

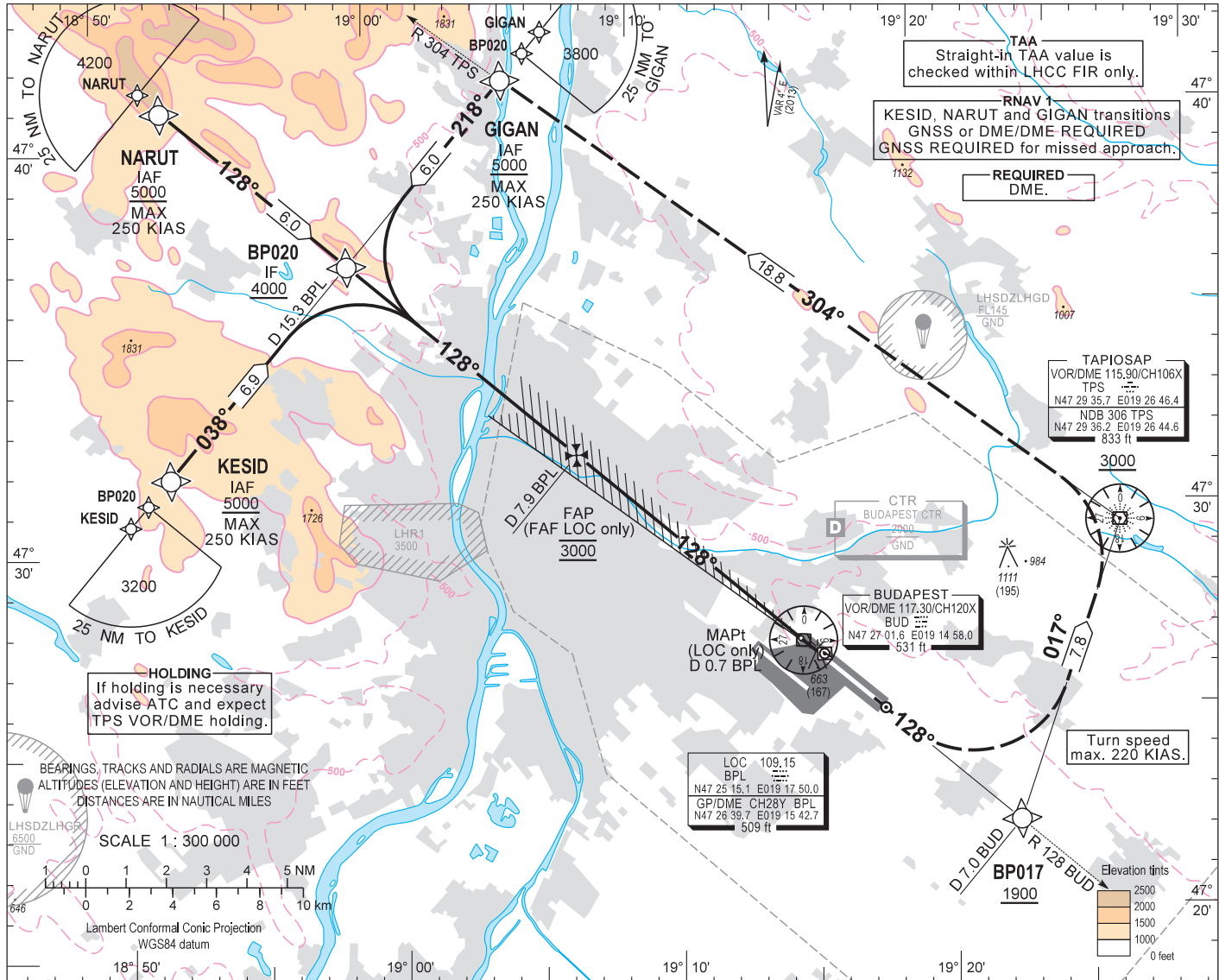
AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 496
HEIGHTS RELATED TO THR RWY 13L - ELEV 496

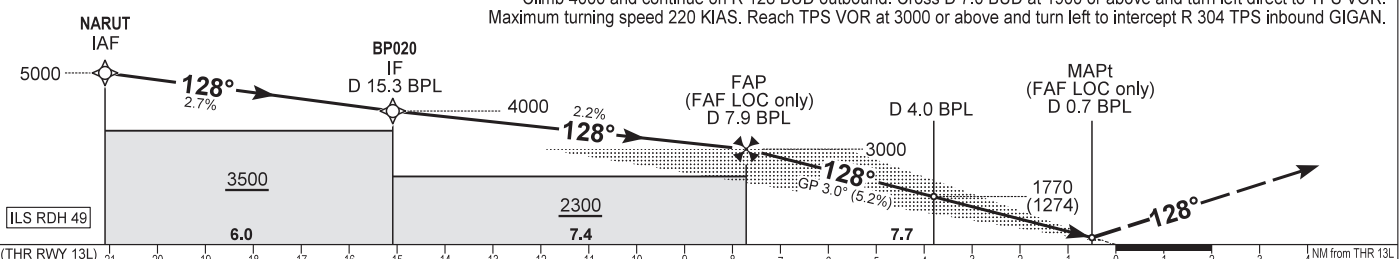
| | | | | |
|------------------------------|---------|---------|-------------------|-------------------|
| BUDAPEST APP | 122.975 | 123.860 | BUDAPEST GROUND | 121.910 |
| BUDAPEST TOWER | 118.100 | 119.510 | BUDAPEST DELIVERY | 134.540 |
| BUDAPEST INFORMATION (NORTH) | | | ATIS | 132.380 (117,300) |
| | | | | 119,350 |

