

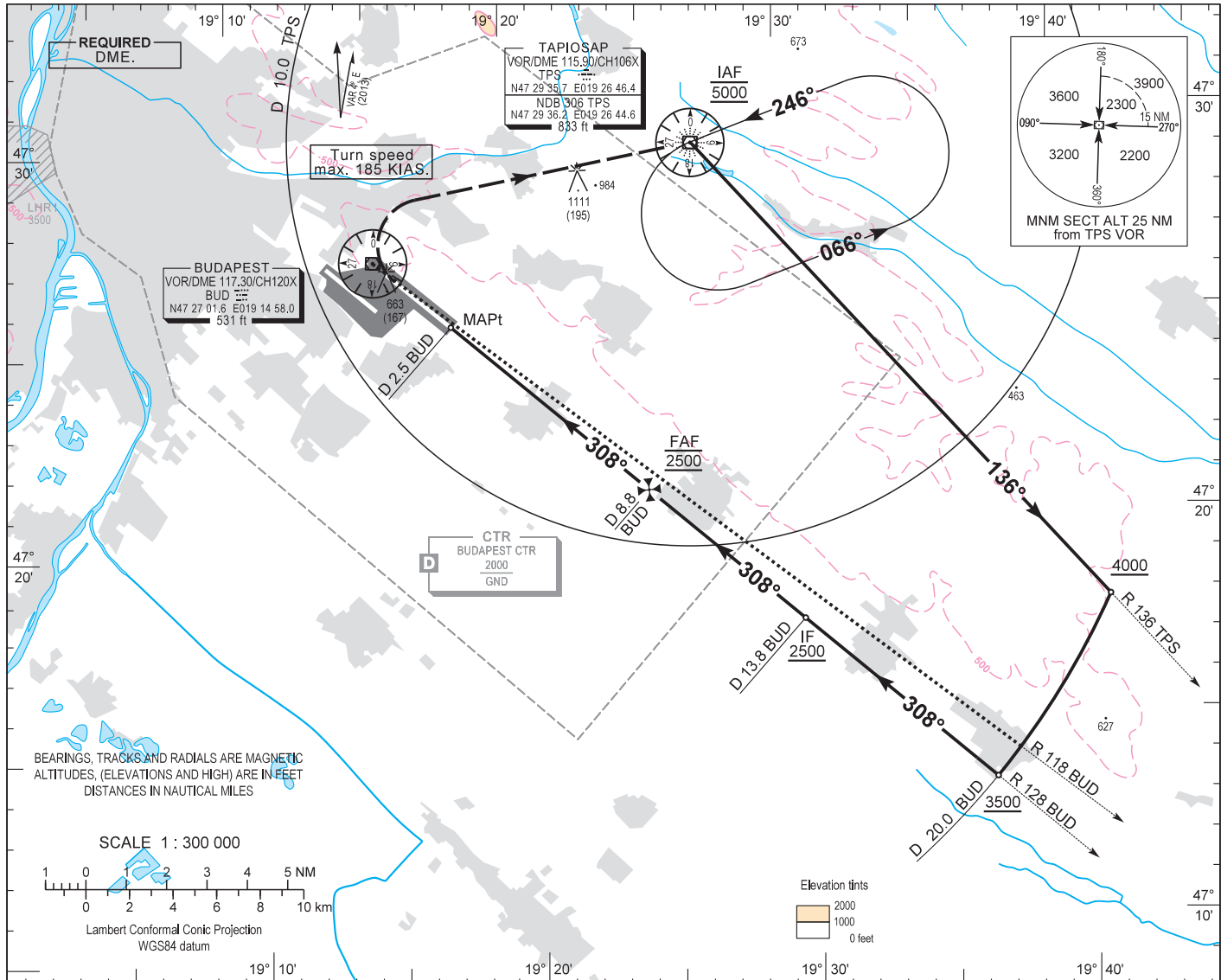
AIP HUNGARY

INSTRUMENT  
APPROACH  
CHART - ICAO

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

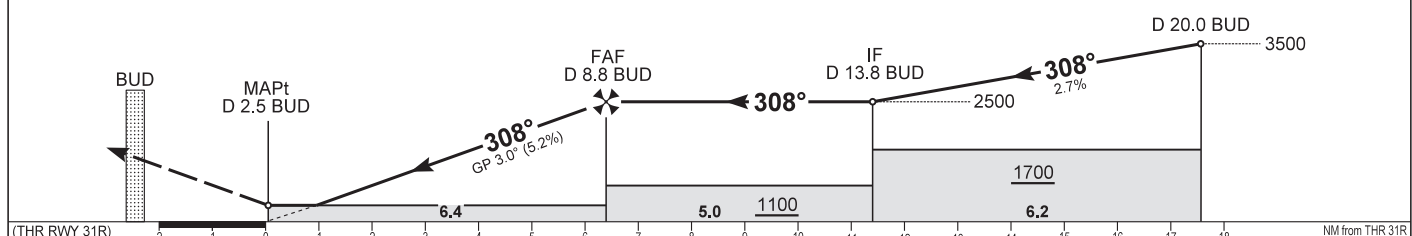
BUDAPEST APPROACH 129.700 ATIS 132.375 (117.300)  
122.975 BUDAPEST TOWER 118.100  
119.500 BUDAPEST GROUND 121.900

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



**MISSED APPROACH**  
Climb to 3000 on R 128 BUD inbound BUD VOR.  
When passing 900 turn right to TPS VOR.  
Maximum turning speed 185 KIAS.  
At 3000 enter published holding pattern at TPS VOR/DME.

TRANSITION ALTITUDE  
10000



CAT OF ACFT		A	B	C	D	DME BUD	NM	8.0	7.0	6.0	5.0	4.0
OCA (H) STRAIGHT-IN	2.5% macg	1240 (824)		1260 (844)		DIST THR / RWY 31R	NM	5.5	4.5	3.5	2.5	1.5
	3.7% macg	770 (354)		790 (374)		ALTITUDE	ft	2220	1900	1580	1270	950
CIRCLING		980	1190	1310	1510	Timing not authorised for defining the MAPt.						

GS	kt	80	100	120	140	160	180
FAF - RWY 31R (6.4 NM)	min:sec	4:48	3:51	3:12	2:45	2:24	2:08
Rate of descent (326.1 ft/NM)	ft/min	430	540	650	760	860	970

## AD 2 LHBP INSTRUMENT APPROACH CHART VOR RWY 31R

### VOR approach procedure:

Initial altitude 5000.  
Leave TPS VOR on R 136 TPS outbound and descend 4000.  
At D 20.0 BUD turn right and join CW D 20.0 BUD DME arc, descend 3500.  
After crossing R 118 BUD leading radial turn right and intercept R 128 BUD inbound (final track), descend 2500.  
When crossing D 8.8 BUD (FAF) descend to published minimum altitude.

### Holding procedure:

Holding fix: TPS VOR.  
Left hand holding pattern.  
Maximum speed: 230 KIAS  
Inbound track: 246°  
Outbound track: 066°  
Rate of turn: 3°/sec. or 25° bank angle  
(whichever requires lesser bank)  
Outbound timing: 1 min.  
Minimum holding altitude: 5000  
Maximum holding altitude: 3000 for Missed approach  
10000

Final approach descent: 3.0°