

HUNGARY

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AIP AMDT: AIRAC AMDT 001/2020

Effective Date: **30 Jan 2020**

Publication date: 21 Nov 2019

1. Amendment content:**Grouped by changes:****1.1 Changes in charts' name**

- Charts renamed: ENR 6-LHCC-MISC1 to ENR 6-LHCC-LINKS, ENR 6-LHCC-MISC2 to ENR 6-LHCC-FRA, ENR 6-LHCC-MISC3 to ENR 6-LHCC-SECTOR, AD 2-LHDC-STAR to AD 2-LHDC-STAR-04R22L
- Charts newly created: AD 2-LHBP-TMA, HLDG, ATCSMAC, STAR-13L13R, STAR-31L31R
- Charts deleted: AD 2-LHBP-ARR-13L, ARR-13R, ARR-31L, ARR-31R

1.2 New TMA airspace introduced for LHBP

- Affected sections: GEN 2.3, ENR 5.1, ENR 5.2, ENR 5.5, AD 2.17 LHBP
- Affected charts:
 1. ENR 6-LHCC-ERC, LINKS, TRA, SECTOR
 2. AD 2-LHBP-SID-13L, SID-13R, SID-31L, SID-31R, STAR-13L13R, STAR-31L31R, TMA, HLDG, ATCSMAC, ILS/LOC-13L, VOR-13L, RNAV-13L, ILS/LOC-13R, RNAV-13R, ILS/LOC-31L, RNAV-31L, ILS/LOC-31R, VOR-31R, RNAV-Y-31R, RNAV-Z-31R, VAC

1.3 Termination of F class airspace

- Affected sections: ENR 1.1, ENR 1.2, ENR 1.4, AD 2.17 LHBC, LHDC, LHNY, LHPP, LHPR, LHSM, LHUD
- Affected charts:
 1. ENR 6-LHCC-ERC
 2. AD 2-LHBC-NDB-17L, NDB-35R, RNAV-17L, RNAV-35R, VAC
 3. AD 2-LHBP-TMA
 4. AD 2-LHDC-SID-04R, SID-22L, STAR-04R22L, ILS/LOC-04R, NDB-22L, RNAV-04R, RNAV-22L, VAC
 5. AD 2-LHPP-ILS/LOC-34, NDB-16, VAC
 6. AD 2-LHPR-SID-12, SID-30, ILS/LOC-30, VOR-12, VOR-30, RNAV-12, RNAV-30, VAC
 7. AD 2-LHSM-SID-16, SID-34, ILS/LOC-16, NDB-16, NDB-34, RNAV-16, RNAV-34, VAC
 8. AD 2-LHUD-VAC

1.4 Introduction of Radio and Transponder Mandatory Zone (RTMZ)

- Affected sections: AD 2.17 LHDC, LHSM
- Affected charts:
 1. ENR 6-LHCC-ERC
 2. AD 2-LHDC-SID-04R, SID-22L, STAR-04R22L, ILS/LOC-04R, NDB-22L, RNAV-04R, RNAV-22L, VAC
 3. AD 2-LHSM-SID-16, SID-34, ILS/LOC-16, NDB-16, NDB-34, RNAV-16, RNAV-34, VAC

1.5 JBR NDB withdrawal (incorporation of NOTAM A0814/17)

- Affected sections: ENR 1.3, ENR 4.1.1, GEN 2.5, AD 2.19 LHBP
- Affected chart: ENR 6-LHCC-ERC

1.6 VFR waypoints updated

- Affected sections: ENR 1.5, ENR 1.10, ENR 3.6, AD 2.22 LHBP
- Affected chart: AD 2-LHBP-VAC

1.7 FRA waypoints and flight planning procedures updated

- Affected sections: ENR 1.3, ENR 4.4.1 (incorporation of NOTAM A3483/19)
- Affected charts: ENR 6-LHCC-ERC, LINKS

- 1.8 **Area 1 obstacles updated**
 - Affected section: ENR 5.4
- 1.9 **Usable languages for communication updated**
 - Affected sections: ENR 2.1, ENR 2.2
- 1.10 **SITA address added**
 - Affected sections: AD 2.2 LHBC, LHBP, LHNY, LHPP, LHUD
- 1.11 **SATVOICE number(s) and Logon address added, if provided**
 - Affected sections: AD 2.18 LHBC, LHBP, LHDC, LHNY, LHPP, LHPR, LHSM, LHUD
- 1.12 **Using of "Nil" instead of "N/A"**
 - Affected sections: ENR 4.4.1, ENR 5.5, AD 2 LHDC, LHNY, LHUD

Grouped by sections:

- 1.13 **GEN 2.1**
 - Public holidays and special working days updated for 2020
- 1.14 **GEN 3.3.5**
 - Minimum flight altitudes section updated
- 1.15 **AD 2 LHBP**
 - AD 2.12 Slope of runway updated
 - AD 2.21 Noise abatement procedures updated
 - Text modification on chart: AD 2-LHBP-PDC-2
- 1.16 **AD 2 LHDC**
 - AD 2.23 Additional information updated with ground handling phone number
- 1.17 **AD 2 LHPR**
 - AD 2.23 Additional information updated
 - AD 2.12 RESA updated
 - Affected chart: AD 2-LHPR-ADC
- 1.18 **AD 2 LHPP**
 - AD 2.8, AD 2.12 Pavement classification numbers (PCN) updated
 - Affected chart: AD 2-LHPP-ADC

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:

A0814/17, A3483/19

SUP:

Nil

AIC:

AIC A 006/2019 - BUDAPEST TMA OPTIMIZATION

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

Insert the following pages

AD 2 LHBP - 23/24 30 JAN 2020
 AD 2 LHBP - 25/26 30 JAN 2020
 AD 2 LHBP - 27/28 30 JAN 2020
 AD 2 LHBP - 29/30 30 JAN 2020
 AD 2 LHBP - 31/32 30 JAN 2020
 AD 2 LHBP - 33/34 30 JAN 2020
 AD 2 LHBP PDC/2 - 1/2 30 JAN 2020
 AD 2 LHBP SID 13L - 1/2 30 JAN 2020
 AD 2 LHBP SID 13R - 1/2 30 JAN 2020
 AD 2 LHBP SID 31L - 1/2 30 JAN 2020
 AD 2 LHBP SID 31R - 1/2 30 JAN 2020
 AD 2 LHBP STAR 13L13R - 1/2 30 JAN 2020
 AD 2 LHBP STAR 31L31R - 1/2 30 JAN 2020
 AD 2 LHBP TMA - 1/2 30 JAN 2020
 AD 2 LHBP HLDG - 1/2 30 JAN 2020
 AD 2 LHBP ATCSMAC - 1/2 30 JAN 2020

AD 2 LHBP ILS/LOC 13L - 1/2 30 JAN 2020
 AD 2 LHBP VOR 13L - 1/2 30 JAN 2020
 AD 2 LHBP RNAV 13L - 1/2 30 JAN 2020
 AD 2 LHBP ILS 13R - 1/2 30 JAN 2020
 AD 2 LHBP RNAV 13R - 1/2 30 JAN 2020
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 AD 2 LHBP ILS 31R - 1/2 30 JAN 2020
 AD 2 LHBP VOR 31R - 1/2 30 JAN 2020
 AD 2 LHBP RNAV Y 31R - 1/2 30 JAN 2020
 AD 2 LHBP RNAV Z 31R - 1/2 30 JAN 2020
 AD 2 LHBP VAC - 1/2 30 JAN 2020
 AD 2 LHDC - 3/4 30 JAN 2020
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 AD 2 LHDC - 9/10 30 JAN 2020
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Remove the following pages

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 AD 2 LHBP - 33/34 15 AUG 2019
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GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC AIP AMENDMENT			
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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	
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004/2015	09-Jul-2015	20-Aug-2015	
005/2015	01-Oct-2015	12-Nov-2015	
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002/2016	31-Mar-2016	26-May-2016	

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003/2016	12-May-2016	23-Jun-2016	
004/2016	04-Aug-2016	15-Sep-2016	
005/2016	29-Sep-2016	10-Nov-2016	
001/2017	19-Jan-2017	02-Mar-2017	
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004/2019	11-Apr-2019	23-May-2019	
005/2019	09-May-2019	18-Jul-2019	
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PART 2 - EN-ROUTE (ENR)

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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

6.1 Legal Holidays

- 1 January - New Year's Day
- 15 March - National Holiday
- 10 April - Good Friday
- 12 April - Easter Sunday
- 13 April - Easter Monday
- 1 May - Labour Day
- 1 June - Whit Monday
- 20 August - St. Stephen's Day
- 21 August - Long Weekend
- 23 October - Revolution Day
- 1 November - All Saints' Day
- 24 December - Christmas Eve
- 25 December - Christmas Day
- 26 December - Christmas Day

6.2 Special working days

- 29 August - Working Day
- 12 December - Working Day

AIP HUNGARY

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
MTMA	+Military TMA
MTOW	+Maximum take-off weight
MTSAT	+Multifunctional transport satellite
MTU	Metric units
MTW	Mountain waves
MVA	+Minimum vectoring altitude
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)
NADP	+Noise Abatement Departure Procedure
NAS	+National Ambulance Service
NASARS	+National Air Search and Rescue System
NASC	†National AIS system centre
NAT	North Atlantic
NATO	+North Atlantic Treaty Organisation
NAV	Navigation
NB	Northbound
NBFR	Not before
NC	No change
NCD	No cloud detected (used in automated METAR/SPECI)
NDB	‡Non-directional radio beacon
NDGDM	+National Directorate General for Disaster Management
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

NLA	+National Light Aviation
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
NPH	+National Police Headquarters
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 hazard, 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
NS	+Non-Scheduled
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
OAT	+Operational Air Traffic
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)
OL	+Operating License - according to EC Regulation 1008/2008
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

AIP HUNGARY

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	+Private
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
PDC	+Parking and Docking Chart
PDF	+Portable Document Format
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
PRM	+Persons with reduced mobility
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)
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
RAD	+Route Availability Document
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

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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
RERTE	Re-route
RESA	Runway end safety area
RFC	+Radio facility chart
RFP	+Replacement Flight Plan
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
RMZ	+Radio Mandatory Zone
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)

RTMZ	+Radio and transponder mandatory zone
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	+Scheduled
S	State of the sea (followed by figures in METAR/SPECI)
S	South or Southern latitude
S6	+6-hourly surface synoptic chart
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
SC	Stratocumulus
SCR	+Schedule Clearance Request
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
SEE FRA	+South-East Europe Free Route Airspace
SEEN FRA	+South-East Europe Night Free Route Airspace
SELCAL	†Selective calling system
SEP	September
SER	Service or servicing or served
SERA	+Standardised European Rules of the Air
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

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SLAP	+Slot allocation procedure
SLP	Speed limiting point
SLT	+Slot allocation message
SLW	Slow
SMA	+Schedule Movement Advice
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
SSIM	+Standard Schedules Information Manual
SSR	‡Secondary surveillance radar
SST	Supersonic transport
SSW	South-south-west
ST	Stratus
STA	Straight-in approach
STANAG	+Standardization Agreement
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
SWH	+High Level Significant Weather Chart (FL 250 - FL 450)
SWL	+Low Level Significant Weather Chart (Surface - FL 100)
SWM	+Medium Level Significant Weather Chart (FL 100 - FL 250)
SWY	Stopway

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
TCAS	+Traffic Collision Avoidance System
TCO	+Third Country Operators
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
TMA	‡Terminal control area
TMZ	+Transponder Mandatory Zone
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 Area
TRANS	Transmits or transmitter
TREND	†Trend forecast
TRCC	+Terminal Radar Control Centre
TRL	Transition level
TROP	Tropopause

GEN 2.3 CHART SYMBOLS

1. GENERAL SYMBOLS

Figure 1. Aerodromes

		Aerodrome, runway pattern
		Paved runway (Aeronautical Chart - ICAO 1:500 000)
		Civil aerodrome
		Military aerodrome
		Abandoned or closed aerodrome
		Heliport, aerodrome for the exclusive use of helicopters

Figure 2. Radio navigation aids

	Basic radio navigation aid symbol
	Non-directional radio beacon (NDB)
	VHF omnidirectional radio range (VOR)
	Distance measuring equipment (DME)
	Collocated VOR and DME radio navigation aids (VOR/DME)
	VOR radial (degree); DME distance (NM)
	Compass rose Radio marker beacon
	Instrument landing system (ILS) course (Instrument Approach Chart)
<p>Profiles for radio navigation aids (Instrument Approach Chart)</p> <p>ILS with course, descent gradient, angle</p> <p>Distances between the beacons (NM)</p> <p>RWY</p> <p>Crossing altitude (height) in ft</p>	
<p>Navaid labels</p> <p>Navaid name</p> <p>Type of navaid, frequency</p> <p>Identification</p> <p>Geographical coordinates</p> <p>Type of navaid, frequency, identification</p> <p>Geographical coordinates</p> <p>DME antenna elevation</p>	

Figure 3. Air traffic services

		Flight Information Region (FIR)
		Terminal Control Area (TMA/MTMA); Control Area (CTA)
		Control Zone (CTR/MCTR)
		Free Route Airspace (FRA) (<i>Enroute Chart - ICAO</i>)
		Traffic Information Zone (TIZ)
		Radio and Transponder Mandatory Zone (RTMZ)
<p>Aeronautical Chart - ICAO 1:500 000 : callsign, frequency, airspace classification, vertical limits, airspace name and type</p>		
		Aerial sporting and recreational activities with designator and vertical limits
		Bird migration and areas with sensitive fauna with designator and vertical limits (upper limit)
		Reporting point - compulsory; on request
		Altitudes levels ("at or above", "at or below", "mandatory", "window")
		Waypoint (On request fly-by, Compulsory fly-by, On request flyover)
		Terminal route segment - instrument with designator, length (NM), course
		Scale-break on route
		Holding pattern with altitude and course
		Missed approach track

Figure 4. Air restrictions

			Prohibited area with designator and vertical limits (upper limit)
			Restricted area with designator and vertical limits (upper limit)
			Danger area with designator and vertical limits (upper limit)
			Temporarily restricted area with designator and vertical limits

Figure 5. Obstacles

	Obstacle; Group obstacles; Lighted obstacle; Lighted group obstacles
	Exceptionally high obstacle; Exceptionally high obstacle lighted
	Wind turbine; Wind turbines in minor group
	Elevation (height) of top in ft
	Spot elevation in ft
	Prominent transmission line

2. MISCELLANEOUS

Figure 6. Symbols for En-route Charts

	Minimum off-route altitude (Grid MORA) - example: 5200 ft
	Isogonic line

Figure 7. Symbols for SID/STAR/Instrument Approach Charts

	Minimum sector altitude; Hypsometry
	City or large town; Hydrography

Figure 8. Symbols for Aerodrome / Heliport Charts

	Area suitable for aircraft movement (asphalt, concrete, grass)
	Runway designation; Stopway (SWY); Strip, RESA
	Taxiway sign and segment boundary
	Aerodrome boundary; Aerodrome reference point (ARP)
	VOR check-point; Runway visual range (RVR) observation site
	Runway-holding position (Pattern A, B); Intermediate holding position
	Stop bar; Sign-board; No entry; Wind direction indicator
	Other aerodrome equipment; Meteorological equipment
	Point lights (see details on charts)
	Taxiway centre line; Aircraft stand taxilane centre line
	Number of aircraft stand
	Boundary of the air traffic control service
	Aerodrome control tower; Building; Fence
	Service road, public road; Important dirt-road; Railway tracks

Figure 9. Symbols for Obstacle Charts - Type A



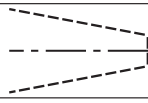




	Area suitable for aircraft movement (asphalt, concrete, grass)
	Stopway (SWY); Strip
	Take-off flight path; Take-off flight path area
	Tree or shrub; Pole, tower, spire, antenna, etc.; Identification number
	Built-up area; Forest area, etc.

Figure 10. Symbols for Visual Approach Charts

<i>Under development</i>

Figure 11. Symbols for Aeronautical Chart - ICAO 1:500 000

	Area minimum altitude - example: 1300 ft
	Isogonic line
<i>Culture, hydrography and topography symbols see details on chart.</i>	

GEN 2.5 LIST OF RADIONAVIGATION AIDS

Decode			
ID	Station name	Aid	Purpose
BC	BEKESCSABA	L	A
BDA	BUDAPEST 13R	L	A
BDF	BUDAPEST 13L	L	A
BKS	BEKES	DVOR/DME	AE
BPL	BUDAPEST 13L	LOC/DME	A
BPR	BUDAPEST 31R	LOC/DME	A
BUA	BUDAPEST 31L	L	A
BUD	BUDAPEST	DVOR/DME	AE
BUF	BUDAPEST 31R	L	A
BUG	BUGAC	DVOR/DME	E
C	DEBRECEN 04R	L	A
DC	DEBRECEN 04R	L	A
DCN	DEBRECEN	LOC/DME	A
EN	DEBRECEN 22L	L	A
FER	BUDAPEST 13R	LOC/DME	A
FHL	BUDAPEST 31L	LOC/DME	A
GPR	GYOR 30	LOC/DME	A
GYR	GYOR	DVOR/DME	AE
MNR	MONOR	DVOR/DME	AE
NY	NYIREGYHAZA 36	L	A
NYR	NYIREGYHAZA	VOR/DME	A
PCS	PECS-POGANY	LOC/DME	A
PP	PECS-POGANY	L	A
PQ	NYIREGYHAZA	L	A
PTB	PUSZTASZABOLCS	DVOR/DME	AE
SAG	SAJOHIDVEG	DVOR/DME	E
SEG	SZEGED	DME	A
SEG	SZEGED	L	A
SME	SARMELLEK	DME	A
SME	SARMELLEK	L	A
SMK	SARMELLEK 16	LOC/DME	A

Encode			
Station name	Aid	ID	Purpose
BEKES	DVOR/DME	BKS	AE
BEKESCSABA	L	BC	A
BUDAPEST	DVOR/DME	BUD	AE
BUDAPEST 13L	L	BDF	A
BUDAPEST 13L	LOC/DME	BPL	A
BUDAPEST 13R	L	BDA	A
BUDAPEST 13R	LOC/DME	FER	A
BUDAPEST 31L	L	BUA	A
BUDAPEST 31L	LOC/DME	FHL	A
BUDAPEST 31R	L	BUF	A
BUDAPEST 31R	LOC/DME	BPR	A
BUGAC	DVOR/DME	BUG	E
DEBRECEN	LOC/DME	DCN	A
DEBRECEN 04R	L	C	A
DEBRECEN 04R	L	DC	A
DEBRECEN 22L	L	EN	A
GYOR	DVOR/DME	GYR	AE
GYOR 30	LOC/DME	GPR	A
MONOR	DVOR/DME	MNR	AE
NYIREGYHAZA	L	PQ	A
NYIREGYHAZA	VOR/DME	NYR	A
NYIREGYHAZA 36	L	NY	A
NYIREGYHAZA 36	L	Y	A
PECS-POGANY	L	PP	A
PECS-POGANY	LOC/DME	PCS	A
PUSZTASZABOLCS	DVOR/DME	PTB	AE
SAGVAR	DVOR/DME	SVR	E
SAJOHIDVEG	DVOR/DME	SAG	E
SARMELLEK	DME	SME	A
SARMELLEK	L	SME	A
SARMELLEK 16	LOC/DME	SMK	A

Decode			
ID	Station name	Aid	Purpose
SVR	SAGVAR	DVOR/DME	E
TPS	TAPIOSAP	DVOR/DME	AE
Y	NYIREGYHAZA 36	L	A

Encode			
Station name	Aid	ID	Purpose
SZEGED	DME	SEG	A
SZEGED	L	SEG	A
TAPIOSAP	DVOR/DME	TPS	AE

GEN 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE SERVICE

- 1.1. The aeronautical charts for the territory of Hungary are published by HungaroControl, Hungarian Air Navigation Services Private Limited Company The charts are provided by the Publications and Static Data Provision Unit of the AIS.
- 1.2. Publication and Static Data Provision Unit:
Post:H-1185 Budapest, Iglo utca 33-35. Hungary
Phone:(+361) 293-4459
Phone:(+361) 293-4458
Phone:(+361) 293-4144
Email:pubsdo@hungarocontrol.hu
URL:http://ais.hungarocontrol.hu
- 1.3. The aeronautical charts published in the Hungarian AIP are produced in accordance with the provisions contained in ICAO Annex 4 - Aeronautical Charts with the provisions set forth in ICAO Aeronautical Charts Manual (Doc 8697), with the differences listed in subsection *GEN 1.7*.
- 1.4. Hours of Service: normal business hours.

2. MAINTENANCE OF CHARTS

- 2.1. The aeronautical charts included in the AIP are regularly kept up-to-date or are replaced by the amendments to the AIP. Significant amendments or revisions in aeronautical information to aeronautical chart 1:500 000 are also included in the AIP and may be promulgated by NOTAM, if appropriate. Information concerning new maps and charts will be notified by AIC.
- 2.2. Items of information found to be incorrect after publication, are immediately corrected by NOTAM if they are of operational significance, attention is drawn to the particular chart affected.
- 2.3. Revision of the aeronautical information on all charts is a continuous process and amended reprints are published as regularly as production resources permit. Topographical and hydro graphical information portrayed are also revised when necessary.

3. PURCHASE ARRANGEMENTS

- 3.1. The charts as listed under may be obtained from:
HungaroControl AIS
Post:H-1185 Budapest, Iglo utca 33-35. Hungary
Phone:(+361) 293-4354
Phone:(+361) 293-4471
Fax: (+361) 293-4239
Email:ais@hungarocontrol.hu
URL:http://ais.hungarocontrol.hu

4. AERONAUTICAL CHART SERIES AVAILABLE

- 4.1. The following types of charts are published and available at present:
 1. Aeronautical Chart - ICAO 1:500 000
 2. En route Chart - ICAO
 3. Compulsory and Plannable Links - Index Chart
 4. South East Europe Free Route Airspace (SEE FRA) - Index Chart

5. ATC Sectors - Index Chart
6. Prohibited, Restricted and Danger Areas Chart - Index Chart
7. Military Exercise Areas - Index Chart
8. Aerodrome Chart - ICAO
9. Aircraft Parking/Docking Charts - ICAO
10. Aerodrome Obstacle Chart - ICAO Type A (Operating Limitations)
11. Precision Approach Terrain Chart - ICAO
12. Standard Departure Chart - Instrument (SID) - ICAO
13. Standard Arrival Chart - Instrument (STAR) - ICAO
14. Budapest TMA - Index Chart
15. Holding Procedures - Index Chart
16. ATC Surveillance Minimum Altitude Chart - ICAO
17. Instrument Approach Chart - ICAO
18. Visual Approach Chart - ICAO

A general description and explanation of the intended use of aeronautical charts listed above are given in para 4.2.

4.2 General description of each series

4.2.1 Aeronautical Chart - ICAO 1:500 000

This coloured chart is produced in Lambert conformal conic projection and consists of one sheet.

The chart covers the area of 4540N to 4840N and from 1600E to 2300E. The topographic basis of the chart comprises built-up areas, railroads, roads, hydrography, topography, significant landmarks and political boundaries.

The aeronautical overprint includes the structure of airspaces, aerodromes, radio navigation facilities with names, frequencies and identification, known obstacles, area minimum altitudes and isogonal information. This chart is designed to serve as a basic aeronautical chart for low speed visual air navigation and for preflight planning of operations.

4.2.2 En route Chart - ICAO

The function of these charts is to facilitate the task of flight crews in navigating by radio aids and significant points, during flights within the Budapest FIR. The charts contain all the information relevant to the structure of controlled and uncontrolled airspaces, and the radio navigation facilities, type of service, identification, frequencies, and position coordinates.

4.2.3 Compulsory and plannable links - Index Chart

This chart portrays the information stated in section *ENR 1.3 para 4.4.4* Flight planning procedures for departing and arriving flights, depicting the available flight planning possibilities within the Hungarian FIR.

4.2.4 South East Europe Free Route Airspace (SEE FRA) - Index Chart

This chart is designed to visualize the horizontal and vertical boundaries of FIRs involved in the Free Route Airspaces Hungary is participating, during the daytime (SEE FRA) and night time (SEEN FRA).

4.2.5 ATC Sectors - Index Chart

The chart portrays the sectors used within LHCC FIR compared to the political border with vertical and horizontal limits visualizing all the delegated airspace parts and the respective responsible ATC units.

4.2.6 Prohibited, Restricted and Danger Areas Chart - Index Chart

The chart relevant to the ATS airspaces shown on the en route chart are depicted with their identification and

vertical limit on a separate sheet to avoid congestion on these charts.

4.2.7 Military Exercise Areas - Index Chart

The primary function of this type of chart is to provide information on military exercises areas (TRAs) with their identification and vertical limit.

4.2.8 Aerodrome Chart - ICAO

These charts provide information on the movement area of public aerodromes (runways, taxiways, aprons and aircraft stands) and portrays the site of major flight operation facilities.

4.2.9 Aircraft Parking/Docking Chart - ICAO

These charts give more detailed information on the parking areas and procedures. It provides a more detailed of parts of the aerodrome chart above.

4.2.10 Aerodrome Obstacle Chart - ICAO Type A (Operating Limitations)

These charts show the obstacles in the final approach/take-off flight path areas. It is shown in plan and profile view.

4.2.11 Precision Approach Terrain Chart - ICAO

These charts provide detailed terrain profile information of the final approach areas so as to enable aircraft operators to assess the effect of the terrain on decision height determination by the use of radio altimeters.

4.2.12 Standard Departure Chart - Instrument (SID) - ICAO

These charts provide flight crew with information to enable them to comply with the designed standard departure 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.

4.2.13 Standard Arrival Chart - Instrument (STAR) - ICAO

These charts provide flight crew with information to enable them to comply with the designed standard arrival route from the en-route phase of flight to the landing. Each chart includes relevant aeronautical information as well as the textual description of the designated standard arrival routes.

4.2.14 Budapest TMA - Index Chart

The chart is designed to display all the additional sporting airspaces and overlapping military MTMAs within the Budapest TMA with horizontal and vertical limits and the other possible restricted and danger areas within the region.

4.2.15 Holding procedures - Index Chart

This chart is to provide visual guidance of all the holding procedures within the Budapest TMA.

4.2.16 ATC Surveillance Minimum Altitude Chart - ICAO

This supplementary chart provides information that will enable flight crews to monitor and cross-check altitudes assigned by a controller using an ATS surveillance system.

4.2.17 Instrument Approach Chart - ICAO

These charts are produced for each IAP available at aerodromes.

4.2.18 Visual Approach Chart - ICAO

The primary function of these charts 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.

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		Hungary		
	1:500 000	2252-B 2251A	2000.-	30 JAN 2020
Free Route Airspace (FRA) (9500 - FL 660)		Hungary		
	1:1 000 000	ENR 6-LHCC-ERC	500.-	30 JAN 2020
Compulsory and Plannable Links - Index Chart (See ENR 1.3)		Hungary		
	Nil	ENR 6-LHCC-LINKS	500.-	30 JAN 2020
South East Europe Free Route Airspace (SEEFRA) - Index Chart		Hungary		
	Nil	ENR 6-LHCC-FRA	500.-	30 JAN 2020
ATC Sectors - Index Chart		Hungary		
	Nil	ENR 6-LHCC-SECTOR	500.-	30 JAN 2020
Prohibited, Restricted and Danger Areas - Index Chart		Hungary		
	1:1 500 000	ENR 6-LHCC-TRA	200.-	30 JAN 2020
Military Exercise Areas - Index Chart		Hungary		
	1:1 500 000	ENR 6-LHCC-PRD	200.-	07 DEC 2017
Aerodrome Chart - ICAO		Békéscsaba		
	1:10 000	AD 2-LHBC-ADC	200.-	06 DEC 2018
		Budapest/Liszt Ferenc International Airport		
	1:10 000	AD 2-LHBP-ADC	200.-	07 NOV 2019
Appendix 1 to ADC	Nil	AD 2-LHBP-MISC-ARR	200.-	25 APR 2019
Appendix 2 to ADC	Nil	AD 2-LHBP-MISC-DEP	200.-	25 APR 2019
		Debrecen		
	1:10 000	AD 2-LHDC-ADC	150.-	25 APR 2019
		Nyíregyháza		
	1:7 500	AD 2-LHNY-ADC	150.-	06 DEC 2018
		Pécs/Pogány		
	1:10 000	AD 2-LHPP-ADC	150.-	30 JAN 2020
		Győr/Pér		
	1:10 000	AD 2-LHPR-ADC	200.-	30 JAN 2020
		Hévíz/Balaton		
	1:10 000	AD 2-LHSM-ADC	150.-	03 JAN 2019
		Szeged		
	1:10 000	AD 2-LHUD-ADC	150.-	06 DEC 2018
Aircraft Parking/Docking Chart - ICAO		Budapest/Liszt Ferenc International Airport		
	1:5 000	AD 2-LHBP-PDC/1	200.-	18 JUL 2019
	1:5 000	AD 2-LHBP-PDC/2	200.-	30 JAN 2020
	1:5 000	AD 2-LHBP-PDC/3	200.-	18 JUL 2019

Title of series	Scale	Name and/or number	Price (HUF)	Date
Aerodrome Obstacle Chart - ICAO - Type A (Operating Limitations)		Budapest/Liszt Ferenc International Airport		
	1:20 000	AD 2-LHBP-AOCA-13R31L	200.-	18 JUL 2019
	1:20 000	AD 2-LHBP-AOCA-13L31R	200.-	23 JUL 2015
		Debrecen		
	1:12 500	AD 2-LHDC-AOCA-04R22L	200.-	25 APR 2019
		Pécs/Pogány		
	1:20 000	AD 2-LHPP-AOC/A	200.-	26 AUG 2010
		Hévíz/Balaton		
	1:20 000	AD 2-LHSM-AOCA-1634	200.-	20 SEP 2012
		Szeged		
	1:20 000	AD 2-LHUD-AOCA-16R34L	200.-	07 DEC 2017
Precision Approach Terrain Chart - ICAO		Budapest/Liszt Ferenc International Airport		
	1:2 000	AD 2-LHBP-PATC 13R/31L	200.-	25 AUG 2011
	1:2 000	AD 2-LHBP-PATC 13L/31R	200.-	25 AUG 2011
Standard Departure Chart - Instrument (SID) - ICAO		Budapest/Liszt Ferenc International Airport		
	1:500 000	AD2-LHBP-SID-31R	200.-	30 JAN 2020
	1:500 000	AD2-LHBP-SID-13L	200.-	30 JAN 2020
	1:500 000	AD2-LHBP-SID-31L	200.-	30 JAN 2020
	1:500 000	AD2-LHBP-SID-13R	200.-	30 JAN 2020
		Debrecen		
	1:250 000	AD 2-LHDC-SID-04R	200.-	30 JAN 2020
	1:250 000	AD 2-LHDC-SID-22L	200.-	30 JAN 2020
		Győr/Pér		
	1:250 000	AD 2-LHPR-SID-12	200.-	30 JAN 2020
	1:250 000	AD 2-LHPR-SID-30	200.-	30 JAN 2020
		Hévíz/Balaton		
	1:250 000	AD 2-LHSM-SID-16	200.-	30 JAN 2020
1:250 000	AD 2-LHSM-SID-34	200.-	30 JAN 2020	
Standard Arrival Chart - Instrument (STAR) - ICAO		Budapest/Liszt Ferenc International Airport		
	1:700 000	AD 2-LHBP-STAR-13L13R	200.-	30 JAN 2020
	1:700 000	AD 2-LHBP-STAR-31L31R	200.-	30 JAN 2020
	1:250 000	AD 2-LHDC-STAR-04R22L	200.-	30 JAN 2020
Budapest TMA - Index Chart		Budapest/Liszt Ferenc International Airport		
1:700 000	AD 2-LHBP-TMA	200.-	30 JAN 2020	
Holding Procedures - Index Chart		Budapest/Liszt Ferenc International Airport		
1:700 000	AD 2-LHBP-HLDG	200.-	30 JAN 2020	
ATC Surveillance Minimum Altitude Chart - ICAO		Budapest/Liszt Ferenc International Airport		
1:500 000	AD 2-LHBP-ATCSMAC	200.-	30 JAN 2020	

Title of series	Scale	Name and/or number	Price (HUF)	Date
Instrument Approach Chart - ICAO		Békéscsaba		
	1:275 000	AD 2-LHBC-NDB 17L	200.-	30 JAN 2020
	1:275 000	AD 2-LHBC-NDB 35R	200.-	30 JAN 2020
	1:275 000	AD 2-LHBC-RNAV 17L	200.-	30 JAN 2020
	1:275 000	AD 2-LHBC-RNAV 35R	200.-	30 JAN 2020
		Budapest/Liszt Ferenc International Airport		
	1:300 000	AD 2-LHBP-ILS/LOC-13L	200.-	30 JAN 2020
	1:300 000	AD 2-LHBP-VOR-13L	200.-	30 JAN 2020
	1:300 000	AD 2-LHBP-RNAV-13L	200.-	30 JAN 2020
	1:300 000	AD 2-LHBP-ILS/LOC-13R	200.-	30 JAN 2020
	1:300 000	AD 2-LHBP-RNAV-13R	200.-	30 JAN 2020
	1:300 000	AD 2-LHBP-ILS/LOC-31L	200.-	30 JAN 2020
	1:300 000	AD 2-LHBP-RNAV-31L	200.-	30 JAN 2020
	1:300 000	AD 2-LHBP-ILS/LOC-31R	200.-	30 JAN 2020
	1:300 000	AD 2-LHBP-VOR-31R	200.-	30 JAN 2020
	1:300 000	AD 2-LHBP-RNAV-Y-31R	200.-	30 JAN 2020
	1:300 000	AD 2-LHBP-RNAV-Z-31R	200.-	30 JAN 2020
		Debrecen		
	1:250 000	AD 2-LHDC-ILS/LOC-04R	200.-	30 JAN 2020
	1:250 000	AD 2-LHDC-NDB-22L	200.-	30 JAN 2020
	1:250 000	AD 2-LHDC-RNAV-04R	200.-	30 JAN 2020
	1:250 000	AD 2-LHDC-RNAV-22L	200.-	30 JAN 2020
		Pécs/Pogány		
	1:250 000	AD 2-LHPP-ILS/LOC-34	200.-	30 JAN 2020
	1:250 000	AD 2-LHPP-NDB-16	200.-	30 JAN 2020
		Győr/Pér		
	1:250 000	AD 2-LHPR-ILS/LOC-30	200.-	30 JAN 2020
	1:250 000	AD 2-LHPR-VOR-12	200.-	30 JAN 2020
	1:250 000	AD 2-LHPR-VOR-30	200.-	30 JAN 2020
	1:250 000	AD 2-LHPR-RNAV-12	200.-	30 JAN 2020
	1:250 000	AD 2-LHPR-RNAV-30	200.-	30 JAN 2020
		Hévíz/Balaton		
	1:250 000	AD 2-LHSM-ILS/LOC-16	200.-	30 JAN 2020
	1:250 000	AD 2-LHSM-NDB-16	200.-	30 JAN 2020
	1:250 000	AD 2-LHSM-NDB-34	200.-	30 JAN 2020
	1:250 000	AD 2-LHSM-RNAV-16	200.-	30 JAN 2020
	1:250 000	AD 2-LHSM-RNAV-34	200.-	30 JAN 2020
Visual Approach Chart - ICAO		Békéscsaba		
	1:75 000	AD 2-LHBC-VAC	400.-	30 JAN 2020
		Budapest/Liszt Ferenc International Airport		
	1:125 000	AD 2-LHBP-VAC	400.-	30 JAN 2020
		Debrecen		
	1:75 000	AD 2-LHDC-VAC	400.-	30 JAN 2020

	Title of series	Scale	Name and/or number	Price (HUF)	Date
|			Pécs/Pogány		
|		1:75 000	AD 2-LHPP-VAC	400.-	30 JAN 2020
|			Győr/Pér		
|		1:75 000	AD 2-LHPR-VAC	400.-	30 JAN 2020
|			Hévíz/Balaton		
		1:75 000	AD 2-LHSM-VAC	400.-	30 JAN 2020
			Szeged		
		1:75 000	AD 2-LHUD-VAC	400.-	30 JAN 2020

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GEN 3.3 AIR TRAFFIC SERVICES

1. RESPONSIBLE SERVICE

The Civil Aviation Authority (CAA) exercises the direct supervision upon the HungaroControl, Hungarian Air Navigation Services Private Limited Company. HungaroControl is the responsible organization for the provision of air traffic services for civil aviation.

HungaroControl

Post:H-1675 Budapest PO Box 80.

Phone:(+361) 293-4000

Fax:(+361) 293-4001

AFS:LHBPYFYX

Email:hc@hungarocontrol.hu

URL:http://www.hungarocontrol.hu

The services are provided in accordance with the provisions contained in the following ICAO documents:

- Doc 7300 - Convention on International Civil Aviation
- Annex 2 - Rules of the Air
- Annex 11 - Air Traffic Services
- Doc 4444 - Procedures for Air Navigation Services - Rules of the Air and Air Traffic Services (PANS-ATM)
- Doc 8168 - Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS)
- Doc 7030 - Regional Supplementary Procedures (EUR Region)

Differences to these provisions are detailed in *GEN 1.7*

2. AREA OF RESPONSIBILITY

The area of responsibility of the Hungarian air traffic service is the entire territory of Hungary.

The area of responsibility covers additionally the parts of adjacent foreign airspace, within which the provision of the air traffic services has been delegated to HungaroControl on the basis of agreement with the appropriate foreign units. On the other hand, the provision of the ATS was delegated for specific parts of the FIR Budapest like manner to foreign air traffic service units.

The areas of responsibility are indicated by their co-ordinates in *ENR 2.2.* and depicted on aeronautical charts.

3. TYPES OF SERVICES**3.1 Air Traffic Services (ATS)**

The following types of services are provided:

- Air Traffic Control service (ATC),
- Flight Information Service (FIS),
- Alerting Service (ALRS).

3.1.1 Air Traffic Control service

The air traffic control service is subdivided in:

- area control service (ACC),
- approach control service (APP),
- aerodrome control service (TWR).

ATC is provided to all flights (IFR and VFR) in class C airspace.

3.1.2 Flight Information Service

The Flight Information Service is subdivided in:

- Flight Information Centre (FIC),
- Aerodrome Flight Information Service (AFIS)

FIS is provided to all aircraft which are likely to be affected by the information and which are:

- a. provided with ATC service; or
- b. known to the relevant ATS unit and in two-way radio contact with it.

3.1.2.1 FIC provides information and services:

- SIGMET, aerodrome met. reports, forecasts and weather conditions that likely make operation under VFR impracticable, as appropriate;
- changes in the serviceability of navigation aids;
- other known air traffic to assist pilot to avoid collision;
- unnamed free balloons;
- activity of danger and temporary restricted areas;
- operational hours of aerodromes; and
- any other circumstances likely affect safety;
- altimeter setting (QNH);
- assistance for Search- and Rescue (SAR) operations;
- activation and closure of Flight Plans.

3.1.2.2 AFIS provides information:

The purpose of AFIS is to provide information necessary for the safe and efficient conduct of flight operations in the vicinity of the aerodrome and on the manoeuvring area. It shall be noted, that the pilot-in-command is - on the basis of the Rules of the Air, the information received and the use of his or her own judgment - responsible to maintain safe distance to other traffic as well as to report own intentions.

3.2 Alerting Service

ALRS is provided:

- a. to all aircraft provided with ATC service;
- b. in so far as practicable, to all other aircraft having filed a flight plan or otherwise known to the air traffic service units.

4. COORDINATION BETWEEN THE OPERATORS AND ATS

Coordination between the operators and air traffic services is effected in accordance with the relevant provisions of Annex 11, and the PANS-RAC (Doc 4444 - ATM/501).

5. MINIMUM FLIGHT ALTITUDES

The minimum flight altitudes have been determined for 1° geographical areas and provided a minimum terrain clearance of 1000 FT over lowlands and 2000 FT over mountainous areas. The area minimum altitudes are depicted on chart ENR 6-LHCC-ERC -1. The minimum flight altitudes for a given flight shall be determined based on the area minimum altitudes depicted on chart ENR 6-LHCC-ERC -1. The published MVA chart contains temperature correction down to -13 °C.

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ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

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 ACFT, 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 *GEN 1.7*.

2. PROCEDURES WITHIN UNCONTROLLED AIRSPACE

In case of operation in uncontrolled airspace or at an uncontrolled AD - 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.

2.1 When leaving the TIZ, or controlled airspace

- all flights with a filed flight plan 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 IFR flights
 - operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in the table of cruising levels in *ENR 1.7.3*. at or above 4 000 FT (1200 M) AMSL.
- all VFR flights
 - are requested to maintain a continuous listening watch on the appropriate frequency. If a VFR flight is unable to maintain a continuous listening watch on the appropriate frequency, the temporary inability is to be reported.
 - shall state the conditions of operation in the position reports of set intervals, in case of normal operation "Operations normal" statement shall be given.
 - shall report their current position relative to designated reporting points, aerodromes or, if this is not available, then relative to settlements or geographical points depicted on the ICAO 1:500 000 scale aeronautical chart.
 - equipped with operational radio equipment leaving the aerodrome circuit shall make radio contact with the appropriate FIC sector above 4 000 FT AMSL.

2.2 Operation at uncontrolled aerodromes

- If there is no AFIS service at an uncontrolled aerodrome, approach and landing shall be conducted in accordance with Commission Implementing Regulation (EU) No 923/2012 (SERA) Annex Section 3.
- Flights departing from uncontrolled aerodromes for en-route flights may start operations only in possession of a filed flight plan, except when an ad-hoc segregated airspace has been approved for the individual flight.
- Flights shall be conducted with special care when approaching an aerodrome without an ATS unit, or glider airspaces.
- At an aerodrome where no AFIS service is provided and a Drop Zone is designated, the coordinating organisation may request the aircraft to hold at the Drop Zone border if the safety of the ongoing parachute drop or aerobatic flight requires.

- At an aerodrome where no AFIS service is provided, any information regarding the operation of the aerodrome shall be requested via the aerodrome's published frequency or other published communication channels.
- In accordance with Commission Implementing Regulation (EU) No 923/2012 (SERA) when no ATS unit exists at the arrival aerodrome or operating site within 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 most expeditious means available, to Budapest FIC on the current frequency or via telephone:

Tel: (+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 radio-telephony 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.

2.3 Flights on a filed flight plan and in continuous two-way radio communication with FIC shall inform FIC:

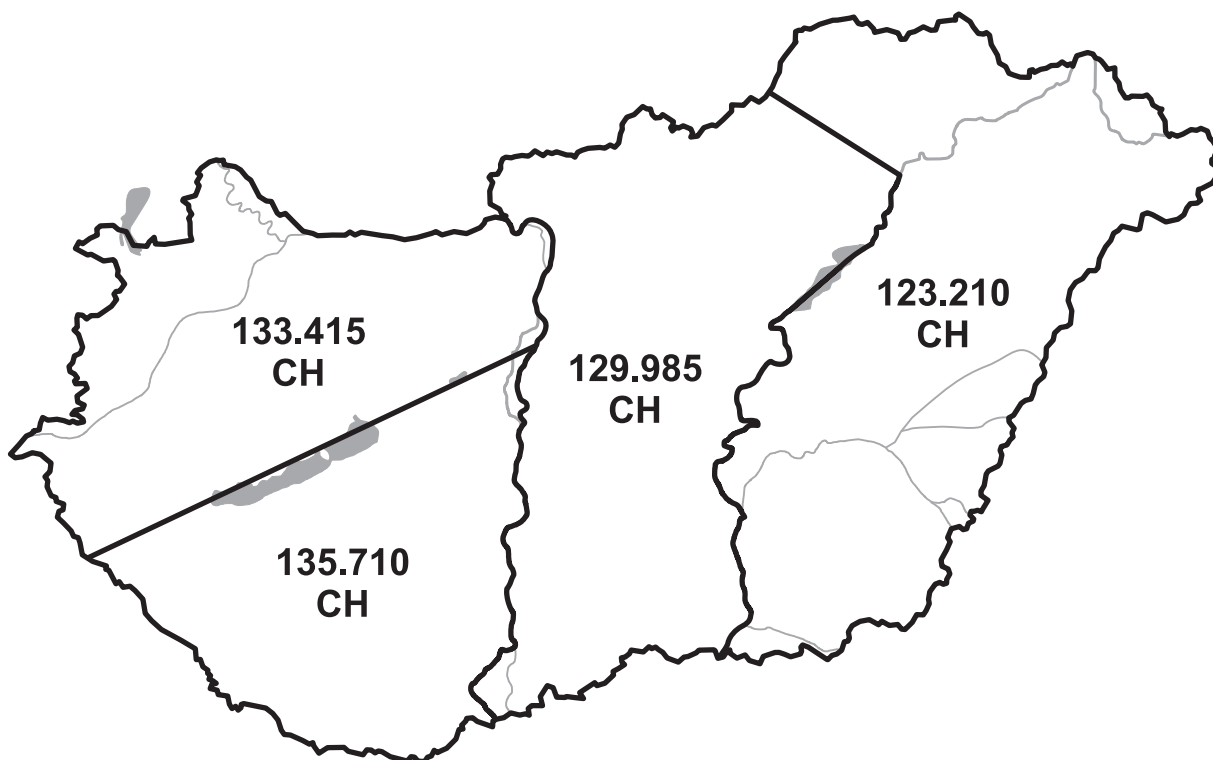
- if the aircraft intends to differ more than 5 kilometres from the previously filed route.
- if the arrival time at FIR boundary differs by 5 or more minutes than previously reported to FIC.
- of take-off, if there is no AFIS service provided at the departure aerodrome; and
- if applicable, the closing of the flight plan whilst still airborne.

2.4 Air-to-air communication

All flights operating in class G airspace (outside of TIZ) below 9500 FT AMSL, may use the dedicated frequencies in the listed National Light Aviation (NLA) airspace blocks:

Airspace block	Radio channel	Airspace border
NLA 1	133.415 CH	4628N 01636E - Slovenia_Hungary - Austria_Hungary - Line of Danube river - 4720N 01903E - 4628N 01636E
NLA 2	135.710 CH	4628N 01636E - 4720N 01903E - Line of Danube river - Serbia_Hungary - Croatia_Hungary - 4628N 01636E
NLA 3	129.985 CH	Line of Danube river - Slovakia_Hungary - 4817N 02021E - 4756N 02109E - Line of Tisza river - Serbia_Hungary - Croatia_Hungary - Danube river
NLA 4	123.210 CH	4817N 02021E Slovakia_Hungary - Ukraina_Hungary - Romania_Hungary - Serbia_Hungary - Line of Tisza river - 4756N - 02109E - 4817N 02021E

Note: the use of these radio channels requires 8.33 KHZ channel spacing capable radio equipment on board the aircraft.



3. COORDINATION OF FLIGHTS REQUIRING SPECIAL ATC HANDLING

3.1 General

Aerial work flights requiring special ATC handling in controlled airspace, must be coordinated with Budapest ATCC. 'Aerial work' means an aircraft operation in which an aircraft is used for specialised services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, technical and calibration flights, etc.

Technical test, calibration (flight inspection) or training flights at or above 10000 FT AMSL shall be planned from 1st of April till 31st of October between 2301-0900 (2201-0800) and from 1st of November till 31st of March between 2301-0900 (2201-0800) and between 1300-2259 (1200-2159). The mission shall be completed by the end of the given time frame.

Only one aerial photo flight will be approved in the Budapest TMA at the same time, on a "first come, first served" basis.

3.2 Pre-tactical coordination

Flight plan with the requested flight profile shall be sent electronically to Budapest ATCC to the given e-mail address below, the day before the actual flight. In case of photo and aerial work flights, a map of the planned mission trajectory must also be attached.

Email:BLIKDSV-SV@hungarocontrol.hu

A response (approval/refusal/modification) message will be sent to the originator.

3.3 Tactical coordination

Final approval of the flight shall be coordinated with the Supervisor of Budapest ATCC one hour before the EOBT on the following phone number:

Phone:(+361) 296-9122

Alternatively:

Phone:(+36) 30-280-9744.

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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 10 000 FT (3 050 M STD)	C, D	8 KM	1 500 M horizontally 1 000 FT (300 M) vertically
Below 10 000 FT (3 050 M STD) and above 3 000 FT (900 M) AMSL, or 1 000 FT (300 M) above terrain, whichever is the higher	C, D, 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
	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 (according to Commission Implementing Regulation (EU) No 923/2012 (SERA): a maximum speed of 140 KTs (IAS)); or
 - in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial works at low levels;
- b. flight visibilities reduced to not less than 800 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;
- c. flight visibilities reduced to less than 800 M are only permitted for special cases such as:
- search and rescue operations;
 - medical flights;
 - fire fighting;
 - OAT flights.
- 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 aerodrome traffic circuit:
- a. Requirements for VFR flights related to VHF 8.33 KHZ channel spacing radio equipment are stated in *GEN 1.5*;
 - b. if leaving the vicinity of an aerodrome, a flight plan shall be submitted in accordance with SERA.4001(b)(6);
 - c. flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available;
 - d. the VMC visibility and distance from cloud minima as specified in Table 1 shall apply except that:
 - i. the ceiling shall not be less than 450 M (1 500 FT);
 - ii. except as specified in (e), the reduced flight visibility provisions specified in Table 1 shall not apply;
 - iii. in airspace classes C, D and G, at and below 3 000 FT (900 M) above MSL or 1 000 FT

- (300 M) above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface; and
- iv. for helicopters in airspace class G at and below 3 000 FT (900 M) above MSL or 1 000 FT (300 M) above terrain, whichever is the higher, 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.
 - e. ceiling, visibility and distance from cloud minima lower than those specified in (d) may be permitted for helicopters in special cases, such as medical flights, search and rescue operations and fire-fighting;
 - f. except when necessary for take-off or landing, a VFR flight at night shall be flown at a level which is not below the area minimum altitudes indicated on the ICAO 1:500 000 chart.
- 1.3. VFR flights in level cruising flight, when operated above 3 500 FT (1 050 M) AMSL, shall be conducted at a level appropriate to the track specified in the table of cruising levels (*ENR 1.7.3.*).
- 1.4. 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.
- 1.5. 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.
- 1.6. 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;
 - b. aircraft 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 entry/exit points. The designated points are listed in *ENR 4.4.1.*

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 Within Budapest CTA FRA is available H24 from 9500FT AMSL to FL660 as follows:
Budapest CTA, as published in ENR 2.2., is integral part of following FRA areas:

4.1.1.1 SEE FRA (South East Europe FRA)

- Encompasses the FRAs within Sofia CTA, București CTA and Budapest CTA.
- Time of operation: 0500 - 2300 (0400 - 2200).

4.1.1.2 SEEN FRA (South East Europe Night FRA)

- Encompasses the FRAs within Sofia CTA, București CTA, Budapest CTA and Bratislava CTA.
- Time of operation: 2300 - 0500 (2200 - 0400).

4.1.2 For flight planning within SEE FRA and SEEN FRA see *ENR 1.3 section 4.4 Flight Planning (Item 15)*

4.2 Flight Procedures

4.2.1 General requirements within SEE FRA and SEEN FRA

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

4.2.1.2 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 4.4.1* and *ENR 4.1.1*, in AIP Bulgaria, AIP Hungary, AIP Slovakia and AIP Romania. Segments between the significant points shall be defined by means of DCT (Direct) instructions. There is no restriction on the maximum DCT distance.

4.2.1.3 The use of an unpublished point defined by geographical coordinates or by bearing and distance is not allowed.

4.2.1.4 FRA relevant significant points and en-route radio navigation aids published in AIP Bulgaria, AIP Hungary, AIP Romania and/or AIP Slovakia in ENR 4.1. or ENR 4.1.1 and in ENR 4.4 or ENR 4.4.1 as appropriate are considered (where indicated so) as:

- FRA Horizontal entry (E),
- FRA Horizontal exit (X),
- FRA Intermediate (I),
- FRA Arrival Connecting (A),
- FRA Departure Connecting (D) points.

4.2.1.5 Overflight traffic shall be planned directly between FRA Horizontal entry and FRA Horizontal exit points and at least via one published FRA significant point within CTAs concerned. There is no restriction on the number of FRA intermediate points that may be used.

4.2.1.6 Flights arriving or departing from airports located within the FRA area or in the close vicinity are eligible for free route operations and shall be planned in accordance with the *ENR 1.3 section 4.4 Flight Planning (Item 15)*.

4.2.2 Overflying traffic

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

4.2.2.2 Exceptions to this rule are exist when the DCT segments which are not available are announced in

accordance with paragraph 4.5 below.

4.2.2.3 Traffic within SEE FRA and SEEN FRA 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 Connecting and FRA Departure Connecting 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 Budapest FIR are eligible for free route operations and shall be planned in accordance with the paragraphs below.

4.2.3.2 In case of RNAV-capable departing flight from an airport where standard instrument departures procedures (SIDs) or departure connecting routes are published, flights shall be planned directly from the SID final waypoint or the last point of the departure connecting route to the FRA Horizontal exit or FRA Intermediate point.

4.2.3.3 In case of RNAV-capable arriving flight to an airport where standard instrument arrival procedures (STARs) are published, flights shall be planned directly from the FRA Horizontal entry or FRA Intermediate point to the first point STAR or first point of the FRA Arrival connecting route.

4.2.3.4 The SID/STAR 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 FRA Horizontal exit or FRA Intermediate point.

4.2.3.6 Where STARs are not published, the flights shall be planned DCT from the FRA Horizontal entry or FRA Intermediate point to the airport.

4.2.4 Cross-Border Applications

4.2.4.1 The planning of DCT segments across the SEEN FRA borders (cross border DCT) is allowed only within SEEN FRA. See ENR-2.2.

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

4.3 Airspace Reservation within Budapest CTA

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 4.4.1 as an FRA intermediate point, with the remark e.g.: "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 FRA intermediate point may be inserted at which a change of speed, flight level, track, or flight rules are planned. Flights within SEE FRA planning of DCT (cross border DCTs) require at least one published FRA significant point within București CTA. Flights within SEEN FRA planning of DCT (cross border DCTs) require at least one published FRA significant point within București CTA and Budapest CTA. There is no restriction on the number of FRA intermediate points that may be used.

4.4.1.2 The use of an unpublished point defined by geographical coordinates or by bearing and distance is not allowed.

4.4.1.3 The planning of DCT segments closer than 3 NM to the Budapest CTA or multiple re-entry segments are

AIP HUNGARY

not allowed.

4.4.2 ATS Route Network

ATS route network within Budapest CTA is not available.

4.4.3 Flight Level Orientation Scheme

4.4.3.1 Cruising levels must be planned in accordance with AIP Hungary ENR 1.7 and the information provided in the column "Remarks/Usage" in ENR 4.1.1 and ENR 4.4.1. The direction of cruising levels (EVEN or ODD) must be chosen depending on the direction of the flight level required over the FRA Horizontal entry and FRA Horizontal exit points as described in the following table:

Direction of Cruising levels		
FLs over FRA entry point	FLs over FRA exit point	FLs inside FRA
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 FRA
ODD	EVEN	A change from ODD to EVEN FLs must be planned inside FRA

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.

4.4.3.2 Cruising levels must also be planned in accordance with the adjacent ATS route network and/or FRA Flight Level Orientation Scheme.

4.4.4 Flight Planning procedures for departing and arriving flights from/to significant airports

4.4.4.1 Flight Planning of any departing flights shall comply with the following procedures:

Airport	Working time	Mandatory connecting routes / Point	Mandatory Exit point (X)	Flight Plan examples (Item 15)	Remark
LHBP	H24	WITRI - MIZOL - RIGSA	NIL	WITRI DCT MIZOL DCT RIGSA	See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
LHBP	H24	VETIK	NIL		See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
LHBP	H24	GAZDA - MAVIR	NIL	GAZDA DCT MAVIR	Above FL 135 See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
LHBP	H24	FAHAZ - KEROP	KEROP	FAHAZ DCT KEROP	
LHBP	H24	DUZLA - VEBAL	VEBAL	DUZLA DCT VEBAL	
LHBP	H24	DUZLA - BAREB	BAREB	DUZLA DCT BAREB	
LHBP	H24	GILEP - ZOLKU	SUNIS, ARSIN, ABETI, BEGLA	GILEP DCT ZOLKU DCT BEGLA	
LHBP	H24	GILEP	NATEX, XOMBA	GILEP DCT NATEX	Only for ARR LOWW
LOWW	H24	ALAMU - EPARI	NIL		See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
LOWW	H24	STEIN - NOHAT	VEBAL, KOPRY, NEKIN	STEIN DCT NOHAT DCT KOPRY	

Airport	Working time	Mandatory connecting routes / Point	Mandatory Exit point (X)	Flight Plan examples (Item 15)	Remark
LOWW	H24	STEIN	DIMLO	STEIN DCT DIMLO	
LOWW	H24	ARSIN - NALOX	BABIT, BAREB	ARSIN DCT NALOX DCT BABIT	
LZIB	H24	VAMOG - SIRDU	KOPRY, BABIT, NEKIN	VAMOG DCT SIRDU DCT KOPRY	
LZIB	H24	ERGOM	NIL		See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD

4.4.4.2 Flight Planning of any arriving flights shall comply with the following procedures

Working time	Mandatory Entry point (E)	Mandatory Segment / Point	Airport	Flight Plan examples (Item 15)	Remark
H24	NIL	RIGSA - BETED	LHBP	RIGSA DCT BETED	See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
H24	PITOK	PITOK - BETED	LHBP	PITOK DCT BETED	
H24	NIL	KEZAL	LHBP		See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
H24	DIMLO, GOTAR	SIRDU - OGVUN - VAJDI	LHBP	DIMLO DCT SIRDU DCT OGVUN DCT VAJDI	
H24	KOPRY	KOPRY - ULZAK	LHBP	KOPRY DCT ULZAK	
H24	KEKED	TORNO - NATEX	LOWW	KEKED DCT TORNO DCT NATEX	For DEP LHBP via TORNO SID
H24	NIL	BALUX - TORNO - NATEX	LOWW		See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
H24	NIL	BALUX - XOMBA	LZIB		See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
H24	TONDO, KOPRY, BAREB	JOZEP - PUCOG - BODZA - XOMBA	LZIB	TONDO DCT JOZEP DCT PUCOG DCT BODZA DCT XOMBA	

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

4.5 Route Availability Document

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

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION

1.4.1. ATS AIRSPACE CLASSIFICATION

Classification of ATS airspace in Budapest FIR is as follows:

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).

VFR flights are prohibited above FL 285 (8700 M STD) in Budapest FIR. En-route VFR GAT flights are prohibited above FL 195 (5950 M STD).*

Class C airspace consists of the controlled airspace below FL 660, excluding 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 receive traffic information regarding VFR flights (and traffic avoidance advice on request). VFR flights receive traffic information regarding other VFR flights and IFR flights (and traffic avoidance advice on request).

Class D airspace consists of the controlled airspace of Kosice TMA2.

2. Uncontrolled airspace**Class G:**

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

Class G airspace consists of the uncontrolled airspace below 9500 FT (2900 M) AMSL, furthermore TIZ, stunt and glider airspaces.

1.4.2. ATS AIRSPACE DESCRIPTION

Classes A, B, E and F airspace are not applied in the Budapest FIR.

The requirements for flights within each class of air space

Class C

Class	Type of flight	Separation provided	Service provided	Flight visibility	Distance from cloud
1	2	3	4	5	6
C	IFR	IFR from IFR	Air traffic control service	Not applicable	Not applicable
		IFR from VFR			
	VFR*	VFR from IFR	(1) Air traffic control service for separation from IFR	8 KM at and above 10000 FT (3050 M) AMSL	1500 M horizontally 1000 FT (300 M) vertically
		(2) VFR/IFR traffic information (and traffic avoidance advice on request)	5 KM at and above 10000 FT (3050 M) AMSL		

Class	Type of flight	Speed limitation	Radio communication requirement	FPL submission required	Subject to an ATC clearance
1	2	7	8	9	10
C	IFR	Not applicable	Continuous two-way ****	Yes	Yes
	VFR*	Max. 250 KT (460 KMH) IAS below 10000 FT(3050 M) AMSL	Continuous two-way ****	Yes	Yes

Class D

Class	Type of flight	Separation provided	Service provided	Flight visibility	Distance from cloud
1	2	3	4	5	6
D	IFR	IFR from IFR	Air traffic control service, traffic information about VFR flights (and traffic avoidance advice on request)	Not applicable	Not applicable
	VFR	NIL	IFR/VFR and VFR/VFR traffic information (and traffic avoidance advice on request)	8 KM at and above 10000 FT (3050 M) AMSL 5 KM at and above 10000 FT (3050 M) AMSL	1500 M horizontally 1000 FT (300 M) vertically

Class	Type of flight	Speed limitation	Radio communication requirement	FPL submission required	Subject to an ATC clearance
1	2	7	8	9	10
D	IFR	Max. 250 KT (460 KMH) IAS below 10000 FT (3050 M) AMSL	Continuous two-way ****	Yes	Yes
	VFR	Max. 250 KT (460 KMH) IAS below 10000 FT (3050 M) AMSL	Continuous two-way ****	Yes	Yes

Class G

Class	Type of flight	Separation provided	Service provided	Flight visibility	Distance from cloud
1	2	3	4	5	6
G	IFR**	NIL	Flight information service if requested	Not applicable	Not applicable
	VFR	NIL	Flight information service if requested	Below 10000 FT (3050 M) AMSL and above 3000 FT (900 M) AMSL, or above 1000 FT (300 M) above terrain, whichever is the higher: 5 KM	1500 M horizontally; 1000 FT (300 M) vertically;
				Below 3000 FT (900 M) AMSL and above 1000 FT (300 M) above terrain, whichever is the higher: 5 KM*** Flight visibilities reduced to not less than 1500 M permitted for flights operating at speeds of 140 KT or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; Helicopters permitted to operate in less than 1500 M but not less than 800 M flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.	Clear of cloud and with the surface in sight at

Class	Type of flight	Speed limitation	Radio communication requirement	FPL submission required	Subject to an ATC clearance
1	2	7	8	9	10
G	IFR**	Max. 250 KT (460 KMH) IAS below 10000 FT (3050 M) AMSL *****	Continuous two-way ****	Yes	No
	VFR	Max. 250 KT (460 KMH) IAS below 10000 FT (3050 M) AMSL *****	Between 4000 FT AMSL and 9500 FT AMSL and within TIZ airspaces: Continuous two-way, with the exceptions of non-power driven ACFT ****	Between 4000 FT AMSL and 9500 FT AMSL and to, from and crossing TIZ airspaces: Yes, with the exceptions of non-power driven ACFT	No
			Below 4000 FT AMSL: No, with the exception of night VFR flights ****	Below 4000 FT AMSL: No, with the exception of night VFR flights	

*Based on Joint Decree 26/2007. (III. 1.) of the Ministry of Economy and Transport, the Ministry of Defence, the Ministry of Environment and Water because based on Commission Implementing Regulation (EU) No

923/2012 (SERA) SERA.5005 point (e) authorisation for VFR flights to operate above FL 285 shall not be granted where a vertical separation minimum of 300 M (1000 FT) is applied above FL 290.

Based on Commission Implementing Regulation (EU) No 923/2012 (SERA) SERA.5005 point (d) (2) Exceptions to this requirement are the following:

- i. an airspace reservation has been established, where practical, by the Member States, in which VFR flights may be allowed; or
- ii. airspace up to and including FL 285, when VFR traffic in that airspace has been authorised by the responsible ATS unit in accordance with the authorisation procedures established by the Member States and published in the relevant aeronautical information publication.)

**Based on the Commission Implementing Regulation (EU) No 923/2012 (SERA) IFR and VFR flights are permitted in Class G airspace, but based on Decree 56/2016. (XII. 22.) of the Ministry of National Development in uncontrolled airspace the minimum flight levels for IFR flights 4000 FT (1200 M) AMSL according to the point b) of SERA.5015.

***Based on the Commission Implementing Regulation (EU) No 923/2012 (SERA) at and below 900 M (3000 FT) AMSL, or 300 M (1000 FT) above terrain, whichever is the higher when so prescribed by the competent authority:

- a. flight visibilities reduced to not less than 1500 M may be permitted for flights operating:
 1. at speeds of 140 KT or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
 2. in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels;
- b. Helicopters may be permitted to operate in less than 1500 M but not less than 800 M flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision. Flight visibilities lower than 800 M may be permitted for special cases, such as medical flights, search and rescues operations or fire-fighting.

****Usage of 8.33 KHZ channel spacing capability radio equipment is mandatory in airspaces where radio communication is required.

*****In class G airspace the intercepting aircraft can exceed the 250 KT (460 KMH) IAS speed limit.

Additional rules:

Flight Information Service and SAR are provided in all class of airspaces with the exception of the coordinated airspaces, Drop Zones and aerobatic airspaces.

All flights operated in borderland are required to submit FPL and keep two-way radio communication excluding areal work flights below 50 M AGL and state flights.

VFR flights above FL 285 (8700 M STD) are prohibited within the Budapest FIR. En-route VFR GAT flights above FL 195 (5950 M STD) are prohibited.

Two-way radio communication required in the Drop Zones and coordinated airspaces with the coordinating body on the published frequency.

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES**1. GENERAL**

- 1.1. Holding, approach and departure procedures are based on the criteria and specifications of ICAO Annex 11, Appendix 3 and ICAO Doc. 8168 (PANS/OPS). For differences see *GEN 1.7*.
- 1.2. Aircraft shall obey the instructions published for approach, arrival (STAR) and departure (SID) procedures including altitude and speed restrictions unless otherwise advised by ATC.
- 1.3. For Holding procedures See *ENR 3.6* and Part AD.

2. ARRIVING FLIGHTS

- 2.1. The following approach procedures are applied in the Budapest FIR:
 - Standard Arrival Routes - STAR - (conventional, RNAV)
 - Precision Approach Procedures (ILS, RNAV (GNSS))
 - Non-Precision Approach Procedures (LOC, VOR, NDB, RNAV(GNSS))
- 2.2. When approaching the destination AD an ACFT was instructed to follow a published STAR, or any instrument approach procedure – after acknowledging – shall continue the procedure and its altitude profile and carry out the final approach to land on the RWY in use.
- 2.3. RNAV Approach procedures can only be carried out by IFR flights having the prescribed performance and functional RNAV equipment as described on the appropriate chart.
- 2.4. The local control tower will advise arriving ACFT on the downwind-, base- or final segment of RWY availability, other ACFT and obstacles in the AD vicinity.
- 2.5. ATC may request approaching ACFT to report crossing navigational waypoints, start of procedure or base turn, furthermore any relevant information regarding ACFT position that enhances the flow of traffic at the AD.

3. DEPARTING FLIGHTS

- 3.1. IFR flights departing from controlled aerodrome will receive their ATC clearance from local control tower. At aerodromes where SID procedures are published, local control TWR will normally issue an SID for DEP. The clearance limit will normally be the AD of destination.
- 3.1.1 ATC will consider every ACFT at the holding point as able to commence line up and take-off roll immediately after clearance issued.

When line up clearance and take-off clearance cannot be issued at the same time, ATC will expect and has planned on seeing movement within 10 seconds of take-off clearance being issued. Pilots unable to comply with this requirement, shall notify ATC as early as possible before reaching the holding position.

- 3.1.2 A departing controlled IFR flight operating in instrument meteorological conditions, having acknowledged an initial or intermediate clearance to climb to a level other than the one specified in the current flight plan for the en route phase of the flight, and experiencing two-way radio communication failure should, if no time limit or geographical limit was included in the climb clearance, maintain for a period of seven minutes the level to which it was cleared and then continue its flight in accordance with the current flight plan.

Note 1.- The effect of this procedure is to introduce a uniform clearance limit for application in cases where the use of tactical control methods by air traffic control makes it impracticable to include a time limit or a geographical limit in each climb clearance.

Note 2.- The level specified in the current flight plan means the level contained in the en route air traffic control clearance acknowledged by the pilot.

- 3.1.3 A departing controlled IFR flight being vectored by radar away from the route specified in its current flight plan and experiencing two-way radio communication failure should proceed in the most direct manner to the route specified in the current flight plan. Aircraft shall report information regarding flight altitude as soon as two-way radio communication is available or following frequency change.
- 3.2. IFR flights departing from non-controlled ADs shall make arrangements with BUDAPEST ACC/FIC prior

take-off.

3.3. For local instructions see AD Part.

ENR 1.10 FLIGHT PLANNING

1. PROCEDURES FOR THE SUBMISSION OF A FLIGHT PLAN**1.1 Purpose and Types of the Flight Plan****1.1.1 Purpose of the Flight Plan**

The purpose of the flight plan is to inform the competent ATS units of the intended flight and enabling them to supervise the flight within the scope of air traffic control as well as flight information service and alerting service.

Guidance material on the completion of the ICAO Flight Plan form and the Repetitive Flight Plan (RPL) in conformance with the EUR RVSM flight planning requirements and Area Navigation (RNAV) specifications are provided in the ICAO EUR Regional Supplementary Procedures (Doc 7030).

Furthermore, the following requirement is in addition to the flight planning requirements contained in the ICAO EUR Regional Supplementary Procedures:

In addition to military operations, operators of customs or police aircraft shall insert the letter M in Item 8 of the ICAO flight plan form.

1.1.2 Types of Flight Plan**a. Individual Flight Plan**

For each individual flight an individual flight plan shall be filed. Flights, in which several aircraft take part in a formation, as well as every separate stage of flight for flights with intermediate stops, shall also be regarded as individual flight.

b. Repetitive Flight Plan

A flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATS units.

c. Air filed Flight Plan

Flight plan submitted by airborne aircraft to the relevant ATS unit.

1.2 Flights subject to submission of a Flight Plan

A flight plan shall be submitted in the Budapest FIR, in the following cases:

- Any flight in uncontrolled airspace between 4000 FT (1200 M) AMSL and 9500 FT (2900 M) AMSL, except non-power driven aircraft;
- International Flights;
- Any flight in controlled airspace;
- Any flight to, from and crossing a TIZ airspace;
- The following VFR flights:
 - i. VFR flights above FL 195, with the exception of those planned in ad-hoc segregated airspace;
 - ii. Night VFR;
 - iii. Glider flights in cloud.
- Special cases:
 - i. State aircraft flying outside MCTR, MTMA and TRAs;
 - ii. Civil aircraft flying inside and MCTR not within published operational hours;
 - iii. Flights in civil aerodrome control zones (CTR) outside the published operational hours of ATC service (LHSM, LHDC);
 - iv. For multiple landings a flight plan shall be filed for every flight segment;

- v. For flights flying the same route multiple times, separate flight plans shall be filed for each segment.

1.3 Completion of a Flight Plan form

A Flight Plan form shall be completed in accordance with the provisions contained in PANS-ATM (Doc 4444/501) Appendix 2.

Where STAR procedures are published, RNAV capable aircraft, shall insert the first way-point of the STAR as the last point of the filed FPL route.

In case of LHBP arrival, non-RNAV capable aircraft should insert TPS as the last point of the filed FPL route.

Aircraft operators are requested not to indicate SID/STAR information in the filed route of FPLs.

1.3.1 The use of the indicators GAT/OAT in a flight plan

- General Air Traffic (GAT):

Flights conducted in accordance with the regulations and procedures promulgated by the State civil aviation authorities and operating under the control or authority of the civil ATS organisation.

- Operational Air Traffic (OAT):

Flights, which do not comply with the provisions of GAT and are conducted under the control or authority of the military ATC organisation in published temporary reserved areas or ad-hoc segregated airspace.

Aircraft Operators (AOs) must indicate the planned change from GAT to OAT or vice versa in the FPLs.

The indicator shall be inserted after the appropriate significant point or geographical coordinates in the route.

The IFPS always assumes that all flight plans begin GAT, unless, it finds a change to GAT indicated later in the route. In this case it is assumed that everything prior to the change was OAT.

1.3.2 VFR flights planned above FL195 (5 950 M STD)

In case of flight operation above FL 195 (5 950 M STD) in controlled airspace and not in ad-hoc segregated airspace, the planned task shall be inserted in Field 18 of FPL, furthermore in Field 15 (route) the geographical or other significant point where FL195 (5 950 M STD) will be crossed, shall be shown.

Note: The climb out area to the route segment of the flight operation planned above FL 195 (5 950 M STD) shall be shown in Field 18 defined with radius of a circle pinpointed on a geographical or other significant point where FL 195 (5 950 M STD) to be crossed.

E.g. ...DCT NORAH/N0160A085 DCT 4702N02120E/N0140F240 DCT NORAH/N0170A035 ... (RMK/ Parachuting 4602N02135E R5NM).

Differences from ICAO standards and recommended practices can be found in the GEN 1.7

1.4 Addressing of a Flight Plan and Flight Plan associated messages.

Flight plan and flight plan associated messages shall be addressed for the purpose of transmission to units concerned and shall be forwarded to the addressees via the existing communication facilities. The units concerned are the ATS units of a departure and destination aerodrome, and also the ATS and ATFM units along the planned route of a flight. In addition in cases of certain flights originators shall add special addressees prescribed by appropriate authorities, AOs or aerodromes for which FPLs and associated messages should be forwarded.

1.4.1 Flights entering or overflying the IFPS Zone

With respect to IFR/GAT flights which are intended to enter or overfly the IFPS Zone the flight plans and associated messages need only be addressed to the IFPS units in Haren (Brussels) and in Bretigny (Paris), instead of the relevant ATS units. These units will transmit the FPL and associated messages to all ATS units concerned within the IFPS Zone.

Note: The list of States participating in the IFPS distribution area See ENR 1.10.

In case of a mixed flight (IFR/VFR and/or OAT/GAT) the addressees of the ATS units which will handle the VFR and OAT part of a flight within the IFPS Zone shall also be added.

Re-addressing function shall be used for the flight plans and associated messages addressed to the IFPUs which means to add the addresses of IFPUs to the address line only and additional addressees shall be

included in the message text as the first element after the originator information line.

