OBST/CONS R
F_3_04_09/4	Factory	474729N 0200407E	272 M / 116 M	Vertical Bands OBST/CONS R
F_4_04_09/1	Factory	474729N 0200411E	273 M / 116 M	Vertical Bands OBST/CONS R
F_4_04_09/2	Factory	474730N 0200410E	273 M / 116 M	Vertical Bands OBST/CONS R
F_4_04_09/3	Factory	474729N 0200409E	273 M / 116 M	Vertical Bands OBST/CONS R
F_4_04_09/4	Factory	474728N 0200410E	273 M / 116 M	Vertical Bands OBST/CONS R
P_1_04_02	Tower	464122N 0194948E	260 M / 160 M	Horizontal OBST/CONS R
P_1_04_07	Tower	473944N 0163406E	560 M / 165 M	Horizontal OBST/CONS R

Obstacle Identification / Designation	OBST type	OBST position	ELEV / HGT	OBST LGT Type / Colour
1	2	3	4	5
P_1_04_09	Chimney	474719N 0200401E	365 M / 203 M	Vertical Bands OBST/CONS R
P_1_04_17	Antenna	463430N 0185050E	221 M / 123 M	Attached to OBST/FLG White
P_1_04_20	Tower	464849N 0164844E	396 M / 103 M	Horizontal OBST/CONS R
P_10_04_17	Tower	463527N 0183444E	309 M / 104 M	Horizontal
P_100_12_11	Wind Power Plant	473807N 0180857E	285 M / 145 M	NA OBST/CONS R
P_101_12_11	Wind Power Plant	473823N 0180858E	292 M / 145 M	NA OBST/CONS R
P_102_12_11	Wind Power Plant	473809N 0180917E	288 M / 145 M	NA OBST/CONS R
P_103_12_11	Wind Power Plant	474035N 0180406E	276 M / 145 M	NA OBST/CONS R
P_104_12_11	Wind Power Plant	474046N 0180357E	274 M / 145 M	NA OBST/CONS R
P_105_12_11	Wind Power Plant	474055N 0180411E	273 M / 145 M	NA OBST/CONS R
P_106_12_11	Wind Power Plant	474108N 0180351E	276 M / 145 M	NA OBST/CONS R
P_107_12_11	Wind Power Plant	474056N 0180347E	273 M / 145 M	NA OBST/CONS R
P_108_12_11	Wind Power Plant	474039N 0180425E	276 M / 145 M	NA OBST/CONS R
P_109_12_11	Mast	474044N 0180445E	232 M / 101 M	Horizontal
P_11_04_11	Chimney	474352N 0181522E	212 M / 102 M	Horizontal OBST/CONS R
P_111_09_07	Wind Power Plant	474037N 0175134E	277 M / 150 M	Horizontal OBST/CONS R
P_112_09_07	Wind Power Plant	473955N 0175142E	290 M / 150 M	Horizontal OBST/CONS R
P_113_09_07	Wind Power Plant	474027N 0175149E	296 M / 150 M	Horizontal OBST/CONS R
P_114_09_07	Wind Power Plant	474040N 0175159E	281 M / 150 M	Horizontal OBST/CONS R
P_115_09_07	Wind Power Plant	474004N 0175208E	302 M / 150 M	Horizontal OBST/CONS R
P_116_09_07	Wind Power Plant	474014N 0175218E	304 M / 150 M	horizontal OBST/CONS R

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Obstacle Identification / Designation	OBST type	OBST position	ELEV / HGT	OBST LGT Type / Colour
1	2	3	4	5
P_117_09_07	Wind Power Plant	474028N 0175221E	300 M / 150 M	Horizontal OBST/CONS R
P_118_09_07	Wind Power Plant	474013N 0175250E	304 M / 150 M	Horizontal OBST/CONS R
P_119_09_07	Wind Power Plant	474002N 0175256E	304 M / 150 M	Horizontal OBST/CONS R
P_12_04_01	Chimney	461118N 0181546E	312 M / 101 M	NA
P_120_09_07	Wind Power Plant	473948N 0175256E	298 M / 150 M	Horizontal OBST/CONS R
P_121_09_07	Wind Power Plant	473947N 0175330E	293 M / 150 M	Horizontal OBST/CONS R
P_122_09_07	Wind Power Plant	473936N 0175343E	283 M / 150 M	Horizontal OBST/CONS R
P_129_12_07	Wind Power Plant	474831N 0170910E	271 M / 149 M	Horizontal OBST/CONS R
P_13_04_13	Chimney	471948N 0185457E	207 M / 104 M	Horizontal
P_13_11_09	Pylon	474527N 0200426E	228 M / 110 M	Attached to OBST/CONS R
P_130_12_07	Wind Power Plant	474821N 0170854E	270 M / 148 M	NA
P_131_12_07	Wind Power Plant	474843N 0170840E	270 M / 148 M	NA OBST/CONS R
P_132_12_07	Wind Power Plant	474858N 0170847E	272 M / 148 M	Horizontal OBST/CONS R
P_133_12_07	Wind Power Plant	474844N 0170859E	270 M / 148 M	NA OBST/CONS R
P_134_12_07	Wind Power Plant	474827N 0170834E	270 M / 148 M	Horizontal
P_135_12_07	Wind Power Plant	473124N 0164536E	361 M / 151 M	Horizontal OBST/CONS R
P_139_12_07	Wind Power Plant	473957N 0175230E	303 M / 150 M	NA OBST/CONS R
P_14_04_04	Antenna	482848N 0204357E	632 M / 117 M	NA OBST/CONS R
P_142_12_07	Pylon	474723N 0173839E	216 M / 104 M	NA
P_16_04_14	Antenna	472847N 0190529E	214 M / 101 M	NA
P_16_04_16	Antenna	475612N 0214528E	238 M / 121 M	Horizontal OBST/CONS R

Obstacle Identification / Designation	OBST type	OBST position	ELEV / HGT	OBST LGT Type / Colour
1	2	3	4	5
P_17_04_01	Antenna	460248N 0181832E	338 M / 133 M	Horizontal OBST/CONS R
P_17_04_02	Tower	463701N 0191900E	263 M / 157 M	Horizontal OBST/CONS R
P_17_04_04	Tower	480713N 0212254E	649 M / 133 M	Horizontal OBST/CONS R
P_17_04_07	Chimney	475200N 0171450E	222 M / 102 M	Horizontal OBST/CONS R
P_17_04_10	Antenna	470720N 0204418E	186 M / 100 M	Horizontal
P_17_04_14	Antenna	472846N 0190530E	218 M / 105 M	NA
P_18_04_11	Chimney	473425N 0182222E	271 M / 123 M	Horizontal OBST/CONS R
P_18_04_14	Tower	472807N 0190733E	274 M / 157 M	Horizontal
P_18_04_16	Antenna	475955N 0223512E	330 M / 217 M	Horizontal OBST/CONS R
P_19_04_09	Tower	475222N 0200033E	1191 M / 180 M	Horizontal OBST/CONS R
P_2_04_05	Tower	463726N 0201656E	285 M / 202 M	Horizontal OBST/CONS R
P_20_04_02	Antenna	465003N 0190153E	398 M / 303 M	Horizontal OBST/CONS R
P_20_04_07	Antenna	475019N 0171749E	226 M / 106 M	Horizontal OBST/CONS R
P_20_04_11	Chimney	473337N 0182536E	339 M / 159 M	Horizontal OBST/CONS R
P_21_04_02	Antenna	461150N 0190859E	298 M / 167 M	Horizontal OBST/CONS R
P_21_04_04	Chimney	475501N 0210433E	352 M / 250 M	Horizontal OBST/FLG White
P_22_04_14	Antenna	472931N 0185844E	646 M / 195 M	Horizontal OBST/CONS R
P_23_04_04	Chimney	475354N 0210158E	215 M / 104 M	Horizontal OBST/CONS R
P_23_04_13	Factory	474835N 0190611E	228 M / 101 M	NA
P_24_11_05	Antenna	461726N 0201035E	188 M / 105 M	Horizontal OBST/CONS R
P_25_08_11	Wind Power Plant	474107N 0175611E	268 M / 150 M	NA OBST/CONS R

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Obstacle Identification / Designation	OBST type	OBST position	ELEV / HGT	OBST LGT Type / Colour
1	2	3	4	5
P_25_09_07	TV Tower	473938N 0174007E	241 M / 107 M	Horizontal OBST/CONS R
P_27_04_15	Antenna	465518N 0180650E	273 M / 148 M	Horizontal OBST/CONS R
P_28_04_04	Chimney	481408N 0204104E	234 M / 101 M	Horizontal OBST/CONS R
P_29_04_04	Chimney	481406N 0204106E	233 M / 102 M	Horizontal OBST/CONS R
P_29_08_11	Wind Power Plant	473653N 0180700E	282 M / 144 M	NA OBST/CONS R
P_29_12_14	Tower	473301N 0190005E	535 M / 104 M	Horizontal OBST/CONS R
P_3_04_01	Antenna	460557N 0181312E	732 M / 195 M	Horizontal OBST/CONS R
P_3_04_11	Tower	474035N 0182939E	757 M / 134 M	Horizontal OBST/CONS R
P_3_04_13	Antenna	472223N 0190017E	388 M / 287 M	Horizontal
P_3_04_17	Chimney	463423N 0185107E	197 M / 100 M	Horizontal OBST/CONS R
P_30_04_04	Chimney	481405N 0204121E	233 M / 102 M	Horizontal OBST/CONS R
P_30_04_07	Chimney	474058N 0174012E	216 M / 103 M	Horizontal OBST/CONS R
P_30_08_11	Wind Power Plant	473651N 0180723E	294 M / 144 M	NA OBST/CONS R
P_31_08_11	Wind Power Plant	473636N 0180715E	285 M / 144 M	NA OBST/CONS R
P_31_09_19	Wind Power Plant	471518N 0172941E	352 M / 151 M	NA OBST/CONS R
P_32_08_11	Wind Power Plant	473719N 0180709E	292 M / 144 M	NA OBST/CONS R
P_32_08_19	Wind Power Plant	471848N 0180133E	421 M / 122 M	NA OBST/CONS R
P_33_04_14	Chimney	473312N 0190608E	256 M / 147 M	Horizontal
P_33_08_11	Wind Power Plant	474001N 0180517E	298 M / 144 M	NA OBST/CONS R
P_33_08_19	Wind Power Plant	471823N 0180111E	447 M / 150 M	NA OBST/CONS R
P_33_11_10	Antenna	471120N 0201345E	208 M / 122 M	Horizontal OBST/CONS R

Obstacle Identification / Designation	OBST type	OBST position	ELEV / HGT	OBST LGT Type / Colour
1	2	3	4	5
P_34_08_11	Wind Power Plant	473721N 0180629E	277 M / 144 M	NA OBST/CONS R
P_34_08_19	Wind Power Plant	471805N 0180129E	454 M / 150 M	NA OBST/CONS R
P_34_11_05	Wind Power Plant	463734N 0203345E	189 M / 104 M	NA OBST/CONS R
P_34_12_18	Wind Power Plant	471925N 0170841E	284 M / 113 M	NA OBST/CONS R
P_35_08_11	Wind Power Plant	474010N 0180504E	286 M / 144 M	NA OBST/CONS R
P_36_04_15	Antenna	463654N 0172753E	255 M / 128 M	Horizontal OBST/CONS R
P_36_08_11	Wind Power Plant	474000N 0180454E	290 M / 144 M	NA OBST/CONS R
P_36_11_17	Mast	463613N 0184413E	279 M / 100 M	Horizontal OBST/FLG R
P_36_12_18	Wind Power Plant	471219N 0165121E	317 M / 145 M	NA OBST/CONS R
P_37_04_04	Chimney	475416N 0210319E	219 M / 125 M	NA OBST/CONS R
P_37_08_11	Wind Power Plant	474023N 0180504E	279 M / 144 M	NA OBST/CONS R
P_37_12_18	Wind Power Plant	471140N 0165150E	309 M / 145 M	NA OBST/CONS R
P_38_04_04	Chimney	475418N 0210318E	219 M / 125 M	NA OBST/CONS R
P_38_08_11	Wind Power Plant	474020N 0180443E	277 M / 144 M	NA OBST/CONS R
P_38_12_18	Wind Power Plant	471120N 0165137E	310 M / 145 M	NA OBST/CONS R
P_39_04_04	Chimney	475419N 0210317E	219 M / 125 M	NA OBST/CONS R
P_39_04_14	Chimney	473457N 0190803E	237 M / 123 M	Horizontal
P_39_08_11	Wind Power Plant	474020N 0180422E	277 M / 144 M	NA OBST/CONS R
P_39_12_18	Wind Power Plant	471119N 0165215E	309 M / 145 M	NA OBST/CONS R
P_4_04_05	Tower	461615N 0200843E	239 M / 159 M	Horizontal OBST/CONS R
P_4_04_08	Tower	473439N 0213804E	244 M / 118 M	NA OBST/CONS R



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Obstacle Identification / Designation	OBST type	OBST position	ELEV / HGT	OBST LGT Type / Colour
1	2	3	4	5
P_4_04_13	Chimney	471935N 0185512E	305 M / 202 M	Checkered
P_4_04_17	Chimney	463423N 0185107E	197 M / 100 M	Horizontal OBST/CONS R
P_40_04_04	Chimney	475420N 0210316E	217 M / 123 M	NA OBST/CONS R
P_40_04_14	Chimney	473351N 0190215E	308 M / 203 M	Checkered OBST/CONS R
P_40_08_11	Wind Power Plant	474021N 0180349E	280 M / 144 M	NA OBST/CONS R
P_40_11_03	Wind Power Plant	463941N 0205559E	193 M / 103 M	NA OBST/CONS R
P_40_12_19	Wind Power Plant	471118N 0165240E	310 M / 145 M	NA OBST/CONS R
P_41_08_09	Wind Power Plant	473640N 0200520E	204 M / 107 M	NA OBST/FLG R
P_41_08_10	Wind Power Plant	470836N 0202646E	229 M / 143 M	Horizontal OBST/FLG R
P_41_08_11	Wind Power Plant	474010N 0180332E	268 M / 144 M	NA OBST/CONS R
P_41_12_18	Wind Power Plant	471202N 0165144E	315 M / 145 M	NA OBST/CONS R
P_42_08_10	Wind Power Plant	470106N 0203433E	227 M / 143 M	Horizontal OBST/FLG R
P_42_08_11	Wind Power Plant	473733N 0180649E	286 M / 144 M	NA OBST/CONS R
P_42_12_18	Wind Power Plant	471215N 0165159E	313 M / 145 M	NA OBST/CONS R
P_43_04_04	Chimney	480541N 0204454E	298 M / 152 M	Horizontal OBST/CONS R
P_43_08_11	Wind Power Plant	474001N 0180708E	290 M / 144 M	NA OBST/CONS R
P_43_12_18	Wind Power Plant	471216N 0165222E	310 M / 145 M	NA OBST/CONS R
P_44_08_11	Wind Power Plant	473949N 0180650E	296 M / 144 M	NA OBST/CONS R
P_44_12_18	Wind Power Plant	471238N 0165136E	316 M / 145 M	NA OBST/CONS R
P_45_08_11	Wind Power Plant	473923N 0180715E	297 M / 144 M	NA OBST/CONS R
P_45_11_01	Tower	454843N 0182349E	205 M / 105 M	Horizontal OBST/CONS R

Obstacle Identification / Designation	OBST type	OBST position	ELEV / HGT	OBST LGT Type / Colour
1	2	3	4	5
P_45_12_18	Wind Power Plant	471238N 0165205E	314 M / 145 M	NA OBST/CONS R
P_46_08_11	Wind Power Plant	473931N 0180728E	294 M / 144 M	NA OBST/CONS R
P_46_12_19	Wind Power Plant	471255N 0165220E	313 M / 145 M	NA OBST/CONS R
P_47_08_11	Wind Power Plant	473927N 0180745E	302 M / 144 M	NA OBST/CONS R
P_47_12_18	Wind Power Plant	471303N 0165147E	314 M / 145 M	NA OBST/CONS R
P_48_04_04	Chimney	475452N 0210141E	196 M / 100 M	Horizontal OBST/CONS R
P_48_08_11	Wind Power Plant	473908N 0180740E	293 M / 144 M	NA OBST/CONS R
P_48_12_18	Wind Power Plant	471328N 0165419E	305 M / 145 M	NA OBST/CONS R
P_49_08_11	Wind Power Plant	473913N 0180756E	301 M / 144 M	NA OBST/CONS R
P_49_12_18	Wind Power Plant	471319N 0165442E	304 M / 145 M	NA OBST/CONS R
P_5_04_08	Tower	470107N 0212937E	272 M / 181 M	Horizontal OBST/CONS R
P_5_04_11	Chimney	474328N 0184336E	255 M / 121 M	NA OBST/CONS R
P_5_04_13	Chimney	471942N 0185506E	305 M / 202 M	Checkered
P_5_04_17	Chimney	463431N 0185107E	197 M / 100 M	Horizontal OBST/CONS R
P_5_04_19	Antenna	470257N 0173913E	812 M / 238 M	Horizontal OBST/CONS R
P_50_08_07	Wind Power Plant	475317N 0171457E	272 M / 150 M	Horizontal OBST/CONS R
P_50_08_11	Wind Power Plant	473849N 0180735E	287 M / 144 M	NA OBST/CONS R
P_50_11_01	Tower	460058N 0175858E	219 M / 105 M	NA OBST/CONS R
P_50_12_18	Wind Power Plant	471351N 0165336E	308 M / 145 M	NA OBST/CONS R
P_51_08_06	Wind Power Plant	472026N 0180622E	436 M / 150 M	Horizontal
P_51_08_07	Wind Power Plant	475329N 0171504E	271 M / 150 M	Horizontal OBST/CONS R

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Obstacle Identification / Designation	OBST type	OBST position	ELEV / HGT	OBST LGT Type / Colour
1	2	3	4	5
P_51_08_11	Wind Power Plant	473841N 0180710E	278 M / 144 M	NA OBST/CONS R
P_51_12_18	Wind Power Plant	471313N 0165324E	305 M / 145 M	NA OBST/CONS R
P_52_08_06	Antenna	470910N 0182342E	218 M / 101 M	Horizontal OBST/CONS R
P_52_08_07	Wind Power Plant	475343N 0171459E	271 M / 151 M	Horizontal OBST/CONS R
P_52_08_11	Wind Power Plant	473840N 0180643E	277 M / 144 M	NA OBST/CONS R
P_52_12_18	Wind Power Plant	471343N 0165303E	310 M / 145 M	NA
P_53_08_07	Wind Power Plant	475336N 0171446E	272 M / 151 M	Horizontal OBST/CONS R
P_53_08_11	Wind Power Plant	473831N 0180629E	272 M / 144 M	NA OBST/CONS R
P_54_08_07	Wind Power Plant	475330N 0171428E	272 M / 151 M	Horizontal OBST/CONS R
P_55_08_07	Wind Power Plant	475347N 0171349E	265 M / 144 M	Horizontal OBST/CONS R
P_55_12_11	Wind Power Plant	474018N 0175552E	291 M / 145 M	NA OBST/CONS R
P_56_08_07	Wind Power Plant	475346N 0171422E	264 M / 143 M	Horizontal OBST/CONS R
P_56_12_11	Wind Power Plant	474038N 0175558E	268 M / 145 M	NA OBST/CONS R
P_57_08_07	Wind Power Plant	475416N 0171357E	264 M / 143 M	Horizontal OBST/CONS R
P_57_12_11	Wind Power Plant	474111N 0175812E	264 M / 145 M	NA OBST/CONS R
P_57_12_18	Anemometer	471220N 0165241E	264 M / 102 M	Horizontal OBST/CONS R
P_58_08_07	Wind Power Plant	475409N 0171344E	264 M / 143 M	Horizontal OBST/CONS R
P_58_12_11	Wind Power Plant	474112N 0175731E	269 M / 145 M	NA OBST/CONS R
P_59_08_07	Wind Power Plant	475402N 0171332E	264 M / 143 M	Horizontal OBST/CONS R
P_59_12_11	Wind Power Plant	474059N 0175714E	267 M / 145 M	NA OBST/CONS R
P_6_04_13	Chimney	471945N 0185503E	305 M / 202 M	Checkered

Obstacle Identification / Designation	OBST type	OBST position	ELEV / HGT	OBST LGT Type / Colour
1	2	3	4	5
P_6_04_14	Chimney	472542N 0190313E	205 M / 104 M	Horizontal
P_6_04_17	Chimney	463432N 0185107E	197 M / 100 M	Horizontal OBST/CONS R
P_6_11_03	Tower	464118N 0210225E	211 M / 123 M	Horizontal OBST/CONS R
P_6_11_08	Chimney	472113N 0211444E	188 M / 102 M	Horizontal OBST/CONS R
P_60_08_07	Wind Power Plant	475416N 0171315E	264 M / 142 M	Horizontal OBST/CONS R
P_60_12_11	Wind Power Plant	474057N 0175648E	267 M / 145 M	NA OBST/CONS R
P_61_08_07	Wind Power Plant	475408N 0171301E	264 M / 142 M	Horizontal OBST/CONS R
P_61_12_11	Mast	474130N 0175655E	217 M / 101 M	Horizontal
P_62_08_07	Wind Power Plant	475244N 0171348E	270 M / 149 M	Horizontal
P_62_12_13	Pillar	473630N 0190527E	206 M / 116 M	NA OBST/CONS R
P_63_08_07	Wind Power Plant	475238N 0171359E	270 M / 149 M	Horizontal
P_63_12_11	Mast	473732N 0180604E	229 M / 100 M	Horizontal
P_63_12_13	Pillar	473624N 0190538E	206 M / 116 M	NA OBST/CONS R
P_64_08_07	Wind Power Plant	475239N 0171334E	270 M / 149 M	Horizontal
P_64_12_11	Wind Power Plant	473959N 0175936E	303 M / 145 M	NA OBST/CONS R
P_65_08_07	Wind Power Plant	475232N 0171319E	270 M / 149 M	Horizontal
P_65_12_11	Wind Power Plant	473941N 0175932E	302 M / 145 M	NA OBST/CONS R
P_66_08_07	Wind Power Plant	475228N 0171330E	270 M / 149 M	Horizontal
P_66_12_11	Wind Power Plant	473955N 0175955E	297 M / 145 M	NA OBST/CONS R
P_67_08_07	Wind Power Plant	475312N 0171347E	265 M / 143 M	Horizontal OBST/CONS R
P_67_12_11	Wind Power Plant	473939N 0180000E	300 M / 145 M	NA OBST/CONS R

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Obstacle Identification / Designation	OBST type	OBST position	ELEV / HGT	OBST LGT Type / Colour
1	2	3	4	5
P_68_08_07	Wind Power Plant	475305N 0171333E	264 M / 143 M	Horizontal OBST/CONS R
P_68_12_11	Wind Power Plant	474002N 0180019E	296 M / 145 M	NA OBST/CONS R
P_69_08_07	Wind Power Plant	475257N 0171320E	263 M / 142 M	Horizontal OBST/CONS R
P_69_12_11	Wind Power Plant	473947N 0180023E	292 M / 145 M	NA OBST/CONS R
P_69_12_13	Anemometer	471218N 0200405E	297 M / 104 M	Horizontal
P_7_04_13	Antenna	472248N 0190013E	220 M / 118 M	NA
P_7_04_18	Tower	465722N 0163908E	381 M / 132 M	Horizontal OBST/CONS R
P_7_04_19	Chimney	470542N 0173307E	327 M / 101 M	Horizontal OBST/CONS R
P_7_04_20	Tower	463346N 0170107E	515 M / 206 M	Horizontal OBST/CONS R
P_70_08_07	Wind Power Plant	475251N 0171308E	243 M / 122 M	Horizontal OBST/CONS R
P_70_12_06	Chimney	471625N 0185343E	248 M / 101 M	Horizontal OBST/CONS R
P_70_12_11	Wind Power Plant	473944N 0180044E	294 M / 145 M	NA OBST/CONS R
P_71_08_04	Wind Power Plant	480552N 0205427E	261 M / 150 M	Horizontal OBST/FLG R
P_71_08_07	Wind Power Plant	475321N 0171409E	264 M / 143 M	Horizontal OBST/CONS R
P_71_12_11	Wind Power Plant	473959N 0180047E	286 M / 145 M	NA OBST/CONS R
P_72_08_07	Wind Power Plant	475226N 0171141E	246 M / 123 M	Horizontal OBST/CONS R
P_72_12_11	Wind Power Plant	474003N 0180113E	288 M / 145 M	NA OBST/CONS R
P_73_08_07	Wind Power Plant	475219N 0171135E	245 M / 123 M	NA OBST/CONS R
P_73_12_11	Wind Power Plant	474022N 0180132E	289 M / 145 M	NA OBST/CONS R
P_74_08_07	Wind Power Plant	475208N 0171116E	244 M / 123 M	NA OBST/CONS R
P_74_12_11	Wind Power Plant	474030N 0180148E	283 M / 145 M	NA OBST/CONS R

