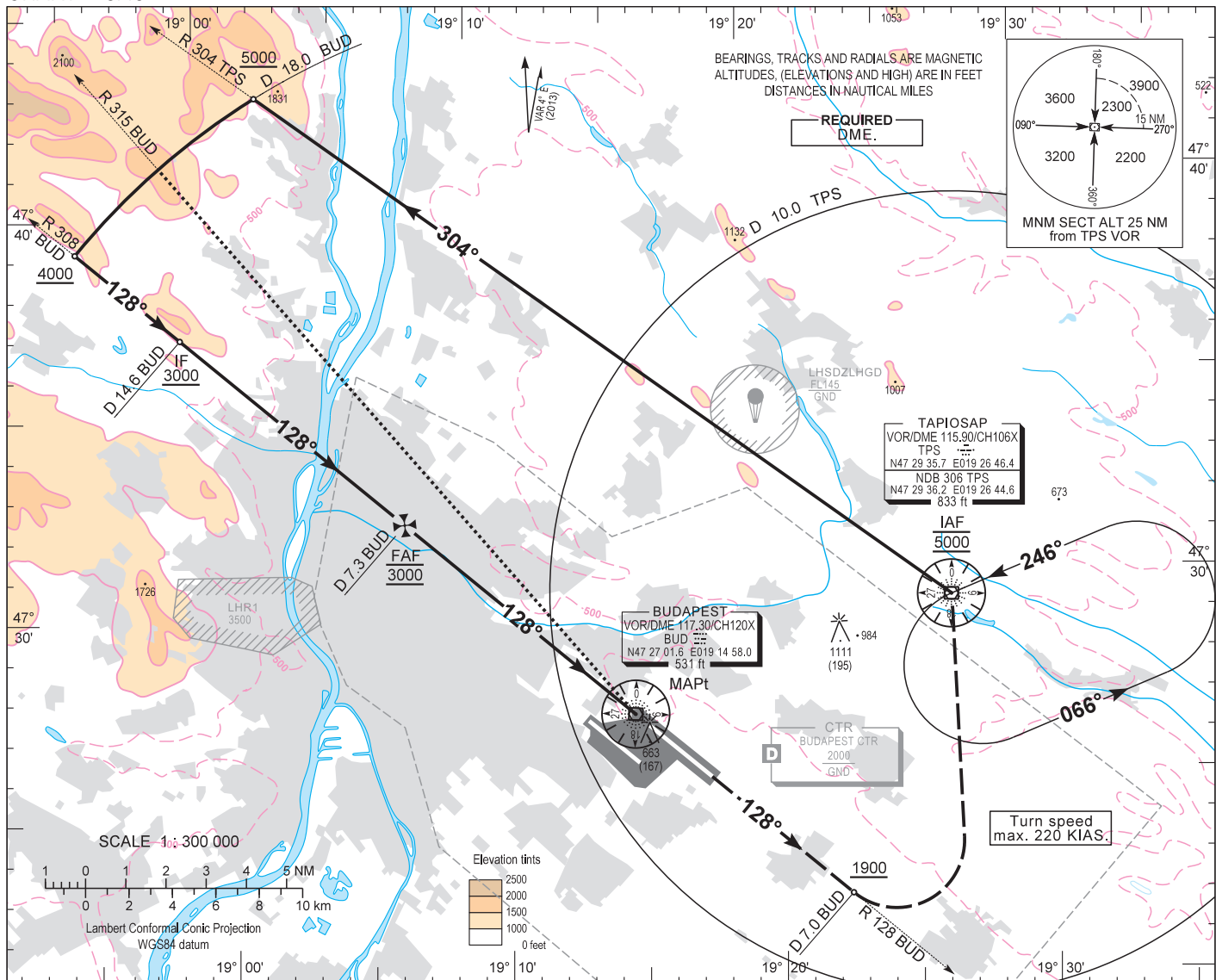


AIP HUNGARY

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

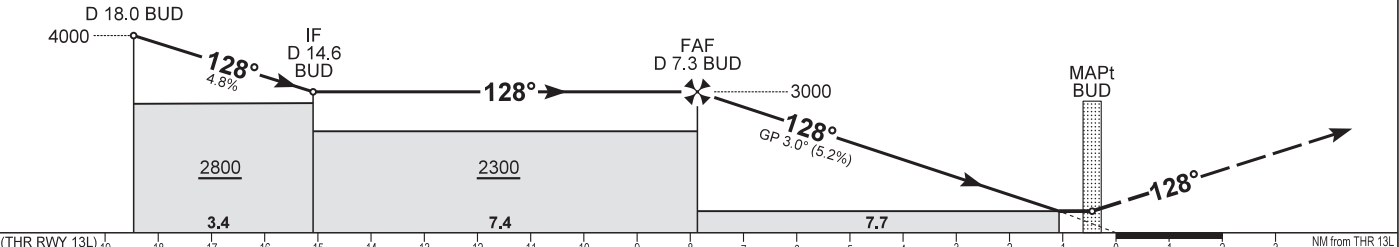
BUDAPEST APPROACH 129.700 ATIS 132.375 (117.300)  
122.975 BUDAPEST TOWER 118.100  
119.500 BUDAPEST GROUND 121.900

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



TRANSITION ALTITUDE  
10000

MISSED APPROACH  
Climb 4000 and continue on R 128 BUD outbound.  
Cross D 7.0 BUD at 1900 or above and turn left direct to TPS VOR/DME.  
Maximum turning speed 220 KIAS.  
Reach TPS VOR/DME at 3000 or above and enter holding pattern as published.



CAT OF ACFT	A	B	C	D
	2.5% macg	950 (454)	980 (484)	1000 (504)
3.7% macg	880 (384)			
CIRCLING	980	1190	1310	1510

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

Timing not authorised for defining the MAPt.

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

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

### VOR approach procedure:

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

### Holding procedure:

Holding fix: TPS VOR.  
Left hand holding pattern.  
Maximum speed: 230 KIAS  
Inbound track: 246°  
Outbound track: 066°  
Rate of turn: 3°/sec. or 25° bank angle  
(whichever requires lesser bank)  
Outbound timing: 1 min.  
Minimum holding altitude: 5000  
4000 for Missed approach  
Maximum holding altitude: 10000

Final approach descent: 3.0°.