Bodies authorized to distribute flight plans transmitted via AFTN or SITA are responsible for addressing function as follows:

- a. Aircraft operators who file a FPL direct to the IFPS are responsible for the correct addressees to:
 - the IFPS units,
 - the appropriate ATS units for the portion of the flight outside the IFPS Zone, and
 - the units supervising VFR or OAT flights within the IFPS Zone in case of mixed operation, and
 - any other addressees prescribed by the appropriate authorities and the aircraft operator and the aerodromes.
- b. in other cases the flight plan distributive body (ARO, FIC, a designated military unit for this task) is responsible for the addresses to all ATS units concerned. However, depending on type of a flight, transmission of a FPL may be prescribed by the appropriate authority or an aircraft operator or an aerodrome to other addressees, it is the flight plan originator's responsibility to add the special addresses.

1.4.2 AFTN addressing of Flight Plans and associated messages

See ENR 1.11

1.4.3 Adherence to Airspace Utilization Rules and Availability

No flight plans shall be filed via the airspace of Budapest FIR deviating from the State restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilisation rules and availability for Budapest FIR and any reference to them shall be made via

URL:<https://www.nm.eurocontrol.int/RAD/index.html>.

1.5 Submission of a Flight Plan

1.5.1 Direct filing of Flight Plans to the IFPS

All foreign aircraft operators (AOs), and those national air carriers who meet the technical and FPL filing and addressing requirements are permitted to submit their IFR/GAT or mixed flight plans directly to the IFPS via AFTN, SITA or via other communication means.

1.5.2 Flight Plan filing at Budapest Liszt Ferenc International Airport

Pilots of aircraft departing from Budapest Liszt Ferenc International Airport have the possibility to send flight plans to the ATS reporting office via e-mail, fax and by phone.

1.5.3 Flight Plan filing at AFIS aerodrome

Pilots of aircraft departing from an AFIS aerodrome shall file a flight plan form personally or via email, web page or telephone to the aerodrome flight information service.

If a flight intends to operate wholly in an aerodrome traffic zone, limited information required by ATS unit can be submitted.

Phone:(+361) 293-4312

Phone:(+361) 293-4310

Fax:(+361) 296-9151

URL:<https://www.netbriefing.hu>

Email:aro@hungarocontrol.hu

1.5.4 Flight Plan filing at non-AFIS aerodrome

In case of departure planned from a non-AFIS aerodrome the pilot shall submit a flight plan via telephone or fax to the Area Flight Information Centre (FIC):

Phone:(+361) 293-4312

Phone:(+361) 293-4310

Fax:(+361) 296-9151

URL: <https://www.netbriefing.hu>

Email: aro@hungarocontrol.hu

1.6 Acceptance of a Flight Plan

1.6.1 Flight plans submitted directly to IFPS.

FPLs will be checked by IFPS for syntax, format and content. The flight plan originator will be informed on the acceptance by an ACK message, on the necessary manual correction by a MAN message and on the rejection by a REJ message.

Note: After accepting a flight plan IFPS will determine the ATS units responsible for IFR/GAT flights within IFPS Zone for which and for other addressees indicated in the message the flight plan will be forwarded. Unless a filed flight plan has been acknowledged by IFPS via an ACK message ATS units concerned will not have the flight plan and the aircraft may not begin operation.

1.6.2 When a flight plan is not sent directly to IFPS the receiving unit of FPLs is responsible for:

- checking for format and content to the extent possible,
- calling originator's attention to the errors and giving assistance for correct filing of FPLs,
- indicating acceptance of a flight plan to the originator and
- correct transmission and distribution of flight plans for the parties concerned.

If FPLs are forwarded to FIC or to IFPS via ATS reporting office, originators should inquire about the acceptance of FPLs.

Verbal information, if necessary, will be forwarded by the receiving unit about the acceptance of filed FPLs by IFPS or FIC.

Note: The acceptance of FPL does not relieve the pilot of his/her responsibility for obtaining Air Traffic Control (ATC) clearance for the operation in controlled airspace or in controlled aerodromes as well as for correct preflight preparation.

1.7 Time for Filing a Flight Plan

Unless special circumstances require a flight plan shall be submitted prior to taxi for taking off not earlier than 24 hours and not later than 60 minutes before Estimated off Block Time (EOBT). For flights subject to ATFM measures FPLs shall be submitted at least 3 hours prior to EOBT.

Note: ATFM measures may be applied for IFR/GAT (or mixed) flights operating in Budapest FIR. In this case pilots are responsible to inquire if their flights are subject to ATFM measures. Relevant information can be obtained from ARO at departure aerodrome or from other relevant ATS unit as well as from Flow Management Position at Budapest Area Control Centre (ACC):

Phone: +36 1 293-4183

If FPLs are filed more than 24 hours in advance of EOBT insert the date of flight (DOF) in FPLs.

FPLs may not be filed earlier than 5 days before operation.

AFIL can be filed in the following cases:

- at least 10 minutes before the aircraft is estimated to reach the boundary of controlled airspace if FPLs are submitted for the purpose of obtaining air traffic control clearance for operation in controlled airspace,
- after departure
 - i. in case of search and rescue flights for the purpose of averting the consequences of damage caused by forces of nature, serious disaster and air accident, of police mission as well as of flights for urgent ambulance and medical assistance,
 - ii. in case of departure from field other than aerodrome

as early as possible.

1.8 Cancellation and change of FPL

FPL shall be cancelled by operator to the ATS unit for which FPL has originally been submitted if:

- flight will not operate,
- aircraft wishes to depart before the time indicated in the filed FPL, or
- any changes are required in respect of aerodrome of departure or destination or aircraft identification,

In the latter cases a new FPL, including the modified data, shall be submitted.

For flights subject to ATFM measures the following procedures shall be applied:

- when an FPL or an RPL has been filed by an AO but it is decided, within 4 hours of EOBT, to use an alternative routing between the same aerodromes of departure and destination, a cancellation message with priority "DD" shall be transmitted to all addressees of the previous flight plan, and
- a replacement flight plan (RFP) in the form of the FPL with identical call sign shall be transmitted after the CNL message and with a delay of not less than 5 minutes.
- The replacement flight plan shall contain as the first element of item 18. the indication "RFP/An", where RFP signifies "Replacement Flight Plan" and "n" is the sequence number of RFP.

Operator shall inform the unit for which FPL has previously been submitted if:

- a flight is expected to delay for more than 30 minutes (for flight subject to ATFM measure it is 15 minutes), or

FPL will be cancelled by the competent ATS unit, unless information is received for taxiing, departure or revision for EOBT within 60 minutes after the EOBT.

- any necessary changes in the other items of the previously filed FPL (e.g. cruising speed, cruising level etc.).

Notes:

- Should the cruising level be changed only, it can be done when radio contact is established with ATS units.*
- Information for cancellation or change must be initiated not more than 12 hours in advance of EOBT.*
- Receiving units will notify other units to whom the origin FPLs have been forwarded about cancellation and changes.*

1.9 Special handling requirement

In certain cases an aircraft may request special handling from ATS units e.g. ensuring priority, exemption from ATFM measures, etc. Request for such handling shall be indicated in the item 18. (STS/...) of the FPLs using the proper keyword (abbreviation).

Flights for special handling requirement are entitled as follows:

- flights in a state of emergency, including flights subject to unlawful interference,
- flights operating for humanitarian reasons,
- ambulance/medical flights when the safety of life is involved, including flights carrying sick and injured persons on board and flights which operate to the aerodrome of destination with the aim of transporting the above mentioned persons. In addition flights which transporting organs for transplantation, blood plasma and medicines as flights with the aim of transporting them.
- flights operating for search and rescue,
- flights with "Head of State" and "Head of Government" status
- other flights as specifically required by State Authorities.

Unjustified use of keywords (abbreviations) for special handling requirement is disciplinable.

Country	FIR/UIR	ICAO	Country code
Albania	Tirana	LAAA	LA
Armenia	Yerevan	UDDD	UD
Austria	Wien	LOVV	LO
Belgium	Brussels	EBBU/EBUR	EB

Country	FIR/UIR	ICAO	Country code
Bosnia and Hercegovina	Sarajevo	LQSB	LQ
Bulgaria	Sofia	LBSR	LB
Croatia	Zagreb	LDZO	LD
Cyprus	Nicosia	LCCC	LC
Czech Republic	Prague	LKAA	LK
Denmark	Copenhagen	EKDK	EK
Finland	Finland	EFIN	EF
France	Paris	LFFF	LF
	Reims	LFEF	LF
	Brest	LFRR	LF
	Bordeaux	LFBB	LF
	Marseille	LFMM	LF
	Germany	Bremen	EDWW	ED
	Langen	EDGG	ED
	Frankfurt	EDFF	ED
	Munchen	EDMM	ED
	Rhein	EDDU	ED
	Hanover	EDVV	ED
Greece	Athens	LGGG	LG
Hungary	Budapest	LHCC	LH
Ireland	Shannon	EISN	EI
	Sota	EISN	EI
Italy	Roma	LIRRR	LI
	Brindisi	LIBB	LI
	Milano	LIMM	LI
Latvia	Riga	EVRR	EV
Former Yugoslav Republic of Macedonia	Skopje	LWSS	LW
Malta	Malta	LMMM	LM
Moldova	Chisinau	LUUU	LU
Monaco	Marseille	LFMM	LN
Marocco	Casablanca	GMMM	GM
The Netherlands	Amsterdam	EHAA	EH
Norway	Norway	ENOR	EN
	Bodo - Oceanic	ENOB	EN
	Trondheim	ENTR	EN
Poland	Warsaw	EPWW	EP
Portugal	Lisbon	LPPC	LP
	Santa Maria	LPPO	LP
Romania	Bucharest	LRBB	LR
Slovak Republic	Bratislava	LZBB	LZ
Slovenia	Ljubljana	LJLA	LJ
Spain	Barcelona	LECB	LE
	Madrid	LECM	LE
	Canarias	GCCC	LE

Country	FIR/UIR	ICAO	Country code
Sweden	Sweeden	ESSA	ES
Switzerland	Switzerland	LSAS	LS
Turkey	Ankara	LTAA	LT
	Istanbul	LTBB	LT
Ukraine	L'Viv	UKLV	UK
	Kyiv	UKBV	UK
	Dnipropetrosk	UKDV	UK
	Odessa	UKOV	UK
United Kingdom	Sinferopol	UKFV	UK
	London	EGTT	EG
	Scottish	EGPX	EG
Serbia and Montenegro	Belgrade	LYBA	LY

2. REPETITIVE FLIGHT PLAN

2.1 General

2.1.1 Repetitive flight plans shall be submitted for regular operations as far as possible.

2.1.2 When using repetitive flight plans for flights affecting Budapest FIR, the procedures of ICAO Doc 4444 ATM/501 Chapter 16, para 16.4. and Doc 7030 and the following regulations shall be applied.

2.1.3 RPLs, for flights affecting Budapest FIR shall be filed solely with EUROCONTROL at the CFMU, Brussels, in accordance with the requirements and procedures detailed herein. Distribution of RPL data to ATS Units in Budapest FIR is provided by the EUROCONTROL.

2.1.4 RPLs for flights having a route portion outside the Zone shall continue to be submitted in parallel to EUROCONTROL and to the National Authorities of those external States in accordance with existing procedures (see paragraph 2.5.2.). It should be noted in particular that ALL affected National Administrations outside the zone which are on the route of the flights MUST have agreed to the use of RPLs.

Note: List of FIRs participating in IFPS zone: See ENR 1.10 para 1.9

2.1.5 Attention is drawn to the fact that the Shanwick (EGGX) and Santa Maria (LPPO) OACCs are NOT within the IFPS Zone.

2.2 Types of submission

2.2.1 RPL data submission may be in the form of a New List or a Revised List.

2.2.2 A New List (NLST) is a submission that contains ONLY new information (typically the start of a new Winter or Summer period).

2.2.3 A Revised List (RLST) is a submission that contains revised information to a previously submitted list. This revised or amended information could be a combination of any of the following: changes, cancellations or additional new flights.

2.3 RPL submission criteria

2.3.1 An NLST must be received by EUROCONTROL with a minimum of 14 days before the intended first flight.

2.3.2 An RLST must be received by EUROCONTROL such that:

- there is a minimum of 7 working days (see 2.6.2 below) between reception of the file by EUROCONTROL and the activation of the first flight affected by the amendment, and
- there must be two Mondays between reception of the file and the activation of the first flight affected by the amendment.

2.4 RPL submission procedure

2.4.1 RPLs may be submitted in any of the following formats:

- IFPS RPL format (former DBO/DBE format) - via diskette, SITATEX or electronic file transfer
- ICAO format (hard copy) - on paper (ICAO Doc 4444)

2.4.2 Details of IFPS RPL format may be found in the IFPS User Manual section of the CFMU Handbook. Copies can be obtained from the EUROCONTROL Library at the address. See: 2.6.3

2.4.3 On receipt of an RPL file, EUROCONTROL will send the following acknowledgement of receipt by SITA or Fax as appropriate.

**Example of ACKNOWLEDGEMENT of reception sent to
RPL Originators(SITA or FAX)**

ZCZC 001 251220

QN

MADWEZZ

BRUER7X

ddhhmm

FROM:

EUROCONTROL/CFMU

TO:

ZZZ

ATTN:

Mrs. Brown

SUBJ:

ACK OF YR RPL SUBMISSION 96-01

Nr.RPL:

12

- INITIAL CHECK OF FORMAT OK.

- FURTHER PROCESSING IN PROGRESS. WE WILL CONTACT YOU IF NECESSARY

BRGDS

D.TAYLOR/RPL TEAM

2.4.4 If NO acknowledgement is received from EUROCONTROL within 2 working days of dispatch, the originator MUST contact the RPL Team to confirm that the file has been received.

2.4.5 Following the acknowledgement the RPL Team will process the file and will contact the originator again ONLY if there are any problems, such as the route or validity periods. It follows, therefore, that if no subsequent query is initiated by EUROCONTROL, the originator can assume that the file has been successfully processed into the RPL database.

2.4.6 Any change to the address or contact number of the Aircraft Operator (for example, a change of contact number/address for obtaining supplementary information) must be advised to the RPL Team immediately.

2.4.7 EUROCONTROL is able to accept RPL data which covers more than one Winter/Summer period but Originators must ensure that any such data is amended to reflect any changes of the clock (i.e. to reflect Summer/Winter time).

2.5 Specific EUROCONTROL requirements for RPL operation

2.5.1 The basic principles for the submission of Repetitive Flight Plans are contained in ICAO Docs 4444/501 and 7030. The following paragraphs detail the differences between the ICAO Standard and the EUROCONTROL requirement, which permits a more flexible approach within the basic rules. Full details are contained in the IFPS User Manual section of the CFMU Handbook.

2.5.2 RPLs shall cover the entire flight from the departure aerodrome to the destination aerodrome. Therefore, an RPL shall be submitted by the flight plan originator for the entire route. A mixture of both RPL and FPL message shall not be permitted. RPL procedures shall be applied ONLY when ALL ATS authorities concerned with the flights have agreed to accept RPLs. In this respect, all States of the IFPS zone accept RPLs. It is the responsibility of the AO to ensure that RPLs for flights which are partly outside the zone are properly coordinated and addressed to the relevant external ATS authorities.

2.5.3 For EUROCONTROL purposes an RLST may be submitted which contains only changes, cancellations and additions (i.e. "-" and "+"). Details of unchanged flights (i.e. "blanks") are not required.

2.5.4 The "-" must come before the "+".

2.5.5 For a cancellation or change, the "-" must be an exact duplicate of the original "+" that it is to cancel, in order for it to be accepted by the RPL processing system.

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	Radio Channel / Purpose	Remarks
1	2	3	4	5
BUDAPEST FIR 465209N 0160650E along border AUSTRIA_HUNGARY - 480024N 0170939E along border HUNGARY_SLOVAKREPUBLIC C - 482412N 0220919E along border HUNGARY_UKRAINE - 475733N 0225422E along border HUNGARY_ROMANIA - 460702N 0201602E along border HUNGARY_SERBIAANDMONT ENEGRO - 455515N 0185324E along border CROATIA_HUNGARY - 462901N 0163358E along border HUNGARY_SLOVENIA - 465209N 0160650E FL 660 GND	BUDAPEST ACC	BUDAPEST CONTROL/RADAR EN H24		The airspace layer between FL 290- FL 410 (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
In the areas where ATS provision is delegated. See ENR 2.2				

Note: The coordinates that describe the Budapest FIR can be obtained from HungaroControl AIS.

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Radio Channel / Purpose	Remarks
1	2	3	4	5
BUDAPEST CTA Lateral limits as for Budapest FIR FL 660 9500 FT ALT C	BUDAPEST ACC	BUDAPEST CONTROL/RADAR EN H24	118.715 CH	
			127.105 CH	
			120.375 MHZ	
			123.665 CH	
			128.105 CH	
			128.955 CH	
			130.575 MHZ	Standby
			132.055 CH	
			132.790 CH	
			133.200 MHZ	
			133.535 CH	Standby
			134.365 CH	
			135.115 CH	
			135.205 CH	
			135.555 CH	
		234.250 MHZ UHF	UHF FREQS AVBL for use by 8.33 exempt State ACFT and in case of VHF COM failure. Where ATS is delegated from ATCC Wien to ATCC Budapest the lower limit is FL 115.	
		264.650 MHZ UHF		
		290.650 MHZ UHF		

Usage of 8.33 KHZ channel spacing capability radio equipment is mandatory in airspaces where radio communication is required.

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Radio Channel / Purpose	Remarks
1	2	3	4	5
BUDAPEST TMA For lateral and vertical limits see BUDAPEST TMA PARTS table. C	BUDAPEST APP	BUDAPEST APPROACH EN	122.975 MHZ	Primary channel (also usable by 8.33 exempted aircraft)
			123.860 CH	
			119.510 CH	
			124.900 MHZ	Standby channel (also usable by 8.33 exempted aircraft)

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BUDAPEST TMA PARTS	
1	
BUDAPEST TMA1	472011N 0181744E - 470220N 0182212E - 465337N 0190031E - 465726N 0185421E - 470324N 0184445E - 472011N 0181744E FL 195 9500 FT ALT C
BUDAPEST TMA2/A	474419N 0181530E - 472900N 0181531E - 472421N 0181642E - 472232N 0181709E - 472011N 0181744E - 470324N 0184445E - 471342N 0185839E - 471844N 0185029E - 472115N 0184623E - 472409N 0184140E - 472531N 0183928E - 473231N 0183928E - 473653N 0183928E - 474919N 0185613E - 474914N 0190432E - 474907N 0191518E - 473849N 0193152E - 473835N 0193214E - 474906N 0194628E - 475644N 0193408E - 480519N 0192017E along border HUNGARY_SLOVAKREPUBLIC - 474419N 0181530E FL 195 5500 FT ALT C
BUDAPEST TMA2/B	471342N 0185839E - 470324N 0184445E - 465726N 0185421E - 465337N 0190031E - 464819N 0192349E - 465248N 0195136E - 470913N 0201353E - 471529N 0201355E - 473200N 0201358E - 474052N 0195940E - 474906N 0194628E - 473835N 0193214E - 471927N 0200302E - 465441N 0192934E - 470345N 0191451E - 471342N 0185839E FL 195 5500 FT ALT C
BUDAPEST TMA3	474919N 0185613E - 473653N 0183928E - 473231N 0183928E - 472531N 0183928E - 472409N 0184140E - 472115N 0184623E - 471844N 0185029E - 471342N 0185839E - 471956N 0190704E - 472418N 0190115E - 472525N 0185940E - 472811N 0190029E - 472933N 0190054E - 473057N 0185951E - 473355N 0185502E - 473556N 0185145E - 474111N 0185850E - 473827N 0190316E - 473721N 0190503E - 473640N 0190610E - 473600N 0191030E - 473439N 0192008E - 473221N 0192350E - 473835N 0193214E - 473849N 0193152E - 474907N 0191518E - 474914N 0190432E - 474919N 0185613E FL 195 3500 FT ALT C
BUDAPEST TMA4	474111N 0185850E - 473556N 0185145E - 473355N 0185502E - 473057N 0185951E - 473721N 0190503E - 473827N 0190316E - 474111N 0185850E FL 195 2500 FT ALT C
BUDAPEST TMA5	473721N 0190503E - 473057N 0185951E - 472933N 0190054E - 472811N 0190029E - 472525N 0185940E - 472418N 0190115E - 471956N 0190704E - 470955N 0192319E - 472218N 0194000E - 473221N 0192350E - 473439N 0192008E - 473600N 0191030E - 473640N 0190610E - 473721N 0190503E FL 195 2000 FT ALT C
BUDAPEST TMA6	473835N 0193214E - 473221N 0192350E - 472218N 0194000E - 470955N 0192319E - 471956N 0190704E - 471342N 0185839E - 470345N 0191451E - 465441N 0192934E - 471927N 0200302E - 473835N 0193214E FL 195 2500 FT ALT C
BUDAPEST TMA7	481029N 0200325E along border HUNGARY_SLOVAKREPUBLIC - 480519N 0192017E - 475644N 0193408E - 474906N 0194628E - 474052N 0195940E - 473200N 0201358E - 480605N 0201359E - 481029N 0200325E FL 195 9500 FT ALT C

2. MILITARY TMAs AND CTRs (MTMA/MCTR)

On holidays and weekends, and on workdays between 1900-0700 (1800-0600) 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
KECSKEMET MTMA For lateral and vertical limits see KECSKEMET MTMA PARTS table. Nil	KECSKEMET APP	KECSKEMET APP EN, HU	120.25 MHZ 277.85 MHZ	UHF FREQ AVBL only with prior COORD.

KECSKEMET MTMA PARTS

1

KECSKEMET MTMA1/A 470247N 0200102E - 470304N 0195208E - 470342N 0192954E - 470403N 0191630E - 464938N 0192954E - 463622N 0201429E - 465142N 0202812E - 465400N 0201703E - 465559N 0200728E - 465843N 0200133E - 470247N 0200102E 7500 FT ALT 2000 FT ALT
KECSKEMET MTMA1/B 470247N 0200102E - 470304N 0195208E - 470342N 0192954E - 470403N 0191630E - 464938N 0192954E - 463622N 0201429E - 465142N 0202812E - 465400N 0201703E - 465559N 0200728E - 465843N 0200133E - 470247N 0200102E FL 125 7500 FT ALT
KECSKEMET MTMA2/A 464938N 0192954E - 463957N 0192213E - 463615N 0195058E - 463203N 0202335E - 464943N 0203740E - 465142N 0202812E - 463622N 0201429E - 464938N 0192954E 7500 FT ALT 4000 FT ALT
KECSKEMET MTMA2/B 464938N 0192954E - 463957N 0192213E - 463615N 0195058E - 463203N 0202335E - 464943N 0203740E - 465142N 0202812E - 463622N 0201429E - 464938N 0192954E FL 125 7500 FT ALT
KECSKEMET MTMA3/A 470403N 0191630E - 470104N 0191155E - 465337N 0190031E - 463957N 0192213E - 464938N 0192954E - 470403N 0191630E 7500 FT ALT 4000 FT ALT
KECSKEMET MTMA3/B 470403N 0191630E - 470104N 0191155E - 465337N 0190031E - 463957N 0192213E - 464938N 0192954E - 470403N 0191630E FL 125 7500 FT ALT

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KECSKEMET MTMA PARTS	
1	
KECSKEMET MTMA4/A 470929N 0194549E - 470403N 0191630E - 470342N 0192954E - 470304N 0195208E - 470247N 0200102E - 470929N 0194549E 7500 FT ALT 2000 FT ALT	
KECSKEMET MTMA4/B 470929N 0194549E - 470403N 0191630E - 470342N 0192954E - 470304N 0195208E - 470247N 0200102E - 470929N 0194549E FL 125 7500 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
PAPA MTMA 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	246.5 MHZ 131.25 MHZ	UHF FREQ AVBL only with prior COORD.

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
SZOLNOK MTMA For lateral and vertical limits see SZOLNOK MTMA PARTS table. Nil	SZOLNOK APP	SZOLNOK APP EN, HU	127.75 MHZ 343.15 MHZ	UHF FREQ AVBL only with prior COORD.

SZOLNOK MTMA PARTS	
1	
SZOLNOK MTMA/A 472212N 0200910E - 471203N 0195953E - 470247N 0200102E - 465843N 0200133E - 465559N 0200728E - 465400N 0201703E - 465142N 0202812E - 464943N 0203740E - 471245N 0204529E - 471829N 0202929E - 472038N 0201743E - 472212N 0200910E 5500 FT ALT 2000 FT ALT	
SZOLNOK MTMA/B 472212N 0200910E - 471203N 0195953E - 470247N 0200102E - 465843N 0200133E - 465559N 0200728E - 465400N 0201703E - 465142N 0202812E - 464943N 0203740E - 471245N 0204529E - 471829N 0202929E - 472038N 0201743E - 472212N 0200910E 9500 FT ALT 5500 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
KECSKEMET MCTR 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	135.75 MHZ 379.75 MHZ	UHF FREQ AVBL only with prior COORD.

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
PAPA MCTR 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	129.5 MHZ 234.6 MHZ	UHF FREQ AVBL only with prior COORD.

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
SZOLNOK MCTR 472038N 0201743E - 465843N 0200133E - 465559N 0200728E - 465400N 0201703E - 471829N 0202929E - 472038N 0201743E 4000 FT ALT 0 FT	SZOLNOK TWR	SZOLNOK TWR EN, HU	130.25 MHZ 267.5 MHZ	UHF FREQ AVBL only with prior COORD.

ENR 2.2 OTHER REGULATED AIRSPACE

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
South-East Europe Free Route Airspace SEE FRA Area 480024N 0170939E - along Budapest FIR / Bratislava FIR boundary to 482412N 0220919E - along Budapest FIR / L'viv FIR/Kyiv UIR boundary to 475733N 0225422E - along Bucureşti FIR / L'viv FIR/Kyiv UIR boundary to 481502N 0263725E - along Bucureşti FIR / Chisinau FIR boundary to 452824N 0281218E - along Bucureşti FIR / Odesa FIR/Kyiv UIR boundary to 451300N 0294000E - 450900N 0295800E - 443000N 0301600E - 441500N 0302400E - 434100N 0303200E - 424800N 0304500E - 420700N 0290000E - 415900N 0281900E - 415900N 0280200E - along Sofia FIR / Istanbul FIR boundary to 414311N 0262143E - along Sofia FIR / Athinai FIR/Hellas UIR boundary to 412048N 0225641E - along Sofia FIR / Skopje FIR boundary to 421844N 0222136E - along Sofia FIR / Beograd FIR/UIR boundary to 441256N 0224034E - along Bucureşti FIR / Beograd FIR/UIR boundary to 460702N 0201602E - along Budapest FIR / Beograd FIR/UIR boundary to 455515N 0185324E - along Budapest FIR / Zagreb FIR/UIR boundary to 462901N 0163358E - along Budapest FIR / Ljubljana FIR boundary to 465209N 0160650E - along Budapest FIR / Wien FIR boundary to 480024N 0170939E 9 500 FT AMSL - FL 660 in the Budapest CTA FL 105 - FL 660 in the Bucureşti CTA FL 175 - FL 660 in the Sofia CTA C	Budapest ACC within the Budapest CTA Bucureşti ACC within the Bucureşti CTA Sofia ACC within the Sofia CTA	Budapest Radar EN In Budapest ACC sectors Between 0500-2300 (0400-2200) Bucureşti Radar Bucureşti Control EN, RO Within Bucureşti ACC sectors Between 0500-2300 (0400-2200) Sofia Control EN Within Sofia ACC sectors Between 0500-2300 (0400-2200)	See ENR-2.1	See ENR 1.3 for FRA general procedures

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
<p>South-East Europe Night Free Route Airspace SEEN FRA Area</p> <p>480024N 0170939E - along Wien FIR / Bratislava FIR boundary to 483700N 0165625E - along Praha FIR / Bratislava FIR boundary to 493102N 0185103E - along Warszawa FIR / Bratislava FIR boundary to 490517N 0223357E - along L'viv FIR/Kyiv UIR boundary / Bratislava FIR boundary to 482412N 0220919E - along Budapest FIR / L'viv FIR/Kyiv UIR boundary to 475733N 0225422E - along Bucureşti FIR / L'viv FIR/Kyiv UIR boundary to 481502N 0263725E - along Bucureşti FIR / Chisinau FIR boundary to 452824N 0281218E - along Bucureşti FIR / Odesa FIR/Kyiv UIR boundary to 451300N 0294000E - 450900N 0295800E - 443000N 0301600E - 441500N 0302400E - 434100N 0303200E - 424800N 0304500E - 420700N 0290000E - 415900N 0281900E - 415900N 0280200E - along Sofia FIR / Istanbul FIR boundary to 414311N 0262143E - along Sofia FIR / Athinaí FIR/Hellas UIR boundary to 412048N 0225641E - along Sofia FIR / Skopje FIR boundary to 421844N 0222136E - along Sofia FIR / Beograd FIR/UIR boundary to 441256N 0224034E - along Bucureşti FIR / Beograd FIR/UIR boundary to 460702N 0201602E - along Budapest FIR / Beograd FIR/UIR boundary to 455515N 0185324E - along Budapest FIR / Zagreb FIR/UIR boundary to 462901N 0163358E - along Budapest FIR / Ljubljana FIR boundary to 465209N 0160650E - along Budapest FIR / Wien FIR boundary to 480024N 0170939E</p> <p>FL 245 - FL 660 in the Bratislava CTA 9 500 FT AMSL - FL 660 in the Budapest CTA FL 105 - FL 660 in the Bucureşti CTA FL 175 - FL 660 in the Sofia CTA</p> <p>C</p>	<p>Bratislava ACC within the Bratislava CTA</p> <p>Budapest ACC within the Budapest CTA</p> <p>Bucureşti ACC within the Bucureşti CTA</p> <p>Sofia ACC within the Sofia CTA</p>	<p>Bratislava Radar EN, SK Within Bratislava ACC sectors Between 2300-0500 (2200-0400)</p> <p>Budapest Radar EN Within Budapest ACC sectors Between 2300-0500 (2200-0400)</p> <p>Bucureşti Radar Bucureşti Control EN, RO Within Bucureşti ACC sectors Between 2300-0500 (2200-0400)</p> <p>Sofia Control EN Within Sofia ACC sectors Between 2300-0500 (2200-0400)</p>	<p>See ENR-2.1</p>	<p>See ENR 1.3 for FRA general procedures</p>

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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
KOSICE TMA 2 482346N 0202459E along border HUNGARY_SLOVAKREPUBLIC - 482000N 0214901E - 481703N 0214953E - 481110N 0210551E - 482346N 0202459E 9500 FT ALT 1000 FT AGL D	KOSICE APP	KOSICE RADAR EN, SK	119.85 MHZ / STD 121.5 MHZ / EMRG	

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
LESMO AREA 474906N 0173651E - 474449N 0173000E - 473559N 0172918E - 473559N 0171554E - 473555N 0164005E along border AUSTRIA_HUNGARY - 480024N 0170939E along border HUNGARY_SLOVAKREPUBLIC - 474906N 0173651E FL 245 5500 FT ALT C	ATC and alerting service provided by Wien ATCC. SAR coordination and operation provided by the appropriate Hungarian authorities.			

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
RUTOL BOX 480214N 0184917E along border HUNGARY_SLOVAKREPUBLIC - 474551N 0182754E - 475117N 0182910E - 475729N 0183036E - 480214N 0184917E FL 195 9000 FT AMSL C	ATS provided by Budapest ATCC. Search and rescue co- ordination and operations provided by appropriate authorities of the Slovak Republic.	BUDAPEST APPROACH EN H24		

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ENR 3.6 EN ROUTE HOLDING**1. HOLDING PROCEDURES WITHIN BUDAPEST TMA**

HLDG ID/FIX/WPT Coordinates	INBD TR (°MAG)	Direction of PTN	MAX IAS (KT)	MNM - MAX HLDG LVL FL/FT (MSL)	TIME (MIN) or DIST OUBD	Controlling unit and Radio Channel
1	2	3	4	5	6	7
TAIOSAP/TPS VOR/DME 472936N 0192646E	246	Left	up to FL140 230 KT, between FL140 and FL200 240 KT	3000 FT - FL190	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.975 MHZ
WONTA/WONTA 470919N 0193040E	130	Right	up to FL140 230 KT, between FL140 and FL200 240 KT	3000 FT- FL190	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.975 MHZ
UTCON/UTCON 471719N 0194127E	130	Left	up to FL140 230 KT, between FL140 and FL200 240 KT	3000 FT- FL190	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.975 MHZ
HUZTA/HUZTA 473629N 0184639E	310	Left	up to FL140 230 KT, between FL140 and FL200 240 KT	6000 FT- FL190	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.975 MHZ
ALZUR/ALZUR 474433N 0185726E	310	Right	up to FL140 230 KT, between FL140 and FL200 240 KT	6000 FT- FL190	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.975 MHZ
ZURFA/ZURFA 472352N 0195045E	310	Left	up to FL140 230 KT, between FL140 and FL200 240 KT, between FL200 and FL340 280 KT	6000 FT- FL340	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.975 MHZ At or above FL200: BUDAPEST ACC 120.375 MHZ
LAHOR/LAHOR 474954N 0194341E	230	Left	up to FL140 230 KT, between FL140 and FL200 240 KT, between FL200 and FL340 280 KT	10000 FT- FL340	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.975 MHZ At or above FL200: BUDAPEST ACC 120.375 MHZ
JOZEP/JOZEP 471121N 0184425E	100	Right	up to FL140 230 KT, between FL140 and FL200 240 KT, between FL200 and FL340 280 KT	10000 FT- FL340	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.975 MHZ At or above FL200: BUDAPEST ACC 133.2 MHZ

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ENR 4.1.1 RADIO NAVIGATION AIDS - EN-ROUTE

Legend for FRA relevance: (E) = "Horizontal Entry point", (X) = "Horizontal Exit point", (I) = "Intermediate point", (A) = "Arrival Connecting point", (D) = "Departure Connecting point".

Name of station (VAR) (VOR: Declination)	ID	Frequency CH	Hours of operation	Coordinate s	ELEV DME antenna	FRA relevance	Remarks
1	2	3	4	5	6	7	8
BÉKÉES DVOR/DME (decl.: +4.2°)	BKS	115.8MHZ 105X	H24	464800N 0210426E	92 M	(IAD)	Coverage: 100 NM/185 km DME COORD: 464800N 0210426E
BUDAPEST DVOR/DME (decl.: +4.4°)	BUD	117.3MHZ 120X	H24	472702N 0191458E	162 M	(IAD)	Coverage: 100 NM/185 km ATIS is also transmitted. DME COORD 472701N 0191458E
BUGAC DVOR/DME (decl.: +4.0°)	BUG	113.4MHZ 81X	H24	464040N 0194054E	124 M	(IAD)	Coverage: 100 NM/185 km DME COORD: 464040N 0194054E
GYŐR DVOR/DME (decl.: +3.4°)	GYR	115.1 MHZ 98X	H24	473933N 0174328E	156 M	(IAD)	Coverage: 100 NM/185 km DME COORD: 473932N 0174328E
MONOR DVOR/DME (decl.: +4.3°)	MNR	112.5 MHZ 72X	H24	472005N 0192420E	141 M	(A)	Coverage: 100 NM/185 km DME COORD: 472005N 0192420E
PUSZTASZABOLCS DVOR/DME (decl.: +3.5°)	PTB	117.1 MHZ 118X	H24	470908N 0184432E	131 M	(IAD)	Coverage: 100 NM/185 km DME COORD: 470908N 0184432E
SAJÓHÍDVÉG DVOR/DME (decl.: +4.4°)	SAG	114.4 MHZ 91X	H24	480029N 0205947E	113 M	(I)	Coverage: 100 NM/185 km DME COORD: 480029N 0205947E
SÁGVÁR DVOR/DME (decl.: +3.6°)	SVR	117.7 MHZ 124X	H24	464941N 0180704E	152 M	(I)	Coverage: 100 NM/185 km DME COORD: 464941N 0180705E
TÁPIÓSÁP DVOR/DME (decl.: +3.9°)	TPS	115.9 MHZ 106X	H24	472936N 0192646E	254 M	(IAD)	Coverage: 100 NM/185 km DME COORD: 472936N 0192646E

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ENR 4.4.1 NAME-CODE DESIGNATORS FOR FRA SIGNIFICANT POINTS

Legend for FRA relevance: (E) = "Horizontal Entry point", (X) = "Horizontal Exit point", (I) = "Intermediate point", (A) = "Arrival Connecting point", (D) = "Departure Connecting point".

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
ABETI	474040N 0170046E	Nil	(X)	EVEN FLs for all exiting aircraft
ABONY	471615N 0195845E	Nil	(I)	Nil
ABULI	482903N 0202912E	Nil	(X) 0500-2300 (0400-2200)	EVEN FLs for all exiting aircraft
			(I) 2300-0500 (2200-0400)	Nil
ALAMU	474413N 0181948E	Nil	(E) 0500-2300 (0400-2200)	ODD FLs for all entering aircraft
			(I) 2300-0500 (2200-0400)	Nil
AMRAX	480529N 0192158E	Nil	(X) 0500-2300 (0400-2200)	EVEN FLs for all exiting aircraft
			(I) 2300-0500 (2200-0400)	Nil
ARSIN	473402N 0164513E	Nil	(EX)	(E) Only for DEP LOWW, (X) EVEN FLs for all exiting aircraft
BABIT	455554N 0185544E	Nil	(EX)	EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft
BABOX	465345N 0194059E	Nil	(D)	Final point of the SID procedure for LHKE, (D): LHKE
BADOR	473425N 0220629E	Nil	(I) FL105-FL660	ODD FLs for all exiting aircraft
BADOV	480116N 0184857E	Nil	(D)	Final Point of the SID procedure for LHBP, (D): LHBP, LHKE, LHTL
BALAP	480405N 0191500E	Nil	(E) 0500-2300 (0400-2200)	ODD FLs for all entering aircraft
			(I) 2300-0500 (2200-0400)	Nil
BALUX	472027N 0190746E	Nil	(IA)	Mandatory waypoint for LOWW/LZIB ARR except from KEKED. Mandatory waypoint for LZIB ARR. See also <i>ENR 6-LHCC-LINKS</i> chart, (A): LOWW, LZIB
BAREB	454446N 0182448E	Nil	(EXD)	Mandatory waypoint for DEP LHBP, EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft, (D): LHBP
BEGLA	474951N 0170652E	Nil	(X)	EVEN FLs for all exiting aircraft

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
BETED	480500N 0201400E	Nil	(I)	First way point of the STAR for LHBP
BINKU	465534N 0202733E	Nil	(D)	Final Point of the SID procedure for LHKE, (D): LHKE
BODZA	473333N 0182549E	Nil	(I)	Mandatory waypoint for ARR LZIB
BOKSI	463807N 0194951E	Nil	(A)	First way point of the STAR for LHKE, (A): LHKE
BUDOP	464115N 0212948E	Nil	(I) FL105-FL660	EVEN FLs for all entering aircraft ODD FLs for all exiting aircraft
BUZRA	471651N 0190346E	Nil	(I)	Only available and mandatory for DEP/ARR LHKL
DEGET	462937N 0211602E	Nil	(I) FL175-FL660	Nil
			(E) 9500 FT ALT-FL175	EVEN FLs for all entering aircraft
DEMOP	481029N 0200325E	Nil	(EX) 0500-2300 (0400-2200)	EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft
			(I) 2300-0500 (2200-0400)	Nil
DIMLO	464101N 0162522E	Nil	(EX)	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
DODAR	471252N 0193139E	Nil	(I)	Nil
DUZLA	465725N 0184349E	Nil	(I)	Final point of the SID procedure for LHBP
EBAMO	464956N 0193533E	Nil	(A)	First way point of the STAR for LHBP, (A): LHBP
EBORO	462121N 0195915E	Nil	(I)	Nil
EDEMU	481028N 0194829E	Nil	(A)	First way point of the STAR for LHBP, (A): LHBP
EMBUT	472436N 0185409E	Nil	(I)	Only available and mandatory for DEP/ARR LHKL
EPARI	474111N 0185841E	Nil	(I)	Mandatory waypoint for LOWW DEP entering to SEE FRA via ALAMU. See also ENR 6-LHCC-LINKS chart
ERGOM	474830N 0184359E	Nil	(E) 0500-2300 (0400-2200)	ODD FLs for all entering aircraft
			(I) 2300-0500 (2200-0400)	Nil
ERGUZ	470304N 0194835E	Nil	(I)	Only available and mandatory for DEP/ARR LHKE
ETARO	473000N 0190000E	Nil	(I)	Nil

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Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
ETNOG	473938N 0215812E	Nil	(I)	Nil
FAHAZ	465319N 0190255E	Nil	(I)	Final point of the SID procedure for LHBP
FOGRE	472945N 0200720E	Nil	(I)	Only available and mandatory for DEP/ARR LHKE
GASNA	475359N 0170759E	Nil	Nil	See also AIP Austria
GAZDA	464819N 0192349E	Nil	(I)	Final point of the SID procedure for LHBP
GELKA	480605N 0201359E	Nil	(I)	Mandatory waypoint for ARR LHBP. See also <i>ENR 6-LHCC-LINKS</i> chart
GEMTO	480800N 0223540E	Nil	(X)	ODD FLs for all exiting aircraft
GILEP	472900N 0181532E	Nil	(ID)	Final point of the SID procedure for LHBP, (D): LHBP
GITAS	470317N 0181027E	Nil	(I)	Nil
GOTAR	465952N 0161329E	Nil	(EX)	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
ILHAK	465807N 0192226E	Nil	(I)	Only available and mandatory for DEP/ARR LHKE
INVED	460928N 0202405E	Nil	(I) FL175-FL660	Nil
			(X) 9500 FT ALT-FL175	ODD FLs for all exiting aircraft
JOZEP	471121N 0184425E	Nil	(I)	Mandatory waypoint for ARR LZIB Holding point for ARR LHBP
KARIL	474738N 0222632E	Nil	(I) FL105-FL660	EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft
KEKED	483123N 0211729E	Nil	(EX) 0500-2300 (0400-2200)	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
			(I) 2300-0500 (2200-0400)	Nil
KENIN	482142N 0215538E	Nil	(EX) 0500-2300 (0400-2200)	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
			(I) 2300-0500 (2200-0400)	Nil
KEROP	461104N 0194148E	Nil	(XD)	Mandatory waypoint for DEP LHBP, ODD FLs for all exiting aircraft, (D): LHBP
KEZAL	470913N 0201353E	Nil	(A)	First way point of the STAR for LHBP, (A): LHBP

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
KOLUM	482616N 0210429E	Nil	(A)	First waypoint of the STAR/transition procedure for LZKZ See AIP Slovakia, (A): LZKZ
KOPRY	461425N 0165746E	Nil	(EXA)	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft, (A): LHBP
KOVEK	475050N 0203010E	Nil	(I)	Nil
KUSIS	475218N 0222302E	Nil	(I)	For tactical re-routing in case TRA 32/33 active
KUVEX	475430N 0172615E	Nil	Nil	See also AIP Austria
LAHOR	474954N 0194341E	Nil	(I)	Holding point for ARR LHBP
LITKU	481350N 0193555E	Nil	(XD) 0500-2300 (0400-2200)	Final point of the SID procedure for LHBP, EVEN FLs for all exiting aircraft, (D): LHBP
			(ID) 2300-0500 (2200-0400)	Final point of the SID procedure for LHBP, (D): LHBP
LONLA	482024N 0221911E	Nil	(EX)	EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft
LUVEL	464600N 0212010E	Nil	(I)	For tactical re-routing in case TRA 32/33 active
MAVIR	462354N 0194931E	Nil	(ID)	Mandatory waypoint for DEP LHBP, Final point of the SID procedure for LHKE, (D): LHKE, LHBP
MEGIK	471230N 0215140E	Nil	(I) FL105-FL660	EVEN FLs for all entering aircraft
MIZOL	481215N 0201432E	Nil	(I)	Mandatory waypoint for DEP LHBP
MOPUG	460949N 0204229E	Nil	(I) FL175-FL660	Nil
			(E) 9500 FT ALT-FL175	EVEN FLs for all entering aircraft
NALOX	465211N 0164912E	Nil	(AD)	Final point of the SID procedure for LHSM / First waypoint of the STAR for LHSM, (AD): LHSM
NARKA	471454N 0215136E	Nil	(I) FL105-FL660	EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft
NATEX	474449N 0173000E	Nil	(X)	EVEN FLs for all exiting aircraft

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Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
NEKIN	462426N 0164212E	Nil	(X)	Nil
NIKAB	463709N 0173244E	Nil	(I)	Nil
NIPUR	474302N 0200047E	Nil	(I)	For tactical re-routing in case TRA 32/33 active
NOHAT	464840N 0163735E	Nil	(I)	Nil
NORAH	473658N 0194829E	Nil	(I)	Nil
OGVUN	472306N 0175120E	Nil	(IAD)	Mandatory waypoint for ARR LHBP, Final point of the SID procedure for LHPA / First waypoint of the STAR for LHPA, (AD): LHPA
OKORA	464559N 0182217E	Nil	(I)	Nil
OLATI	465914N 0172845E	Nil	(I)	Nil
OSDUK	454715N 0180801E	Nil	(X)	Nil
OSLEN	464336N 0202145E	Nil	(A)	First waypoint of the STAR for LHKE, (A): LHKE
PARAK	460950N 0200539E	Nil	(EX)	EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft
PATAK	480423N 0190738E	Nil	(X) 0500-2300 (0400-2200)	EVEN FLs for all exiting aircraft
			(I) 2300-0500 (2200-0400)	Nil
PEJKO	473730N 0195136E	Nil	(I)	Only available and mandatory for DEP/ARR LHKE
PERIT	474718N 0213722E	Nil	(IAD)	First waypoint of the STAR for LHDC, Final point of the SID procedure for LHDC, (AD): LHDC
PESAT	474254N 0170311E	Nil	(E)	ODD FLs for all entering aircraft
PIDON	460720N 0180410E	Nil	(IAD)	First waypoint of the STAR for LHPP, Final Point of the SID procedure for LHPP, (AD): LHPP
PITOK	481929N 0202218E	Nil	(EXA) 0500-2300 (0400-2200)	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft, (A): LHBP
			(IA) 2300-0500 (2200-0400)	(A): LHBP

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
PUCOG	472456N 0183531E	Nil	(I)	Mandatory waypoint for ARR LZIB
PUSTA	470908N 0184432E	Nil	(I)	Nil
RAKFA	471140N 0182740E	Nil	(I)	Nil
RIGSA	480952N 0204506E	Nil	(IAD)	Mandatory waypoint for DEP/ARR LHBP. See also <i>ENR 6-LHCC-LINKS</i> chart, (AD): LHBP
ROMKA	481319N 0215025E	Nil	(I)	Mandatory in case of LHTRA32B and LHTRA33B active
SASAL	471705N 0162828E	Nil	(EX)	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
SIRDU	471517N 0171955E	Nil	(IA)	Mandatory waypoint for ARR LHBP, (A): LHBP
SOGMO	463637N 0174103E	Nil	(I)	Nil
SOPRO	473516N 0164809E	Nil	(EX)	Only below 9 500 FT AMSL, ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
STEIN	472539N 0163559E	Nil	(EX)	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft, Exit only for DEP LHPA
SUBES	472516N 0172536E	Nil	(I)	Nil
SUNIS	470831N 0162059E	Nil	(X)	EVEN FLs for all exiting aircraft
SUNOR	462847N 0171750E	Nil	(AD)	Final point of the SID procedure for LHSM, First waypoint of the STAR for LHSM, (AD): LHSM
TEGRI	461546N 0210616E	Nil	(I) FL175-FL660	Nil
			(X) 9500 FT ALT-FL175	ODD FLs for all exiting aircraft
TEKNO	473726N 0172432E	Nil	(EX)	TEKNO intersection is not AVBL for DEP/ARR LHBP traffic. ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
			(I) FL245-FL660	Nil
TONDO	460250N 0192121E	Nil	(E)	EVEN FLs for all entering aircraft

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Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
TORNO	473223N 0182924E	Nil	(IA)	Mandatory waypoint for ARR LOWW and entering to SEE FRA via KEKED. See also <i>ENR 6-LHCC-LINKS</i> chart. (A): LOWW
ULZAK	465939N 0183401E	Nil	(I)	First waypoint of the STAR for LHBP
UVERA	471200N 0202547E	Nil	(I)	For tactical re-routing in case TRA 32/33 active
VAJDI	472232N 0181709E	Nil	(I)	First waypoint of the STAR for LHBP
VAMOG	474714N 0173945E	Nil	(EX) 0500-2300 (0400-2200)	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
			(I) 2300-0500 (2200-0400)	Nil
VEBAL	455929N 0171748E	Nil	(EXD)	Mandatory waypoint for DEP LHBP, ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft, (D): LHBP
VEBOS	471823N 0183814E	Nil	(I)	Nil
VERIG	471020N 0214329E	Nil	(IAD)	First waypoint of the STAR for LHDC Final point of the SID procedure for LHDC, (AD): LHDC
VETIK	472110N 0201357E	Nil	(D)	Final point of the SID procedure for LHBP, (D): LHBP
WITRI	480854N 0200712E	Nil	(I)	Final point of the SID procedure for LHBP
XOMBA	474524N 0180343E	Nil	(EX) 0500-2300 (0400-2200)	Mandatory waypoint for ARR LZIB, ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
			(I) 2300-0500 (2200-0400)	Mandatory waypoint for ARR LZIB
ZOLKU	473326N 0174830E	Nil	(ID)	Mandatory waypoint for DEP LHBP via GILEP, (D): LHBP
ZURFA	472352N 0195045E	Nil	(I)	Holding point for ARR LHBP

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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
LHP1 / PAKS A circle radius 3 KM centered on 463443N 0185110E	FL 195 / GND	H24 Nuclear Power Plant
LHP2 / CSILLEBERC A circle radius 0.5 KM centered on 472923N 0185708E	3500 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
LHR1 / BUDAPEST 473059N 0185828E - 473055N 0190118E - 473054N 0190159E - 473053N 0190237E - 473038N 0190321E - 473022N 0190325E - 472941N 0190336E - 472859N 0190147E - 472910N 0190047E - 472931N 0185846E - 473002N 0185812E - 473059N 0185828E	3500 FT ALT / GND	H24 By special permission of the aeronautical authority
LHR1A / BUDAPEST 473154N 0185620E - 473154N 0185756E - 473121N 0185756E - 473121N 0185620E - 473154N 0185620E	3500 FT ALT / GND	H24 By special permission of the aeronautical authority
LHR4 / ZALAEGRSZEG A circle radius 1 KM centered on 464816N 0163720E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)
LHR6 / SZAZHALOMBATTA A circle radius 2 KM centered on 471702N 0185358E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)
LHR8 / KAZINCBARCIKA A circle with a radius of 2.5 KM centred on 481429N 0203956E	3500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)
LHR9 / TISZAUJVAROS A circle radius 3 KM centered on 475413N 0210134E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)
LHR10 / HAJDUSZOBOSZLO A circle radius 5 KM centered on 473154N 0212253E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)
LHR12 / SAJOBABONY A circle with a radius of 1.5 KM centred on 481003N 0204253E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)
LHR14 / ALGYO A circle radius 3 KM centered on 461904N 0201246E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)
LHR15 / DUNAUJVAROS A circle with a radius of 2 KM centred on 465703N 0185554E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)
LHR16 / SZOLNOK-TOSZEG A circle with a radius of 2 KM centred on 470804N 0200753E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)

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
LHR22 / PET A circle with a radius of 2 KM centred on 471003N 0180824E	7500 FT ALT / GND	H24 For aircraft with less than 250 KT (IAS)
LHR29 / NYIRTELEK A circle radius 2.5 KM centered on 480150N 0213827E	2500 FT ALT / GND	H24 For civil aircraft
LHR33 / HETENYEGYHAZA A circle radius 2 KM centered on 465554N 0193555E	2500 FT ALT / GND	H24 For civil aircraft.
LHR34 / TABORFALVA 470627N 0192534E - 470317N 0192426E - 470233N 0192733E - 470548N 0192848E - 470627N 0192534E	3000 FT ALT / GND	H24 For civil aircraft.
LHR35 / PUSTAVACS A circle radius 2.5 KM centered on 470957N 0192806E	2500 FT ALT / GND	H24 For civil aircraft.
LHR36 / PUSZTAEDERICS A circle radius 2.5 KM centered on 463925N 0164740E	7500 FT ALT / GND	H24 For aircraft with less than 250 KT (IAS)
LHR37 / ZSANA A circle radius 2.5 KM centered on 462525N 0194200E	7500 FT ALT / GND	H24 For aircraft with less than 250 KT (IAS)
LHR38 / KARDOSKUT A circle radius 4.5 KM centered on 462854N 0204423E	7500 FT ALT / GND	H24 For aircraft with less than 250 KT (IAS)

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
LHD2A / HAJMASKER 470903N 0175624E - 470903N 0180054E - 471003N 0180354E - 471233N 0180654E - 471503N 0180154E - 471133N 0175554E - 470903N 0175624E	FL 245 / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range
LHD2B / VARPALOTA 471623N 0181254E - 471533N 0180324E - 471233N 0180654E - 471233N 0181454E - 471503N 0181654E - 471623N 0181254E	FL 300 / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range
LHD3 / TATARSZENTGYORGY 471200N 0191246E - 471101N 0191132E - 470924N 0191132E - 470909N 0191145E - 470427N 0192615E - 470456N 0192701E - 470735N 0192306E - 471200N 0191246E	FL 300 / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range
LHD11/ DOC 462804N 0200554E - 462704N 0200624E - 462804N 0201024E - 462924N 0200934E - 462804N 0200554E	7500 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range
LHD14 / HAJDUHADHAZ 474104N 0214053E - 474004N 0214623E - 474304N 0214553E - 474304N 0214223E - 474104N 0214053E	FL 105 / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range

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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
LHD16 / IZBEG 474233N 0190024E - 474233N 0185654E - 474033N 0185824E - 474233N 0190024E	2300 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range
LHD17 / GYORSZENTIVAN 474304N 0174554E - 474103N 0174554E - 474203N 0175154E - 474343N 0174854E - 474304N 0174554E	3800 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range
LHD21 / SZOMOD 474103N 0182154E - 473803N 0182554E - 474203N 0182624E - 474233N 0182254E - 474103N 0182154E	FL 105 / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range
LHD24 / SANTOS 462134N 0175055E - 461804N 0174955E - 461834N 0175225E - 462034N 0175225E - 462134N 0175055E	3800 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range
LHD29 / PUSPOKSZILAGY 474533N 0192054E - 474803N 0191454E - 474703N 0191254E - 474533N 0192054E	3800 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range
LHD33 / ALLAMPUSZTA 464204N 0190124E - 463904N 0190424E - 464104N 0190954E - 464434N 0190624E - 464204N 0190124E	2300 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range
LHD34 / MARIANOSZTRA 475603N 0184954E - 475302N 0184554E - 475203N 0185154E - 475303N 0185554E - 475603N 0185354E - 475603N 0184954E	2300 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range
LHD36A / HAJMASKER 470743N 0174825E - 470903N 0175624E - 471103N 0180654E - 471503N 0180154E - 471633N 0175754E - 471403N 0174654E - 470743N 0174825E	FL 145 / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range
LHD36B / VARPALOTA 471003N 0180354E - 470933N 0181924E - 471933N 0181654E - 471833N 0175954E - 471003N 0180354E	FL 145 / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range
LHD37 / SIMONTORNYA 464503N 0183224E - 464203N 0183054E - 464333N 0183354E - 464503N 0183224E	3800 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range

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
LHD50 / HARKA A circle radius 2 KM centered on 473903N 0163355E	2300 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range
LHD52 / KOSZEG A circle radius 2 KM centered on 472333N 0163455E	2300 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range
LHD53 / NADASD A circle radius 2 KM centered on 465903N 0163455E	2300 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range
LHD55 / SZUGY A circle radius 2 KM centered on 480403N 0191953E	2300 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range

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

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 RESERVED 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
LHTRA11A / PAPA ALPHA 472959N 0175015E - 472959N 0181529E - 471331N 0181507E - 471259N 0175900E - 472959N 0175015E	FL 125 / GND	
LHTRA11B / PAPA BRAVO 471259N 0175900E - 471331N 0181507E - 470212N 0181457E - 465529N 0175135E - 470646N 0174335E - 471259N 0175900E	9500 FT ALT / 4000 FT ALT	
LHTRA11C / PAPA CHARLIE 471259N 0175900E - 471331N 0181507E - 470212N 0181457E - 465529N 0175135E - 470646N 0174335E - 471259N 0175900E	4000 FT ALT / GND	
LHTRA13 / TISZA 472212N 0200910E - 472038N 0201743E - 471829N 0202929E - 471045N 0202532E - 470008N 0202008E - 465401N 0201703E - 465559N 0200729E - 470241N 0200428E - 471203N 0195953E - 472212N 0200910E	FL 145 / 9500 FT ALT	
LHTRA14A / MEZO ALPHA 471829N 0202929E - 471245N 0204529E - 470610N 0204314E - 471045N 0202532E - 471829N 0202929E	2000 FT ALT / GND	
LHTRA14B / MEZO BRAVO 471045N 0202532E - 470610N 0204314E - 465613N 0203951E - 470008N 0202008E - 471045N 0202532E	2000 FT ALT / GND	
LHTRA14C / MEZO CHARLIE 470008N 0202008E - 465613N 0203951E - 464943N 0203740E - 465401N 0201703E - 470008N 0202008E	2000 FT ALT / GND	
LHTRA16 / ARPAD 464943N 0203740E - 464505N 0205357E - 462940N 0204358E - 463203N 0202335E - 464943N 0203740E	FL 115 / GND	
LHTRA21A / WEST ALPHA 465105N 0162126E - 463352N 0180006E - 460854N 0180425E - 460445N 0172645E - 462256N 0170114E - 462930N 0163702E - 464101N 0162522E - 465105N 0162126E	FL 245 / 9500 FT ALT	
LHTRA21B / WEST BRAVO 465105N 0162126E - 464502N 0175809E - 463352N 0180006E - 465105N 0162126E	FL 215 / FL 135	

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
LHTRA21C / WEST CHARLIE 464502N 0175809E - 463726N 0181335E - 455737N 0182351E - 455529N 0175254E - 460445N 0172645E - 460854N 0180425E - 464502N 0175809E	FL 175 / FL 135	
LHTRA21D / WEST DELTA 462658N 0172525E - 461447N 0175841E - 455529N 0175254E - 460445N 0172645E - 462256N 0170114E - 462658N 0172525E	9500 FT ALT / 4000 FT ALT	
LHTRA21E / WEST ECHO 462658N 0172525E - 461447N 0175841E - 455529N 0175254E - 460445N 0172645E - 462256N 0170114E - 462658N 0172525E	4000 FT ALT / GND	
LHTRA22A / SOUTH ALPHA 470342N 0192349E - 470241N 0200428E - 465559N 0200729E - 464943N 0203740E - 463203N 0202335E - 463728N 0194717E - 470342N 0192349E	FL 175 / FL 125	
LHTRA22B / SOUTH BRAVO 464943N 0203740E - 463943N 0211234E - 462319N 0210540E - 462140N 0205519E - 462648N 0195641E - 463728N 0194717E - 463203N 0202335E - 464943N 0203740E	FL 175 / 9500 FT ALT	
LHTRA22C / SOUTH CHARLIE 470342N 0192349E - 470241N 0200428E - 465559N 0200729E - 464943N 0203740E - 463943N 0211234E - 462319N 0210540E - 462140N 0205519E - 462648N 0195641E - 470342N 0192349E	FL 245 / FL 175	
LHTRA22D / SOUTH DELTA 465945N 0190242E - 462143N 0193952E - 461429N 0190859E - 463056N 0184947E - 463337N 0185631E - 463909N 0185202E - 463600N 0184405E - 464851N 0182835E - 465945N 0190242E	FL 145 / 9500 FT ALT	
LHTRA22E / SOUTH ECHO 463957N 0192213E - 463959N 0192954E - 463728N 0194717E - 462648N 0195641E - 462143N 0193952E - 463957N 0192213E	FL 125 / 9500 FT ALT	
LHTRA22F / SOUTH FOXTROT 465046N 0191134E - 462143N 0193952E - 461512N 0191156E - 464352N 0184811E - 465046N 0191134E	9500 FT ALT / 4000 FT ALT	
LHTRA23A / EAST ALPHA 481115N 0202525E - 474559N 0213339E - 472201N 0214313E - 471210N 0213301E - 470506N 0212808E - 472943N 0201605E - 475800N 0195615E - 481115N 0202525E	FL 245 / 9500 FT ALT	
LHTRA23B / EAST BRAVO 472201N 0214313E - 471125N 0214729E - 470219N 0213649E - 465152N 0213027E - 471548N 0203054E - 472943N 0201605E - 470506N 0212808E - 471210N 0213301E - 472201N 0214313E	FL 175 / FL 135	

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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
LHTRA23C / EAST CHARLIE 475800N 0195615E - 480710N 0195452E - 481757N 0202718E - 475845N 0212810E - 474559N 0213339E - 481115N 0202525E - 475800N 0195615E	FL 175 / FL 135	
LHTRA23D / EAST DELTA 481115N 0202525E - 475018N 0212203E - 472252N 0210213E - 474125N 0200756E - 475800N 0195615E - 481115N 0202525E	9500 FT ALT / 4000 FT ALT	
LHTRA23E / EAST ECHO 481115N 0202525E - 475018N 0212203E - 472252N 0210213E - 474125N 0200756E - 475800N 0195615E - 481115N 0202525E	4000 FT ALT / GND	
LHTRA31A / UPPER WEST ALPHA 463352N 0180006E - 462829N 0184129E - 461000N 0190529E - 460259N 0184005E - 455737N 0182351E - 455529N 0175254E - 460445N 0172645E - 463352N 0180006E	FL 285 / FL 245	
LHTRA31B / UPPER WEST BRAVO 464210N 0164659E - 463352N 0180006E - 460445N 0172645E - 463605N 0164210E - 464210N 0164659E	FL 285 / FL 245	
LHTRA32A / UPPER EAST ALPHA 475756N 0210710E - 471911N 0214017E - 471210N 0213301E - 465050N 0211821E - 471548N 0203051E - 472943N 0201605E - 474125N 0200756E - 475756N 0210710E	FL 305 / FL 245	
LHTRA32B / UPPER EAST BRAVO 480810N 0214510E - 475243N 0221532E - 471911N 0214017E - 475756N 0210710E - 480810N 0214510E	FL 305 / FL 245	
LHTRA33A / TOP EAST ALPHA 475756N 0210710E - 471911N 0214017E - 471210N 0213301E - 465050N 0211821E - 471548N 0203051E - 472943N 0201605E - 474125N 0200756E - 475756N 0210710E	FL 420 / FL 365	
LHTRA33B / TOP EAST BRAVO 480810N 0214510E - 475243N 0221532E - 471911N 0214017E - 475756N 0210710E - 480810N 0214510E	FL 420 / FL 365	
LHTRA41 / WEST ALPHA CORRIDOR 463500N 0174800E - 470000N 0192100E - 465400N 0192700E - 463000N 0175700E - 463500N 0174800E	FL 135 / 9500 FT ALT	
LHTRA43 / EAST ALPHA CORRIDOR 470004N 0195835E - 473013N 0202152E - 472717N 0203100E - 465600N 0200722E - 470004N 0195835E	FL 125 / 9500 FT ALT	

2. AIR DEFENCE IDENTIFICATION ZONE

Nil

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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*.