Obstacle Identification / Designation	OBST type	OBST position	ELEV / HGT	OBST LGT Type / Colour
1	2	3	4	5
P_75_08_07	Wind Power Plant	475202N 0171106E	244 M / 123 M	NA OBST/CONS R
P_75_12_11	Wind Power Plant	474015N 0180252E	268 M / 145 M	NA OBST/CONS R
P_76_08_07	Wind Power Plant	475156N 0171057E	244 M / 123 M	NA OBST/CONS R
P_76_12_11	Wind Power Plant	473954N 0180257E	269 M / 145 M	NA OBST/CONS R
P_77_08_07	Wind Power Plant	475243N 0171124E	245 M / 123 M	NA OBST/CONS R
P_77_12_11	Wind Power Plant	473925N 0180206E	285 M / 145 M	NA OBST/CONS R
P_78_08_07	Wind Power Plant	475252N 0171106E	245 M / 123 M	NA OBST/CONS R
P_78_12_11	Wind Power Plant	473905N 0180219E	300 M / 145 M	NA OBST/CONS R
P_79_08_07	Wind Power Plant	475259N 0171047E	246 M / 123 M	NA OBST/CONS R
P_79_12_11	Wind Power Plant	474017N 0180042E	271 M / 145 M	NA OBST/CONS R
P_8_04_09	Pylon	474529N 0200511E	229 M / 111 M	Attached to OBST/CONS R
P_8_04_19	Chimney	470548N 0173335E	334 M / 100 M	NA OBST/CONS R
P_80_08_07	Wind Power Plant	475251N 0171041E	246 M / 123 M	NA OBST/CONS R
P_80_12_11	Mast	474027N 0180108E	234 M / 100 M	Horizontal
P_80_12_14	Chimney	472746N 0190318E	250 M / 147 M	Horizontal OBST/CONS R
P_81_08_07	Wind Power Plant	475244N 0171035E	245 M / 123 M	NA OBST/CONS R
P_81_12_11	Wind Power Plant	474035N 0180042E	274 M / 145 M	NA OBST/CONS R
P_82_08_07	Wind Power Plant	475234N 0171012E	245 M / 123 M	NA OBST/CONS R
P_82_12_11	Wind Power Plant	474040N 0175956E	270 M / 145 M	NA OBST/CONS R
P_83_08_07	Wind Power Plant	475307N 0171030E	246 M / 123 M	Horizontal OBST/CONS R
P_83_12_11	Wind Power Plant	473914N 0180040E	291 M / 150 M	NA OBST/CONS R

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Obstacle Identification / Designation	OBST type	OBST position	ELEV / HGT	OBST LGT Type / Colour
1	2	3	4	5
P_84_12_11	Wind Power Plant	473919N 0180018E	301 M / 150 M	NA OBST/CONS R
P_85_12_11	Wind Power Plant	473926N 0180026E	298 M / 150 M	NA OBST/CONS R
P_86_08_07	Wind Power Plant	474858N 0171009E	225 M / 106 M	NA OBST/CONS R
P_86_12_11	Wind Power Plant	473934N 0180034E	296 M / 150 M	NA OBST/CONS R
P_86_12_13	Chimney	471644N 0185421E	254 M / 101 M	Horizontal OBST/CONS R
P_87_08_07	Wind Power Plant	474845N 0171043E	218 M / 100 M	NA OBST/FLG R
P_87_12_11	Wind Power Plant	473923N 0175958E	307 M / 150 M	NA OBST/CONS R
P_88_08_07	Wind Power Plant	473423N 0164530E	315 M / 150 M	Horizontal
P_88_12_11	Wind Power Plant	473929N 0180010E	306 M / 150 M	NA OBST/CONS R
P_89_08_07	Wind Power Plant	473414N 0164515E	324 M / 150 M	Horizontal OBST/FLG R
P_89_12_11	Wind Power Plant	473935N 0180019E	303 M / 150 M	NA OBST/CONS R
P_9_04_01	Chimney	460352N 0181546E	254 M / 102 M	NA OBST/CONS R
P_9_04_13	Antenna	472208N 0190247E	222 M / 121 M	NA
P_9_09_19	Chimney	470547N 0173332E	338 M / 104 M	NA OBST/CONS R
P_9_11_09	Pylon	474550N 0200539E	228 M / 111 M	Attached to OBST/CONS R
P_90_08_07	Wind Power Plant	473356N 0164451E	336 M / 150 M	Horizontal
P_91_08_07	Wind Power Plant	473334N 0164449E	346 M / 150 M	Horizontal OBST/FLG R
P_91_12_11	Chimney	473006N 0181616E	301 M / 125 M	Horizontal OBST/CONS R
P_92_08_07	Wind Power Plant	473337N 0164510E	338 M / 150 M	Horizontal OBST/FLG R
P_93_08_07	Wind Power Plant	473318N 0164530E	338 M / 150 M	Horizontal
P_93_12_11	Chimney	474545N 0183406E	215 M / 105 M	Horizontal OBST/CONS R

Obstacle Identification / Designation	OBST type	OBST position	ELEV / HGT	OBST LGT Type / Colour
1	2	3	4	5
P_94_08_07	Wind Power Plant	473257N 0164539E	348 M / 150 M	Horizontal
P_95_08_07	Wind Power Plant	473244N 0164601E	351 M / 150 M	Horizontal
P_96_12_11	Wind Power Plant	473824N 0180726E	293 M / 145 M	NA OBST/CONS R
P_97_12_11	Wind Power Plant	473817N 0180705E	271 M / 145 M	NA OBST/CONS R
P_98_12_11	Wind Power Plant	473809N 0180749E	276 M / 145 M	NA OBST/CONS R
P_99_12_11	Wind Power Plant	473810N 0180837E	280 M / 145 M	NA OBST/CONS R
V_1_04_10/1	Antenna	473436N 0195026E	261 M / 157 M	Vertical Bands OBST/CONS R
V_1_04_10/2	Antenna	473431N 0195029E	261 M / 157 M	Horizontal OBST/CONS R
V_1_04_10/3	Antenna	473426N 0195033E	237 M / 133 M	Vertical Bands OBST/CONS R
V_1_04_10/4	Antenna	473422N 0195035E	207 M / 103 M	Horizontal OBST/CONS R
V_1_04_13/1	Power line	471750N 0185546E	214 M / 115 M	NA
V_1_04_13/2	Power line	471800N 0185511E	215 M / 115 M	NA
V_2_04_02/1	Power Line	465406N 0185741E	206 M / 117 M	NA OBST/CONS R
V_2_04_02/2	Power Line	465416N 0185707E	207 M / 111 M	NA OBST/CONS R
V_2_04_10/2	Antenna	473401N 0195029E	207 M / 103 M	Horizontal OBST/CONS R
V_2_04_10/3	Antenna	473358N 0195025E	237 M / 133 M	Horizontal OBST/CONS R
V_2_04_10/4	Antenna	473354N 0195019E	261 M / 157 M	Horizontal OBST/CONS R
V_2_04_10/5	Antenna	473350N 0195013E	261 M / 157 M	Horizontal OBST/CONS R
V_2_04_13/1	Power line	471746N 0185541E	214 M / 115 M	NA
V_2_04_13/2	Power line	471756N 0185506E	215 M / 115 M	NA
V_3_04_02/1	Power Line	462832N 0185544E	230 M / 138 M	NA OBST/CONS R



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Obstacle Identification / Designation	OBST type	OBST position	ELEV / HGT	OBST LGT Type / Colour
1	2	3	4	5
V_3_04_02/2	Power Line	462831N 0185454E	230 M / 136 M	NA OBST/CONS R
V_3_04_13/1	Power line	471527N 0185524E	220 M / 122 M	NA
V_4_04_13/1	Power line	471523N 0185837E	203 M / 104 M	NA
V_4_04_13/2	Power line	471514N 0185905E	204 M / 105 M	NA
V_5_04_13/1	Power line	473805N 0190457E	206 M / 101 M	NA
V_5_04_13/2	Power line	473814N 0190529E	212 M / 107 M	NA
V_6_04_13/1	Power line	473934N 0190716E	207 M / 100 M	Horizontal
V_6_04_13/2	Power line	473928N 0190642E	209 M / 108 M	Horizontal
V_7_12_13/1	Pylon	471514N 0185905E	205 M / 103 M	NA
V_7_12_13/2	Pylon	471523N 0185837E	205 M / 103 M	NA
V_8_12_13/1	Pylon	471527N 0185524E	220 M / 115 M	NA
V_1_15_04	Cableway	482457N 0213755E	530 M / 152 M	NA
V_1_15_05	Cableway	482340N 0213826E	380 M / 152 M	NA

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**ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES****1. AEROBATICS AREA**

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
<b>LHSA1 / AEROBATICS AREA1</b> 472633N 0184454E - 472403N 0184854E - 472703N 0184754E - 472703N 0184624E - 472633N 0184454E	6000 FT ALT / 3000 FT ALT		WD 0800 - 1700 (0700-1600) SAT, SUN and HOL 0800 - 1100 (0700 - 1000) and 1400 - 1700 (1300 - 1600) Above 3 000 FT AMSL prior permission required by Budapest ATS Centre. Not available when LH-D30 activated Class: G

**2. GLIDER AREAS**

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
<b>LHSG1 / GLIDER AREA1</b> 473720N 0185425E - 473302N 0185909E - 473220N 0185858E - 473500N 0185300E - 473720N 0185425E	3500 FT ALT / GND	LHBS, LHFH, LHHH See AD 1.3	HX Only for VFR flights. Above 2 500 FT AMSL prior permission required by Budapest ATS Centre. Class: G
<b>LHSG2S / GLIDER AREA2/S</b> 473500N 0185300E - 473220N 0185858E - 473002N 0185812E - 472931N 0185846E - 472910N 0190047E - 472525N 0185940E - 472519N 0185531E - 472636N 0185717E - 473328N 0184606E - 473500N 0185300E	6500 FT ALT / GND	Hungarian Free Flying Association	HX Only for VFR flights. Above 3 500 FT AMSL prior permission required by Budapest ATS Centre. Class: G
<b>LHSG2V / GLIDER AREA2/V</b> 473500N 0185300E - 473220N 0185858E - 473002N 0185812E - 472931N 0185846E - 472910N 0190047E - 472525N 0185940E - 472519N 0185531E - 472636N 0185717E - 473328N 0184606E - 473500N 0185300E	6500 FT ALT / GND	LHBS, LHFH, LHHH See AD 1.3	HX Only for VFR flights. Above 3 500 FT AMSL prior permission required by Budapest ATS Centre. Class: G
<b>LHSG3 / GLIDER AREA3</b> 473328N 0184606E - 472636N 0185717E - 472519N 0185531E - 472516N 0185346E - 473233N 0184156E - 473328N 0184606E	6500 FT ALT / GND	LHBS, LHFH, LHHH See AD 1.3	HX Only for VFR flights. Above 4 500 FT AMSL prior permission required by Budapest ATS Centre. Class: G
<b>LHSG10 / GLIDER AREA10</b> 474527N 0183705E - 473722N 0184005E - 474723N 0185152E - 474750N 0184351E along border HUNGARY_SLOVAKREPUBLIC - 474527N 0183705E	6500 FT ALT / GND	LHEM See AD 1.3	HX Available only for VFR flights Above 4 500 FT AMSL prior permission required by Budapest ATS Centre. Class: G

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
<b>LHSG20 / GLIDER AREA20</b> 473900N 0190300E - 473800N 0192100E - 473600N 0191030E - 473700N 0190400E - 473900N 0190300E	3000 FT ALT / GND	LHDK See AD 1.3	HX Available only for VFR flights. Above 2 000 FT AMSL prior permission required by Budapest ATS Centre. Class:G
<b>LHSG20A / GLIDER AREA20A</b> A circle radius 2 KM centered on 473704N 0190836E	4000 FT ALT / 2000 FT ALT	LHDK See AD 1.3	HX Above 2 000 FT AMSL prior permission required by Budapest ATS Centre. Class: G
<b>LHSG21 / GLIDER AREA21</b> 474100N 0190430E - 473948N 0194515E - 473800N 0192100E - 473900N 0190300E - 474100N 0190430E	5000 FT ALT / GND	LHDK See AD 1.3	HX Available only for VFR flights Above 2 500 FT AMSL prior permission required by Budapest ATS Centre. Class: G
<b>LHSG22 / GLIDER AREA22</b> 474636N 0190905E - 474503N 0194053E - 473948N 0194515E - 474100N 0190430E - 474636N 0190905E	6500 FT ALT / GND	LHDK See AD 1.3	HX Available only for VFR flights. Above 3 000 FT AMSL prior permission required by Budapest ATS Centre. Class: G
<b>LHSG23 / GLIDER AREA23</b> 475547N 0193148E - 474503N 0194053E - 474636N 0190905E - 475547N 0193148E	7500 FT ALT / GND	LHDK See AD 1.3	HX Available only for VFR flights. Above 6 500 FT AMSL prior permission required by Budapest ATS Centre. Class: G
<b>LHSG24 / GLIDER AREA24</b> 474946N 0185738E - 474340N 0191445E - 473900N 0190300E - 474946N 0185738E	FL 285 / GND	LHDK See AD 1.3	HX Prior permission required by Budapest ATS Centre. Mountain wave glider flights. Class: G
<b>LHSG25 / GLIDER AREA25</b> 480000N 0190800E - 474340N 0191445E - 474946N 0185738E - 475300N 0185600E - 480000N 0190800E	FL 285 / GND	LHDK See AD 1.3	HX Prior permission required by Budapest ATS Centre. Mountain wave glider flights. Class: G
<b>LHSG30 / GLIDER AREA30</b> 475730N 0194200E - 475700N 0200120E - 475000N 0200700E - 474430N 0194600E - 474930N 0193830E - 475730N 0194200E	FL 285 / GND		15 SEP-15 MAY: ANY SR - SS Available only for VFR flights. Prior permission required by Budapest ATS Centre. Mountain wave glider flights. Class: G

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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>LHSDZLHTL / TOKOL</b> A circle radius 3.15 KM centered on 472037N 0185909E	FL 145 / 3500 FT ALT	LHTL TWR: (+361) 999-1174	HX Class: G
<b>LHSDZLHSK / KILITY SKYDIVE BALATON</b> A circle radius 11.11 KM centered on 465119N 0180551E	FL 155 / GND	LHSK See AD 1.3	HX Class: G

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**ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA**

Aircraft with operational engines and hot air balloons may operate within the restricted area established for environmental protection if it is cleared by the Civil Aviation Administration

Identification / Name, Lateral limits	Vertical limits	Time Reason for restriction
<b>LHB01 / ÓCSA</b> 471843N 0191007E - 471740N 0191339E - 471451N 0191910E - 471250N 0191626E - 471843N 0191007E	1000 FT AGL / GND	H24 Sensitive fauna
<b>LHB02 / TÓSZEG</b> 470818N 0200133E - 470625N 0200713E - 470241N 0200428E - 470154N 0200920E - 465802N 0200304E - 470304N 0195208E - 470818N 0200133E	1000 FT AGL / GND	H24 Sensitive fauna
<b>LHB03 / AGGTELEK</b> 483427N 0205016E - 482446N 0204350E - 482555N 0202607E along border HUNGARY_SLOVAKREPUBLIC - 483427N 0205016E	1000 FT AGL / GND	H24 Sensitive fauna
<b>LHB04 / ZEMPLÉNI HG.</b> A circle radius 13 KM centered on 482530N 0212451E	1000 FT AGL / GND	H24 Sensitive fauna
<b>LHB05 / HEVESI FÜVES PUSZTÁK 1. TISZA-TÓ</b> 474156N 0204928E - 473325N 0204342E - 473531N 0203543E - 474155N 0204322E - 474156N 0204928E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB06A / HEVESI FÜVES PUSZTÁK 2/A</b> 474826N 0210041E - 474158N 0205911E - 472841N 0203520E - 472648N 0202534E - 472723N 0201344E - 474430N 0201528E - 474504N 0203314E - 475318N 0204737E - 474826N 0210041E	1500 FT AGL / GND	01 MAR - 31 JUL Sensitive fauna
<b>LHB06B / HEVESI FÜVES PUSZTÁK 2/B</b> 474826N 0210041E - 474158N 0205911E - 472841N 0203520E - 472648N 0202534E - 472723N 0201344E - 474430N 0201528E - 474504N 0203314E - 475318N 0204737E - 474826N 0210041E	1000 FT AGL / GND	01 AUG - 01 MAR Sensitive fauna
<b>LHB07 / HORTOBÁGY</b> 474718N 0210751E - 474200N 0212540E - 471839N 0210656E - 472500N 0204402E - 474718N 0210751E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB08 / BIHARI SÍK I</b> 471154N 0212611E - 471037N 0214022E - 471827N 0213052E - 471831N 0212135E - 471154N 0212611E	1000 FT AGL / GND	H24 Sensitive fauna
<b>LHB09 / BIHARI SÍK II</b> 471834N 0211342E - 470119N 0211405E - 470043N 0213135E - 470922N 0214153E - 471037N 0214022E - 471154N 0212611E - 471831N 0212135E - 471834N 0211342E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB10 / ALSÓ-TISZA-VÖLGY</b> 464459N 0195832E - 464131N 0201302E - 462310N 0201739E - 462338N 0195959E - 463723N 0195943E - 463254N 0195304E - 463547N 0195107E - 464459N 0195832E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB11 / CSANÁDI PUSZTÁK</b> A circle radius 2 KM centered on 462043N 0203820E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB12 / KARDOSKÚT</b> A circle radius 4 KM centered on 462824N 0203744E	1500 FT AGL / GND	H24 Sensitive fauna

Identification / Name, Lateral limits	Vertical limits	Time Reason for restriction
<b>LHB13 / GEMENC</b> 462317N 0184615E - 462015N 0185620E - 461526N 0185503E - 460945N 0185637E - 460205N 0184456E - 460316N 0184306E - 461854N 0185033E - 462202N 0184439E - 462317N 0184615E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB14 / TAPOLCAI-MEDENCE</b> A circle radius 1.5 KM centered on 464853N 0172410E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB15 / TIHANY</b> 465530N 0175103E - 465546N 0175218E - 465521N 0175341E - 465418N 0175421E - 465337N 0175236E - 465425N 0175132E - 465530N 0175103E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB16 / ŐRSEG</b> 465825N 0161637E - 465952N 0163907E - 464323N 0163210E - 464252N 0162223E along border HUNGARY_SLOVENIA - 465208.62N 0160649.92E along border AUSTRIA_HUNGARY - 465825N 0161637E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB17 / SÁRVÍZ VÖLGYE</b> 470149N 0183222E - 464813N 0184116E - 464653N 0183553E - 470059N 0182606E - 470149N 0183222E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB18 / FERTŐ</b> 473831N 0165158E - 473630N 0164330E - 473315N 0164313E then a clockwise arc radius 7.6 KM centered on 473641N 0164632E - 473831N 0165158E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB19 / GERECSÉ</b> 474358N 0183115E - 473415N 0183129E - 473409N 0182237E - 474338N 0181731E - 474358N 0183115E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB20 / NYÍRKAI-HANY</b> 474240N 0170522E - 474308N 0171347E - 474211N 0171346E - 474007N 0170956E - 473929N 0170145E - 474205N 0170116E along border AUSTRIA_HUNGARY - 474240N 0170522E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB21 / FEHÉR-TÓ, BARBACSI-TÓ</b> 474300N 0172019E - 474221N 0172425E - 473624N 0172149E - 473730N 0171641E - 474300N 0172019E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB22 / KŐSZEGI-HG.</b> 472433N 0163140E then a clockwise arc radius 6 KM centered on 472154N 0162856E - 471840N 0162829E along border AUSTRIA_HUNGARY - 472433N 0163140E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB23 / KIS-BALATON</b> 464303N 0171326E - 464236N 0171748E - 463820N 0171503E - 464034N 0171335E - 464303N 0171326E	1000 FT AGL / GND	H24 Sensitive fauna
<b>LHB24 / VELENCEI-TÓ, DINNYÉS</b> 471340N 0183522E - 470704N 0183623E - 470723N 0183139E - 470948N 0183228E - 471049N 0183137E - 471308N 0183139E - 471340N 0183522E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB25 / VÉRTES</b> 472942N 0183126E - 472042N 0183044E - 471840N 0181458E - 472435N 0181329E - 472907N 0182201E - 472942N 0183126E	1500 FT AGL / GND	H24 Sensitive fauna



## AIP HUNGARY

Identification / Name, Lateral limits	Vertical limits	Time Reason for restriction
<b>LHB26 / DUNAZUG-HG., BÖRZSÖNY</b> 480401N 0190608E - 474833N 0190657E - 473858N 0190406E - 474036N 0184353E - 474723N 0185152E - 474937N 0185122E along border HUNGARY_SLOVAKREPUBLIC - 480401N 0190608E	1500 FT AGL / GND	H24 Sensitive fauna Over the river of Danube from 1st November to 30th June, and out of the line of Danube from 1st March to 1st November
<b>LHB27 / KISKUNSAĞ-NORTH 1.</b> 471155N 0190402E - 471135N 0190402E - 471022N 0190536E - 470928N 0190739E - 470616N 0190231E - 470403N 0191630E - 470354N 0192224E - 471150N 0192150E - 471155N 0190402E	1000 FT AGL / GND	H24 Sensitive fauna
<b>LHB28 / KISKUNSAĞ-NORTH 2.</b> 470616N 0190231E - 465519N 0190144E - 465604N 0192257E - 470354N 0192224E - 470403N 0191630E - 470616N 0190231E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB29 / KISKUNSAĞ-SOUTH</b> 465342N 0190808E - 465004N 0192716E - 463639N 0191858E - 464022N 0191351E - 463334N 0191413E - 463435N 0185817E - 465342N 0190808E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB30 / CSERHÁT-EAST</b> 480336N 0194155E - 475943N 0194848E - 475132N 0193516E - 475540N 0192835E - 480336N 0194155E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB31 / TARNAVIDÉK</b> A circle radius 9 KM centered on 480713N 0200833E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB32 / BÜKK</b> 481629N 0202402E - 480608N 0204702E - 475325N 0204119E - 475631N 0201651E - 481629N 0202402E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB33 / KESZNYÉTEN</b> A circle radius 7 KM centered on 475953N 0210601E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB34 / KECSKERI-PUSZTÁK</b> A circle radius 10 KM centered on 471606N 0205122E	1500 FT AGL / GND	H24 Sensitive fauna
<b>LHB35A / BÉDA-KARAPANCSA</b> 460316N 0184306E - 460144N 0184055E - 455444N 0183957E along border CROATIA_HUNGARY - 455515.00N 0185324.00E along border HUNGARY_SERBIAANDMONTENEGRO - 455606N 0185427E - 460945N 0185637E - 460205N 0184456E - 460316N 0184306E	1500 FT AGL / GND	02 MAR - 30 JUN Sensitive fauna
<b>LHB35B / BÉDA-KARAPANCSA</b> 460316N 0184306E - 460144N 0184055E - 455444N 0183957E along border CROATIA_HUNGARY - 455515.00N 0185324.00E along border HUNGARY_SERBIAANDMONTENEGRO - 455606N 0185427E - 460945N 0185637E - 460205N 0184456E - 460316N 0184306E	1000 FT AGL / GND	01 JUL - 01 MAR Sensitive fauna