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



TRANSITION ALTITUDE
10000

Climb 4000 and continue on RWY track 128°. Cross BP017 (fly-by) waypoint at 1900 or above and turn left to track 017° inbound TPS. Maximum turning speed 220 KIAS. From TPS proceed to GIGAN on track 304°.
MISSED APPROACH (RNAV)
MISSED APPROACH (CONVENTIONAL)
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. Maximum turning speed 220 KIAS. Reach TPS VOR at 3000 or above and turn left to intercept R 304 TPS inbound GIGAN.



| CAT OF ACFT | A | B | C | D | DME BPL | | | | | | | |
|---------------------|--------|-----------|-----------|-----------|-------------------------------|------------|--|-----|-----|-----|-----|-----|
| | | | | | NM | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 | |
| OCA (H) STRAIGHT-IN | CAT I | 2.5% macg | 955 (459) | 964 (468) | 974 (478) | 984 (488) | DIST THR / RWY 13L | | | | | |
| | | 4.0% macg | 657 (161) | 669 (173) | 677 (181) | 687 (191) | ft | | | | | |
| | CAT II | 2.5% macg | 866 (370) | 882 (386) | 896 (400) | 909 (413) | Timing not authorised for defining the MAPt. | | | | | |
| | | 4.0% macg | 566 (70) | 579 (83) | 589 (93) | 599 (103) | GS | | | | | |
| | LOC | 2.5% macg | 950 (454) | 980 (484) | 1000 (504) | 1020 (524) | kt | | | | | |
| | | 3.8% macg | 860 (364) | | 880 (384) | | FAP/FAF - THR 13L (7.7 NM) | | | | | |
| CIRCLING | 980 | 1190 | 1310 | 1510 | Rate of descent (324.8 ft/NM) | | | | | | | |
| | | | | | ft/min | | 430 | 540 | 640 | 750 | 860 | 970 |

AD 2 LHBP INSTRUMENT APPROACH CHART ILS OR LOC RWY 13L

| SEQ | P&T | Name | Latitude | Longitude | FlyOver | Bearing/ (Len Dur) | Turn Direction | Altitude (FT) | IAS (KT) | VPA/RDH (FT) | RNP (NM) |
|-----|-----|-----------------|-------------|--------------|---------|-----------------------|----------------|---------------|----------|--------------|----------|
| 010 | IF | GIGAN(IAF) | N47 41 17.3 | E019 04 58.0 | N | ... | ... | +5000 | -250 | ... | ... |
| 020 | TF | BP020(IF) | N47 36 51.5 | E018 58 59.1 | N | 222 T/6.00 NM | ... | +4000 | ... | -1.6° | ... |
| 010 | IF | KESID(IAF) | N47 31 47.2 | E018 52 10.0 | N | ... | ... | +5000 | -250 | ... | ... |
| 020 | TF | BP020(IF) | N47 36 51.5 | E018 58 59.1 | N | 042 T/6.86 NM | ... | +4000 | ... | -1.4° | ... |
| 010 | IF | NARUT(IAF) | N47 40 52.8 | E018 52 24.1 | N | ... | ... | +5000 | -250 | ... | ... |
| 020 | TF | BP020(IF) | N47 36 51.5 | E018 58 59.1 | N | 132 T/6.00 NM | ... | +4000 | ... | -1.6° | ... |
| 010 | IF | BP020(IF) | N47 36 51.5 | E018 58 59.1 | N | ... | ... | +4000 | ... | ... | ... |
| 020 | CF | BP019(FAP) | N47 31 54.7 | E019 07 02.8 | N | 132 T/7.37 NM | ... | @3000 | ... | -1.3° | ... |
| 030 | CF | RW13L(LTP/FTP) | N47 26 43.5 | E019 15 27.2 | Y | 132 T/7.71 NM | ... | +545 | ... | -3.0°/15 | ... |
| 010 | IF | MAPt (LOC only) | N47 27 04.7 | E019 14 53.0 | Y | ... | ... | +860 | ... | ... | ... |
| 020 | TF | BP017 | N47 22 18.6 | E019 22 34.5 | N | 132 T/6.55 NM | ... | +1900 | ... | 2.3° | ... |
| 030 | TF | TPS | N47 29 35.7 | E019 26 46.4 | N | 021 T/7.83 NM | L | +3000 | -220 | 1.0° | ... |
| 040 | TF | GIGAN | N47 41 17.3 | E019 04 58.0 | Y | 308 T/18.83 NM | L | @4000 | ... | 0.5° | ... |

Final approach descent: 3.0°.
LOC only descent: 2.99°.