The following convention is followed for visual markings for obstacles:

- HBANDS: Horizontal bands (Colours)
- VBANDS: Vertical bands (Colours)

Designation	Type of obstacle	Coordinates	ELEV/HGT GND	Markings Type/Colour OBST LGT Colour
1	2	3	4	5
F_1-1_14_04	BUILDING	475313N 0210113E	200 M/104 M	HBANDS (RED, WHITE) RED, YELLOW
F_1-1_14_09	COOLING_TOWER	474717N 0200422E	272 M/113 M	VBANDS (RED, WHITE) RED
F_1-10_14_04	BUILDING	475359N 0210248E	200 M/104 M	HBANDS (RED, WHITE) RED, YELLOW
F_1-11_14_04	BUILDING	475400N 0210225E	200 M/104 M	HBANDS (RED, WHITE) RED, YELLOW
F_1-12_14_04	BUILDING	475326N 0210219E	200 M/104 M	HBANDS (RED, WHITE) RED, YELLOW
F_1-13_14_04	BUILDING	475323N 0210222E	200 M/104 M	HBANDS (RED, WHITE) RED, YELLOW
F_1-14_14_04	BUILDING	475303N 0210218E	200 M/104 M	HBANDS (RED, WHITE) RED, YELLOW
F_1-15_14_04	BUILDING	475307N 0210116E	200 M/104 M	HBANDS (RED, WHITE) RED, YELLOW
F_1-2_14_04	BUILDING	475408N 0210119E	200 M/104 M	HBANDS (RED, WHITE) RED, YELLOW
F_1-2_14_09	COOLING_TOWER	474716N 0200420E	272 M/113 M	VBANDS (RED, WHITE) RED
F_1-3_14_04	BUILDING	475410N 0210043E	200 M/104 M	HBANDS (RED, WHITE) RED, YELLOW
F_1-3_14_06	STACK	471625N 0185342E	248 M/101 M	HBANDS (RED, WHITE) RED
F_1-3_14_09	COOLING_TOWER	474717N 0200418E	272 M/113 M	VBANDS (RED, WHITE) RED
F_1-3_14_13	STACK	471625N 0185343E	248 M/101 M	HBANDS (RED, WHITE) RED
F_1-4_14_04	BUILDING	475518N 0210050E	200 M/104 M	HBANDS (RED, WHITE) RED, YELLOW
F_1-4_14_09	COOLING_TOWER	474718N 0200421E	272 M/113 M	VBANDS (RED, WHITE) RED
F_1-5_14_04	BUILDING	475516N 0210133E	200 M/104 M	HBANDS (RED, WHITE) RED, YELLOW

Designation	Type of obstacle	Coordinates	ELEV/HGT GND	Markings Type/Colour OBST LGT Colour
1	2	3	4	5
F_1-6_14_04	BUILDING	475513N 0210136E	200 M/104 M	HBANDS (RED, WHITE) RED, YELLOW
F_1-7_14_04	BUILDING	475510N 0210221E	200 M/104 M	HBANDS (RED, WHITE) RED, YELLOW
F_1-8_14_04	BUILDING	475505N 0210234E	200 M/104 M	HBANDS (RED, WHITE) RED, YELLOW
F_1-9_14_04	BUILDING	475432N 0210258E	200 M/104 M	HBANDS (RED, WHITE) RED, YELLOW
F_2-1_14_09	COOLING_TOWER	474721N 0200417E	272 M/113 M	VBANDS (RED, WHITE) RED
F_2-2_14_09	COOLING_TOWER	474721N 0200414E	272 M/113 M	VBANDS (RED, WHITE) RED
F_2-3_14_09	COOLING_TOWER	474722N 0200414E	272 M/113 M	VBANDS (RED, WHITE) RED
F_2-4_14_09	COOLING_TOWER	474723N 0200416E	272 M/113 M	VBANDS (RED, WHITE) RED
F_2-5_14_06	STACK	465626N 0185619E	247 M/101 M	CHEQUERED (RED, WHITE) RED
F_3-1_14_09	COOLING_TOWER	474728N 0200408E	272 M/116 M	VBANDS (RED, WHITE) RED
F_3-2_14_09	COOLING_TOWER	474727N 0200407E	272 M/116 M	VBANDS (RED, WHITE) RED
F_3-3_14_09	COOLING_TOWER	474728N 0200406E	272 M/116 M	VBANDS (RED, WHITE) RED
F_3-4_14_09	COOLING_TOWER	474729N 0200407E	272 M/116 M	VBANDS (RED, WHITE) RED
F_4-1_14_09	COOLING_TOWER	474729N 0200411E	273 M/116 M	VBANDS (RED, WHITE) RED
F_4-2_14_09	COOLING_TOWER	474730N 0200410E	273 M/116 M	VBANDS (RED, WHITE) RED
F_4-3_14_09	COOLING_TOWER	474729N 0200409E	273 M/116 M	VBANDS (RED, WHITE) RED
F_4-4_14_09	COOLING_TOWER	474729N 0200410E	273 M/116 M	VBANDS (RED, WHITE) RED
P_1_14_02	TOWER	464122N 0194948E	269 M/169 M	HBANDS (RED, WHITE) RED
P_1_14_07	TOWER	473944N 0163406E	562 M/167 M	HBANDS (RED, WHITE) RED
P_1_14_09	STACK	474719N 0200401E	365 M/203 M	VBANDS (RED, WHITE) RED
P_1_14_17	ANTENNA	463430N 0185050E	224 M/126 M	NA WHITE

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Designation	Type of obstacle	Coordinates	ELEV/HGT GND	Markings Type/Colour OBST LGT Colour
1	2	3	4	5
P_1_14_20	TOWER	464849N 0164844E	396 M/103 M	HBANDS (RED, WHITE) RED
P_10_14_17	TOWER	463528N 0183444E	309 M/104 M	HBANDS (RED, WHITE) RED
P_100_14_11	WINDMILL	473807N 0180857E	285 M/145 M	NA RED
P_101_14_11	WINDMILL	473823N 0180858E	292 M/145 M	NA RED
P_102_14_11	WINDMILL	473809N 0180917E	288 M/145 M	NA RED
P_103_14_11	WINDMILL	474035N 0180406E	276 M/145 M	NA RED
P_104_14_11	WINDMILL	474046N 0180357E	274 M/145 M	NA RED
P_105_14_11	WINDMILL	474055N 0180411E	273 M/145 M	NA RED
P_106_14_11	WINDMILL	474108N 0180351E	276 M/145 M	NA RED
P_107_14_11	WINDMILL	474056N 0180347E	273 M/145 M	NA RED
P_108_14_11	WINDMILL	474039N 0180425E	276 M/145 M	NA RED
P_109_14_11	POLE	474044N 0180445E	232 M/101 M	HBANDS (RED, WHITE)
P_11_14_11	STACK	474352N 0181522E	212 M/102 M	HBANDS (RED, WHITE) RED
P_111_14_07	WINDMILL	474037N 0175134E	277 M/150 M	HBANDS (RED, WHITE) RED
P_112_14_07	WINDMILL	473955N 0175142E	290 M/150 M	HBANDS (RED, WHITE) RED
P_113_14_07	WINDMILL	474027N 0175149E	296 M/150 M	HBANDS (RED, WHITE) RED
P_114_14_07	WINDMILL	474040N 0175159E	281 M/150 M	HBANDS (RED, WHITE) RED
P_115_14_07	WINDMILL	474004N 0175208E	302 M/150 M	HBANDS (RED, WHITE) RED
P_116_14_07	WINDMILL	474014N 0175218E	304 M/150 M	HBANDS (RED, WHITE) RED
P_117_14_07	WINDMILL	474028N 0175221E	300 M/150 M	HBANDS (RED, WHITE) RED
P_118_14_07	WINDMILL	474013N 0175251E	304 M/150 M	HBANDS (RED, WHITE) RED

Designation	Type of obstacle	Coordinates	ELEV/HGT GND	Markings Type/Colour OBST LGT Colour
1	2	3	4	5
P_119_14_07	WINDMILL	474002N 0175256E	304 M/150 M	HBANDS (RED, WHITE) RED
P_12_14_01	STACK	461118N 0181546E	312 M/101 M	NA
P_120_14_07	WINDMILL	473948N 0175256E	298 M/150 M	HBANDS (RED, WHITE) RED
P_121_14_07	WINDMILL	473947N 0175330E	293 M/150 M	HBANDS (RED, WHITE) RED
P_122_14_07	WINDMILL	473936N 0175343E	283 M/150 M	HBANDS (RED, WHITE) RED
P_129_14_07	WINDMILL	474831N 0170910E	271 M/149 M	HBANDS (RED, WHITE) RED
P_13_14_09	TRANSMISSION_LINE	474527N 0200426E	228 M/110 M	OTHER (RED) RED
P_130_14_07	WINDMILL	474821N 0170854E	270 M/148 M	HBANDS (RED, WHITE) RED
P_131_14_07	WINDMILL	474843N 0170840E	270 M/148 M	HBANDS (RED, WHITE) RED
P_132_14_07	WINDMILL	474858N 0170847E	272 M/148 M	HBANDS (RED, WHITE) RED
P_133_14_07	WINDMILL	474844N 0170859E	270 M/148 M	NA RED
P_134_14_07	WINDMILL	474827N 0170834E	270 M/148 M	HBANDS (RED, WHITE) RED
P_135_14_07	WINDMILL	473124N 0164536E	361 M/151 M	HBANDS (RED, WHITE) RED
P_139_14_07	WINDMILL	473957N 0175230E	303 M/150 M	HBANDS (RED, WHITE) RED
P_14_14_04	TOWER	482848N 0204357E	632 M/117 M	HBANDS (RED, WHITE) RED
P_142_14_07	TRANSMISSION_LINE	474723N 0173839E	216 M/104 M	OTHER (RED)
P_16_14_16	ANTENNA	475612N 0214528E	238 M/121 M	HBANDS (RED, WHITE) RED
P_17_14_01	ANTENNA	460248N 0181832E	338 M/133 M	HBANDS (RED, WHITE) RED
P_17_14_02	TOWER	463701N 0191900E	266 M/160 M	HBANDS (RED, WHITE) RED
P_17_14_04	TOWER	480713N 0212254E	649 M/133 M	HBANDS (RED, WHITE) RED
P_17_14_07	STACK	475200N 0171450E	222 M/102 M	HBANDS (RED, WHITE) RED
P_17_14_10	ANTENNA	470721N 0204418E	186 M/100 M	HBANDS (RED, WHITE) RED

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Designation	Type of obstacle	Coordinates	ELEV/HGT GND	Markings Type/Colour OBST LGT Colour
1	2	3	4	5
P_17_14_14	BUILDING	472846N 0190530E	218 M/105 M	NA
P_18_14_11	STACK	473425N 0182222E	271 M/123 M	HBANDS (RED, WHITE) RED
P_18_14_14	TOWER	472807N 0190733E	274 M/157 M	HBANDS (RED, WHITE) RED
P_18_14_16	ANTENNA	475955N 0223513E	330 M/217 M	HBANDS (RED, WHITE) RED
P_19_14_09	TOWER	475222N 0200033E	1191 M/180 M	HBANDS (RED, WHITE) RED
P_2_14_05	TOWER	463726N 0201656E	285 M/202 M	HBANDS (RED, WHITE) RED
P_20_14_02	ANTENNA	465003N 0190153E	398 M/303 M	HBANDS (RED, WHITE) RED
P_20_14_07	ANTENNA	475019N 0171749E	226 M/106 M	HBANDS (RED, WHITE) RED
P_20_14_11	STACK	473337N 0182536E	339 M/159 M	HBANDS (RED, WHITE) YELLOW, WHITE
P_21_14_02	ANTENNA	461150N 0190859E	293 M/161 M	HBANDS (RED, WHITE) RED
P_21_14_04	STACK	475501N 0210433E	352 M/250 M	HBANDS (RED, WHITE) WHITE
P_22_14_14	ANTENNA	472931N 0185844E	646 M/195 M	HBANDS (RED, WHITE) RED
P_23_14_06	STACK	471140N 0182517E	218 M/108 M	HBANDS (RED, WHITE) RED
P_23_14_13	BUILDING	474835N 0190611E	228 M/101 M	NA RED
P_24_14_05	ANTENNA	461727N 0201035E	188 M/105 M	HBANDS (RED, WHITE) RED
P_25_14_07	TOWER	473938N 0174007E	243 M/109 M	HBANDS (RED, WHITE) RED
P_25_14_11	WINDMILL	474107N 0175611E	268 M/150 M	NA RED
P_27_14_15	ANTENNA	465518N 0180650E	273 M/148 M	HBANDS (RED, WHITE) RED
P_28_14_04	STACK	481408N 0204104E	234 M/101 M	HBANDS (RED, WHITE) RED
P_29_14_04	STACK	481406N 0204106E	234 M/102 M	HBANDS (WHITE) RED
P_29_14_11	WINDMILL	473653N 0180700E	282 M/144 M	NA RED

Designation	Type of obstacle	Coordinates	ELEV/HGT GND	Markings Type/Colour OBST LGT Colour
1	2	3	4	5
P_29_14_14	TOWER	473301N 0190005E	535 M/104 M	HBANDS (RED, WHITE) RED
P_3_14_01	ANTENNA	460557N 0181313E	732 M/195 M	HBANDS (RED, WHITE) RED
P_3_14_11	TOWER	474035N 0182939E	755 M/132 M	HBANDS (RED, WHITE) RED
P_3_14_13	ANTENNA	472223N 0190017E	414 M/314 M	HBANDS (RED, WHITE) RED
P_30_14_07	STACK	474058N 0174012E	216 M/103 M	HBANDS (RED, WHITE) RED
P_30_14_11	WINDMILL	473651N 0180723E	294 M/144 M	NA RED
P_31_14_11	WINDMILL	473637N 0180715E	285 M/144 M	NA RED
P_31_14_19	WINDMILL	471518N 0172941E	363 M/151 M	HBANDS (RED, WHITE)
P_32_14_11	WINDMILL	473719N 0180709E	292 M/144 M	NA RED
P_32_14_19	WINDMILL	471848N 0180133E	410 M/122 M	NA RED
P_33_14_10	ANTENNA	471120N 0201345E	208 M/122 M	HBANDS (RED, WHITE) RED
P_33_14_11	WINDMILL	474001N 0180517E	299 M/145 M	NA RED
P_33_14_14	STACK	473312N 0190608E	256 M/147 M	HBANDS (RED, WHITE) RED
P_33_14_19	WINDMILL	471823N 0180111E	447 M/150 M	HBANDS (RED, WHITE) RED
P_34_14_11	WINDMILL	473721N 0180629E	277 M/144 M	NA RED
P_34_14_18	WINDMILL	471925N 0170841E	284 M/113 M	NA RED
P_34_14_19	WINDMILL	471805N 0180129E	454 M/150 M	HBANDS (RED, WHITE) RED
P_35_14_11	WINDMILL	474010N 0180505E	287 M/145 M	NA RED
P_36_14_11	WINDMILL	474000N 0180454E	291 M/145 M	NA RED
P_36_14_15	ANTENNA	463654N 0172753E	255 M/128 M	HBANDS (RED, WHITE) RED
P_36_14_18	WINDMILL	471219N 0165121E	317 M/145 M	NA RED

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Designation	Type of obstacle	Coordinates	ELEV/HGT GND	Markings Type/Colour OBST LGT Colour
1	2	3	4	5
P_37_14_04	STACK	475416N 0210319E	219 M/125 M	NA RED
P_37_14_11	WINDMILL	474023N 0180504E	280 M/145 M	NA RED
P_37_14_18	WINDMILL	471141N 0165150E	309 M/145 M	NA RED
P_38_14_04	STACK	475418N 0210318E	219 M/125 M	NA RED
P_38_14_11	WINDMILL	474020N 0180443E	277 M/144 M	NA RED
P_38_14_18	WINDMILL	471120N 0165137E	311 M/145 M	NA RED
P_39_14_04	STACK	475419N 0210317E	219 M/125 M	NA RED
P_39_14_11	WINDMILL	474020N 0180422E	277 M/144 M	NA RED
P_39_14_14	STACK	473457N 0190803E	237 M/123 M	HBANDS (RED, WHITE) RED
P_39_14_17	POLE	462854N 0184628E	199 M/100 M	HBANDS (RED, WHITE) RED
P_39_14_18	WINDMILL	471119N 0165215E	310 M/145 M	NA RED
P_4_14_05	TOWER	461615N 0200843E	239 M/159 M	HBANDS (RED, WHITE) RED
P_4_14_08	TOWER	473439N 0213804E	244 M/118 M	HBANDS (RED, WHITE) RED
P_4_14_13	STACK	471935N 0185512E	305 M/202 M	VBANDS (RED, WHITE) RED
P_40_14_03	POLE	463941N 0205559E	193 M/103 M	HBANDS (RED, WHITE) RED
P_40_14_04	STACK	475420N 0210316E	217 M/123 M	NA RED
P_40_14_11	WINDMILL	474021N 0180349E	281 M/145 M	NA RED
P_40_14_14	STACK	473351N 0190215E	308 M/203 M	CHEQUERED (RED, WHITE) RED
P_40_14_17	POLE	464230N 0182603E	219 M/104 M	HBANDS (RED, WHITE)
P_40_14_18	WINDMILL	471118N 0165240E	310 M/145 M	NA RED
P_41_14_09	WINDMILL	473640N 0200520E	204 M/107 M	NA WHITE
P_41_14_10	WINDMILL	470836N 0202646E	229 M/143 M	HBANDS (RED, WHITE)

Designation	Type of obstacle	Coordinates	ELEV/HGT GND	Markings Type/Colour OBST LGT Colour
1	2	3	4	5
P_41_14_11	WINDMILL	474010N 0180332E	268 M/144 M	NA RED
P_41_14_18	WINDMILL	471202N 0165144E	315 M/145 M	NA RED
P_42_14_10	WINDMILL	470106N 0203433E	227 M/143 M	HBANDS (RED, WHITE)
P_42_14_11	WINDMILL	473733N 0180649E	286 M/144 M	NA RED
P_42_14_17	STACK	463423N 0185108E	197 M/100 M	HBANDS (RED, WHITE) RED
P_42_14_18	WINDMILL	471215N 0165159E	313 M/145 M	NA RED
P_43_14_04	STACK	480541N 0204454E	298 M/152 M	HBANDS (RED, WHITE) RED
P_43_14_11	WINDMILL	474001N 0180708E	291 M/145 M	NA RED
P_43_14_17	STACK	463432N 0185107E	197 M/100 M	HBANDS (RED, WHITE) RED
P_43_14_18	WINDMILL	471216N 0165222E	310 M/145 M	NA RED
P_44_14_11	WINDMILL	473949N 0180650E	297 M/145 M	NA RED
P_44_14_18	WINDMILL	471238N 0165136E	316 M/145 M	NA RED
P_45_14_01	TOWER	454843N 0182349E	214 M/114 M	HBANDS (RED, WHITE) RED
P_45_14_11	WINDMILL	473923N 0180715E	298 M/145 M	NA RED
P_45_14_18	WINDMILL	471238N 0165205E	314 M/145 M	NA RED
P_46_14_11	WINDMILL	473931N 0180728E	295 M/145 M	NA RED
P_46_14_18	WINDMILL	471255N 0165220E	313 M/145 M	NA RED
P_47_14_11	WINDMILL	473927N 0180745E	303 M/145 M	NA RED
P_47_14_18	WINDMILL	471303N 0165147E	314 M/145 M	NA RED
P_48_14_11	WINDMILL	473908N 0180740E	294 M/145 M	NA RED
P_48_14_18	WINDMILL	471328N 0165419E	305 M/145 M	NA RED

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Designation	Type of obstacle	Coordinates	ELEV/HGT GND	Markings Type/Colour OBST LGT Colour
1	2	3	4	5
P_49_14_11	WINDMILL	473914N 0180756E	302 M/145 M	NA RED
P_49_14_18	WINDMILL	471319N 0165442E	304 M/145 M	NA RED
P_5_14_08	TOWER	470107N 0212937E	272 M/181 M	HBANDS (RED, WHITE) RED
P_5_14_11	STACK	474328N 0184336E	255 M/121 M	HBANDS (RED, WHITE) RED
P_5_14_13	STACK	471942N 0185507E	305 M/202 M	VBANDS (RED, WHITE) RED
P_5_14_19	ANTENNA	470257N 0173913E	812 M/238 M	HBANDS (RED, WHITE) RED
P_50_14_01	TOWER	460058N 0175858E	219 M/105 M	NA RED
P_50_14_07	WINDMILL	475317N 0171458E	272 M/150 M	HBANDS (RED, WHITE) RED
P_50_14_11	WINDMILL	473849N 0180735E	288 M/145 M	NA RED
P_50_14_18	WINDMILL	471351N 0165336E	308 M/145 M	NA RED
P_51_14_06	WINDMILL	472026N 0180622E	436 M/150 M	NA
P_51_14_07	WINDMILL	475329N 0171504E	271 M/150 M	HBANDS (RED, WHITE) RED
P_51_14_10	POLE	471228N 0203857E	188 M/102 M	NA RED
P_51_14_11	WINDMILL	473841N 0180710E	279 M/145 M	NA RED
P_51_14_18	WINDMILL	471313N 0165324E	305 M/145 M	NA RED
P_52_14_06	ANTENNA	470910N 0182343E	219 M/101 M	HBANDS (RED, WHITE) RED
P_52_14_07	WINDMILL	475343N 0171459E	272 M/151 M	HBANDS (RED, WHITE) RED
P_52_14_11	WINDMILL	473840N 0180643E	278 M/145 M	NA RED
P_52_14_18	WINDMILL	471343N 0165303E	310 M/145 M	NA RED
P_53_14_07	WINDMILL	475336N 0171447E	272 M/151 M	HBANDS (RED, WHITE) RED
P_53_14_11	WINDMILL	473831N 0180629E	273 M/145 M	NA RED

Designation	Type of obstacle	Coordinates	ELEV/HGT GND	Markings Type/Colour OBST LGT Colour
1	2	3	4	5
P_54_14_07	WINDMILL	475330N 0171428E	272 M/151 M	HBANDS (RED, WHITE) RED
P_55_14_07	WINDMILL	475347N 0171349E	265 M/144 M	NA RED
P_55_14_11	WINDMILL	474018N 0175552E	291 M/145 M	NA RED
P_56_14_07	WINDMILL	475346N 0171422E	265 M/143 M	NA RED
P_56_14_11	WINDMILL	474038N 0175558E	268 M/145 M	NA RED
P_57_14_07	WINDMILL	475416N 0171357E	265 M/143 M	HBANDS (RED, WHITE) RED
P_57_14_11	WINDMILL	474111N 0175812E	264 M/145 M	NA RED
P_57_14_18	TOWER	471220N 0165241E	264 M/102 M	HBANDS (RED, WHITE) RED
P_58_14_07	WINDMILL	475409N 0171345E	264 M/143 M	NA RED
P_58_14_11	WINDMILL	474112N 0175731E	269 M/145 M	NA RED
P_59_14_07	WINDMILL	475402N 0171332E	264 M/143 M	NA RED
P_59_14_11	WINDMILL	474059N 0175714E	267 M/145 M	NA RED
P_6_14_03	TOWER	464118N 0210225E	211 M/123 M	HBANDS (RED, WHITE) RED
P_6_14_08	STACK	472113N 0211444E	188 M/102 M	HBANDS (RED, WHITE) WHITE
P_6_14_13	STACK	471945N 0185503E	305 M/202 M	VBANDS (RED, WHITE) RED
P_6_14_14	STACK	472542N 0190313E	205 M/104 M	HBANDS (RED, WHITE) RED
P_60_14_07	WINDMILL	475416N 0171315E	264 M/142 M	HBANDS (RED, WHITE) RED
P_60_14_11	WINDMILL	474057N 0175648E	267 M/145 M	NA RED
P_61_14_07	WINDMILL	475408N 0171302E	264 M/142 M	NA RED
P_61_14_11	POLE	474130N 0175656E	217 M/101 M	HBANDS (RED, WHITE)
P_62_14_07	WINDMILL	475244N 0171348E	270 M/149 M	HBANDS (RED, WHITE) RED

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Designation	Type of obstacle	Coordinates	ELEV/HGT GND	Markings Type/Colour OBST LGT Colour
1	2	3	4	5
P_62_14_13	BRIDGE	473630N 0190527E	206 M/116 M	NA RED
P_63_14_07	WINDMILL	475238N 0171359E	269 M/149 M	HBANDS (RED, WHITE) RED
P_63_14_11	POLE	473732N 0180604E	229 M/100 M	HBANDS (RED, WHITE)
P_64_14_07	WINDMILL	475239N 0171334E	270 M/149 M	HBANDS (RED, WHITE) RED
P_64_14_11	WINDMILL	473959N 0175936E	303 M/145 M	NA RED
P_65_14_07	WINDMILL	475232N 0171319E	271 M/149 M	HBANDS (RED, WHITE) RED
P_65_14_11	WINDMILL	473941N 0175932E	302 M/145 M	NA RED
P_66_14_07	WINDMILL	475228N 0171330E	270 M/149 M	HBANDS (RED, WHITE) RED
P_66_14_11	WINDMILL	473955N 0175955E	297 M/145 M	NA RED
P_67_14_07	WINDMILL	475312N 0171347E	264 M/142 M	NA RED
P_67_14_11	WINDMILL	473939N 0180000E	300 M/145 M	NA RED
P_68_14_07	WINDMILL	475305N 0171333E	263 M/142 M	NA RED
P_68_14_11	WINDMILL	474002N 0180019E	296 M/145 M	NA RED
P_69_14_07	WINDMILL	475257N 0171320E	263 M/142 M	NA RED
P_69_14_11	WINDMILL	473947N 0180023E	292 M/145 M	NA RED
P_69_14_13	POLE	471218N 0200405E	297 M/104 M	HBANDS (RED, WHITE)
P_7_14_13	ANTENNA	472248N 0190013E	220 M/118 M	HBANDS (RED, WHITE) RED
P_7_14_18	TOWER	465722N 0163908E	381 M/132 M	HBANDS (RED, WHITE) RED
P_7_14_19	STACK	470542N 0173308E	327 M/101 M	HBANDS (RED, WHITE) RED
P_7_14_20	TOWER	463346N 0170107E	515 M/206 M	HBANDS (RED, WHITE) RED
P_70_14_07	WINDMILL	475251N 0171308E	263 M/142 M	HBANDS (RED, WHITE) RED
P_70_14_11	WINDMILL	473944N 0180044E	294 M/145 M	NA RED

Designation	Type of obstacle	Coordinates	ELEV/HGT GND	Markings Type/Colour OBST LGT Colour
1	2	3	4	5
P_71_14_04	WINDMILL	480552N 0205427E	261 M/150 M	NA RED
P_71_14_07	WINDMILL	475321N 0171409E	264 M/143 M	HBANDS (RED, WHITE) RED
P_71_14_11	WINDMILL	473959N 0180047E	286 M/145 M	NA RED
P_72_14_07	WINDMILL	475226N 0171141E	246 M/123 M	HBANDS (RED, WHITE) RED
P_72_14_11	WINDMILL	474003N 0180114E	288 M/145 M	NA RED
P_73_14_07	WINDMILL	475219N 0171136E	245 M/123 M	NA RED
P_73_14_11	WINDMILL	474022N 0180132E	289 M/145 M	NA RED
P_74_14_07	WINDMILL	475208N 0171116E	244 M/123 M	NA RED
P_74_14_11	WINDMILL	474030N 0180149E	283 M/145 M	NA RED
P_75_14_07	WINDMILL	475202N 0171106E	244 M/123 M	NA RED
P_75_14_11	WINDMILL	474015N 0180252E	268 M/145 M	NA RED
P_76_14_07	WINDMILL	475156N 0171057E	244 M/123 M	HBANDS (RED, WHITE) RED
P_76_14_11	WINDMILL	473954N 0180257E	269 M/145 M	NA RED
P_77_14_07	WINDMILL	475243N 0171124E	245 M/123 M	NA RED
P_77_14_11	WINDMILL	473925N 0180206E	285 M/145 M	NA RED
P_78_14_07	WINDMILL	475252N 0171106E	245 M/123 M	NA RED
P_78_14_11	WINDMILL	473905N 0180219E	300 M/145 M	NA RED
P_79_14_07	WINDMILL	475259N 0171047E	246 M/123 M	NA RED
P_79_14_11	WINDMILL	474017N 0180042E	272 M/145 M	NA RED
P_8_14_09	TRANSMISSION_LINE	474529N 0200511E	229 M/111 M	OTHER (RED) RED
P_8_14_19	STACK	470548N 0173335E	334 M/100 M	NA RED

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Designation	Type of obstacle	Coordinates	ELEV/HGT GND	Markings Type/Colour OBST LGT Colour
1	2	3	4	5
P_80_14_07	WINDMILL	475251N 0171041E	246 M/123 M	NA RED
P_80_14_11	POLE	474027N 0180108E	234 M/100 M	HBANDS (RED, WHITE)
P_80_14_14	STACK	472746N 0190318E	250 M/147 M	NA RED
P_81_14_07	WINDMILL	475244N 0171035E	245 M/123 M	NA RED
P_81_14_11	WINDMILL	474035N 0180042E	274 M/145 M	NA RED
P_82_14_07	WINDMILL	475234N 0171012E	245 M/123 M	HBANDS (RED, WHITE) RED
P_82_14_11	WINDMILL	474040N 0175956E	270 M/145 M	NA RED
P_83_14_07	WINDMILL	475308N 0171030E	246 M/123 M	HBANDS (RED, WHITE) RED
P_83_14_11	WINDMILL	473914N 0180040E	291 M/150 M	NA RED
P_84_14_11	WINDMILL	473919N 0180018E	301 M/150 M	NA RED
P_85_14_11	WINDMILL	473926N 0180026E	298 M/150 M	NA RED
P_86_14_07	WINDMILL	474858N 0171009E	224 M/106 M	HBANDS (RED, WHITE) RED
P_86_14_11	WINDMILL	473934N 0180034E	296 M/150 M	NA RED
P_87_14_07	WINDMILL	474845N 0171043E	218 M/100 M	NA RED
P_87_14_11	WINDMILL	473923N 0175958E	307 M/150 M	NA RED
P_88_14_07	WINDMILL	473423N 0164530E	315 M/150 M	HBANDS (RED, WHITE) RED
P_88_14_11	WINDMILL	473929N 0180010E	306 M/150 M	NA RED
P_89_14_07	WINDMILL	473414N 0164515E	324 M/150 M	HBANDS (RED, WHITE) RED
P_89_14_11	WINDMILL	473935N 0180019E	303 M/150 M	NA RED
P_9_14_01	STACK	460352N 0181546E	254 M/102 M	HBANDS (RED, WHITE) RED
P_9_14_09	TRANSMISSION_LINE	474550N 0200539E	228 M/111 M	OTHER (RED) RED

Designation	Type of obstacle	Coordinates	ELEV/HGT GND	Markings Type/Colour OBST LGT Colour
1	2	3	4	5
P_9_14_13	ANTENNA	472208N 0190024E	221 M/121 M	HBANDS (RED, WHITE) RED
P_9_14_19	STACK	470547N 0173332E	338 M/104 M	NA RED
P_90_14_07	WINDMILL	473356N 0164451E	336 M/150 M	HBANDS (RED, WHITE) RED
P_91_14_07	WINDMILL	473334N 0164449E	346 M/150 M	HBANDS (RED, WHITE) RED
P_91_14_11	STACK	473006N 0181616E	301 M/125 M	HBANDS (RED, WHITE) RED
P_91_14_14	BRIDGE	473624N 0190538E	206 M/116 M	NA RED
P_92_14_07	WINDMILL	473337N 0164510E	338 M/150 M	HBANDS (RED, WHITE) RED
P_93_14_07	WINDMILL	473318N 0164530E	338 M/150 M	HBANDS (RED, WHITE) RED
P_93_14_11	STACK	474545N 0183406E	215 M/105 M	HBANDS (RED, WHITE) RED
P_94_14_07	WINDMILL	473258N 0164539E	348 M/150 M	HBANDS (RED, WHITE) RED
P_95_14_07	WINDMILL	473244N 0164601E	351 M/150 M	HBANDS (RED, WHITE) RED
P_96_14_11	WINDMILL	473824N 0180726E	293 M/145 M	NA RED
P_97_14_11	WINDMILL	473817N 0180705E	271 M/145 M	NA RED
P_98_14_11	WINDMILL	473809N 0180749E	276 M/145 M	NA RED
P_98_18_07	WINDMILL	473720N 0171613E	217 M/102 M	NA RED
P_99_14_11	WINDMILL	473810N 0180837E	280 M/145 M	NA RED
V_1-1_14_10	ANTENNA	473436N 0195026E	261 M/157 M	HBANDS (RED, WHITE)
V_1-1_14_13	TRANSMISSION_LINE	471750N 0185546E	214 M/115 M	HBANDS (RED, WHITE)
V_1-2_14_10	ANTENNA	473431N 0195029E	261 M/157 M	HBANDS (RED, WHITE)
V_1-2_14_13	TRANSMISSION_LINE	471800N 0185511E	215 M/115 M	HBANDS (RED, WHITE)
V_1-3_14_10	ANTENNA	473426N 0195033E	237 M/133 M	HBANDS (RED, WHITE)
V_1-4_14_10	ANTENNA	473422N 0195035E	207 M/103 M	HBANDS (RED, WHITE)
V_2-1_14_02	TRANSMISSION_LINE	465406N 0185741E	206 M/117 M	HBANDS (RED, WHITE)
V_2-1_14_13	TRANSMISSION_LINE	471746N 0185541E	214 M/115 M	HBANDS (RED, WHITE)

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Designation	Type of obstacle	Coordinates	ELEV/HGT GND	Markings Type/Colour OBST LGT Colour
1	2	3	4	5
V_2-2_14_02	TRANSMISSION_LINE	465416N 0185707E	207 M/111 M	HBANDS (RED, WHITE)
V_2-2_14_10	ANTENNA	473401N 0195029E	207 M/103 M	HBANDS (RED, WHITE)
V_2-2_14_13	TRANSMISSION_LINE	471756N 0185506E	215 M/115 M	HBANDS (RED, WHITE)
V_2-3_14_10	ANTENNA	473358N 0195025E	237 M/133 M	HBANDS (RED, WHITE)
V_2-4_14_10	ANTENNA	473354N 0195019E	261 M/157 M	HBANDS (RED, WHITE)
V_2-5_14_10	ANTENNA	473350N 0195013E	261 M/157 M	HBANDS (RED, WHITE)
V_3-1_14_02	TRANSMISSION_LINE	462832N 0185544E	230 M/138 M	HBANDS (RED, WHITE)
V_3-2_14_02	TRANSMISSION_LINE	462831N 0185454E	230 M/136 M	HBANDS (RED, WHITE)
V_4-1_14_13	TRANSMISSION_LINE	471523N 0185837E	203 M/104 M	OTHER (RED)
V_4-2_14_13	TRANSMISSION_LINE	471514N 0185905E	204 M/105 M	OTHER (RED)
V_5-1_14_06	TRANSMISSION_LINE	471527N 0185524E	220 M/122 M	OTHER (RED)
V_5-1_14_13	TRANSMISSION_LINE	473806N 0190457E	206 M/101 M	HBANDS (RED, WHITE)
V_5-2_14_13	TRANSMISSION_LINE	473814N 0190529E	212 M/107 M	HBANDS (RED, WHITE)
V_6-1_14_13	TRANSMISSION_LINE	473934N 0190716E	207 M/100 M	HBANDS (RED, WHITE)
V_6-2_14_13	TRANSMISSION_LINE	473928N 0190642E	209 M/108 M	HBANDS (RED, WHITE)

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

Nil

2. GLIDER AREAS

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
LHSG100 / GLIDER AREA100 474636N 0190905E - 474301N 0190609E - 473706N 0191615E - 473800N 0192100E - 473811N 0192321E - 474636N 0190905E	4500 FT ALT / 3500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG101 / GLIDER AREA101 475108N 0191203E - 474914N 0190432E - 474636N 0190905E - 473811N 0192321E - 473849N 0193152E - 474907N 0191518E - 475108N 0191203E	5500 FT ALT / 3500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG102/S / GLIDER AREA102/S 475312N 0192011E - 475108N 0191203E - 474907N 0191518E - 473849N 0193152E - 473935N 0194216E - 475312N 0192011E	6500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for hang/paraglider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG102/V / GLIDER AREA102/V 475312N 0192011E - 475108N 0191203E - 474907N 0191518E - 473849N 0193152E - 473935N 0194216E - 475312N 0192011E	6500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG103/S / GLIDER AREA103/S 475644N 0193408E - 475312N 0192011E - 473935N 0194216E - 474052N 0195940E - 474906N 0194628E - 475644N 0193408E	7500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for hang/paraglider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG103/V / GLIDER AREA103/V 475644N 0193408E - 475312N 0192011E - 473935N 0194216E - 474052N 0195940E - 474906N 0194628E - 475644N 0193408E	7500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG110 / GLIDER AREA110 474923N 0185107E along border HUNGARY_SLOVAKREPUBLIC - 474541N 0183928E - 473653N 0183928E - 474919N 0185613E - 474923N 0185107E	6500 FT ALT / GND		HX Only for VFR flights. Coordinated airspace: Above 5500 FT AMSL, can be requested until SS. Primarily for glider operation. Prior permission required by Budapest ATS Centre.
LHSG111 / GLIDER AREA111 474541N 0183928E along border HUNGARY_SLOVAKREPUBLIC - 474548N 0182806E - 472827N 0182806E - 472956N 0183216E - 473231N 0183928E - 474541N 0183928E	6500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
LHSG112 / GLIDER AREA112 480328N 0190338E along border HUNGARY_SLOVAKREPUBLIC - 474923N 0185107E - 474919N 0185613E - 474914N 0190432E - 475108N 0191203E - 475312N 0192011E - 480328N 0190338E	6500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG113/S / GLIDER AREA113/S 474548N 0182806E along border HUNGARY_SLOVAKREPUBLIC - 474419N 0181530E - 472900N 0181531E - 472421N 0181642E - 472827N 0182806E - 474548N 0182806E	7500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for hang/paraglider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG113/V / GLIDER AREA113/V 474548N 0182806E along border HUNGARY_SLOVAKREPUBLIC - 474419N 0181530E - 472900N 0181531E - 472421N 0181642E - 472827N 0182806E - 474548N 0182806E	7500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG114 / GLIDER AREA114 480519N 0192017E along border HUNGARY_SLOVAKREPUBLIC - 480328N 0190338E - 475312N 0192011E - 475644N 0193408E - 480519N 0192017E	7500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG120 / GLIDER AREA120 473355N 0185502E - 473231N 0185309E - 473127N 0184818E - 472714N 0185510E - 472846N 0185840E - 472811N 0190029E - 472933N 0190054E - 473057N 0185951E - 473355N 0185502E	4500 FT ALT / 3500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG121 / GLIDER AREA121 473127N 0184818E - 473018N 0184305E - 472232N 0185543E - 472455N 0185859E - 472714N 0185510E - 473127N 0184818E	5500 FT ALT / 3500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG122 / GLIDER AREA122 473231N 0183928E - 472956N 0183216E - 472531N 0183928E - 472409N 0184140E - 472115N 0184623E - 471844N 0185029E - 472232N 0185543E - 473018N 0184305E - 473231N 0183928E	6500 FT ALT / 3500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG123/S / GLIDER AREA123/S 472956N 0183216E - 472827N 0182806E - 471515N 0184935E - 471844N 0185029E - 472115N 0184623E - 472409N 0184140E - 472531N 0183928E - 472956N 0183216E	6500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for hang/paraglider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG123/V / GLIDER AREA123/V 472956N 0183216E - 472827N 0182806E - 471515N 0184935E - 471844N 0185029E - 472115N 0184623E - 472409N 0184140E - 472531N 0183928E - 472956N 0183216E	6500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.

AIP HUNGARY

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
LHSG124/S / GLIDER AREA124/S 472827N 0182806E - 472421N 0181642E - 472232N 0181709E - 472011N 0181744E - 470324N 0184445E - 465726N 0185421E - 471515N 0184935E - 472827N 0182806E	7500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for hang/paraglider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG124/V / GLIDER AREA124/V 472827N 0182806E - 472421N 0181642E - 472232N 0181709E - 472011N 0181744E - 470324N 0184445E - 465726N 0185421E - 471515N 0184935E - 472827N 0182806E	7500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG130 / GLIDER AREA130 475036N 0191153E - 474544N 0185939E - 473827N 0190316E - 474306N 0191459E - 475036N 0191153E	FL 285 / 3500 FT ALT		HX Coordinated airspace for mountain wave flights. Time and vertical limits are determined by Budapest ATS Centre.
LHSG131 / GLIDER AREA131 480000N 0190800E - 475300N 0185600E - 474544N 0185939E - 475036N 0191153E - 480000N 0190800E	FL 285 / 3500 FT ALT		HX Coordinated airspace for mountain wave flights. Time and vertical limits are determined by Budapest ATS Centre.
LHSG132 / GLIDER AREA132 474306N 0191459E - 473827N 0190316E - 473646N 0190740E - 474306N 0191459E	FL 285 / 3500 FT ALT		HX Coordinated airspace for mountain wave flights. Time and vertical limits are determined by Budapest ATS Centre.

3. DROP ZONES

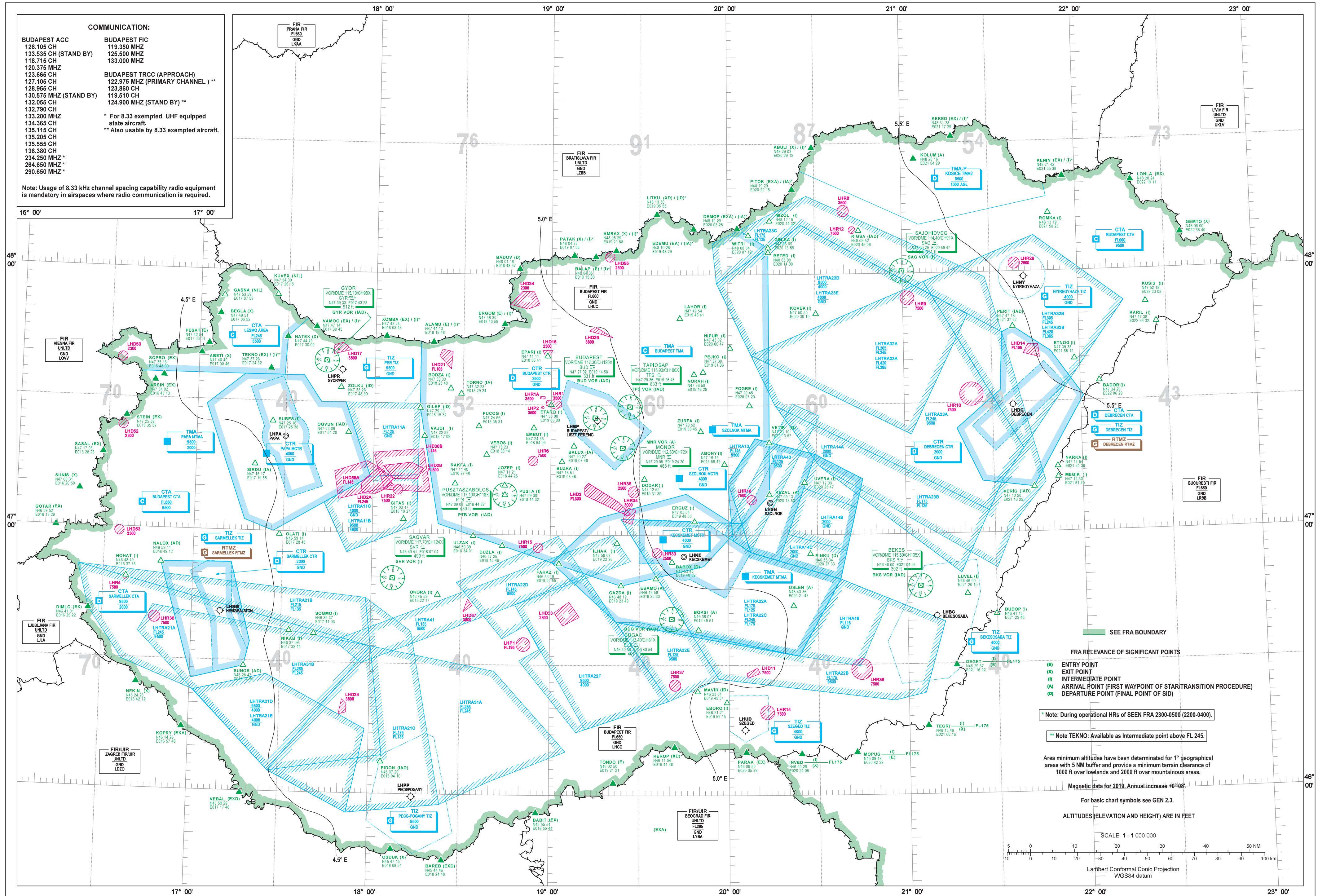
Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
LHSDZLHBC / BEKESCSABA A circle radius 7 KM centered on 464036N 0210938E	FL 155 / 4000 FT ALT	Contact: LHBC AFIS	HX
LHSDZLHBD / BORGOND 471037N 0182857E - 470619N 0182317E - 470145N 0182636E - 470237N 0183147E - 470840N 0183425E - 471037N 0182857E subtracted the LHB24 airspace.	FL 155 / GND	Contacts: (+36) 30- 959-8897, (+36) 20- 978-9128.	HX
LHSDZLHBK / BALATONKERESZTUR A circle radius 3 KM centered on 464144N 0172340E	FL 145 / GND	Nil	HX
LHSDZLHDV / DUNAUJVAROS A circle radius 5 KM centered on 465318N 0185438E	FL 135 / GND	Contacts: (+36) 70- 312-0886, (+36) 20- 961-2900	HX
LHSDZLHGD / GODOLLO A circle radius 2 KM centered on 473425N 0191957E	FL 145 / GND	Contacts: (+36) 30- 934-3199, (+36) 70- 332-2198.	HX
LHSDZLHGR1 / GYURO1 472642N 0184505E - 472409N 0184140E - 472115N 0184623E - 472347N 0184948E - 472642N 0184505E	5500 FT ALT / GND	Nil	HX

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
LHSDZLHGR2 / GYURO2 472409N 0184140E - 472304N 0184012E - 472009N 0184455E - 472115N 0184623E - 472409N 0184140E	6500 FT ALT / GND	Nil	HX
LHSDZLHHO / HAJDUSZOBOSZLO 472810N 0212450E - 472228N 0211500E - 472733N 0211500E - 472942N 0211839E - 472810N 0212450E	FL 145 / GND	Nil	HX
LHSDZLHKA / KALOCSA 463356N 0185419E - 463435N 0185817E - 463118N 0190123E - 463000N 0185519E - 463356N 0185419E	FL 135 / GND	Contacts: (+36) 20- 777-919	HX
LHSDZLHKH / KISKUNFELEGYHAZA 464600N 0194546E - 464800N 0195100E - 464558N 0195533E - 464200N 0195600E - 464600N 0194546E	FL 135 / GND	Contacts: (+36) 20- 938-9453, (+36) 30- 968-6199	HX
LHSDZLHKI / KISKOROS 463939N 0191442E - 463914N 0191511E - 463854N 0191434E - 463919N 0191403E - 463939N 0191442E	3500 FT ALT / GND	Nil	HX
LHSDZLHKV / KAPOSUJLAK 463100N 0173400E - 463100N 0174700E - 461800N 0174700E - 461800N 0173400E - 463100N 0173400E	FL 165 / GND	Contacts: (+36) 20- 777-9135, (+36) 20- 777-9989.	HX
LHSDZLHMP / MATKOPUSZTA A circle radius 5.556 KM centered on 464758N 0194102E subtracted the Kecskemet MCTR airspace.	FL 145 / GND	Contacts: (+36) 20- 745-4367, (+36) 20- 961-2900.	HX
LHSDZLHMC / MISKOLC A circle radius 5 KM centered on 480754N 0204730E subtracted the LHB32 BUKK airspace.	FL 145 / GND	Nil	HX
LHSDZLHNY / NYIREGYHAZA A circle radius 10 KM centered on 475856N 0214100E	FL 155 / 4000 FT ALT	Contact: LHNY AFIS	HX
LHSDZLHOY / OCSENY A circle radius 2 NM centered on 461843N 0184549E	FL 145 / GND	Nil	HX
LHSDZLHPR / PER A circle radius 7.4 KM centered on 473738N 0174830E	FL 125 / 9500 FT	Nil	HX
LHSDZLHSK / KILITI SKYDIVE BALATON A circle radius 11.11 KM centered on 465119N 0180551E	FL 155 / GND	Contacts: (+36) 70- 611-5343, (+36) 70- 433-3304.	HX
LHSDZLHSZ / SZENTES A circle radius 2 KM centered on 463642N 0201700E	FL 115 / GND	Nil	HX
LHSDZLHTL / TOKOL A circle radius 3.15 KM centered on 472037N 0185909E	FL 145 / 3500 FT ALT	Contact: LHTL TWR (+361) 999-1174	HX

ENR 6 EN-ROUTE CHARTS

Title	Page
Free route airspace (FRA) (9500 - FL660)	ENR 6-LHCC-ERC
| Compulsory and Plannable Links - Index Chart (See ENR 1.3)	ENR 6-LHCC-LINKS
| South East Europe Free Route Airspace (SEE FRA) - Index Chart	ENR 6-LHCC-FRA
| ATC Sectors - Index Chart	ENR 6-LHCC-SECTOR
Prohibited, Restricted and Danger Areas	ENR 6-LHCC-PRD
Temporary Reserved Airspaces - Index Chart	ENR 6-LHCC-TRA

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COMMUNICATION:

BUDAPEST ACC
 128.105 CH
 133.535 CH (STAND BY)
 120.375 MHz
 123.665 CH
 127.105 CH
 128.955 CH
 130.575 MHz (STAND BY)
 132.055 CH
 132.790 CH
 133.200 MHz
 134.365 CH
 135.115 CH
 135.205 CH
 135.555 CH
 136.380 CH
 234.250 MHz **
 264.650 MHz **
 290.650 MHz **

BUDAPEST FIC
 119.350 MHz
 125.500 MHz
 133.000 MHz

BUDAPEST TRCC (APPROACH)
 122.975 MHz (PRIMARY CHANNEL) **
 123.860 CH
 119.510 CH
 124.900 MHz (STAND BY) **

* For 8.33 exempted UHF equipped state aircraft.
 ** Also usable by 8.33 exempted aircraft.

Note: Usage of 8.33 kHz channel spacing capability radio equipment is mandatory in airspaces where radio communication is required.

FRA RELEVANCE OF SIGNIFICANT POINTS

- (E) ENTRY POINT
- (X) EXIT POINT
- (I) INTERMEDIATE POINT
- (A) ARRIVAL POINT (FIRST WAYPOINT OF STAR/TRANSITION PROCEDURE)
- (D) DEPARTURE POINT (FINAL POINT OF SID)

* Note: During operational HRs of SEEN FRA 2300-0500 (2200-0400).

** Note TEKNO: Available as Intermediate point above FL245.

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.

Magnetic data for 2019. Annual increase +0°08'.

For basic chart symbols see GEN 2.3.

ALTITUDES (ELEVATION AND HEIGHT) ARE IN FEET

SCALE 1 : 1 000 000

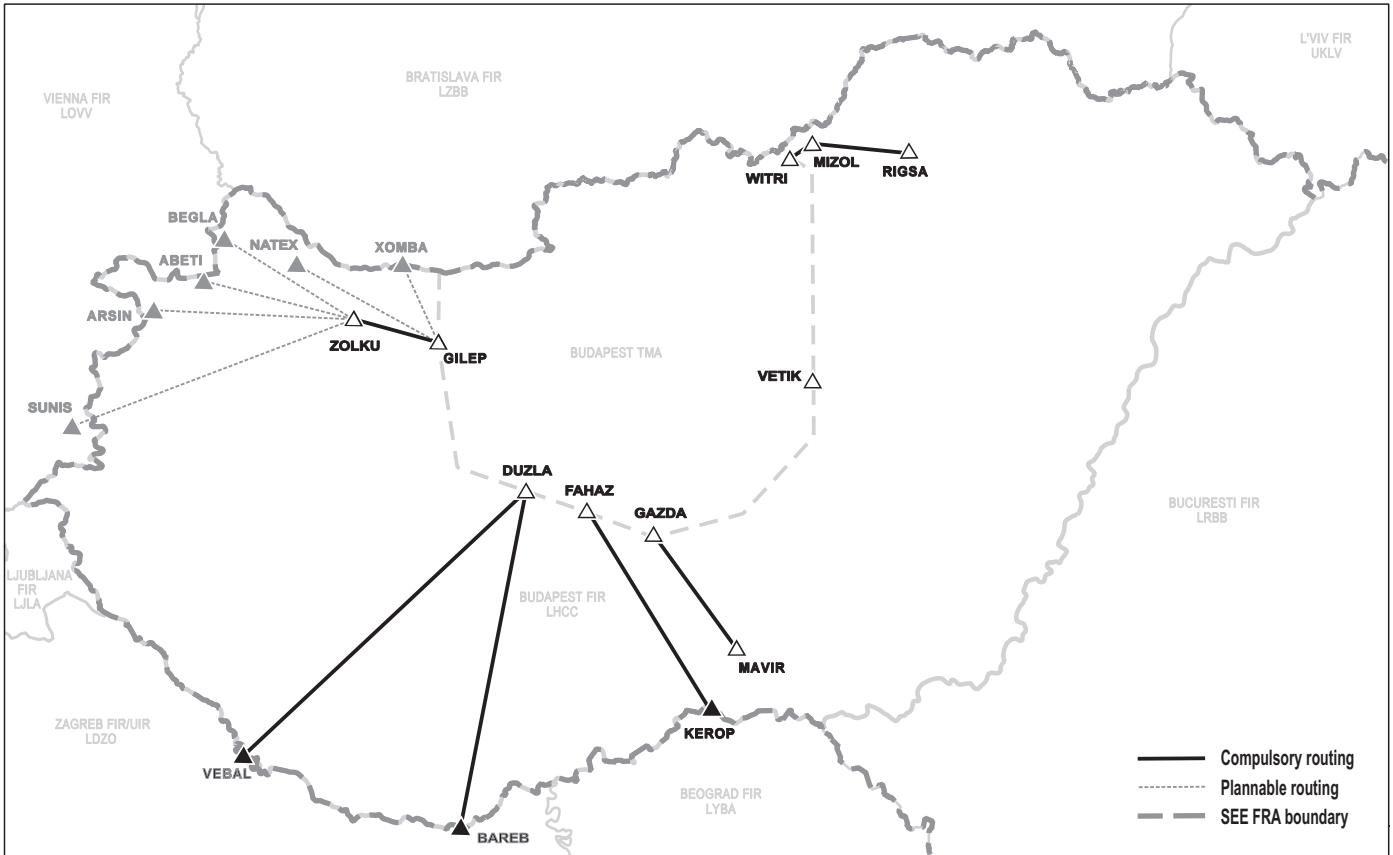
Lambert Conformal Conic Projection
 WGS84 datum

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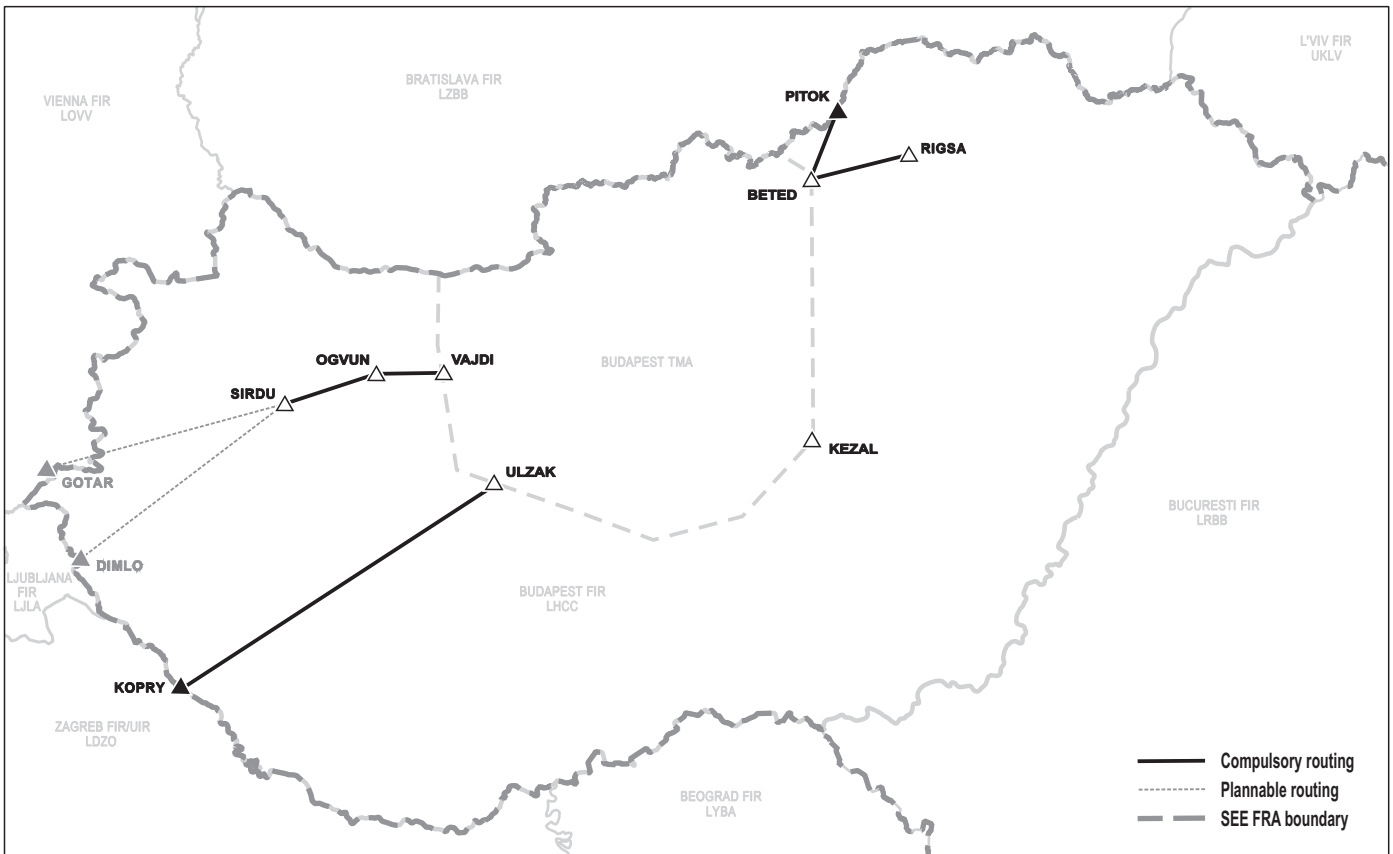
AIP HUNGARY

COMPULSORY AND PLANNABLE LINKS -
INDEX CHART (SEE ENR 1.3)

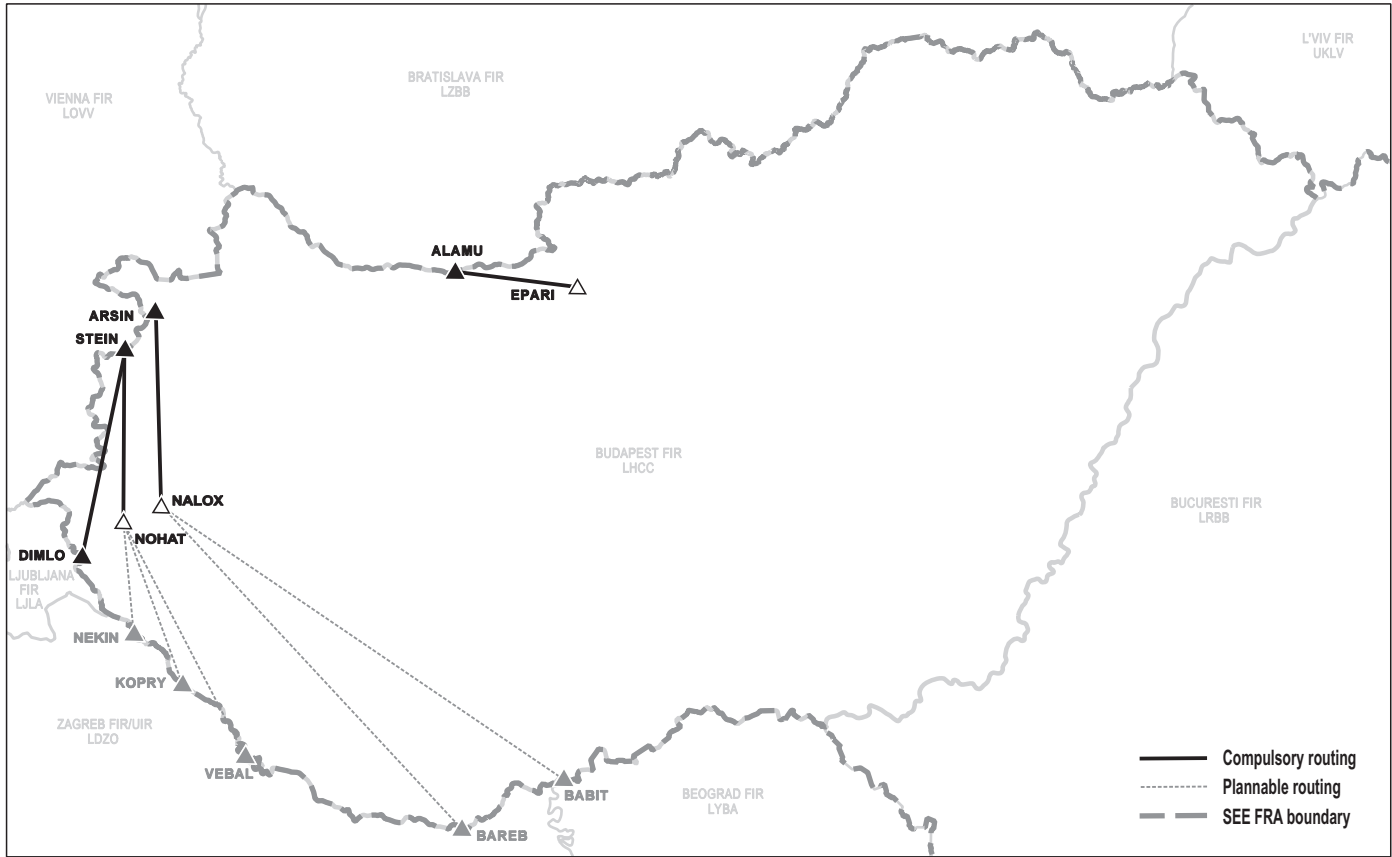
1. LHBP DEP within Budapest FIR



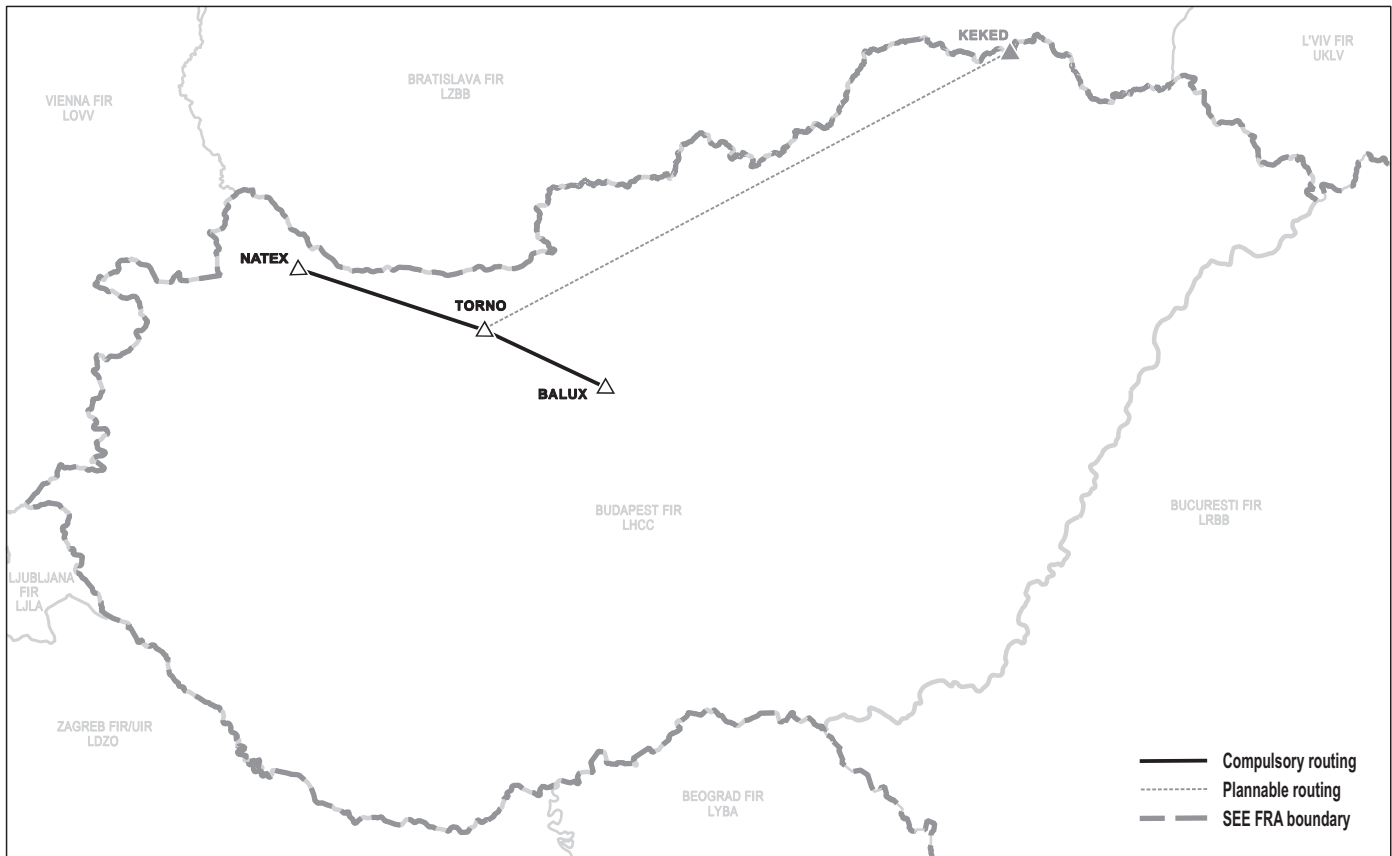
2. LHBP ARR within Budapest FIR



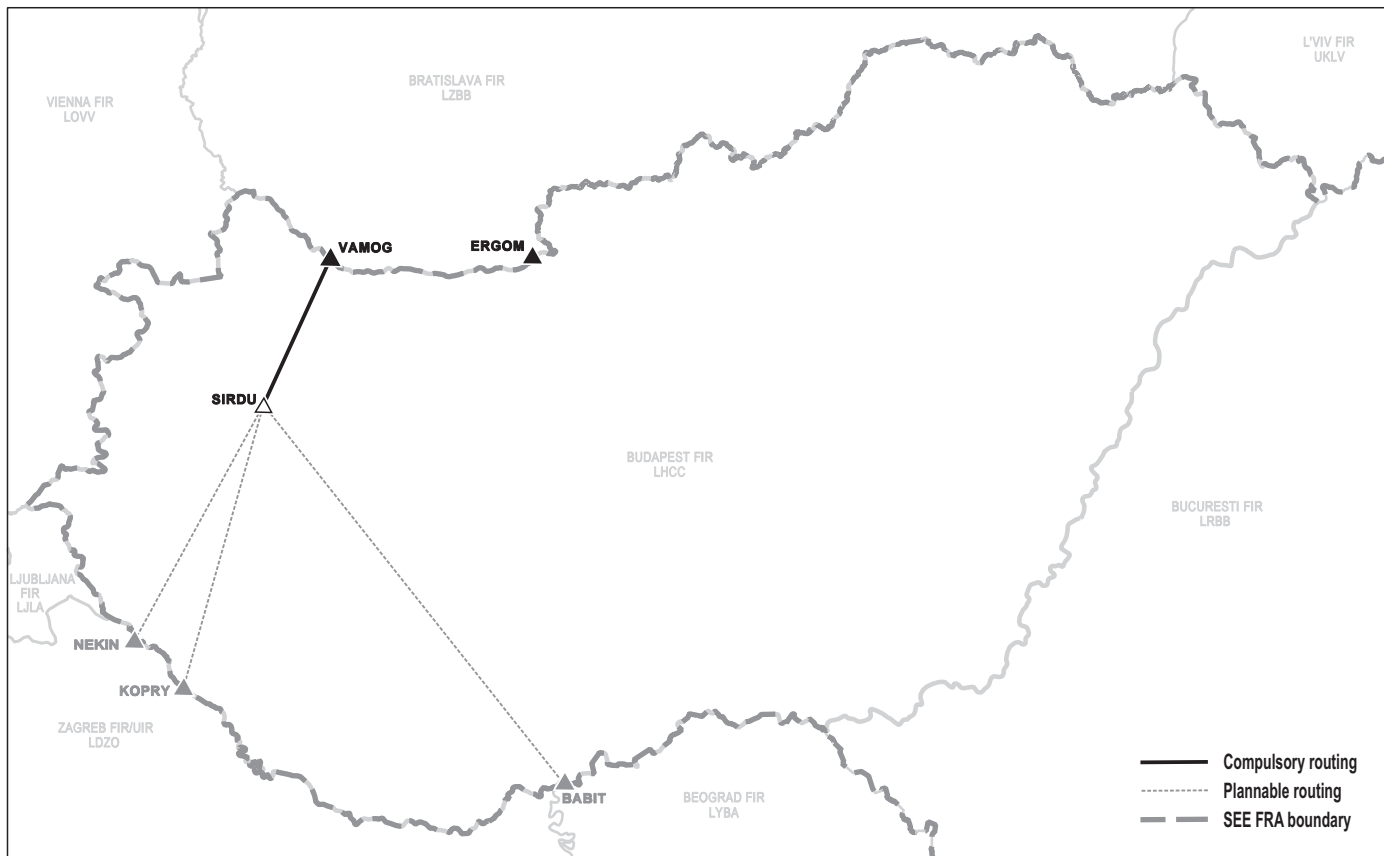
3. LOWW DEP within Budapest FIR



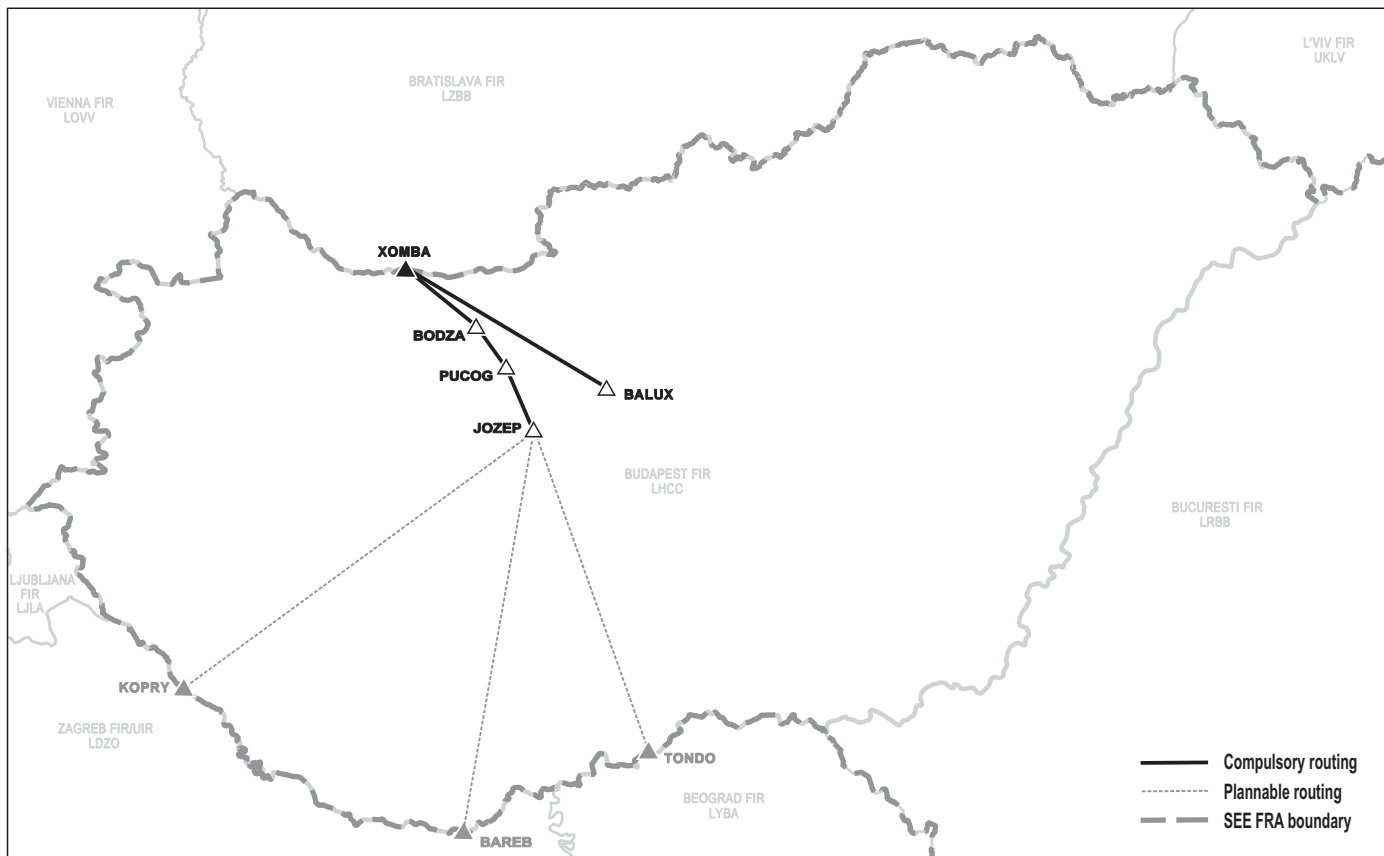
4. LOWW ARR within Budapest FIR



5. LZIB DEP within Budapest FIR



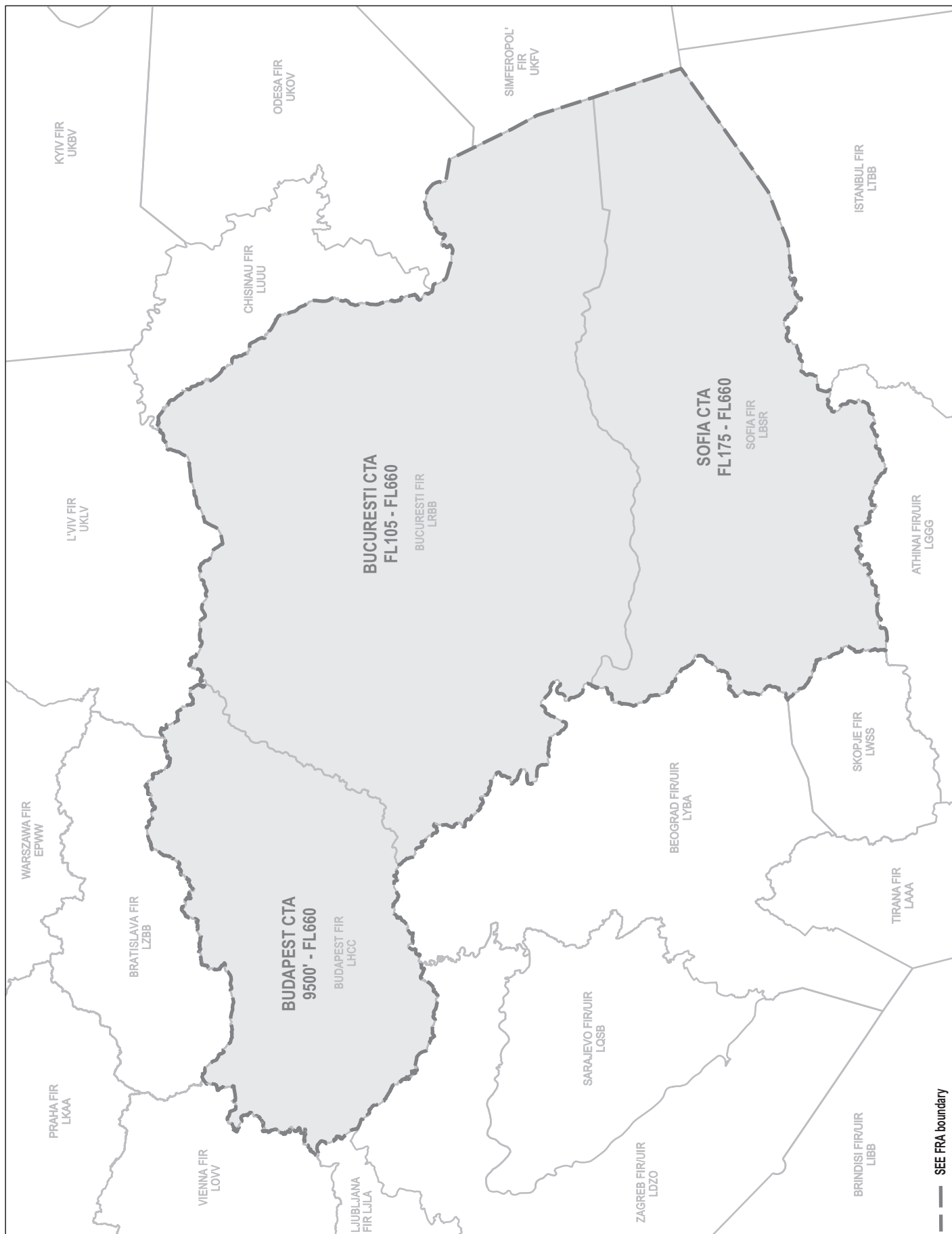
6. LZIB ARR within Budapest FIR



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AIP HUNGARY

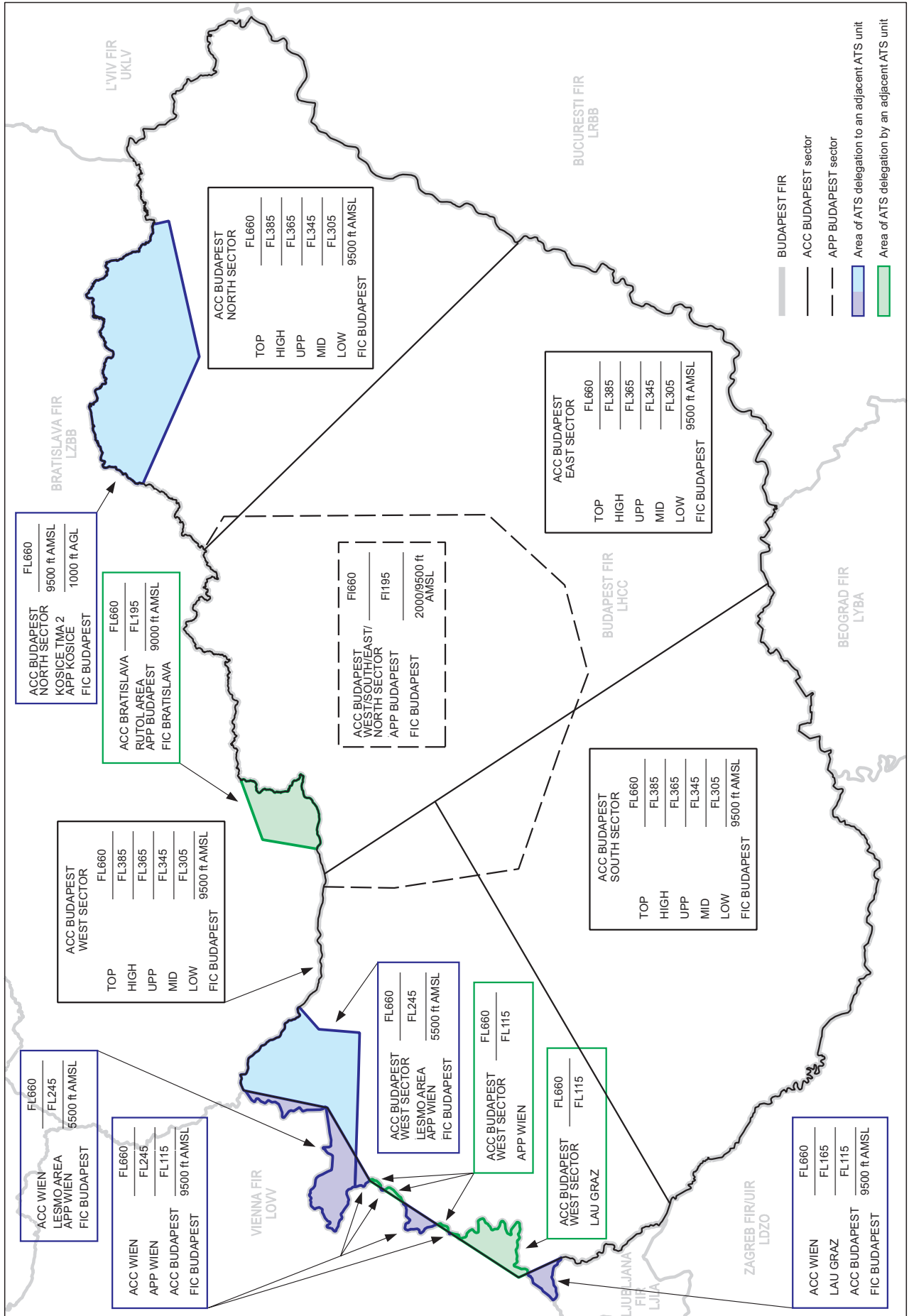
SOUTH EAST EUROPE FREE ROUTE AIRSPACE
(SEE FRA) -
INDEX CHART



SOUTH EAST EUROPE NIGHT FREE ROUTE AIRSPACE
(SEEN FRA) -
INDEX CHART



ATC SECTORS -
INDEX CHART

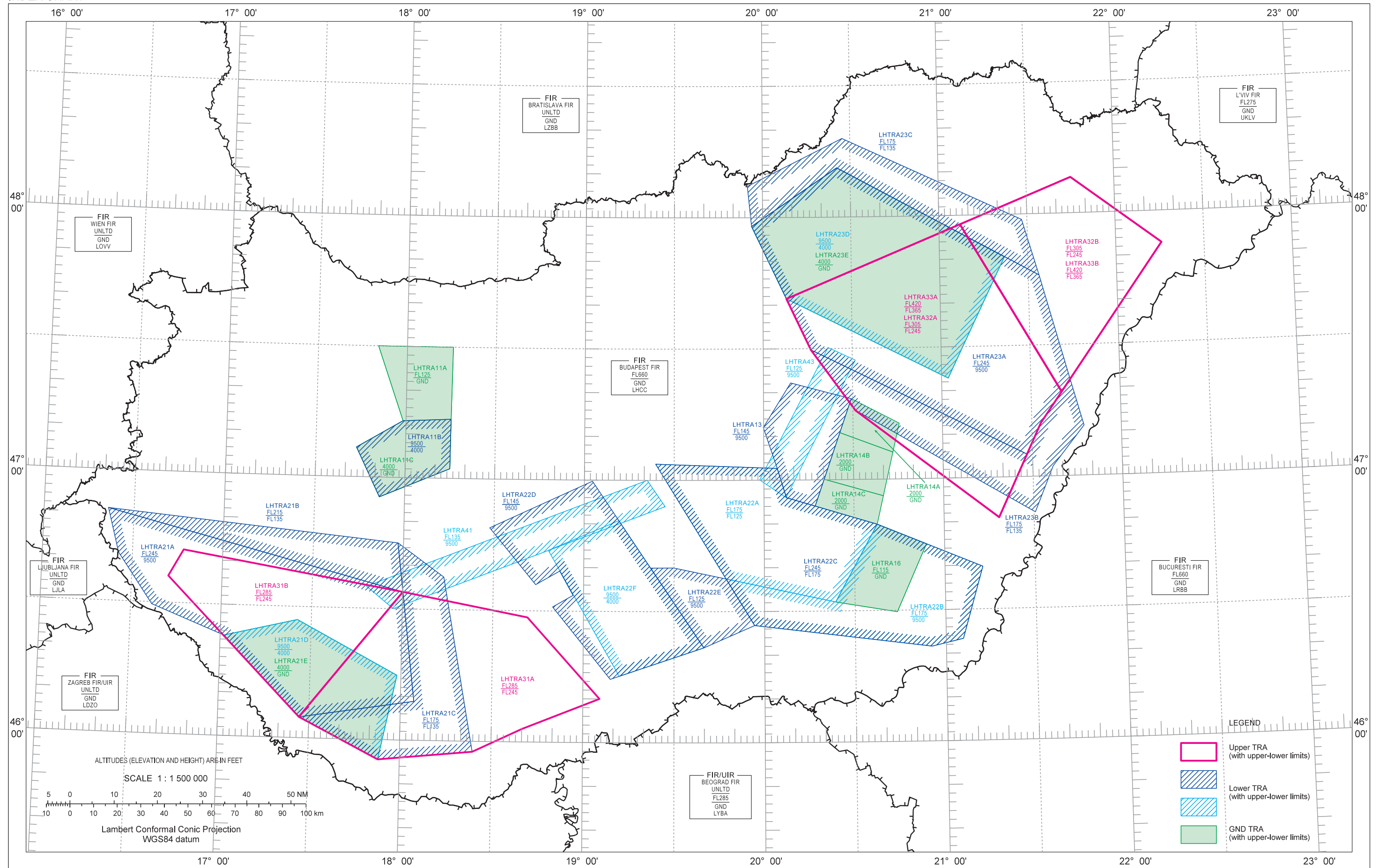


Legend:

- BUDAPEST FIR
- ACC BUDAPEST sector
- APP BUDAPEST sector
- Area of ATS delegation to an adjacent ATS unit
- Area of ATS delegation by an adjacent ATS unit

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TEMPORARY RESERVED AIRSPACES -
INDEX CHART



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INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHBP-ILS/LOC-31R - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHBP-VOR-31R - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHBP-RNAV-Y-31R - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHBP-RNAV-Z-31R - 1
VISUAL APPROACH CHART - ICAO.....	AD 2-LHBP-VAC - 1

LHDC DEBRECEN INTERNATIONAL AIRPORT

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LHDC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA.....	AD 2-LHDC - 1
LHDC AD 2.3 OPERATIONAL HOURS.....	AD 2-LHDC - 1
LHDC AD 2.4 HANDLING SERVICES AND FACILITIES.....	AD 2-LHDC - 2
LHDC AD 2.5 PASSENGER FACILITIES.....	AD 2-LHDC - 2
LHDC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES.....	AD 2-LHDC - 2
LHDC AD 2.7 SEASONAL AVAILABILITY - CLEARING.....	AD 2-LHDC - 3
LHDC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA.....	AD 2-LHDC - 3
LHDC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS.....	AD 2-LHDC - 3
LHDC AD 2.10 AERODROME OBSTACLES.....	AD 2-LHDC - 3
LHDC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED.....	AD 2-LHDC - 4
LHDC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS.....	AD 2-LHDC - 4
LHDC AD 2.13 DECLARED DISTANCES.....	AD 2-LHDC - 5
LHDC AD 2.14 APPROACH AND RUNWAY LIGHTING.....	AD 2-LHDC - 5
LHDC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY.....	AD 2-LHDC - 5
LHDC AD 2.16 HELICOPTER LANDING AREA.....	AD 2-LHDC - 6
LHDC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE.....	AD 2-LHDC - 6
LHDC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES.....	AD 2-LHDC - 6
LHDC AD 2.19 RADIO NAVIGATION AND LANDING AIDS.....	AD 2-LHDC - 7
LHDC AD 2.20 LOCAL AERODROME REGULATIONS.....	AD 2-LHDC - 7
LHDC AD 2.21 NOISE ABATEMENT PROCEDURES.....	AD 2-LHDC - 7
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1. Ground Handling Organisations.....	AD 2-LHDC - 9

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3. Bird flocks and bird migrations	AD 2-LHDC - 9
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AERODROME CHART - ICAO	AD 2-LHDC-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHDC-AOCA-04R22L - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHDC-SID-04R - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHDC-SID-22L - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHDC-STAR-04R22L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-ILS/LOC-04R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-NDB-22L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-RNAV-04R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-RNAV-22L - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHDC-VAC - 1

LHNY NYÍREGYHÁZA

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LHNY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHNY - 1
LHNY AD 2.3 OPERATIONAL HOURS.....	AD 2-LHNY - 1
LHNY AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHNY - 2
LHNY AD 2.5 PASSENGER FACILITIES.....	AD 2-LHNY - 2
LHNY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHNY - 2
LHNY AD 2.7 SEASONAL AVAILABILITY - CLEARING	AD 2-LHNY - 2
LHNY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHNY - 3
LHNY AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS.....	AD 2-LHNY - 3
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LHNY AD 2.11METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHNY - 3
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LHNY AD 2.15OTHER LIGHTING AND SECONDARY POWER SUPPLY	AD 2-LHNY - 5
LHNY AD 2.16HELICOPTER LANDING AREA.....	AD 2-LHNY - 5
LHNY AD 2.17AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHNY - 6
LHNY AD 2.18AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHNY - 6
LHNY AD 2.19RADIO NAVIGATION AND LANDING AIDS.....	AD 2-LHNY - 6
LHNY AD 2.20LOCAL AERODROME REGULATIONS	AD 2-LHNY - 7
LHNY AD 2.21NOISE ABATEMENT PROCEDURES	AD 2-LHNY - 7
LHNY AD 2.22FLIGHT PROCEDURES	AD 2-LHNY - 7
LHNY AD 2.23ADDITIONAL INFORMATION	AD 2-LHNY - 7
LHNY AD 2.24CHARTS RELATED TO THE AERODROME.....	AD 2-LHNY - 7
AERODROME CHART - ICAO	AD 2-LHNY-ADC - 1

LHPP PÉCS/POGÁNY

LHPP AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2-LHPP - 1
LHPP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHPP - 1
LHPP AD 2.3 OPERATIONAL HOURS.....	AD 2-LHPP - 1
LHPP AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHPP - 2
LHPP AD 2.5 PASSENGER FACILITIES.....	AD 2-LHPP - 2
LHPP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHPP - 2
LHPP AD 2.7 SEASONAL AVAILABILITY - CLEARING	AD 2-LHPP - 2
LHPP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHPP - 3
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LHPP AD 2.10AERODROME OBSTACLES.....	AD 2-LHPP - 3
LHPP AD 2.11METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHPP - 3
LHPP AD 2.12RUNWAY PHYSICAL CHARACTERISTICS.....	AD 2-LHPP - 4
LHPP AD 2.13DECLARED DISTANCES.....	AD 2-LHPP - 5
LHPP AD 2.14APPROACH AND RUNWAY LIGHTING	AD 2-LHPP - 5
LHPP AD 2.15OTHER LIGHTING AND SECONDARY POWER SUPPLY	AD 2-LHPP - 5
LHPP AD 2.16HELICOPTER LANDING AREA.....	AD 2-LHPP - 5
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LHPP AD 2.18AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHPP - 6

LHPP AD 2.19	RADIO NAVIGATION AND LANDING AIDS	AD 2-LHPP - 6
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LHPP AD 2.23	ADDITIONAL INFORMATION	AD 2-LHPP - 7
LHPP AD 2.24	CHARTS RELATED TO THE AERODROME	AD 2-LHPP - 7
	AERODROME CHART - ICAO	AD 2-LHPP-ADC - 1
	AERODROME OBSTACLE CHART - ICAO TYPE A OPERATING LIMITATIONS ...	AD 2-LHPP-AOCA - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPP-ILS/LOC-34 - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPP-NDB-16 - 1
	VISUAL APPROACH CHART - ICAO	AD 2-LHPP-VAC - 1

LHPR GYŐR/PÉR

LHPR AD 2.1	AERODROME LOCATION INDICATOR AND NAME	AD 2-LHPR - 1
LHPR AD 2.2	AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHPR - 1
LHPR AD 2.3	OPERATIONAL HOURS	AD 2-LHPR - 1
LHPR AD 2.4	HANDLING SERVICES AND FACILITIES	AD 2-LHPR - 2
LHPR AD 2.5	PASSENGER FACILITIES	AD 2-LHPR - 2
LHPR AD 2.6	RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHPR - 2
LHPR AD 2.7	SEASONAL AVAILABILITY - CLEARING	AD 2-LHPR - 2
LHPR AD 2.8	APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHPR - 3
LHPR AD 2.9	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHPR - 3
LHPR AD 2.10	AERODROME OBSTACLES	AD 2-LHPR - 3
LHPR AD 2.11	METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHPR - 4
LHPR AD 2.12	RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHPR - 5
LHPR AD 2.13	DECLARED DISTANCES	AD 2-LHPR - 5
LHPR AD 2.14	APPROACH AND RUNWAY LIGHTING	AD 2-LHPR - 5
LHPR AD 2.15	OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2-LHPR - 6
LHPR AD 2.16	HELICOPTER LANDING AREA	AD 2-LHPR - 6
LHPR AD 2.17	AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHPR - 6
LHPR AD 2.18	ATS COMMUNICATION FACILITIES	AD 2-LHPR - 7
LHPR AD 2.19	RADIO NAVIGATION AND LANDING AIDS	AD 2-LHPR - 7
LHPR AD 2.20	LOCAL AERODROME REGULATIONS	AD 2-LHPR - 7
LHPR AD 2.21	NOISE ABATEMENT PROCEDURES	AD 2-LHPR - 7
LHPR AD 2.22	FLIGHT PROCEDURES	AD 2-LHPR - 7
LHPR AD 2.23	ADDITIONAL INFORMATION	AD 2-LHPR - 8
LHPR AD 2.24	CHARTS RELATED TO AN AERODROME	AD 2-LHPR - 8
	AERODROME CHART - ICAO	AD 2-LHPR-ADC - 1
	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHPR-SID-12 - 1
	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHPR-SID-30 - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPR-ILS/LOC-30 - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPR-VOR-12 - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPR-VOR-30 - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPR-RNAV-12 - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPR-RNAV-30 - 1
	VISUAL APPROACH CHART - ICAO	AD 2-LHPR-VAC - 1

LHSM HÉVÍZ/BALATON

LHSM AD 2.1	AERODROME LOCATION INDICATOR AND NAME	AD 2-LHSM - 1
LHSM AD 2.2	AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHSM - 1
LHSM AD 2.3	OPERATIONAL HOURS	AD 2-LHSM - 1
LHSM AD 2.4	HANDLING SERVICES AND FACILITIES	AD 2-LHSM - 2
LHSM AD 2.5	PASSENGER FACILITIES	AD 2-LHSM - 2
LHSM AD 2.6	RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHSM - 2
LHSM AD 2.7	SEASONAL AVAILABILITY - CLEARING	AD 2-LHSM - 3
LHSM AD 2.8	APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHSM - 3
LHSM AD 2.9	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHSM - 3
LHSM AD 2.10	AERODROME OBSTACLES	AD 2-LHSM - 3
LHSM AD 2.11	METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHSM - 4
LHSM AD 2.12	RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHSM - 5
LHSM AD 2.13	DECLARED DISTANCES	AD 2-LHSM - 5

LHSM AD 2.14	APPROACH AND RUNWAY LIGHTING	AD 2-LHSM - 6
LHSM AD 2.15	OTHER LIGHTING AND SECONDARY POWER SUPPLY.....	AD 2-LHSM - 6
LHSM AD 2.16	HELICOPTER LANDING AREA	AD 2-LHSM - 6
LHSM AD 2.17	AIR TRAFFIC SERVICES AIRSPACE.....	AD 2-LHSM - 7
LHSM AD 2.18	AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHSM - 7
LHSM AD 2.19	RADIO NAVIGATION AND LANDING AIDS	AD 2-LHSM - 8
LHSM AD 2.20	LOCAL AERODROME REGULATIONS.....	AD 2-LHSM - 8
LHSM AD 2.21	NOISE ABATEMENT PROCEDURES	AD 2-LHSM - 8
LHSM AD 2.22	FLIGHT PROCEDURES.....	AD 2-LHSM - 8
	1. Procedures for flights during operation of air traffic control (ATC).....	AD 2-LHSM - 8
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LHSM AD 2.23	ADDITIONAL INFORMATION.....	AD 2-LHSM - 11
	1. Operation of aircraft types	AD 2-LHSM - 11
LHSM AD 2.24	CHARTS RELATED TO THE AERODROME	AD 2-LHSM - 11
	AERODROME CHART - ICAO	AD 2-LHSM-ADC - 1
	AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)	AD 2-LHSM-AOCA-1634 - 1
	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHSM-SID-16 - 1
	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - 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-RNAV-16 - 1
	INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHSM-NDB-34 - 1
	INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHSM-RNAV-34 - 1
	VISUAL APPROACH CHART - ICAO	AD 2-LHSM-VAC - 1

LHUD SZEGED

LHUD AD 2.1	AERODROME LOCATION INDICATOR AND NAME.....	AD 2-LHUD - 1
LHUD AD 2.2	AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHUD - 1
LHUD AD 2.3	OPERATIONAL HOURS.....	AD 2-LHUD - 1
LHUD AD 2.4	HANDLING SERVICES AND FACILITIES	AD 2-LHUD - 2
LHUD AD 2.5	PASSENGER FACILITIES.....	AD 2-LHUD - 2
LHUD AD 2.6	RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHUD - 2
LHUD AD 2.7	SEASONAL AVAILABILITY - CLEARING	AD 2-LHUD - 3
LHUD AD 2.8	APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHUD - 3
LHUD AD 2.9	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS.....	AD 2-LHUD - 3
LHUD AD 2.10	AERODROME OBSTACLES	AD 2-LHUD - 3
LHUD AD 2.11	METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHUD - 4
LHUD AD 2.12	RUNWAY PHYSICAL CHARACTERISTICS.....	AD 2-LHUD - 5
LHUD AD 2.13	DECLARED DISTANCES.....	AD 2-LHUD - 5
LHUD AD 2.14	APPROACH AND RUNWAY LIGHTING.....	AD 2-LHUD - 6
LHUD AD 2.15	OTHER LIGHTING AND SECONDARY POWER SUPPLY.....	AD 2-LHUD - 6
LHUD AD 2.16	HELICOPTER LANDING AREA.....	AD 2-LHUD - 6
LHUD AD 2.17	AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHUD - 7
LHUD AD 2.18	AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHUD - 7
LHUD AD 2.19	RADIO NAVIGATION AND LANDING AIDS	AD 2-LHUD - 7
LHUD AD 2.20	LOCAL AERODROME REGULATIONS.....	AD 2-LHUD - 7
LHUD AD 2.21	NOISE ABATEMENT PROCEDURES	AD 2-LHUD - 8
LHUD AD 2.22	FLIGHT PROCEDURES.....	AD 2-LHUD - 8
LHUD AD 2.23	ADDITIONAL INFORMATION.....	AD 2-LHUD - 8
LHUD AD 2.24	CHARTS RELATED TO THE AERODROME	AD 2-LHUD - 8
	AERODROME CHART - ICAO	AD 2-LHUD-ADC - 1
	AERODROME OBSTACLE CHART - ICAO TYPE A OPERATING LIMITATIONS	AD 2-LHUD-AOCA-16R34L - 1
	VISUAL APPROACH CHART - ICAO	AD 2-LHUD-VAC - 1

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 AND NAME

LHBC BÉKÉSCSABA

LHBC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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	Post:BEKES AIRPORT Repuloter Mukodteto es Fejleszto Kft., 5600 Békéscsaba, hrsz 0296/8/A Phone:(+36) 66-547-240 Fax:(+36) 66-547-240 AFS:LHBCZPZX SITA:Nil Email:info@bekesairport.hu URL:http://www.bekesairport.hu Phone: (+36) 30-322-8881 (AFIS)
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Prior permission required.

LHBC AD 2.3 OPERATIONAL HOURS

1	AD Administration	JAN 01 - JAN 31 MON, TUE, WED, THU, FRI: 0800 - 1500 FEB 01 - MAR 31 MON, TUE, WED, THU, FRI: 0800 - 1600 (0700-1500) APR 01 - SEP 30 MON, TUE, WED, THU, FRI: 0800 - 1700 (0700-1600) JUN 01 - SEP 30 SAT 0800 - 1200 (0700-1100) OCT 01 - OCT 31 MON, TUE, WED, THU, FRI: 0800 - 1600 (0700-1500) 01 NOV - 31 DEC MON, TUE, WED, THU, FRI: 0800 - 1500
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	Nil

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	Firs aid at AD, hospital in the city
5	Bank and Post Office	In the city
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

AIP HUNGARY

Designations RWY NR	Slope of RWY - SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M) surface	Location of arresting system	OFZ	Remarks
1	7	8	9	10	11	12	13	14
35L	0.06%	Nil	Nil	910 x 75	Nil	Nil	Nil	Nil

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)	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	

LHBC AD 2.15 OTHER LIGHTING AND 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 LANDING 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 AIR TRAFFIC SERVICES 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	G
4	ATS unit call sign Language(s)	Békéscsaba Info English, Hungarian
5	Transition altitude	10.000 FT
6	Remarks	Air Traffic Advisory Service is not AVBL in the class G airspace LHBC TIZ

LHBC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of operation	Remarks
1	2	3	4	5	6	7
AFIS	Békéscsaba Info	123.260 CH	Nil	Nil	as AD	Antenna Location: 464036.60N 0210940.94E

LHBC 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(ies)	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 (4.2000)	BKS	115.8 MHZ 105X	H24	464759.9N 0210426.0E	92 M	DME COORD: 464759.9N 0210426.0E

LHBC AD 2.20 LOCAL AERODROME REGULATIONS

Nil

LHBC AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

LHBC AD 2.22 FLIGHT PROCEDURES

Nil

LHBC AD 2.23 ADDITIONAL INFORMATION

Nil

LHBC AD 2.24 CHARTS RELATED TO THE AERODROME

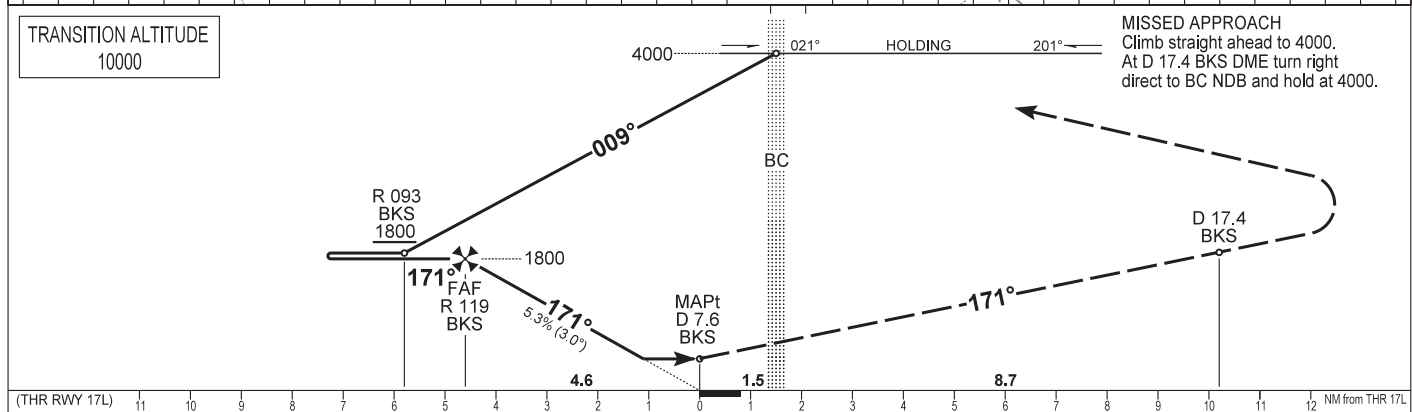
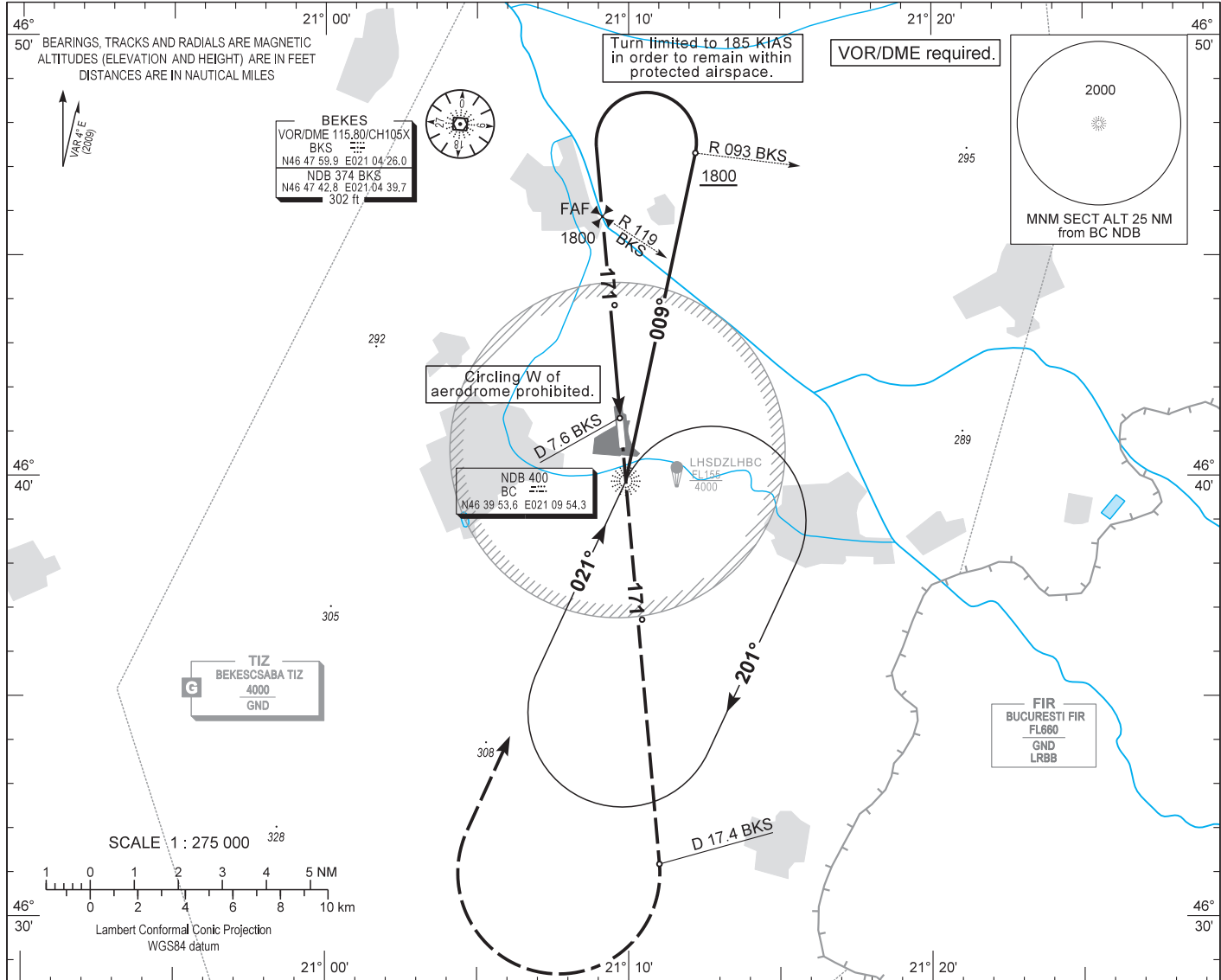
Aerodrome Chart - ICAO	AD 2-LHBC-ADC
Instrument Approach Chart - ICAO	AD 2-LHBC-NDB-17L
	AD 2-LHBC-NDB-35R
	AD 2-LHBC-RNAV-17L
	AD 2-LHBC-RNAV-35R
Visual Approach Chart - ICAO	AD 2-LHBC-VAC

AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 286
HEIGHTS RELATED TO THR RWY 17L - ELEV 283

BÉKÉSCSABA INFO 123.260
BUDAPEST INFORMATION (EAST) 133.000

BÉKÉSCSABA
NDB RWY 17L
(ACFT CAT A, B, C, D)



OCA (OCH)	A	B	C	D	GROUND SPEED	kt	60	90	120	150	180
STRAIGHT-IN APPROACH	640 (360)				FAF - MAPt 4.62 NM	MIN:sec	4:38	3:05	2:19	1:51	1:33
CIRCLING APPROACH W of aerodrome Not authorised.	ft AMSL	690	790	890							
	VIS. m	1900	2800	3700							

AD 2 LHBC INSTRUMENT APPROACH CHART NDB RWY 17L

Approach from BC NDB:

Initial altitude: 4000.

Fly outbound on 009° and descend to 1800 or above.

When crossing R 093 BKS VOR turn left (185 KIAS max.) to 171° inbound BC NDB.

After crossing R 119 BKS VOR leave 1800 and descend to 640.

Holding procedure:

Holding fix: BC NDB.

Right hand holding pattern.

Inbound track: 021°

Outbound track: 201°

Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)

Outbound timing: 1 min.

Minimum holding altitude: 4000

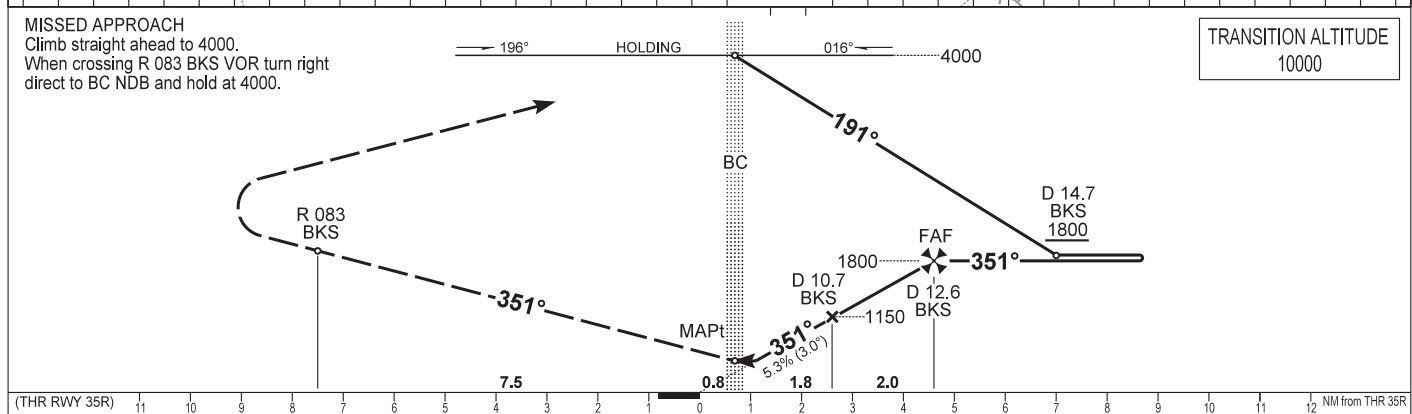
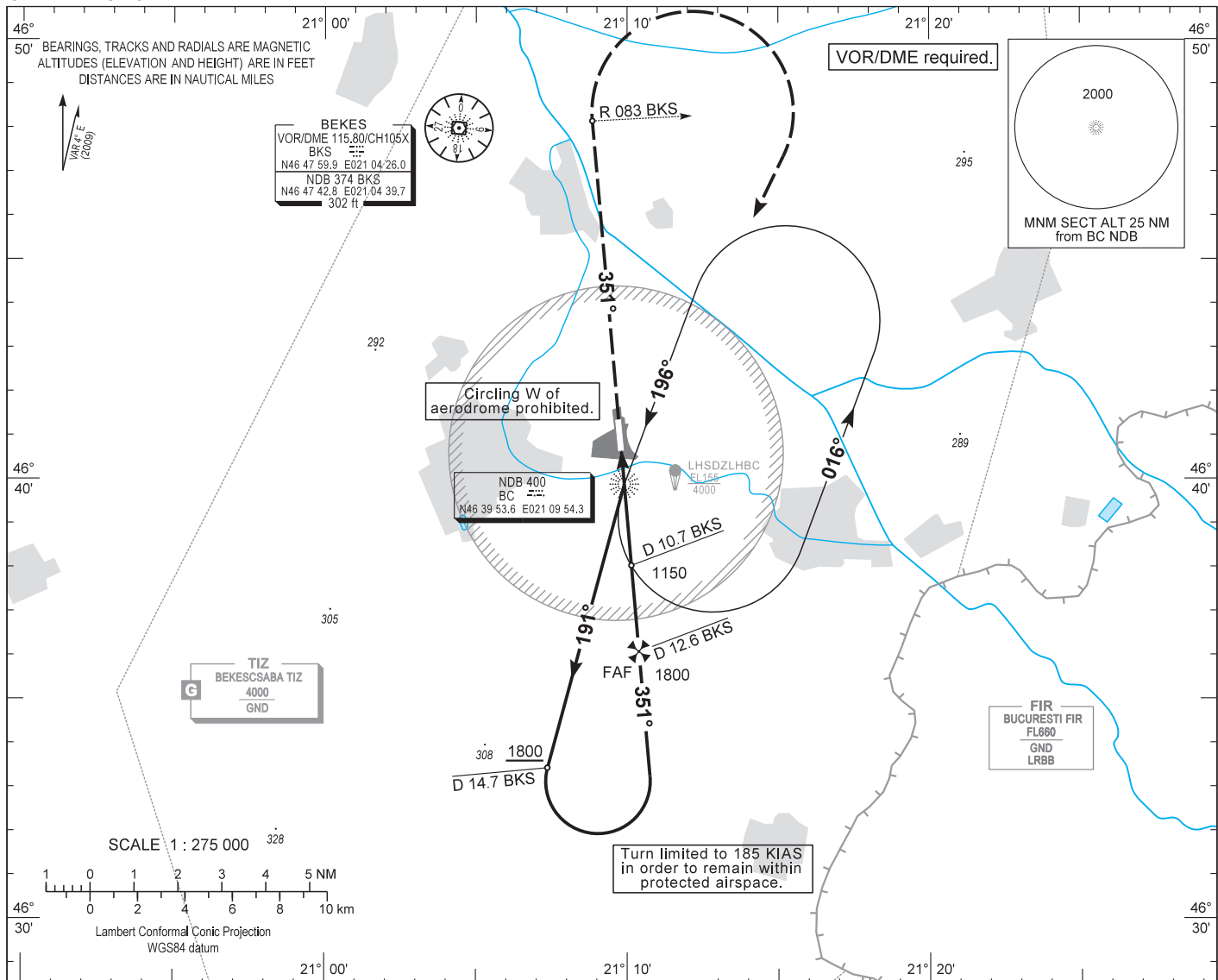
Final approach descent: 3.00°

AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 286
HEIGHTS RELATED TO THR RWY 35R - ELEV 286

BÉKÉSCSABA
NDB RWY 35R
(ACFT CAT A, B, C, D)

BÉKÉSCSABA INFO 123.260
BUDAPEST INFORMATION (EAST) 133.000



(THR RWY 35R)					11 10 9 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 NM from THR 35R										
OCA (OCH)	A	B	C	D	GROUND SPEED					kt	60	90	120	150	180
STRAIGHT-IN APPROACH	640 (360)				FAF - MAPt 3.85 NM					MIN:sec	3:51	2:34	1:56	1:32	1:17
CIRCLING APPROACH W of aerodrome Not authorised.	ft AMSL	690	790	890											
	VIS. m	1900	2800	3700											

AD 2 LHBC INSTRUMENT APPROACH CHART NDB RWY 35R

Approach from BC NDB:

Initial altitude: 4000.

Fly outbound on 191° and descend to 1800 or above.

At D 14.7 BKS DME turn left (185 KIAS max.) to 351° inbound BC NDB.

At D 12.6 BKS DME leave 1800 and descend to 1150. D 10.7 BKS VOR descend to 630.

Holding procedure:

Holding fix: BC NDB.

Left hand holding pattern.

Inbound track: 196°

Outbound track: 016°

Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)

Outbound timing: 1 min.

Minimum holding altitude: 4000

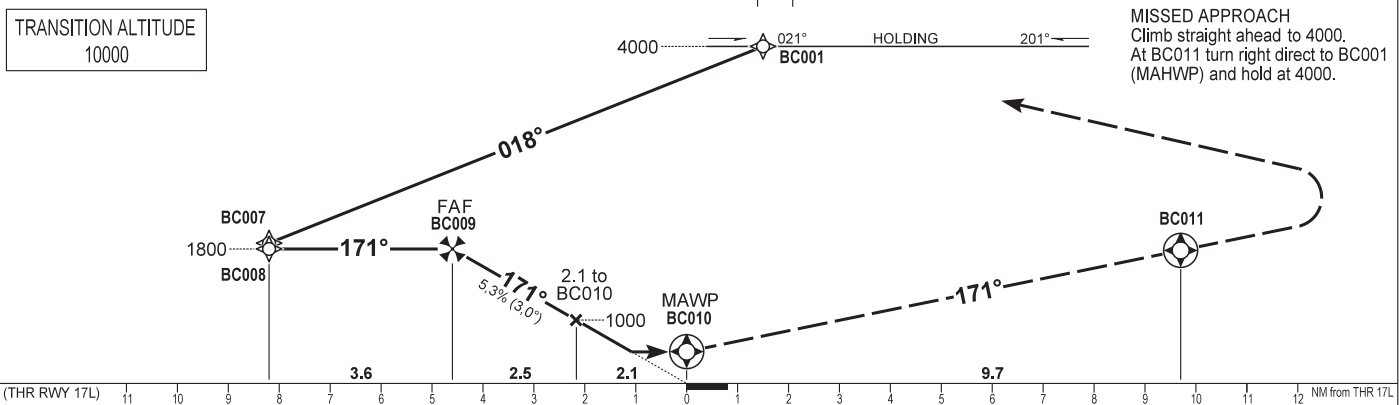
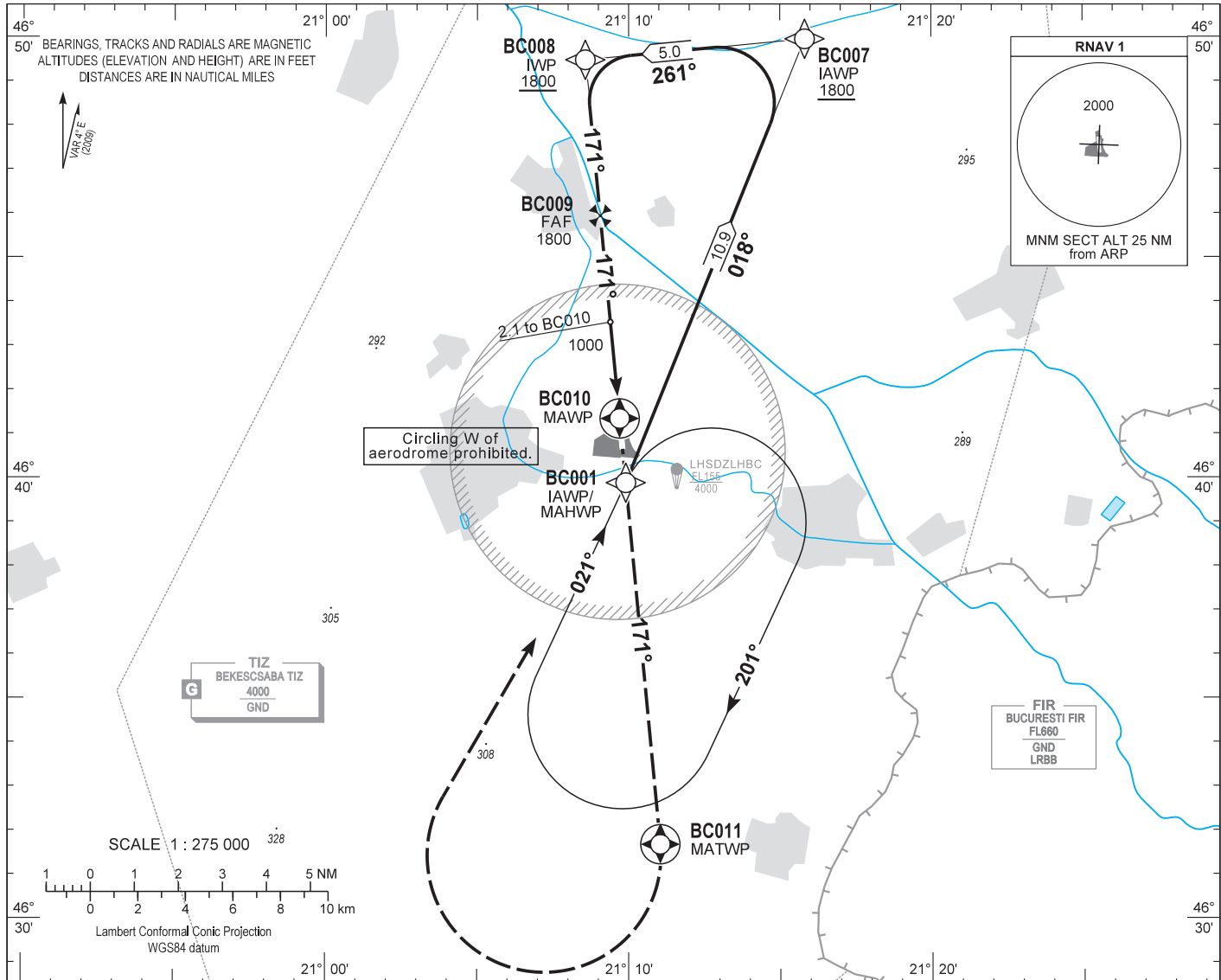
Final approach descent: 3.00°

AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 286
HEIGHTS RELATED TO THR RWY 17L - ELEV 283

BÉKÉSCSABA INFO 123.260
BUDAPEST INFORMATION (EAST) 133.000

BÉKÉSCSABA
RNAV^(GNSS) RWY 17L
(ACFT CAT A, B, C, D)



(THR RWY 17L)	11	10	9	8	7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	8	9	10	11	12	NM from THR 17L		
OCA (OCH)	A				B				C				D				GROUND SPEED					kt	60	90	120	150	180
STRAIGHT-IN APPROACH	640 (360)												FAF - MAPt 4.62 NM					MIN:sec	4:38	3:05	2:19	1:51	1:33				
CIRCLING APPROACH W of aerodrome Not authorised.	ft AMSL	690	790	890	990																						
	VIS. m	1900	2800	3700	4600																						

AD 2 LHBC INSTRUMENT APPROACH CHART RNAV_(GNSS) RWY 17L

Only aircraft, equipment and aircrew **approved by the State of the Operator** to carry out GNSS approaches, may use the procedure.

Arrivals:

Arrivals on 258° clockwise to 138° may enter the initial approach directly at 4000, according to the advice of BÉKÉSCSABA INFO.
Other arrivals must enter the holding.

Holding procedure:

Holding fix: BC001 (IAWP/MAHWP).
Right hand holding pattern.
Inbound track: 021°
Outbound track: 201°
Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)
Outbound distance: 4.0 km
Minimum holding altitude: 4000

Final approach descent: 3.00°

WAYPOINT COORDINATES AD 2-LHBC-RNAV_(GNSS) 17L

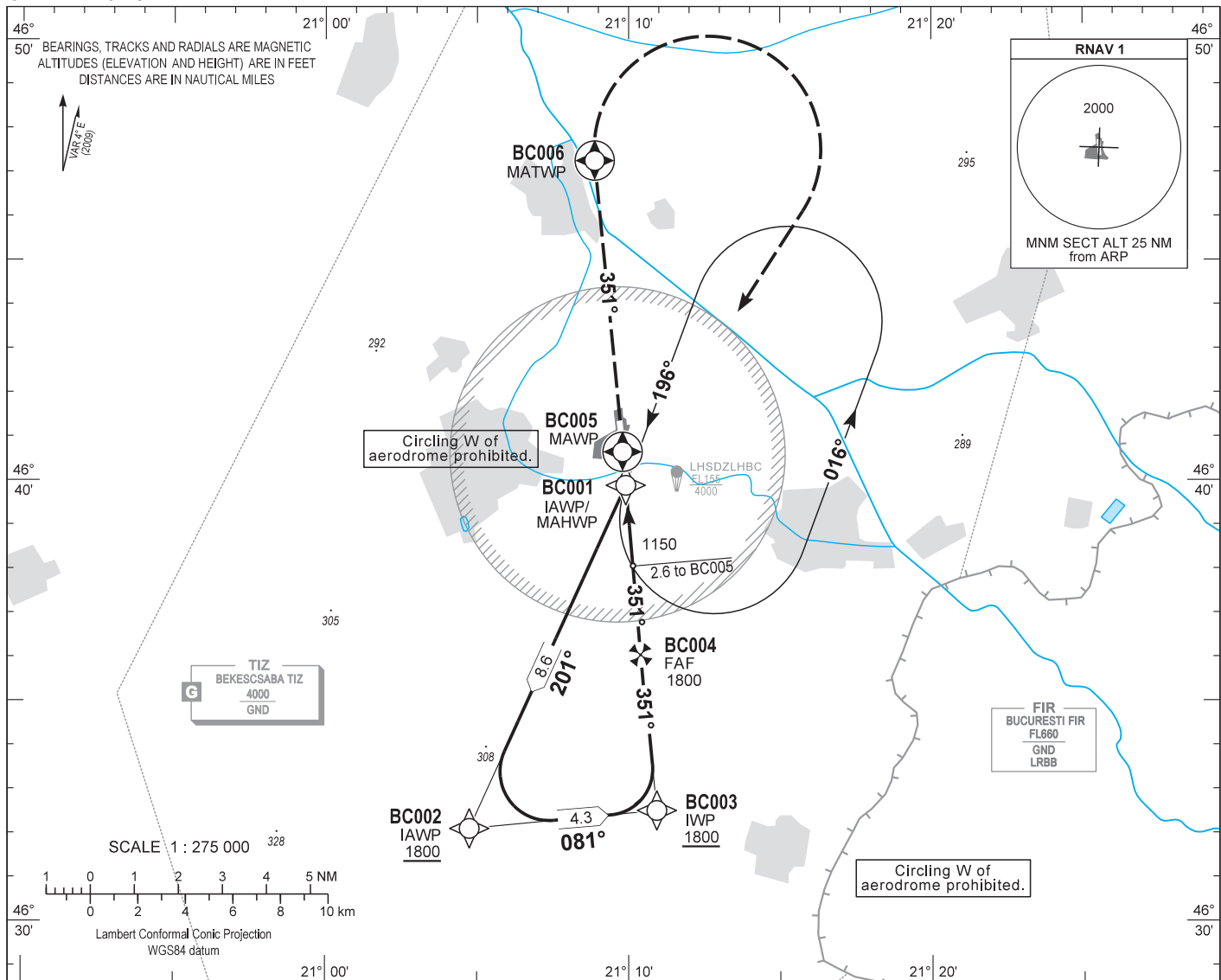
WAYPOINT	LATITUDE	LONGITUDE	REMARK
BC001	N46 39 53.6	E021 09 54.3	IAWP
BC007	N46 49 57.8	E021 15 49.1	IAWP
BC008	N46 49 29.4	E021 08 34.1	IWP
BC009	N46 45 57.1	E021 09 03.7	FAF
BC010	N46 41 21.1	E021 09 42.2	MAWP
BC011	N46 31 41.3	E021 11 02.5	MATWP
BC001	N46 39 53.6	E021 09 54.3	MAHWP

AIP HUNGARY

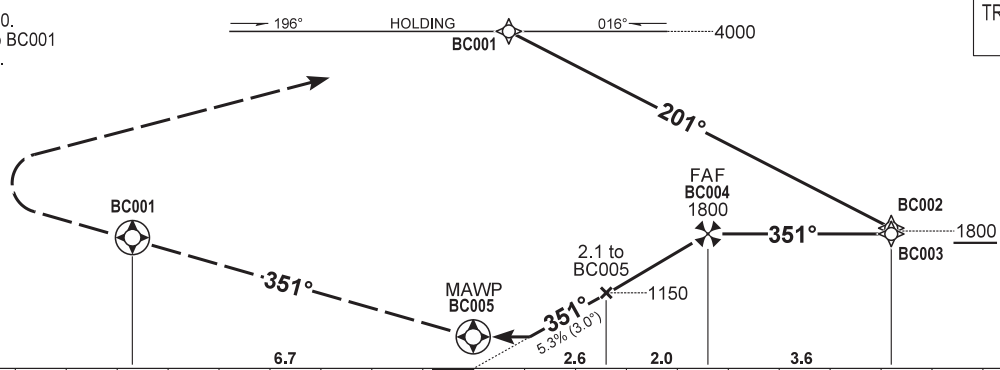
INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 286
HEIGHTS RELATED TO THR RWY 35R - ELEV 286

BÉKÉSCSABA INFO 123.260
BUDAPEST INFORMATION (EAST) 133.000

BÉKÉSCSABA
RNAV^(GNSS) RWY 35R
(ACFT CAT A, B, C, D)



MISSED APPROACH
Climb straight ahead to 4000.
At BC006 turn right direct to BC001
(MAHWP) and hold at 4000.



TRANSITION ALTITUDE
10000

(THR RWY 35R)	11	10	9	8	7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	8	9	10	11	12	NM from THR 35R		
OCA (OCH)	A				B				C				D				GROUND SPEED					kt	60	90	120	150	180
STRAIGHT-IN APPROACH	630 (350)				FAF - MAPt 4.62 NM					MIN:sec					4:37	3:04	2:19	1:51	1:32								
CIRCLING APPROACH W of aerodrome Not authorised.	ft AMSL	690	790	890	990																						
	VIS. m	1900	2800	3700	4600																						

AD 2 LHBC INSTRUMENT APPROACH CHART RNAV_(GNSS) RWY 35R

Only aircraft, equipment and aircrew **approved by the State of the Operator** to carry out GNSS approaches, may use the procedure.

Arrivals:

Arrivals on 081° clockwise to 321° may enter the initial approach directly at 4000, according to the advice of BÉKÉSCSABA INFO.
Other arrivals must enter the holding.

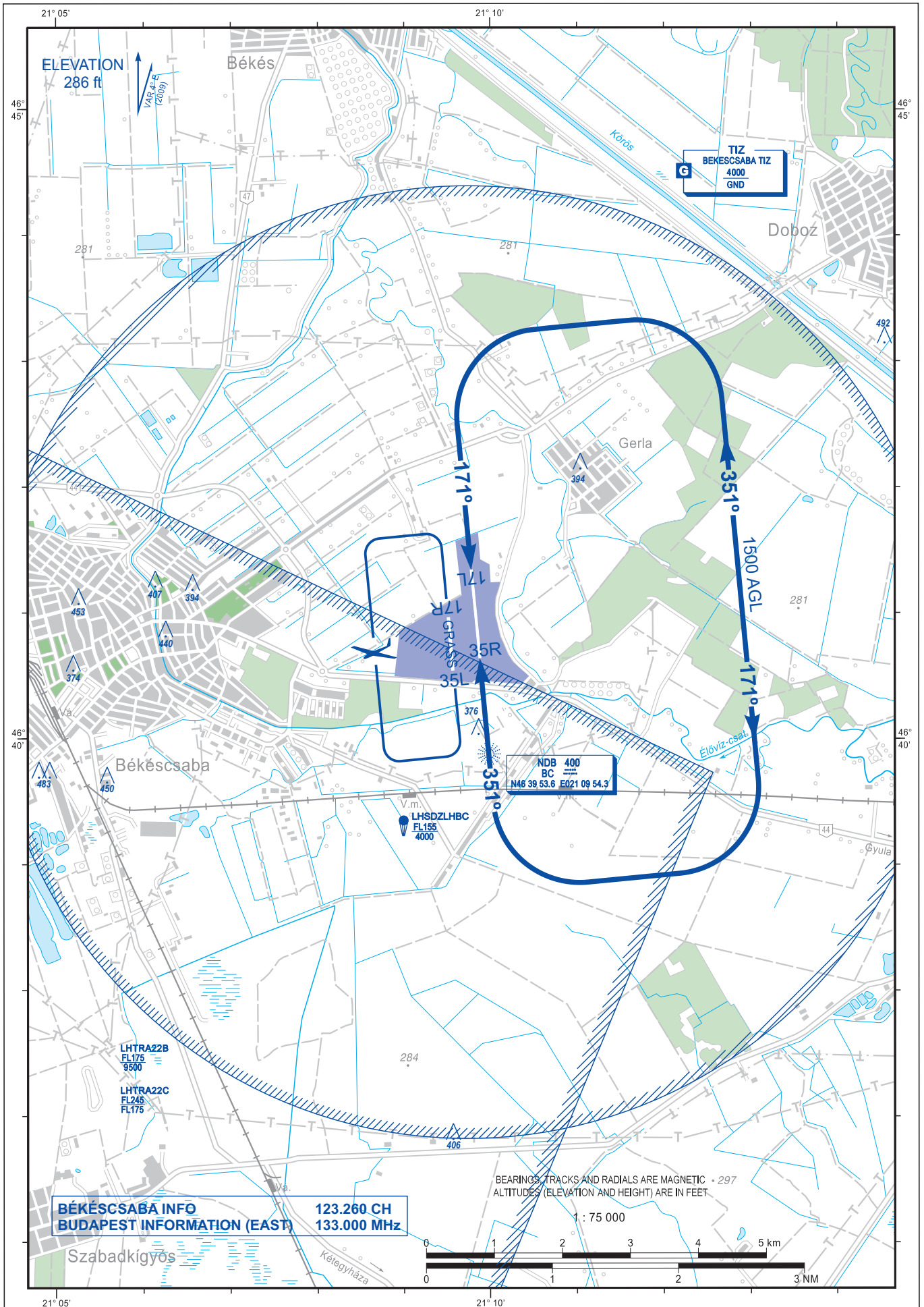
Holding procedure:

Holding fix: BC001 (IAWP/MAHWP).
Right hand holding pattern.
Inbound track: 196°
Outbound track: 016°
Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)
Outbound distance: 4.0 km
Minimum holding altitude: 4000

Final approach descent: 3.00°

WAYPOINT COORDINATES AD 2-LHBC-RNAV_(GNSS) 35R

WAYPOINT	LATITUDE	LONGITUDE	REMARK
BC001	N46 39 53.6	E021 09 54.3	IAWP
BC002	N46 32 06.3	E021 04 45.2	IAWP
BC003	N46 32 30.8	E021 10 55.7	IWP
BC004	N46 36 03.6	E021 10 26.2	FAF
BC005	N46 40 39.2	E021 09 48.0	MAWP
BC006	N46 47 15.8	E021 08 52.8	MATWP
BC001	N46 39 53.6	E021 09 54.3	MAHWP



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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 SITA:BUDOPXH 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) 296-5107 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	At AD: ibis Styles Budapest Airport Hotel (145 room) email: hb0i7@accor.com In the close vicinity of the airport: 2 hotels In the city
2	Restaurants	At AD and in the city
3	Transportation	Buses: public transport (100E, 200E) Taxis: Fotaxi Car hire: Avis, Buchbinder, Budget, Europcar, Hertz, Sixt Airport minibus service: miniBUD
4	Medical facilities	First aid at AD, hospitals in the city
5	Bank and Post Office	Bank in the city Post office: T2A open 08:00-12:00, 12:30-15:30
6	Tourist Office	OTP Travel: T2B open 06:00-22:00 Budapestinfo pont: T2A open 08:00-22:00 Budapestinfo pont: T2B open 10:00-20:00
7	Remarks	Money exchange: Cash machines: H24 Money exchange: T2A Arrivals L/S open 07:30-01:00 Money exchange: T2A Arrivals A/S open 08:00-01:00 Money exchange: SkyCourt open 04:30-22:00 Money exchange: T2B Departures A/S open 05:00-00:30 Money exchange: T2B Arrivals A/S open 07:30-02:00 Money exchange: T2B Arrivals L/S open 00:00-24:00

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	3009 x 45	75/R/A/X/T CONC	472655.34N 0191314.73E 472549.71N 0191500.89E 44 M	136.6 M -
31L	312.5° GEO	3009 x 45	75/R/A/X/T CONC	472549.71N 0191500.89E 472655.34N 0191314.73E 44 M	136.7 M -
13L	132.5° GEO	3707 x 45	90/R/A/X/T CONC	472643.52N 0191527.18E 472522.62N 0191737.88E 44 M	151.3 M -
31R	312.5 ° GEO	3707 x 45	90/R/A/X/T CONC	472522.62N 0191737.88E 472643.52N 0191527.18E 44 M	126.9 M -

Designations RWY NR	Slope of RWY - SWY	SWY dimensi ons (M)	CWY dimensi ons (M)	Strip dimensions (M)	RESA dimensions (M) surface	Location of arresting system	OFZ	Re- marks
1	7	8	9	10	11	12	13	14
13R	0.00% / -0.48% / 0.00% / +0.16% / -0.45% / -0.62% / +0.76% / +0.88% 216 M / 419 M / 478 M / 453 M / 184 M / 557 M / 393 M / 309 M	Nil	Nil	3130 x 300	240 x 90 GRASS	Nil	See relevant Obstacle Charts	Nil
31L	-0.88% / -0.76% / +0.62% / +0.45% / -0.16% / 0.00% / +0.48% / 0.00% 309 M / 393 M / 557 M / 184 M / 453 M / 478 M / 419 M / 216 M	Nil	Nil	3130 x 300	240 x 90 GRASS	Nil	See relevant Obstacle Charts	Nil
13L	-0.60% / -0.85% / -0.20% 981 M / 2008 M / 718 M	Nil	Nil	3827 x 300	240 x 90 GRASS	Nil	See relevant Obstacle Charts	Nil
31R	+0.20% / +0.85% / +0.60% 718 M / 2008 M / 981 M	Nil	Nil	3827 x 300	240 x 90 GRASS	Nil	See relevant Obstacle Charts	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	3009	3009	3009	3009	Nil
31L	3009	3009	3009	3009	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)	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	3009 M 15 M WHI/RED LIH	3009 M 60 M WHI/YEL	RED	Nil	Nil
31L	CAT II/III 900 M LIH	GRN	PAPI 3° (18 M)	WHI	3009 M 15 M WHI/RED LIH	3009 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°
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 - 473457N 0190856E - 473230N 0191930E - 472400N 0193400E - 472307N 0193247E - 471632N 0192347E - 471457N 0192138E - 472410N 0190642E - 472613N 0190619E - 472941N 0190336E - 473022N 0190325E - 473038N 0190321E - 473546N 0190523E
2	Vertical limits	3500 FT ALT / GND
3	Airspace classification	D
4	ATS unit call sign Language(s)	BUDAPEST TOWER EN, HU
5	Transition altitude	10000 FT
6	Remarks	Nil

LHBP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of operation	Remarks
1	2	3	4	5	6	7
ATIS	Budapest Terminal Information	132.380 CH	Nil	Nil	H24	BUD VOR
		117.300 MHZ			H24	BUD VOR
APP	Budapest Approach	122.975 MHZ	Nil	Nil	H24	Primary channel (also usable by 8.33 exempted aircraft)
		123.860 CH			H24	
		119.510 CH			H24	
		124.900 MHZ			H24	Standby channel (also usable by 8.33 exempted aircraft)
TWR	Budapest Tower	118.100 MHZ	Nil	Nil	H24	Also usable by 8.33 exempted aircraft
	Budapest Ground	121.910 CH	Nil	Nil	H24	
	Budapest Delivery	134.540 CH	Nil	Nil	H24	
	Budapest Tower	119.975 MHZ	Nil	Nil	H24	Standby channel (also usable by 8.33 exempted aircraft)

LHBP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency (ies)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L	BDA	343 KHZ	H24	472718.2N 0191237.8E		LI 13R: 308 MAG / 1 000 M FM THR, coverage 20 NM / 37 KM, above 3 500 FT QNH
L	BUA	403 KHZ	H24	472526.2N 0191538.7E		LI 31L: 128 MAG / 1 250 M FM THR, coverage 20 NM / 37 KM, above 3 500 FT QNH
L	BDF	335 KHZ	H24	472706.4N 0191450.2E		LI 13L: 308 MAG / 1 050 M FM THR, coverage 20 NM / 37 KM, above 3 500 FT QNH
L	BUF	381 KHZ	H24	472500.9N 0191813.0E		LI 31R: 128 MAG / 990 M FM THR, coverage 20 NM / 37 KM, above 3 500 FT QNH
ILS 13R (CAT IIIB)						ILS class: III.E.4
LOC (+3.485° / 2006)	FER	110.5 MHZ	H24	472541.3N 0191514.5E	140.17 M	128 MAG / 370 M from RWY 31L
GP		329.6 MHZ	H24	472651.8N 0191329.9E		GP Angle: 3°; ILS RDH: 15 M

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MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency (ies)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
PDME	FER	42X	H24	472651.9N 0191330.0E	134.71 M	310 M from RWY 13R
ILS 31L (CAT II)						ILS class: II.T.4
LOC (+3.485° / 2006)	FHL	111.5 MHZ	H24	472702.3N 0191303.4E		308 MAG / 319 M from RWY 13R
GP		332.9 MHZ	H24	472555.0N 0191443.0E		GP Angle: 3°; ILS RDH: 15 M
PDME	FHL	52X	H24	472555.1N 0191443.1E	135.93 M	390 M from RWY 31L
ILS 13L (CAT IIIB)						ILS class: III.E.4
LOC (+3.49° / 2006)	BPL	109.15 MHZ	H24	472514.9N 0191750.4E		128 MAG / 354.12 M from RWY 31R
GP		331.25 MHZ	H24	472638.8N 0191544.3E		GP Angle: 3°; 364 M from RWY 13L
PDME	BPL	28Y	H24	472638.7N 0191544.2E	152 M	
ILS 31R (CAT IIIB)						ILS class: III.E.4
LOC (+3.485° / 2006)	BPR	109.5 MHZ	H24	472651.3N 0191514.7E	156.95 M	308 MAG / 340 M from RWY 13L
GP		332.6 MHZ	H24	472525.6N 0191723.3E		GP Angle: 3°; ILS RDH: 15 M
PDME	BPR	32X	H24	472525.8N 0191723.5E	131.37 M	290 M from RWY 31R
DVOR/DME (decl.: +4.4°)	BUD	117.3 MHZ 120X	H24	472701.6N 0191458.0E	162 M	Coverage: 100 NM/185 km ATIS is also transmitted. DME COORD: 472701.4N 0191457.5E
DVOR/DME (decl.:+4.3°)	MNR	112.5 MHZ 72X	H24	472005.0N 0192419.7E	141 M	Coverage: 100 NM/185 km DME COORD: 472004.7N 0192420.1E
DVOR/DME (decl.: +3.5°)	PTB	117.1 MHZ 118X	H24	470908.0N 0184432.3E	131 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	254 M	Coverage: 100 NM/185 km DME COORD: 472935.8N 0192645.8E

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 or Budapest Ground, whichever is defined by ATIS, 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 or Budapest Ground issues en route clearances (clearance limit, SID or discrete departure route, cleared altitude) and allocates squawk. 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 or Budapest Ground including forwarding REA messages. Aircraft under slot allocation procedure shall continuously monitor the Budapest Delivery or Budapest Ground 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: R101-R108, R110-R117, G150-155, and Terminal 2: 31-36, 37-39, 42-45 and R270-R277, R278-R279-R278A for ICAO Code D, E aircraft, 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 with MTOW 36.000 KG or less following power back procedures on stands R220-R223, R224-R227 and stand R101 where self manoeuvring is allowed for prop/turboprop ACFT up to maximum wing span 36 M.

- 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 36.000 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 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 taxilane centre line of GA hangars area

Terminal 2:

Exit point	Description
U	intersection of service road and TWY U
H1	intersection of service road and TWY H1
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 ACFT to vacate runways via the rapid exit TWYs. 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 TWYs J4, Y and Z will be provided by Budapest Tower with landing clearance. During Low Visibility Operations, pilots shall report RWY vacation to Budapest Tower on 118.100 MHz.

After vacating the RWY, without further notice, pilots shall immediately contact Budapest Ground on 121.910 CH 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 ACFT taxi on the aprons when cleared to do so by Budapest Ground. ACFT may taxi to stands R101-108, R110-R117, 31-36, 37-39, 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)

ACFT may taxi to stands G150-G172 is mandatory escorted by "FOLLOW ME" vehicle.

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 system. If the SAFEDOCK T2 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.

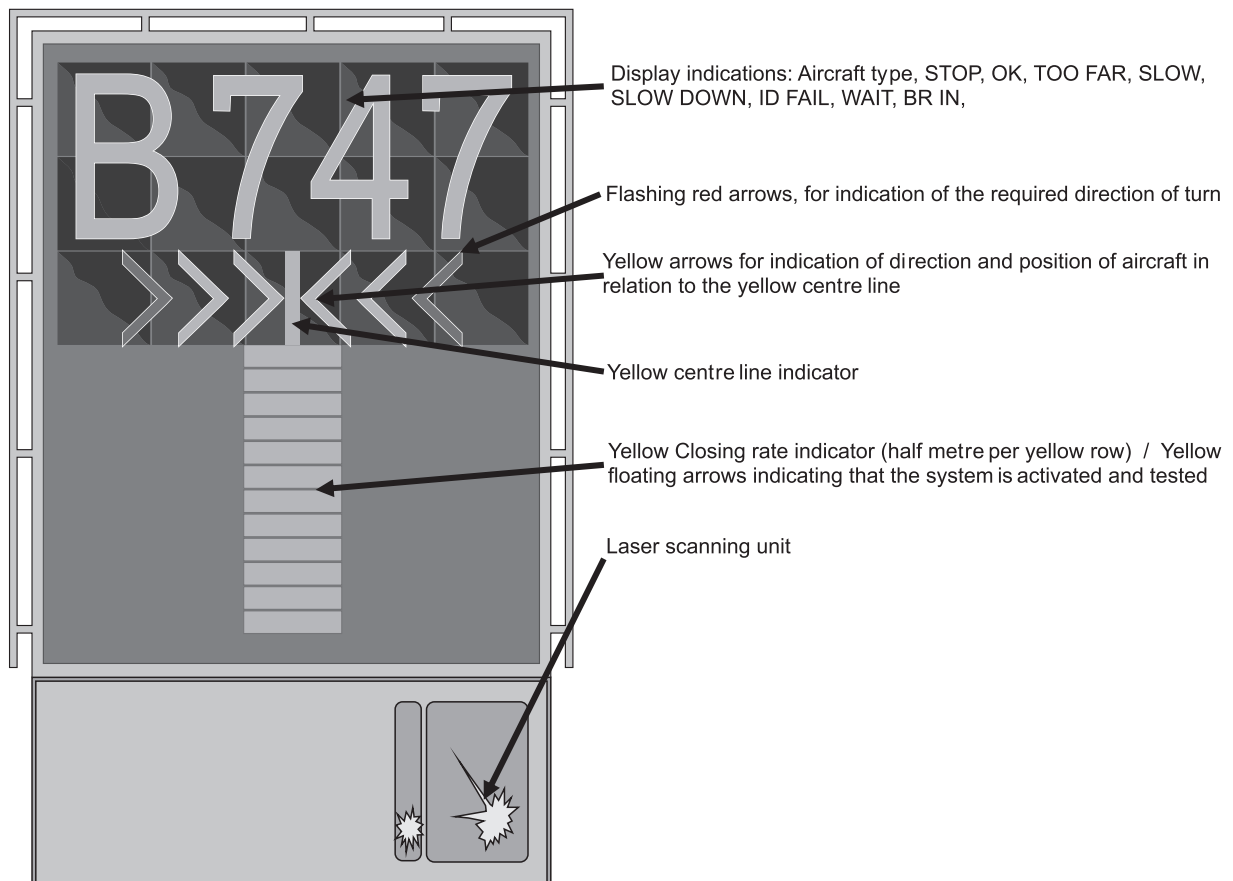
4. OPERATION OF DOCKING SYSTEM AT TERMINAL 2A, B

At parking positions 31, 32, 33, 34, 34L/R, 35, 35L/R, 36, 36R, 37, 38, 39L/R and 42, 43, 44, 45 SAFEDOCK

T2 system is in operation.

4.1 System description

The SAFEDOCK T2 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 31-36, 37-39 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 4 KT, 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 overshot 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 (Airbus A319, Boeing B737-500, B737-600, Bombardier CS100 and Embraer E170/175 and Sukhoi SSJ).

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.

The time periods specified in this section shall be interpreted as follows: all periods include the starting time of the period, but not its closing time.

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

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 no exception of stands;
- 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 - 1700 (0600-1600);
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 - 1700 (0600 - 1600).

If engine power testing is necessary between 1700 - 2100 (1600-2000) or between 0500 - 0700 (0400-0600) 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 at least 24 hours prior to the planned time of the engine test, 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 airside manager (DAM).

It is prohibited to perform engine power test between 2100 - 0500 (2000-0400) outside the engine test stand.

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

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.

6. PLANNING, AUTHORISATION AND EXECUTION OF TRAINING, CALIBRATION, DEMONSTRATION OR CERTIFICATION FLIGHTS AT BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

6.1 Planning and authorisation of training flights

6.1.1 The time periods specified in this section shall be interpreted as follows: all periods include the starting time of the period, but not its closing time.

6.1.2 Training flights, demonstration 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.

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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-, or calibration-, or demonstration or certification flight may be authorised in the CTR or in the TMA below 4 000 FT AMSL at any one time.

6.1.9 Rules on runway use for training flights and certification flights:

In case of runway direction 31

Training or certification flights may be authorised for RWY 31R. Such flights (with the exception of police training flights) may only be authorized for RWY 31L if RWY 13L/31R is not available.

In case of runway direction 13

Training flights may not be authorised for RWY 13. Certification flights may be authorized for RWY 13R. If RWY 13R/31L is not available, certification flights may be authorised for RWY 13L.

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, demonstration or certification 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 See 6.2.1 c) below.

6.2.1 Flight procedures can be expected:

- a. For heavy and medium wake turbulence category aircraft:

Calibration, demonstration or certification flight			
RWY	Route	Altitude	Flight rule
31R/L	RWY HDG or RADAR VECTOR	2 500 FT AMSL	VFR/IFR
13R/L			

Training flights			
RWY	Route	Altitude	Flight rule
31R/L	RWY HDG or RADAR VECTOR	2 500 FT AMSL	VFR/IFR

Note: Deviation from the prescribed track and altitude is only allowed by ATC clearance.

- b. For light wake turbulence category prop and turboprop aircraft:

Training flight			
RWY	Traffic circuit	Altitude	Flight rule
31R	RIGHT	min. 1 500 FT AMSL max. 2 500 FT AMSL	VFR
31L	LEFT		VFR

Note: Deviation from the prescribed track and altitude is only allowed by ATC clearance.

- c. The pilot shall report the requested manoeuvre after approach to the air traffic 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.

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 ALTITUDE 2 500 FT).

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.

LHBP AD 2.21 NOISE ABATEMENT PROCEDURES

1. GENERAL PROVISIONS

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.

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.

Only aircraft which comply with chapters 3, 4, 5, 6, 8, 10 and 11 of part II, volume I of annex 16 of the Convention on International Civil Aviation signed on 7 December 1944 in Chicago (ICAO Convention), or with stricter requirements in terms of noise emissions than the aforementioned regulations, may use the airport on a regular basis.

The airline or aircraft operator planning to use the airport is obliged to send to the airport operator in advance the noise certification of its aircraft intending to use the airport. The noise certificate must be sent in advance by email or by fax to:

Email:aodm@bud.hu

Phone:(+361) 296-6890.

The selection of the runway to be used is performed by ATC on the basis of the regulations specified below.

The time periods specified in this chapter shall be interpreted as follows: all periods include the starting time of the period, but not its closing time.

2. SELECTION OF RUNWAY-IN-USE

The direction in which aircraft take off and land is determined by the speed and direction of the surface wind or by the preferential runway system.

The term "runway-in-use" is used to indicate the runway that - at a particular time - is considered by ATC to be the most suitable for use by the types of aircraft expected to land or take off according to the preferential runway system.

Normally, an aircraft will take off and land into the wind, unless safety, runway configuration or traffic conditions determine that a different direction is preferable. However, in selecting the runway-in-use, ATC shall also take into consideration other relevant factors such as the aerodrome traffic circuits, the length of the runway, the approach and landing aids available, meteorological conditions, aircraft performance, the existence of a preferential runway system and noise abatement.

Accepting a runway is a pilot's decision. If the pilot-in-command considers the runway-in-use not usable for the reason of safety, he shall request permission to use another runway. ATC will accept such request, provided that traffic and air safety conditions permit.

2.1 Noise preferential use of Runway System

2.1.1 Runway configuration scheme (normal operation)

	BTN 2300 - 0400 (2200-0300)	BTN 0400 - 0700 (0300-0600)	BTN 0700 - 2300 (0600-2200)
TAKE OFF	13L	13L	31L
LANDING	31R	13R	31R

2.1.2 Runway configuration scheme (single runway operation)

	BTN 2300 - 0400 (2200-0300)	BTN 0400 - 2300 (0300 to 2200)
TAKE OFF	13L or 13R	31R or 31L
LANDING	31R or 31L	31R or 31L

Times of RWYchangeover are subject to flexibility in order to ensure transition in safe conditions. ATC will operate the changeover as close as possible from the indicated time, taking into account the traffic conditions.

2.1.3 In the case of RWY direction 31

In the case of all traffic arriving at Terminal 2 and ICAO Code E traffic arriving at Terminal 1, RWY 31R, and, in the case of ICAO Code A, B, C and D traffic arriving at Terminal 1, RWY 31L is to be used, but if traffic conditions require, RWY 31R can also be used for landing. In case of departing traffic, RWY 31L is to be

used for take-off.

2.1.4 In the case of RWY direction 13

In case of arriving traffic, RWY 13R is to be used for landing. In the case of traffic departing from Terminal 2 and ICAO Code E traffic departing from Terminal 1, RWY 13L, and, in case of ICAO Code A, B, C and D traffic departing from Terminal 1, RWY 13R is to be used, but if traffic conditions require, RWY 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 RWY 31R or RWY 13R are to be used by arriving traffic during the night, in compliance with the authority resolution on the designation of noise protection zones. Light turbulence category aircraft arriving for the Terminal 1 apron may also use RWY 31L for landing between 2100 - 2300 (2000-2200) and between 0400 - 0500 (0300-0400).

For noise protection reasons, between 2300 - 0400 (2200-0300), RWY 13L is to be used for take-off and RWY 31R is to be used for landing (reciprocal runway operation). In the case of RWY 13L/31R being closed during this period, RWY 13R is to be used for take-off and RWY 31L is to be used for landing.

Reciprocal runway operations are to be conducted with a tailwind component greater than 5 KT, up to a maximum 10 KT tailwind, or 15 KT crosswind component (including gusts) if the following conditions are met:

- May only be conducted on RWY 13L/31R
- Runway must be dry, or estimated surface braking action must be good
- Authorized only for ICAO WTC L and M aircraft
- For departure from RWY 13L take-off shall be planned from taxiway intersection B5 (full length)
- Authorized in VMC conditions only
- All CNS and AGL systems must be fully operational for the instrument approach in use, to the extent required by the prevailing weather conditions
- All runway end and rapid exit taxiways must be available for the runway in use.

Holding of arriving or departing aircraft can be expected occasionally up to 30 minutes between 2300 - 0400 (2200-0300).

2.3 Exceptions

Other than the cases specified in section 7, deviation from the basic rules on RWY use is only possible under the following circumstances:

- during the closure of one of the two RWYs due to maintenance works, or another unexpected event;
- in case of calibration flights;
- if no ILS approach is available on the runway selected on the basis of standard regulations.
- when the crosswind component exceeds 15 KT or more (gusts included);
- when the tailwind component exceeds 5 KT or more (gusts included);
- when wind shear has been reported or forecast, or when thunderstorms are expected to affect arriving or departing traffic;
- when pilots report excessive wind at higher altitudes resulting in go-arounds;
- when the runways are contaminated or when estimated surface friction is less than good;
- for landing, when the ceiling is lower than 500 FT or the visibility is less than 1900 M;
- for departure, when the visibility is less than 1900 M;
- when alternative runways are successively requested by pilots for safety reasons.

Gust components are derived from the maximum three second average wind speed which occurred during the last ten minutes (or a shorter period in case of a marked discontinuity).

3. NOISE ABATEMENT ARRIVALS

3.1. With the exception of aircraft using visual flight rules (VFR) and calibration aircraft, primarily the instrument

landing procedure of the highest available level shall be used during landing, except if the pilot of the aircraft expressly requests a lower level approach procedure. In case of the unrestricted availability of both runways and their navigation equipment, visual approach procedures may not be used on threshold 13L.

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.
- The use of reverse thrust should be limited to idle thrust, except if aviation safety considerations require the use of a higher level of thrust (e.g. if the RWY is wet or snowy).

4. NOISE ABATEMENT DEPARTURES

4.1. The use of taxiways for RWY 13L/31R for departing aircraft for noise abatement reasons:

- In the case of departure from RWY 13L, take-off shall be planned from taxiway intersection K.
- If a departing aircraft belonging to the medium or heavy turbulence category receives/is given RWY 31R for take-off, it must commence take-off from the end of the RWY, using TWY A9. If RWY 13R/31L is not available, a runway 31R take-off from taxiway intersection X may also be permitted for flow management reasons.

4.2. Noise abatement take-off procedures, specified in section 7 of part I. of ICAO Doc 8168-OPS/611 (PAN-OPS) Volume I. (5th edition, 2006), 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 procedures described in the appendix to chapter 3 of section 7 of part I. of ICAO Doc 8168-OPS/611 (PAN-OPS) Vol. I. (5th edition, 2006).

4.4. The altitude / speed constraints and the valid flight paths for take off, landing, arrival and departure procedures (SID/STAR) are specified on the maps in chapter AD 2 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) AMSL in case of RWY direction 31 and up to QNH 4 000 FT (1 200 M) AMSL in case of RWY 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, the number of movements of scheduled and non-scheduled commercial landings and take-offs may be planned as follows:

- 50 movements between 2100 - 0500 (2000-0400);
- Out of this, 6 movements between 2300 - 0400 (2200-0300).

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:

- The operation of APUs must be stopped at the latest within 5 minutes of arrival on stands equipped with a ready-installed external power source, in operational condition;
- 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; maximum 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. During nighttime, the duty airside manager (DAM) checks the airfield operational areas and warns the crews or the ground handling agent of aircraft breaching regulations on the use of APUs.

7. EXCEPTION

The restrictions listed in 1. – 6. do not apply to the following cases:

- If the aircraft is in an emergency;
- Movements of aircraft operating due to various exceptional purposes, such as for humanitarian purposes, emergency search and rescue operations, medical assistance, patient transportation and life-saving (including the transportation of organs for transplantation, blood plasma and medication), as well as for disaster relief operations;
- Aircraft participating in government flights, including movements for military, customs, law enforcement, fire-fighting, criminal investigation and national security purposes, as well as movements serving the transportation of heads of state and government on official visits;
- The restrictions also do not apply to exceptional cases when their enforcement would endanger aviation safety, under the given circumstances. The aviation safety justification must in all cases be attested by the party making reference to it.

LHBP AD 2.22 FLIGHT PROCEDURES

1. LIMITATIONS FOR ARRIVING TRAFFIC

1.1. Speed restriction:

- Speed 165 KIAS at 5 NM from the runway threshold.
- Speed limits apply at specified waypoints for track containment purposes.

1.1.1 Pilots who are unable to comply with these speed assignments, 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. All arriving traffic to LHBP without RNP APCH capability should advise the appropriate ATC unit at first contact and request radar vectors for the relevant conventional approach.