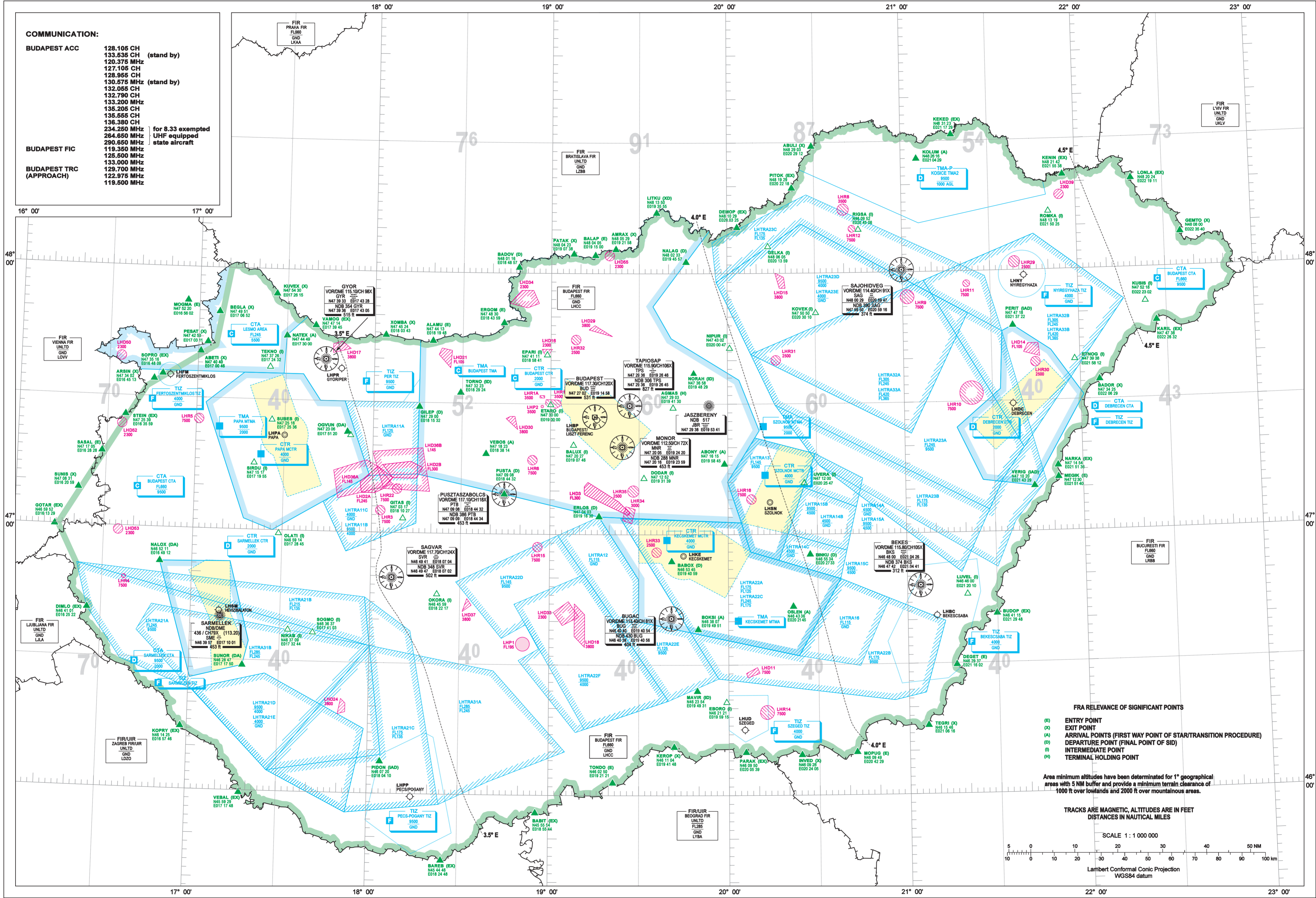
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**COMMUNICATION:**

**BUDAPEST ACC**  
 128.105 CH  
 133.535 CH (stand by)  
 120.375 MHz  
 127.105 CH  
 128.955 CH  
 130.575 MHz (stand by)  
 132.065 CH  
 132.790 CH  
 133.200 MHz  
 135.205 CH  
 135.555 CH  
 136.380 CH  
 234.250 MHz  
 264.650 MHz } for 8.33 exempted  
 290.650 MHz } UHF equipped  
 state aircraft

**BUDAPEST FIC**  
 119.350 MHz  
 125.500 MHz  
 133.000 MHz  
 129.700 MHz  
 122.975 MHz  
 119.500 MHz

**BUDAPEST TRC (APPROACH)**

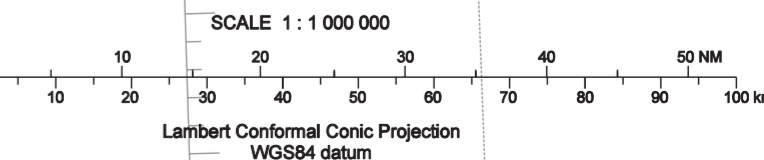


**FRA RELEVANCE OF SIGNIFICANT POINTS**

- (E) ENTRY POINT
- (X) EXIT POINT
- (A) ARRIVAL POINTS (FIRST WAY POINT OF STAR/TRANSITION PROCEDURE)
- (D) DEPARTURE POINT (FINAL POINT OF SID)
- (I) INTERMEDIATE POINT
- (H) TERMINAL HOLDING POINT

Area minimum altitudes have been determined for 1° geographical areas with 5 NM buffer and provide a minimum terrain clearance of 1000 ft over lowlands and 2000 ft over mountainous areas.

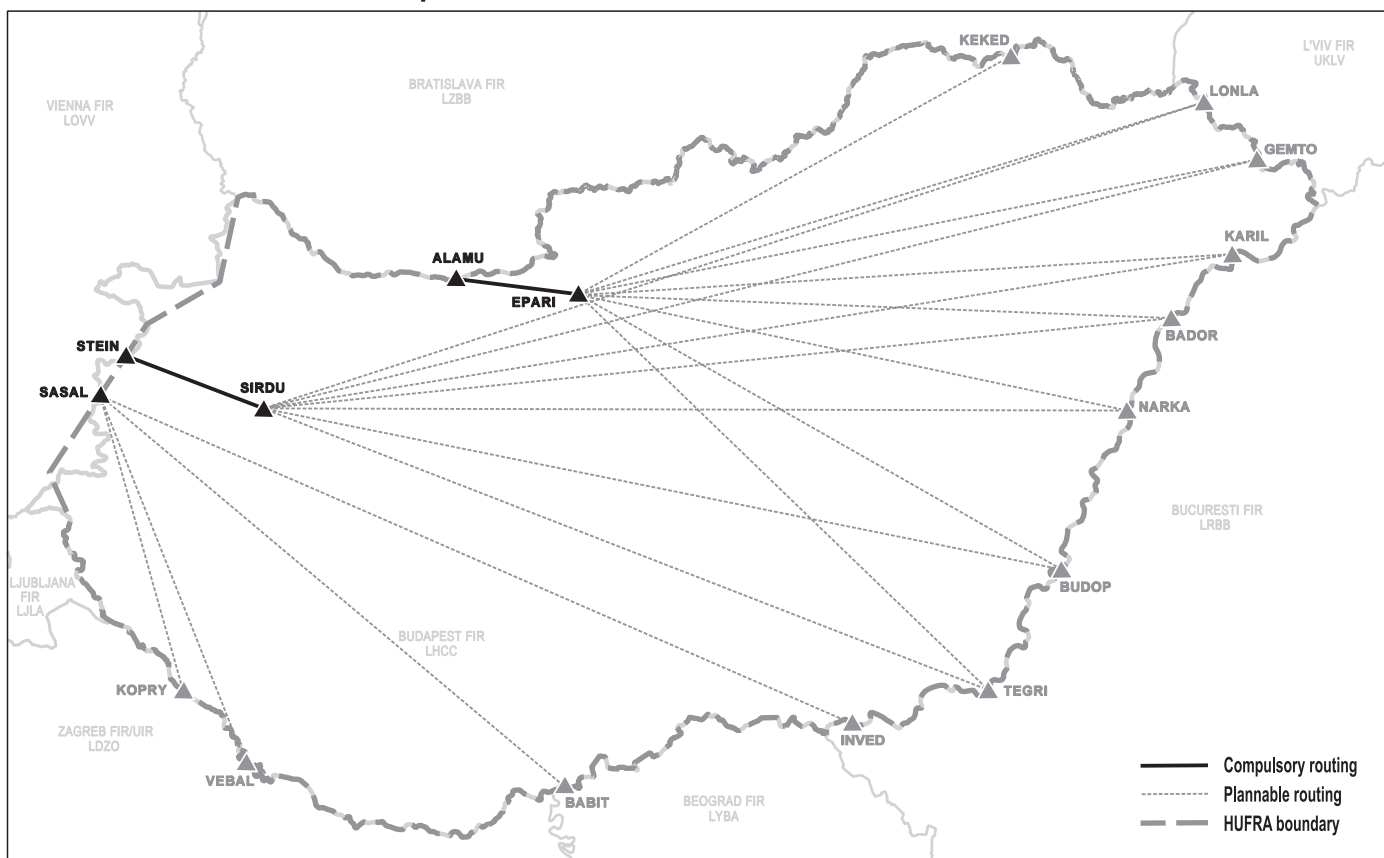
TRACKS ARE MAGNETIC, ALTITUDES ARE IN FEET  
DISTANCES IN NAUTICAL MILES



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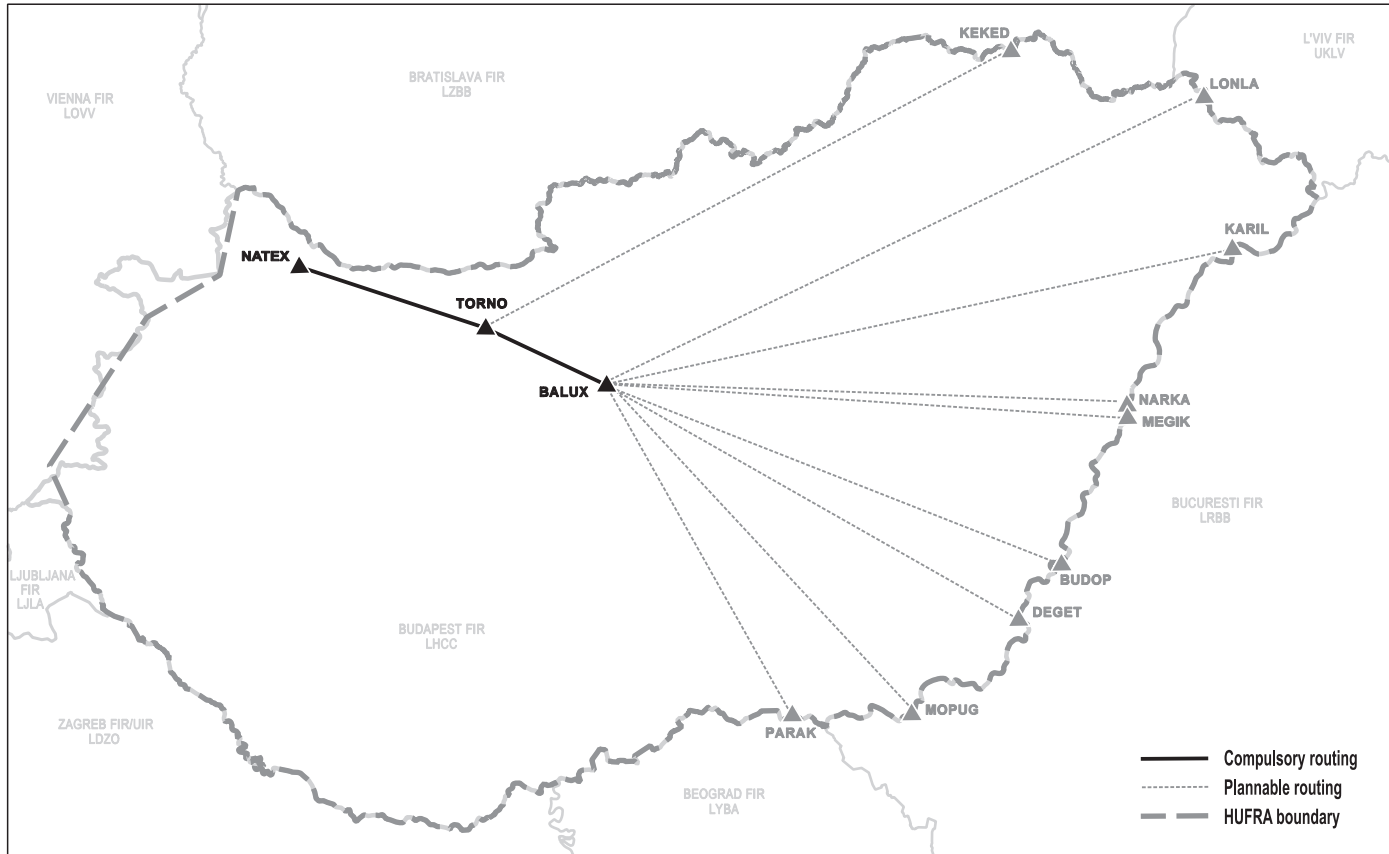
APPENDIX 2 TO ENR 6-LHCC-ERC  
COMPULSORY AND PLANNABLE LINKS

3. LOWW DEP within Budapest FIR



Airport	HUFRA (E) Entry Point	HUFRA Mandatory Intermediate Point	HUFRA (X) Exit Point	Flight Plan (Item 15)	Remark
LOWW	ALAMU	EPARI	KEKED, LONLA, GEMTO, KARIL, BADOR, NARKA, BUDOP, TEGRI	ALAMU DCT EPARI DCT (X)	
	STEIN	SIRDU	LONLA, GEMTO, KARIL, BADOR, NARKA, BUDOP, TEGRI	STEIN DCT SIRDU DCT (X)	
	SASAL		INVED, BABIT, VEBAL, KOPRY	SASAL DCT (X)	

4. LOWW ARR within Budapest FIR



HUFRA (E) Entry Point	HUFRA Mandatory Intermediate Point	Transition Initial Point	Airport	Flight Plan (Item 15)	Remark
KEKED (and for DEP LHBP via TORNO SID)	TORNO	NATEX	LOWW	(E) DCT TORNO DCT NATEX	
LONLA, KARIL, NARKA, MEGIK, BUDOP, DEGET, MOPUG, PARAK	BALUX - TORNO	NATEX		(E) DCT BALUX DCT TORNO DCT NATEX	

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LHPP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA.....	AD 2-LHPP - 3
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LHPP AD 2.12RUNWAY PHYSICAL CHARACTERISTICS .....	AD 2-LHPP - 4
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STANDARD INSTRUMENT DEPARTURES - ICAO .....	AD 2-LHSM-SID-34 - 1
INSTRUMENT APPROACH CHART - ICAO .....	AD 2-LHSM-ILS/LOC-16 - 1
INSTRUMENT APPROACH CHART - ICAO .....	AD 2-LHSM-NDB-16 - 1
INSTRUMENT APPROACH CHART - ICAO .....	AD 2-LHSM-NDB-34 - 1
RNAV (GNSS) APPROACH CHART .....	AD 2-LHSM-RNAV-16 - 1

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**LHUD SZEGED**

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LHUD AD 2.13 DECLARED DISTANCES ..... AD 2-LHUD - 5  
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**AD 1.3 INDEX TO AERODROMES AND HELIPORTS**


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**1. AERODROMES AND HELIPORTS WITH REFERENCE TO AD 2 PART**

Aerodrome/heliport name Location indicator	Type of traffic permitted to use the aerodrome/heliport			Reference to AD Section and Remarks
	International - National (INTL-NTL)	IFR-VFR	S = Scheduled NS = Non- scheduled P = Private	
1	2	3	4	5
<b>Aerodrome</b>				
BÉKÉSCSABA LHBC	INTL-NTL	IFR-VFR	P	<a href="#">AD 2-LHBC</a>
BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT LHBP	INTL-NTL	IFR-VFR	S-NS-P	<a href="#">AD 2-LHBP</a>
DEBRECEN LHDC	INTL-NTL	IFR-VFR	NS-P	<a href="#">AD 2-LHDC</a>
FERTŐSZENTMIKLÓS LHFM	INTL-NTL	VFR	P	<a href="#">AD 2-LHFM</a>
GYŐR / PÉR LHPR	INTL-NTL	IFR-VFR	P	<a href="#">AD 2-LHPR</a>
NYÍREGYHÁZA LHNY	NTL	VFR	P	<a href="#">AD 2-LHNY</a>
PÉCS / POGÁNY LHPP	INTL-NTL	IFR-VFR	P	<a href="#">AD 2-LHPP</a>
HÉVÍZ / BALATON LHSM	INTL-NTL	IFR-VFR	NS-P	<a href="#">AD 2-LHSM</a>
SZEGED LHUD	INTL-NTL	IFR-VFR	P	<a href="#">AD 2-LHUD</a>

2. OTHER AERODROMES AND HELIPORTS

Aerodrome/heliport name Location indicator Position Elevation Frequency	Type of traffic permitted to use the aerodrome/heliport			Contact/Remark
	International - National (INTL-NTL)	IFR-VFR	S = Scheduled NS = Non-scheduled P = Private MIL=Military	
1	2	3	4	5
<b>Aerodromes</b>				
ALBA AIRPORT (BÖRGÖND) LHBD 470725N 0182955E 123 M 119.55 MHZ	NTL	VFR	P	Post:8000 Székesfehérvár, Radványi utca 6. Phone:(+36) 22-300-156 Phone:(+36) 30-959-8897 Email:sziladydezso@t-online.hu URL:http://www.albatroszse.hu
ATKÁR / GYÖNGYÖSHALÁSZ LHAK 474317N 0195413E 111 M 134.8 MHZ	NTL	VFR	P	Post:Atkár-Gyöngyöshalász, 0178/46, 02/11 Phone:(+36) 30-935-2045 Phone:(+36) 30-968-7623
BÁCSBOKOD LHBO 460904N 0190859E 156 M 126.7 MHZ	NTL	VFR	P	Post:6453 Bácsbokod, Kossuth u. 56 Phone:(+36) 79-451-185 Phone:(+36) 30-935-1343
BALATONKERESZTÚR LHBK 464144N 0172340E 110 M 133.425 MHZ	NTL	VFR	P	Post:7453 Mernye, Petőfi S. u. 50/c. Phone:(+36) 70-451-6446
BALLÓSZÖG LHBL 465149N 0193332E 88 M 134.8 MHZ	NTL	VFR	P	Post:6035 Ballószög, II. körzet 36. Phone:(+36) 30-269-0287
BÁTONYTERENYE LHBT 480126N 0194833E 265 M 134.8 MHZ	NTL	VFR	P	Post:3078 Bátorterenyé, Köztársaság út 6. Phone:(+36) 20-310-7732 Email:kolocsanyi.feri@gmail.com
BODMÉR / FELCSÚT LHFC 472647N 0183322E 150 M 133.425 MHZ	NTL	VFR	P	Post:2053 Herceghalom, PO Box 9. Hungary, 8086 Felcsút, 0261/10 hrsz Phone:(+36) 30-941-4202 Email:besenyei@besenyeipeter.hu URL:http://www.besenyeipeter.hu
BÖNY LHBY 474008N 0174705E 156 M 133.425 MHZ	NTL	VFR	P	Post:Kobo-Coop '96 Kft., 9027 Győr, Vágóhid út 7. Phone:(+36) 20-972-1211 Email:kobocoop@gmail.com URL:www.kobocoop.hu
BUDAKESZI / FARKASHEGY LHFH 472905N 0185458E 215 M 125.6 MHZ	NTL	VFR	P	Post:2029 Budakeszi PO Box 23. Hungary Phone:(+36) 23-450-694 Fax:(+36) 23-450-694

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Aerodrome/heliport name Location indicator Position Elevation Frequency	Type of traffic permitted to use the aerodrome/heliport			Contact/Remark
	International - National (INTL-NTL)	IFR-VFR	S = Scheduled NS = Non- scheduled P = Private MIL=Military	
1	2	3	4	5
BUDAÖRS LHBS 472657N 0185909E 126 M 124.5 MHZ	INTL-NTL	VFR	P	Post:2042 Budapest Kőérberki út 36. Post:1515 Budapest PO Box 114. Hungary Phone:(+36) 1-239-4456 Fax:(+36) 1-249-9832  AFIS Phone:(+36) 1-249-9826
BÜKFÜRDŐ LHBF 472328N 0164812E 166 M 133.425 MHZ	NTL	VFR	P	Post:9721 Gencsapáti, Hunyadi u. 273. Phone:(+36) 20-777-6819
CEGLÉD LHCL 470939N 0195243E 96 M 134.8 MHZ	NTL	VFR	P	Post:2700 Cegléd, Berda József utca 15. Phone:(+36) 30-943-3231
DÁKA LHDA 471630N 0172433E 149 M 133.425 MHZ	NTL	VFR	P	Post:8500 Pápa, Teleki u. 26. Phone:(+36) 30-258-3942 Email:vizsi.lajos@freemail.hu
DUNAKESZI LHDK 473704N 0190836E 126 M 129.8 MHZ	NTL	VFR	P	Post:1143 Budapest, Stefánia út 55. Phone:(+36) 27-342-703
DUNAÚJVÁROS LHDV 465342N 0185437E 123 M 130.8 MHZ	NTL	VFR	P	Post:2401 Dunaújváros PO Box 161. Hungary Phone:(+36) 70-382-0886 Email:lhdd@dunanet.hu
EGER LHER 475427N 0202415E 258 M 134.8 MHZ	NTL	VFR	P	Post:3300 Eger, Mester u. 3. Phone:(+36) 30-955-2042 Email:apollo@mail.datanet.hu URL:http://www.halley.hu
ÉRSEKCSANÁD LHEC 461500N 0185540E 90 M 123.675 MHZ	NTL	VFR	P	Post:6521 Vaskút, Kossuth L. u. 62. Phone:(+36) 30-321-3504
ESZTERGOM LHEM 474542N 0184401E 113 M 126.85 MHZ	NTL	VFR	P	Post:2500 Esztergom PO Box 66. Hungary Phone:(+36) 33-501-025 Phone:(+36) 30-938-6973 Email:lekli.tamas@gmail.com Email:tamas.antalics@gmail.com URL:http://www.aeroegom.hu

Aerodrome/heliport name Location indicator Position Elevation Frequency	Type of traffic permitted to use the aerodrome/heliport			Contact/Remark
	International - National (INTL-NTL)	IFR-VFR	S = Scheduled NS = Non-scheduled P = Private MIL=Military	
1	2	3	4	5
FERTŐRÁKOS PIUSZ-PUSZTA LHFP 474440N 0163651E 148 M 133.425 MHZ	NTL	VFR	P	Post:9421 Fertőrákos, Piusz-Pusztá Phone:(+36) 20-946-9209
GÖDÖLLŐ LHGD 473424N 0191955E 218 M 119.05 MHZ	NTL	VFR	P	Post:2100 Gödöllő, Dózsa Gy. út. 69. Phone:(+36) 30-934-3199 Phone:(+36) 20-462-0426 Email:repter@vuszikft.hu URL:http://www.vuszikft.hu
GYÖNGYÖS / PIPISHEGY LHGY 474846N 0195837E 350 M 121.4 MHZ	NTL	VFR	P	Post:3201 Gyöngyös PO Box 47. Phone:(+36) 20-777-9997 Email:szolcsak.polgi@t-online.hu
GYŐRÚJBARÁT LHGU 473619N 0173936E 121 M 133.425 MHZ	NTL	VFR	P	Post:9081 Győrújbarát Széchenyi krt. 39/11 Phone:(+36) 20-969-0399 Phone:(+36) 20-443-3221 Email:sarkozym@gmail.hu
GYÚRÓ LHGR 472340N 0184518E 199 M	NTL	VFR	P	Post:8477 Tüskevár, Rózsa u. 13. Phone:(+36) 30-941-4201
HAJDÚSZOBOSZLÓ LHHO 472721N 0212327E 102 M 124.2 MHZ	NTL	VFR	P	Post:4200 Hajdúszoboszló, Repülőtér Phone:(+36) 52-558-684 Email:aeroclub@hajdufly.hu
HAJMÁSKÉR LHHK 470842N 0175946E 178 M 135.425 MHZ	NTL	VFR	P	Post:8192 Hajmáskér, Repülőtér Phone:(+36) 88-587-410 Email:info@hidroplannord.hu URL:http://www.hidroplannord.hu
HÁRMASHATÁRHEGY LHHH 473309N 0185825E 296 M 120.3 MHZ	NTL	VFR	P	Post:1368 Budapest, Pf. 184. Phone:(+36) 1-317-0604 Email:repulotervezeto@lhhh.hu URL:http://www.lhhh.hu
HÓDMEZŐVÁSÁRHELY LHHM 462304N 0201830E 80 M 123.2 MHZ	NTL	VFR	P	Post:6726 Szeged, Hátszegi u. 13. Phone:(+36) 30-938-3129
JAKABSZÁLLÁS LHJK 464502N 0193617E 111 M 125.2 MHZ	NTL	VFR	P	Post:Repülőtér H-6078 Jakabszállás PO Box 9. Phone:(+36) 76-475-618



## AIP HUNGARY

Aerodrome/heliport name Location indicator Position Elevation Frequency	Type of traffic permitted to use the aerodrome/heliport			Contact/Remark
	International - National (INTL-NTL)	IFR-VFR	S = Scheduled NS = Non- scheduled P = Private MIL=Military	
1	2	3	4	5
KADARKÚT LHKT 461508N 0173625E 171 M 135.7 MHZ	NTL	VFR	P	Post:7530 Kadarkút, Rákóczi út 3. Phone:(+36) 30-946-9131 Email:flycoop@flycoop.hu URL:http://www.flycoop.hu
KALOCSA LHKA 463252N 0185634E 91 M 134.8 MHZ	NTL	VFR	P	Post:6300 Kalocsa, Veres P. út 70. Phone:(+36) 20-777-9197
KAPOSVÁR / KAPOSÚJLAK LHKV 462321N 0174357E 156 M 125.05 MHZ	NTL	VFR	P	Post:1118 Budapest, Rétköz u. 4 Phone:(+36) 82-511-038
KECSKEMÉT LHKE 465502.94N 0194457.33E 115 M 121.75 MHZ	NTL	IFR/VFR	MIL	See Military AIP Hungary
KECSKÉD LHKD 473053N 0181936E 174 M 120.6 MHZ	NTL	VFR	P	Post:H-2851 Környe, Vörösmarty u. 16. Phone:+3634 360 365 Phone:+3634 365 053 Email:oldtimeraero@gmail.com URL:http://oldtimeraero.extra.hu URL:http://www.oldtimeraero.extra.hu
KEMENESMIHÁLYFA / TOKORCS LHTK 471620N 0170629E 137 M 133.425 MHZ	NTL	VFR	P	Post:9561 Tokorcs, Erzsébet u. 30. Phone:(+36) 30-937-6200
KEREKHARASZT LHKZ 474044N 0193839E 124 M 134.8 MHZ	NTL	VFR	P	Post:3000 Hatvan, Jókai Mór út 78. Phone:(+36) 30-207-8357
KISKÖRÖS / AKASZTÓ LHKI 463925N 0191433E 93 M 134.8 MHZ	NTL	VFR	P	Post:6200 Kiskőrös, Esze Tamás u. 4. Phone:(+36) 30-943-6488 Email:szabozsef@c2.hu
KISKUNFÉLEGYHÁZA LHKH 464406N 0195305E 97 M 125.275 MHZ	NTL	VFR	P	Post:6100 Kiskunfélegyháza, Kossuth u. 35. Phone:(+36) 20-540-6330

Aerodrome/heliport name Location indicator Position Elevation Frequency	Type of traffic permitted to use the aerodrome/heliport			Contact/Remark
	International - National (INTL-NTL)	IFR-VFR	S = Scheduled NS = Non-scheduled P = Private MIL=Military	
1	2	3	4	5
KISKUNHALAS / FÜZESPU SZTA LHKF 462206N 0192844E 130 M 134.8 MHZ	NTL	VFR	P	Post:6400 Kiskunhalas, Bajza utca 86. Phone:(+36) 30-227-6307 Phone:(+36) 30-488-0172
KISKUNLACHÁZA LHKK 471042N 0190407E 98 M 124.025 MHZ	NTL	VFR	P	Post:1089 Budapest, Orczi u. 44. Phone:(+36) 1-303-0930 Email:info@kiskunlachaza-airport.hu URL:http://www.kiskunlachaza-airport.hu
KUNMADARAS LHKM 472309N 0204626E 89 M 123.2 MHZ	NTL	VFR	P	Post:5300 Karcag, Szövetkezet u. 2/c. Phone:(+36) 20-925-6990
KUTAS / HERTELENDY LHKU 462222N 0172542E 143 M 135.7 MHZ	NTL	VFR	P	Post:7530 Kadarkút, Rákóczi út 3. Phone:(+36) 30-946-9131 Email:flycoop@flycoop.hu URL:http://www.hotel-hertelendy.hu
LIPÓT / SZIGETKÖZ LHLI 475126.60N 0172654.17E 117 M 133.425 MHZ	NTL	VFR	P	Post:6726 Szeged, Hátszegi u. 13. Phone:(+36) 30-938-3129 Email:fazekas.laci@t-online.hu
MAKLÁR LHMR 474854.9N 0202517.4E 165 M 134.8 MHZ	NTL	VFR	P	Post:3301 Eger, PO Box 345. Hungary Phone:(+36) 30-670-7292
MATKÓPUSZTA LHMP 464758N 0194102E 123 M 134.8 MHZ	NTL	VFR	P	Post:1065 Budapest, Nagymező u. 3. Phone:(+36) 30-525-0541
MISKOLC LHMC 480816N 0204734E 119 M 132.2 MHZ	NTL	VFR	P	Post:3501 Miskolc, Pf. 163. Repülőtéri u. 7. Phone:(+36) 46-509-808 Phone:(+36) 20-927-6697 Phone:(+36) 30-511-6167 Email:repulotervezeto@lhmc.hu URL:http://www.lhmc.hu
NAGYKANIZSA LHNK 462600.4N 0165731.7E 142 M 135.7 MHZ	NTL	VFR	P	Post:8800 Nagykanizsa, Nagyrác u. 16. Phone:(+36) 30-302-0680 Email:l.norbert@upcmail.hu

## AIP HUNGARY

Aerodrome/heliport name Location indicator Position Elevation Frequency	Type of traffic permitted to use the aerodrome/heliport			Contact/Remark
	International - National (INTL-NTL)	IFR-VFR	S = Scheduled NS = Non- scheduled P = Private MIL=Military	
1	2	3	4	5
NAGYSZÉNÁS LHNS 464153N 0204007E 83 M 123.2 MHZ	NTL	VFR	P	Post:6701 Szeged, PO Box 1375. Phone:(+36) 62-438-239 Phone:(+36) 70-945-5749
ŐCSÉNY LHOY 461843.08N 0184549.8E 90 M 122.825 MHZ	NTL	VFR	P	Post:7101 Szekszárd, PO Box 47. Hungary Phone:(+36) 74-496-265 Email:info@ocseny-airfield.hu URL:http://www.ocseny-airfield.hu/
PÁPA LHPA 472150.35N 0173002.05E 144.9 M 129.5 MHZ	NTL	IFR/VFR	MIL	See Military AIP Hungary
PAPKUTAPUSZTA LHPK 465241N 0180218.14E 140 M 135.7 MHZ	NTL	VFR	P	Post:1181 Budapest, Hosszúház u. 7. Phone:(+36) 70-311-2272
PUSZTACSALÁD LHPC 472947N 0165352E 152 M 133.425 MHZ	NTL	VFR	P	Post:9400 Sopron, Kőműves köz 5. Phone:(+36) 30-252-1456 Email:cpdgroup@cpdgroup.hu
PUSZTASZER LHPS 463436N 0195924E 89 M 134.8 MHZ	NTL	VFR	P	Post:6000 Kecskemét, Teleki u. 15. Phone:(+36) 30-281-2073
PUSZTASZER WEST LHPW 463248N 0195736E 88 M 134.8 MHZ	NTL	VFR	P	Post:6769 Pusztaszer, Rákóczi u. 55. Phone:(+36) 20-943-7190
SÁRSZENTMIHÁLY / ÚRHIDA LHUH 470735N 0181842E 193 M 135.7 MHZ	NTL	VFR	P	Post:8142 Úrhida, Pirosalma u. 8. Phone:(+36) 30-947-8267 Email:cser.antal@gmail.com
SIOFOK / KILITI LHSK 465137N 0180537E 127 M 125.8 MHZ	NTL	VFR	P	Post:8600 Siófok, Szekszárdi út Phone:(+36) 70-579-6650 Phone:(+36) 84-522-010 Fax:(+36) 84-522-011 Email:info@lhsk.hu URL:http://www.lhsk.hu

Aerodrome/heliport name Location indicator Position Elevation Frequency	Type of traffic permitted to use the aerodrome/heliport			Contact/Remark
	International - National (INTL-NTL)	IFR-VFR	S = Scheduled NS = Non-scheduled P = Private MIL=Military	
1	2	3	4	5
SITKE LHSI 471406N 0170135E 140 M 133.425 MHZ	NTL	VFR	P	Post:9671 Sitke, Kossuth u. 33. Phone:(+36) 30-618-7815
SURJÁNY LHSU 471204N 0202848E 86 M 123.2 MHZ	NTL	VFR	P	Post:5200 Törökszentmiklós, Mikszáth K u. 25. Phone:(+36) 30-403-6719 Email:frakk111@t-online.hu
SZABADSZÁLLÁS / BALÁZSPUSZTA LHSB 465401N 0192159E 100 M 123.2 MHZ	NTL	VFR	P	Post:6080 Szabadszállás, Balázspuszta 81. Phone:(+36) 30-447-0649
SZARVAS / KÁKAHALOM LHSV 464814N 0203140E 83 M 123.2 MHZ	NTL	VFR	P	Post:1134 Budapest, Lehel u. 17/d I/3. Phone:(+36) 1-350-6904 Phone:(+36) 20-941-4362
SZATYMAZ LHST 461933N 0200306E 81 M 123.2 MHZ	NTL	VFR	P	Post:6701 Szeged, PO Box 1375 Hungary Phone:(+36) 62-438-239 Phone:(+36) 70-945-1637
SZENTES LHSZ 463642N 0201659E 84 M 123.95 MHZ	NTL	VFR	P	Post:6600 Szentes, Berekhát 45 Phone:(+36) 20-452-2533 Phone:(+36) 30-911-9898
SZENTKIRÁLYSZABADJA LHSA 470452N 0175759E 280 M 135.425 MHZ	NTL	VFR	P	Post:8192 Hajmáskér, repülőtér Phone:(+36) 88-587-410 Email:info@hidroplannord.hu URL:http://www.hidroplannord.hu
SZOLNOK LHSN 470722.16N 0201408.13E 89 M 130.25 MHZ	NTL	IFR/VFR	MIL	See Military AIP Hungary
SZOLNOK / SZANDASZŐLŐS LHSS 470835N 0201146E 85 M 134.3 MHZ	NTL	VFR	P	Post:5008 Szolnok, Kilián út 1. Post:5001 Szolnok-Szanadaszőlős PO Box 70. Phone:(+36) 20-362-3662 Email:varga.bela@uni-nke.hu URL:http://www.hsre.hu

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Aerodrome/heliport name Location indicator Position Elevation Frequency	Type of traffic permitted to use the aerodrome/heliport			Contact/Remark
	International - National (INTL-NTL)	IFR-VFR	S = Scheduled NS = Non- scheduled P = Private MIL=Military	
1	2	3	4	5
SZOMBATHELY LHSY 471657N 0163735E 223 M 119.7 MHZ	NTL	VFR	P	Post:9701 Szombathely, Zrínyi u. 21. Post:9701 Szombathely, PO Box. 387. Hungary Phone:(+36) 30-235-6824 Email:gyuri1racz@gmail.com
TÁPIÓSZENTMÁRTON LHTM 471849N 0194626E 104 M 134.8 MHZ	NTL	VFR	P	Post:2112 Veregyház, Wesslányi u. 36. Phone:(+36) 30-578-1536
TERPES LHTE 475838N 0200846E 162 M 134.8 MHZ	NTL	VFR	P	Post:2146 Mogyoród, Gödöllői út 78/a. Phone:(+36) 30-520-6665
TÖKÖL LHTL 472044N 0185851E 100 M 127.55 MHZ	NTL	VFR	P	Post:2311 Szigetszentmiklós PO Box 331. Hungary Phone:(+36) 30-625-1834 Email:talabos@lhtl.hu URL:http://www.lhtl.hu
VERESEGYHÁZ LHVE 473817.613N 0191523E 187.68 M 134.8 MHZ	NTL	VFR	P	Post:2112 Veregyház, Wesselányi u. 36. Phone:(+36) 30-578-1536 Email:setarepulesek@t-online.hu URL:http://www.setarepulesek.hu/
ZALAEGRSZEG/ ANDRÁSHIDA LHZA 465307N 0164719E 196 M 133.425 MHZ	NTL	VFR	P	Post:8900 Zalaegerszeg, Mártírok u.22. Phone:(+36) 92-320-303 Phone:(+36) 20-924-9512 Phone:(+36) 30-747-9634 Email:info@airportzalaegerszeg.hu URL:http://www.airportzalaegerszeg.hu
ZALAKAROS LHZK 463313N 0170904E 127 M 135.7 MHZ	NTL	VFR	P	Post:8749 Zalakaros, Hegyalja u. 61. Phone:(+36) 30-903-2696
<b>Heliports</b>				
KECEL LHKC 463210N 0191430E 103 M 134.8 MHZ	NTL	VFR	P	Post:6237 Kecel Rákóczi út. Phone:(+36) 78-321-199

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**AD 1.5      STATUS OF CERTIFICATION OF AERODROMES**

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Nil

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**AD 2 AERODROMES**

Note: The following sections in this chapter are intentionally left blank: AD-2.10, AD-2.20, AD-2.21, AD-2.22, AD-2.23

**LHBC AD 2.1 AERODROME LOCATION INDICATOR - NAME**

LHBC BÉKÉSCSABA

**LHBC AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATION**

1	ARP coordinates and site at AD	464100N 0210945E In the geometrical centre of RWY 17L - 35R
2	Direction and distance from (city)	6 km, E from the centre of Békéscsaba
3	Elevation/Reference temperature	87 M / 28.5°C (2009)
4	Geoid undulation	45 M
5	MAG VAR/ annual change	4° E (2009) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	BÉKÉS AIRPORT Repülőtér Működtető és Fejlesztő Kft. Post:5600 Békéscsaba, hrsz 0296/A Phone:(+36) 66-547-240 Fax:(+36) 66-547-240 AFS:LHBCZPZX Email:info@bekesairport.hu URL:http://www.bekesairport.hu AFIS Phone: (+36) 30-627-4477
7	Types of traffic permitted (IFR/VFR)	VFR/IFR
8	Remarks	Prior permission required.

### LHBC AD 2.3 OPERATIONAL HOURS

1	AD Administration	<b>JAN 01 - JAN 31</b> MON, TUE, WED, THU, FRI: 0800 - 1500 (0700-1400) <b>FEB 01 - MAR 31</b> MON, TUE, WED, THU, FRI: 0800 - 1600 (0700-1500) <b>APR 01 - SEP 30</b> MON, TUE, WED, THU, FRI: 0800 - 1700 (0700-1600) <b>JUN 01 - SEP 30</b> SAT 0800 - 1200 (0700-1100) <b>OCT 01 - OCT 31</b> MON, TUE, WED, THU, FRI: 0800 - 1600 (0700-1500) <b>01 NOV - 31 DEC</b> MON, TUE, WED, THU, FRI: 0800 - 1500 (0700-1400)
2	Customs and immigration	H24, PPR (24 hours)
3	Health and sanitation	As Administration
4	AIS Briefing Office	As Administration
5	ATS Reporting Office (ARO)	As Administration
6	MET Briefing Office	As Administration
7	ATS	As Administration
8	Fuelling	As Administration
9	Handling	As Administration
10	Security	H24
11	De-icing	NIL
12	Remarks	Availability of services outside operational hours on prior arrangement.

### LHBC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	AVGAS-LL, A1
3	Fuelling facilities/capacity	1 petrol and 1 kerosene fuel station with 8000 and 32000 litres capacity.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Up to 15M wingspan
6	Repair facilities for visiting aircraft	LIMITED, SMALLER REPAIRS ONLY.
7	Remarks	Jet A1 on special request.

### LHBC 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, hospital in the city
5	Bank and Post Office	In the city

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6	Tourist Office	In the city
7	Remarks	Nil

**LHBC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

1	AD category for fire fighting	A2 On request category A5. (PPR 24 hours)
2	Rescue equipment	1 ARFF vehicle, handheld fire-fighting equipment
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

**LHBC AD 2.7 SEASONAL AVAILABILITY - CLEARING**

1	Types of clearing equipment	Unimog 400 snow plow and sweeper.
2	Clearance priorities	Nil
3	Remarks	Nil

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

1	Apron surface and strength	Surface: APRON 1: CONC APRON 2: CONC Strength: APRON A1: PCN 19/R/B/W/T APRON A2: PCN 9/R/B/W/T
2	Taxiway width, surface and strength	Width: A1, A2: 15 M; A3, A4, A5: 08 M Surface: ASPH Strength: PCN 17/F/B/W/T
3	Altimeter checkpoint location and elevation	Location: Nil Elevation: Nil
4	VOR checkpoints	VOR: Nil
5	INS checkpoints	INS: Nil
6	Remarks	Nil

**LHBC 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
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2	RWY and TWY markings and LGT	RWY: Designator, threshold, aiming point and centre line markings. TWY: Centre line, holding point markings, edge markers and information signs.
3	Stop bars	Nil
4	Remarks	Nil

### LHBC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	National Meteorological Service, Aeronautical Meteorological Centre
2	Hours of service	H24 in MET centre
3	Office responsible for TAF preparation Periods of validity	National Meteorological Service, Aeronautical Meteorological Centre TAF 9 HR on request
4	Type of landing 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.
8	Supplementary equipment available for providing information	Nil
9	ATS Units provided with information	Budapest FIC on request
10	Additional information	Nil

### LHBC 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
17L	174.5° G	1300 x 30	17/F/B/W/T ASPH	464121.10N 0210942.15E 464039.19N 0210947.98E 45 M	86 M -
35R	354.5° G	1300 x 30	17/F/B/W/T ASPH	464039.19N 0210947.98E 464121.10N 0210942.15E 45 M	87 M -
17R	174.5° G	790 x 40	GRASS	464058.60N 0210926.60E 464033.14N 0210930.15E 45 M	86 M -
35L	354.5° G	790 x 40	GRASS	464033.14N 0210930.15E 464058.60N 0210926.60E 45 M	86 M -

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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
Slope of RWY - SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0.08%	Nil	Nil	1420 x 150	Nil	Nil
-0.08%			1420 x 150		
-0.06%			910 x 75		
0.06%			910 x 75		

LHBC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
17L	1300	1300	1300	1300	
35R	1300	1300	1300	1300	
17R	790	790	790	790	
35L	790	790	790	790	

LHBC 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
17L	Nil	GRN	Nil	Nil	Nil	1300 M 59 M WHI LIM	RED	Nil	
35R	SALS 420 M LIM	GRN	PAPI 3° 12.33 M	Nil	Nil	1300 M 59 M WHI LIM	RED	Nil	
17R	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
35L	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	

The approach and runway lighting along with PAPI35 is equipped with Pilot Controlled Lighting System conforming to FAA AC 150/5345-49A and FAA AC 150/5345-1. System activation is carried out by pushing

the communication radio transmit button several times in a 5 seconds interval according to the following:

Number of transmits in 5 seconds	Intensity of approach and runway lighting and PAPI35
3	10%
5	30%
7	100%

The system operates immediately after a valid command sequence on the appropriate intensity for 15 minutes and then shuts down. If a new command sequence arrives within the 15 minutes operating time, the system changes to the chosen intensity and a new 15 minute operating cycle begins.

### LHBC 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	44 kVA generator.
5	Remarks	Nil

### LHBC AD 2.16 HELICOPTER ALIGHTING AREA

1	Coordinates TLOF or THR of FATO	Nil
2	TLOF and/or FATO elevation M/FT	Nil
3	TLOF and FATO area dimensions, surface, strength, marking	Nil
4	True and MAG BRG of FATO	Nil
5	Declared distances available	Nil
6	APP and Fato lighting	Nil
7	Remarks	Nil

### LHBC AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Békéscsaba TIZ 465341N 0212325E - 464613N 0212426E - 463747N 0212055E along border HUNGARY_ROMANIA - 462849N 0211712E - 462629N 0211307E - 462529N 0205740E - 463510N 0205309E - 465233N 0210554E - 465341N 0212325E
2	Vertical limits	4000 FT ALT / GND
3	Airspace classification	F

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4	ATS unit call sign Language(s)	Békéscsaba Info English, Hungarian
5	Transition altitude	9000 FT
6	Remarks	Nil

**LHBC AD 2.18 ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
AFIS	Békéscsaba Info	123.25 MHZ	as AD	Antenna Location: 464036.60N 0210940.94E

**LHBC 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	BC	400 KHZ	H24	463953.6N 0210954.3E		LI 35R
DVOR/DME (+4.2)	BKS	115.8 MHZ 105X	H24	464759.9N 0210426.0E	95 M	DME COORD: 464759.9N 0210426.0E

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

Aerodrome Chart - ICAO	AD 2-LHBC-ADC
Instrument Approach Chart - ICAO	AD 2-LHBC-NDB 17L
	AD 2-LHBC-NDB 35R
	AD 2-LHBC-RNAV 17L
	AD 2-LHBC-RNAV 35R
Visual Approach Chart - ICAO	AD 2-LHBC-VAC

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**LHBP AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LHBP BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

**LHBP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	472622N 0191543E At intersection of TWYs "A", "N" and "K"
2	Direction and distance from (city)	16 KM, ESE (115°) from the centre of Budapest
3	Elevation/Reference temperature	151.3 M/22°C
4	Geoid undulation	44 M
5	MAG VAR/ Annual change	4° E/0.1 (2009)
6	AD Administration, address, telephone, telefax, AFS	Post:Budapest Airport Zrt. H-1185 Budapest, BUD International Airport Phone:(+361) 296-7421 Fax:(+361) 296-6890 AFS:LHBPYDYG Email:airport.ops@bud.hu
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

**LHBP AD 2.3 OPERATIONAL HOURS**

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24 See AD 2-LHBP AD-2.11 and See GEN 3.5
7	ATS	H24 Night restrictions See AD 2-LHBP AD-2.21
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Nil

### LHBP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Trucks (1.5-3.5 tons), fork lifts (up to 5 tons), conveyor belts, high loader (up to 20 tones).
2	Fuel/oil types	Jet A-1, (NATO code F-35), MK8P and MOBIL Jet engine oil., FH15 and CHEVRON HYJET IV.
3	Fuelling facilities/capacity	Air BP senior representative Castrol Hungary KFT.: Phone:(+361) 296-6017 Phone:(+36) 30-933-5319 Fax:(+361) 296-6017 Sales Manager Airport Fuel Supply LLC Phone:(+361) 296-6008 Phone:(+36) 20-493-1039 Fax:(+361) 294-4215
4	De-icing facilities	Available on parking stands on request
5	Hangar space for visiting aircraft	Limited by prior arrangement only
6	Repair facilities for visiting aircraft	Aeroplex: Email:marketingkozpont@aeroplex.com Lufthansa Technik Budapest Phone:(+361) 296-3004 Fax:(+361) 296-3001
7	Remarks	Nil

### LHBP AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	At AD and in the city
3	Transportation	Buses, taxis, car hire (Hertz, Avis, Budget) and airport minibus services (Phone: (+361) 296-8555)
4	Medical facilities	First aid at AD, hospitals in the city
5	Bank and Post Office	OTP T2B open: 0645 - 1600 (0545-1500) Post: T2A: open 0700-1430 (0600-1330)
6	Tourist Office	T2B: OTP Travel T2A: Neckermann, Uhuvilla
7	Remarks	Money exchange: 0430 - 2100 (0330-2000) Cash machines: H24

### LHBP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A9
2	Rescue equipment	Available
3	Capability for removal of disabled aircraft	Lifting bags and hydraulic jacks available

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4	Remarks	Trained personnel: 138 In case of expected aircraft incident or accident the aerodrome operator may introduce limitations to the arrival and departure traffic, due to fire-fighting capacity available. Expected delays will be announced by the appropriate ATC unit.
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**LHBP AD 2.7 SEASONAL AVAILABILITY - CLEARING**

1	Types of clearing equipment	18 snow ploughs/sweepers; 2 snow blowers; 5 snow scrapers/ploughs; 2 carbamid spreaders, 2 Friction testers
2	Clearance priorities	1. RWY 31R/13L; 2. RWY 13R/31L; 3. Main TWYs - A and B; 4. other TWYs and Aprons
3	Remarks	See AD 1.2 para 2.