2. HANDLING THE ARRIVING TRAFFIC IN BUDAPEST TMA

2.1. STAR procedures can be expected during peak traffic periods by ATC. In low traffic periods or in nighttime operations shortcuts may be expected.

2.2. 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.

2.3. Arriving aircraft experiencing radio communication failure shall set the transponder to code 7600 and:

- A. During a STAR procedure shall continue via the acknowledged full procedure with the relevant constraints, then complete the instrument approach for the runway in use.
- B. During a "direct to a waypoint" shall proceed to the acknowledged waypoint and join the remaining arrival route or instrument procedure with the relevant constraints, then complete the instrument approach for the runway in use.
- C. Prior to entering the Budapest TMA shall proceed to the TMA entry point according to the flight plan and continue via the STAR procedure with the relevant constraints, then complete the instrument approach for the runway in use.
- D. Without RNAV capability, prior to entering the Budapest TMA or under radar vectoring shall proceed to TPS VOR/DME and follow the standard VOR approach procedure then complete the final approach 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, 13L and 13R 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 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.

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 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 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.

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

Visual approach is not permitted at LHBP, except in VMC for:

- VFR traffic
- IFR traffic, only when no instrument approach available for the relevant runway direction.

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(H) 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.

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 or Budapest Ground according to ATIS. See LHBP AD 2.20 LOCAL AERODROME REGULATIONS

4.1.2 The flight will be cleared on a SID published for IFR flights when item 15 of the flight plan contains a standard TMA exit point. If necessary, individual outbound routes will be determined.

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 QNH 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 climb gradient is 5.5% up to the specified altitude on the relevant SID charts.

Pilots who are unable to comply with the assigned climb gradient shall inform ATC .

4.2.3 When following SID, the highest speed below 10 000 FT AMSL is 250 KIAS.

4.2.4 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.

4.2.5 Pilots who are unable to comply with RNAV1 navigation specification shall inform ATC.

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 3 500 FT AMSL (except 1 500 FT AMSL).

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All VFR flights flying more than 120 KIAS shall plan their arrivals via Budapest TMA (entry/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 aircraft is power-driven;
- 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:

DUNAMO: 472216N 0190534E

(Eastern arm of river Duna and M0 highway cross - the bridge)

KEREPES: 473314N 0191619E

(Commuter train station KEREPES – it is where the railway track divides from the highway.)

TAPIOSAP: 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 KEREPES, TAPIOSAP or DUNAMO exit points only.

Arriving VFR flights to Budapest Liszt Ferenc International Airport, except special flights, shall plan via DUNAMO entry point 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 DUNAMO point 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. If holding is required, the position and altitude will be determined by ATC.

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 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 3 500 FT (1 050 M) AMSL and

laterally bound by straight lines connecting the following coordinates:

473546N 0190523E - 473457N 0190856E -
473230N 0191930E - 472400N 0193400E -
472307N 0193247E - 471632N 0192347E -
471457N 0192138E - 472410N 0190642E -
472613N 0190619E - 472941N 0190336E -
473022N 0190325E - 473038N 0190321E -
473546N 0190523E

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.

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6. WAYPOINT COORDINATES

Way-point	Coordinates	Definitions
ALZUR	474433.2N 0185725.9E	
ATICO	471322.3N 0192410.5E	
BEREV	472414.9N 0193021.2E	
CATUZ	474033.0N 0190358.1E	
ECMAN	473231.5N 0185309.4E	
FUTNA	470908.2N 0194146.4E	
GIFRA	474447.6N 0184558.3E	
HUZTA	473629.4N 0184639.4E	
LUCLA	474146.3N 0193232.0E	
NICRA	472122.3N 0193457.8E	
OCRIT	472006.1N 0195643.4E	
ODVAS	471615.0N 0191934.7E	
OFENA	470946.0N 0194238.1E	
PUCOG	472456.2N 0183530.8E	
TORAZ	474409.7N 0184505.9E	
ULPAX	473132.2N 0191836.7E	
UTCON	471718.6N 0194127.0E	
WONTA	470919.2N 0193039.7E	
BP328	471918.7N 0192341.6E	
BP329	472149.1N 0192704.2E	
BP331	472233.1N 0192211.2E	
BP701	472317.9N 0192303.8E	
BP702	473517.0N 0194306.7E	
BP703	474718.5N 0192345.5E	
BP704	475805.1N 0190612.7E	
BP705	475617.6N 0193601.7E	
BP711	472158.6N 0192115.0E	
BP712	471125.5N 0190058.3E	
BP723	471517.9N 0185339.8E	
BP733	471821.5N 0190052.4E	
BP734	472225.0N 0185415.7E	
BP735	472716.6N 0184620.1E	
BP736	473546.6N 0183221.4E	
BP741	470615.0N 0193529.9E	
BP742	471256.1N 0192450.0E	
BP743	472331.2N 0190747.7E	
BP744	472732.0N 0190117.2E	
BP753	472417.0N 0191730.7E	

Way-point	Coordinates	Definitions
BP754	473315.7N 0190257.2E	
BP755	473613.8N 0185809.0E	
BP756	474015.8N 0185135.1E	
BP763	472405.1N 0191943.0E	
BP764	473257.9N 0190519.9E	
BP765	473651.5N 0185859.1E	
BP766	474052.8N 0185224.1E	
BP772	472056.6N 0193538.9E	
BP774	473533.5N 0191205.7E	
BP783	473640.9N 0192535.7E	
BP784	474042.5N 0191905.3E	
BP785	474540.0N 0191049.0E	
BP786	475254.4N 0185912.9E	
BP801	472842.7N 0191020.8E	
BP802	473912.3N 0185728.0E	
BP803	474809.1N 0190951.5E	
BP811	474213.3N 0191913.2E	
BP812	474902.9N 0192845.9E	
BP813	480453.5N 0193319.2E	
BP821	472011.1N 0185918.5E	
BP822	470559.8N 0184937.6E	
BP834	471129.8N 0190047.8E	
BP835	470427.0N 0191214.2E	
BP836	470033.7N 0191830.9E	
BP837	465631.3N 0192500.7E	
BP840	474121.2N 0183839.2E	
BP841	473607.3N 0184715.8E	
BP842	473108.7N 0185524.6E	
BP843	472607.3N 0190335.7E	
BP844	472027.8N 0191245.7E	
BP854	472135.4N 0192151.1E	
BP855	471703.4N 0192908.0E	
BP856	471300.0N 0193537.3E	
BP863	472801.0N 0191321.8E	
BP864	472104.1N 0192434.4E	
BP865	471741.5N 0192959.5E	
BP866	471338.1N 0193628.7E	
BP870	474925.3N 0184925.2E	
BP871	474201.1N 0190134.2E	

Way-point	Coordinates	Definitions
BP872	473526.6N 0191216.8E	
BP874	472643.3N 0192622.7E	
BP883	473803.1N 0192727.6E	
BP884	473313.0N 0193526.0E	
BP885	472800.7N 0194358.5E	
RW13L	472643.5N 0191527.2E	
RW13R	472655.3N 0191314.7E	
RW31L	472549.7N 0191500.9E	
RW31R	472522.6N 0191737.9E	

LHBP AD 2.23 ADDITIONAL INFORMATION

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
- BUDPORT Handling Ltd. [pax/ramp]
Email:dhm@budport.com
Phone:(+36) 30-790-3006
- General aviation of BUDPORT Handling Ltd.
Email:gat@budport.com
Phone:(+36) 30-790-3006

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	Channel	Operational Hours	Remark
Budapest	BUDAPEST TERMINAL INFORMATION	132.380 CH	H24	
		117.300 MHZ	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.
- Pilots of 8.33 KHZ exempted aircraft are requested to receive ATIS broadcast via the audio channel of BUD VOR on 117.300 MHZ

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.

6. REMOTE AERODROME ATC SERVICE

In case of contingency situations or pre-planned periods remote aerodrome ATC service is provided. Actual operation will be published by NOTAM or ATIS.

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 (Parallel RWY operation)	AD 2-LHBP-MISC-ARR
Appendix 2 to Aerodrome Chart - ICAO Taxi procedures for departing aircraft (Parallel RWY operation)	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 Operating Limitations	AD 2-LHBP-AOCA-13R31L
	AD 2-LHBP-AOCA-13L31R
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-31L
	AD 2-LHBP-SID-13R
	AD 2-LHBP-SID-13L
	AD 2-LHBP-SID-31R
Standard Arrival Chart - Instrument (STAR) - ICAO	AD 2-LHBP-STAR-13L13R
	AD 2-LHBP-STAR-31L31R
Budapest TMA - Index Chart	AD 2-LHBP-TMA
Holding Procedures - Index Chart	AD 2-LHBP-HLDG
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2-LHBP-ATCSMAC

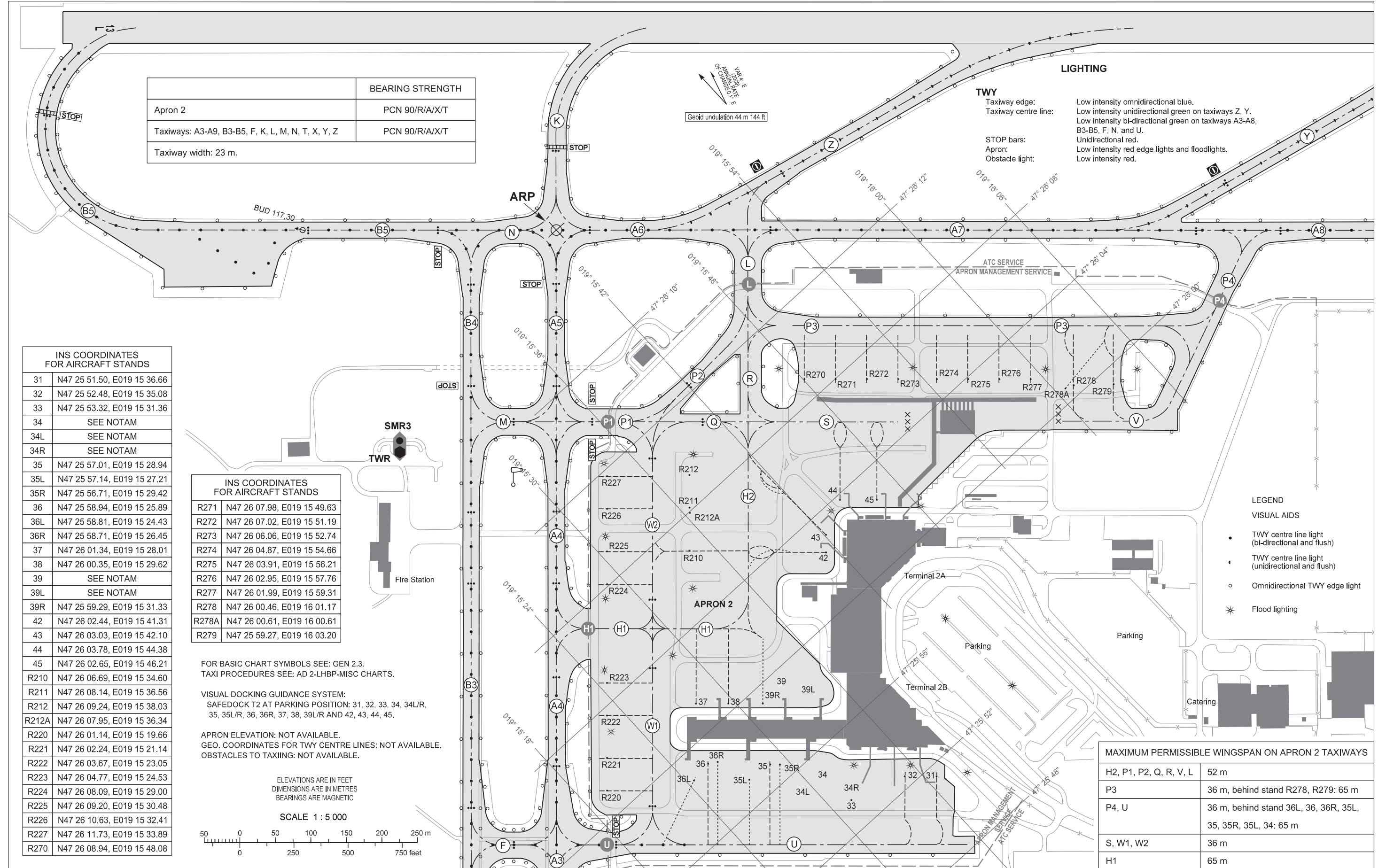
Instrument Approach Chart - ICAO	AD 2-LHBP-ILS/LOC-13L
	AD 2-LHBP-VOR-13L
	AD 2-LHBP-RNAV-13L
	AD 2-LHBP-ILS/LOC-13R
	AD 2-LHBP-RNAV-13R
	AD 2-LHBP-ILS/LOC-31L
	AD 2-LHBP-RNAV-31L
	AD 2-LHBP-ILS/LOC-31R
	AD 2-LHBP-VOR-31R
	AD 2-LHBP-RNAV-Y-31R
	AD 2-LHBP-RNAV-Z-31R
Visual Approach Chart - ICAO	AD 2-LHBP-VAC

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BUDAPEST APP	122.975	BUDAPEST TOWER	118.100	BUDAPEST APRON 2	122.440
	123.860	BUDAPEST GROUND	121.910		
	119.510	BUDAPEST DELIVERY	134.540	ATIS	132.380
BUDAPEST INFORMATION (NORTH)			119.350	ATIS (BUD VOR)	117.300

BUDAPEST/LISZT FERENC
APRON 2

AIRCRAFT PARKING/DOCKING CHART - ICAO



	BEARING STRENGTH
Apron 2	PCN 90/R/A/X/T
Taxiways: A3-A9, B3-B5, F, K, L, M, N, T, X, Y, Z	PCN 90/R/A/X/T
Taxiway width: 23 m.	

LIGHTING

TWY

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

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	SEE NOTAM
34L	SEE NOTAM
34R	SEE NOTAM
35	N47 25 57.01, E019 15 28.94
35L	N47 25 57.14, E019 15 27.21
35R	N47 25 56.71, E019 15 29.42
36	N47 25 58.94, E019 15 25.89
36L	N47 25 58.81, E019 15 24.43
36R	N47 25 58.71, E019 15 26.45
37	N47 26 01.34, E019 15 28.01
38	N47 26 00.35, E019 15 29.62
39	SEE NOTAM
39L	SEE NOTAM
39R	N47 25 59.29, E019 15 31.33
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 08.14, E019 15 36.56
R212	N47 26 09.24, E019 15 38.03
R212A	N47 26 07.95, E019 15 36.34
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

INS COORDINATES FOR AIRCRAFT STANDS

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

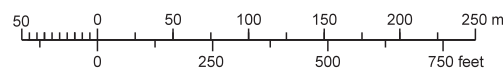
FOR BASIC CHART SYMBOLS SEE: GEN 2.3.
TAXI PROCEDURES SEE: AD 2-LHBP-MISC CHARTS.

VISUAL DOCKING GUIDANCE SYSTEM:
SAFEDOCK T2 AT PARKING POSITION: 31, 32, 33, 34, 34L/R, 35, 35L/R, 36, 36R, 37, 38, 39L/R AND 42, 43, 44, 45.

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

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

SCALE 1 : 5 000



LEGEND

VISUAL AIDS

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

MAXIMUM PERMISSIBLE WINGSPAN ON APRON 2 TAXIWAYS

H2, P1, P2, Q, R, V, L	52 m
P3	36 m, behind stand R278, R279: 65 m
P4, U	36 m, behind stand 36L, 36, 36R, 35L, 35, 35R, 35L, 34: 65 m
S, W1, W2	36 m
H1	65 m

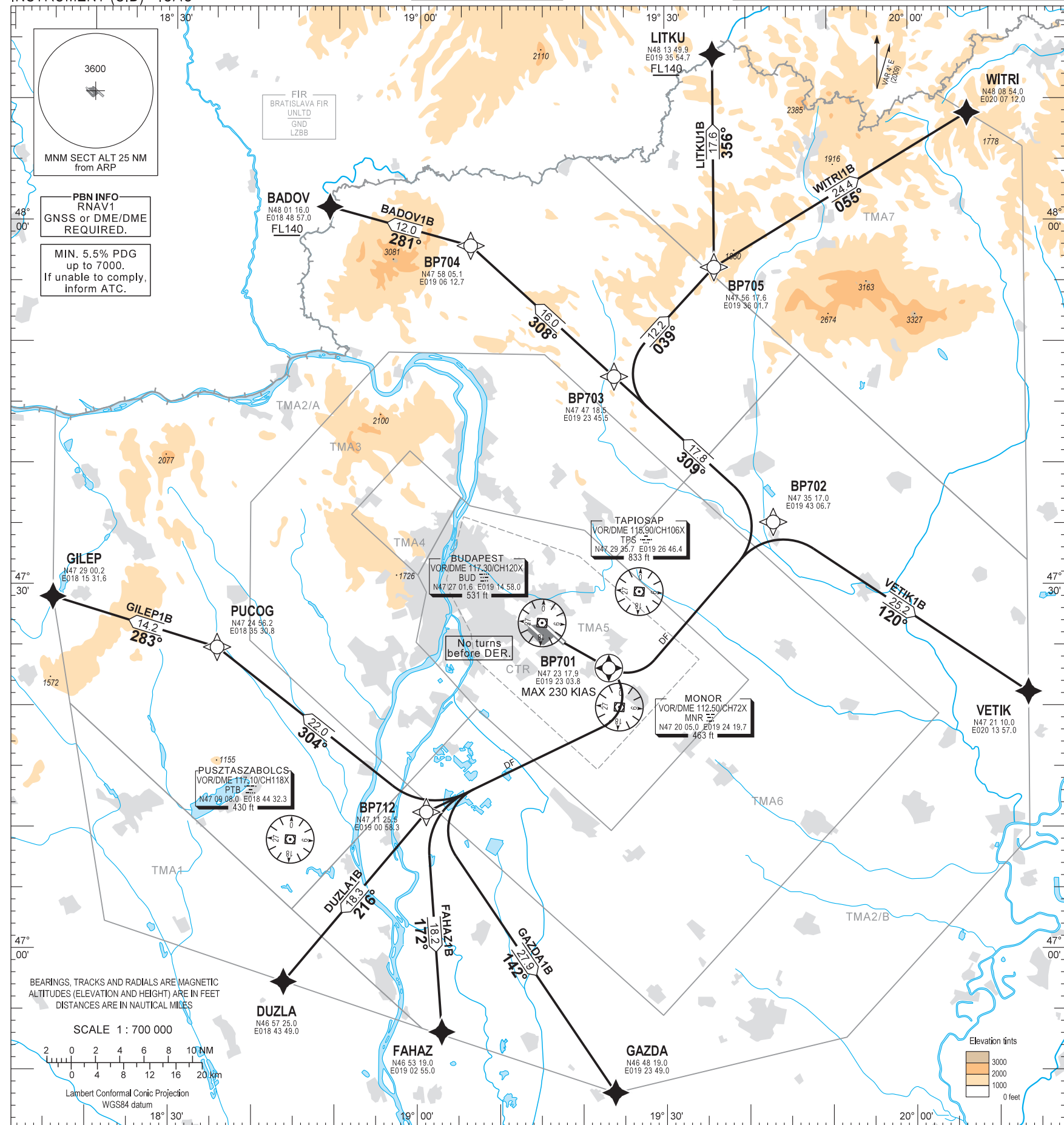
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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000

BUDAPEST APP 122.975 123.860 BUDAPEST GROUND 121.910
BUDAPEST DELIVERY 134.540
BUDAPEST TOWER 118.100 ATIS 132.380 (117.300)
BUDAPEST INFORMATION (NORTH) 119.350

BUDAPEST/LISZT FERENC
RNAV Rwy 13L
BADOV1B, DUZLA1B, FAHAZ1B, GAZDA1B
GILEP1B, WITRI1B, LITKU1B, VETIK1B



An aeroplane should not be diverted from its assigned route unless:
it is necessary for the safety of the aeroplane (e.g. for avoidance of severe weather or to resolve a traffic conflict).

CLIMBING:
Min. 5.5% PDG up to 7000. If unable to comply, inform ATC. After departure climb initially 7000. Further climb only by ATC.

CONTACT:
If pilot not otherwise instructed by Budapest TWR, all departing aircraft, irrespective of the assigned SID, when passing 3000, shall contact Budapest APP on 122.975.

R/T FAILURE:
If a departing controlled aircraft having acknowledged an initial (eg. 7000) or intermediate clearance, to climb to a level other than the one specified in the filed FPL for the en-route phase of the flight and no time or geographical limit was included in the clearance, should maintain for a period of seven minutes the level (eg. 7000) to which it was cleared and then should climb to the level included in the filed FPL unless the cruising level was definitely specified in the en-route clearance.

SID NAME	PROCEDURE	RESTRICTIONS
VETIK1B	To BP701 climb on course 115°, no turns before DER. Direct to BP702. To VETIK.	MAX 230 KIAS at BP701.
WITRI1B	To BP701 climb on course 115°, no turns before DER. Direct to BP702. To BP703, to BP705, to WITRI.	
LITKU1B	To BP701 climb on course 115°, no turns before DER. Direct to BP702. To BP703, to BP705, to LITKU at or above FL140.	
BADOV1B	To BP701 climb on course 115°, no turns before DER. Direct to BP702. To BP703, to BP704, to BADOV at or above FL140.	
GILEP1B	To BP701 climb on course 115°, no turns before DER. Direct to BP712. To PUCOG, to GILEP.	
DUZLA1B	To BP701 climb on course 115°, no turns before DER. Direct to BP712. To DUZLA.	
FAHAZ1B	To BP701 climb on course 115°, no turns before DER. Direct to BP712. To FAHAZ.	
GAZDA1B	To BP701 climb on course 115°, no turns before DER. Direct to BP712. To GAZDA.	

Recommended navaid: BUD VOR.

BUDAPEST TMA						BUDAPEST CTR
TMA1	TMA BUDAPEST TMA1 FL195 9500	TMA3	TMA BUDAPEST TMA3 FL195 3500	TMA6	TMA BUDAPEST TMA6 FL195 2500	CTR BUDAPEST CTR 3500 GND
TMA2/A	TMA BUDAPEST TMA2/A FL195 5500	TMA4	TMA BUDAPEST TMA4 FL195 2500	TMA7	TMA BUDAPEST TMA7 FL195 9500	
TMA2/B	TMA BUDAPEST TMA2/B FL195 5500	TMA5	TMA BUDAPEST TMA5 FL195 2000			

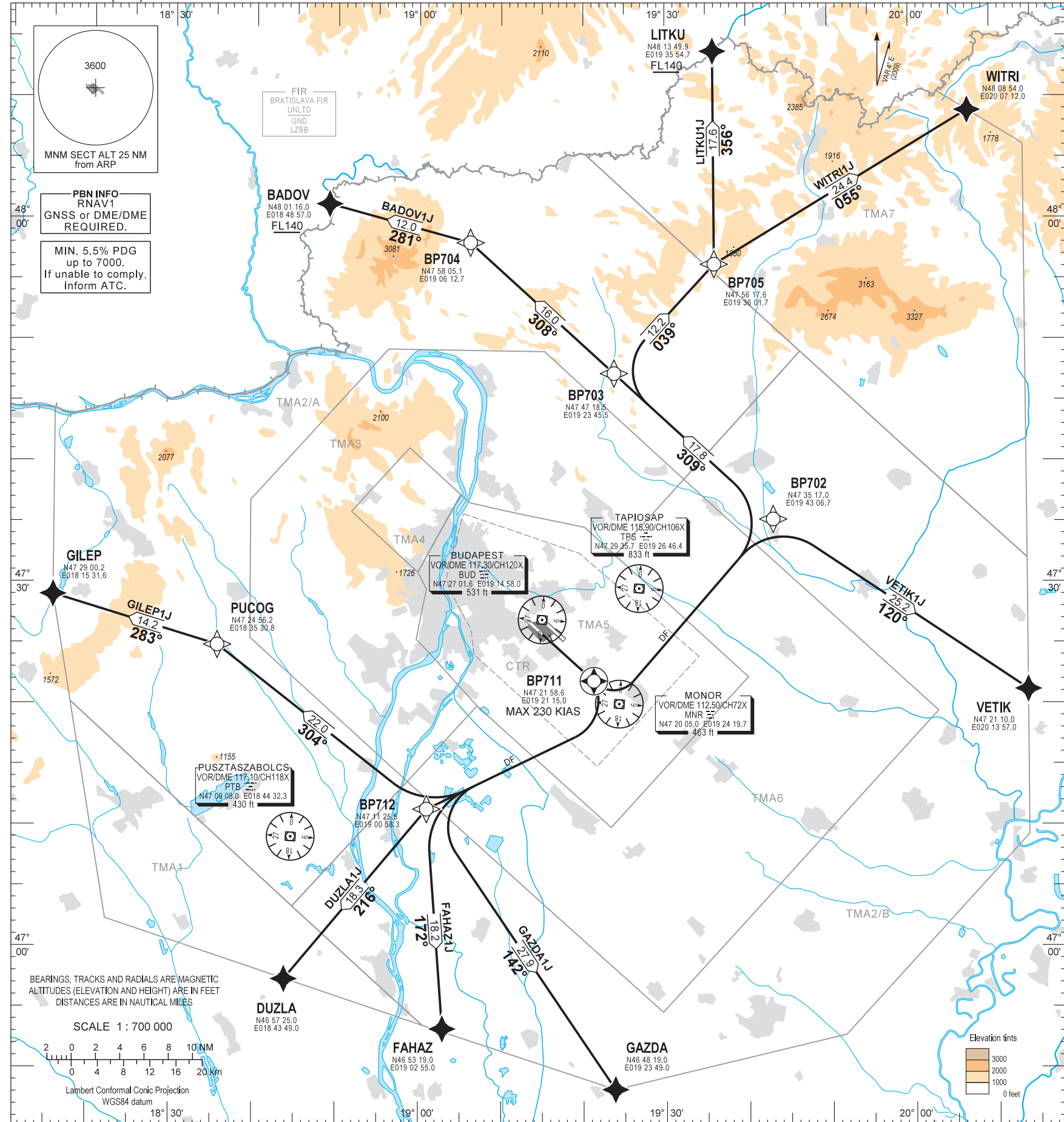
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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000

BUDAPEST APP 122.975 123.860 BUDAPEST GROUND 121.910
BUDAPEST DELIVERY 134.540
BUDAPEST TOWER 118.100 ATIS 132.380 (117.300)
BUDAPEST INFORMATION (NORTH) 119.350

BUDAPEST/LISZT FERENC
RNAV RWY 13R
BADOV1J, DUZLA1J, FAHAZ1J, GAZDA1J
GILEP1J, WITRI1J, LITKU1J, VETIK1J



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it is necessary for the safety of the aeroplane (e.g. for avoidance of severe weather or to resolve a traffic conflict).

CLIMBING:
Min. 5.5% PDG up to 7000. If unable to comply, inform ATC. After departure climb initially 7000. Further climb only by ATC.

CONTACT:
If pilot not otherwise instructed by Budapest TWR, all departing aircraft, irrespective of the assigned SID, when passing 3000, shall contact Budapest APP on 122.975.

R/T FAILURE:
If a departing controlled aircraft having acknowledged an initial (eg. 7000) or intermediate clearance, to climb to a level other than the one specified in the filed FPL for the en-route phase of the flight and no time or geographical limit was included in the clearance, should maintain for a period of seven minutes the level (eg. 7000) to which it was cleared and then should climb to the level included in the filed FPL unless the cruising level was definitely specified in the en-route clearance.

SID NAME	PROCEDURE	RESTRICTIONS
VETIK1J	To BP711 climb on course 128°. Direct to BP702. To VETIK.	MAX 230 KIAS at BP711.
WITRI1J	To BP711 climb on course 128°. Direct to BP702. To BP703, to BP705, to WITRI.	
LITKU1J	To BP711 climb on course 128°. Direct to BP702. To BP703, to BP705, to LITKU at or above FL140.	
BADOV1J	To BP711 climb on course 128°. Direct to BP702. To BP703, to BP704, to BADOV at or above FL140.	
GILEP1J	To BP711 climb on course 128°. Direct to BP712. To PUCOG, to GILEP.	
DUZLA1J	To BP711 climb on course 128°. Direct to BP712. To DUZLA.	
FAHAZ1J	To BP711 climb on course 128°. Direct to BP712. To FAHAZ.	
GAZDA1J	To BP711 climb on course 128°. Direct to BP712. To GAZDA.	

Recommended navaid: BUD VOR.

BUDAPEST TMA						BUDAPEST CTR
TMA1	TMA BUDAPEST TMA1 FL195 9500	TMA3	TMA BUDAPEST TMA3 FL195 3500	TMA6	TMA BUDAPEST TMA6 FL195 2500	CTR BUDAPEST CTR 3500 GND
TMA2/A	TMA BUDAPEST TMA2/A FL195 5500	TMA4	TMA BUDAPEST TMA4 FL195 2500	TMA7	TMA BUDAPEST TMA7 FL195 9500	
TMA2/B	TMA BUDAPEST TMA2/B FL195 5500	TMA5	TMA BUDAPEST TMA5 FL195 2000			

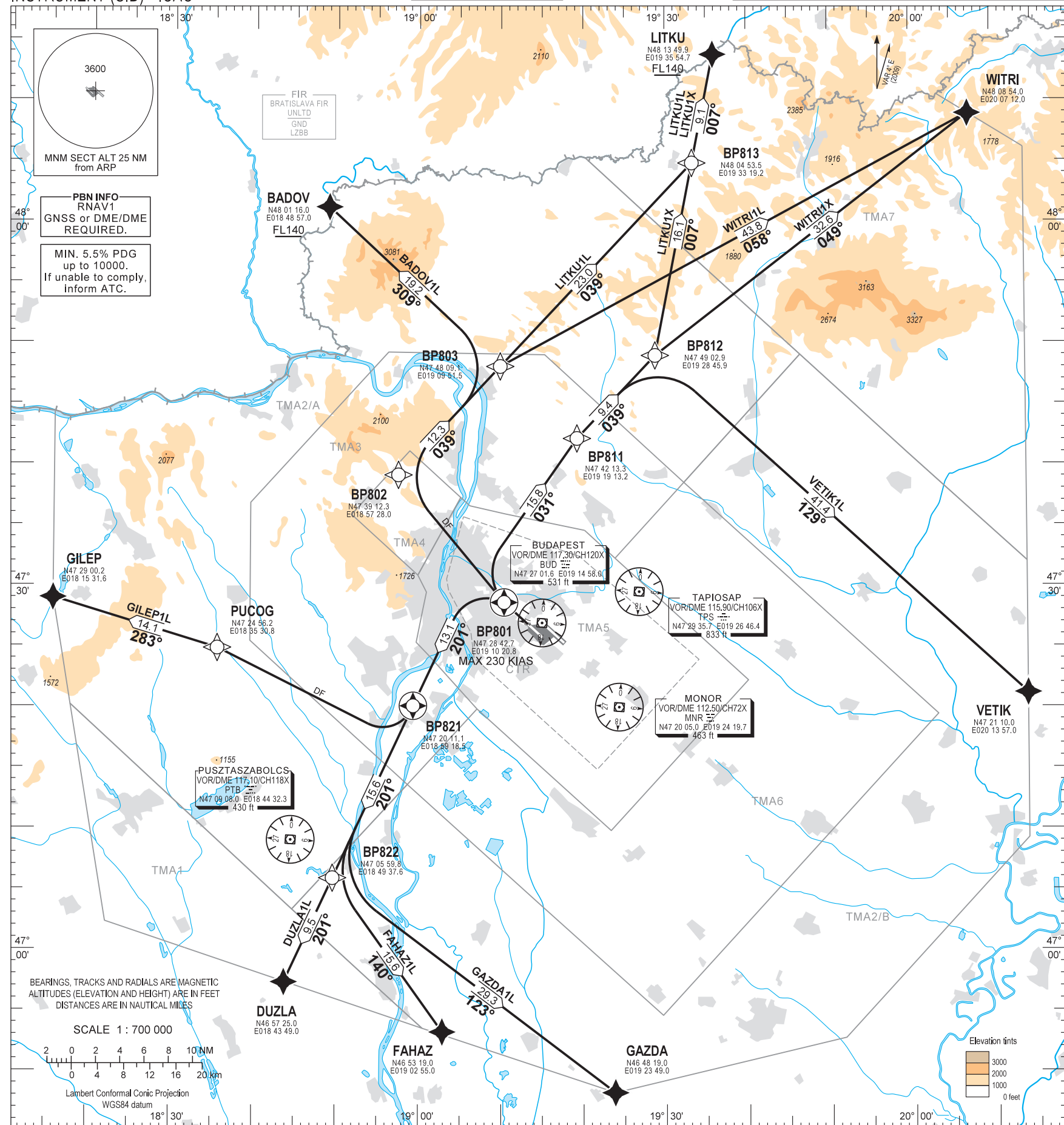
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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000

BUDAPEST APP 122.975 123.860 BUDAPEST GROUND 121.910
119.510 BUDAPEST DELIVERY 134.540
BUDAPEST TOWER 118.100 ATIS 132.380 (117.300)
BUDAPEST INFORMATION (NORTH) 119.350

BUDAPEST/LISZT FERENC
RNAV RWY 31L
BADOV1L, DUZLA1L, FAHAZ1L, GAZDA1L, GILEP1L,
WITRI1L, WITRI1X, LITKU1L, LITKU1X, VETIK1L



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CLIMBING:
Min. 5.5% PDG up to 10000. If unable to comply, inform ATC. After departure climb initially 7000. Further climb only by ATC.

CONTACT:
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R/T FAILURE:
If a departing controlled aircraft having acknowledged an initial (eg. 7000) or intermediate clearance, to climb to a level other than the one specified in the filed FPL for the en-route phase of the flight and no time or geographical limit was included in the clearance, should maintain for a period of seven minutes the level (eg. 7000) to which it was cleared and then should climb to the level included in the filed FPL unless the cruising level was definitely specified in the en-route clearance.

SID NAME	PROCEDURE	RESTRICTIONS
VETIK1L	To BP801 climb on course 308°. To BP811 on course 031°, to BP812, to VETIK.	MAX 230 KIAS at BP801.
WITRI1X	To BP801 climb on course 308°. To BP811 on course 031°, to BP812, to WITRI.	
WITRI1L	To BP801 climb on course 308°. Direct to BP802. To BP803, to WITRI.	
LITKU1X	To BP801 climb on course 308°. To BP811 on course 031°, to BP812, to BP813, to LITKU at or above FL140.	
LITKU1L	To BP801 climb on course 308°. Direct to BP802. To BP803, to BP813, to LITKU at or above FL140.	
BADOV1L	To BP801 climb on course 308°. Direct to BP802. To BP803, to BADOV at or above FL140.	
GILEP1L	To BP801 climb on course 308°. To BP821 on course 201°. Direct to PUCOG. To GILEP.	
DUZLA1L	To BP801 climb on course 308°. To BP821 on course 201°. To BP822, to DUZLA.	
FAHAZ1L	To BP801 climb on course 308°. To BP821 on course 201°. To BP822, to FAHAZ.	
GAZDA1L	To BP801 climb on course 308°. To BP821 on course 201°. To BP822, to GAZDA.	

Recommended navaid: BUD VOR.

BUDAPEST TMA						BUDAPEST CTR
TMA1	TMA BUDAPEST TMA1 FL195 9500	TMA3	TMA BUDAPEST TMA3 FL195 3500	TMA6	TMA BUDAPEST TMA6 FL195 2500	CTR BUDAPEST CTR 3500 GND
TMA2/A	TMA BUDAPEST TMA2/A FL195 5500	TMA4	TMA BUDAPEST TMA4 FL195 2500	TMA7	TMA BUDAPEST TMA7 FL195 9500	
TMA2/B	TMA BUDAPEST TMA2/B FL195 5500	TMA5	TMA BUDAPEST TMA5 FL195 2000			

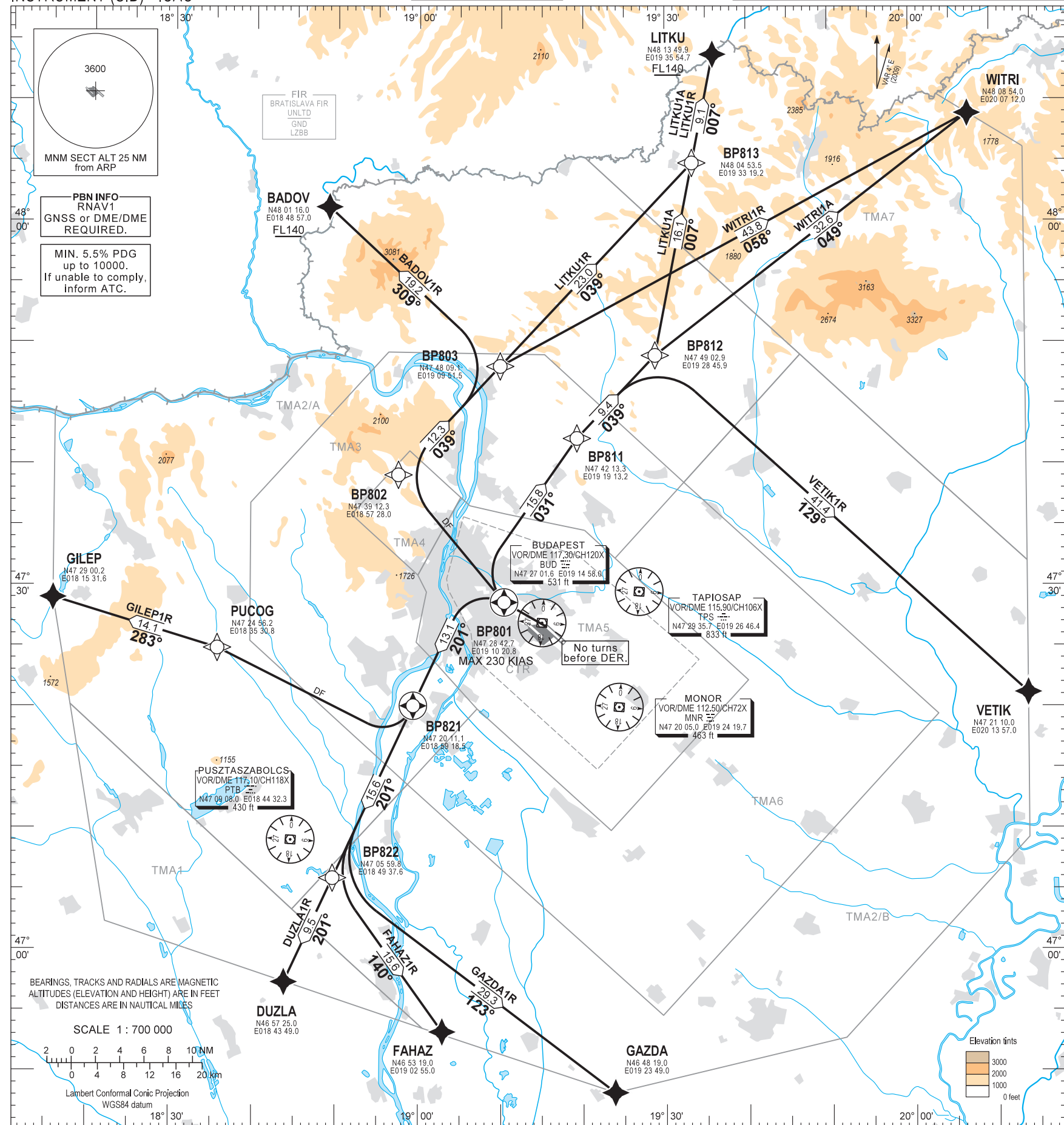
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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000

BUDAPEST APP 122.975 123.860 BUDAPEST GROUND 121.910
119.510 BUDAPEST DELIVERY 134.540
BUDAPEST TOWER 118.100 ATIS 132.380 (117.300)
BUDAPEST INFORMATION (NORTH) 119.350

BUDAPEST/LISZT FERENC
RNAV RWY 31R
BADOV1R, DUZLA1R, FAHAZ1R, GAZDA1R, GILEP1R,
WITRI1A, WITRI1R, LITKU1A, LITKU1R, VETIK1R



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CLIMBING:
Min. 5.5% PDG up to 10000. If unable to comply, inform ATC. After departure climb initially 7000. Further climb only by ATC.

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R/T FAILURE:
If a departing controlled aircraft having acknowledged an initial (eg. 7000) or intermediate clearance, to climb to a level other than the one specified in the filed FPL for the en-route phase of the flight and no time or geographical limit was included in the clearance, should maintain for a period of seven minutes the level (eg. 7000) to which it was cleared and then should climb to the level included in the filed FPL unless the cruising level was definitely specified in the en-route clearance.

SID NAME	PROCEDURE	RESTRICTIONS
VETIK1R	To BP801 climb on course 296°, no turns before DER. To BP811 on course 031°, to BP812, to VETIK.	
WITRI1A	To BP801 climb on course 296°, no turns before DER. To BP811 on course 031°, to BP812, to WITRI.	
WITRI1R	To BP801 climb on course 296°, no turns before DER. Direct to BP802. To BP803, to WITRI.	
LITKU1A	To BP801 climb on course 296°, no turns before DER. To BP811 on course 031°, to BP812, to BP813, to LITKU at or above FL140.	
LITKU1R	To BP801 climb on course 296°, no turns before DER. Direct to BP802. To BP803, to BP813, to LITKU at or above FL140.	
BADOV1R	To BP801 climb on course 296°, no turns before DER. Direct to BP802. To BP803, to BADOV at or above FL140.	MAX 230 KIAS at BP801.
GILEP1R	To BP801 climb on course 296°, no turns before DER. To BP821 on course 201°. Direct to PUCOG. To GILEP.	
DUZLA1R	To BP801 climb on course 296°, no turns before DER. To BP821 on course 201°. To BP822, to DUZLA.	
FAHAZ1R	To BP801 climb on course 296°, no turns before DER. To BP821 on course 201°. To BP822, to FAHAZ.	
GAZDA1R	To BP801 climb on course 296°, no turns before DER. To BP821 on course 201°. To BP822, to GAZDA.	

Recommended navaid: BUD VOR.

BUDAPEST TMA						BUDAPEST CTR
TMA1		TMA3		TMA6		CTR
TMA2/A		TMA4		TMA7		
TMA2/B		TMA5				

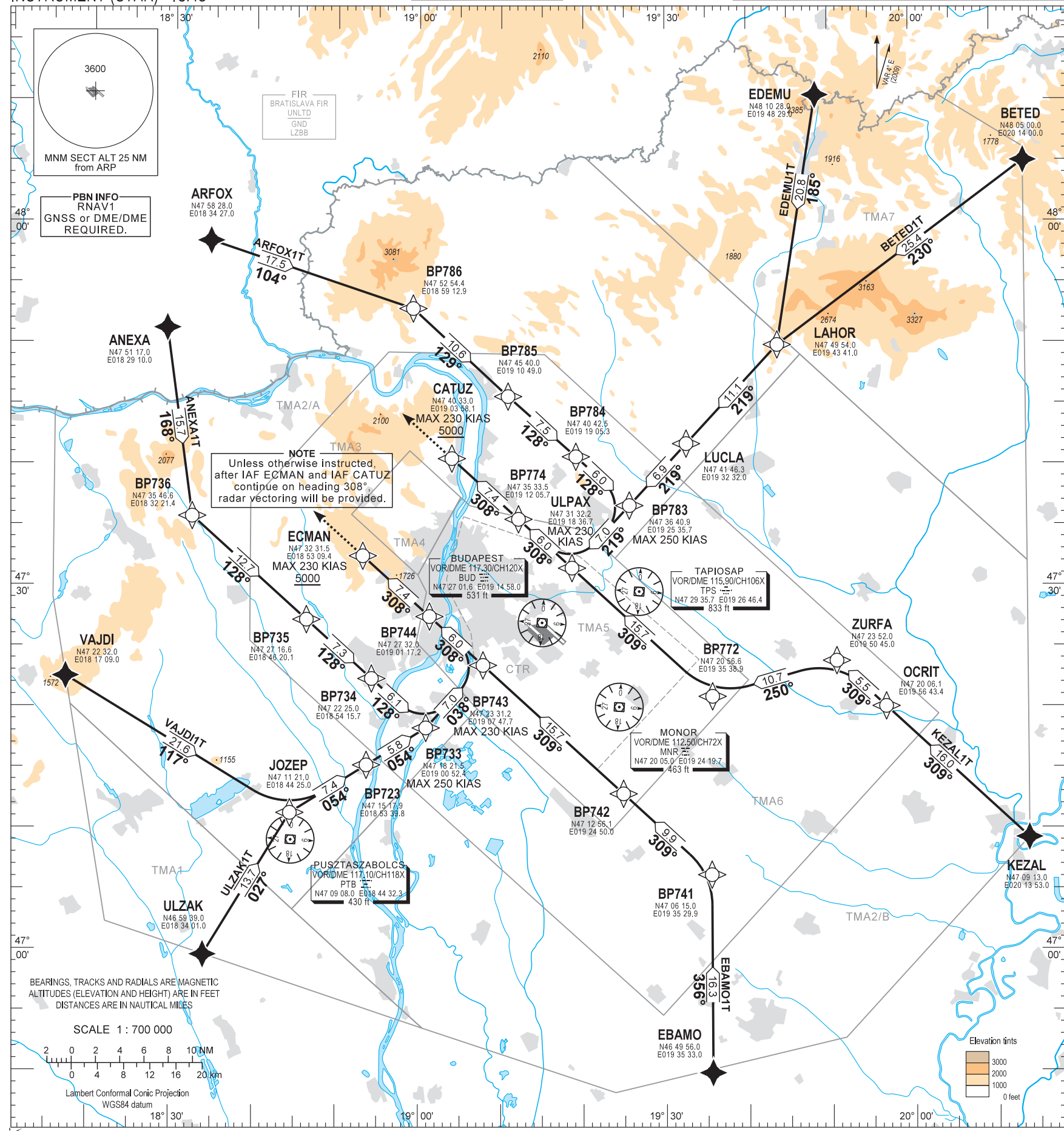
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STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000

BUDAPEST APP 122.975 123.860 BUDAPEST GROUND 121.910
BUDAPEST DELIVERY 134.540
BUDAPEST TOWER 118.100 ATIS 132.380 (117.300)
BUDAPEST INFORMATION (NORTH) 119.350

BUDAPEST/LISZT FERENC
RNAV Rwy 13L, 13R
ANEXA1T, ARFOX1T, ULZAK1T, BETED1T
EBAMO1T, EDEMU1T, KEZAL1T, VAJDI1T



NAME	PROCEDURE	RESTRICTIONS
ANEXA1T	From ANEXA to BP736, to BP735, to BP734. To BP733, maximum speed 250 KIAS. To BP743, maximum speed 230 KIAS. To BP744, to ECMAN at or above 5000.	MAX 230 KIAS at ECMAN and CATUZ.
VAJDI1T	From VAJDI to JOZEP, to BP723. To BP733, maximum speed 250 KIAS. To BP743, maximum speed 230 KIAS. To BP744, to ECMAN at or above 5000.	
ULZAK1T	From ULZAK to JOZEP, to BP723. To BP733, maximum speed 250 KIAS. To BP743, maximum speed 230 KIAS. To BP744, to ECMAN at or above 5000.	
EBAMO1T	From EBAMO to BP741, to BP742, to BP743, to BP744, to ECMAN at or above 5000.	
KEZAL1T	From KEZAL to OCRIT, to ZURFA, to BP772, to ULPAX, to BP774, to CATUZ at or above 5000.	
BETED1T	From BETED to LAHOR, to LUCLA, to BP783. To ULPAX, maximum speed 230 KIAS. To BP774, to CATUZ at or above 5000.	
EDEMU1T	From EDEMU to LAHOR, to LUCLA, to BP783. To ULPAX, maximum speed 230 KIAS. To BP774, to CATUZ at or above 5000.	
ARFOX1T	From ARFOX to BP786, to BP785, to BP784. To BP783, maximum speed 250 KIAS. To ULPAX, maximum speed 230 KIAS. To BP774, to CATUZ at or above 5000.	

BUDAPEST TMA						BUDAPEST CTR	
TMA1		TMA3		TMA6		CTR	
TMA2/A		TMA4		TMA7			
TMA2/B		TMA5					

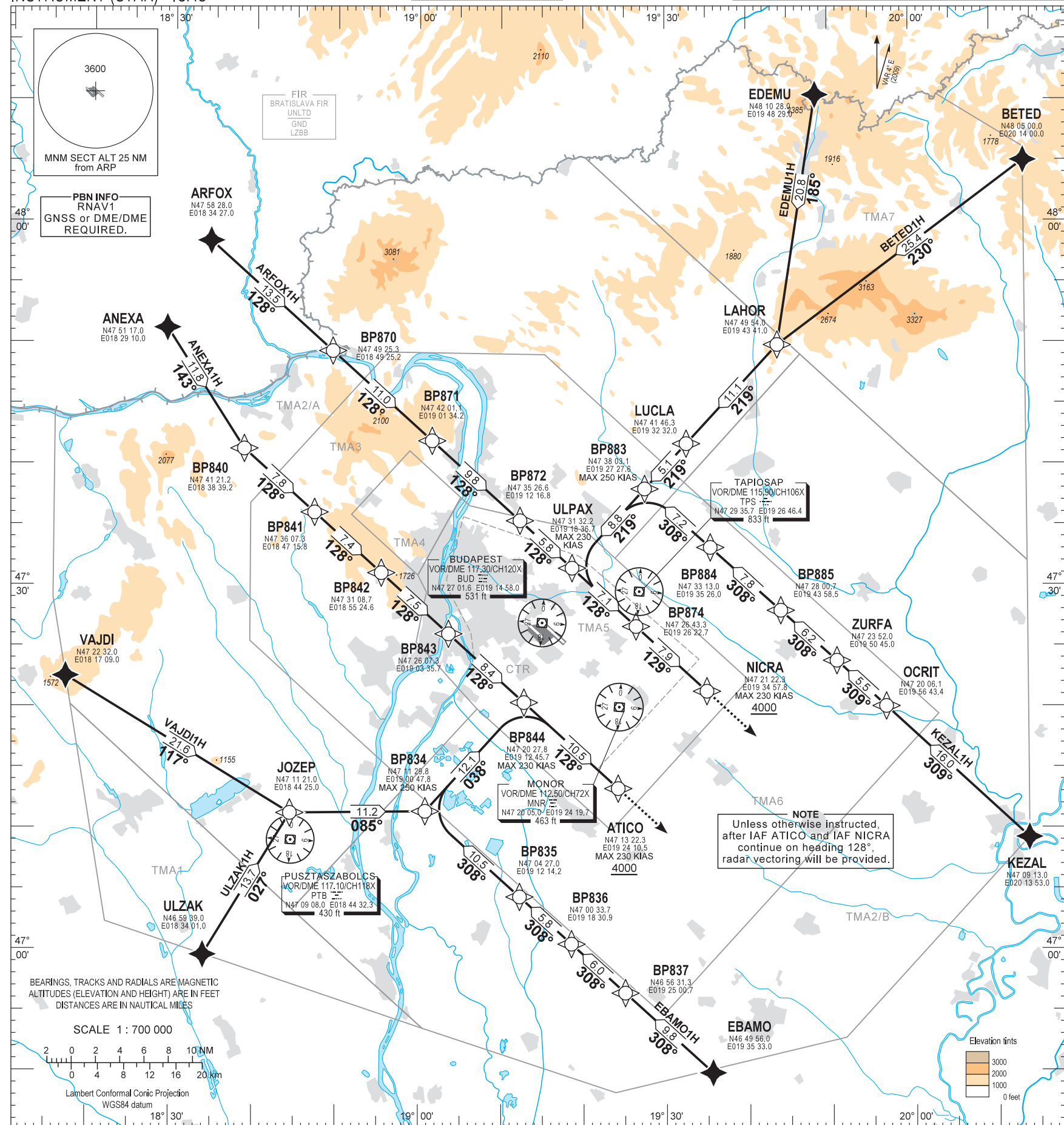
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STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000

BUDAPEST APP 122.975 123.860 BUDAPEST GROUND 121.910
BUDAPEST DELIVERY 134.540
BUDAPEST TOWER 118.100 ATIS 132.380 (117.300)
BUDAPEST INFORMATION (NORTH) 119.350

BUDAPEST/LISZT FERENC
RNAV RWY 31L, 31R
ANEXA1H, ARFOX1H, ULZAK1H, BETED1H
EBAMO1H, EDEMU1H, KEZAL1H, VAJDI1H



NAME	PROCEDURE	RESTRICTIONS
ANEXA1H	From ANEXA to BP840, to BP841, to BP842, to BP843, to BP844, to ATICO at or above 4000.	MAX 230 KIAS at ATICO and NICRA.
VAJDI1H	From VAJDI to JOZEP. To BP834, maximum speed 250 KIAS. To BP844, maximum speed 230 KIAS. To ATICO at or above 4000.	
ULZAK1H	From ULZAK to JOZEP. To BP834, maximum speed 250 KIAS. To BP844, maximum speed 230 KIAS. To ATICO at or above 4000.	
EBAMO1H	From EBAMO to BP837, to BP836, to BP835. To BP834, maximum speed 250 KIAS. To BP844, maximum speed 230 KIAS. To ATICO at or above 4000.	
KEZAL1H	From KEZAL to OCRIT, to ZURFA, to BP885, to BP884. To BP883, maximum speed 250 KIAS. To ULPAX, maximum speed 230 KIAS. To BP874, to NICRA at or above 4000.	
BETED1H	From BETED to LAHOR, to LUCLA, to BP883. To ULPAX, maximum speed 230 KIAS. To BP874, to NICRA at or above 4000.	
EDEMU1H	From EDEMU to LAHOR, to LUCLA, to BP883. To ULPAX, maximum speed 230 KIAS. To BP874, to NICRA at or above 4000.	
ARFOX1H	From ARFOX to BP870, BP871, to BP872, to ULPAX, to BP874, to NICRA at or above 4000.	

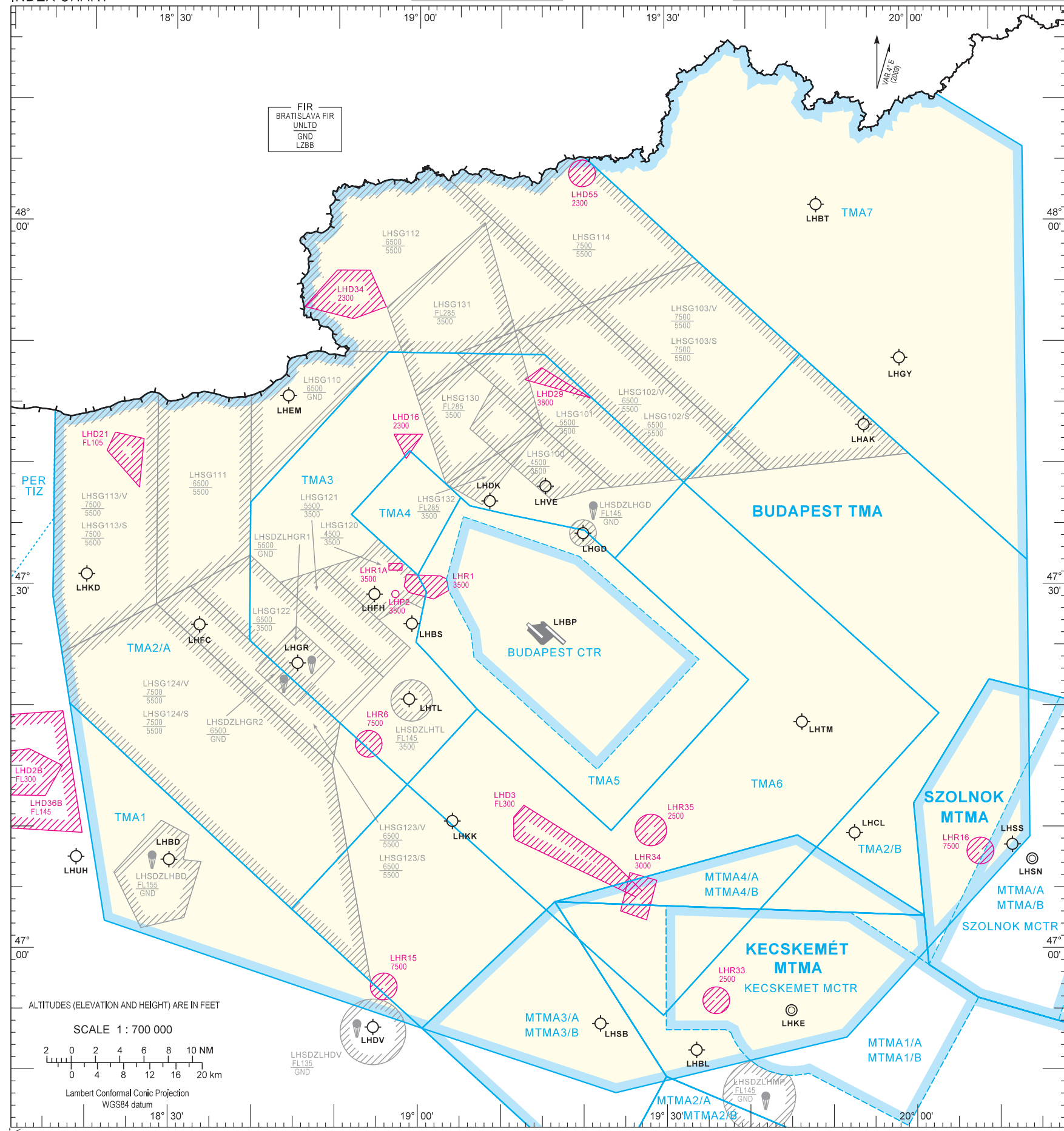
BUDAPEST TMA						BUDAPEST CTR	
TMA1		TMA3		TMA6		CTR	
TMA2/A		TMA4		TMA7			
TMA2/B		TMA5					

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BUDAPEST TMA - INDEX CHART

TRANSITION ALTITUDE
10000

BUDAPEST APP 122.975 123.860 BUDAPEST GROUND 121.910
 BUDAPEST TOWER 118.100 BUDAPEST DELIVERY 134.540
 BUDAPEST INFORMATION (NORTH) 119.350



BUDAPEST TMA							
TMA1	TMA BUDAPEST TMA1 FL195 9500	TMA2/B	TMA BUDAPEST TMA2/B FL195 5500	TMA4	TMA BUDAPEST TMA4 FL195 2500	TMA6	TMA BUDAPEST TMA6 FL195 2500
TMA2/A	TMA BUDAPEST TMA2/A FL195 5500	TMA3	TMA BUDAPEST TMA3 FL195 3500	TMA5	TMA BUDAPEST TMA5 FL195 2000	TMA7	TMA BUDAPEST TMA7 FL195 9500

KECKEMET MTMA							
MTMA1/A	TMA KECKEMET MTMA1/A 7500 2000	MTMA2/A	TMA KECKEMET MTMA2/A 7500 4000	MTMA3/A	TMA KECKEMET MTMA3/A 7500 4000	MTMA4/A	TMA KECKEMET MTMA4/A 7500 2000
MTMA1/B	TMA KECKEMET MTMA1/B FL125 7500	MTMA2/B	TMA KECKEMET MTMA2/B FL125 7500	MTMA3/B	TMA KECKEMET MTMA3/B FL125 7500	MTMA4/B	TMA KECKEMET MTMA4/B FL125 7500

SZOLNOK MTMA			
MTMA/A	TMA SZOLNOK MTMA/A 5500 2000	MTMA/B	TMA SZOLNOK MTMA/B 9500 5500

BUDAPEST CTR, KECKEMET MCTR, SZOLNOK MCTR, PER TIZ			
BUDAPEST CTR	CTR BUDAPEST CTR 3500 GND	KECKEMET MCTR	CTR KECKEMET MCTR 4000 GND
SZOLNOK MCTR	CTR SZOLNOK MCTR 4000 GND	PER TIZ	TIZ PER TIZ 9500 GND

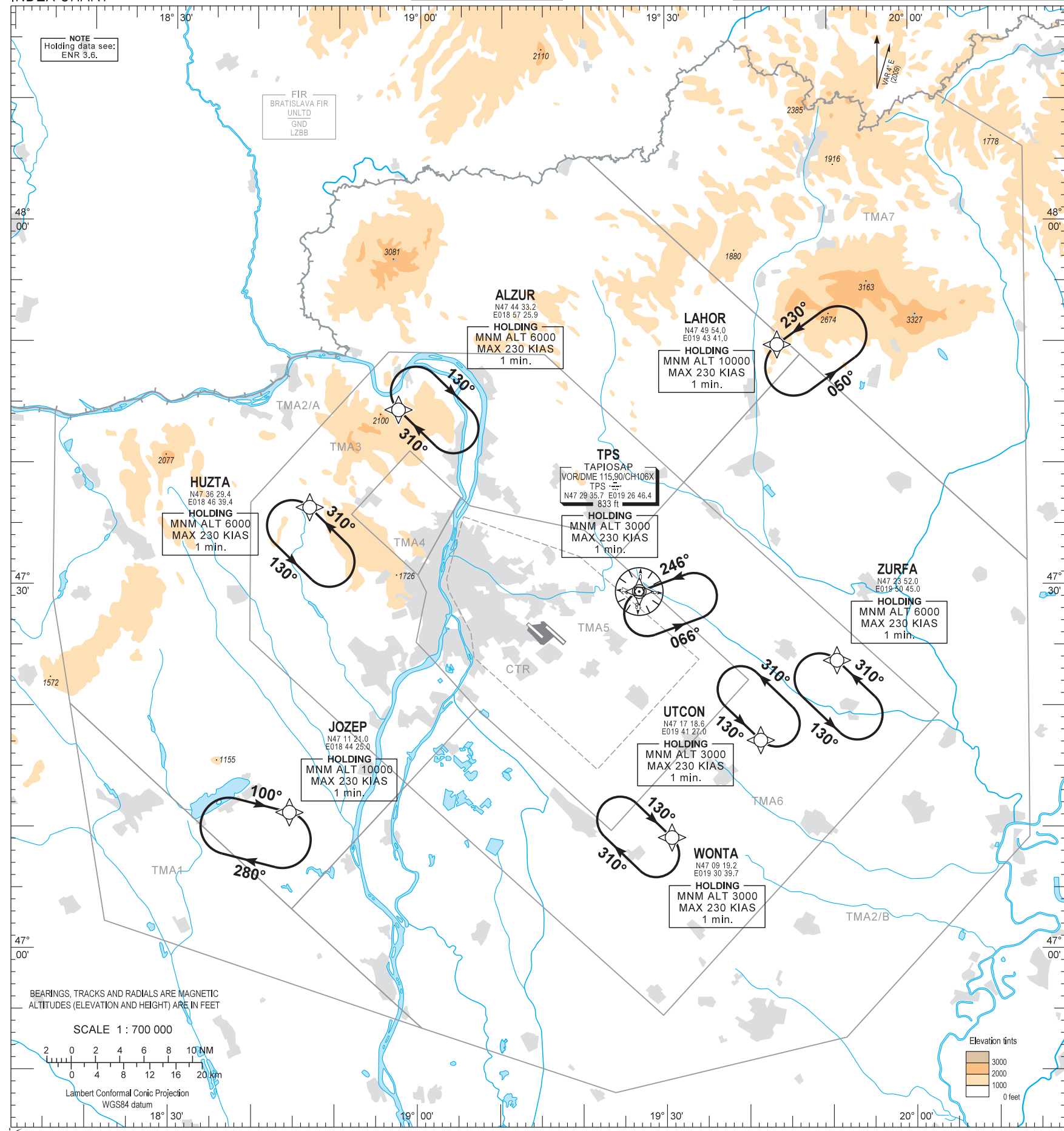
ALTITUDES (ELEVATION AND HEIGHT) ARE IN FEET
 SCALE 1 : 700 000
 2 0 2 4 6 8 10 NM
 0 4 8 12 16 20 km
 Lambert Conformal Conic Projection
 WGS84 datum

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HOLDING PROCEDURES - INDEX CHART

TRANSITION ALTITUDE
10000

BUDAPEST APP 122.975 123.860 BUDAPEST GROUND 121.910
119.510 BUDAPEST DELIVERY 134.540
BUDAPEST TOWER 118.100 ATIS 132.380 (117.300)
BUDAPEST INFORMATION (NORTH) 119.350



BUDAPEST TMA						BUDAPEST CTR	
TMA1		TMA3		TMA6		CTR	
TMA2/A		TMA4		TMA7			
TMA2/B		TMA5					

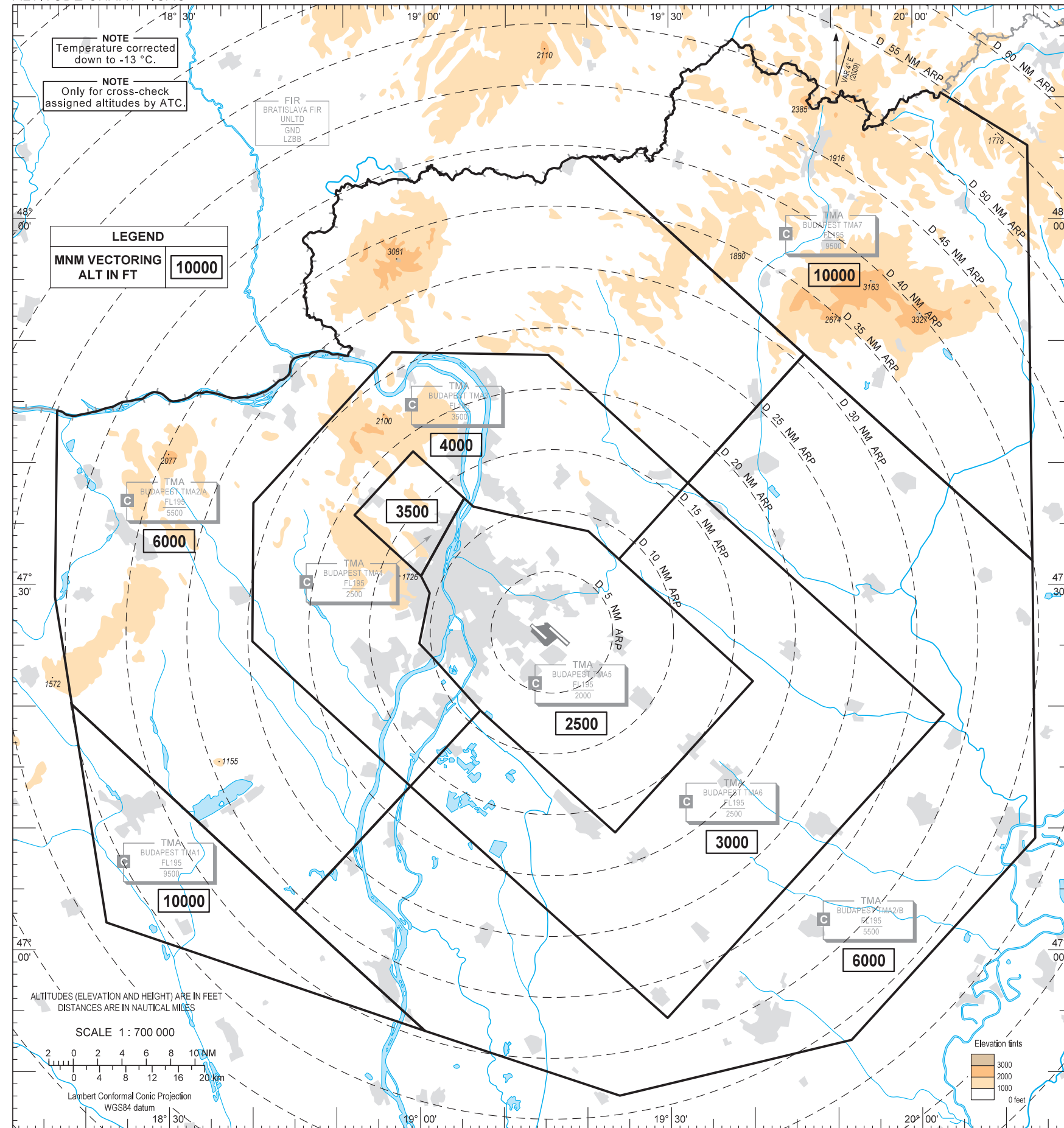
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ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAO

AERODROME ELEV 496

TRANSITION ALTITUDE
10000

BUDAPEST APP	122.975 123.860	BUDAPEST GROUND	121.910
BUDAPEST TOWER	119.510	BUDAPEST DELIVERY	134.540
BUDAPEST INFORMATION (NORTH)	118.100	ATIS	132.380 (117.300)
			119.350



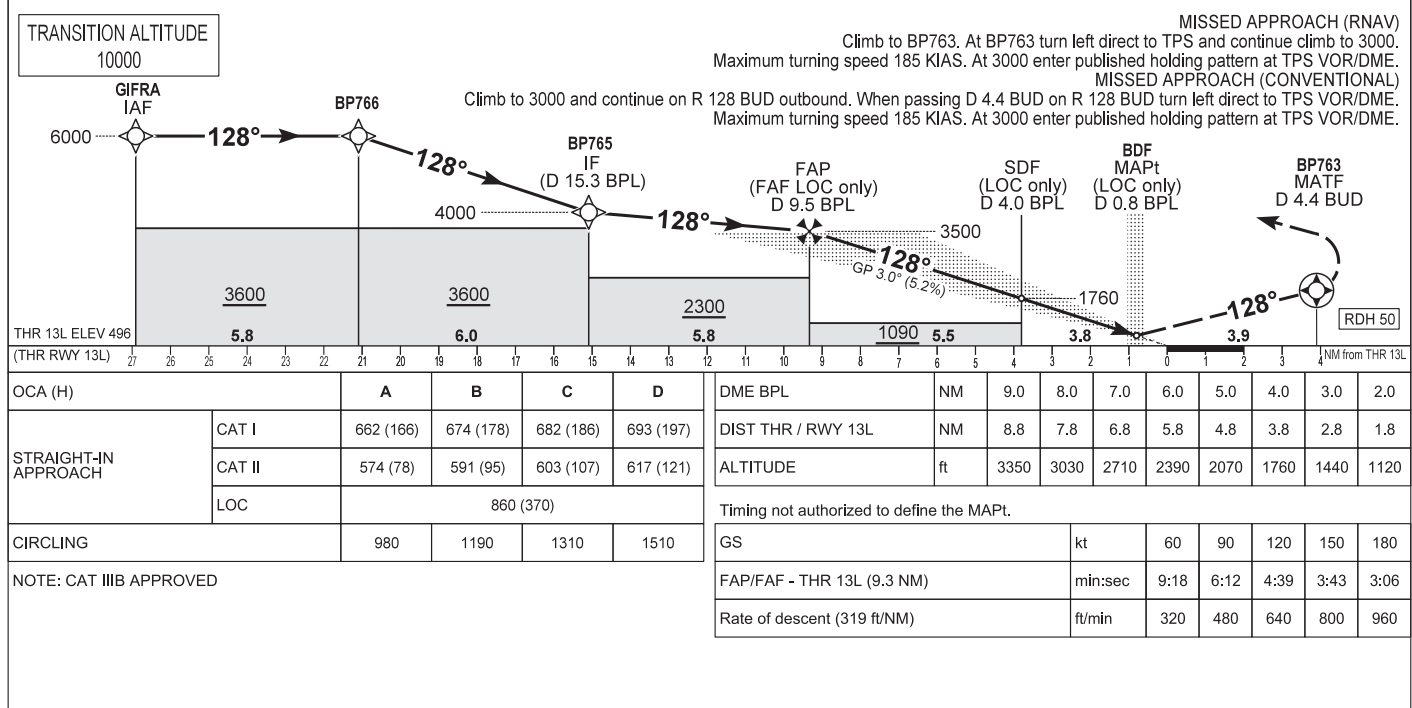
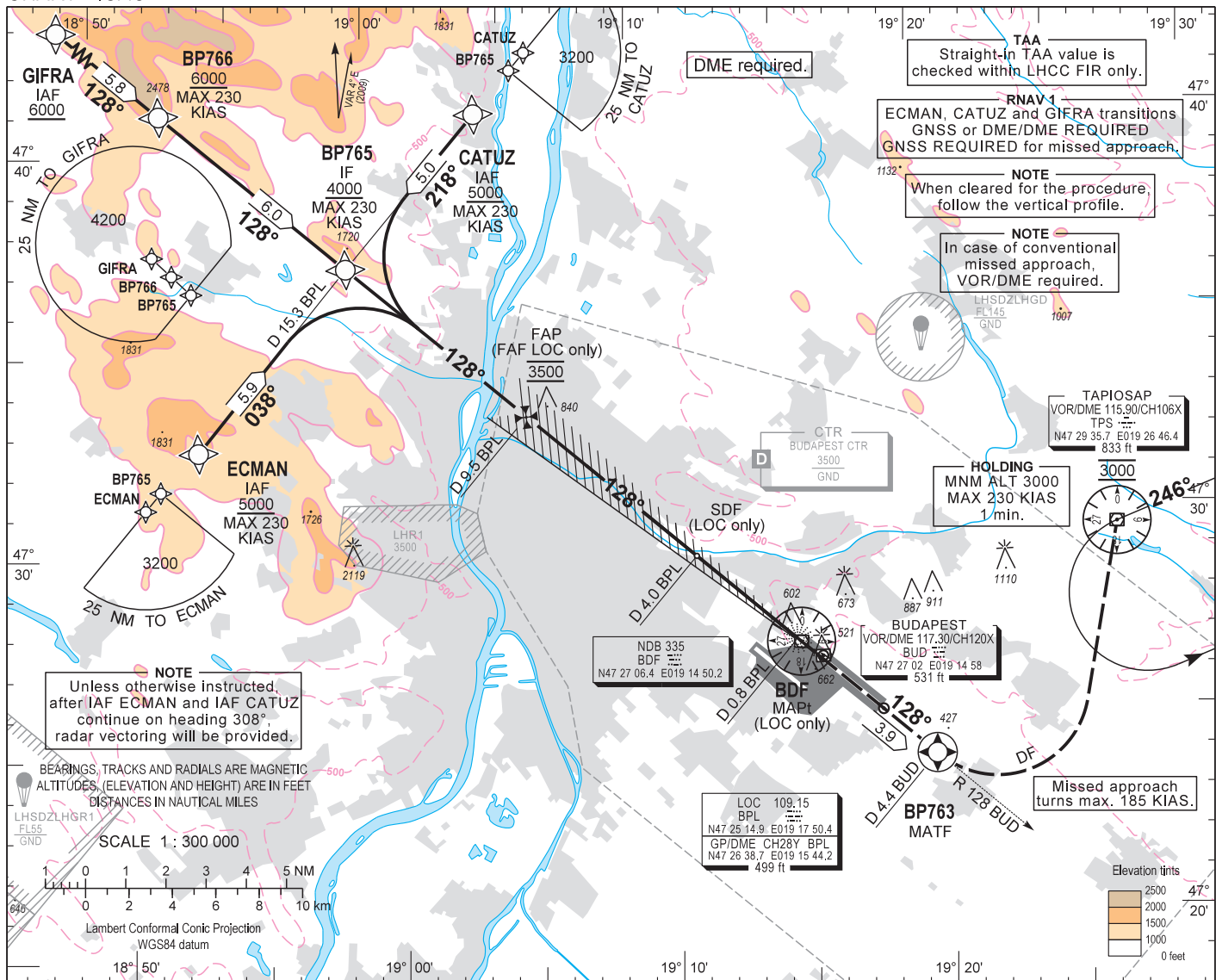
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AIP HUNGARY

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)



AD 2 LHBP INSTRUMENT APPROACH CHART ILS OR LOC 13L

via GIFRA

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	GIFRA	IAF				+6000			RNAV1
TF	BP766			132.1 T/5.8 NM		+6000	-230		RNAV1
TF	BP765	IF		132.2 T/6.0 NM		+4000	-230		RNAV1
CF	BP764	FAF		132.2 T/5.8 NM		@3500			
CF	RW13L	LTP	Y	132.4 T/9.3 NM		+546		-3.0	
IF	BDF	MAPt (LOC only)	Y			+860			
TF	BP763	MATF	Y	132.4 T/3.9 NM			-185		RNP APCH
DF	TPS				L	@3000	-185		RNP APCH
HM	TPS	MAHF		250.0 T/1 min	L	@3000			RNP APCH

via ECMAN

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	ECMAN	IAF				+5000	-230		RNAV1
TF	BP765	IF		041.5 T/5.9 NM		+4000	-230		RNAV1
CF	BP764	FAF		132.2 T/5.8 NM		@3500			
CF	RW13L	LTP	Y	132.4 T/9.3 NM		+546		-3.0	
IF	BDF	MAPt (LOC only)	Y			+860			
TF	BP763	MATF	Y	132.4 T/3.9 NM			-185		RNP APCH
DF	TPS				L	@3000	-185		RNP APCH
HM	TPS	MAHF		250.0 T/1 min	L	@3000			RNP APCH

via CATUZ

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	CATUZ	IAF				+5000	-230		RNAV1
TF	BP765	IF		222.3T/5.0 NM		+4000	-230		RNAV1
CF	BP764	FAF		132.2 T/5.8 NM		@3500			
CF	RW13L	LTP	Y	132.4 T/9.3 NM		+546		-3.0	
IF	BDF	MAPt (LOC only)	Y			+860			
TF	BP763	MATF	Y	132.4 T/3.9 NM			-185		RNP APCH
DF	TPS				L	@3000	-185		RNP APCH
HM	TPS	MAHF		250.0 T/1 min	L	@3000			RNP APCH

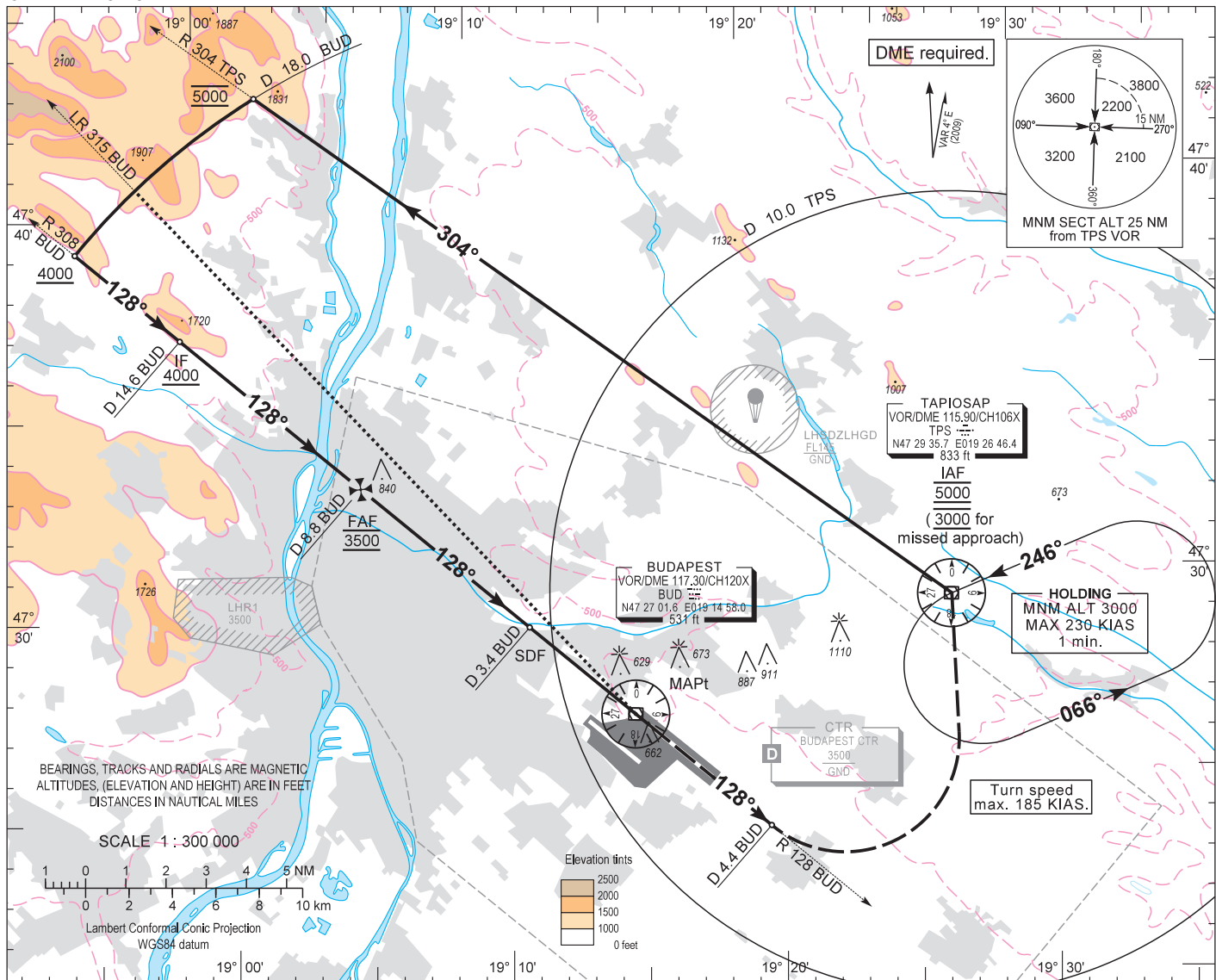
WAYPOINT COORDINATES SEE: AD 2.22.