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

1	Apron surface and strength	Apron	Surface	Strength
		APRON 1	CONC+ASPH	PCN 50/R/B/X/T
		APRON 2	CONC	PCN 75/R/B/X/T
		APRON AG	CONC	PCN 75/R/B/X/T
		APRON AA	CONC	PCN 75/R/B/X/T
		APRON AL	CONC	PCN 75/R/B/X/T
2	Taxiway width, surface and strength	Width:	23 M (exception A1= 19 M)	
		Surface:	Concrete or asphalt	
		Strength	See ADC Chart	
3	Altimeter checkpoint location and elevation	Location:	At Aprons	
		Elevation:	See PDC Chart	
4	VOR checkpoints	VOR:	See ADC Chart	
5	INS checkpoints	INS:	See PDC Chart	
6	Remarks	TWY A1 downgraded to code C ACFT (max. wingspan 36.00 M)		

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

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Guide lines at Aprons. Nose in guidance at aircraft stands on Aprons. Sign boards at all intersections with TWY and RWY and at all holding positions.		
2	RWY and TWY markings and LGT	RWY:	Designator, THR, TDZ, centre line, edge, as appropriate.	
		TWY:	Centre line, holding positions on all TWYs.	
3	Stop bars	Stop bars where appropriate.		

4	Remarks	Nil
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### LHBP 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)	3
a	b	c	a	b	
13R/APCH	Trees	300/320	Not available		See AOC/A Chart
	156 M	680-1 240 M			
	166 M	From THR			
31R/APCH	RWY slope	310			
	128.7 M	900 M			
		From THR			
13R/TKOF	Building	300			
	(TWR)	3 286 M			
	200 M	From THR			

### LHBP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Budapest Liszt Ferenc International Airport
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	Budapest Aeronautical Meteorological Centre; 9 HR
4	Type of landing forecast Interval of issuance	TAF CODE; half hourly
5	Briefing/consultation provided	Personal consultation
6	Flight documentation Language(s) used	Charts, abbreviated plain language text; English, Hungarian
7	Charts and other information available for briefing or consultation	SWL, SWM-SWH, IS (FL 050, FL 100, FL 180, FL 240, FL 300, FL 340, FL 390); other information: GAMET
8	Supplementary equipment available for providing information	Telephone/Telefax
9	ATS Units provided with information	Budapest TWR; Budapest APP; Budapest ACC
10	Additional information	For VOLMET See GEN 3.5 para 7.

**LHBP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
13R	132.5° GEO	3010 x 45	65/R/B/X/T CONC	472655.34N 0191314.73E 472549.71N 0191500.89E 44 M	136.6 M -
31L	312.5° GEO	3010 x 45	65/R/B/X/T CONC	472549.71N 0191500.89E 472655.34N 0191314.73E 44 M	136.7 M -
13L	132.5° GEO	3707 x 45	75/R/B/X/T CONC	472643.52N 0191527.18E 472522.62N 0191737.88E 44 M	151.3 M -
31R	312.5 ° GEO	3707 x 45	75/R/B/X/T CONC	472522.62N 0191737.88E 472643.52N 0191527.18E 44 M	126.9 M -
Slope of RWY - SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
-0.3% / 0% / +0.2% / -0.4% / +0.7%	Nil	Nil	3130 x 300	See relevant Obstacle Charts	Nil
700 M/ 400M/ 400 M/ 800 M/ 710 M	Nil	Nil	3130 x 300		Nil
-0.6% / -0.65% / +0.8% / - 0.85% / -0.8% / +0.25% / - 0.2%	Nil	Nil	3827 x 300		Nil
900 M/ 160 M/ 1680 M/ 504 M/ 403 M	Nil	Nil	3827 x 300		Nil

**LHBP AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
13R	3010	3010	3010	3010	Nil
31L	3010	3010	3010	3010	Nil
13L	3707	3707	3707	3707	Nil
31R	3707	3707	3707	3707	Nil

### LHBP 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
13R	CAT II/III 900 M LIH	GRN	PAPI 3° (19 M)	WHI	3 010 M 15 M WHI/RED LIH	3 010 M 60 M WHI/ YEL	RED	Nil	Nil
31L	CAT II/III 900 M LIH	GRN	PAPI 3° (18 M)	WHI	3 010 M 15 M WHI/RED LIH	3 010 M 60 M WHI/YEL	RED	Nil	Nil
13L	CAT II/III 900 M LIH	GRN	PAPI 3° (19 M)	WHI	3 707 M 15 M WHI/RED LIH	3 707 M 60 M WHI/YEL	RED	Nil	Nil
31R	CAT II/III 900 M LIH	GRN	PAPI 3° (20 M)	WHI	3 707 M 15 M WHI/RED LIH	3 707 M 60 M WHI/YEL	RED	Nil	Nil

### LHBP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	Nil
3	TWY edge and centre line lighting	See ADC Chart
4	Secondary power supply / switch-over time	Available
5	Remarks	Nil

### LHBP AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	472607.92N 0191357.81E
2	TLOF and/or FATO elevation M/FT	130 M
3	TLOF and FATO area dimensions, surface, strength, marking	Rectangle 120 x 120 M; GRASS
4	True BRG of FATO	312.5°

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5	Declared distances available	Nil
6	APP and FATO lighting	Nil
7	Remarks	VFR only

**LHBP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE**

1	Designation and lateral limits	BUDAPEST CTR 473546N 0190523E - 473358N 0191018E - 473128N 0191427E - 473230N 0191930E - 472400N 0193400E - 471500N 0192130E - 472400N 0190730E - 472700N 0190630E - 472808N 0190426E - 472939N 0190336E - 473022N 0190325E - 473546N 0190523E
2	Vertical limits	2000 FT ALT / GND
3	Airspace classification	C
4	ATS unit call sign Language(s)	BUDAPEST TOWER EN, HU
5	Transition altitude	9000 FT ALT
6	Remarks	Nil

**LHBP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES**

Service designation	Call sign	Channel(s)	Hours of operation	Remarks
1	2	3	4	5
ATIS	Budapest Terminal Information	132.375 MHZ 117.300 MHZ	H24	BUD VOR
APP	Budapest Approach	129.700 MHZ 122.975 MHZ 119.500 MHZ	H24	
TWR	Budapest Tower	118.100 MHZ	H24	
	Budapest Ground	121.900 MHZ	H24	
	Budapest Delivery	134.550 MHZ	H24	

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

Type of aid MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency(i es)	Hours of operati on	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L	HA	329 KHZ	H24	472927.06N 0190858.00E		LO 13R: 308 MAG / 7 200 M from THR, coverage 25 NM / 45 KM

Type of aid MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency(i es)	Hours of operati on	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L	A	343 KHZ	H24	472718.17N 0191237.80E		LI 13R: 308 MAG / 1 000 M from THR, coverage 25 NM / 45 KM
L	M	403 KHZ	H24	472526.24N 0191538.70E		LI 31L: 128 MAG / 1 250 M from THR, coverage 25 NM / 45 KM
L	HM	420 KHZ	H24	472419.50N 0191726.28E		LO 31L: 128 MAG / 4 150 M from THR, coverage 25 NM / 45 KM
L	BL	335 KHZ	H24	472920.35N 0191110.32E		LO 13L: 308 MAG / 7 250 M from THR, coverage 25 NM / 45 KM
L	L	357 KHZ	H24	472706.39N 0191450.22E		LI 13L: 308 MAG / 1 050 M from THR, coverage 25 NM / 45 KM
L	R	381 KHZ	H24	472500.94N 0191813.00E		LI 31R: 128 MAG / 990 M from THR, coverage 25 NM / 45 KM
L	BR	395 KHZ	H24	472236.53N 0192205.61E		LO 31R: 128 MAG / 7 600 M from THR, coverage 25 NM / 45 KM
ILS 13R (CAT II)						ILS class: II.T.4
LOC (+3.485° / 01-JAN- 06)	FER	110.5 MHZ	H24	472541.50N 0191514.15E		128 MAG / 370 M from RWY 31L
GP		329.6 MHZ	H24	472651.77N 0191329.84E		GP Angle: 3°; ILS RDH: 15 M
PDME	FER	42X	H24	472651.77N 0191329.84E	138 M	310 M from RWY 13R
OM	Dashes- Dashes	75 MHZ	H24	472926.97N 0190858.84E		308 MAG / 7 200 M from RWY 13R
MM	Dots- Dashes	75 MHZ	H24	472718.03N 0191238.06E		308 MAG / 1 100 M from RWY 13R
ILS 31L (CAT II)						ILS class: II.T.4
LOC (+3.485° / 01-JAN- 06)	FHL	111.5 MHZ	H24	472702.20N 0191303.63E		308 MAG / 310 M from RWY 13R
GP		332.9 MHZ	H24	472555.00N 0191443.01E		GP Angle: 3°; ILS RDH: 15 M
PDME	FHL	52X	H24	472555.00N 0191443.01E	134.5 M	390 M from RWY 31L
OM	Dashes- Dashes	75 MHZ	H24	472311.71N 0191915.97E		128 MAG / 7 200 M from RWY 31L
MM	Dots- Dashes	75 MHZ	H24	472526.09N 0191538.98E		128 MAG / 1 100 M from RWY 31L



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Type of aid MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency(i es)	Hours of operati on	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	
OM	Dashes- Dashes	75 MHZ	H24	472919.74N 0191109.89E		308 MAG / 7 200 M from RWY 13L
MM	Dots- Dashes	75 MHZ	H24	472707.32N 0191448.74E		308 MAG / 1 100 M from RWY 13L
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
OM	Dashes- Dashes	75 MHZ	H24	472236.04N 0192206.34E		128 MAG / 7 600 M from RWY 31R
MM	Dots- Dashes	75 MHZ	H24	472500.45N 0191813.72E		128 MAG / 1 000 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 0192419.6E	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
VOT	E	113.0 MHz	H24	472621.54N 0191352.91E		VOR airborne equipment test facility

## 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.

*Remark: generally, the connected ground staff are provided by the ground handling company. In special circumstances the Budapest Apron Management Service will provide the Marshaller for start-up and push-back procedures.*

### **3. TAXI PROCEDURES**

#### **3.1 Taxi clearances**

Crossing of the active RWY 13R/31L is only permitted with specific clearance. In the absence of a specific clearance to cross the active runway ahead, the aircraft shall not proceed beyond the relevant taxi holding point. Clearance for crossing the active runway is issued by Budapest Tower on 118.100 MHz frequency.

#### **3.2 Taxi procedures general**

- 3.2.1** On Apron 1 and 2, a Marshaller is not provided in normal circumstances. The service is only provided in special circumstances, as follows:

- The Apron Management or TWR consider it is necessary due to the complexity of the traffic situation,
- The aircraft is parking on an unpublished stand,
- The aircraft is ICAO Code "E" or "F",
- The RVR is less than 400 metres,
- Surface markings on the apron can-not be or can barely be identified,
- Braking action on the apron is "2 (medium to poor)", or worse,
- The flight status is STATE or HEAD,
- General Aviation flights,
- In the case of air taxiing of rotary wing aircraft on the apron, except domestic police helicopter,
- If the SAFEDOCK T2-18 system is not operational,
- On pilot request.

- 3.2.2** On Apron AG, taxiing is only allowed with a Marshaller.

On Apron AA and Apron AL, taxiing is not allowed. Only the towing of the aircraft is allowed between the stand and breakaway point.

The maximum taxi speed on the aprons shall not exceed 16 KT.

- 3.2.3** If departing or arriving aircraft must stop taxiing for any reason and it is necessary to open an external door(s), the aircraft shall report this to ATC. Except in cases of emergency, door(s) may only be opened in the presence of the border guards' personnel.
- 3.2.4** Taxiing aircraft have to maintain continuous radio contact with Budapest Ground or Budapest Tower while taxiing on the area.
- 3.2.5** ATC may activate stopbars to regulate traffic on the taxiways in any weather conditions. Taxiing aircraft shall stop in front of an active stopbar in all circumstances, regardless of the taxi clearance limit. Further taxiing is only allowed after the deactivation of the stopbar and in accordance with verbal clearance from ATC.

3.2.6 Taxi holding points are designated as follows:

Holding point	RWY	on TWY segment
A1	31L	A1
A2	31L	A2
A9	31R	A9
B1	13R/31L	B1
B2	13R/31L	B2
B5	13L	B5
C	13R	C
D	13R	D
K	13L	K
X	31R	X

See TWY segments on chart AD2-LHBP-ADC

When low visibility procedures are in force, the same holding points shall be used.

3.2.7 Apron exit points are designated as follows:

Terminal 1:

Exit point	Description
D	connection of Apron 1 and TWY D
C	connection of Apron 1 and TWY C
B1	connection of Apron 1 and TWY B1
A1	intersection of TWY A1 centreline and taxiway centre line of GA hangars area

Terminal 2:

Exit point	Description
U	intersection of service road and TWY U
T7N	intersection of service road and TWY T7N
T7S	intersection of service road and TWY T7S
P1	intersection of service road and TWY P1
L	intersection of service road and TWY L
P4	intersection of service road and TWY P4

See TWY segments on Chart AD-2-LHBP PDC-1 and PDC-2

3.2.8 In case of emergency, notify the appropriate unit on the currently used frequency.

### 3.3 Taxi procedures for arriving aircraft

ATC expects arriving aircraft to vacate runways via the rapid exit taxiways. If unable to do so, notify Budapest Tower on 118.100 MHz in advance or immediately after landing. Arrivals on RWY 13R to T1, use TWY B1 or A1. Restrictions on rapid exit taxiways J4, Y and Z will be provided by Budapest Tower with landing clearance. During Low Visibility Operations, pilots shall report runway vacation to Budapest Tower on 118.100 MHz.

After vacating the runway, without further notice, pilots shall immediately contact Budapest Ground on 121.900 MHz for detailed taxi instructions, if not otherwise instructed by ATC. Further taxiing to the

designated stand is only allowed when cleared by Budapest Ground or Budapest Tower.

### 3.3.1 Movement on aprons

Normally aircraft taxi on the aprons when cleared to do so by Budapest Ground. Aircraft may taxi to stands 01-04, 107-109, R110-R117, 31-40, 42-45, R210-R212, R220-223, R224-227, R270-R279 by themselves following the painted taxi lines, except under special circumstances (listed in 3.2.1 above).

The responsibilities of Budapest Ground only extend to the provision of appropriate information in order to prevent collisions between aircraft.

When taxiing without "FOLLOW ME" assistance pilots are responsible for the safety of taxiing.

When an aircraft follows the "FOLLOW ME" car, the driver of this car is responsible for obstruction free taxiing.

Visual signals used by the ground staff during parking are those listed in ICAO Annex 2, Appendix 1, part 5.

Parking on the stands shall be carried out following the ground staff's visual signals; docking to aviobridges shall be made according to the signals of the SAFEDOCK T2-18 system. If the SAFEDOCK T2-18 system is inoperative docking shall be performed following the Marshaller's instructions.

### 3.4 Taxi procedures for departing aircraft

At the stand, taxi clearance to the designated holding point of the runway will be given by Budapest Ground.

#### 3.4.1 Movement on the aprons

Normally aircraft taxi on the aprons cleared to do so by Budapest Ground.

Aircraft may taxi on the apron by themselves following the painted taxi lines, except under special circumstances (listed in 3.2.1 above).

The responsibilities of Budapest Ground only extend to the provision of appropriate information in order to prevent collisions between aircraft.

When taxiing without "FOLLOW ME" assistance, pilots are responsible for the safety of taxiing.

When an aircraft follows the "FOLLOW ME" car, the driver of this car is responsible for obstruction free taxiing.

### 3.5 Operation of Mode S transponders when the aircraft is on the ground

A surface movement guidance and control system (ASMGCS), using Mode S multilateration operates at Budapest Liszt Ferenc International Airport.

Aircraft operators intending to use Budapest Liszt Ferenc International Airport shall ensure that the Mode S transponders are able to operate when the aircraft is on the ground.

#### 3.5.1 Procedures to be followed by pilots

Select "AUTO" mode and assigned Mode A code, or if "AUTO" mode is not available, select "ON" (e.g. "XPDR") and assigned Mode A code:

- from the request for push-back or taxi, whichever is the earlier
- after landing, continuously until the aircraft is fully parked on stand, and

Select "STBY", when fully parked on the stand.

Whenever the aircraft is capable of reporting Aircraft Identification (i.e. callsign used in flight), the Aircraft Identification should also be entered from the request for push-back or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

Flight crew shall use the Aircraft Identification format, as defined by ICAO (e.g. SAS589, BAW869).

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised:

- When the aircraft is departing, TCAS should not be selected before receiving the clearance to line up
- When the aircraft is arriving, TCAS should be deselected after vacating the runway.

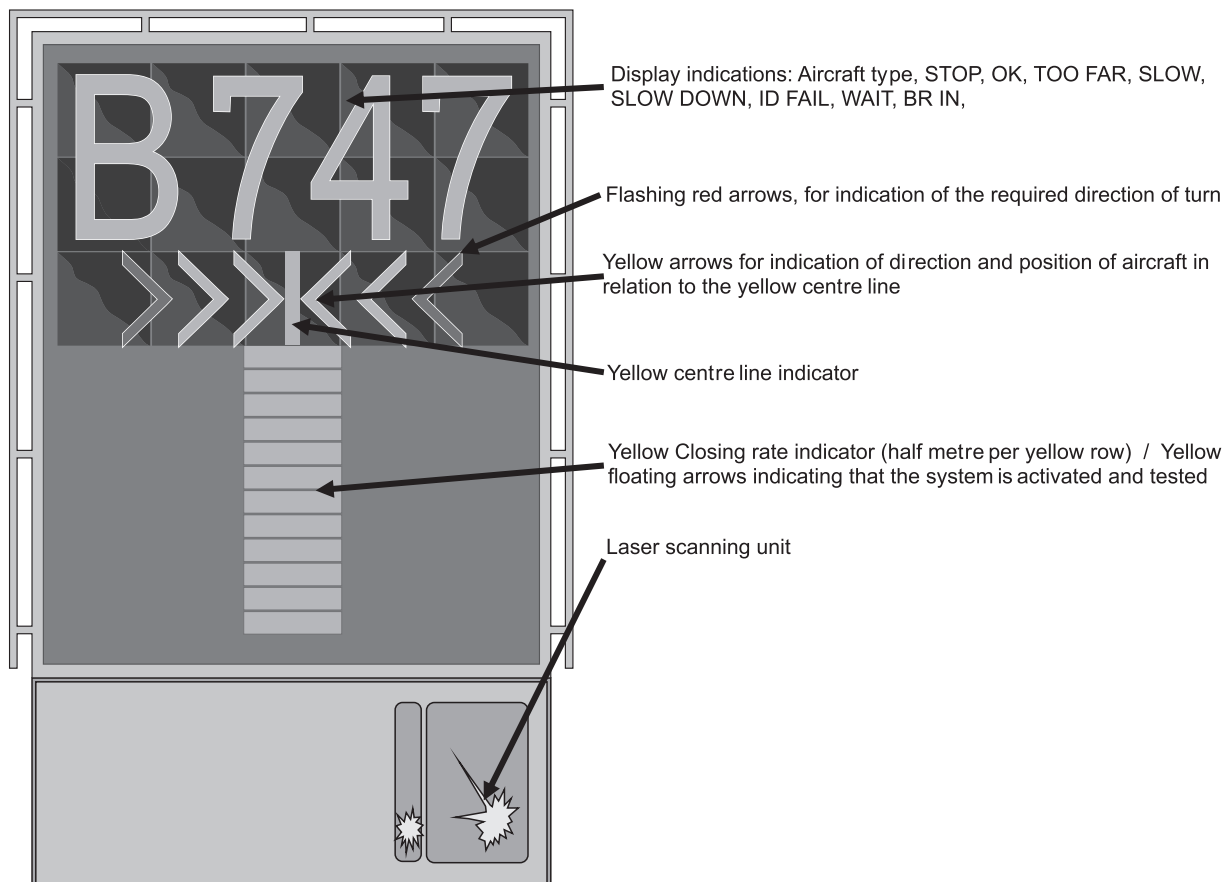
For aircraft taxiing without flight plan, Mode A code 2000 should be selected.

#### 4. OPERATION OF DOCKING SYSTEM AT TERMINAL 2A, B

At parking positions 31-35, 40 and 42-45 SAFEDOCK T2-18 system is in operation.

##### 4.1 System description

The SAFEDOCK T2-18 system is a microprocessor controlled laser scanning device which directs an approaching aircraft to the terminal gate stopping position with the assistance of a real time display unit that is clearly visible from the cockpit.



##### 4.2 Docking procedure

1. Follow the taxi line to gate 31-35, 40 or 42-45.
2. Check correct aircraft type, the flashing arrows of direction and floating arrows (the system is activated and ready for the docking procedure).
3. When the aircraft has been detected by the system the floating arrows are replaced by the closing rate indicator.
  - Watch the yellow centre line indicator, the flashing arrow indicates the correct azimuth guidance.
  - Watch the flashing red arrows for required direction of turn.
4. When the aircraft is 12 M from the stop position, the closing rate indicating the remaining distance to the stop position is indicated by turning off one row per half metre.

5. If the docking speed of the aircraft is more than 4KT, SLOW DOWN is displayed to allow for correct docking.
6. At the correct stop position all yellow closing rate indicator bars are switched off, the STOP sign is displayed and 2 red lights will be lit.
7. When the aircraft has parked correctly, the OK sign is displayed.
8. When the aircraft has overshoot the stop position, the TOO FAR sign is displayed.

#### **4.2.1 Warnings**

1. When the detection of the aircraft is not possible (the closing rate indicator does not appear), the aircraft has to stop at a safe distance from the aviobridge (as primary obstacle) and has to wait for the marshaller's manual guidance. The floating arrows only indicate that the docking system is activated and tested for the identified aircraft.
2. When the identification of the aircraft is not made 12 M before the correct stop position, the STOP then ID FAIL signs are displayed. In this case, the docking procedure has to be interrupted. The aircraft has to wait for the system to restart or for manual guidance by the marshaller.
3. During heavy fog, opposite sunlight or snow, the visibility of the docking system can be reduced. In this case, the display deactivates the floating arrows and the SLOW sign is displayed. This configuration is superseded by the closing rate indicator bar, as soon as the system detects the approaching aircraft.
4. Due to length of the aviobridge, the following aircraft types have to shut down the engines on the port side (left) just after turning onto the centre line of the stands 31,42,43,44 and 45 (Boeing B737-500, B737-600 and Airbus A319).

## **5. THE RULES OF ENGINE TESTING**

### **5.1 General**

The functional testing of aircraft engines on the ground is subject to permission. The selection of the location and the time for the activity is dependent on the size category of the aircraft and the power of the engine test.

Engine power tests (on power levels higher than idle power) for up to ICAO code C aircraft must be performed at the engine test stand constructed for this purpose. Deviations from this are only permitted as detailed in section 5.4.

Engine power tests for aircraft larger than ICAO Code C may be performed at the location and with the conditions described in section 5.4.

The obstacle-free nature (FOD) and cleanliness of the area must be verified in all cases. In case of any issues, the Airport Operations Control Centre (AOCC airside controller: phone: (+361) 296-6914) must be notified.

The appropriate brake blocks must be provided for engine tests, and the presence of the hand-held fire extinguishers must be checked at the site.

Any surface pollution generated during engine testing must be reported to the AOCC.

Continuous two-way radio contact must be maintained with the unit competent in the area during engine testing.

### **5.2 Permitting procedure**

Requests for engine power tests must be sent to the AOCC in advance, at least 24 hours prior to the planned time of the engine test. The AOCC confirms the approval of the request to the applicant.

Email: [airport.ops@bud.hu](mailto:airport.ops@bud.hu)

Permission for actual engine start-up must be requested from the unit responsible for traffic management in the given area, by DRR radio (or air-to-air radio on the frequency of the competent unit in the given area), and the completion of the engine test must be reported to the same unit.

- Apron: Terminal 1 and Terminal 2 apron, engine test stand, helicopter tie-down position, Apron AA, AG, AL;
- TWR GRD: B5 holding bay, taxiways outside of the terminal and technical aprons, runways.

The AOO service records the most important specifics of engine tests (e.g. beginning and end of test, aircraft type, name of the company performing the test, location, etc.) using the form "Engine test voucher".

### 5.3 Engine tests at idle power

Engine tests at idle power may be performed at the following locations, with a maximum of one engine, for a maximum of 5 minutes, without restriction in terms of the time of day:

- On the stands of the Terminal 1 apron, with the exception of stands 5 and 6;
- On the stands of the Terminal 2 apron, with no exception of stands;
- On the AA, AG, AL apron section, on the marked taxi lane, at the starting position marked at the apron exit point.

Engine tests at idle power may be performed at the locations listed in points 1-3 in section 5.4 without restriction in terms of the time of day and the duration of the test.

### 5.4 Engine power tests

Engine power tests may only be performed at the following locations:

1. At the engine test stand established for aircraft up to ICAO code C, without restriction in terms of power, time of day and the duration of the test;
2. For helicopters at the helicopter tie-down position next to the engine test stand, without restriction in terms of power, between 0700 and 1700 (0600- 600);
3. If the engine test stand is not suitable for the performance of the test for whatever reason, the B5 holding bay or taxiway A9 may also be designated as a power test area, between 0700 and 1700 (0600-1600).

If engine power testing is necessary between 1700 and 0700 (1600-0600) at the locations listed in point 3 above, the prior written permission of the National Transport Authority Office for Air Transport must also be obtained separately, and must be attached to the request, to be submitted to the AOCC. The compliance of the engine test with the contents of the authority permission is overseen and checked by the duty airspace manager (DAM).

### 5.5 The operational rules of the engine test stand

The procedural rules for the operation of the engine test stand are outlined in appendix M4-9. of the Airport Rules.

URL:[http://www.bud.hu/english/budapest-airport/facts\\_about\\_bud/airport\\_rules](http://www.bud.hu/english/budapest-airport/facts_about_bud/airport_rules)

### 5.6 The fee payable for functional engine testing

Budapest Airport Zrt. may levy an area usage fee for testing in the areas where engine power testing may be performed.

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## LHBP AD 2.21 NOISE ABATEMENT PROCEDURES

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### 1. GENERAL PROVISIONS

- 1.1. The aim of noise abatement procedures is to mitigate the impact of noise generated by aircraft at the airport and on the residential areas affected by landing and take-off procedures.
- 1.2. The selection of the runway to be used is performed by ATC on the basis of the regulations specified below.
- 1.3. Budapest Ferenc Liszt International Airport may be used by aircraft which comply with the requirements prescribed by joint decree no. 18/1997 (X. 11.) of the Minister of Transport, Telecommunication and Water Affairs and of the Minister of Environmental Protection and Regional Development.

### 2. RUNWAY USE



## **2.1 Daytime (between 0500 - 2100 (0400 - 2000))**

### **2.1.1 In case of runway direction 31**

In the case of all traffic arriving at Terminal 2 and ICAO Code E traffic arriving at Terminal 1, runway 31R, and, in the case of ICAO Code A, B, C and D traffic arriving at Terminal 1, runway 31L is to be used, but if traffic conditions require, runway 31R can also be used for landing. In case of departing traffic, runway 31L is 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 (Final Approach Point). 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 and power data for take-off procedures and the valid flight paths for take-off and landing (SID/STAR) are specified on the charts in chapter AD2 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:**

- Maximum speed 160 KIAS within 4 NM from the runway threshold.

**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 conventional 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 “Transition to final approach” procedures have been implemented at Budapest Liszt Ferenc International Airport, which comply with the radar vector practices applicable to this airport.**2.3.** “Transition to final approach” procedures are only offered as an option by ATC.**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.** Transition to final approach procedures start at the transition point between area and APP (IAF) ending at the FAWP. Each FAWP conforms to the conventional precision approach procedure (ILS) final approach point (FAP). Pilots shall ensure that their aircraft, cleared for visual approach by ATC, is on the runway extended centre line the latest before the FAWP, at the latest.

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.

*Remark: - B-RNAV systems without navigation data bases that require manual data (coordinate) input are exempt from the utilisation of these procedures.*

**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 radar vector or by giving the appropriate waypoint to be followed to expedite traffic handling and for separation reasons.**2.7.** “Transition to final approach” procedures are available from each TMA entry point to each applicable runway.**2.8.** “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 "Transition to final approach" procedure shall continue the acknowledged procedure and also the profile of that procedure up to the FAWP, then complete the final approach for the runway in use.
- B. Prior to entering the Budapest TMA or under radar vectoring in the Budapest TMA shall proceed to TPS VOR/DME and follow the standard IAP 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 7 000 FT 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 listed in Part AD LHBP 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 (expect 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.

### 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, DEMONSTRATION, CALIBRATION AND 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, demonstration, certification or calibration flight within the TMA below 4 000 FT AMSL may be authorised at any one time.



**6.1.9** Rules on runway use for training flights and certification flights:**In case of runway direction 31**

Training and 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, flight testing may be authorised for runway 13L on workdays between 0700 - 2100 (0600-2000) for aircraft not exceeding a MTOW of 100 tonnes.

**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 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 for aircraft of heavy and medium wake turbulence category, and for light jet aircraft:

## a. Take-off and touch-and-go or low approach:

Touch-and-go or low approach to/from runway 31R shall be executed according to one of the following:

- short visual circuit to the right with two 180-degree turns, minimum altitude 1 500 FT QNH;
- standard traffic circuit with an immediate right turn after touch-and-go or low approach at 2 500 FT QNH;

Note – The right turn shall be commenced before reaching BUD VOR/DME 1.5 NM.

- standard right-hand traffic circuit, via LI "A" after touch-and-go or low approach. The minimum altitude of the traffic pattern is 2 500 FT QNH;
- standard left-hand traffic circuit, via LI "A" after touch-and-go or low approach, than follow track 325 degree to 3.5 NM BUD VOR/DME, than left turn to heading 130 degree, climbing to altitude 3 500 FT QNH.

Note:- During take-off, low approach or touch-and-go landings the noise abatement procedures published in the AIP (See AD 2-LHBP AD-2.21) shall be followed.

## b. Practicing engine failure

Follow the prescribed track during low approach until passing noise-sensitive areas. In the case of a short visual circuit, the exercise only can be started after passing the built-up areas and at a level from which the approach can be completed without operating the running engine on full power over residential areas.

## c. Standard traffic circuits

Deviation from the track of the standard traffic circuit (shortening, S turns, etc.) is only allowed upon ATC clearance which shall be requested by radio.

The pilot shall report the requested manoeuvre after approach to the approach 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;
- short / visual/ circuit, or
- touch-and-go or low approach.

*Note: Touch-and-go or low approach is used if the training pilot does not know the required manoeuvre.*

Published noise-abatement procedures shall be followed during final approaches and landings.

**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 2 500 FT QNH...).
- 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.

AIP HUNGARY

7. WAYPOINT COORDINATES

Way Point	Coordinates	Definitions
MAMOS	474715.8N 0190401.4E	
MOKSA	474204.1N 0183758.3E	
SOMOK	473722.2N 0183431.8E	
BP025	471855.2N 0192605.3E	
BP026	472130.2N 0192157.3E	FAP31L
BP034	471915.0N 0192725.7E	
BP035	472055.0N 0192447.3E	FAP31R
BP040	473611.8N 0190412.0E	
BP041	473242.8N 0190547.5E	
BP042	473054.5N 0190842.6E	FAP13L
BP049	473108.0N 0190627.4E	FAP13R
BP101	472705.2N 0190157.7E	
BP103	471624.7N 0191918.0E	
BP113	473315.9N 0190258.2E	
BP213	473411.2N 0190321.4E	
BP412	473941.3N 0184124.4E	
BP413	473206.0N 0190450.7E	
BP414	473607.6N 0185816.7E	
BP415	474008.8N 0185141.8E	
BP416	474409.7N 0184505.9E	
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	
BP430	470528.9N 0193647.2E	
BP431	472030.2N 0192336.0E	
BP432	471707.7N 0192901.1E	
BP433	471344.9N 0193425.5E	
BP434	471021.9N 0193949.3E	
BP435	470642.5N 0193449.7E	
BP436	471005.5N 0192925.7E	
BP437	471328.3N 0192400.9E	
BP438	471650.8N 0191835.5E	
BP439	472453.1N 0190545.5E	
BP440	473106.1N 0185545.7E	

Way Point	Coordinates	Definitions
BP512	474827.7N 0185103.1E	
BP513	473154.3N 0190703.4E	
BP514	473556.1N 0190029.7E	
BP515	473957.5N 0185354.9E	
BP516	474358.5N 0184719.2E	
BP517	474737.6N 0185222.6E	
BP518	474336.6N 0185858.0E	
BP519	473935.3N 0190532.3E	
BP520	473533.5N 0191205.7E	
BP521	473912.7N 0191708.3E	
BP522	474314.4N 0191035.4E	
BP523	475129.1N 0185717.4E	
BP530	471438.8N 0194541.2E	
BP531	471954.8N 0192625.6E	
BP532	471632.2N 0193150.5E	
BP533	471309.2N 0193714.7E	
BP534	470946.0N 0194238.1E	
BP535	471325.2N 0194738.3E	
BP536	471648.4N 0194215.2E	
BP537	472011.3N 0193651.3E	
BP538	472334.0N 0193126.8E	
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	

Way Point	Coordinates	Definitions
BP639	480156.0N 0192908.8E	
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	

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**LHBP AD 2.23 ADDITIONAL INFORMATION**

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**1. GROUND HANDLING ORGANISATIONS**

Organisation(s) dealing with the ground handling of passengers, freight and mail, as well as providing apron service. Their work shall be carried out on the area designated to them in accordance with the permission of the airport operator. Their services shall be ordered by aircraft operators. The permit for carrying out special activities, issued by the operator of the airport, is not a substitute for the required permits issued by the responsible authorities.

Regarding capacity, for the best use of the equipment available at the airport, the conditions and manner of use of the runways and aprons, as well as airport buildings, shall be determined by the operator of the airport, the Budapest Airport Zrt. in accordance with to the relevant rules of law and considering the regulations of economic efficiency and environmental protection.

The above as well as para (2) point c) of Government Decree No. 141/1995. (XI.30.) 21. §, regulate the order of ground handling, according to the following.

Ground handling organisations operate at Budapest Liszt Ferenc International Airport:

- Malév GH [pax/cargo]  
Email:malevdhm@magh.hu  
Phone:(+36) 20-454-6057
- General Aviation of Malév GH  
Email:gat@magh.hu  
Phone:(+36) 20-454-6057  
AFS:LHBPMAX
- Celebi GH [pax/cargo]  
Email:dhm@celebiaviation.hu  
Phone:(+36) 30-202-9048
- General Aviation of Celebi GH  
Email:gat@celebiaviation.hu  
Phone:(+36) 70-332-4044  
Phone:(+361) 296-6292
- Farnair GH [cargo]  
Email:vle@farnair.hu  
Phone:(+36) 30-278-0761
- Menzies Aviation [pax]  
Email:tibor.fazekas@menziesaviation.com  
Phone:(+36) 20-220-3266

**2. SUPERVISION OF THE AERODROME**

The movement areas at Budapest Liszt Ferenc International Airport are checked on a regular basis by the duty airside manager. The duty airside manager will advise the ATS units concerned about the prevailing conditions of the runways and other parts of the movement area.

Runway state information and other related information of direct operational significance will be distributed to operators and services concerned either by NOTAM or SNOWTAM as appropriate.

Information on aerodrome conditions (including weather conditions) and limitations of available services

and/or facilities will also be announced in ATIS broadcasts.

### 3. AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS) BROADCASTS

Station	Call sign/Identification	Frequency (MHZ)	Operational Hours	Remark
Budapest	BUDAPEST TERMINAL INFORMATION	132.375	H24	
		117.300	H24	BUD TVOR

#### 3.1 The content of ATIS broadcasts:

1. Name of aerodrome
2. Designator
3. Time of observation
4. Type of approach to be expected and runway(s) in use
5. Significant runway surface conditions and, if appropriate, braking action; conditions of other movement areas
6. Expected delay, if appropriate
7. Transition level
8. Other essential operational information
9. Meteorological report
10. ATFM information

Pilots of arriving and departing aircraft are requested to report receipt of ATIS broadcast by reading back the relevant designator of information and QNH on initial contact with Budapest Approach or Budapest Ground respectively.

Notes:

- One broadcast serves both arriving and departing aircraft.
- Runway braking action is reported with friction coefficient, or estimated braking action if friction coefficient is not available. It is transmitted for each third of the runway in use commencing from the threshold. Sections of the runway are identified as first part, second part, and third part.
- RVR values are transmitted in the following order: TDZ, mid point and stop end. When RVRs for all the three positions are available, the positions are not identified.

### 4. BIRD FLOCKS AND BIRD MIGRATIONS

The size of flocks of birds living at or near Budapest Liszt Ferenc International Airport varies with seasons.

Domestic pigeons bred at settlements in the vicinity of the airport represent a constant and growing threat. Appearance of a flock comprising 50 to 100 individuals can be expected from every direction between 30 and 100 FT.

About 40 to 60 birds of prey live within the area or in the immediate vicinity of the airport. Birds of prey are a hazard to aircraft in the initial climb or final approach phase of flight.

Danger of collision somewhat increases in JUN-AUG when the new generation leave their nests.

Bird migrations occur, depending on weather conditions, in FEB-MAR and in SEP-OCT. In these months flocks of several thousand, relatively small birds will migrate through the airspace at varying altitudes.

Between NOV and FEB gulls also appear at the airport, usually preferring to settle on runways and taxiways.

Particular mention must be made of black and grey crows. Between OCT and MAR, also depending on weather conditions, they migrate through the airspace of the airport in flocks of several tens of thousands and sometimes of several hundred thousands, and settle temporarily on the airfield.

Their migration shows a distinct daily pattern: after dawn they fly from NW to SE, and at dusk from SE to NW, between 30 and 1 000 FT.

#### 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-NDB-13L
	AD 2-LHBP-ILS/LOC-13R
	AD 2-LHBP-ILS/LOC-31L
	AD 2-LHBP-VOR-31L
	AD 2-LHBP-NDB-31L
	AD 2-LHBP-ILS/LOC-31R
	AD 2-LHBP-VOR-31R
AD 2-LHBP-NDB-31R	
Visual Approach Chart - ICAO	AD 2-LHBP-VAC



AERODROME CHART - ICAO

ARP  
N47 26 22  
E019 13 43 AERODROME ELEV 496

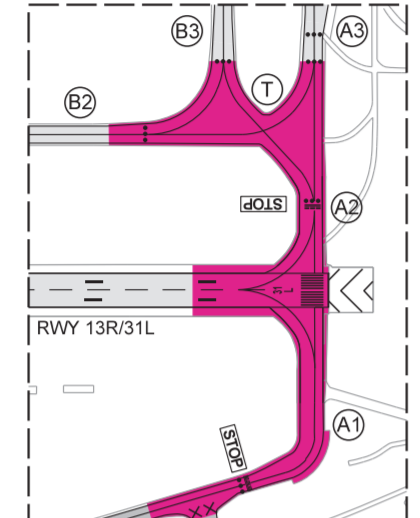
BUDAPEST TOWER 118.100  
BUDAPEST GROUND 121.900  
BUDAPEST DELIVERY 134.550

BUDAPEST APRON 1 131.550  
BUDAPEST APRON 2 122.450

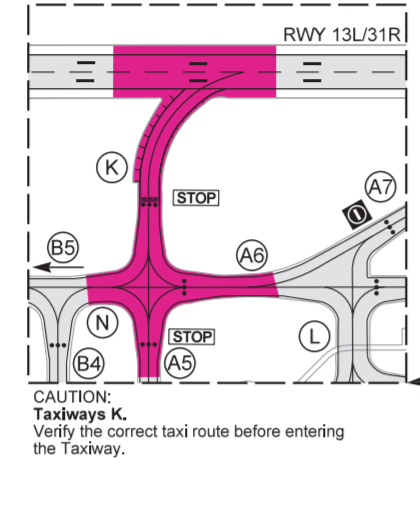
RWY	DIRECTION	THR	BEARING	STRENGTH	TORA	TODA	ASDA	LDA
13R	128°	N47 26 55, E019 13 15	PCN 65/R/B/X/T		3010	3010	3010	3010
31L	308°	N47 25 50, E019 15 01	PCN 65/R/B/X/T		3010	3010	3010	3010
13L	128°	N47 26 44, E019 15 27	PCN 75/R/B/X/T		3707	3707	3707	3707
31R	308°	N47 25 23, E019 17 38	PCN 75/R/B/X/T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

APRON	PCN
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

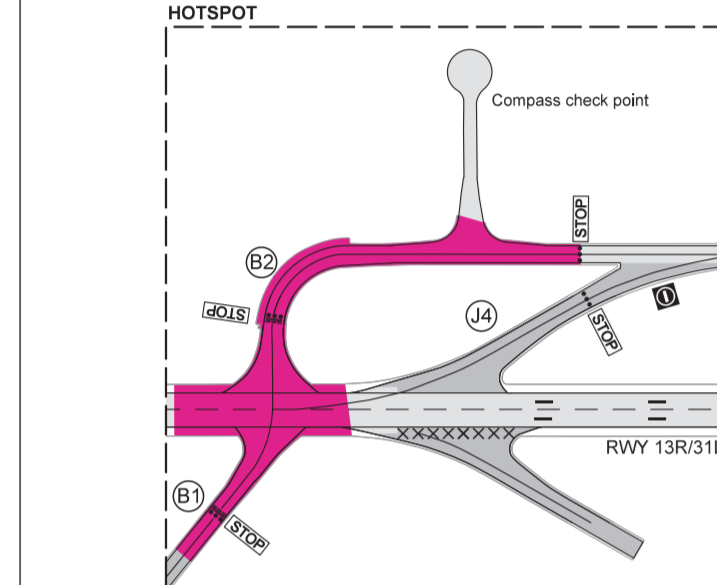


HOTSPOT



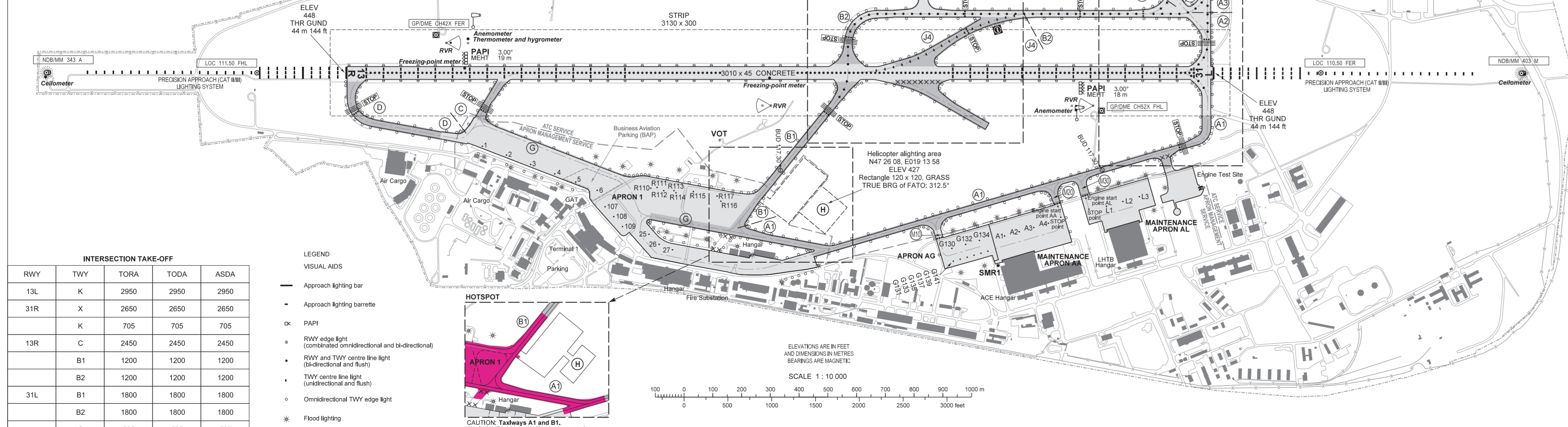
CAUTION: Taxiways A1 and A2. Do NOT cross the holding position markings without ATC clearance issued on TWR frequency (118.100 MHz).

CAUTION: Taxiways K, L, M, N, T, U, X, Y, Z. Do NOT cross the holding position markings without ATC clearance issued on TWR frequency (118.100 MHz).



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

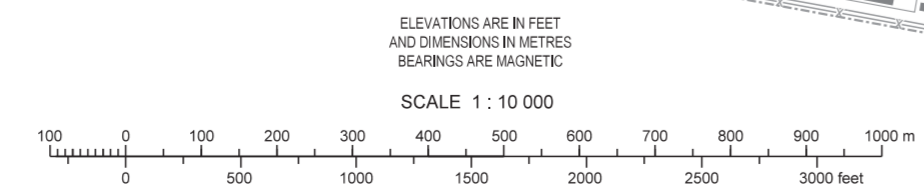
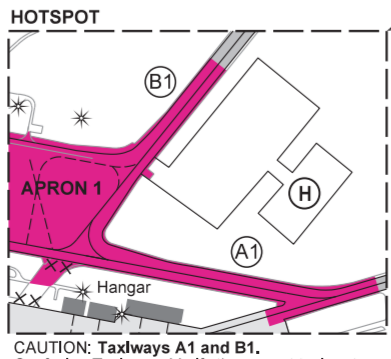
FOR BASIC CHART SYMBOLS SEE: GEN 3.2.  
INS COORDINATES FOR AIRCRAFT STANDS SEE: PDC CHARTS.  
TAXI PROCEDURES SEE: AD 2-LHBP-MISC CHARTS.  
VISUAL DOCKING GUIDANCE SYSTEM: SAFEDOCK T2-18 AT PARKING POSITIONS 31-35, 40, 42-45.  
APRON ELEVATION: NOT AVAILABLE.  
GEOGRAPHICAL COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE.  
OBSTACLE TO TAXIING: NOT AVAILABLE.



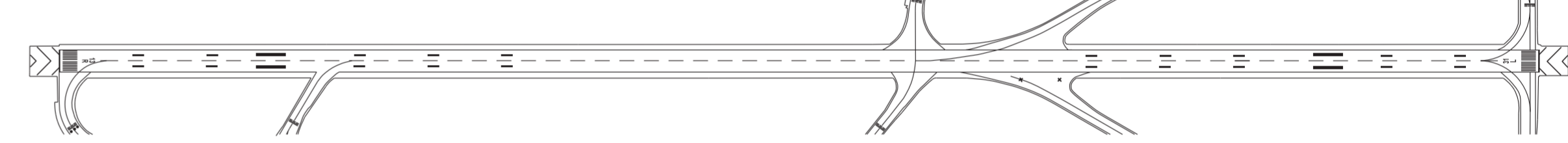
**INTERSECTION TAKE-OFF**

RWY	TWY	TORA	TODA	ASDA
13L	K	2950	2950	2950
31R	X	2650	2650	2650
13R	K	705	705	705
	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

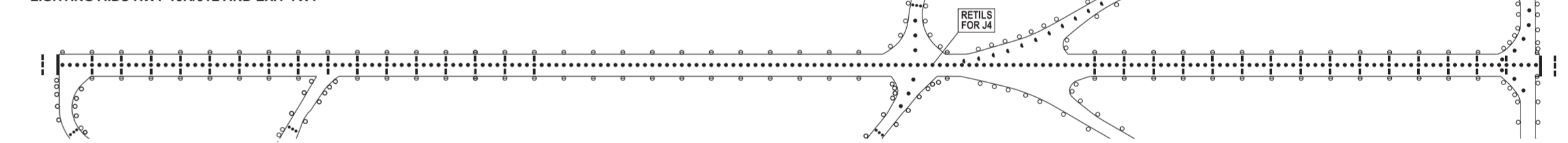
- LEGEND**
- Approach lighting bar
  - Approach lighting barrette
  - ⊕ PAPI
  - RWY edge light (combined omnidirectional and bi-directional)
  - RWY and TWY centre line light (bi-directional and flush)
  - TWY centre line light (unidirectional and flush)
  - Omnidirectional TWY edge light
  - \* Flood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



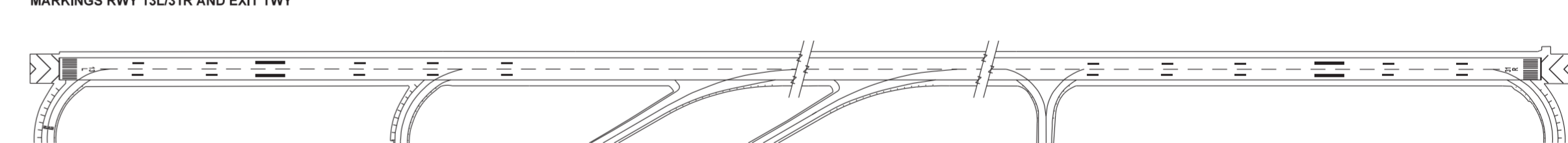
MARKINGS RWY 13R/31L AND EXIT TWY



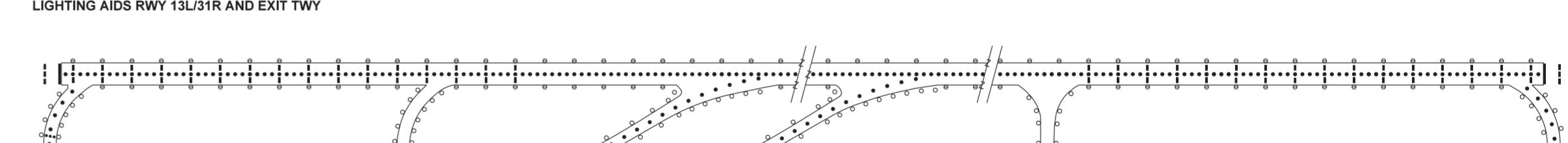
LIGHTING AIDS RWY 13R/31L AND EXIT TWY



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° (METS: 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.
  - Unidirectional red.
  - STOP bars: Low intensity red edge lights and floodlights.
  - Obstacle light: Low intensity red.