AIP HUNGARY

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

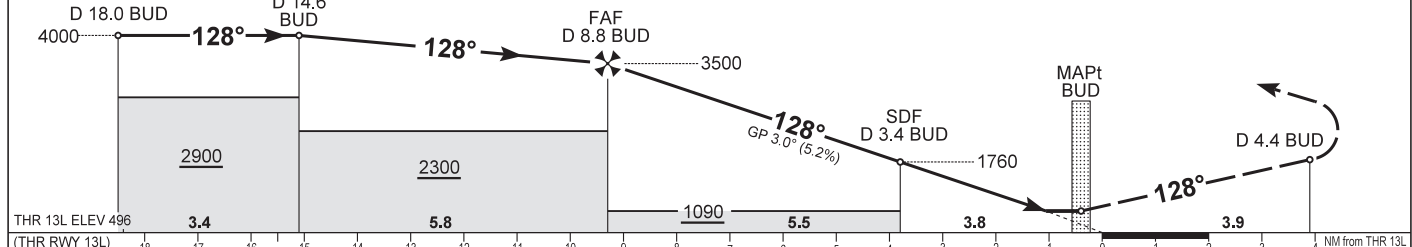
BUDAPEST APP 122.975 123.860
BUDAPEST GROUND 121.910
BUDAPEST DELIVERY 134.540
BUDAPEST TOWER 118.100
ATIS 132.380 (117.300)
BUDAPEST INFORMATION (NORTH) 119.350

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



TRANSITION ALTITUDE 10000

MISSED APPROACH
Climb to 3000 and continue on R 128 BUD outbound.
When passing D 4.4 BUD turn left direct to TPS VOR/DME.
Maximum turning speed 185 KIAS.
At 3000 enter published holding pattern at TPS VOR/DME.



OCA (H)	A	B	C	D	DME BUD	NM	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
STRAIGHT-IN APPROACH	880 (390)				DIST THR / RWY 13L	NM	8.5	7.5	6.5	5.5	4.5	3.5	2.5	1.5
CIRCLING	980	1190	1310	1510	ALTITUDE	ft	3250	2930	2620	2300	1980	1660	1340	1020

Timing not authorized to define the MAPt.

GS	kt	60	90	120	150	180
FAF - THR 13L (9.3 NM)	min:sec	9:18	6:12	4:39	3:43	3:06
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

AD 2 LHBP INSTRUMENT APPROACH CHART VOR RWY 13L

VOR approach procedure:

Initial altitude: 5000.

Leave TPS on R 304 TPS and maintain 5000.

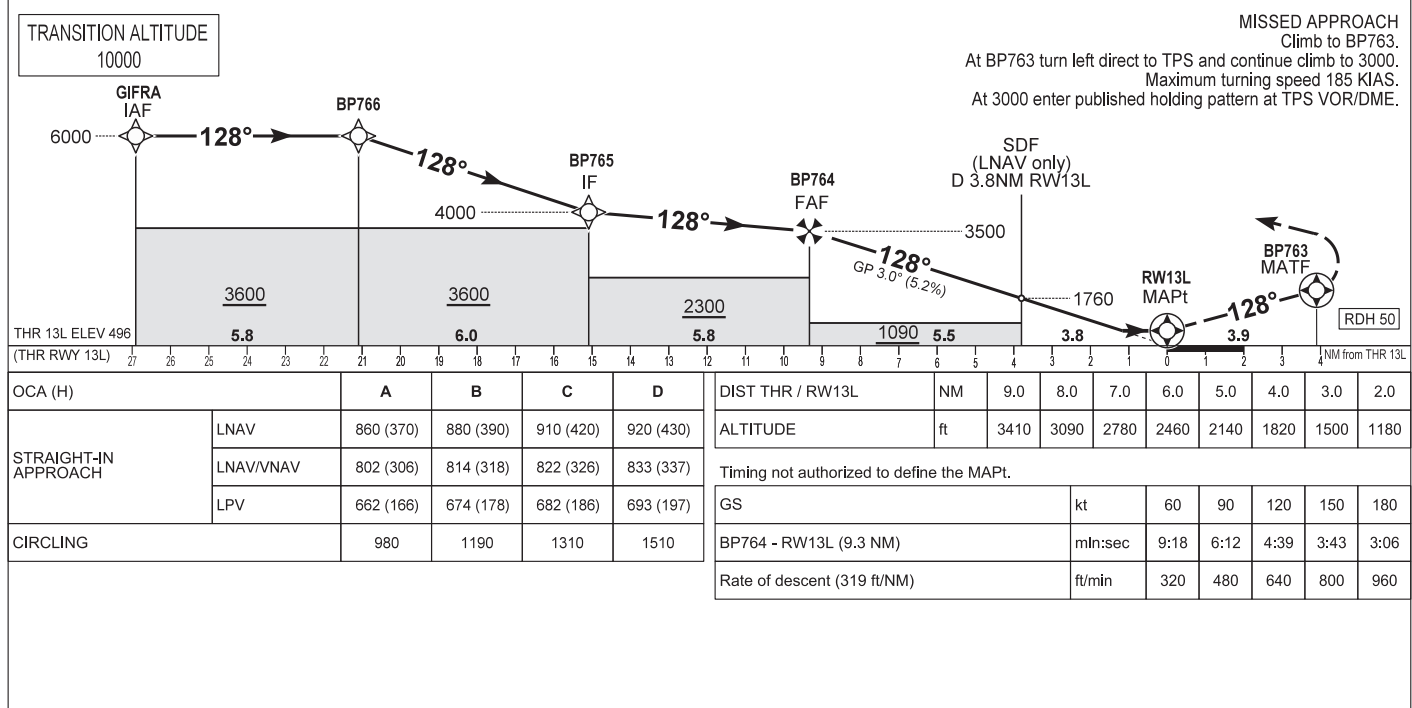
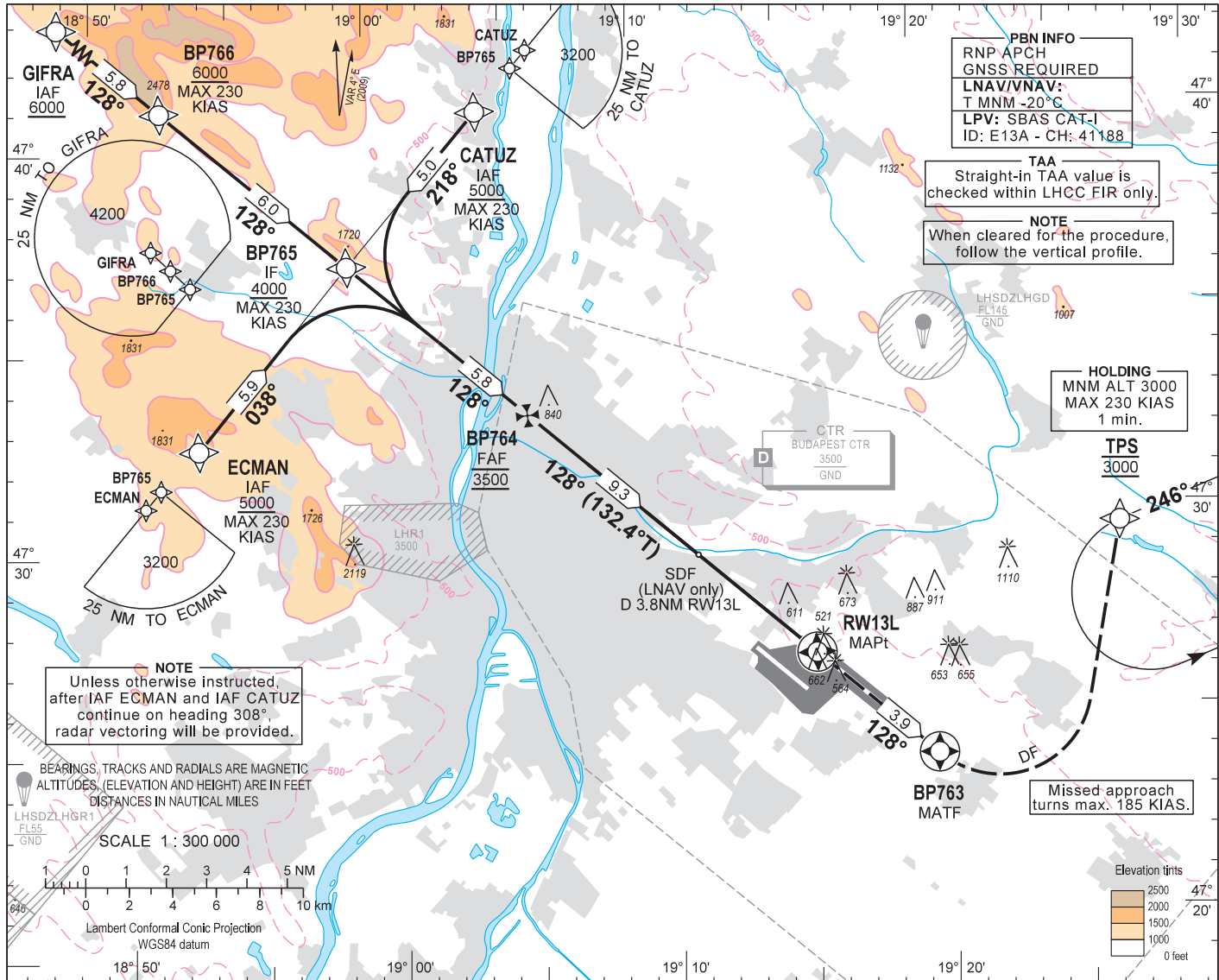
When reaching D 18.0 BUD turn left and join D 18.0 BUD DME arc CCW and descend 4000.
After crossing R 315 BUD leading radial turn left and intercept R 308 BUD (final track) inbound.
When crossing D 8.8 BUD at 3500, descend to published minimum altitude.

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
BUDAPEST DELIVERY 134.540
BUDAPEST INFORMATION (NORTH) 117.300
ATIS 132.380 (117,300)
119.350

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



TRANSITION ALTITUDE 10000		A	B	C	D
STRAIGHT-IN APPROACH	LNAV	860 (370)	880 (390)	910 (420)	920 (430)
	LNAV/VNAV	802 (306)	814 (318)	822 (326)	833 (337)
	LPV	662 (166)	674 (178)	682 (186)	693 (197)
CIRCLING		980	1190	1310	1510

DIST THR / RW13L	NM	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	ft	3410	3090	2780	2460	2140	1820	1500	1180
Timing not authorized to define the MAPt.									
GS	kt	60	90	120	150	180			
BP764 - RW13L (9.3 NM)	min:sec	9:18	6:12	4:39	3:43	3:06			
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960			

AD 2 LHBP INSTRUMENT APPROACH CHART RNAV_(GNSS) RWY 13L

via GIFRA

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	GIFRA	IAF				+6000			RNP APCH
TF	BP766			132.1 T/5.8 NM		+6000	-230		RNP APCH
TF	BP765	IF		132.2 T/6.0 NM		+4000	-230		RNP APCH
TF	BP764	FAF		132.2 T/5.8 NM		@3500			RNP APCH
TF	RW13L	MAPt	Y	132.4 T/9.3 NM		+546		-3.0	RNP APCH
TF	BP763	MATF	Y	132.4 T/3.9 NM			-185		RNP APCH
DF	TPS				L	@3000	-185		RNP APCH
HM	TPS	MAHF		250.0 T/1 min	L	@3000			RNP APCH

via ECMAN

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	ECMAN	IAF				+5000	-230		RNP APCH
TF	BP765	IF		041.5 T/5.9 NM		+4000	-230		RNP APCH
TF	BP764	FAF		132.2 T/5.8 NM		@3500			RNP APCH
TF	RW13L	MAPt	Y	132.4 T/9.3 NM		+546		-3.0	RNP APCH
TF	BP763	MATF	Y	132.4 T/3.9 NM			-185		RNP APCH
DF	TPS				L	@3000	-185		RNP APCH
HM	TPS	MAHF		250.0 T/1 min	L	@3000			RNP APCH

via CATUZ

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	CATUZ	IAF				+5000	-230		RNP APCH
TF	BP765	IF		222.3T/5.0 NM		+4000	-230		RNP APCH
TF	BP764	FAF		132.2 T/5.8 NM		@3500			RNP APCH
TF	RW13L	MAPt	Y	132.4 T/9.3 NM		+546		-3.0	RNP APCH
TF	BP763	MATF	Y	132.4 T/3.9 NM			-185		RNP APCH
DF	TPS				L	@3000	-185		RNP APCH
HM	TPS	MAHF		250.0 T/1 min	L	@3000			RNP APCH

SBAS FAS Data Block Coding Data

WAYPOINT COORDINATES SEE: AD 2.22.

FAS-DB (CRC wrapped data)

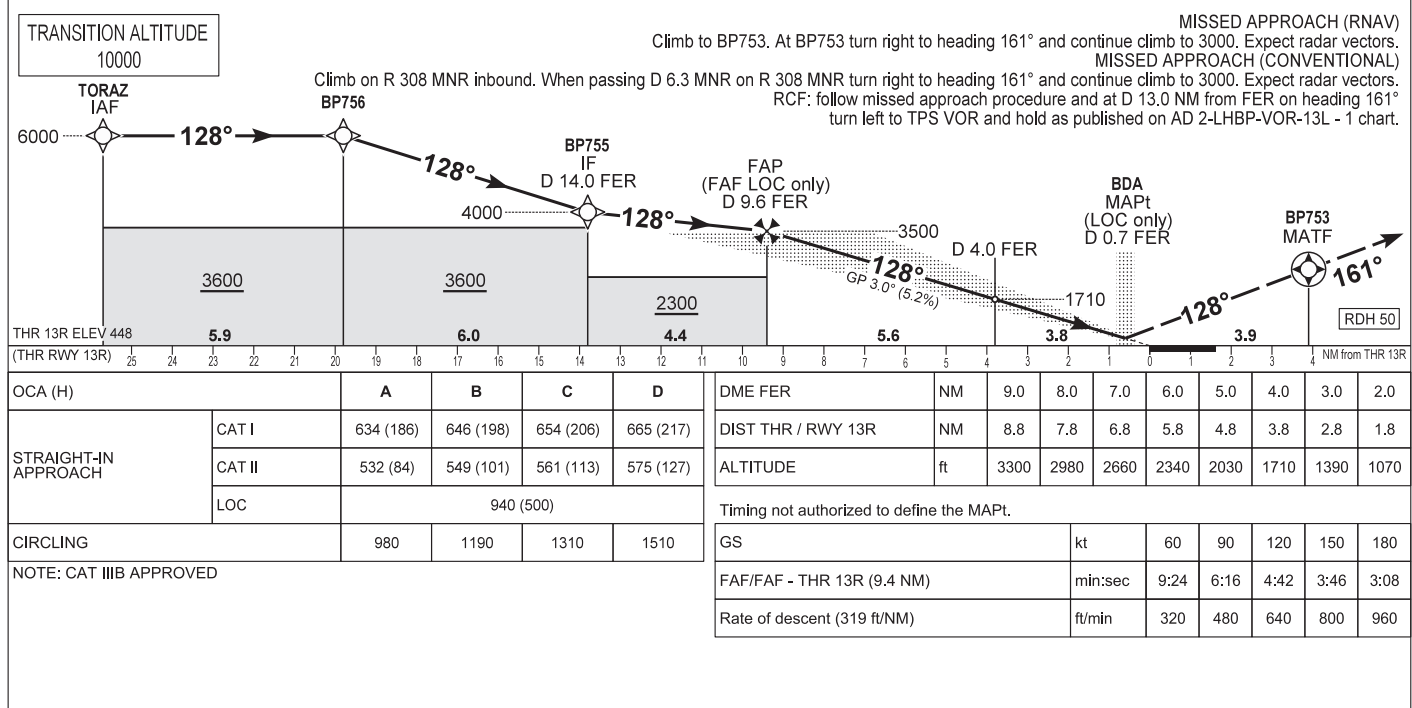
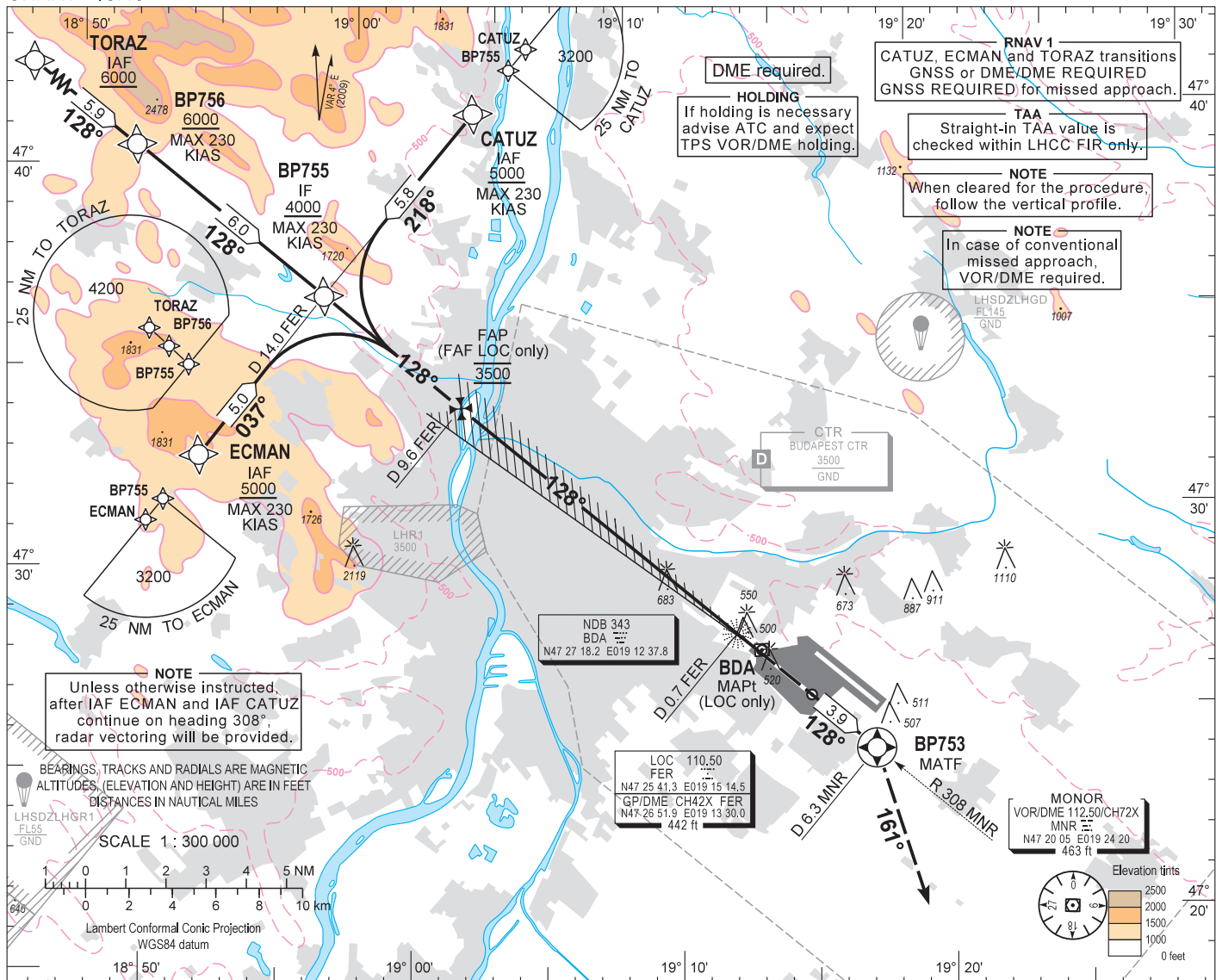
Operation type	0
SBAS provider ID	1
Airport identifier	LHBP
RWY	13L
Approach performance designator	0
Route indicator	
Reference path data selector	0
Reference path identifier	E13A
LTP/FTP latitude	472643.5200N
LTP/FTP longitude	0191527.1800E
LTP/FTP ellipsoidal height (m)	195.3
FPAP latitude	472521.5520N
FPAP longitude	0191739.6190E
Threshold crossing height (TCH)	15
TCH units	1
Glide path angle (degrees)	3.00
Course width at threshold (m)	105.00
Length offset (m)	56
Horizontal alert limit (m)	40.0
Vertical alert limit (m)	35.0
Computed Data Block	10 10 02 08 0C CD 00 00 01 33 31 05 80 82 5C 14 98 B2 43 08 A1 1B A0 7F FD AE 0A 04 2C 81 2C 01 64 07 C8 AF B7 29 71 10
Computed CRC	B7297110
FAS-DB (not CRC wrapped)	
ICAO code	LH
LTP/FTP Orthometric height (m)	151.3

AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 496
HEIGHTS RELATED TO THR RWY 13R - ELEV 448

BUDAPEST APP 122.975 123.860
BUDAPEST GROUND 121.910
BUDAPEST DELIVERY 134.540
BUDAPEST TOWER 118.100
ATIS 132.380 (117.300)
BUDAPEST INFORMATION (NORTH) 119.350

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



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

via TORAZ

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	TORAZ	IAF				+6000			RNAV1
TF	BP756			131.6 T/5.9 NM		+6000	-230		RNAV1
TF	BP755	IF		132.2 T/6.0 NM		+4000	-230		RNAV1
CF	BP754	FAF		132.4 T/4.4 NM		@3500			
CF	RW13R	LTP	Y	132.2 T/9.4 NM		+498		-3.0	
IF	BDA	MAPt (LOC only)	Y			+940			
TF	BP753	MATF	Y	132.3 T/3.9 NM					RNP APCH
VM				165.0 T		@3000			

via CATUZ

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	CATUZ	IAF				+5000	-230		RNAV1
TF	BP755	IF		222.3 T/5.8 NM		+4000	-230		RNAV1
CF	BP754	FAF		132.4 T/4.4 NM		@3500			
CF	RW13R	LTP	Y	132.2 T/9.4 NM		+498		-3.0	
IF	BDA	MAPt (LOC only)	Y			+940			
TF	BP753	MATF	Y	132.3 T/3.9 NM					RNP APCH
VM				165.0 T		@3000			

via ECMAN

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	ECMAN	IAF				+5000	-230		RNAV1
TF	BP755	IF		041.4 T/5.0 NM		+4000	-230		RNAV1
CF	BP754	FAF		132.4 T/4.4 NM		@3500			
CF	RW13R	LTP	Y	132.2 T/9.4 NM		+498		-3.0	
IF	BDA	MAPt (LOC only)	Y			+940			
TF	BP753	MATF	Y	132.3 T/3.9 NM					RNP APCH
VM				165.0 T		@3000			

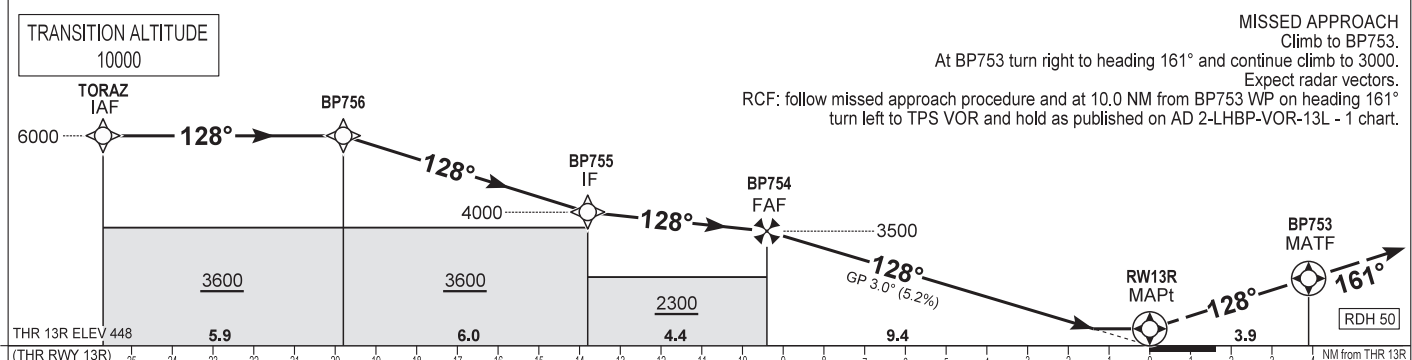
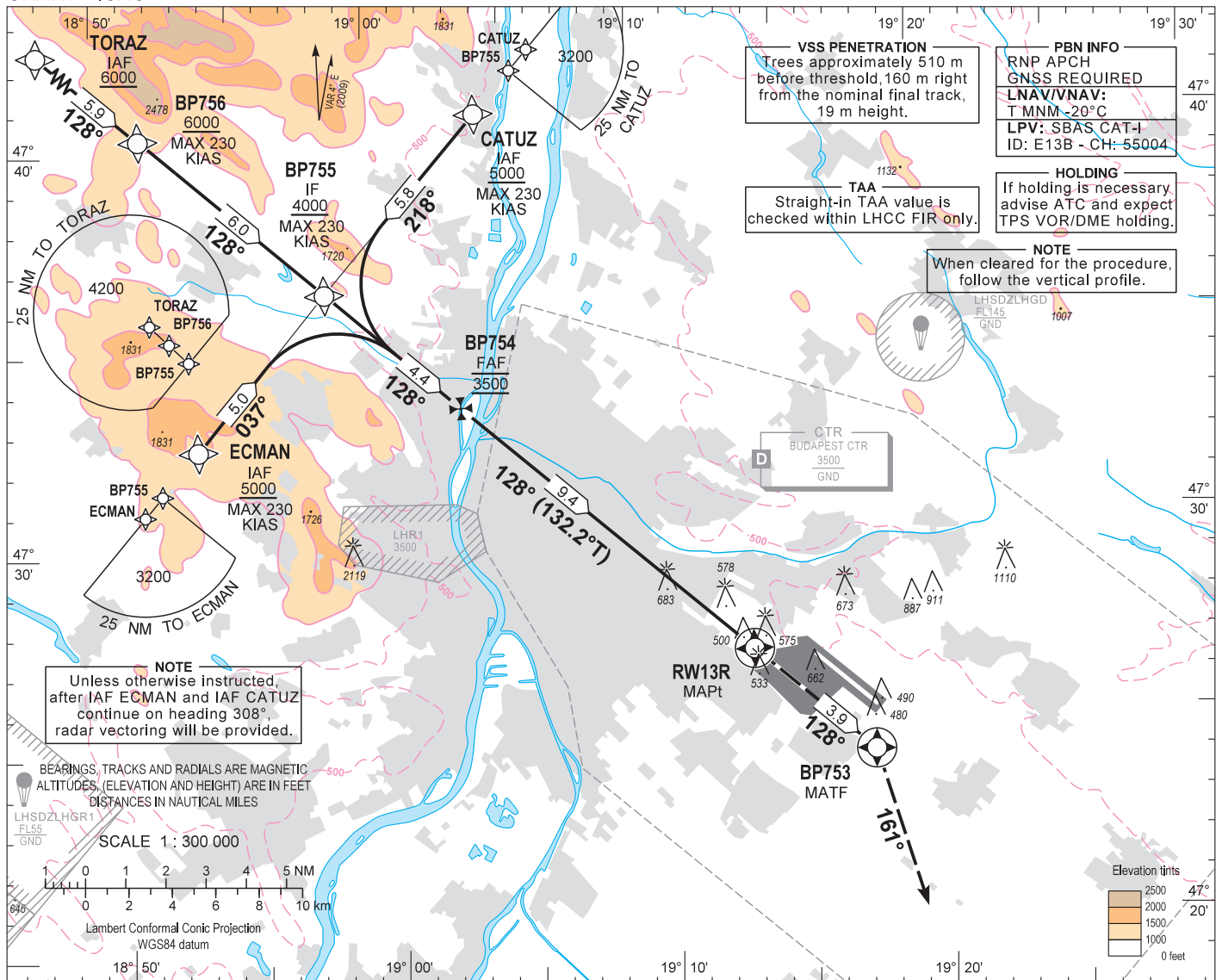
WAYPOINT COORDINATES SEE: AD 2.22.

AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 496
HEIGHTS RELATED TO THR RWY 13R - ELEV 448

BUDAPEST APP	122.975	123.860	BUDAPEST GROUND	121.910
BUDAPEST TOWER	119.510	118.100	BUDAPEST DELIVERY	134.540
BUDAPEST INFORMATION (NORTH)			ATIS	132.380 (117,300)
				119.350

BUDAPEST/LISZT FERENC
RNAV (GNSS) RWY 13R
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE		10000			
THR 13R ELEV 448					
OCA (H)		A	B	C	D
STRAIGHT-IN APPROACH	LNAV	940 (500)			
	LNAV/VNAV	711 (263)	723 (275)	732 (284)	742 (294)
	LPV	634 (186)	646 (198)	654 (206)	665 (217)
CIRCLING		980	1190	1310	1510

DIST THR / RWY 13L	NM	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	ft	3360	3050	2730	2410	2090	1770	1450	1130
Timing not authorized to define the MAPt.									
GS	kt	60	90	120	150	180			
BP754 - RWY13R (9.4 NM)	min:sec	9:24	6:16	4:42	3:46	3:08			
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960			

AD 2 LHBP INSTRUMENT APPROACH CHART RNAV_(GNSS) RWY 13R

via TORAZ

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	TORAZ	IAF				+6000			RNP APCH
TF	BP756			131.6 T/5.9 NM		+6000	-230		RNP APCH
TF	BP755	IF		132.2 T/6.0 NM		+4000	-230		RNP APCH
TF	BP754	FAF		132.4 T/4.4 NM		@3500			RNP APCH
TF	RW13R	MAPt	Y	132.2 T/9.4 NM		+498		-3.0	RNP APCH
TF	BP753	MATF	Y	132.3 T/3.9 NM					RNP APCH
VM				165.0 T		@3000			

via CATUZ

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	CATUZ	IAF				+5000	-230		RNP APCH
TF	BP755	IF		222.3 T/5.8 NM		+4000	-230		RNP APCH
TF	BP754	FAF		132.4 T/4.4 NM		@3500			RNP APCH
TF	RW13R	MAPt	Y	132.2 T/9.4 NM		+498		-3.0	RNP APCH
TF	BP753	MATF	Y	132.3 T/3.9 NM					RNP APCH
VM				165.0 T		@3000			

via ECMAN

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	ECMAN	IAF				+5000	-230		RNP APCH
TF	BP755	IF		041.4 T/5.0 NM		+4000	-230		RNP APCH
TF	BP754	FAF		132.4 T/4.4 NM		@3500			RNP APCH
TF	RW13R	MAPt	Y	132.2 T/9.4 NM		+498		-3.0	RNP APCH
TF	BP753	MATF	Y	132.3 T/3.9 NM					RNP APCH
VM				165.0 T		@3000			

SBAS FAS Data Block Coding Data

WAYPOINT COORDINATES SEE: AD 2.22.

FAS-DB (CRC wrapped data)

Operation type	0
SBAS provider ID	1
Airport identifier	LHBP
RWY	13R
Approach performance designator	0
Route indicator	
Reference path data selector	0
Reference path identifier	E13B
LTP/FTP latitude	472655.3400N
LTP/FTP longitude	0191314.7300E
LTP/FTP ellipsoidal height (m)	180.6
FPAP latitude	472547.9550N
FPAP longitude	0191503.7180E
Threshold crossing height (TCH)	15
TCH units	1
Glide path angle (degrees)	3.00
Course width at threshold (m)	105.00
Length offset (m)	88
Horizontal alert limit (m)	40.0
Vertical alert limit (m)	35.0
Computed Data Block	10 10 02 08 0C 4D 00 00 02 33 31 05 D8 DE 5C 14 D4 A7 3F 08 0E 1B 8E F1 FD 78 53 03 2C 81 2C 01 64 0B C8 AF C3 C6 1F 72
Computed CRC	C3C61F72
FAS-DB (not CRC wrapped)	
ICAO code	LH
LTP/FTP Orthometric height (m)	136.6

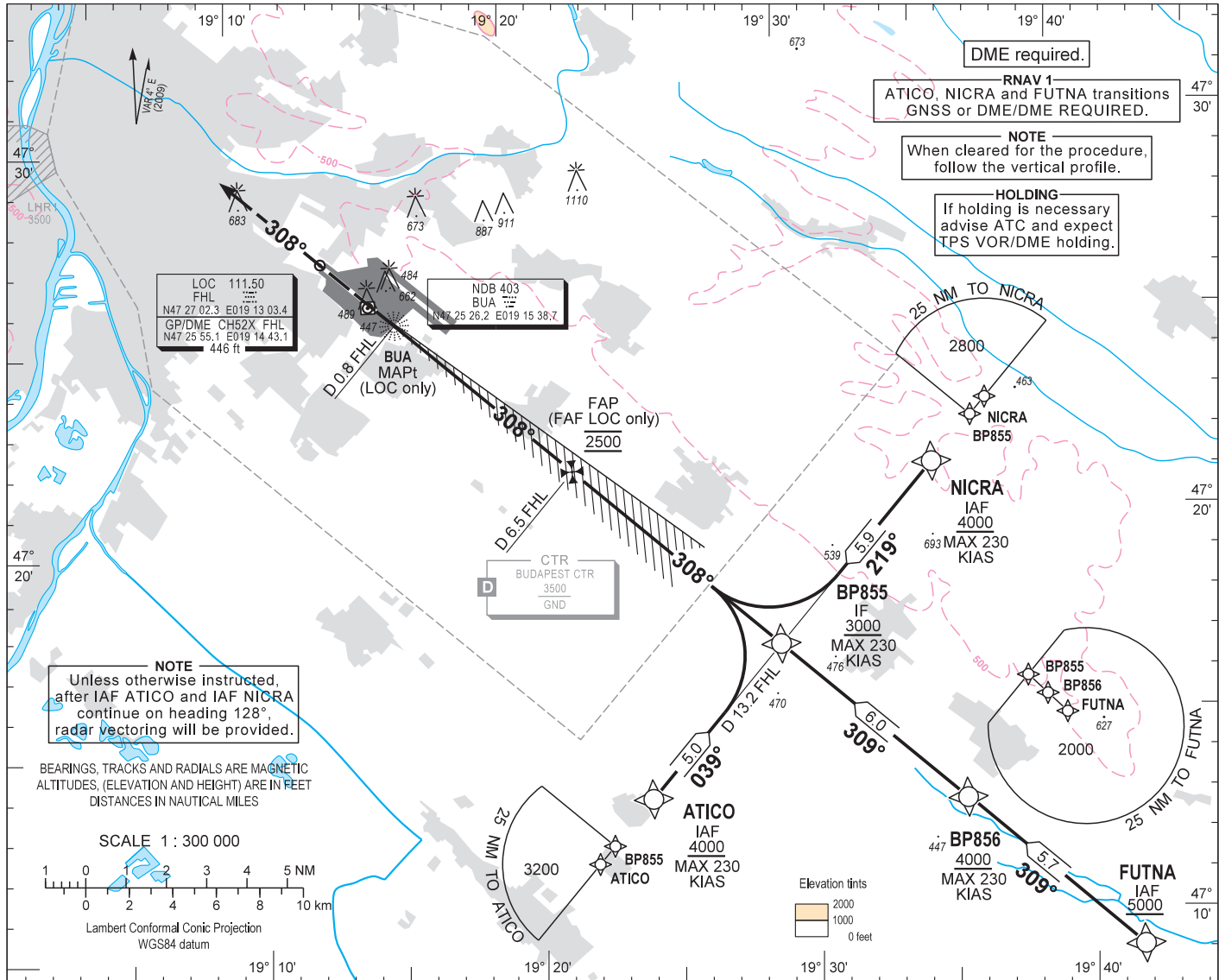
AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 496
HEIGHTS RELATED TO THR RWY 31L - ELEV 448

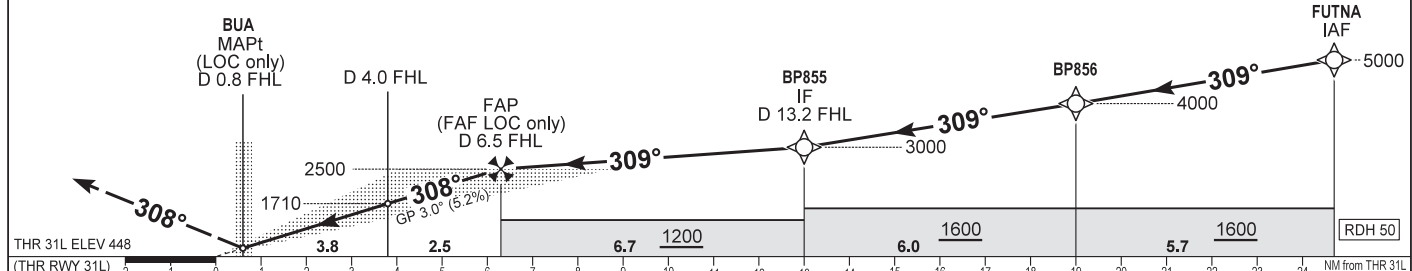
BUDAPEST APP	122.975	123.860	BUDAPEST GROUND	121.910
BUDAPEST TOWER	118.100	119.510	BUDAPEST DELIVERY	134.540
BUDAPEST INFORMATION (NORTH)			ATIS	132.380 (117.300)
			BUDAPEST DELIVERY	119.350

BUDAPEST/LISZT FERENC
ILS or LOC RWY 31L
(ACFT CAT A, B, C, D)



MISSED APPROACH
Climb on RWY heading to 3000. Expect radar vectors.
RCF: follow missed approach procedure and at D 10.0 NM from FHL on heading 308° turn right to TPS VOR and hold as published on AD 2-LHBP-VOR-31R - 1 chart.

TRANSITION ALTITUDE 10000



OCA (H)		A	B	C	D	DME FHL					
STRAIGHT-IN APPROACH	CAT I	622 (174)	634 (186)	643 (195)	653 (205)	NM	6.0	5.0	4.0	3.0	2.0
	CAT II	534 (86)	552 (104)	563 (115)	578 (130)	NM	5.8	4.8	3.8	2.8	1.8
	LOC	770 (330)	790 (350)	820 (380)	830 (390)	ft	2340	2030	1710	1390	1070
CIRCLING		980	1190	1310	1510	Timing not authorized to define the MAPt.					
GS						kt	60	90	120	150	180
FAP/FAF - THR 31L (6.3 NM)						min:sec	6:18	4:12	3:09	2:31	2:06
Rate of descent (319 ft/NM)						ft/min	320	480	640	800	960

AD 2 LHBP INSTRUMENT APPROACH CHART ILS OR LOC RWY 31L

via FUTNA

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	FUTNA	IAF				+5000			RNAV1
TF	BP856			312.6 T/5.7 NM		+4000	-230		RNAV1
TF	BP855	IF		312.5 T/6.0 NM		+3000	-230		RNAV1
CF	BP854	FAF		312.4 T/6.7 NM		@2500			
CF	RW31L	LTP	Y	312.4 T/6.3 NM		+498		-3.0	
IF	BUA	MAPt (LOC only)	Y			+770			
VM				312.4 T		@3000			

via ATICO

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
TF	ATICO	IAF				+4000	-230		RNAV1
TF	BP855	IF		042.5 T/5.0 NM		+3000	-230		RNAV1
CF	BP854	FAF		312.4 T/6.7 NM		@2500			
CF	RW31L	LTP	Y	312.4 T/6.3 NM		+498		-3.0	
IF	BUA	MAPt (LOC only)	Y			+770			
VM				312.4 T		@3000			

via NICRA

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
TF	NICRA	IAF				+4000	-230		RNAV1
TF	BP855	IF		222.5T/5.9 NM		+3000	-230		RNAV1
CF	BP854	FAF		312.4 T/6.7 NM		@2500			
CF	RW31L	LTP	Y	312.4 T/6.3 NM		+498		-3.0	
IF	BUA	MAPt (LOC only)	Y			+770			
VM				312.4 T		@3000			

WAYPOINT COORDINATES SEE: AD 2.22.

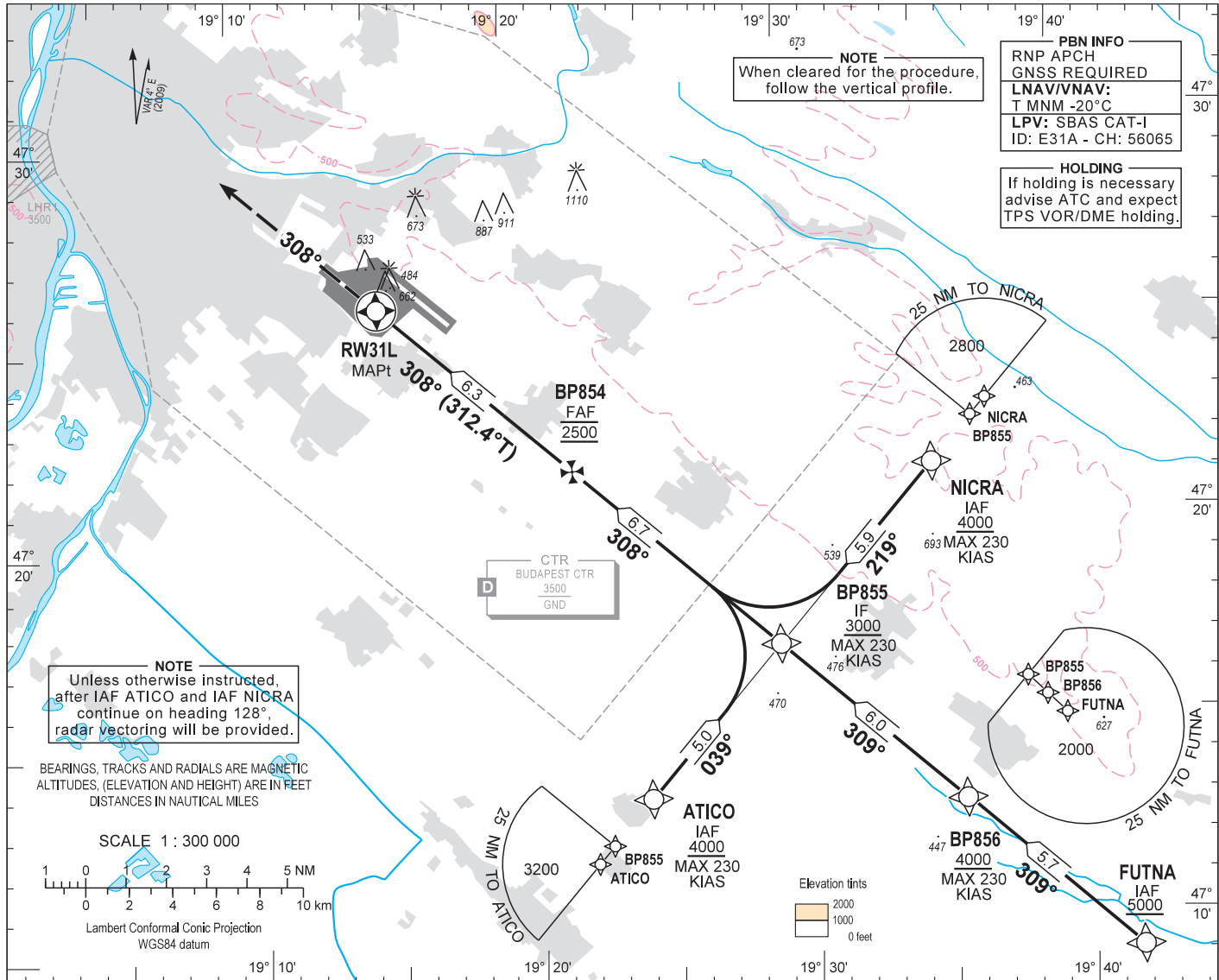
AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 496
HEIGHTS RELATED TO THR RWY 31L - ELEV 448

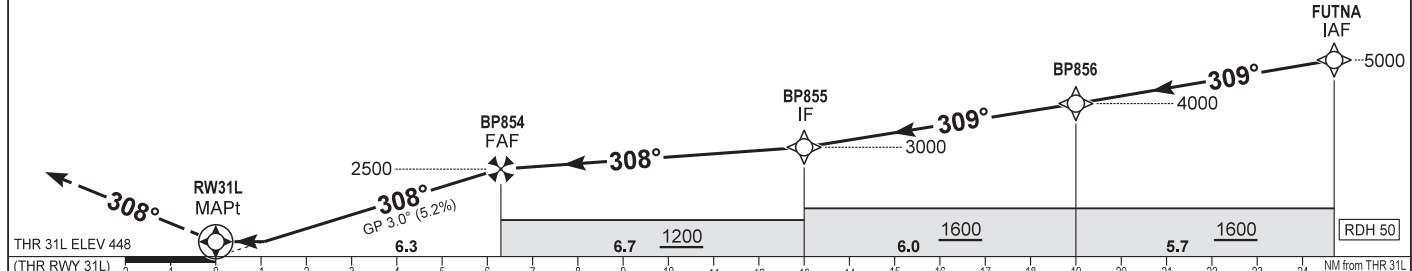
BUDAPEST APP	122.975	123.860	BUDAPEST GROUND	121.910
BUDAPEST TOWER	119.510	118.100	BUDAPEST DELIVERY	134.540
BUDAPEST INFORMATION (NORTH)			ATIS	132.380 (117.300)
			BUDAPEST INFORMATION (SOUTH)	119.350

BUDAPEST/LISZT FERENC
RNAV^(GNSS) RWY 31L
(ACFT CAT A, B, C, D)



MISSED APPROACH
Climb on RWY heading to 3000. Expect radar vectors.
RCF: follow missed approach procedure and at 10.0 NM from RWY31L W/P on heading 308° turn right to TPS VOR and hold as published on AD 2-LHBP-VOR-31R - 1 chart.

TRANSITION ALTITUDE
10000



OCA (H)		A	B	C	D	DIST THR / RWY31L	NM	6.0	5.0	4.0	3.0	2.0	
STRAIGHT-IN APPROACH	LNAV	870 (430)	890 (450)	910 (470)		Timing not authorized to define the MAPt.	ft	2410	2090	1770	1450	1130	
	LNAV/VNAV	802 (354)	814 (366)	822 (374)	833 (385)								
	LPV	622 (174)	634 (186)	643 (195)	653 (205)								
CIRCLING		980	1190	1310	1510								
BP854 - RWY31L (6.3 NM)							min:sec	6:18	4:12	3:09	2:31	2:06	
Rate of descent (319 ft/NM)							ft/min	320	480	640	800	960	

AD 2 LHBP INSTRUMENT APPROACH CHART RNAV_(GNSS) RWY 31L

via FUTNA

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	FUTNA	IAF				+5000			RNP APCH
TF	BP856			312.6 T/5.7 NM		+4000	-230		RNP APCH
TF	BP855	IF		312.5 T/6.0 NM		+3000	-230		RNP APCH
TF	BP854	FAF		312.4 T/6.7 NM		@2500			RNP APCH
TF	RW31L	MAPt	Y	312.4 T/6.3 NM		+498		-3.0	RNP APCH
VM				312.4 T		@3000			

via ATICO

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
TF	ATICO	IAF				+4000	-230		RNP APCH
TF	BP855	IF		042.5 T/5.0 NM		+3000	-230		RNP APCH
TF	BP854	FAF		312.4 T/6.7 NM		@2500			RNP APCH
TF	RW31L	MAPt	Y	312.4 T/6.3 NM		+498		-3.0	RNP APCH
VM				312.4 T		@3000			

via NICRA

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
TF	NICRA	IAF				+4000	-230		RNP APCH
TF	BP855	IF		222.5T/5.9 NM		+3000	-230		RNP APCH
TF	BP854	FAF		312.4 T/6.7 NM		@2500			RNP APCH
TF	RW31L	MAPt	Y	312.4 T/6.3 NM		+498		-3.0	RNP APCH
VM				312.4 T		@3000			

SBAS FAS Data Block Coding Data

WAYPOINT COORDINATES SEE: AD 2.22.

FAS-DB (CRC wrapped data)

Operation type	0
SBAS provider ID	1
Airport identifier	LHBP
RWY	31L
Approach performance designator	0
Route indicator	
Reference path data selector	0
Reference path identifier	E31A
LTP/FTP latitude	472549.7100N
LTP/FTP longitude	0191500.8900E
LTP/FTP ellipsoidal height (m)	180.7
FPAP latitude	472655.6755N
FPAP longitude	0191314.1980E
Threshold crossing height (TCH)	15
TCH units	1
Glide path angle (degrees)	3.00
Course width at threshold (m)	105.00
Length offset (m)	16
Horizontal alert limit (m)	40.0
Vertical alert limit (m)	35.0
Computed Data Block	10 10 02 08 0C DF 00 00 01 31 33 05 1C DE 5A 14 34 E5 42 08 0F 1B 5B 03 02 78 BE FC 2C 81 2C 01 64 02 C8 AF 7A 70 EE 20
Computed CRC	7A70EE20
FAS-DB (not CRC wrapped)	
ICAO code	LH
LTP/FTP Orthometric height (m)	136.7

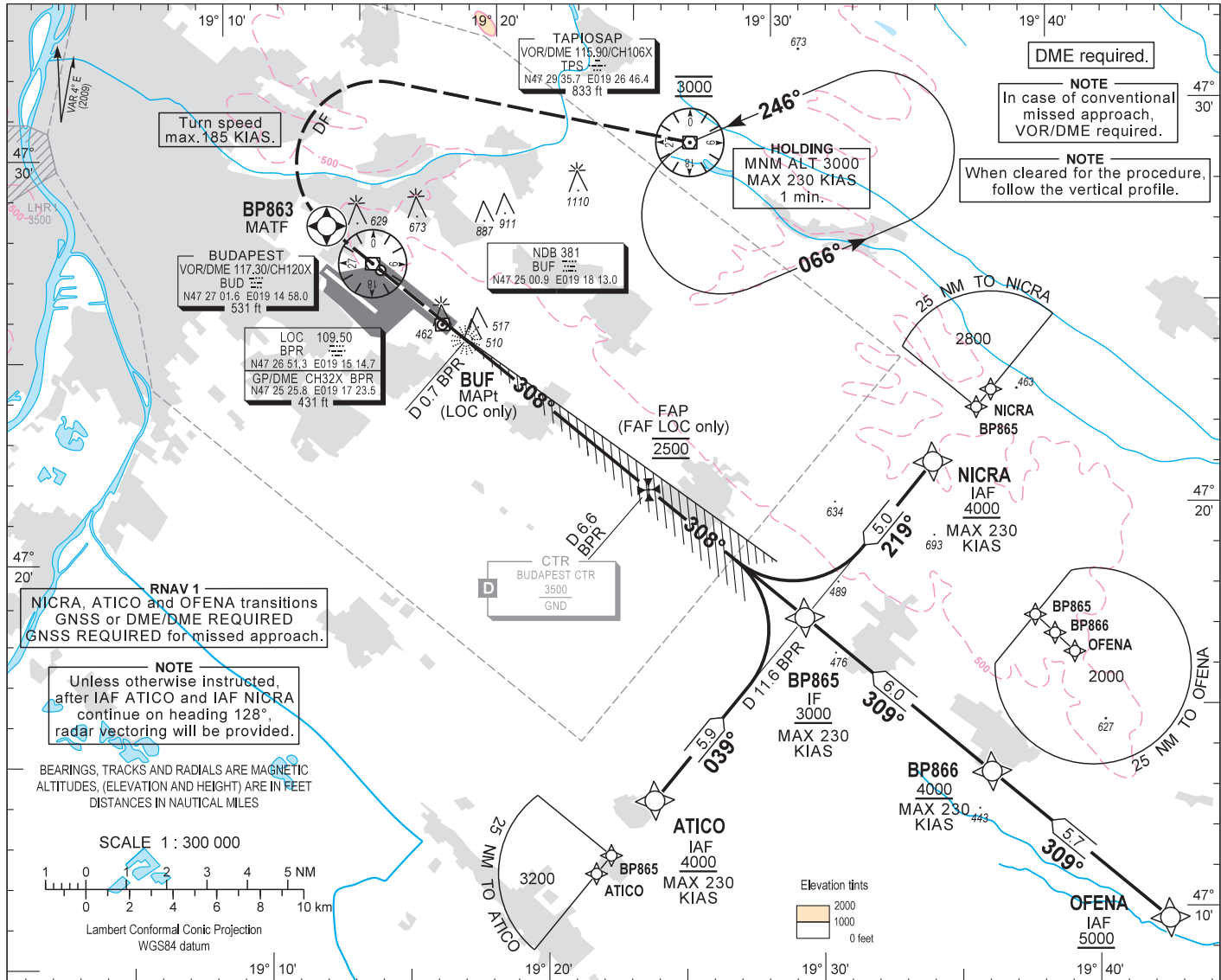
AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO

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

BUDAPEST APP 122.975 123.860
BUDAPEST GROUND 121.910
BUDAPEST DELIVERY 134.540
BUDAPEST TOWER 118.100 ATIS 132.380 (117,300)
BUDAPEST INFORMATION (NORTH) 119.350

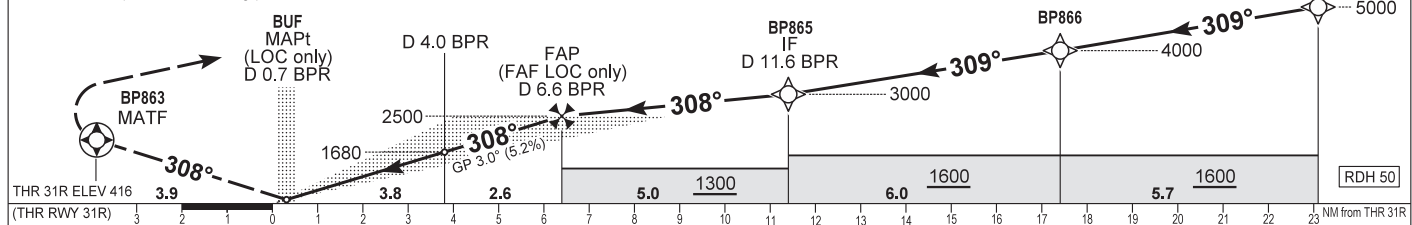
BUDAPEST/LISZT FERENC
ILS or LOC RWY 31R
(ACFT CAT A, B, C, D)



MISSED APPROACH (RNAV)
Climb to BP863. At BP863 turn right direct to TPS and continue climb to 3000. Maximum turning speed 185 KIAS. At 3000 enter published holding pattern at TPS VOR/DME.

MISSED APPROACH (CONVENTIONAL)
Climb to 3000 initially on R 128 BUD inbound. After passing the station continue on R 308 BUD outbound. When passing D 1.5 BUD on R 308 BUD turn right to TPS VOR. Maximum turning speed 185 KIAS. At 3000 enter published holding pattern at TPS VOR/DME.

TRANSITION ALTITUDE
10000



OCA (H)		A	B	C	D	DME BPR						
STRAIGHT-IN APPROACH	CAT I	602 (186)	614 (198)	623 (207)	633 (217)	NM	6.0	5.0	4.0	3.0	2.0	
	CAT II	514 (98)	531 (115)	543 (127)	558 (142)	NM	5.8	4.8	3.8	2.8	1.8	
	LOC	760 (350)		770 (360)		ft	2310	1990	1680	1360	1040	
	CIRCLING	980	1190	1310	1510	Timing not authorized to define the MAPt.						
NOTE: CAT IIIB APPROVED						GS	kt	60	90	120	150	180
						FAP/FAF - THR 31R (6.4 NM)	min:sec	6:24	4:16	3:12	2:34	2:08
						Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

AD 2 LHBP INSTRUMENT APPROACH CHART ILS OR LOC RWY 31R

via OFENA

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	OFENA	IAF				+5000			RNAV1
TF	BP866			312.6 T/5.7 NM		+4000	-230		RNAV1
TF	BP865	IF		312.5 T/6.0 NM		+3000	-230		RNAV1
CF	BP864	FAF		312.5 T/5.0 NM		@2500			
CF	RW31R	LTP	Y	312.4 T/6.4 NM		+466		-3.0	
IF	BUF	MAPt (LOC only)	Y			+760			
TF	BP863	MATF	Y	312.4 T/3.9 NM			-185		RNP APCH
DF	TPS				R	@3000	-185		RNP APCH
HM	TPS	MAHF		250.0 T/1 min	L	@3000			RNP APCH

via NICRA

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	NICRA	IAF				+4000	-230		RNAV1
TF	BP865	IF		222.5 T/5.0 NM		+3000	-230		RNAV1
CF	BP864	FAF		312.5 T/5.0 NM		@2500			
CF	RW31R	LTP	Y	312.4 T/6.4 NM		+466		-3.0	
IF	BUF	MAPt (LOC only)	Y			+760			
TF	BP863	MATF	Y	312.4 T/3.9 NM			-185		RNP APCH
DF	TPS				R	@3000	-185		RNP APCH
HM	TPS	MAHF		250.0 T/1 min	L	@3000			RNP APCH

via ATICO

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	ATICO	IAF				+4000	-230		RNAV1
TF	BP865	IF		042.6 T/5.9 NM		+3000	-230		RNAV1
CF	BP864	FAF		312.5 T/5.0 NM		@2500			
CF	RW31R	LTP	Y	312.4 T/6.4 NM		+466		-3.0	
IF	BUF	MAPt (LOC only)	Y			+760			
TF	BP863	MATF	Y	312.4 T/3.9 NM			-185		RNP APCH
DF	TPS				R	@3000	-185		RNP APCH
HM	TPS	MAHF		250.0 T/1 min	L	@3000			RNP APCH

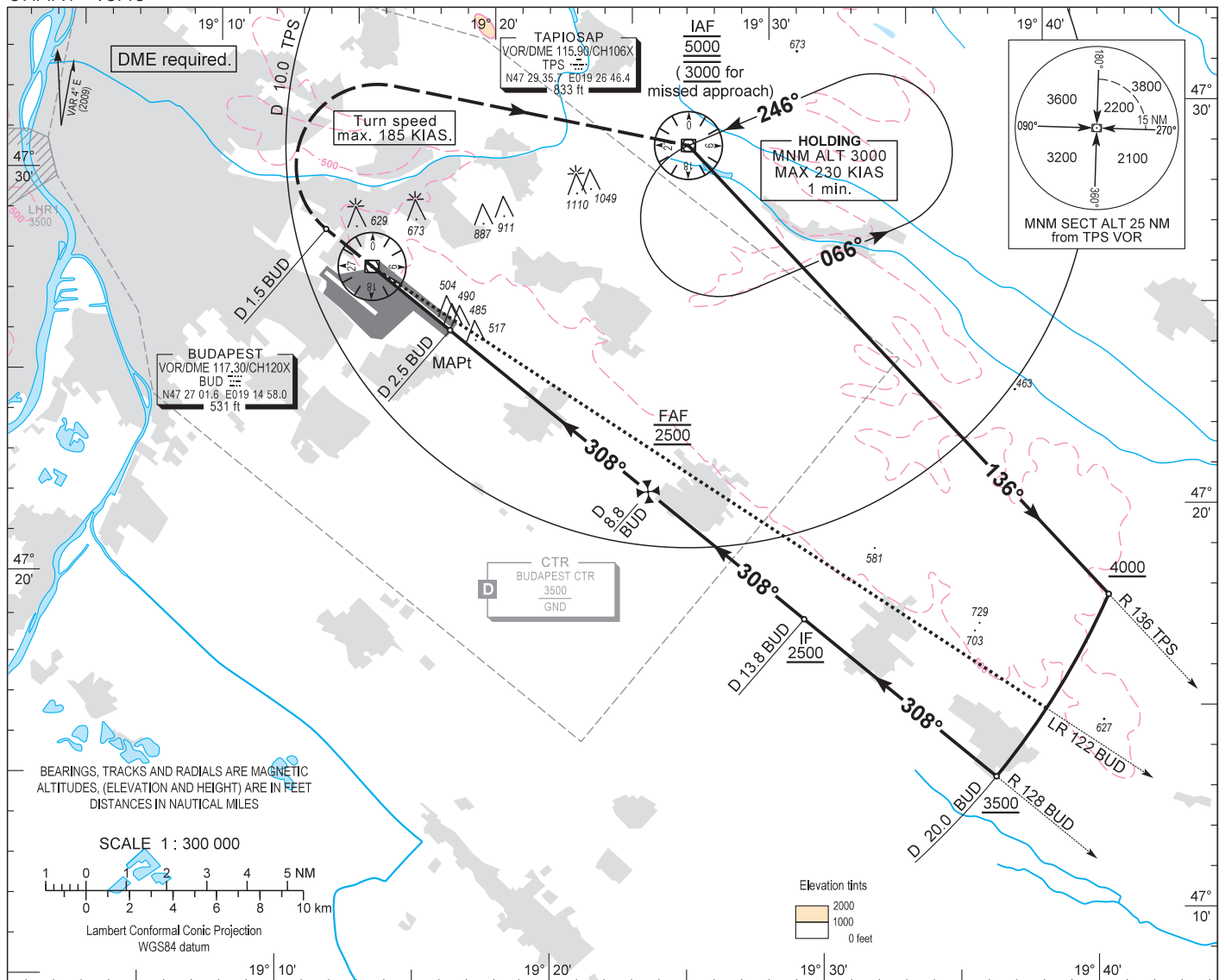
WAYPOINT COORDINATES SEE: AD 2.22.

AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 496
HEIGHTS RELATED TO THR RWY 31R - ELEV 416

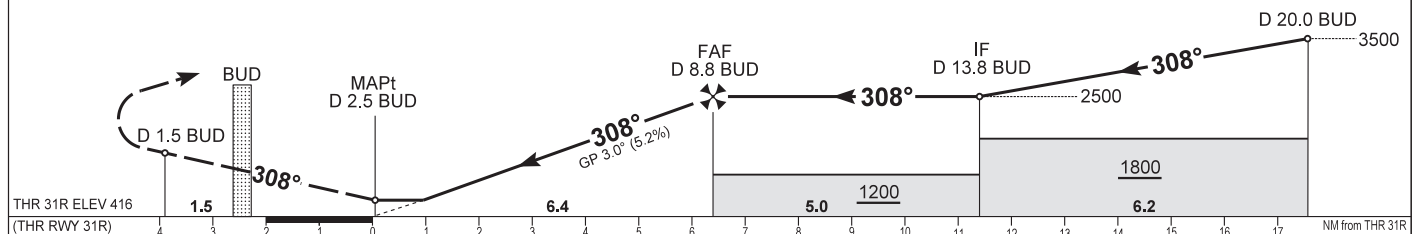
BUDAPEST APP 122.975 123.860
BUDAPEST GROUND 121.910
BUDAPEST TOWER 118.100
BUDAPEST DELIVERY 134.540
BUDAPEST INFORMATION (NORTH) ATIS 132.380 (117.300)
119.350

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



MISSED APPROACH
Climb to 3000 initially on R 128 BUD inbound.
After passing the station continue on R 308 BUD outbound.
When passing D 1.5 BUD on R 308 BUD turn right direct to TPS VOR.
Maximum turning speed 185 KIAS.
At 3000 enter published holding pattern at TPS VOR/DME.

TRANSITION ALTITUDE
10000



OCA (H)	A	B	C	D	DME BUD	NM	8.0	7.0	6.0	5.0	4.0
STRAIGHT-IN APPROACH	770 (360)				DIST THR / RWY 31R	NM	5.5	4.5	3.5	2.5	1.5
CIRCLING	980	1190	1310	1510	ALTITUDE	ft	2220	1900	1580	1260	940

Timing not authorized to define the MAPt.

GS	kt	60	90	120	150	180
FAF - THR 31R (6.4 NM)	min:sec	6:24	4:16	3:12	2:34	2:08
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

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 122 BUD leading radial turn right and intercept R 128 BUD inbound (final track), descend 2500.

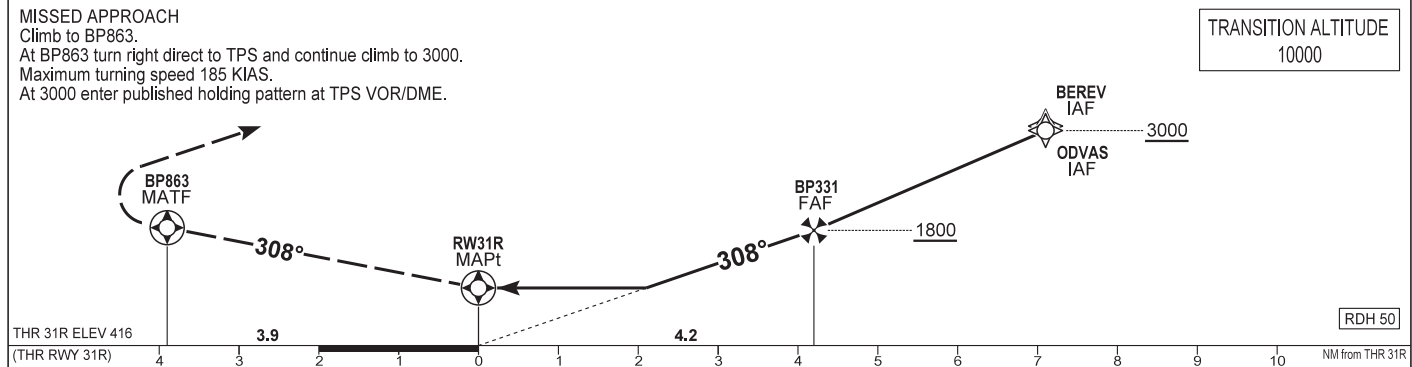
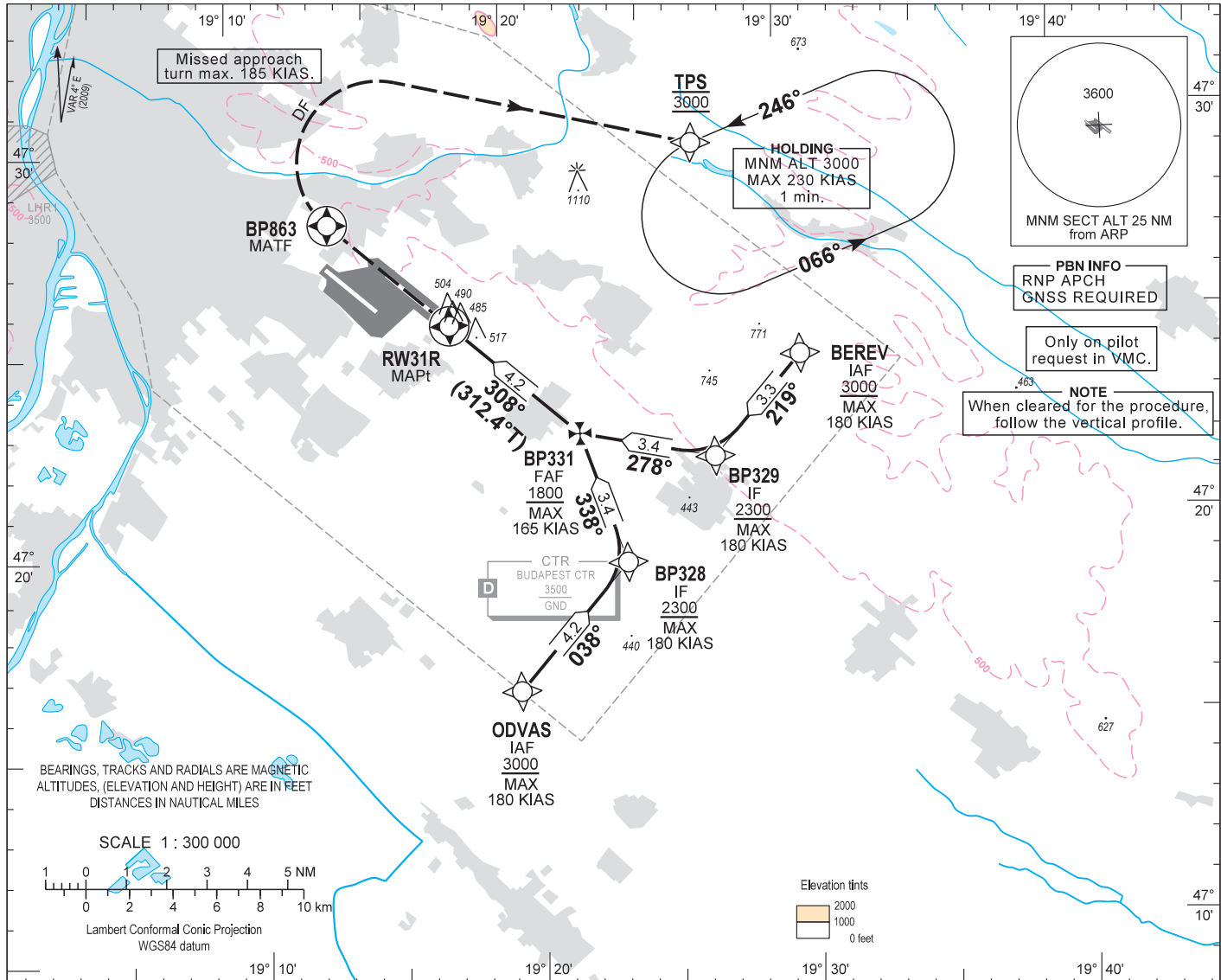
When crossing D 8.8 BUD (FAF) descend to published minimum altitude.

AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 496
HEIGHTS RELATED TO THR RWY 31R - ELEV 416

BUDAPEST APP	122.975	123.860	BUDAPEST GROUND	121.910
BUDAPEST TOWER	119.510	118.100	BUDAPEST DELIVERY	134.540
BUDAPEST INFORMATION (NORTH)			ATIS	132.380 (117.300)
				119.350

BUDAPEST/LISZT FERENC
RNAV_(GNSS) Y RWY 31R
(ACFT CAT A, B, C)



THR 31R ELEV 416 (THR RWY 31R)	4	3	2	1	0	1	2	3	4	5	6	7	8	9	10	NM from THR 31R
OCA (H)	A			B			C									
STRAIGHT-IN APPROACH	LNAV			1300 (890)												
DIST THR / RW31R	NM	6.0	5.0	4.0	3.0											
ALTITUDE	ft	2380	2060	1740	1420											

VISUAL APPROACH RWY 31R
VMC
CEILING - VISIBILITY
1500' AGL - 5 KM

Timing not authorized to define the MAPt.

GS	kt	60	90	120	150	180
BP331 - RW31R (4.2 NM)	min:sec	4:12	2:48	2:06	1:41	1:24
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

AD 2 LHBP INSTRUMENT APPROACH CHART RNAV_(GNSS) Y RWY 31R

via BEREV

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	BEREV	IAF				+3000	-180		RNP APCH
TF	BP329	IF		222.5 T/3.3 NM		+2300	-180		RNP APCH
TF	BP331	FAF	Y	282.5 T/3.4 NM		+1800	-165		RNP APCH
TF	RW31R	MAPt	Y	312.4 T/4.2 NM		+466			RNP APCH
TF	BP863	MATF	Y	312.4 T/3.9 NM					RNP APCH
DF	TPS				R	@3000	-185		RNP APCH
HM	TPS	MAHF		250.0 T/1 min	L	@3000	-230		RNP APCH

via ODVAS

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	ODVAS	IAF				+3000	-180		RNP APCH
TF	BP328	IF		042.5 T/4.2 NM		+2300	-180		RNP APCH
TF	BP331	FAF	Y	342.5 T/3.4 NM		+1800	-165		RNP APCH
TF	RW31R	MAPt	Y	312.4 T/4.2 NM		+466			RNP APCH
TF	BP863	MATF	Y	312.4 T/3.9 NM					RNP APCH
DF	TPS				R	@3000	-185		RNP APCH
HM	TPS	MAHF		250.0 T/1 min	L	@3000	-230		RNP APCH

WAYPOINT COORDINATES SEE: AD 2.22.

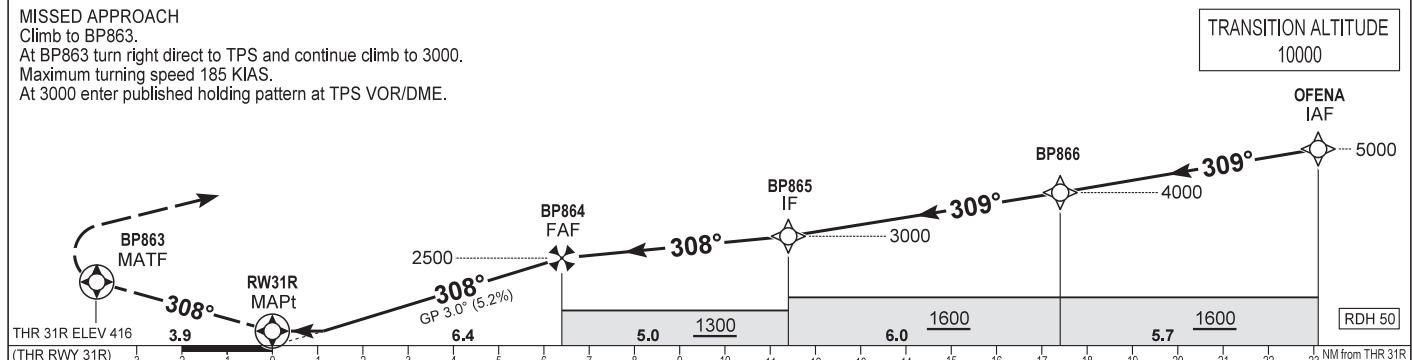
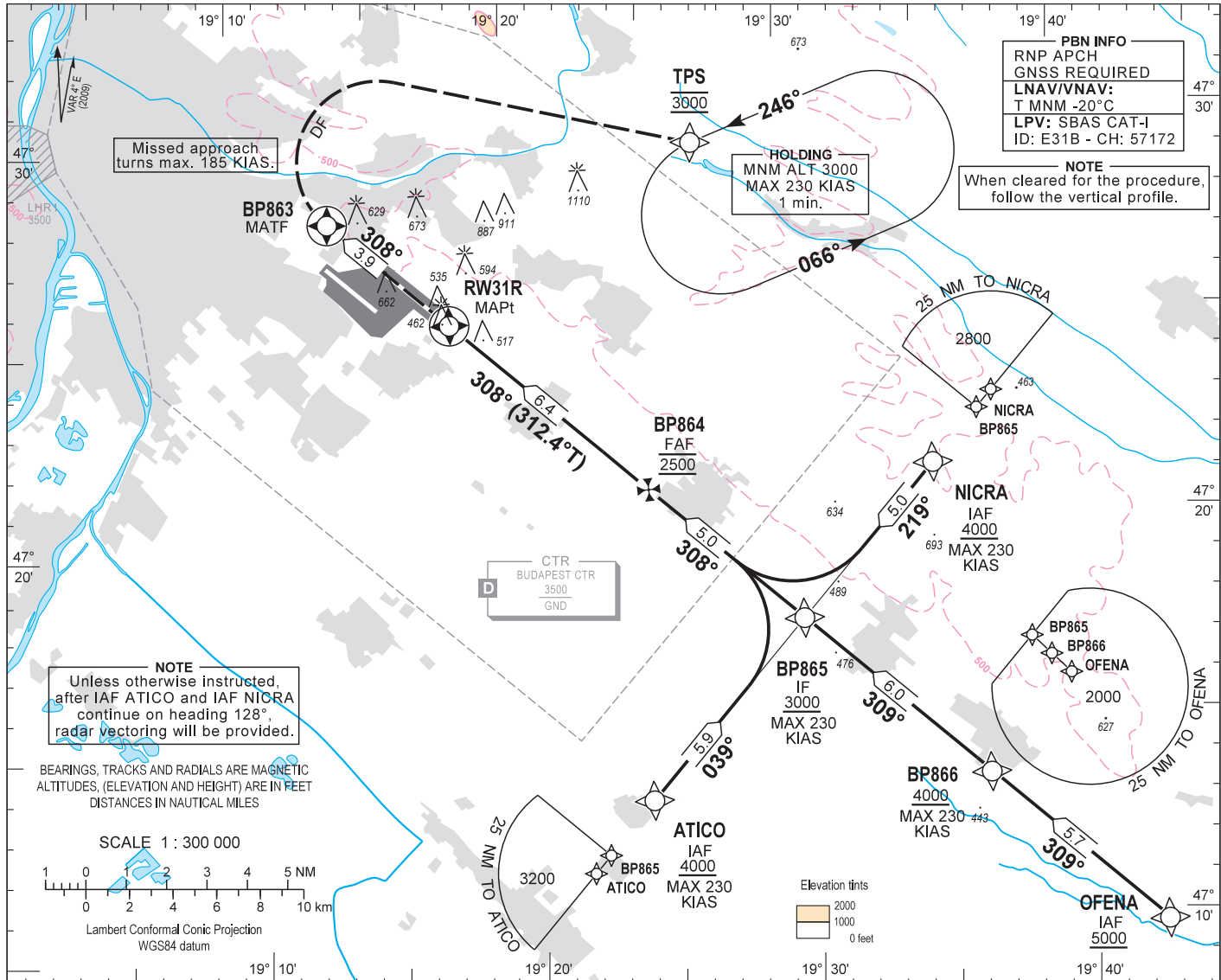
AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO

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

BUDAPEST APP 122.975 123.860
BUDAPEST GROUND 121.910
BUDAPEST DELIVERY 134.540
BUDAPEST TOWER 118.100
ATIS 132.380 (117.300)
BUDAPEST INFORMATION (NORTH) 119.350

BUDAPEST/LISZT FERENC
RNAV^(GNSS) Z RWY 31R
(ACFT CAT A, B, C, D)



OCA (H)		A	B	C	D	DIST THR / RWY31R							
STRAIGHT-IN APPROACH	LNAV	770 (360)				NM	6.0	5.0	4.0	3.0	2.0	1.0	
	LNAV/VNAV	651 (235)	663 (247)	748 (332)	759 (343)	ALTITUDE	ft	2380	2060	1740	1420	1100	780
	LPV	602 (186)	614 (198)	623 (207)	633 (217)	Timing not authorized to define the MAPt.							
CIRCLING		980	1190	1310	1510	GS	kt	60	90	120	150	180	
						BP864 - RWY31R (6.4 NM)		min:sec	6:24	4:16	3:12	2:34	2:08
						Rate of descent (319 ft/NM)		ft/min	320	480	640	800	960

AD 2 LHBP INSTRUMENT APPROACH CHART RNAV_(GNSS) Z RWY 31R

via OFENA

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	OFENA	IAF				+5000			RNP APCH
TF	BP866			312.6 T/5.7 NM		+4000	-230		RNP APCH
TF	BP865	IF		312.5 T/6.0 NM		+3000	-230		RNP APCH
TF	BP864	FAF		312.5 T/5.0 NM		@2500			RNP APCH
TF	RW31R	MAPt	Y	312.4 T/6.4 NM		+466		-3.0	RNP APCH
TF	BP863	MATF	Y	312.4 T/3.9 NM			-185		RNP APCH
DF	TPS				R	@3000	-185		RNP APCH
HM	TPS	MAHF		250.0 T/1 min	L	@3000			RNP APCH

via NICRA

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	NICRA	IAF				+4000	-230		RNP APCH
TF	BP865	IF		222.5 T/5.0 NM		+3000	-230		RNP APCH
TF	BP864	FAF		312.5 T/5.0 NM		@2500			RNP APCH
TF	RW31R	MAPt	Y	312.4 T/6.4 NM		+466		-3.0	RNP APCH
TF	BP863	MATF	Y	312.4 T/3.9 NM			-185		RNP APCH
DF	TPS				R	@3000	-185		RNP APCH
HM	TPS	MAHF		250.0 T/1 min	L	@3000			RNP APCH

via ATICO

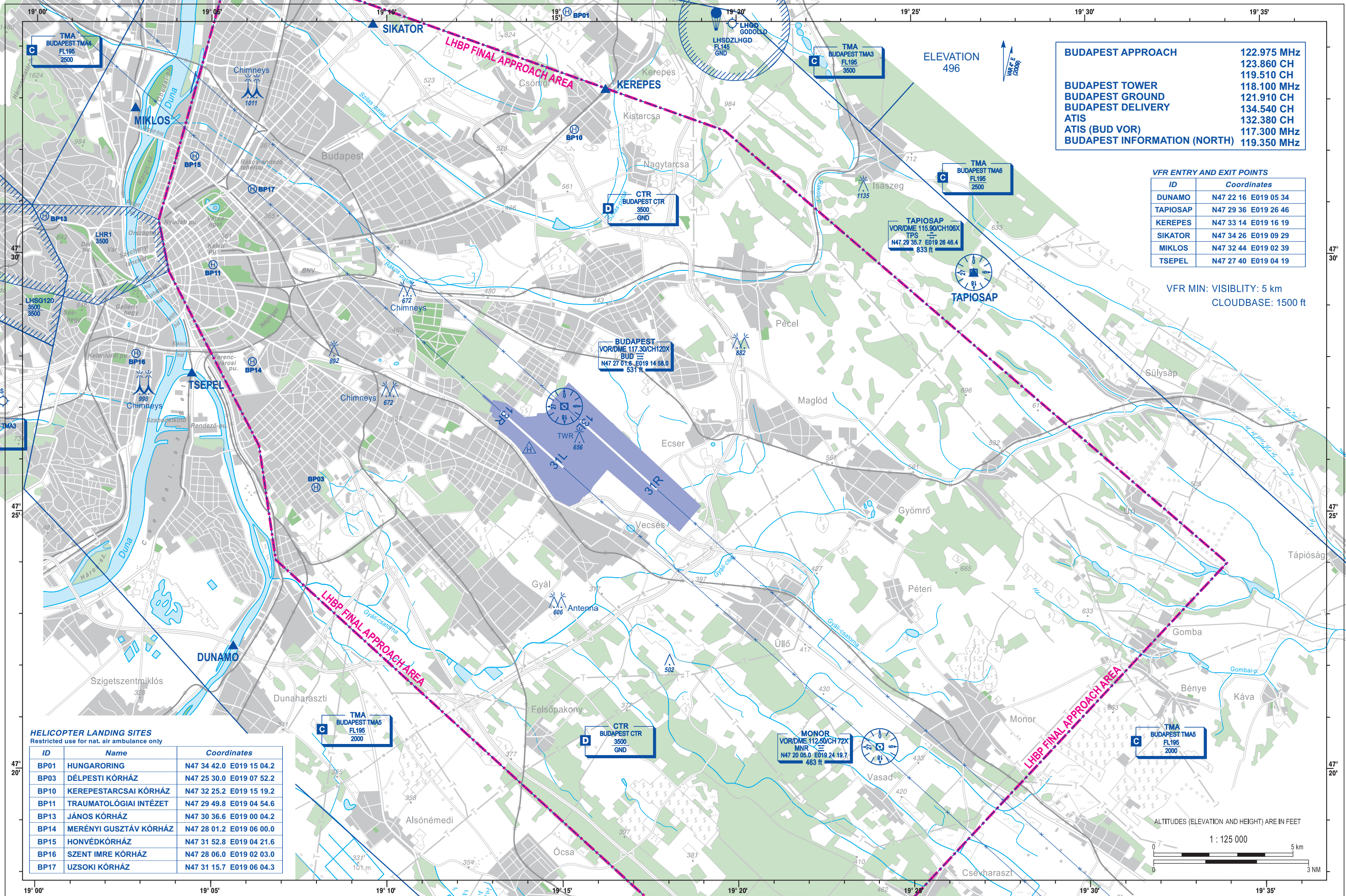
PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	ATICO	IAF				+4000	-230		RNP APCH
TF	BP865	IF		042.6T/5.9 NM		+3000	-230		RNP APCH
TF	BP864	FAF		312.5 T/5.0 NM		@2500			RNP APCH
TF	RW31R	MAPt	Y	312.4 T/6.4 NM		+466		-3.0	RNP APCH
TF	BP863	MATF	Y	312.4 T/3.9 NM			-185		RNP APCH
DF	TPS				R	@3000	-185		RNP APCH
HM	TPS	MAHF		250.0 T/1 min	L	@3000			RNP APCH

SBAS FAS Data Block Coding Data

WAYPOINT COORDINATES SEE: AD 2.22.

FAS-DB (CRC wrapped data)

Operation type	0
SBAS provider ID	1
Airport identifier	LHBP
RWY	31R
Approach performance designator	0
Route indicator	Z
Reference path data selector	0
Reference path identifier	E31B
LTP/FTP latitude	472522.6200N
LTP/FTP longitude	0191737.8800E
LTP/FTP ellipsoidal height (m)	170.9
FPAP latitude	472644.5930N
FPAP longitude	0191525.4275E
Threshold crossing height (TCH)	15
TCH units	1
Glide path angle (degrees)	3.00
Course width at threshold (m)	105.00
Length offset (m)	56
Horizontal alert limit (m)	40.0
Vertical alert limit (m)	35.0
Computed Data Block	10 10 02 08 0C 5F D0 00 02 31 33 05 78 0A 5A 14 B0 AF 47 08 AD 1A 6A 80 02 37 F5 FB 2C 81 2C 01 64 07 C8 AF 17 43 EB 2D
Computed CRC	1743EB2D
FAS-DB (not CRC wrapped)	
ICAO code	LH
LTP/FTP Orthometric height (m)	126.9



BUDAPEST APPROACH	122.975 MHz
	123.860 CH
	119.510 CH
BUDAPEST TOWER	118.100 MHz
BUDAPEST GROUND	121.910 CH
BUDAPEST DELIVERY	134.540 CH
ATIS	132.380 CH
ATIS (BUD VOR)	117.300 MHz
BUDAPEST INFORMATION (NORTH)	119.350 MHz

VFR ENTRY AND EXIT POINTS	
ID	Coordinates
DUNAMO	N47 22 16 E019 05 34
TAPIOSAP	N47 29 36 E019 26 46
KEREPEK	N47 33 14 E019 16 19
SIKATOR	N47 34 26 E019 09 29
MIKLOS	N47 32 44 E019 02 39
TSEPEL	N47 27 40 E019 04 19

VFR MIN: VISIBILITY: 5 km
CLOUDBASE: 1500 ft

HELICOPTER LANDING SITES		
Restricted use for nat. air ambulance only		
ID	Name	Coordinates
BP01	HUNGARORING	N47 34 42.0 E019 15 04.2
BP03	DÉLPESTI KÓRHÁZ	N47 25 30.0 E019 07 52.2
BP10	KEREPESTARCSAI KÓRHÁZ	N47 32 25.2 E019 15 19.2
BP11	TRAUMATOLÓGIAI INTÉZET	N47 29 49.8 E019 04 54.6
BP13	JÁNOS KÓRHÁZ	N47 30 36.6 E019 00 04.2
BP14	MERÉNYI GUSZTÁV KÓRHÁZ	N47 28 01.2 E019 06 00.0
BP15	HONVÉDKÓRHÁZ	N47 31 52.8 E019 04 21.6
BP16	SZENT IMRE KÓRHÁZ	N47 28 06.0 E019 02 03.0
BP17	UZSOKI KÓRHÁZ	N47 31 15.7 E019 06 04.3

ALTITUDES (ELEVATION AND HEIGHT) ARE IN FEET



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LHDC AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	4 snow sweepers, 1 snow plow-blower, 1 de-icing spreader
2	Clearance priorities	RWY, TWY B, APRON, TWY A
3	Remarks	Nil

LHDC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: CONC Strength: 44R/B/W/T
2	Taxiway width, surface and strength	Taxiway A width: 18 M Taxiway B width: 18 M Taxiway A surface: CONC Taxiway B surface: CONC Taxiway A strength: 42R/B/W/T Taxiway B strength: 60R/B/W/T
3	Altimeter checkpoint location and elevation	Location: at RWY THR Elevation: THR RWY 04R 108.2 M THR RWY 22L 109.8 M
4	VOR checkpoints	Nil
5	INS checkpoints	Nil
6	Remarks	Nil

LHDC 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	Taxiway center line markings are available from THR to aircraft parking stands.
2	RWY and TWY markings and LGT	RWY: Designator, THR, center line, TDZ, side stripe markings and threshold, RWY edge, RWY end, THR ID lights TWY: Center line and runway holding position markings on all TWYs
3	Stop bars	Nil
4	Remarks	Nil

LHDC AD 2.10 AERODROME OBSTACLES

Data for Area 2, 3 and 4 See GEN 3.1

LHDC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Hungarian Meteorological Service Unit of Aviation Meteorology
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity Interval of issuance	Hungarian Meteorological Service Unit of Aviation Meteorology, Periods of validity: 9 HRs, Interval of issuance: 3 HRs in operational time of aerodrome
4	TREND forecast Interval of issuance	TAF CODE, Interval of issuance: half hourly in operational time of aerodrome
5	Briefing/consultation provided	Consultation via phone, fax or e-mail See GEN 3.5
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. SWL, SWM-SWH, IS (FL 050, FL 100, FL 180, FL 240, FL 300, FL 340, FL 390);
8	Supplementary equipment available for providing information	Telephone/Telefax; meteorological radar picture from Hungarian Meteorological Service, satellite pictures from Hungarian Meteorological Service
9	ATS Units provided with information	Budapest FIC on request
10	Additional information	Nil

LHDC 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
04R	47.93° GEO	2500 x 40	53/R/B/W/T, CONC	472852.99N 0213610.79E 472947.22N 0213739.45E 41 M	108.2 M TDZ 108.5 M
22L	227.93° GEO	2500 x 40	53/R/B/W/T, CONC	472940.74N 0213728.85E 472852.99N 0213610.79E 41 M	110 M

Designations RWY NR	Slope of RWY/ SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M) surface	Location of arresting system	OFZ	Remarks
1	7	8	9	10	11	12	13	14
04R	0.078%	Nil	Nil	2620 x 300	240 x 90 GRASS	Nil	Nil	Nil
22L	-0.078%	Nil	Nil	2620 x 300	240 x 120 GRASS	Nil	Nil	RWY 22L THR displaced by 300 M.

LHDC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04R	2500	2500	2500	2500	Nil
22L	2500	2500	2500	2200	displaced THR

LHDC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT)	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
04R	CAT 1 Barette 900 M LIH	GRN, WBAR not available	PAPI 3° (16.85 M)	Nil	Nil	2500 M 60 M WHI / YEL LIH	RED	Nil	Nil
22L	Nil	GRN, WBAR not available THR identification flashing lights	PAPI 3° (15.98 M)	Nil	Nil	2500 M 60 M RED / WHI / YEL LIH	RED	Nil	Nil

LHDC 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	Lighted wind direction indicator between TWR and RWY 04L / 22R. Lighted wind direction indicators are in front of THR 04R and THR 22L.
3	TWY edge and centre line lighting	Nil
4	Secondary power supply /switch-over time	From public network, two independent feeds, diesel generator unit, switch-over time is: 1 seconds
5	Remarks	Nil

LHDC AD 2.16 HELICOPTER LANDING 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 BRG of FATO	Nil
5	Declared distances available	Nil
6	APP and FATO lighting	Nil
7	Remarks	Nil

LHDC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	Debrecen TIZ1, RTMZ1 and CTR 473908N 0214744E - 473338N 0215503E - 471843N 0213038E - 472433N 0212252E - 473908N 0214744E Debrecen TIZ2, RTMZ2 and CTA1 474127N 0215009E - 473102N 0220059E - 471020N 0214329E - 471154N 0212611E - 472402N 0211743E - 473243N 0213243E - 474127N 0215009E Debrecen TIZ3, RTMZ3 and CTA2 474718N 0213722E - 474127N 0215009E - 473243N 0213243E - 474559N 0213339E - 474718N 0213722E
2	Vertical limits	Debrecen TIZ1, RTMZ1 and CTR 2 000 FT ALT / GND Debrecen TIZ2, RTMZ2 and CTA1 9 500 FT ALT / 2 000 FT ALT Debrecen TIZ3, RTMZ3 and CTA2 9 500 FT ALT / 5 000 FT ALT
3	Airspace classification	CTA1, CTA2 and CTR: D TIZ1, TIZ2, TIZ3, RTMZ1, RTMZ2, RTMZ3: G
4	ATS unit call sign Language(s)	Debrecen Tower, Debrecen Info English, Hungarian
5	Transition altitude	10 000 FT ALT
6	Hours of Applicability	As AD Administration
7	Remarks	ATC (CTA+CTR) suspended; AFIS (TIZ1 + TIZ2 + TIZ3) See AD 2- LHDC AD-2.3 Air Traffic Advisory Service is not AVBL in the class G airspace DEBRECEN TIZ1, TIZ2 and TIZ3.

LHDC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of operation	Remarks
1	2	3	4	5	6	7
AFIS	Debrecen Info	125.910 CH Reserved: 132.965 CH	Nil	Nil	As AD Administration	Nil

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Service designation	Call sign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of operation	Remarks
1	2	3	4	5	6	7
TWR	Debrecen Tower	125.910 CH Reserved: 132.965 CH	Nil	Nil	As AD Administration	Nil

LHDC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency(ies) Channel number(s)	Hours of operation	Coordinates of position of transmitting antenna	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L	EN	383 KHZ	H24	473159.7N 0214116.9E	Nil	Nil
L	C	326 KHZ	H24	472831.1N 0213535.2E	Nil	Nil
L	DC	295 KHZ	H24	472724.3N 0213347.0E	Nil	Nil
ILS 04R (CAT I)						
LLZ	DCN	110.1 MHZ	H24	472953.5N 0213749.6E	Nil	Nil
GP	DCN	334.4 MHZ	H24	472902.6N 0213618.6E	Nil	GP angle: 3°
PDME	DCN	CH 38X	H24	472902.6N 0213618.6E	118.1 M	DME shifted to THR 04R, DME Shift=320 M (0.17NM)
MM	Dashes	75 MHZ	H24	472831.1N 0213535.2E	Nil	Nil

LHDC AD 2.20 LOCAL AERODROME REGULATIONS

Nil

LHDC AD 2.21 NOISE ABATEMENT PROCEDURES

1. GENERAL

Noise abatement procedures are designed to avoid excessive aircraft noise in the areas adjacent to the airport and in the areas overflowed during take off and landing.

2. NOISE PREFERENTIAL RUNWAY

Taking into consideration the prevailing weather conditions, runway 04R is used for landing when there is a tailwind component of not more than 5 KT in the RWY direction. The displaced threshold on RWY 22L is also used for landing for noise abatement purposes. For noise protection reasons, RWY 22L is to be used for

take-off, except if this is not recommended by the pilot of the aircraft due to foreseeable reasons (meteorological or aviation safety).

For a departure from runway direction 04R, until 2000 FT AGL is reached a left turn is PROHIBITED. Flying with below 2 000 FT AGL over Debrecen is PROHIBITED except when following a take-off or landing procedure.

LHDC AD 2.22 FLIGHT PROCEDURES

1. GENERAL

Visual circling in the NW sector of RWY 04R/22L is prohibited for speed category C and D aircraft.

1.1 Procedures for VFR flights

Traffic Pattern:

- Left-hand traffic pattern for RWY 22L
- Right-hand traffic pattern for RWY 04R

1.2 Designated VFR reporting points

- JOZA
473533N 213326E
(Centre of Józsa village)
- HOPI
472333N 214359E
(Centre of Hosszúpályi village)
- EBES
472839N 0212916E
(N from Ebes village)

VFR flights approaching from uncontrolled airspace are required to enter CTR/TIZ1 via the designated reporting points, unless otherwise instructed.

The holding procedure has to be carried out on instruction of ATC/AFIS over the designated reporting points or other point identifiable by the pilot.

2. PROCEDURES FOR FLIGHTS DURING THE OPERATION OF AERODROME FLIGHT INFORMATION SERVICE (AFIS)

2.1 IFR flights

2.1.1 Departing aircraft

The IFR flights entering controlled airspace after departure shall obtain en route clearance before take-off.

In standard circumstances, en route clearance will be delivered by AFIS on the parking stand after start-up.

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

2.1.2 Standard Instrument Departure (SID)

SIDs are published in part AD 2-LHDC-SIDs

The departure procedures in use are based on those contained in ICAO Procedures for Air Navigation Services - Aircraft Operations (Doc 8168, OPS/611 (PANS OPS)).

2.1.3 Instrument approach procedures

The IAPs are published on IACs in part AD 2-LHDC.

AIP HUNGARY

2.2 VFR flights

2.2.1 Arrival

Contact shall be established with AFIS prior to reaching the area boundary;

AFIS provides information about aerodrome local traffic, the "Traffic circuit" available, as well as conditions of approach and landing.

When instrument approach is in progress all VFR aircraft operating within the TIZ1, TIZ2 and TIZ3 will be advised to land or hold outside Debrecen TIZ1, TIZ2 and TIZ3.

LHDC AD 2.23 ADDITIONAL INFORMATION

1. GROUND HANDLING ORGANISATIONS

Ground handling organisations operate at Debrecen International Airport:

- DEBRECEN INTERNATIONAL AIRPORT Ltd.

Email:handling@debrecenairport.com

Phone:(+36) 20-223-2399

2. SUPERVISION OF THE AERODROME

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.

3. BIRD FLOCKS AND BIRD MIGRATIONS

The size of flocks of birds living near Debrecen International Airport varies with seasons. 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 NOV-DEC. Between MAR and OCT depending on weather conditions, gulls fly through the airspace in flocks of several hundreds, and settle temporarily on the airfield. Between OCT and MAR, also depending on weather conditions, gulls fly through the airspace of the airport in flocks of several dozens. Between NOV and FEB rooks in flocks of several hundreds migrate through the airspace of the airport.

3.1 Bird Watch and Scaring Service

The DEBRECEN INTERNATIONAL AIRPORT Ltd. operates a continuous bird watch and scaring service, with appropriate equipment.

Operators using Debrecen International Airport are requested to send their comments relating to the operation of this service to the following address:

DEBRECEN INTERNATIONAL AIRPORT Ltd.

Post:H-4002 Debrecen, PO Box 187, Debrecen International Airport

Phone:(+36) 52-500-547

Fax:(+36) 52-500-548

Email:birdstrike@debrecenairport.com

3.2 Reporting a Bird Strike

Operators using Debrecen 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 airport (OPS).

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:

DEBRECEN INTERNATIONAL AIRPORT Ltd.

Post:H-4002 Debrecen, PO Box 187, Debrecen International Airport

Phone:(+36) 52-500-547

Fax:(+36) 52-500-548

Email:birdstrike@debrecenairport.com

LHDC AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2-LHDC-ADC
Aerodrome Obstacle Chart - ICAO Type A Operating Limitations	AD 2-LHDC-AOCA-04R22L
Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHDC-SID-04R
	AD 2-LHDC-SID-22L
Standard Arrival Chart - Instrument (STAR) - ICAO	AD 2-LHDC-STAR-04R22L
Instrument Approach Chart - ICAO	AD 2-LHDC-ILS/LOC-04R
	AD 2-LHDC-NDB-22L
	AD 2-LHDC-RNAV-04R
	AD 2-LHDC-RNAV-22L
Visual Approach Chart - ICAO	AD 2-LHDC-VAC

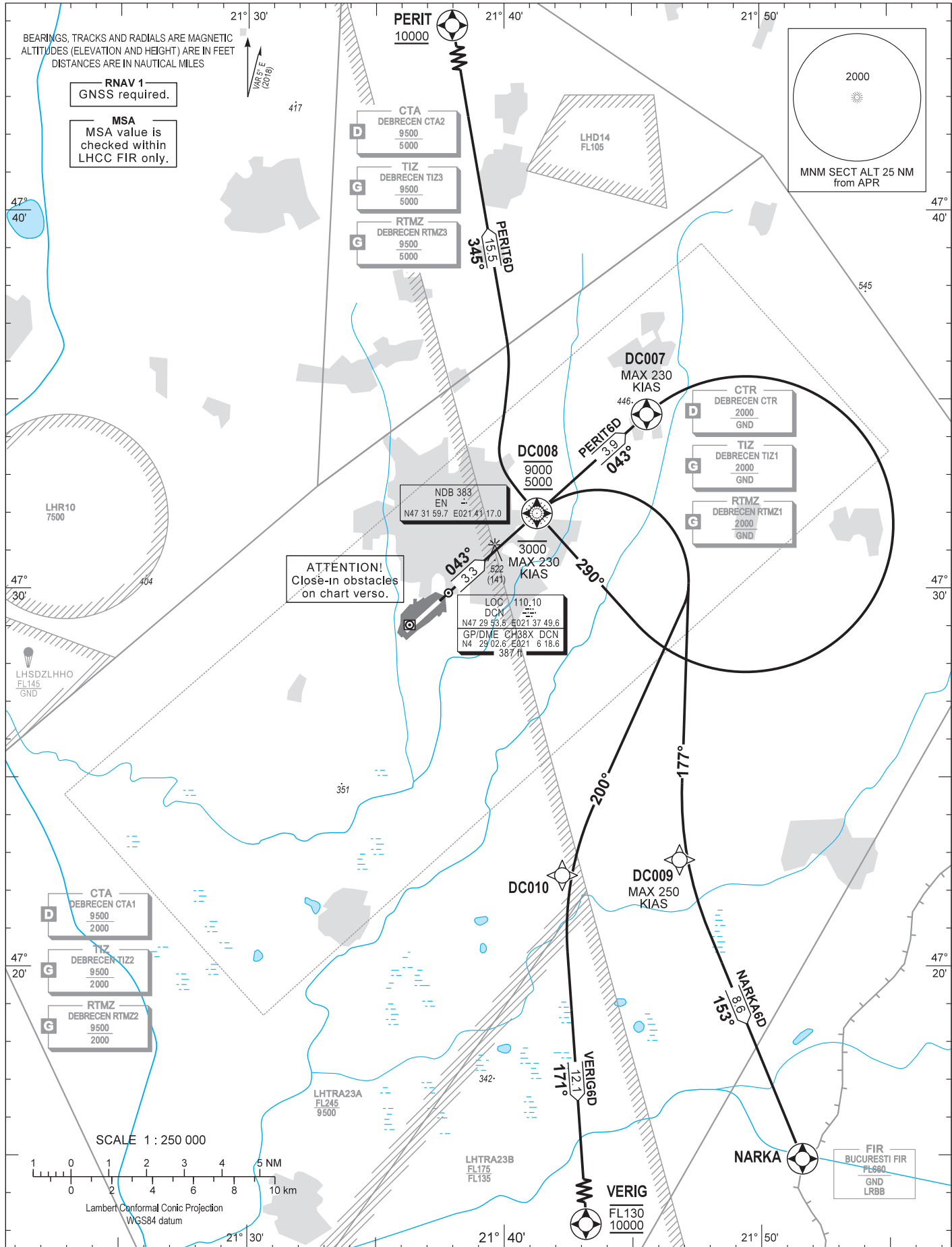
AIP HUNGARY

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

DEBRECEN TOWER 125.910
DEBRECEN INFO 125.910
BUDAPEST INFORMATION (EAST) 133.000

DEBRECEN
RNAV RWY 04R
NARKA6D PERIT6D VERIG6D



AD 2 LHDC STANDARD DEPARTURE CHART INSTRUMENT RWY 04R

NAME	PROCEDURE	ALTIMETER SETTING	CLIMBING	R/T FAILURE
PERIT6D	To <u>DC008</u> climb on course 043°, at or below 3000. To <u>DC007</u> on course 043°, maximum speed 230 KIAS. Turn right direct to <u>DC008</u> , between 5000 and 9000. To <u>PERIT</u> at or above 10000. In order to reach exit altitude and avoid LHD14 min. PDG 5.9% up to FL110.	When passing 9000 change altimeter setting for Budapest QNH provided by DEBRECEN TWR/INFO or BUDAPEST INFORMATION.	After departure climb initially 10000. Further climb only by ATC.	If a departing controlled aircraft having acknowledged an initial or intermediate clearance to climb to a level other than the one specified in the filed FPL for the en-route phase and no time or geographical limit was included in the clearance, should climb and maintain the level to which it was cleared for 7 minutes and then should climb to the level included in the filed FPL unless the cruising level was definitely specified in the en-route clearance. If the last acknowledged clearance includes lower altitude than 10000 without time or geographical limit then the aircraft should climb and maintain 10000 for 7 min. and then climb to the appropriate cruising level as above.
NARKA6D	To <u>DC008</u> climb on course 043°, at or below 3000, maximum speed 230 KIAS. Turn right direct to DC009, maximum speed 250 KIAS. To <u>NARKA</u> . In order to reach exit altitude min. PDG 7.4% up to 10000. In order to avoid obstacles min. PDG 3.3% up to 10000.			
VERIG6D	To <u>DC008</u> climb on course 043°, at or below 3000, maximum speed 230 KIAS. Turn right direct to DC010, to <u>VERIG</u> between 10000 and FL130. In order to reach exit altitude min. PDG 5.5% up to 10000.			

Recommended navaid: EN NDB.

WAYPOINT COORDINATES
AD 2-LHDC-RNAV_(GNSS) SID 04R

WAYPOINT	LATITUDE	LONGITUDE	WAYPOINT TYPE
DC008	N47 31 59.7	E021 41 17.0	FLY-OVER
DC007	N47 34 36.6	E021 45 34.6	FLY-OVER
DC009	N47 22 49.4	E021 46 50.0	FLY-BY
DC010	N47 22 24.9	E021 42 15.8	FLY-BY

CLOSE-IN OBSTACLES

NAME	LATITUDE	LONGITUDE	TYPE	ELEVATION (AT TOP)	HEIGHT
LHDC_AREA2B_P_10	N47 29 49.57	E021 37 56.02	TREE	402	30
LHDC_AREA2B_P_13	N47 29 48.47	E021 37 54.71	TREE	396	27
LHDC_AREA2B_P_556	N47 29 51.71	E021 37 59.50	TREE	412	46
LHDC_AREA2B_P_563	N47 29 49.62	E021 37 56.07	TREE	403	39
LHDC_AREA2B_S_659_001	N47 29 44.91	E021 37 46.38	TREE	379	18
LHDC_AREA2B_S_659_002	N47 29 45.66	E021 37 45.39	TREE	379	18
LHDC_AREA2B_S_659_003	N47 29 46.40	E021 37 47.23	TREE	379	18
LHDC_AREA2B_S_659_004	N47 29 45.80	E021 37 48.34	TREE	379	18

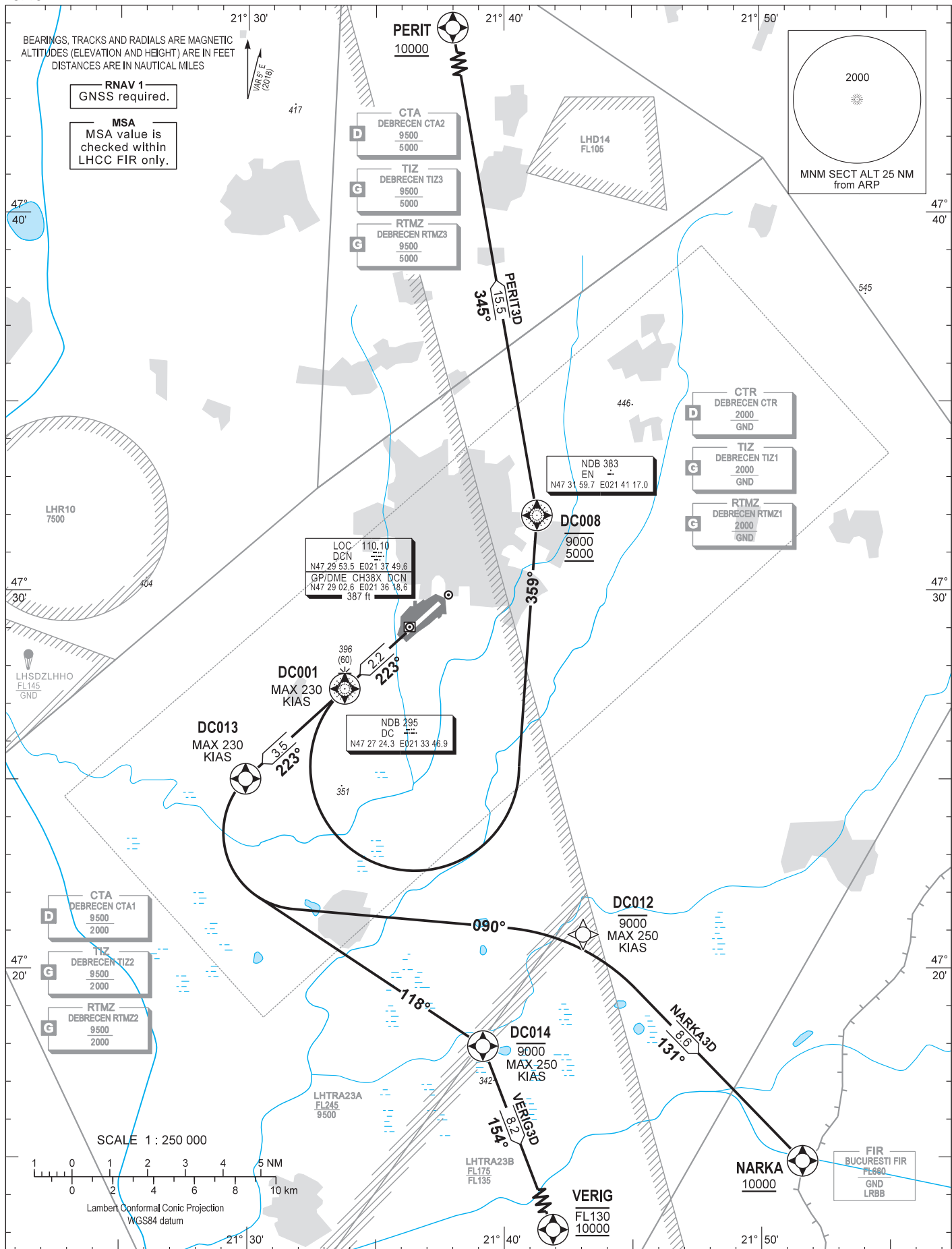
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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

DEBRECEN TOWER	125.910
DEBRECEN INFO	125.910
BUDAPEST INFORMATION (EAST)	133.000

DEBRECEN
RNAV Rwy 22L
NARKA3D PERIT3D VERIG3D



AD 2 LHDC STANDARD DEPARTURE CHART INSTRUMENT RWY 22L

NAME	PROCEDURE	ALTIMETER SETTING	CLIMBING	R/T FAILURE
PERIT3D	To DC001 climb on course 223°, maximum speed 230 KIAS. Turn left direct to DC008, between 5000 and 9000. To PERIT at or above 10000. In order to reach exit altitude and avoid LHD14 min. PDG 6.2% up to FL110.	When passing 9000 change altimeter setting for Budapest QNH provided by DEBRECEN TWR/INFO or BUDAPEST INFORMATION.	After departure climb initially 10000. Further climb only by ATC.	If a departing controlled aircraft having acknowledged an initial or intermediate clearance to climb to a level other than the one specified in the filed FPL for the en-route phase and no time or geographical limit was included in the clearance, should climb and maintain the level to which it was cleared for 7 minutes and then should climb to the level included in the filed FPL unless the cruising level was definitely specified in the en-route clearance. If the last acknowledged clearance includes lower altitude than 10000 without time or geographical limit then the aircraft should climb and maintain 10000 for 7 min. and then climb to the appropriate cruising level as above.
NARKA3D	To DC013 climb on course 223°, maximum speed 230 KIAS. Turn left direct to DC012, at or below 9000, maximum speed 250 KIAS. To NARKA, at or above 10000. In order to reach exit altitude min. PDG 6.7% up to 10000.			
VERIG3D	To DC013 climb on course 223° , maximum speed 230 KIAS. Turn left direct to DC014, at or below 9000, maximum speed 250 KIAS. To VERIG, between 10000 and FL130. In order to reach exit altitude min. PDG 6.5% up to 10000.			

Recommended navaid: DC NDB.

**WAYPOINT COORDINATES
AD 2-LHDC-RNAV_(GNSS) SID 22L**

WAYPOINT	LATITUDE	LONGITUDE	WAYPOINT TYPE
DC001	N47 27 24.2	E021 33 46.9	FLY-OVER
DC008	N47 31 59.7	E021 41 17.0	FLY-OVER
DC012	N47 20 54.3	E021 43 04.4	FLY-BY
DC013	N47 25 01.3	E021 29 54.9	FLY-OVER
DC014	N47 17 57.2	E021 39 10.3	FLY-OVER

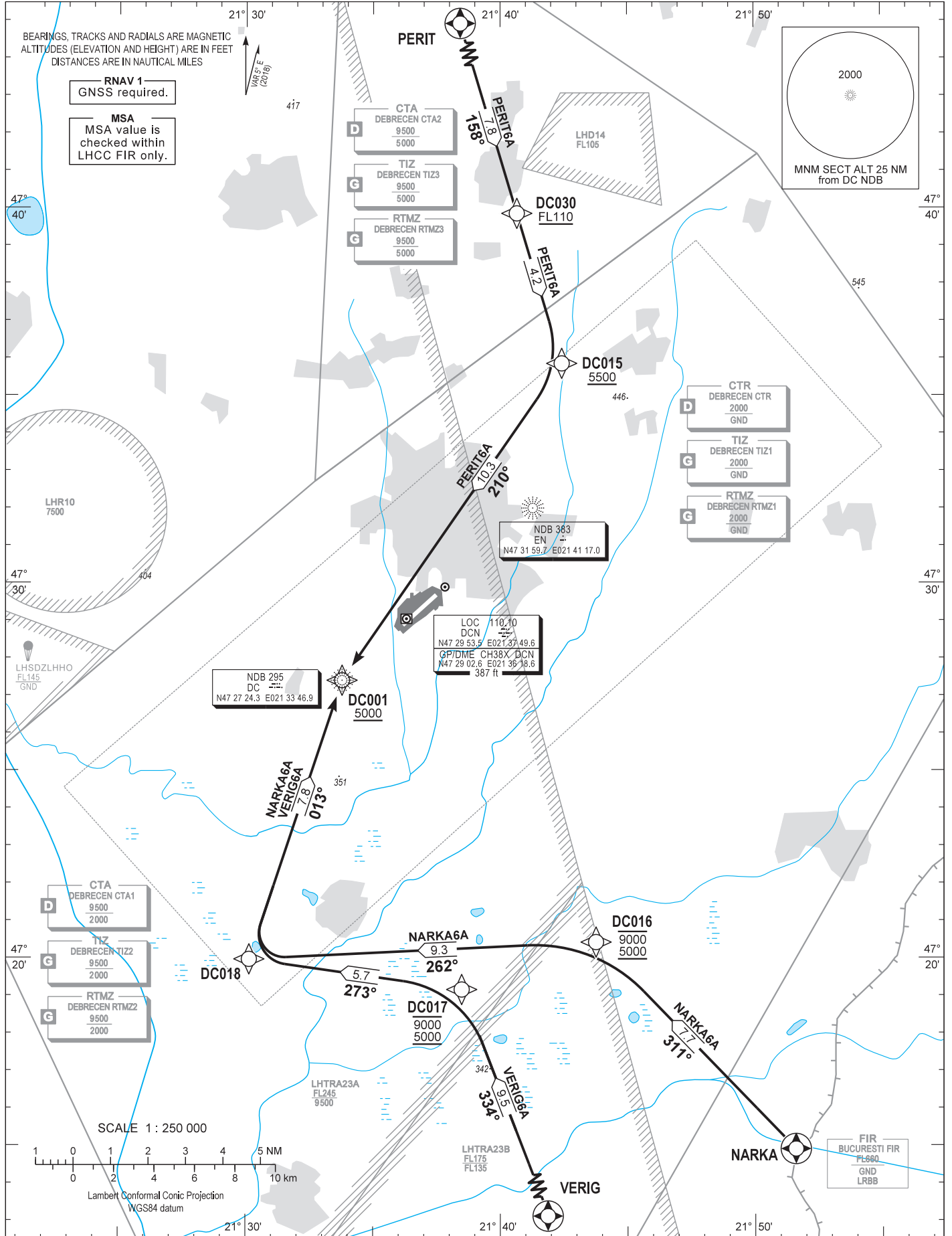
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STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 10000

DEBRECEN TOWER	125.910
DEBRECEN INFO	125.910
BUDAPEST INFORMATION (EAST)	133.000

DEBRECEN RNAV RWY 04R / 22L NARKA6A PERIT6A VERIG6A



AD 2 LHDC STANDARD ARRIVAL CHART INSTRUMENT RWY 04R / 22L

NAME	PROCEDURE	RESTRICTIONS	DESCENT	R/T FAILURE
PERIT6A	To DC030 at or above FL110. To DC015 at or above 5500. To DC001 at or above 5000.	Max 250 KIAS	When passing a fix, facility or waypoint, descent have to be initiated without delay to the lowest authorized level (depicted on the chart or by ATC) of the following segment.	If an arriving controlled aircraft experiencing R/T failure, it shall follow the STAR to 5000, fly a standard entry into the DC holding and 1 more holding pattern, after which a basic instrument approach procedure shall be initiated according to the known wind direction.
NARKA6A	To DC016 between 5000 and 9000. To DC018, to DC001 at or above 5000.			
VERIG6A	To DC017 between 5000 and 9000. To DC018, to DC001 at or above 5000.			

WAYPOINT COORDINATES
AD 2-LHDC-RNAV_(GNSS) STAR

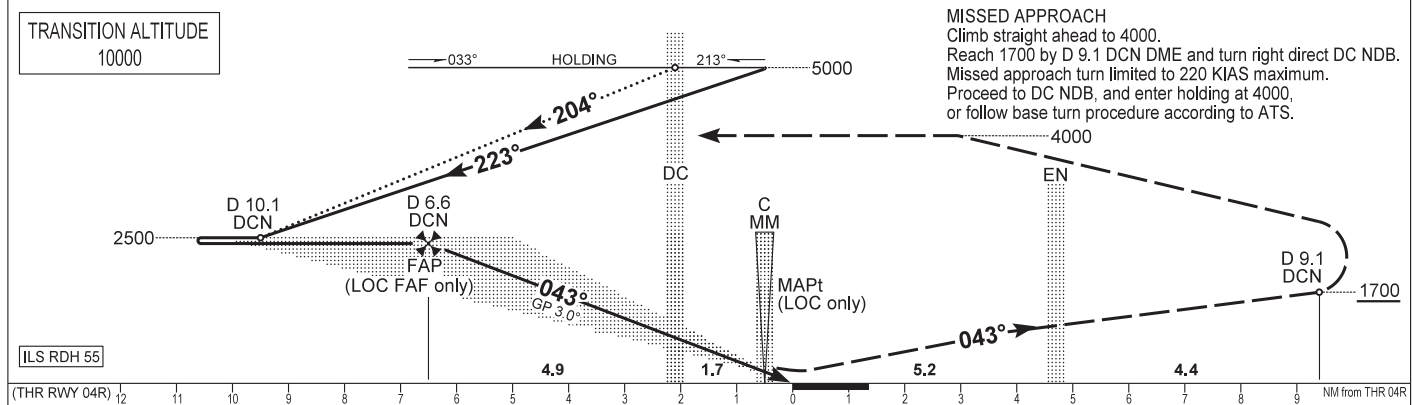
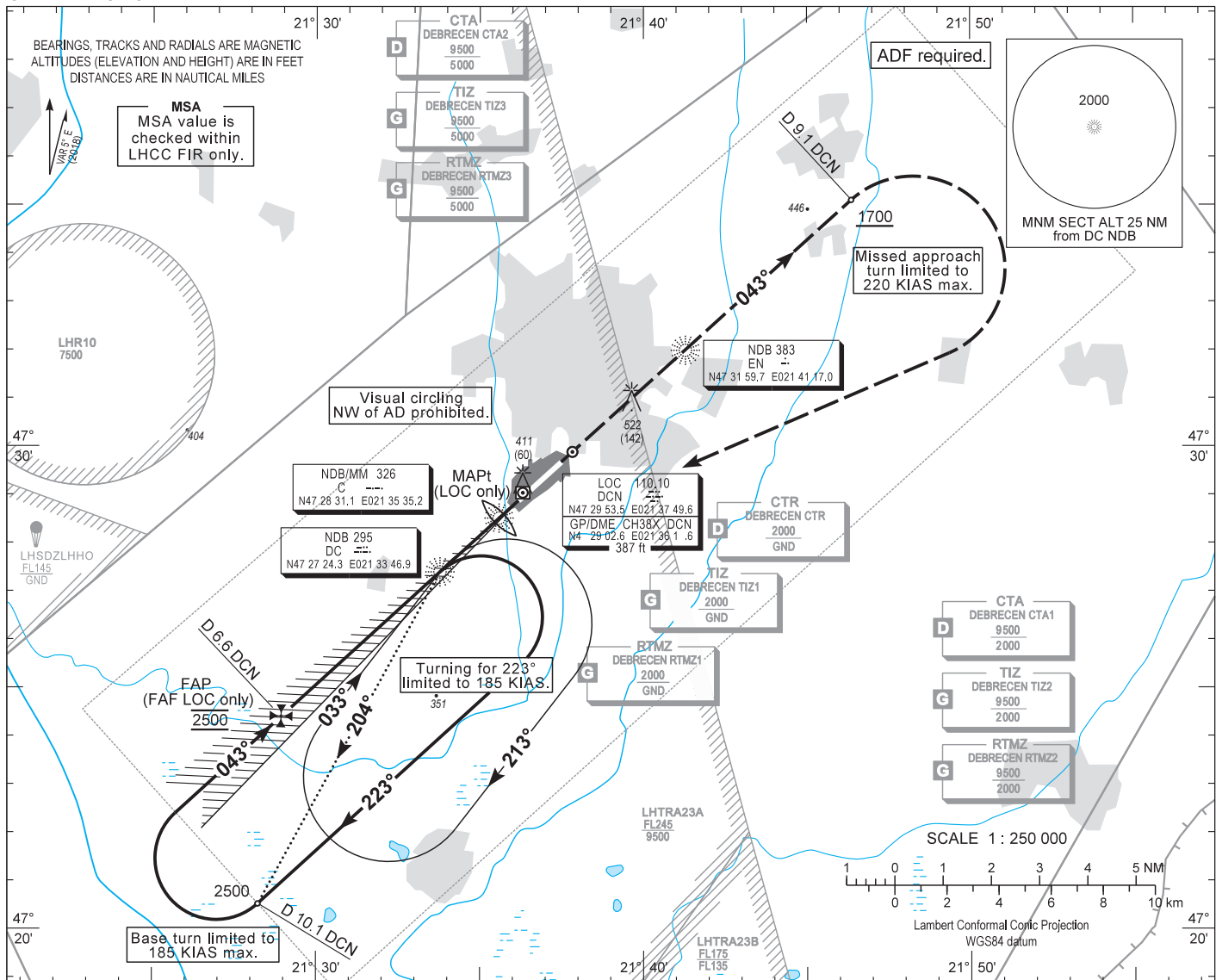
WAYPOINT	LATITUDE	LONGITUDE	WAYPOINT TYPE
NARKA	N47 14 54.5	E021 51 35.8	FLYOVER
PERIT	N47 47 18.0	E021 37 22.0	FLYOVER
VERIG	N47 10 20.0	E021 43 29.0	FLYOVER
DC001	N47 27 24.2	E021 33 46.9	FLY-BY
DC015	N47 35 51.1	E021 42 25.6	FLY-BY
DC016	N47 20 25.3	E021 43 45.6	FLY-BY
DC017	N47 19 09.5	E021 38 29.2	FLY-BY
DC018	N47 19 58.2	E021 30 08.1	FLY-BY
DC030	N47 39 51.1	E021 40 39.8	FLY-BY

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INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 361
HEIGHTS RELATED TO THR RWY 04R - ELEV 355

DEBRECEN TOWER 125.910
DEBRECEN INFO 125.910
BUDAPEST INFORMATION (EAST) 133.000

DEBRECEN ILS or LOC RWY 04R
(ACFT CAT A, B, C, D)



ILS RDH 55																								
(THR RWY 04R)		12	11	10	9	8	7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	8	9	NM from THR 04R
OCA (OCH)				A	B	C	D	DME DCN / THR RWY 04R		NM	6.0	5.0	4.0	3.0	2.0	1.0								
STRAIGHT-IN APPROACH	Cat. I.	Press. ALT	552 (197)	564 (209)	572 (217)	582 (227)	ALTITUDE		ft	2310	1990	1670	1360	1040	730									
	LOC only		660 (310)				Timing not authorised for defining the MAPt.																	
CIRCLING APPROACH SE of AD only		ft AMSL	830	860	960	1050	GROUND SPEED		kt	80	100	120	140	160	180									
		VIS. m	1900	2800	3700	4600	FAP/FAF - RWY04R (6.6 NM)		MIN:sec	4:56	3:57	3:17	2:49	2:28	2:12									
							Rate of descent (326 ft/NM)		ft/min	430	540	650	760	870	980									

AD 2 LHDC INSTRUMENT APPROACH CHART ILS OR LOC RWY 04R

ILS approach from DC NDB (Holding):

Initial altitude: 5000.

When crossing DC NDB holding fix turn right to heading 223° (185 KIAS max.) and descend to 2500.

Fly outbound and after 2.5 min. or at D 10.1 DCN DME, whichever is earlier turn right (185 KIAS max.) to intercept DCN LOC 043°.

Glide path interception at D 6.6 DCN DME(descent fix), then follow ILS.

Base turn ILS approach from DC NDB:

Available at ATC discretion only.

When crossing DC NDB fly outbound on track 204° (QDR 204°) and descend to 2500.

At D 10.1 DCN DME turn right (185 KIAS max.) to intercept DCN LOC 043°, then follow ILS.

Holding procedure:

Holding fix: DC NDB.

Right hand holding pattern.

Maximum speed: 220 KIAS

Inbound track: 033°

Outbound track: 213°

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

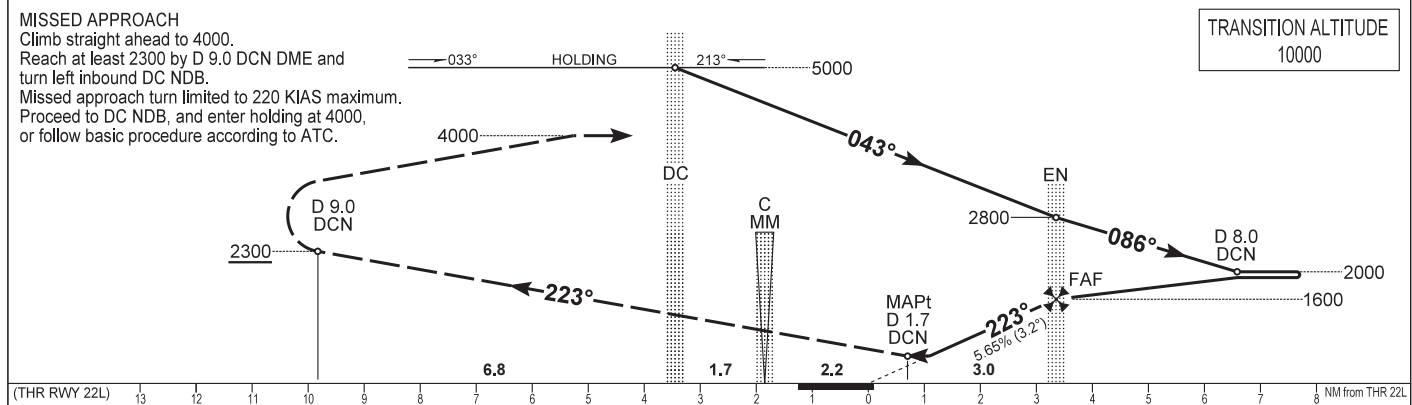
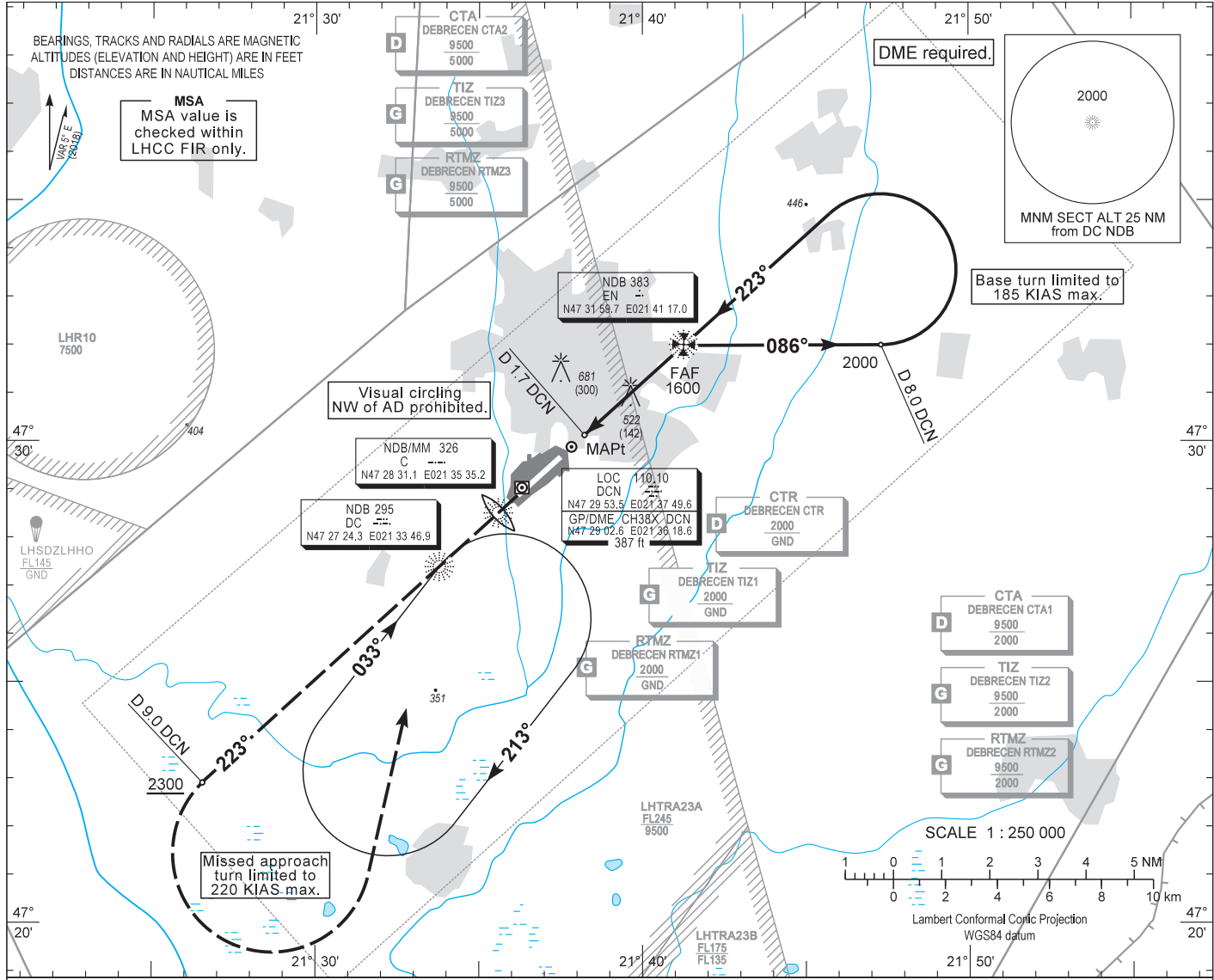
AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 361
HEIGHTS RELATED TO
THR RWY 22L - ELEV 360

DEBRECEN TOWER 125.910
DEBRECEN INFO 125.910
BUDAPEST INFORMATION (EAST) 133.000

DEBRECEN
NDB RWY 22L
(ACFT CAT A, B, C, D)



(THR RWY 22L)	13	12	11	10	9	8	7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	8	NM from THR 22L				
OCA (OCH)					A	B	C	D																			
STRAIGHT-IN APPROACH					920 (560)																						
CIRCLING APPROACH SE of AD only	ft AMSL	830	860	960	1050																						
	VIS. m	1900	2800	3700	4600																						
														DME DCN	NM	4.0	3.0										
														DIST THR / RWY 22L	NM	2.8	1.8										
														ALTITUDE	ft	1380	1030										
Timing not authorised for defining the MAPt.																											

GROUND SPEED	kt	60	90	120	150	180
FAF - MAPt 2.95 NM	MIN:sec	2:57	1:58	1:28	1:11	0:59

AD 2 LHDC INSTRUMENT APPROACH CHART NDB RWY 22L

NDB approach from DC NDB:

Initial altitude: 5000.
Proceed to EN NDB and descend to 2800 .
At EN NDB turn right to 086° and descend to 2000 .
Fly outbound to D 8.0 DCN DME and turn left to track 223° inbound EN NDB (185 KIAS max.).
Proceed to EN NDB and descend to 1600.
At EN NDB descend to 920 on track 223°.

Holding procedure:

Holding fix: DC NDB.
Right hand holding pattern.
Maximum speed: 220 KIAS
Inbound track: 033°
Outbound track: 213°
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

Final approach descent: 3.23°

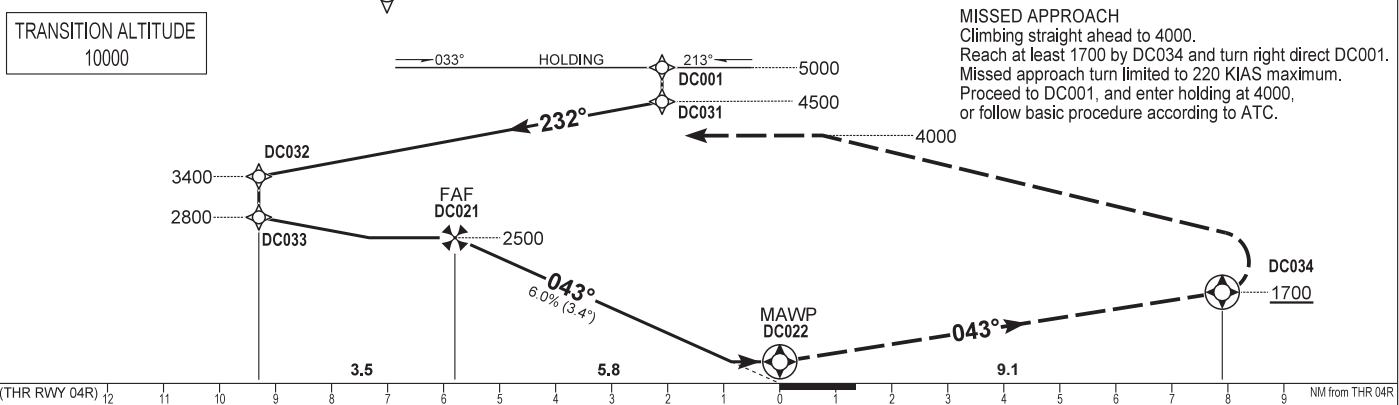
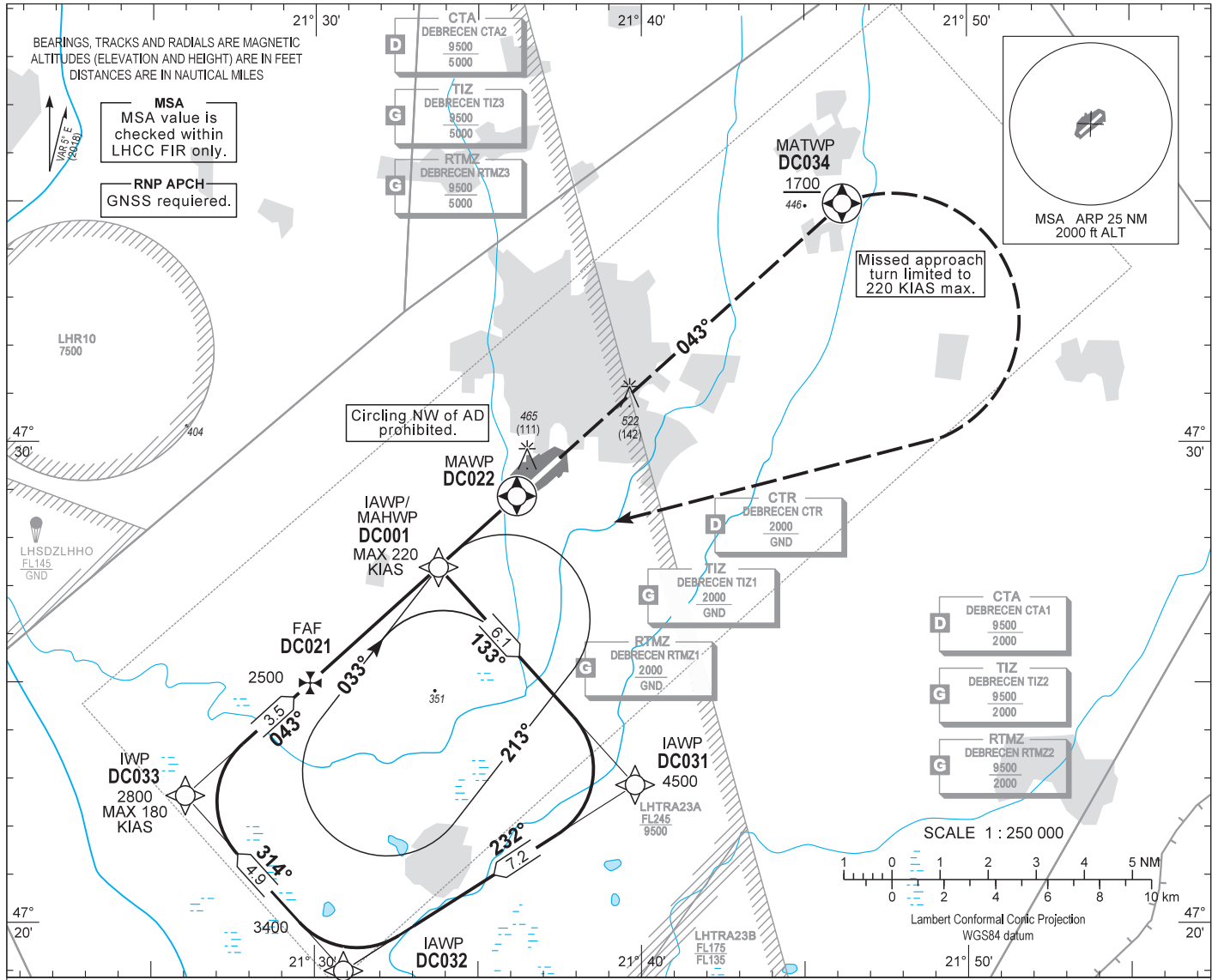
AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 361
HEIGHTS RELATED TO
THR RWY 04R - ELEV 355

DEBRECEN TOWER 125.910
DEBRECEN INFO 125.910
BUDAPEST INFORMATION (EAST) 133.000

DEBRECEN
RNAV^(GNSS) RWY 04R
(ACFT CAT A, B, C, D)



OCA (OCH)	A	B	C	D	DIST THR / RWY 04R	NM	5.0	4.0	3.0	2.0	1.0	
STRAIGHT-IN APPROACH	700 (340)				ALTITUDE	ft	2230	1870	1500	1140	770	
CIRCLING APPROACH SE of AD only	ft AMSL	830	860	960	Timing not authorised for defining the MAPt.							
	VIS. m	1900	2800	3700	4600	GROUND SPEED	kt	60	90	120	150	180
FAWP - MAWP 5.79 NM							MIN:sec	5:48	3:51	2:54	2:19	1:56

AD 2 LHDC INSTRUMENT APPROACH CHART RNAV_(GNSS) RWY 04R

Only aircraft, equipment and aircrew **approved by the State of the Operator** to carry out GNSS approaches, may use the procedure.

PT	WP ID	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	DC001	...	...	...	@5000	-220	...	RNP APCH
TF	DC031	...	137.9 T/6.1 NM	...	4500	...	...	RNP APCH
TF	DC032	...	237.4 T/7.2 NM	...	3400	...	...	RNP APCH
TF	DC033	...	317.9 T/4.9 NM	...	2800	-180	...	RNP APCH
TF	DC021	...	047.8 T/3.5 NM	...	2500	...	...	RNP APCH
TF	DC022	Y	047.8 T/5.8 NM	...	+700	...	-3.4°	RNP APCH
TF	DC034	Y	047.9 T/9.1 NM	...	+1700	-220	...	RNP APCH
DF	DC001	...	...	R	@4000	-220	...	RNP APCH
HM	DC001	...	038.0 T/1 min	R	@4000	-220	...	RNP APCH

Holding procedure:

Holding fix: DC001.

Right hand holding pattern.