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BUDAPEST TOWER 118.100  
BUDAPEST GROUND 121.900  
BUDAPEST APRON 2 122.450

BUDAPEST/LISZT FERENC  
APRON 2

AIRCRAFT PARKING/DOCKING CHART - ICAO

	BEARING STRENGTH
Apron 2	PCN 75/R/B/X/T
Taxiways: A3-A9, B3-B5, K, L, M, N, T, U, X, Y, Z	PCN 75/F/B/X/T
Taxiway width: 23 m.	

INS COORDINATES FOR AIRCRAFT STANDS

31	N47 25 51.50, E019 15 36.66
32	N47 25 52.48, E019 15 35.08
33	N47 25 53.32, E019 15 31.36
34	N47 25 55.32, E019 15 31.27
35	SEE NOTAM
36	SEE NOTAM
37	SEE NOTAM
38	N47 26 01.92, E019 15 29.13
39	N47 26 00.92, E019 15 30.75
40	N47 25 57.72, E019 15 34.53
42	N47 26 02.44, E019 15 41.31
43	N47 26 03.03, E019 15 42.10
44	N47 26 03.78, E019 15 44.38
45	N47 26 02.65, E019 15 46.21
R210	N47 26 06.69, E019 15 34.60
R211	N47 26 07.79, E019 15 36.08
R212	N47 26 08.89, E019 15 37.56
R212A	N47 26 07.60, E019 15 35.86
R220	N47 26 01.14, E019 15 19.66
R221	N47 26 02.24, E019 15 21.14
R222	N47 26 03.67, E019 15 23.05
R223	N47 26 04.77, E019 15 24.53
R224	N47 26 08.09, E019 15 29.00
R225	N47 26 09.20, E019 15 30.48
R226	N47 26 10.63, E019 15 32.41
R227	N47 26 11.73, E019 15 33.89
R270	N47 26 08.94, E019 15 48.08
R271	N47 26 07.98, E019 15 49.63
R272	N47 26 07.02, E019 15 51.19
R273	N47 26 06.06, E019 15 52.74
R274	N47 26 04.87, E019 15 54.66
R275	N47 26 03.91, E019 15 56.21
R276	N47 26 02.95, E019 15 57.76
R277	N47 26 01.99, E019 15 59.31
R278	N47 26 00.46, E019 16 01.17
R278A	N47 26 00.61, E019 16 00.61
R279	N47 25 59.27, E019 16 03.20

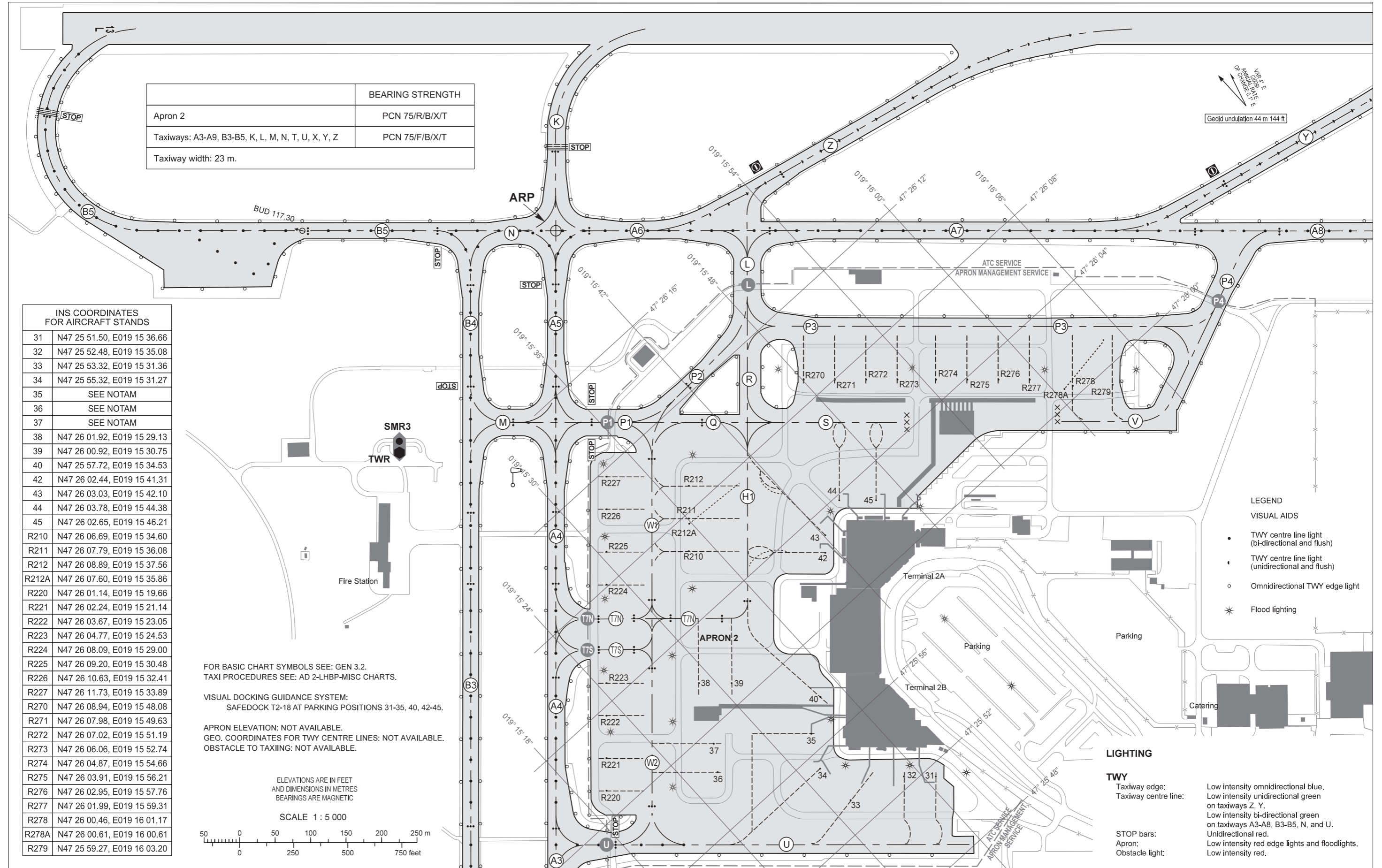
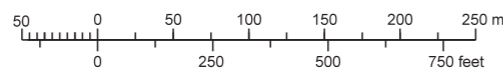
FOR BASIC CHART SYMBOLS SEE: GEN 3.2.  
TAXI PROCEDURES SEE: AD 2-LHBP-MISC CHARTS.

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

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

ELEVATIONS ARE IN FEET  
AND DIMENSIONS IN METRES  
BEARINGS ARE MAGNETIC

SCALE 1 : 5 000



VAR 4° E  
ANNUAL RATE  
OF CHANGE 0.1° E  
Geoid undulation 44 m 144 ft

LEGEND  
VISUAL AIDS

- TWY centre line light (bi-directional and flush)
- TWY centre line light (unidirectional and flush)
- Omnidirectional TWY edge light
- \* Flood lighting

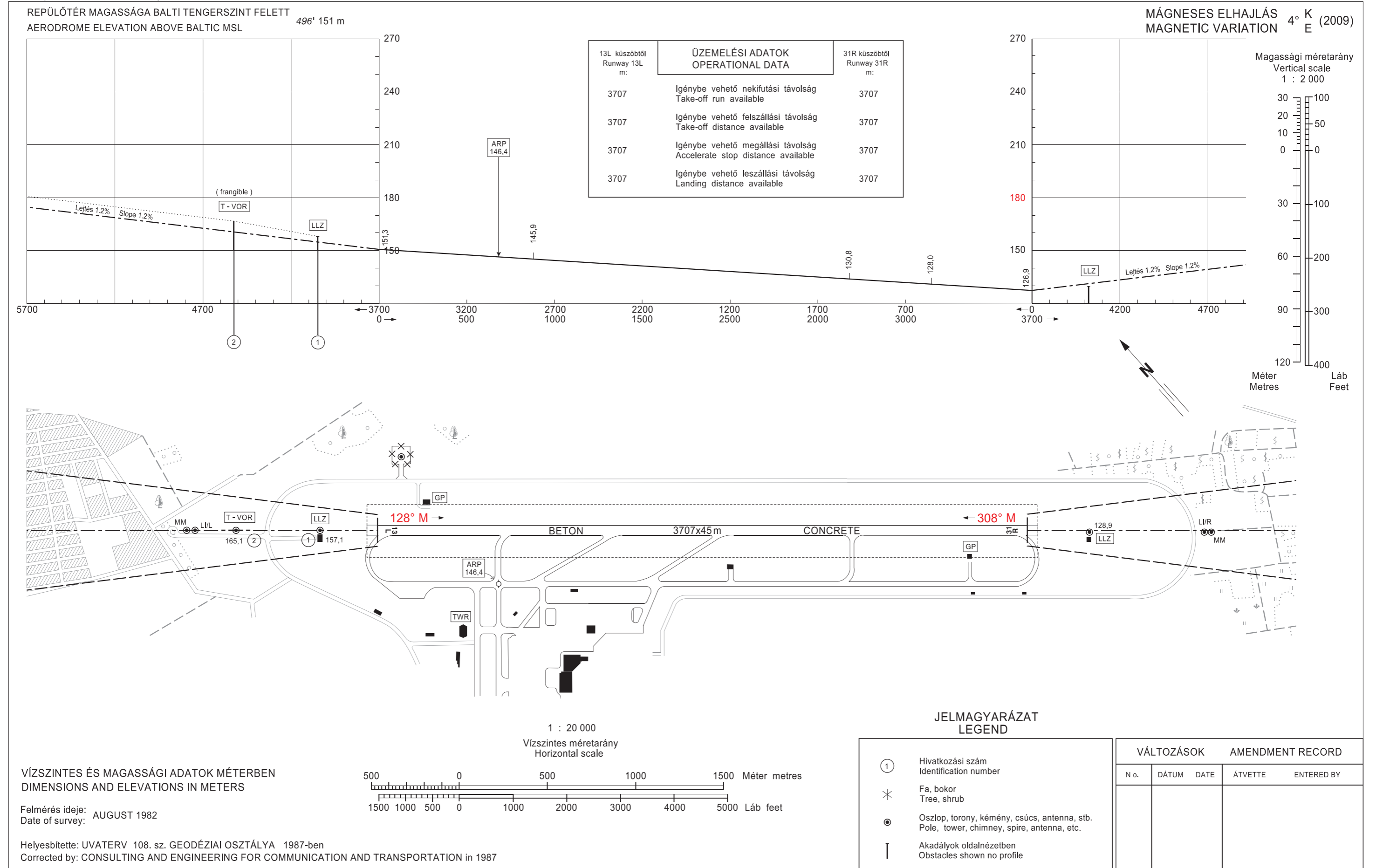
LIGHTING

- TWY**  
Taxiway edge: Low intensity omnidirectional blue.  
Taxiway centre line: Low intensity unidirectional green on taxiways Z, Y, Low intensity bi-directional green on taxiways A3-A8, B3-B5, N, and U. Unidirectional red.
- STOP bars:** Unidirectional red.  
**Apron:** Low intensity red edge lights and floodlights.  
**Obstacle light:** Low intensity red.

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AERODROME OBSTACLE CHART - ICAO  
TYPE A (OPERATING LIMITATIONS)

BUDAPEST/LISZT FERENC  
RWY 13L/31R



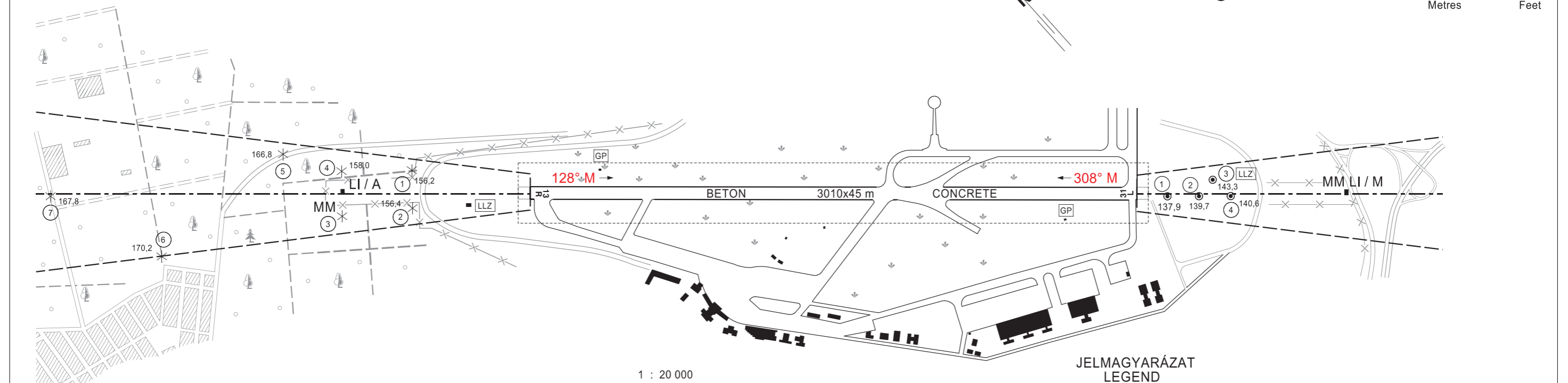
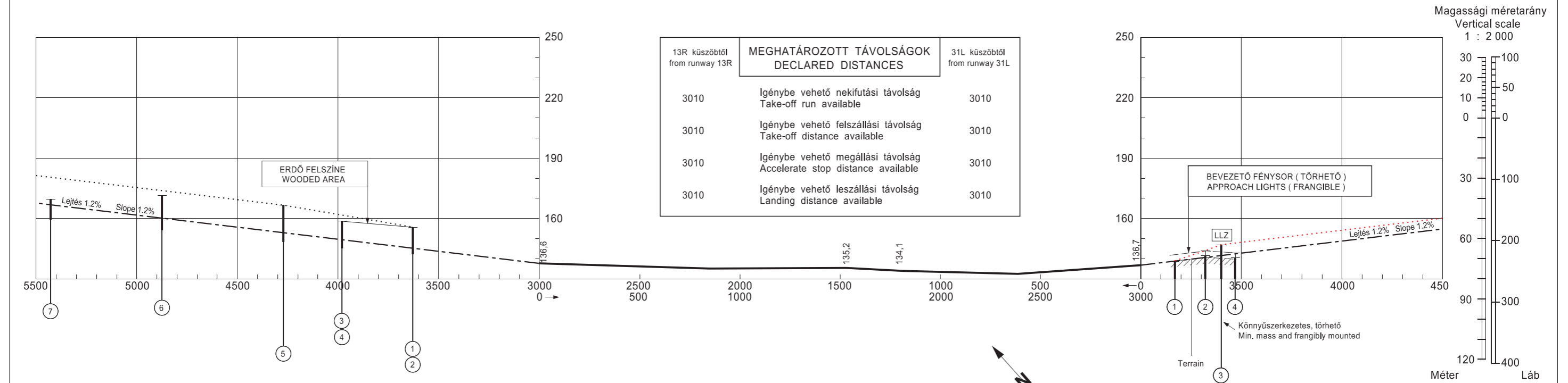
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AERODROME OBSTACLE CHART - ICAO  
TYPE A OPERATING LIMITATIONS

BUDAPEST/LISZT FERENC  
RWY 13R/31L

REPÜLŐTÉR MAGASSÁGA BALTI TENGERSZINT FELETT 496' 151 m  
AERODROME ELEVATION ABOVE BALTIC MSL

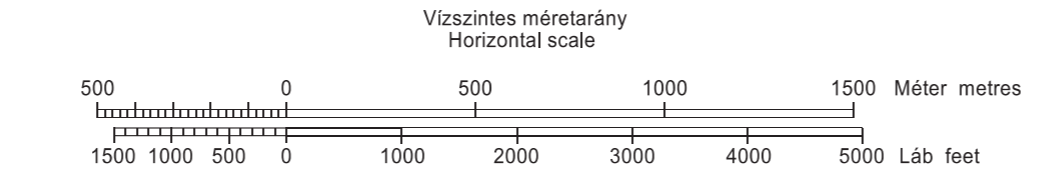
MÁGNESES ELHAJLÁS 4° K (2009)  
MAGNETIC VARIATION 4° E



VÍZSZINTES ÉS MAGASSÁGI ADATOK MÉTERBEN  
DIMENSIONS AND ELEVATIONS IN METERS

Felmérés ideje: AUGUST 1982  
Date of survey:

Helyesbítette: UVATERV 108. sz. GEODÉZIAI OSZTÁLYA 1987-ben  
Corrected by: CONSULTING AND ENGINEERING FOR COMMUNICATION AND TRANSPORTATION in 1987



JELMAGYARÁZAT  
LEGEND

- ① Hivatkozási szám  
Identification number
- \* Fa, bokor  
Tree, shrub
- Oszlop, torony, kémény, csúcs, antenna, stb.  
Pole, tower, chimney, spire, antenna, etc.
- | Akadályok oldalnézetben  
Obstacles shown no profile

VÁLTOZÁSOK		AMENDMENT RECORD	
N o.	DÁTUM DATE	ÁTVETTE	ENTERED BY

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**LHDC AD 2.1 AERODROME LOCATION INDICATOR - NAME**

LHDC DEBRECEN

**LHDC AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATION**

1	ARP coordinates and site at AD	472920N 0213655E, in the geometrical centre of RWY 05R/23L
2	Direction and distance from (city)	5 km SSW from down-town Debrecen
3	Elevation/Reference temperature	110 M / 22°C
4	Geoid undulation	41 M
5	MAG VAR/ annual change	4° E (2009) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	Airport - Debrecen Kft. Post:H-4002 Debrecen PO Box 187 Phone:(+36) 52-500-547 (TWR) Phone:(+36) 52-500-548 (OPS) Phone:(+36) 52-521-192 Fax:(+36) 52-500-548 AFS:LHDCZTZX SITA:DEBAPXH Email:ops@debrecenairport.com Email:peter.gulyas@debrecenairport.com (Operations Director) URL:www.debrecenairport.com
7	Types of traffic permitted (IFR/VFR)	VFR/IFR
8	Remarks	Nil

**LHDC AD 2.3 OPERATIONAL HOURS**

1	AD Administration	<b>JAN 01 - MAR 31</b> MON, TUE, WED, THU, FRI: 0700-1700 (0600-1600) <b>APR 01 - OCT 31</b> Every day: 0700-1700 (0600-1600) <b>NOV 01 - DEC 31</b> MON, TUE, WED, THU, FRI: 0700-1700 (0600-1600)
2	Customs and immigration	As AD Administration
3	Health and sanitation	On contract
4	AIS Briefing Office	As AD Administration
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	H24
7	ATS	<b>ATC:</b> Activity periods to be published by NOTAM <b>AFIS:</b> As AD Administration
8	Fuelling	As AD Administration
9	Handling	As AD Administration

10	Security	H24
11	De-icing	On request
12	Remarks	Beyond operational hours 2 days advance notification required from OPS.

#### LHDC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	AVGAS 100LL, Jet A1
3	Fuelling facilities/capacity	1 kerosene truck 20 000 litres / tank 50 000 litres. 1 AVGAS station 10 000 litres.
4	De-icing facilities	Available on parking stands
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

#### LHDC AD 2.5 PASSENGER FACILITIES

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

#### LHDC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7
2	Rescue equipment	2 SIMBA 8x8, 1CHEETAS, technical rescue truck
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Trained personnel: 18.

**LHFM AD 2.1 AERODROME LOCATION INDICATOR - NAME****LHFM FERTŐSZENTMIKLÓS****LHFM AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATION**

1	ARP coordinates and site at AD	473501N 0165042E; at 595 M from THR 34
2	Direction and distance from (city)	1 km West from the centre of Fertőszentmiklós
3	Elevation/Reference temperature	134 M / Nil
4	Geoid undulation	
5	MAG VAR/ annual change	3° E (2009) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	Meidl Airport Kft. Post:H-9444 Fertőszentmiklós Phone:(+36) 99-544-020 Phone:(+36) 99-544-021 Fax:(+36) 99-381-690 AFS:LHFMZPZX Email:office@meidlairport.hu URL:http://www.lhfm.hu
7	Types of traffic permitted (IFR/VFR)	VFR day only
8	Remarks	VMC minima: 5 KM

**LHFM AD 2.3 OPERATIONAL HOURS**

1	AD Administration	0700 - SS (0600 - SS)
2	Customs and immigration	Nil (Only EU)
3	Health and sanitation	Nil
4	AIS Briefing Office	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	Nil
7	ATS	As AD Administration
8	Fuelling	As AD Administration
9	Handling	As AD Administration
10	Security	H24
11	De-icing	Nil
12	Remarks	Beyond operational hours: on request

### LHFM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	JET A1 kerosene, AVGAS 100LL (BP) petrol
3	Fuelling facilities/capacity	Nil
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	up to 20 metres wing span and up to 7 metres height by prior arrangement
6	Repair facilities for visiting aircraft	50-100 hours maintenance according to the preliminary agreement with the director of the aerodrome
7	Remarks	Nil

### LHFM AD 2.5 PASSENGER FACILITIES

1	Hotels	Nil
2	Restaurants	between 09:00-19:00 LT at the AD
3	Transportation	taxi
4	Medical facilities	in the city
5	Bank and Post Office	in the city
6	Tourist Office	Nil
7	Remarks	Nil

### LHFM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A1
2	Rescue equipment	Nil
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

### LHFM AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	3,5 m snow plough
2	Clearance priorities	Nil
3	Remarks	Nil

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 - NAME

LHNY NYÍREGYHÁZA

## LHNY AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATION

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	4° E (2009) / 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: trenerkft@vnet.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	PPR24
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	Beyond operational hours and weekends: on request

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### LHNY AD 2.4 HANDLING SERVICES AND FACILITIES

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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

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### 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

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### LHNY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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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 2.18 ATS COMMUNICATION FACILITIES**

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

**LHNY 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	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 PROVISIONS**

Motor planes shall not overfly the town area.

**LHNY AD 2.22 FLIGHT PROCEDURE**

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

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

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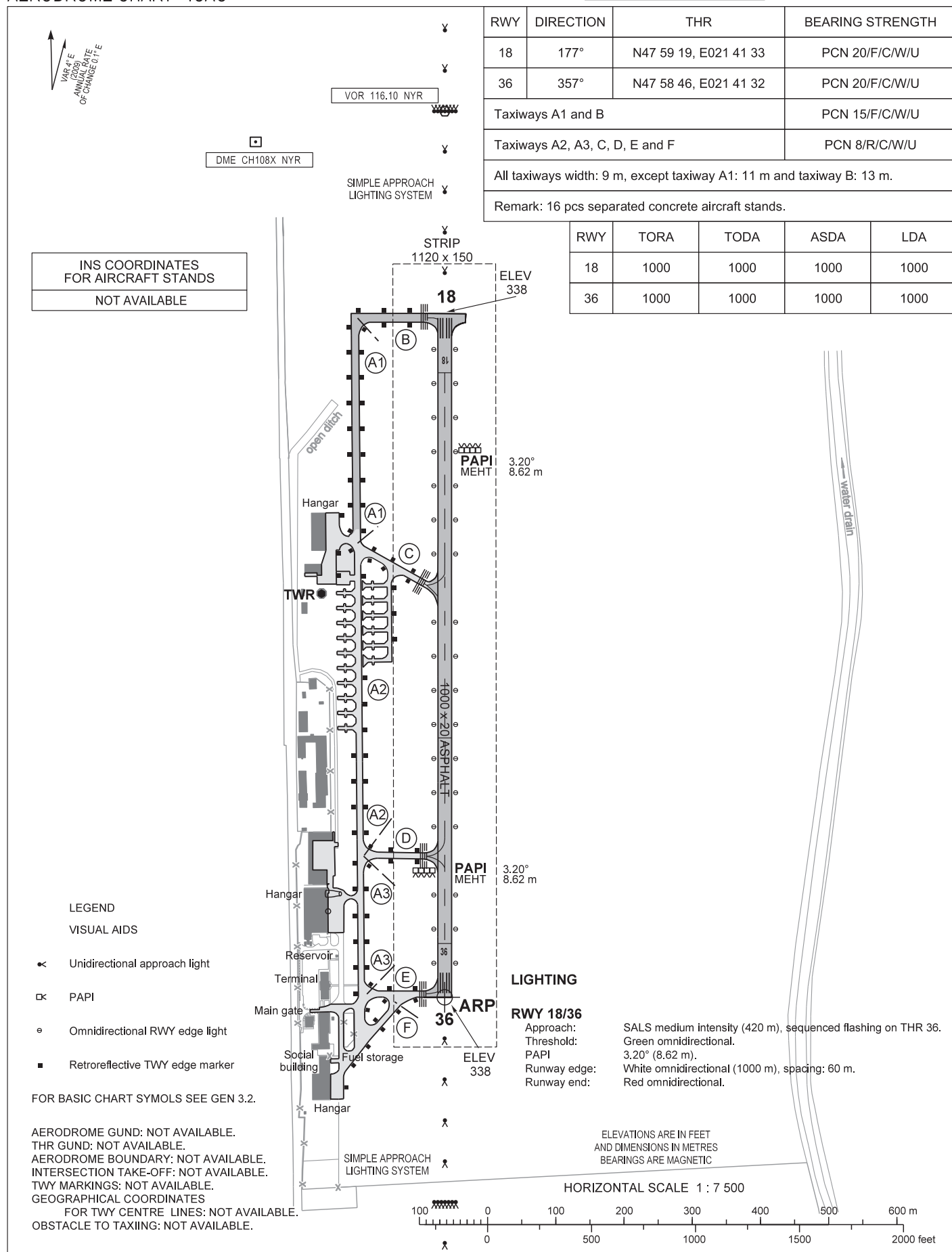
ARP  
N47 58 46  
E021 41 32

AERODROME ELEV 338

NYÍREGYHÁZA INFO 119.400  
BUDAPEST INFO (EAST) 133.000

NYÍREGYHÁZA

AERODROME CHART - ICAO



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**LHPP AD 2.1 AERODROME LOCATION INDICATOR - NAME****LHPP PÉCS/POGÁNY****LHPP AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATION**

1	ARP coordinates and site at AD	455921N 0181432E, at the geometrical centre of the RWY
2	Direction and distance from (city)	9 KM SSE from the centre of Pécs
3	Elevation/Reference temperature	198 M / 27.4°C
4	MAG VAR/ annual change	3° E (2009) / 0.1° increasing
5	AD Administration, address, telephone, telefax, AFS	Post: Pecs/Poganyi Repuloteret Mukodteto Kft. H-7666 Pogany, Repuloter Phone: (+36) 72-526-140 Phone: (+36) 72-526-144 AFS: LHPPZPZX Email: info@airportpecs.hu; fly@airportpecs.hu URL: www.airportpecs.hu
6	Types of traffic permitted (IFR/VFR)	IFR-VFR
7	Remarks	Nil

**LHPP AD 2.3 OPERATIONAL HOURS**

1	AD Administration	<b>MAY 01 - AUG 31</b> MON, TUE, WED, THU, FRI: 0800 - 1800 (0700-1700) SAT, SUN, Legal Holiday: 0900 - 1700 (0800-1600) <b>MAR 01 - APR 30, SEP 01 - OCT 31</b> MON, TUE, WED, THU, FRI: 0800 - 1600 (0700-1500) SAT, SUN, Legal Holiday: 0900 - 1500 (0800-1400) <b>NOV 01 - FEB 28</b> MON, TUE, WED, THU, FRI: 0800 - 1400 (0700-1300) SAT, SUN, Legal Holiday: 0900 - 1300 (0800-1200) (PPR 0500 - 2100 (0400-2000))
2	Customs and immigration	3 workdays prior request required for flights outside the Schengen Region departing/arriving to/from LHPP. Further information: Phone: (+36) 72-526-156 Email: info@airportpecs.hu
3	Health and sanitation	Nil
4	AIS Briefing Office	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	H24
7	ATS	As Administration
8	Fuelling	As Administration
9	Handling	As Administration

10	Security	H24
11	De-icing	As Administration
12	Remarks	Nil

#### LHPP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	AVGAS 100LL, JET-A1, Gasoline 95
3	Fuelling facilities/capacity	Available (10000 L)
4	De-icing facilities	Available at parking stands on request
5	Hangar space for visiting aircraft	up to 20 M wingspan on request
6	Repair facilities for visiting aircraft	Nil
7	Remarks	GPU

#### LHPP AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants in the city	In the city
3	Transportation	Taxi, local public coach, car hire
4	Medical facilities	Firs aid at AD, hospital in the city
5	Bank and Post Office	In the city, credit card acceptance at AD
6	Tourist Office	In the city
7	Remarks	Accommodation for limited number of guests in Pogány

#### LHPP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	ICAO Cat. 3.
2	Rescue equipment	1 fire truck and hand-operated fire extinguishers
3	Capability for removal of disabled aircraft	Available (restricted, up to 30 tons)
4	Remarks	For ICAO Cat. 5., 3 hours prior request required.

#### LHPP AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	1 snow plough and sweeper, 1 carbamid spreader
2	Clearance priorities	RWY, TWYs, Apron 1, Apron 2
3	Remarks	Nil

Note: The following sections in this chapter are intentionally left blank: AD-2.16, AD-2.20, AD-2.21

### LHPR AD 2.1 AERODROME LOCATION INDICATOR - NAME

LHPR GYŐR/PÉR

### LHPR AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATION

1	ARP coordinates and site at AD	473738N 0174830E RWY and TWY-A intersection
2	Direction and distance from (city)	15 km 120 deg from the centre of Győr
3	Elevation/Reference temperature	422 FT / 26.2° C
4	MAG VAR/ annual change	3° E (2009) / 0.1° increasing
5	AD Administration, address, telephone, telefax, AFS	Győr/Pér Repülőtér Kft. Post:H-9099 Pér Repülőtér Phone:+36 96-559-200 Fax:+36 96-559-202 AFS:LHPRZPZX Email:afis@lhpr.hu URL:http://www.lhpr.hu
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

### LHPR AD 2.3 OPERATIONAL HOURS

1	AD Administration	0700 - 1700 (0600-1600)
2	Customs and immigration	From/to non EU and/or non Schengen Agreement`s countries preliminary permission required 24 hours before planned flight.
3	Health and sanitation	Nil
4	AIS Briefing Office	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	Nil
7	ATS	As AD Administration
8	Fuelling	As AD Administration
9	Handling	As AD Administration
10	Security	H24
11	De-icing	As AD Administration
12	Remarks	Beyond operational hours: on request

### LHPR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Fork-lift trailer
2	Fuel/oil types	AVGAS 100LL petrol, JET A1
3	Fuelling facilities/capacity	2 kerosene trucks 20 000 litres and 6 000 litres
4	De-icing facilities	Available on parking stands
5	Hangar space for visiting aircraft	On request
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

### LHPR AD 2.5 PASSENGER FACILITIES

1	Hotels	in the city
2	Restaurants	nearest 2km
3	Transportation	Taxi, local public coach, airport minibus, rent-a-car
4	Medical facilities	First aid at AD, hospital in the city
5	Bank and Post Office	in the city, credit card acceptance at AD
6	Tourist Office	Nil
7	Remarks	Nil

### LHPR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A5, (PPR A7)
2	Rescue equipment	1 or 2 fire fighting vehicle, hand-operated fire extinguishers
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

### LHPR AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	2 snow ploughs, 1 snow cutter blower, 1 carbamid spreader
2	Clearance priorities	RWY, TWY A, TWY A1, TWY A2, Apron 1, Apron 3, TWY B, Apron 2
3	Remarks	Nil

Note: The following sections in this chapter are intentionally left blank: AD-2.16

## LHSM AD 2.1 AERODROME LOCATION INDICATOR - NAME

LHSM HÉVÍZ/BALATON

## LHSM AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATION

1	ARP coordinates and site at AD	464111N 0170933E
2	Direction and distance from (city)	1 km SSW from centre of Sarmellek village
3	Elevation/Reference temperature	124 M/22° C
4	Geoid undulation	46 M
5	MAG VAR/ annual change	3° E (2009) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	Post:Heviz-Balaton Airport Repuloter Uzemelteto es Fejleszto Kft. (H-8380 Heviz, Kossuth Lajos u. 1.) H-8391 Sarmellek Phone:(+36) 83-200-300, 200-301 Fax:(+36) 83-200-300, 200-301 AFS:LHSMZPZX SITA:SOBHBXH Email:info@hevizairport.com URL:http://www.hevizairport.com TWR: Phone:(+36) 83-200-310 Fax:(+36) 83-200-311 General Aviation: Phone:(+36) 83-200-304, 200-301 Fax:(+36) 83-200-304, 200-301 Email:ops@hevizairport.com
7	Types of traffic permitted (IFR/VFR)	IFR/VFR/Night VFR
8	Remarks	Nil

## LHSM AD 2.3 OPERATIONAL HOURS

1	AD Administration	<b>01 JAN - 31 MAR</b> MON, TUE, WED, THU, FRI, SAT, SUN: 0800-1700 (0700-1600) <b>01 APR - 17 NOV</b> MON, TUE, WED, THU, FRI, SUN: 0800-1800 (0700-1700) SAT: 0900-2100 (0800-2000) <b>18 NOV - 31 DEC</b> MON, TUE, WED, THU, FRI, SAT, SUN: 0800-1700 (0700-1600)
2	Customs and immigration*	As AD Administration (Police: H24)
3	Health and sanitation	On contract
4	AIS Briefing Office	Nil
5	ATS Reporting Office (ARO)	Nil

6	MET Briefing Office	H24 in MET Centre
7	ATS	AFIS: As AD Administration
8	Fuelling	As AD Administration
9	Handling	As AD Administration
10	Security	H24
11	De-icing	Nil
12	Remarks	Beyond operational hours on prior request Service fee is 120 EUR/hour

#### LHSM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Available
2	Fuel/oil types	AVGAS 100LL, Jet A1
3	Fuelling facilities/capacity	1 kerosene truck (40 tonnes), 1 petrol truck (7.5 tonnes)
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

#### LHSM AD 2.5 PASSENGER FACILITIES

1	Hotels	Nearest at Heviz and Keszthely town
2	Restaurants	buffet at the AD, restaurants at Keszthely and Heviz
3	Transportation	Taxi, rent-a-car, public bus
4	Medical facilities	First aid at AD, hospital at Keszthely
5	Bank and Post Office	ATM at Sármellék Post office at Sármellék
6	Tourist Office	In the city of Heviz and Keszthely and at the airport.
7	Remarks	Hévíz 12 KM and Keszthely 16 KM from AD

#### LHSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 3, on request up to CAT 7
2	Rescue equipment	3 fire fighting vehicle, manual tools
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Trained staff: 10



**LHSM AD 2.17 ATS AIRSPACE**

1	Designation and lateral limits	SARMELLEK CTA and SARMELLEK TIZ2 465211N 0164912E - 465233N 0171252E - 463423N 0171944E - 462847N 0171750E - 462539N 0170031E - 465211N 0164912E	SARMELLEK CTR and SARMELLEK TIZ1 465232N 0170443E - 465233N 0171252E - 464035N 0171331E - 463224N 0171903E - 462847N 0171750E - 462659N 0170752E - 463919N 0170630E - 465010N 0165907E - 465232N 0170443E
2	Vertical limits	CTA and TIZ 2: 9500 FT ALT / 2000 FT ALT	CTR and TIZ 1: 2000 FT ALT / GND
3	Airspace classification	CTA and CTR: Class D	TIZ 1 and TIZ 2: Class F
4	ATS unit call sign Language(s)	SÁRMELLÉK TOWER EN, HU	BALATON INFO EN, HU
5	Transition altitude	9000 FT AMSL	
6	Remarks	ATC suspended; AFIS (TIZ 1+TIZ 2) <a href="#">See AD 2-LHSM AD-2.3</a>	

**LHSM AD 2.18 ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	HEVIZ / BALATON	134.575 MHZ	As ATS <a href="#">See AD 2-LHSM AD-2.3</a>	Reserve FRQ 135.7MHZ
AFIS	BALATON INFO	134.575 MHZ	As ATS <a href="#">See AD 2-LHSM AD-2.3</a>	Reserve FRQ 135.7MHZ

**LHSM 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
ILS 16 (CAT I)						
LLZ	SMK	108.75 MHZ	H24	464022.8N 0170950.9E		
GP		330.35 MHZ	H24	464140.6N 0170927.1E		GP angle: 3°
DME	SMK	24Y	H24	464140.6N 0170927.1E	443 FT	Co-located with GP 16
DME	SME	79X	H24	463956.6N 0170958.9E	453 FT	Co-located with L/SME.

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	SME	436 KHZ	H24	463956.9N 0171000.7E		1km from THR RWY 34

## LHSM AD 2.20 LOCAL TRAFFIC REGULATIONS

Taxiing restrictions:

- Heavy (H) and Medium (M) category aircraft allowed to use only TWY A3 and APRON 3.
- APRON 1 and 2 and TWY A1, B1, B2, B3, G, Y, S can be used only by Light (L) category aircraft.

## LHSM AD 2.21 NOISE ABATEMENT PROVISIONS

The published Standard Instrument Departure (SID) routes are part of the noise abatement procedures, Therefore strict adherence is compulsory for all IFR flights, except light propeller aircraft until passing 7000 FT QNH.

## LHSM AD 2.22 FLIGHT PROCEDURES

### 1. PROCEDURES FOR FLIGHTS DURING OPERATION OF AIR TRAFFIC CONTROL (ATC)

#### 1.1 GENERAL

##### 1.1.1 Departing aircraft

Flights departing from Sármellék Airport, shall request enroute clearance before take off from the Aerodrome Control Service (further on Tower).The enroute clearance will be delivered by the Tower in standard circumstances after giving the start-up clearance on the parking stand.

Departing aircraft have to follow the procedures included in enroute clearance given before the take-off clearance.

##### 1.1.2 Taxiing

Taxiing shall be carried out as instructed by Tower.

#### 1.2 IFR FLIGHTS

Maximum speed for IFR operation is 250 kt (460 km/h) IAS.

##### 1.2.1 Standard Instrument Departure (SID)

Tower will use one of the Standard Instrument Departures published for IFR flights.

Note: The following sections in this chapter are intentionally left blank: AD-2.16, AD-2.20, AD-2.21, AD-2.22, AD-2.23

## LHUD AD 2.1 AERODROME LOCATION INDICATOR - NAME

LHUD SZEGED

## LHUD AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATION

1	ARP coordinates and site at AD	461503N 0200521E, at RWY 16 THR
2	Direction and distance from (city)	5 km West from centre of Szeged city
3	Elevation/Reference temperature	82 M / 27.7° C
4	Geoid undulation	44 M
5	MAG VAR/ annual change	4° E (2009) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	Post:Szegedi Kozlekedesi Kft. H-6720 Szeged, Zrinyi u. 4-8. Phone:(+36) 62-592-250 Aerodrome office: Phone:(+36) 62-541-519 AFIS: Phone:(+36) 62-541-825 Phone:(+36) 30-967-7064 Phone:(+36) 62-553-614 Fax:(+36) 62-549-505 AFS:LHUDZTZX Email:info@airportszeged.hu Reception: Phone:(+36) 62-541-518
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Nil

## LHUD AD 2.3 OPERATIONAL HOURS

1	AD Administration	MON, TUE, WED, THU, FRI, SAT, SUN: 0700-SS (0600-SS)
2	Customs and immigration	PPR 72 hours
3	Health and sanitation	Nil
4	AIS Briefing Office	As AD Administration
5	ATS Reporting Office (ARO)	As AD Administration
6	MET Briefing Office	Nil
7	ATS	As AD Administration
8	Fuelling	As AD Administration
9	Handling	As AD Administration
10	Security	H24

11	De-icing	Nil
12	Remarks	Beyond operational hours services are available on preliminary request.

### LHUD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	AVGAS 100LL petrol, JET A1 kerosene
3	Fuelling facilities/capacity	Nil
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	limited by prior arrangement only
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

### LHUD AD 2.5 PASSENGER FACILITIES

1	Hotels	in the city
2	Restaurants	buffet at the AD, restaurants in the city
3	Transportation	taxi, bus and tram (bus- and tram-stop on road No. 55.)
4	Medical facilities	First aid at AD, hospital in the city
5	Bank and Post Office	in the city
6	Tourist Office	in the city, leaflets at the AD (AFIS)
7	Remarks	Nil

### LHUD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A5
2	Rescue equipment	1 fire fighting vehicle
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

### LHUD AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Nil

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

1	Apron surface and strength	Surface:	GRASS
		Strength:	N/A
2	Taxiway width, surface and strength	Width:	15 M (TWY A)
		Surface:	ASPH
		Strength:	14/F/C/W/T
3	Altimeter checkpoint location and elevation	Location:	Nil
		Elevation:	
4	VOR checkpoints	Nil	
5	INS checkpoints	Nil	
6	Remarks	Nil	

**LHUD 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	RWY:	Designator, threshold, centre line, aiming point
		TWY:	Centreline, holding positions, instruction sign
3	Stop bars	Nil	
4	Remarks	Nil	

**LHUD AD 2.10 AERODROME OBSTACLES**

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
16/APCH	Antenna tower 135 M LGTD	461622.33N 0200432.38E	temple 134 M	461628.87N 0200344.05E	Nil

**LHUD 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	Nil
4	Type of landing forecast Interval of issuance	Nil
5	Briefing/consultation provided	Consultation, flight documentation and other info 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 forecasts for EUR, area forecasts, met. observations and warnings in Budapest FIR
8	Supplementary equipment available for providing information	Meteorological satellite display updated in every half an hour
9	ATS Units provided with information	Budapest FIC on request
10	Additional information	Nil

**LHUD 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
16R	168.0°G	1185 x 30	14/F/C/W/T ASPH	461502.87N 0200520.62E 461425.32N 0200532.12E	81.59 M
34L	348.0°G	1185 x 30	14/F/C/W/T ASPH	461425.32N 0200532.12E 461502.87N 0200520.62E	81.08 M
16L	167.4°G	1177 x 50	GRASS	461504.20N 0200530.00E 461427.00N 0200542.22E	
34R	347.4°G	1177 x 50	GRASS	461427.00N 0200542.22E 461504.20N 0200530.00E	
Slope of RWY - SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
-0.04%	Nil	Nil	1305 x 300	Nil	Nil
+0.04%	Nil	Nil	1305 x 300	Nil	Nil
0%	Nil	Nil	Nil	Nil	Nil
0%	Nil	Nil	Nil	Nil	Nil

**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)
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	9000 FT ALT
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

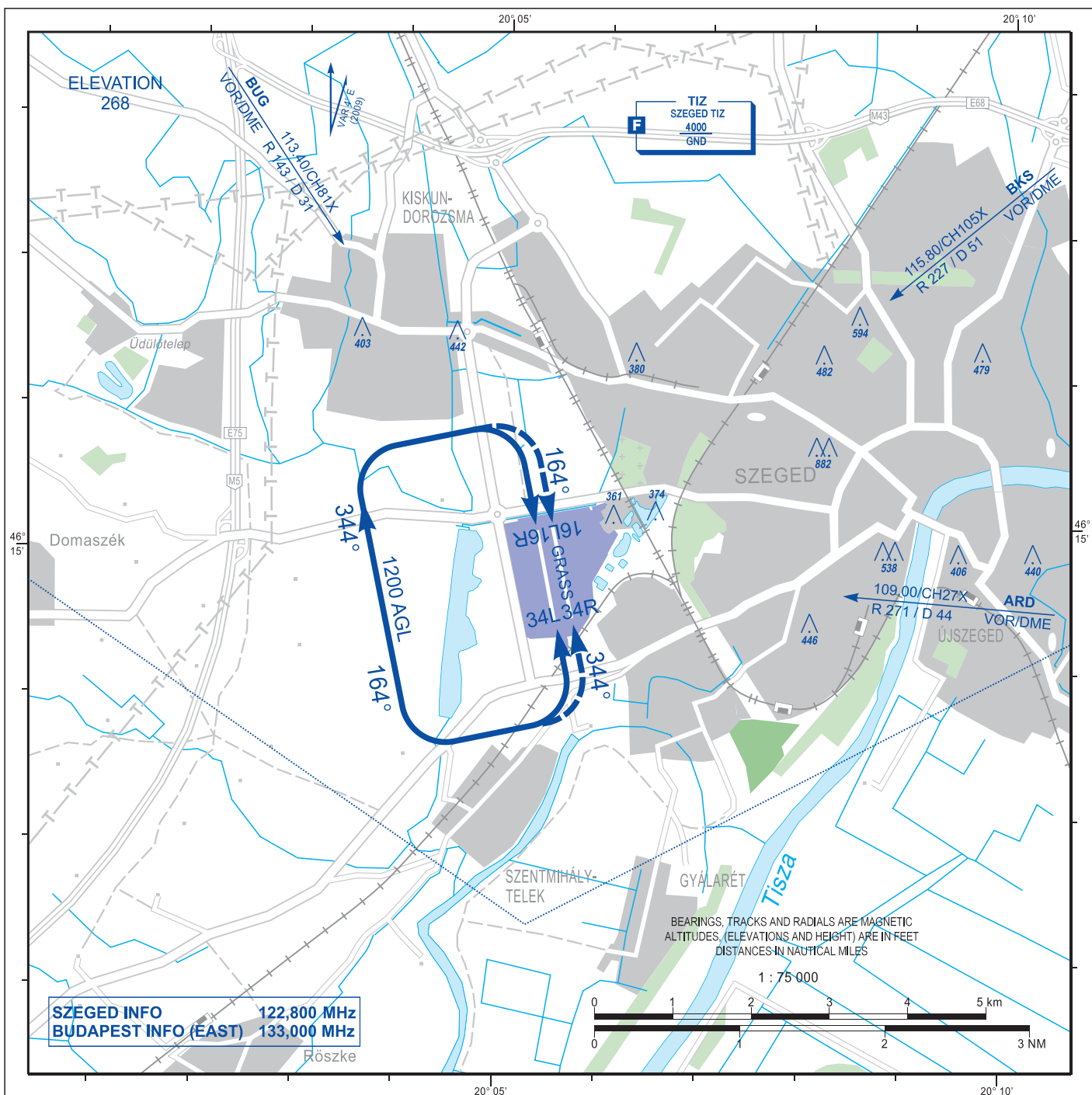
### LHUD AD 2.19 RADIO NAVIGATION/LANDING FACILITIES

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

Visual Approach Chart - ICAO	AD 2-LHUD-VAC
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Regulations for aerodrome traffic  
Előírások a repülőtéri forgalom számára

On approaches radio contact shall be established with SZEGED INFO when instructed by Budapest Control or advised by Budapest Information.

A közeledő légi járművek Budapest Control utasítására vagy Budapest Information tanácsára vegyék fel a rádió összeköttetést SZEGED INFO-val.

VMC min: Visibility / látástávolság 5 km  
Cloudbase / felhőalap 1500 feet

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