Maximum speed: 220 KIAS
 Inbound track: 033°
 Outbound track: 213°
 Rate of turn: 3°/sec. or 25° bank angle
 (whichever requires lesser bank)
 Outbound time: 1 min
 Minimum holding altitude: 5000
 4000 for Missed Approach

WAYPOINT COORDINATES AD 2-LHDC-RNAV_(GNSS) 04R

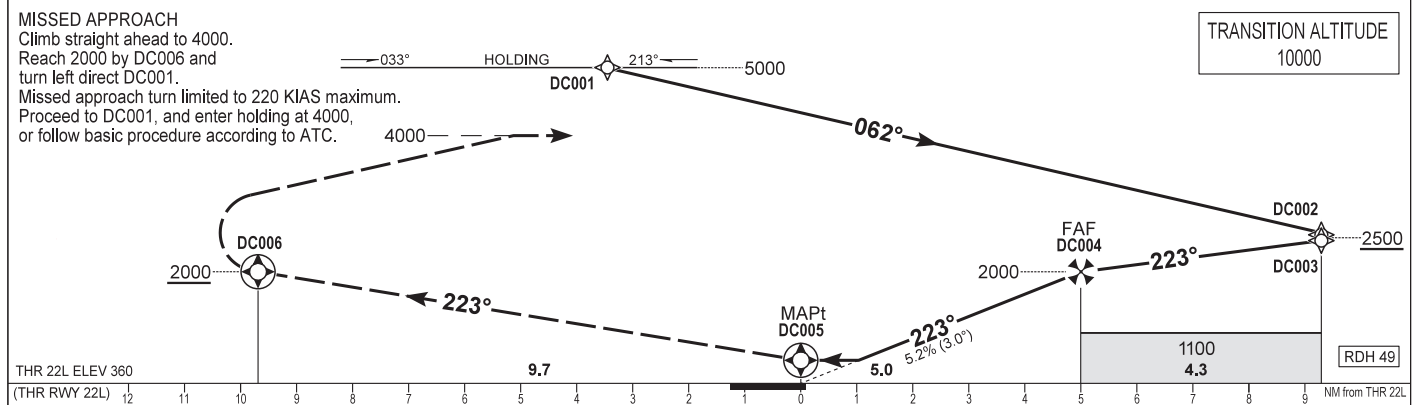
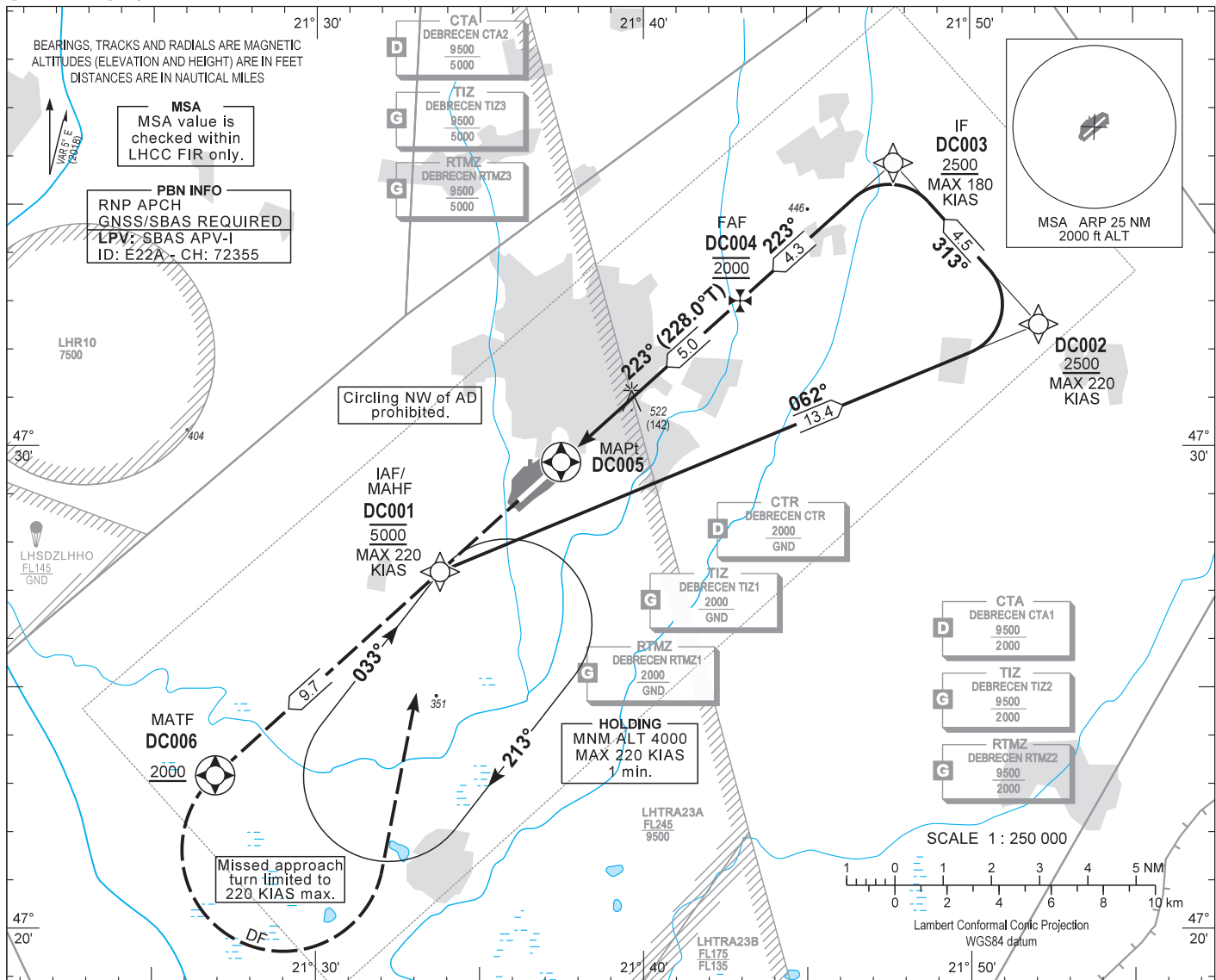
WAYPOINT	LATITUDE	LONGITUDE	REMARK
DC001	N47 27 24.2	E021 33 46.9	IAWP
DC031	N47 22 52.9	E021 39 48.3	IAWP
DC032	N47 19 00.5	E021 30 53.1	IAWP
DC033	N47 22 38.8	E021 26 02.3	IWP
DC021	N47 24 59.7	E021 29 51.3	FAF
DC022	N47 28 53.0	E021 36 10.9	MAWP
DC034	N47 34 58.0	E021 46 09.8	MATWP
DC001	N47 27 24.2	E021 33 46.9	MAHWP

AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 361
HEIGHTS RELATED TO THR RWY 22L - ELEV 360

DEBRECEN TOWER 125.910
DEBRECEN INFO 125.910
BUDAPEST INFORMATION (EAST) 133.000

DEBRECEN
RNAV_(GNSS) RWY 22L
(ACFT CAT A, B, C, D)



OCA (OCH)		A	B	C	D	DIST THR / RWY 22L					
STRAIGHT-IN APPROACH		780 (420)				NM	5.0	4.0	3.0	2.0	
CIRCLING APPROACH SE of AD only	ft AMSL	830	860	960	1050	ALTITUDE					
	VIS. m	1900	2800	3700	4600	ft	2000	1680	1360	1050	
Timing not authorised for defining the MAPt.						GROUND SPEED					
THR 22L ELEV 360 (THR RWY 22L)						kt	60	90	120	150	180
9.7						FAF - DC005 5.0 NM					
5.0						min:sec	5:00	3:20	2:30	2:00	1:40
5.2% (3.0°)						Rate of descent (318.4 ft/NM)					
4.3						ft/min	320	480	640	800	960

AD 2 LHDC INSTRUMENT APPROACH CHART RNAV_(GNSS) RWY 22L

Only aircraft, equipment and aircrew **approved by the State of the Operator** to carry out GNSS approaches, may use the procedure.

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	DC001	IAF				@5000	-220		RNP APCH
TF	DC002			067.4 T/13.4 NM		+2500	-220		RNP APCH
TF	DC003	IF		318.1 T/4.5 NM		+2500	-180		RNP APCH
TF	DC004	FAF		228.0 T/4.3 NM		@2000			RNP APCH
TF	DC005	MAPt	Y	228.0 T/5.0 NM		+409		-3.0°	RNP APCH
TF	DC006	MATF	Y	227.8 T/9.7 NM		+2000	-220		RNP APCH
DF	DC001				L	@4000	-220		RNP APCH
HM	DC001	MAHF		038.0 T/1 min	R	@4000	-220		RNP APCH

Holding procedure:

Holding fix: DC001.

Right hand holding pattern.

Maximum speed: 220 KIAS

Inbound track: 033°

Outbound track: 213°

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

Final approach descent: 3.00°

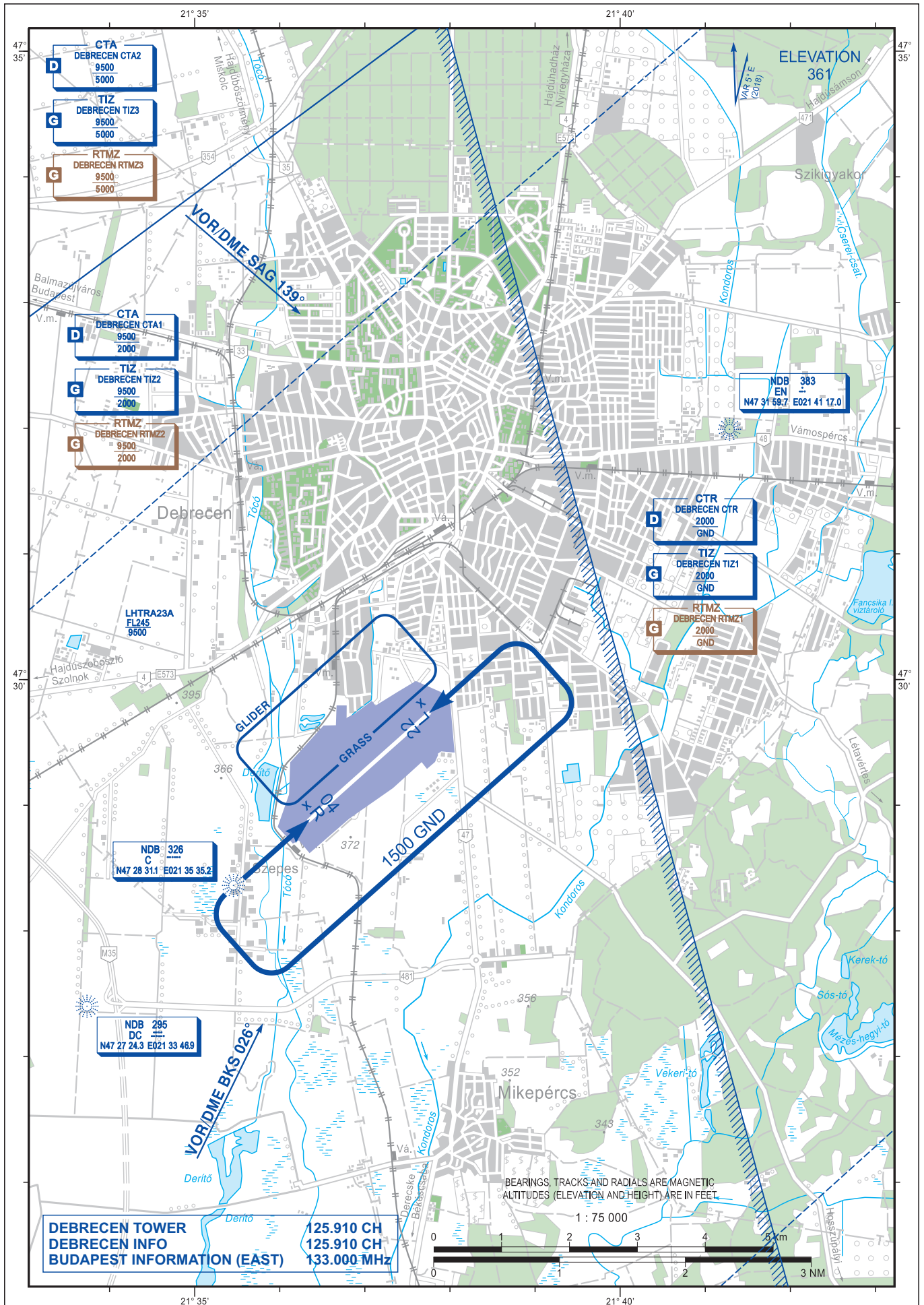
SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)

Operation type	0
SBAS Provider	1
Airport identifier	LHDC
Runway	22L
Approach Performance Designator	0
Route indicator	
Reference Path Data Selector	0
Reference Path Identifier	E22A
LTP/FTP Latitude	472940.7420N
LTP/FTP Longitude	0213728.8520E
LTP/FTP Ellipsoidal Height (m)	150.8
FPAP Latitude	472852.9925N
FPAP Longitude	0213610.7885E
Threshold Crossing Height	15
TCH Units Selector	1
Glidepath Angle (degrees)	3.00
Course Width (m)	105.00
Length Offset (m)	0
HAL (m)	40.0
VAL (m)	50.0
Data Block	10 03 04 08 0C D6 00 00 01 32 32 05 0C EB 61 14 28 C2 47 09 E4 19 F5 8A FE 21 9E FD 2C 81 2C 01 64 00 C8 FA E3 55 64 04
Calculated CRC Value	E3556404
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	109.8
FPAP Orthometric Height (m)	109.8

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
DC001	N47 27 24.2	E021 33 46.9
DC002	N47 32 31.6	E021 52 05.1
DC003	N47 35 52.5	E021 47 38.8
DC004	N47 33 01.3	E021 42 57.5
DC005	N47 29 40.7	E021 37 28.9
DC006	N47 23 10.7	E021 26 55.8



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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 AND NAME

LHNY NYÍREGYHÁZA

LHNY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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	5° E (2015) / 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 SITA:Nil Email:info@trenerkft.hu URL:http://www.trenerkft.hu AFIS Phone:(+36) 30-527-6276
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Nil

LHNY AD 2.3 OPERATIONAL HOURS

1	AD Administration	MON, TUE, WED, THU, FRI: 0630 - 1500 (0530-1400)
2	Customs and immigration	PPR 24
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	Outside operational hours and weekends: on request

LHNY AD 2.4 HANDLING SERVICES AND FACILITIES

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

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

LHNY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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 2.7 SEASONAL AVAILABILITY - CLEARING

Nil

LHNY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: Strength:	Nil Nil
2	Taxiway width, surface and strength	Width: Surface: Strength:	9 M, except TWY A1: 11 M and TWY B: 13 M TWYs A1 and B: Asphalt, others concrete TWYs A1 and B: PCN 15/F/C/W/U others: PCN 8/R/C/W/U
3	Altimeter checkpoint location and elevation	Location: Elevation:	At THR 103 M
4	VOR checkpoints	Nil	
5	INS checkpoints	Nil	
6	Remarks	16 pcs separated concrete aircraft stands	

LHNY 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	RWYs: Designator, threshold, centre line, edge TWYs: centre line
3	Stop bars	Nil
4	Remarks	Nil

LHNY AD 2.10 AERODROME OBSTACLES

Data for Area 2 and 3 See GEN 3.1

LHNY 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 Interval of issuance	National Meteorological Service, Aeronautical Meteorological Centre TAF 9 HR on request
4	TREND forecast Interval of issuance	Nil

5	Briefing/consultation provided	Consultation via phone, fax or telex. See GEN 3.5
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
10	Additional information	Nil

LHNY 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
18	181.32° GEO	1000 x 20	20/F/C/W/U ASPH	475918.65N 0214132.88E 475846.22N 0214131.77E Nil	103 M
36	1.32° GEO	1000 x 20	20/F/C/W/U ASPH	475846.22N 0214131.77E 475918.65N 0214132.88E Nil	103 M

Designations RWY	Slope of RWY - SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M) surface	Location of arresting system	OFZ	Remarks
1	7	8	9	10	11	12	13	14
18	0%	Nil	Nil	1120 x 150	40 x 90 GRASS	Nil	Nil	Nil
36	0%	Nil	Nil	1120 x 150	40 x 90 GRASS	Nil	Nil	Nil

LHNY AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	1000	1000	1000	1000	
36	1000	1000	1000	1000	

LHNY AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type, LEN, INTST	THR LGT colour WBAR	VASIS (MEHT)	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
18	E - SALS 420 M LIM	GRN	PAPI 3.2° (8.62 M)	Nil	Nil	1000 M 60 M WHI	RED	Nil	Nil
36	E - SALS 420 M LIM Sequence d flashing	GRN	PAPI 3.2° (8.62 M)	Nil	Nil	1000 M 60 M WHI	RED	Nil	Nil

LHNY AD 2.15 OTHER LIGHTING AND 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 / switch-over time	Yes
5	Remarks	Nil

LHNY AD 2.16 HELICOPTER LANDING AREA

Nil

LHNY AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	Nyíregyháza TIZ A circle with a 10 KM radius centred at 475856N 0214100E
2	Vertical limits	4000 FT ALT GND
3	Airspace classification	G
4	ATS unit call sign Language(s)	Nyíregyháza Info English, Hungarian
5	Transition altitude	10000 FT
6	Hours of Applicability	Nil
7	Remarks	Air Traffic Advisory Service is not AVBL in the class G airspace LHNY TIZ.

LHNY AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of operation	Remarks
1	2	3	4	5	6	7
AFIS	NYIREGYHAZA INFO	119.410 CH	Nil	Nil	As AD	Nil

LHNY 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(ies)	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	PQ	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

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

LHPP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LHPP PÉCS/POGÁNY

LHPP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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 SITA: Nil 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	MAY 01 - AUG 31 MON, TUE, WED, THU, FRI: 0800 - 1800 (0700-1700) SAT, SUN, Legal Holiday: 0900 - 1700 (0800-1600) MAR 01 - APR 30, SEP 01 - OCT 31 MON, TUE, WED, THU, FRI: 0800 - 1600 (0700-1500) SAT, SUN, Legal Holiday: 0900 - 1500 (0800-1400) NOV 01 - FEB 28 MON, TUE, WED, THU, FRI: 0800 - 1400 SAT, SUN, Legal Holiday: 0900 - 1300 (PPR 0500 - 2100)
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	First 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 guest in Pogany

LHPP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A3
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 CAT A5, 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

LHPP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: Strength:	CONC Apron 1: 35/R/B/W/T Apron 2: 37/R/B/W/T
2	Taxiway width, surface and strength	Width: Surface: Strength:	TWY A: 15 M TWY A1: 8 M asphalt TWY A and A1: 37/F/C/W/T
3	Altimeter checkpoint location and elevation	Location: Elevation:	Nil
4	VOR checkpoints	Nil	
5	INS checkpoints	Nil	
6	Remarks	Turning bay at threshold RWY 34. (43,6 M X 8,60 M)	

LHPP 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	TWY centre lines, guide lines on apron. Centre lines, holding point marking.
2	RWY and TWY markings and LGT	RWY: designator, threshold, TDZ, centre line markings TWYs: centre lines, holding point marking
3	Stop bars	Nil
4	Remarks	Nil

LHPP AD 2.10 AERODROME OBSTACLES

Data for Area 2 and Area 3 See GEN 3.1

LHPP 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	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. See GEN 3.5

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. preservation and warnings in Budapest FIR
8	Supplementary equipment available for providing information	Nil
9	ATS Units provided with information	Budapest FIC; AFIS
10	Additional information	Nil

LHPP 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
16	157.53° GEO	1500 x 30	38/F/B/W/T ASPH	455943.62N 0181418.32E 455858.74N 0181444.95E 44.9 M	198 M
34	337.53° GEO	1500 x 30	38/F/B/W/T ASPH	455858.74N 0181444.95E 455943.62N 0181418.32E 44.9 M	195.2 M

Designations RWY NR	Slope of RWY - SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M) surface	Location of arresting system	OFZ	Remarks
1	7	8	9	10	11	12	13	14
16	-0.10%/-0.87%	Nil	Nil	1620 x 300	360 x 90 grass	Nil	Nil	Nil
34	+0.87%/+0.10 %	Nil	Nil	1620 x 300	360 x 90 grass	Nil	Nil	Nil

LHPP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16	1500	1500	1500	1500	Nil
34	1500	1500	1500	1500	Nil

LHPP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT)	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
16	SALS 420 M LIM	Green	3.36° (15 M)	Nil	Nil	1500 M 60 M White/Yellow LIH	RED	Nil	Nil
34	CAT1 barrette 900 M LIH	Green	3° (17 M)	Nil	Nil	1500 M 60 M White/Yellow LIH	RED	Nil	Nil

LHPP AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	
3	TWY edge and centre line lighting	TWY edge lighting on TWY A, in 102 M length
4	Secondary power supply	GPU diesel ground power unit (152 kW, 10-hour operating time)
5	Remarks	Retroreflective edge markers on the other section of TWY A and Aprons

LHPP AD 2.16 HELICOPTER LANDING AREA

Nil

LHPP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	PECS-POGANY TIZ 454614N 0181508E - 455106N 0182820E - 461304N 0182154E - 461402N 0181906E - 460854N 0180424E - 455347N 0175950E - 454614N 0181508E
2	Vertical limits	9500 FT ALT GND
3	Airspace classification	G
4	ATS unit call sign Language(s)	Pogány Info EN, HU
5	Transition altitude	10000 FT AMSL
6	Remarks	Air Traffic Advisory Service is not AVBL in the class G airspace LHPP TIZ.

LHPP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of operation	Remarks
1	2	3	4	5	6	7
AFIS	Pogány Info	126.915 CH	Nil	Nil	as AD	Nil

LHPP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency(ies)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L	PP	412 KHZ	H24	460021.0N 0181358.0E		Nil
ILS 34 (CAT I)						
LLZ	PCS	108.35 MHZ	H24	455952.2N 0181413.3E		
GP		333.95 MHZ	H24	455906.4N 0181434.9E		GP angle: 3°
DME	PCS	20Y	H24	455906.4N 0181434.9E	196 M	

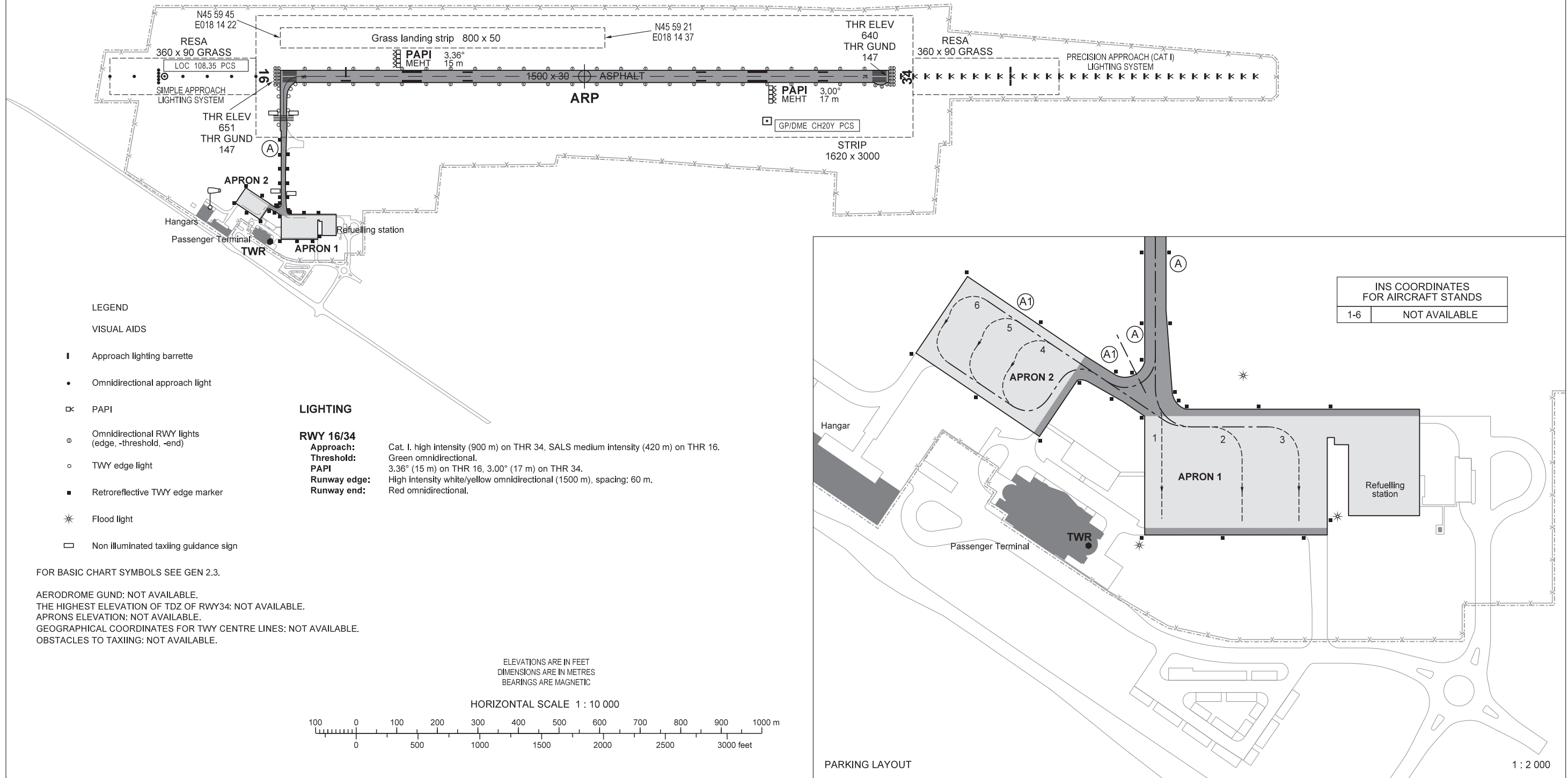
AERODROME CHART - ICAO

ARP
N45 59 21
E018 14 32 AERODROME ELEV 651

POGÁNY INFO 126.915
BUDAPEST INFORMATION (WEST) 125.500

PÉCS/POGÁNY

RWY	DIRECTION	THR	BEARING	STRENGTH	TORA	TODA	ASDA	LDA
16	155°	N45 59 44, E018 14 18	PCN 38/F/B/W/T		1500	1500	1500	1500
34	335°	N45 58 59, E018 14 45	PCN 38/F/B/W/T		1500	1500	1500	1500
Apron 1			PCN 35/R/B/W/T					
Apron 2			PCN 37/R/B/W/T					
Taxiways			PCN 37/F/C/W/T					
Taxiway width: A: 15 m; A1: 8 m.								
Remark: Turning bay at threshold RWY34 (43.6 m x 8.6 m).								



INS COORDINATES FOR AIRCRAFT STANDS	
1-6	NOT AVAILABLE

LEGEND

VISUAL AIDS

- ▬ Approach lighting barrette
- Omnidirectional approach light
- ⊠ PAPI
- ⊙ Omnidirectional RWY lights (edge, -threshold, -end)
- TWY edge light
- Retroreflective TWY edge marker
- * Flood light
- Non illuminated taxiing guidance sign

LIGHTING

RWY 16/34

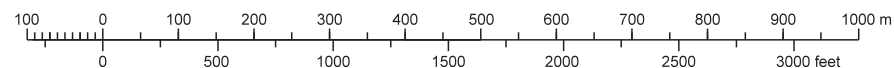
Approach: Cat. I, high intensity (900 m) on THR 34, SALS medium intensity (420 m) on THR 16.
Threshold: Green omnidirectional.
PAPI: 3.36° (15 m) on THR 16, 3.00° (17 m) on THR 34.
Runway edge: High intensity white/yellow omnidirectional (1500 m), spacing: 60 m.
Runway end: Red omnidirectional.

FOR BASIC CHART SYMBOLS SEE GEN 2.3.

AERODROME GUND: NOT AVAILABLE.
 THE HIGHEST ELEVATION OF TDZ OF RWY34: NOT AVAILABLE.
 APRONS ELEVATION: NOT AVAILABLE.
 GEOGRAPHICAL COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE.
 OBSTACLES TO TAXIING: NOT AVAILABLE.

ELEVATIONS ARE IN FEET
 DIMENSIONS ARE IN METRES
 BEARINGS ARE MAGNETIC

HORIZONTAL SCALE 1 : 10 000



PARKING LAYOUT

1 : 2 000

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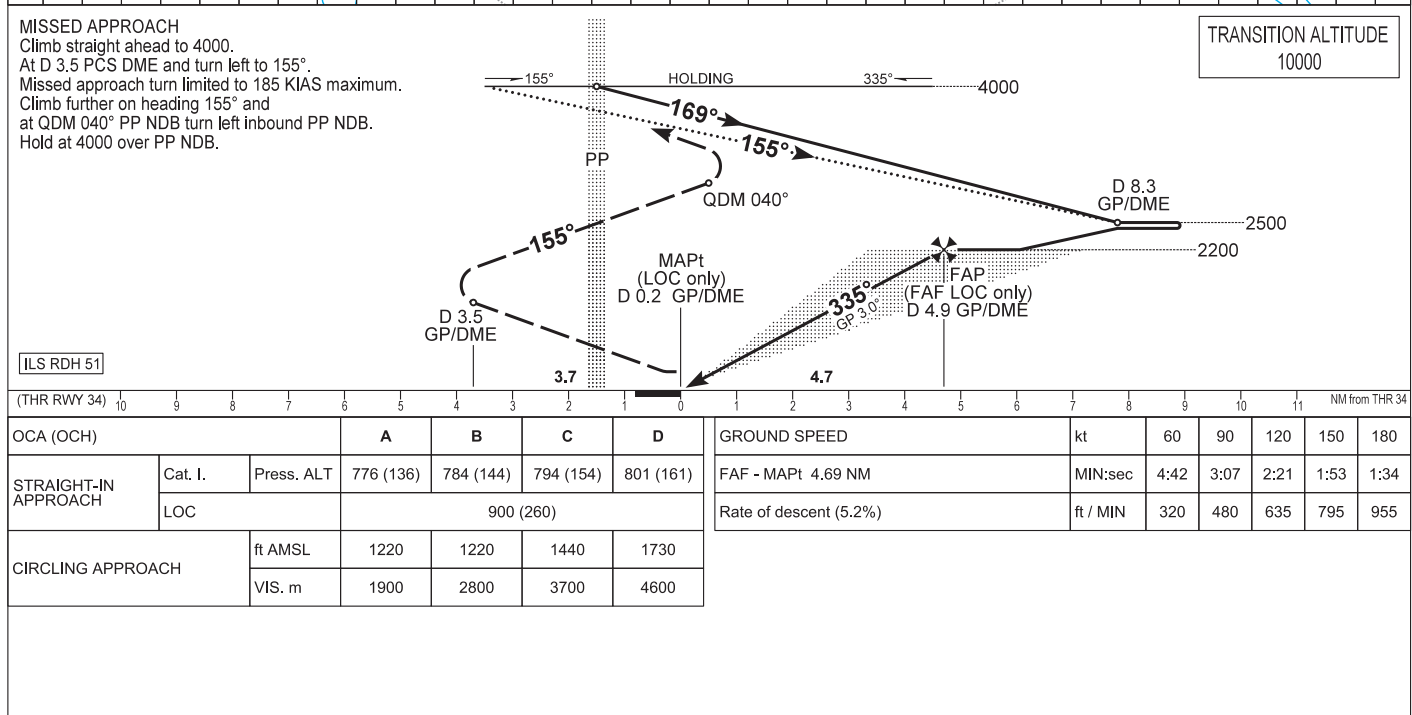
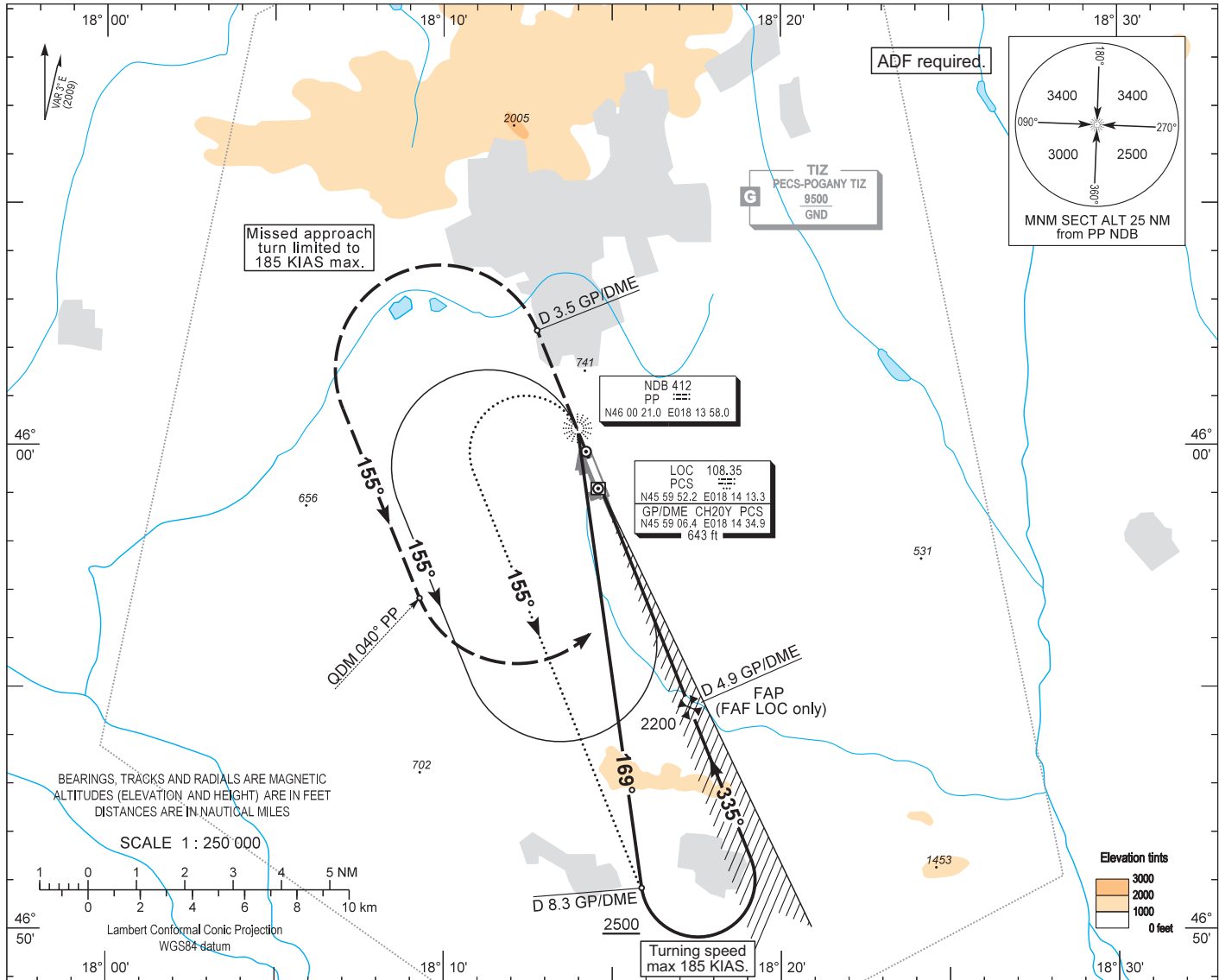
AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 651
HEIGHTS RELATED TO
THR RWY 34 - ELEV 640

POGÁNY INFO 126.915
BUDAPEST INFORMATION (WEST) 125.500

PÉCS/POGÁNY
ILS or LOC RWY 34
(ACFT CAT A, B, C, D)



AD 2 LHPP INSTRUMENT APPROACH CHART ILS OR LOC RWY 34

Arrivals on 139° - 199° may enter the base turn procedure directly at 4000
above PP NDB according to the advice of POGÁNY INFO.
Other arrivals shall enter the holding procedure.

ILS approach from PP NDB:

Initial altitude: 4000. 185 KIAS max.

Leave PP NDB on QDR 169 and descend to 2500.

At D 8.3 PCS DME turn left to intercept PCS LOC and descend to 2200, then follows ILS.

ILS approach from PP NDB holding:

Initial altitude: 4000. 185 KIAS max.

At PP NDB turn left to 155° and descend to 2500.

At D 8.3 PCS DME turn left to intercept PCS LOC and follow basic procedure.

Holding procedure:

Holding fix: PP NDB.

Left hand holding pattern.

Inbound track: 335°

Outbound track: 155°

Rate of turn: 3°/sec. or 25° bank angle

(whichever requires lesser bank)

Outbound timing: 1 min.

Minimum holding altitude: 4000

Final approach descent (LOC only): 3.00°

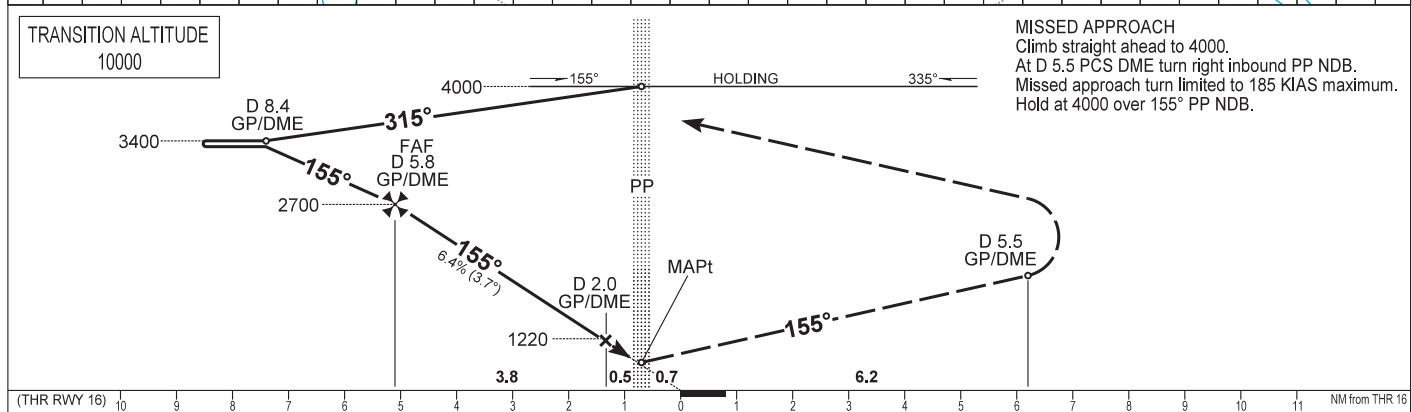
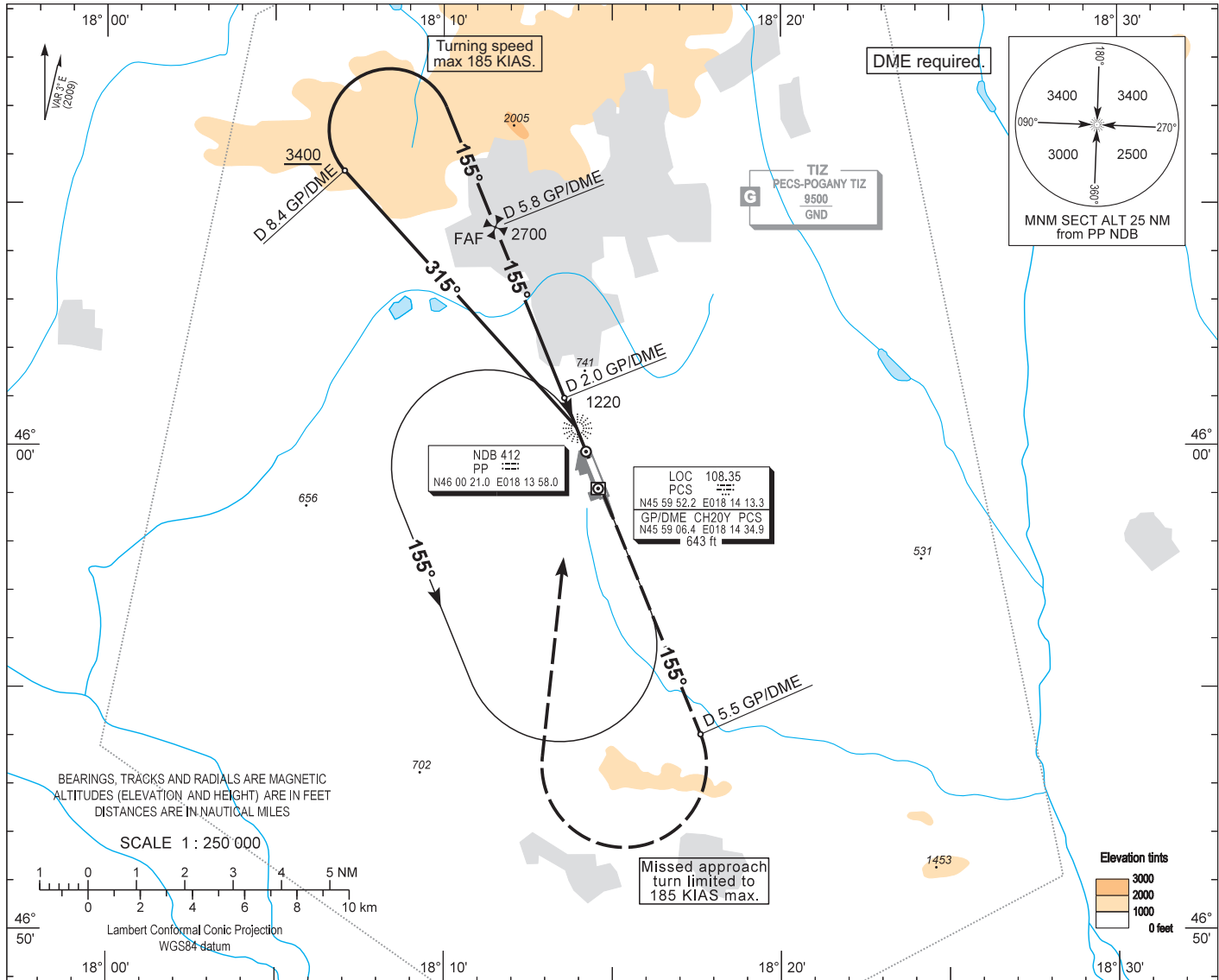
AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 651
HEIGHTS RELATED TO
THR RWY 16 - ELEV 651

POGÁNY INFO 126.915
BUDAPEST INFORMATION (WEST) 125.500

PÉCS/POGÁNY
NDB RWY 16
(ACFT CAT A, B, C, D)



OCA (OCH)		A	B	C	D	GROUND SPEED					
STRAIGHT-IN APPROACH		1040 (390)				kt	60	90	120	150	180
CIRCLING APPROACH	ft AMSL	1220	1220	1440	1730	FAF - MAPt 4.47 NM					
	VIS. m	1900	2800	3700	4600	MIN:sec	4:28	2:58	2:14	1:47	1:29

AD 2 LHPP INSTRUMENT APPROACH CHART NDB RWY 16

Arrivals on 285° - 345° may enter the base turn procedure directly at 4000 above PP NDB according to the advice of POGÁNY INFO.
Other arrivals shall enter the holding procedure.

NDB approach from PP NDB:

Initial altitude: 4000. 185 KIAS max.

Leave PP NDB on QDR 315 and descend to 3400.

At D 8.4 PCS DME turn right to 155° inbound PP NDB and descend to 2700.

Proceed to FAF at D 5.8 PCS DME and descend to 1220.

At step-down fix D 2.0 PCS DME proceed to PP NDB and descend to 1040.

Holding procedure:

Holding fix: PP NDB.

Left hand holding pattern.

Inbound track: 335°

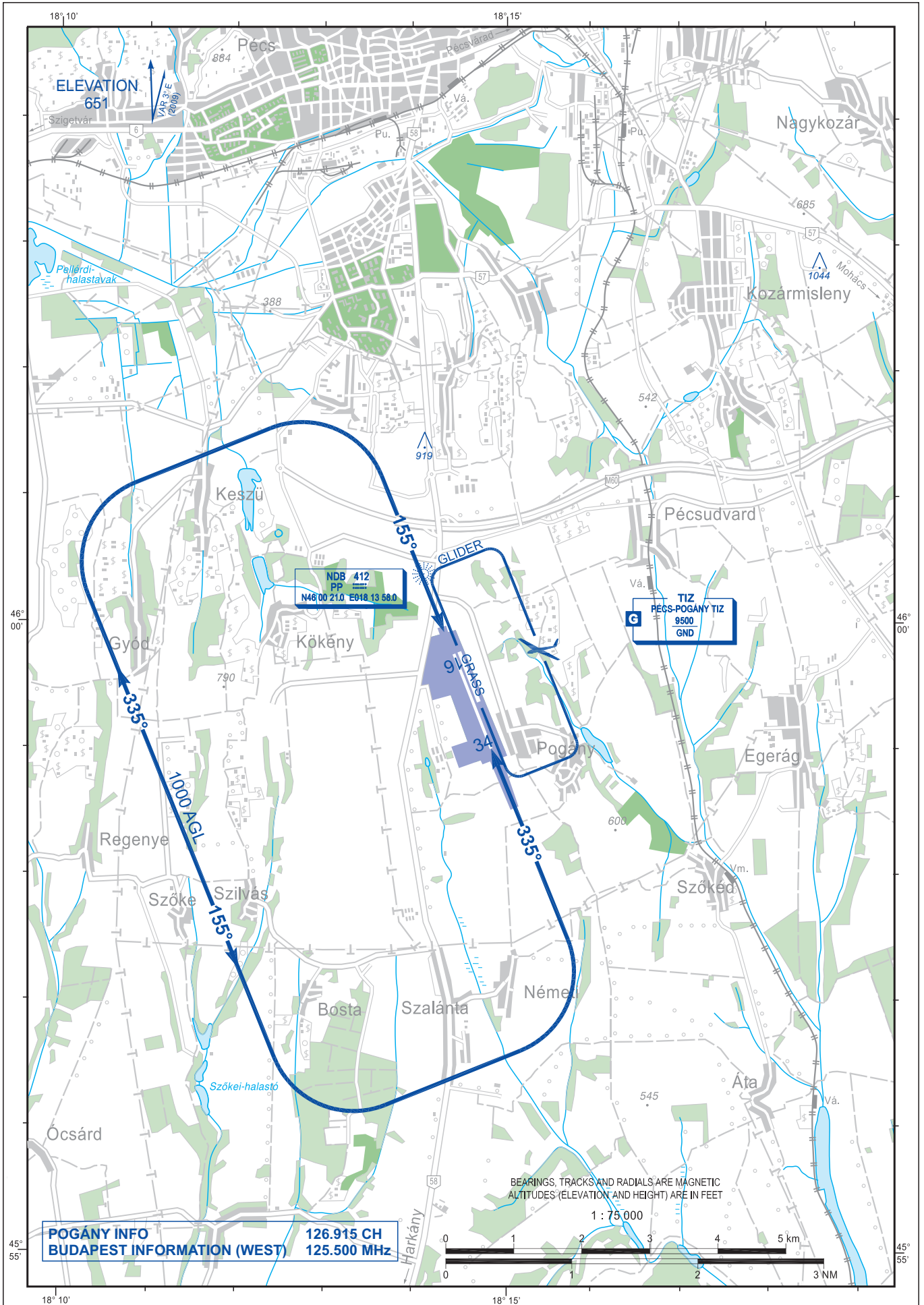
Outbound track: 155°

Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)

Outbound timing: 1 min.

Minimum holding altitude: 4000

Final approach descent: 3.66°



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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 AND NAME

LHPR GYŐR/PÉR

LHPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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 Gyor
3	Elevation/Reference temperature	426 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:info@lhpr.hu URL:http://www.lhpr.hu SITA:QGYAPXH
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 AeroShell W100, 15W50, Total Aero D100, DM 15W50.
3	Fuelling facilities/capacity	2 Kerosene trucks 20.000 litres and 6.000 litres.
4	De-icing facilities	Available on PRKG 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 2 KM from AD
3	Transportation	Taxi, local public bus, 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	Weekdays in operational hours: CAT V Weekends and public holidays in operational hours: CAT II
2	Rescue equipment	A5 Fire fighting vehicle type: Renault Kerax Capacity: 6000l of water, 900l of foaming agent, 250kgs of fire-extinguisher. A2 Fire fighting device type: IFEX 500 Capacity: 350l of instant foam hand operated
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

LHPR 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
12	119.45° GEO	2030 x 30	50/F/C/W/T ASPH	473758.34N 0174735.63E 473726.02N 0174900.30E 44 M	THR 126.5 M
30	299.47° GEO	2030 x 30	50/F/C/W/T ASPH	473726.02N 0174900.30E 473758.34N 0174735.63E 44.3 M	THR 129.75 M TDZ 129.31 M

Designations RWY NR	Slope of RWY - SWY	SWY dimensions (M)	CWY dimensi ons (M)	Strip dimensions (M)	RESA dimensions (M) surface	Location of arresting system	OFZ	Remarks
1	7	8	9	10	11	12	13	14
12	+0.165%	100 x 30	Nil	2350 x 300	90 x 60 GRASS	Nil	Nil	Nil
30	-0.165%	100 x 30	Nil	2350 x 300	90 x 60 GRASS	Nil	Nil	Nil

LHPR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
12	2030	2030	2130	2030	Nil
30	2030	2030	2130	2030	

LHPR 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
12	SALS 420 M LIM	GRN	PAPI LEFT 3° (11.45 M)	Nil	Nil	2030 M 58 M WHI-YEL LIM	RED	100 M RED	Nil

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
30	CAT I. 900 M LIH	GRN	PAPI LEFT 3° (11.45 M)	Nil	Nil	2030 M 58 M WHI-YEL LIH	RED	100 M RED	Nil

LHPR 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	Left side of RWY 12/30, in-line with the PAPI, 80m from the centerline, lighted.
3	TWY edge and centre line lighting	TWY edge lights at TWY A
4	Secondary power supply	Diesel generator unit (130kVA); switch-over time is 15 seconds.
5	Remarks	Nil

LHPR AD 2.16 HELICOPTER LANDING AREA

Nil

LHPR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	PER TIZ 474906N 0173651E - 474449N 0173000E - 473559N 0172918E - 473559N 0173554E - 472959N 0174154E - 472959N 0180954E - 473521N 0181527E - 474419N 0181530E along border HUNGARY_SLOVAKREPUBLIC - 474906N 0173651E
2	Vertical limits	9500 FT ALT GND
3	Airspace classification	G
4	ATS unit call sign Language(s)	PER INFO EN, HU
5	Transition altitude	10000 FT ALT
6	Remarks	Air Traffic Advisory Service is not AVBL in the class G airspace LHPR TIZ

LHPR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of operation	Remarks
1	2	3	4	5	6	7
AFIS	PER INFO	129.910 CH	Nil	Nil	0700 - 1700 (0600-1600)	Nil

LHPR 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(ies)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS 30 (CAT I)						
LOC 30 + 3°/ 2009	GPR	111.35 MHZ	H24	473802.5N 0174724.8E		
GP 30		332.15 MHZ	H24	473727.8N 0174843.9E		GP Angle:3°
LOC/DME	GPR	CH 50Y	H24	473727.8N 0174843.9E	147 M	
DVOR/DME (decl.: +3.4°)	GYR	115.1 MHZ CH 98X	H24	473932.8N 0174327.7E	156 M	DME COORD: 473932.4N 0174327.6E

LHPR AD 2.20 LOCAL AERODROME REGULATIONS

Nil

LHPR AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

LHPR AD 2.22 FLIGHT PROCEDURES

Visual circling in the northern sector of RWY 12/30 is prohibited for speed category C and D aircraft.

LHPR AD 2.23 ADDITIONAL INFORMATION

The active glider starting area and the appropriate placement of the winch-start aggregate are selected according to the actual meteorological conditions. Intention of training flights have to be reported before flight via www.lhpr.hu/training.

LHPR AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart - ICAO	AD 2-LHPR-ADC
Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHPR-SID-12
	AD 2-LHPR-SID-30
Instrument Approach Chart - ICAO	AD 2-LHPR-ILS/LOC-30
	AD 2-LHPR-VOR-12
	AD 2-LHPR-VOR-30
	AD 2-LHPR-RNAV-12
	AD 2-LHPR-RNAV-30
Visual Approach Chart - ICAO	AD 2-LHPR-VAC

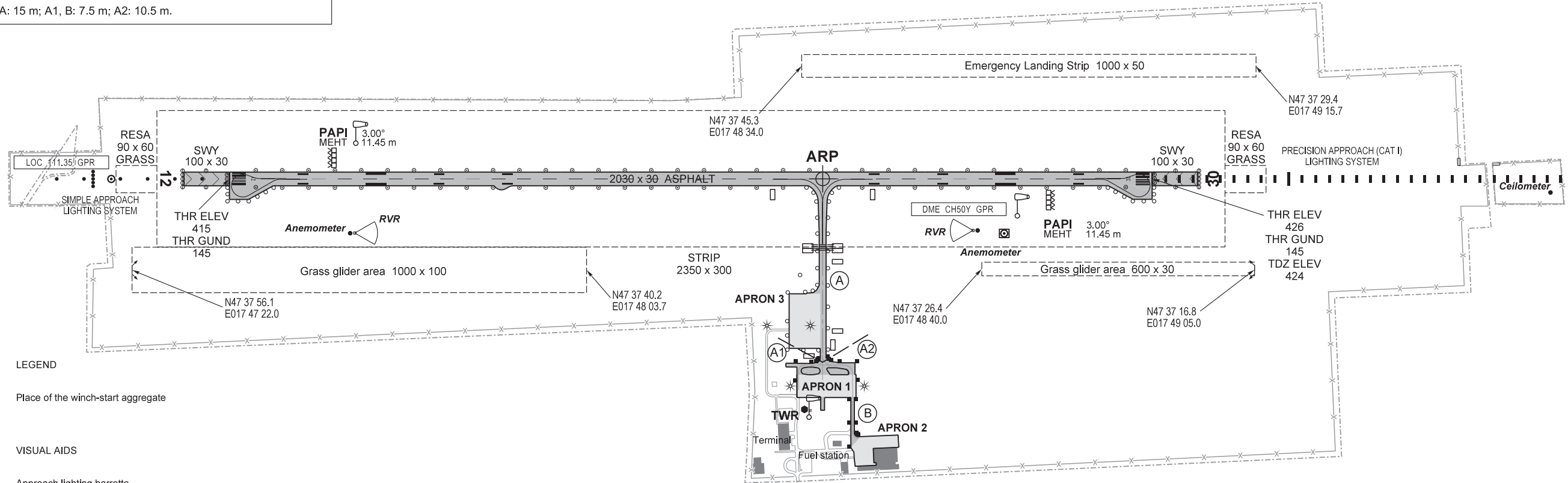
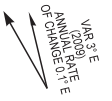
ARP
N47 37 38
E017 48 30
AERODROME ELEV 426

PÉR INFO 129.910
BUDAPEST INFORMATION (WEST) 125.500

GYÖR/PÉR

AERODROME CHART - ICAO

RWY	DIRECTION	THR	BEARING STRENGTH	TORA	TODA	ASDA	LDA
12	116°	N47 37 58, E017 47 36	PCN 50/F/C/W/T	2030	2030	2130	2030
30	296°	N47 37 26, E017 49 00	PCN 50/F/C/W/T	2030	2030	2130	2030
Apron 1			PCN 45/R/C/W/T				
Apron 2			-				
Apron 3			PCN 61/R/C/W/T				
Taxiway: A			PCN 50/F/C/W/T				
Taxiways: A1, A2			PCN 44/F/C/W/U				
Taxiway: B			-				
Taxiway width: A: 15 m; A1, B: 7.5 m; A2: 10.5 m.							



LEGEND
Place of the winch-start aggregate

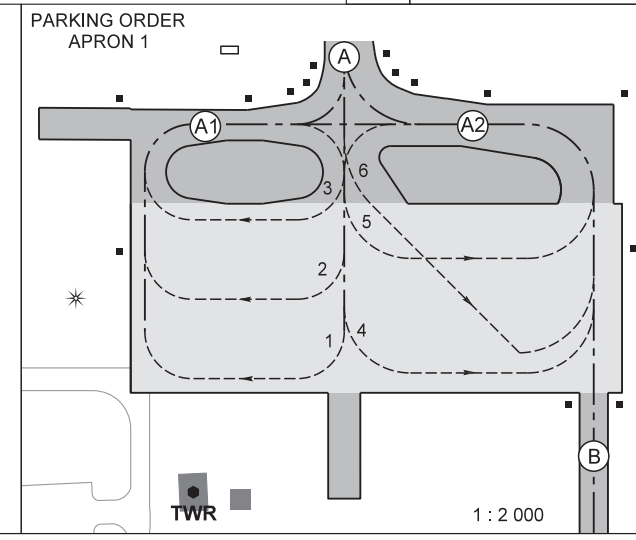
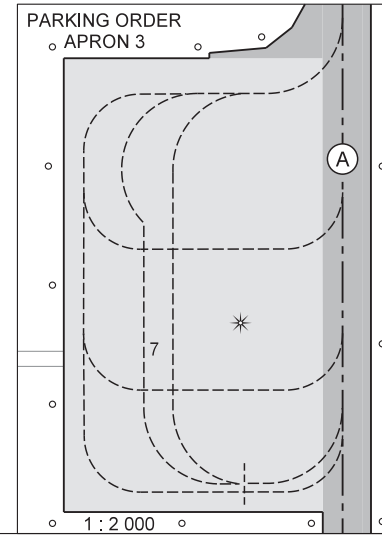
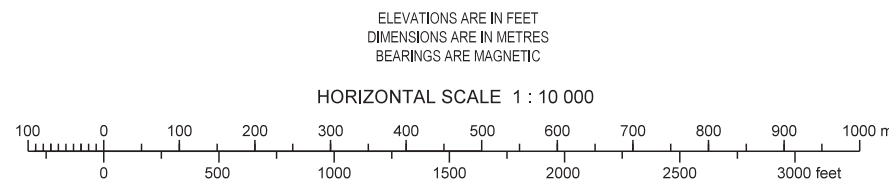
- VISUAL AIDS
- Approach lighting barrette
 - Approach light
 - PAPI
 - RWY lights (edge, -threshold, -end)
 - Stopway lights
 - Omnidirectional TWY edge light
 - Retroreflective TWY edge marker
 - Flood lighting
 - Non illuminated taxiing guidance sign

LIGHTING

RWY 12/30
Approach: Cat. I, high intensity (900 m) on THR 30, SALS medium intensity (420 m) on THR 12.
Threshold: Green.
PAPI: 3.00° (11.45 m).
Runway edge: High intensity white/yellow (2030 m), spacing: 58 m on THR 30, medium intensity white/yellow (2030 m), spacing: 58 m on THR 12.
Runway end: Red.
Stopway: Red (100 m).

INS COORDINATES FOR AIRCRAFT STANDS
1-7 NOT AVAILABLE

FOR BASIC CHART SYMBOLS SEE GEN 2.3.
 AERODROME GUND: NOT AVAILABLE.
 APRONS ELEVATION: NOT AVAILABLE.
 GEOGRAPHICAL COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE.
 OBSTACLES TO TAXIING: NOT AVAILABLE.
 PARKING ORDER APRON 2: NOT AVAILABLE.



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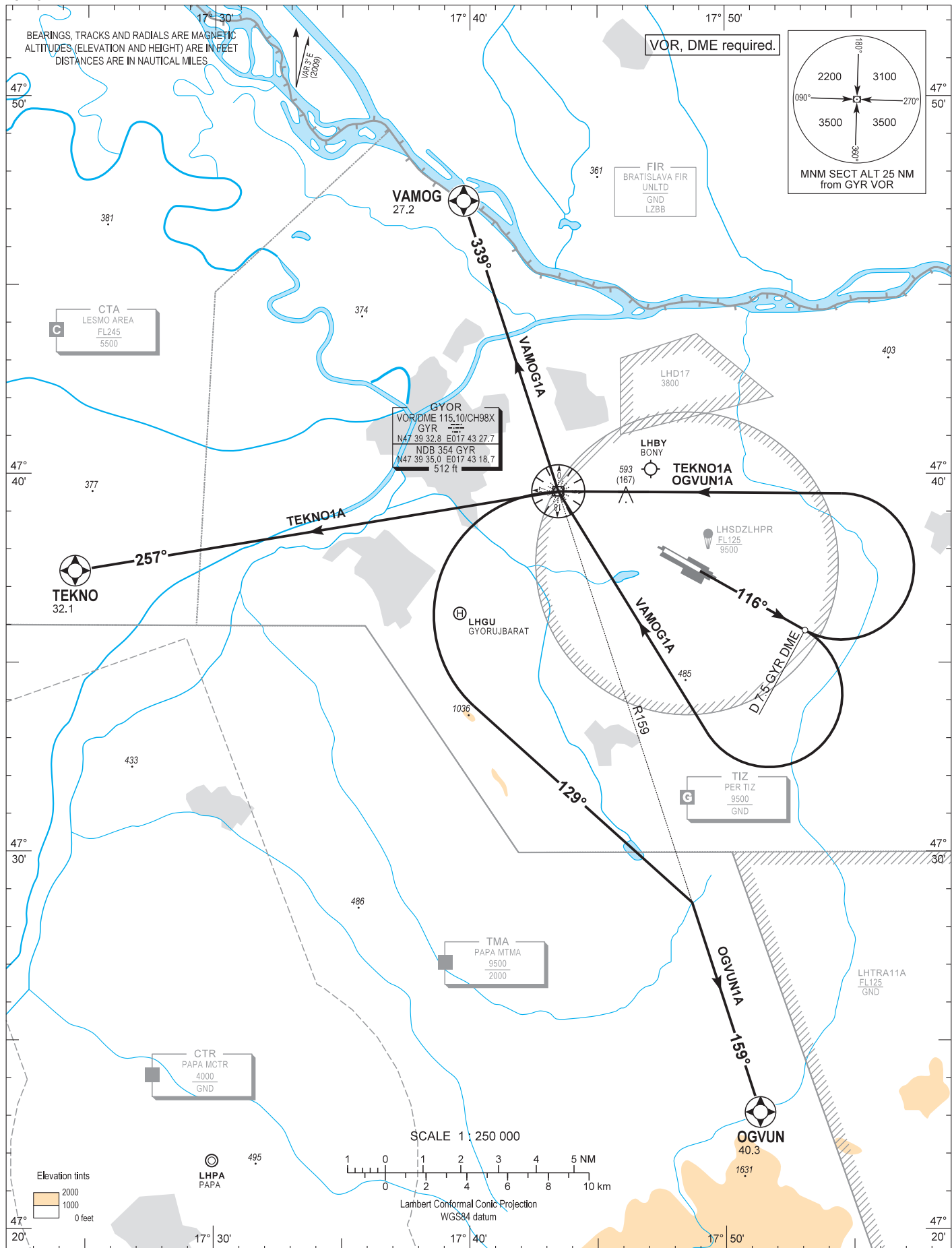
AIP HUNGARY

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

PÉR INFO 129.910
BUDAPEST INFORMATION (WEST) 125.500

GYÖR/PÉR
RWY 12
OGVUN1A TEKNO1A VAMOG1A



AD 2 LHPR STANDARD DEPARTURE CHART INSTRUMENT RWY 12

NAME (length)	PROCEDURE	CLIMBING
VAMOG1A (27.2)	RWY HDG to D 7.5 GYR DME then turn right direct to GYR. At GYR intercept radial 339° outbound to VAMOG.	Climb initially 9000 AMSL. Further climb only by ATC.
TEKNO1A (32.1)	RWY HDG to D 7.5 GYR DME then turn left direct to GYR. At GYR intercept radial 257° outbound to TEKNO.	
OGVUN1A (40.3)	RWY HDG to D 7.5 GYR DME then turn left direct to GYR. At GYR turn left to intercept radial 159° outbound to OGVUN.	

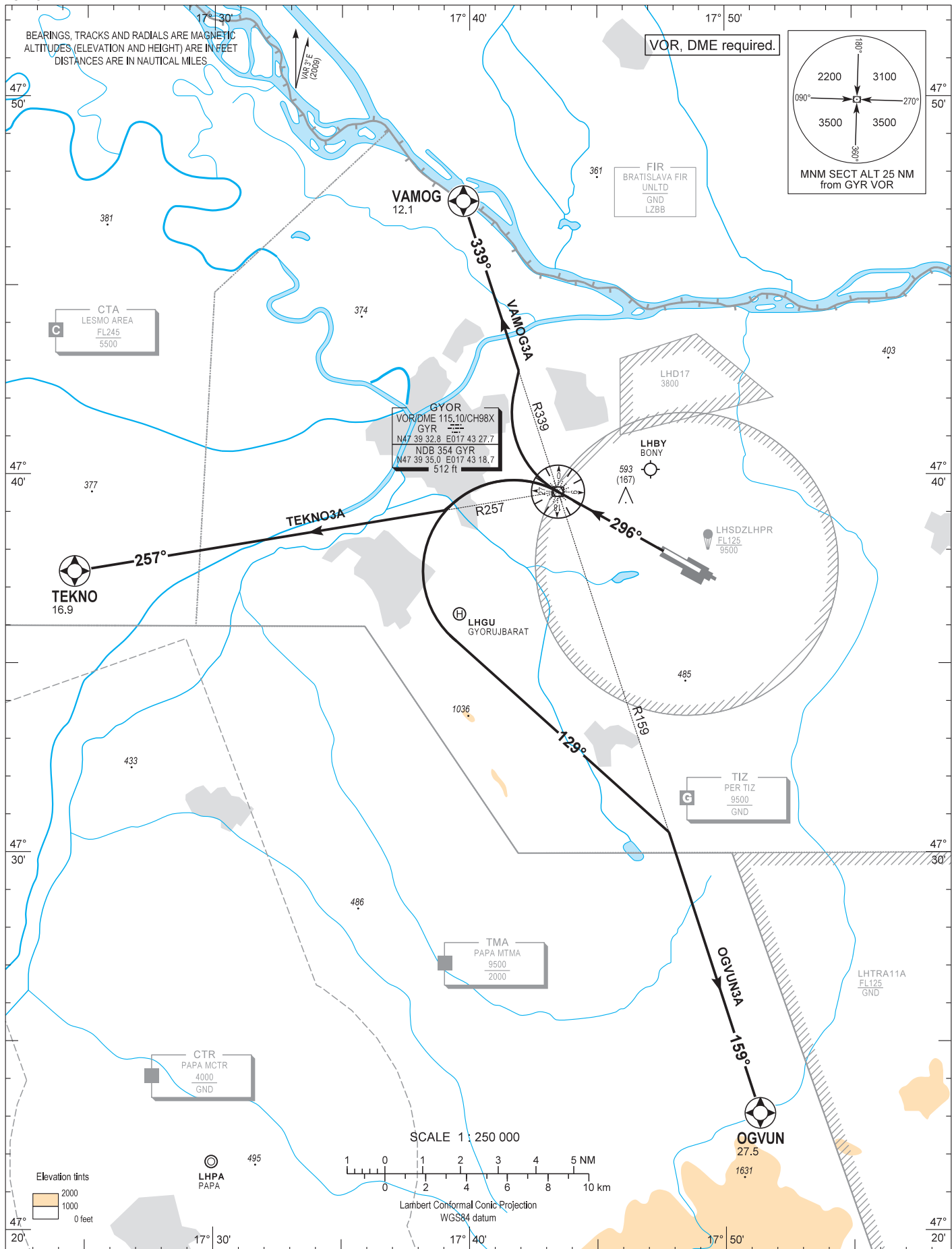
AIP HUNGARY

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

PÉR INFO 129.910
BUDAPEST INFORMATION (WEST) 125.500

GYÖR/PÉR
RWY 30
OGVUN3A TEKNO3A VAMOG3A



AD 2 LHPR STANDARD DEPARTURE CHART INSTRUMENT RWY 30

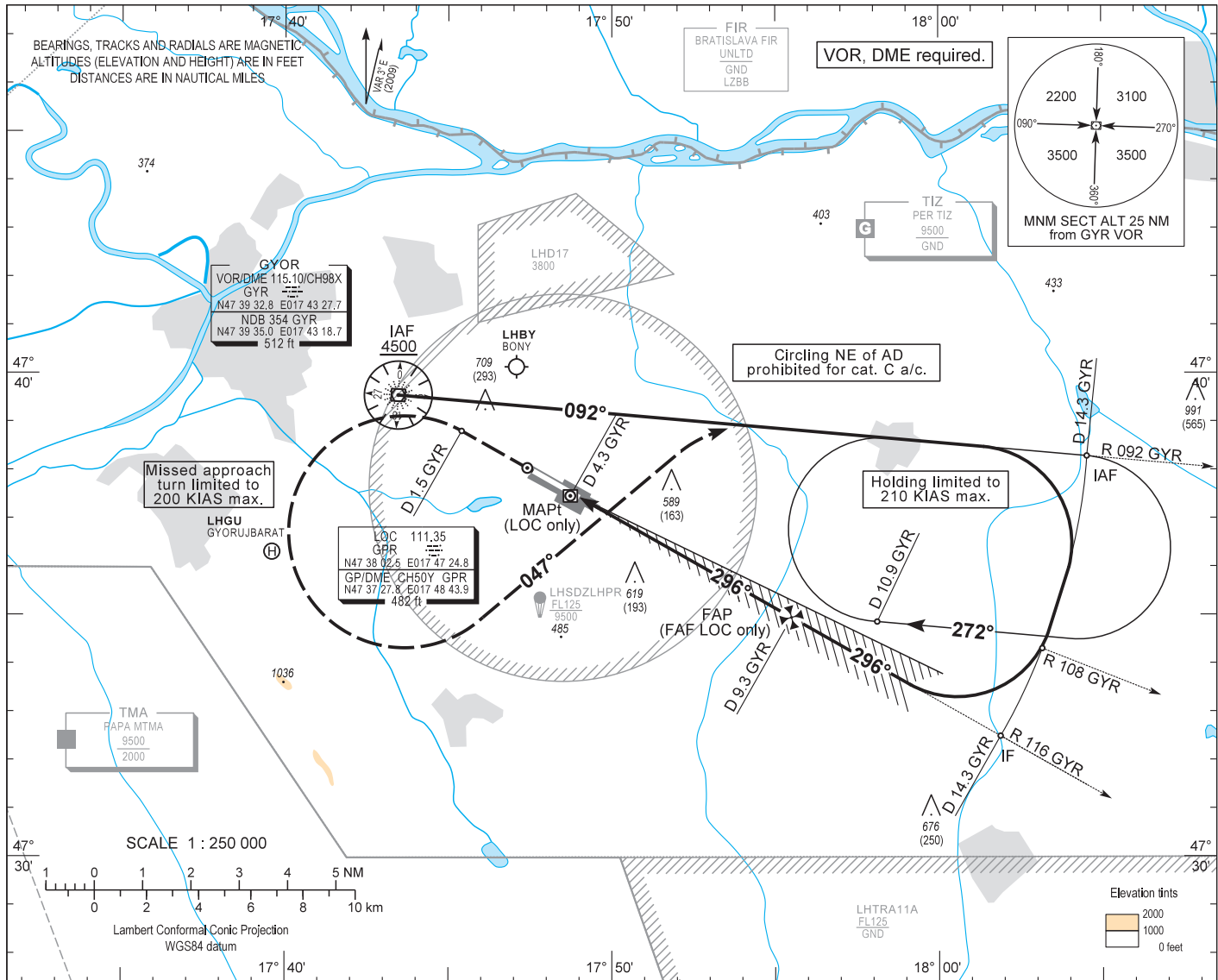
NAME (length)	PROCEDURE	CLIMBING
VAMOG3A (12.1)	After departure proceed to GYR. At GYR turn right to intercept radial 339° outbound to VAMOG. D 12.1 GYR DME.	Climb initially 9000 AMSL. Further climb only by ATC.
TEKNO3A (16.9)	After departure proceed to GYR. At GYR turn left to intercept radial 257° outbound to TEKNO. D 16.9 GYR DME.	
OGVUN3A (27.5)	After departure proceed to GYR. At GYR turn left to track 129° to intercept radial 159° outbound to OGVUN. D 27.5 GYR DME.	

AIP HUNGARY

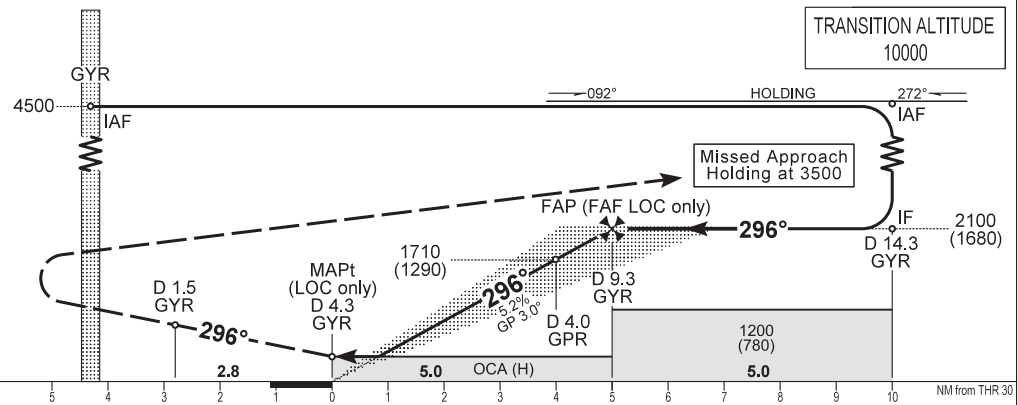
INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 426
HEIGHTS RELATED TO THR RWY 30 - ELEV 426

PÉR INFO 129.910
BUDAPEST INFORMATION (WEST) 125.500

GYŐR/PÉR
ILS or LOC RWY 30
(ACFT CAT A, B, C)



MISSED APPROACH
Continuous climb to 3500.
Straight ahead, then at D 1.5 GYR turn left to track 047° to intercept R 092 GYR VOR outbound and hold.



ILS RDH 49
(TRH RWY 30)

OCA (H)		A	B	C
STRAIGHT-IN APPROACH	Cat. I.	561 (135)	569 (143)	579 (153)
	LOC only	770 (350)		
CIRCLING APPROACH	ft AMSL	890 (470)	930 (510)	1140 (720) SW of AD only
	VIS. m	1900	2800	3700

CDA with GYR DME	NM	9.0	8.0	7.0	6.0	5.0
ALT	ft	2010	1680	1360	1030	710
(HGT)	ft	(1580)	(1260)	(930)	(610)	(280)

Timing not authorized to define the MAPt.

GROUND SPEED	kt	70	100	130	160
FAF - MAPt 5.0 NM	MIN:sec	4:17	3:00	2:18	1:53
VSP	ft/min	380	540	710	870

AD 2 LHPR INSTRUMENT APPROACH CHART ILS OR LOC RWY 30

FIX	LATITUDE	LONGITUDE	FIX FORMATION
IAF	N47 39 32.8	E017 43 27.7	GYR VOR
IAF	N47 38 17.1	E018 04 32.0	R 092 GYR VOR / D 14.3 GYR DME
IF	N47 32 30.2	E018 01 51.4	R 116 GYR VOR / D 14.3 GYR DME
FAP	N47 34 57.3	E017 55 28.6	R 116 GYR VOR / D 9.4 GYR DME
FAF LOC only	N47 34 58.2	E017 55 26.1	R 116 GYR VOR / D 9.3 GYR DME
MAPt LOC only	N47 37 25.9	E017 49 00.0	R 116 GYR VOR / D 4.3 GYR DME
MA TP	N47 38 48.4	E017 45 23.7	R 116 GYR VOR / D 1.5 GYR DME

Approach holding procedure:

Holding fix: GYR VOR R 092 / D 14.3.

Maximum speed: 210 KIAS
 Inbound track: 092°
 Outbound track: 272°
 Turns: Right
 Outbound timing: 1 min.
 Minimum holding altitude: 4500 (3500 for Missed Approach)
 MOCA: 2000
 Entry: Sector 1 (parallel) and Sector 2 (offset) entries prohibited

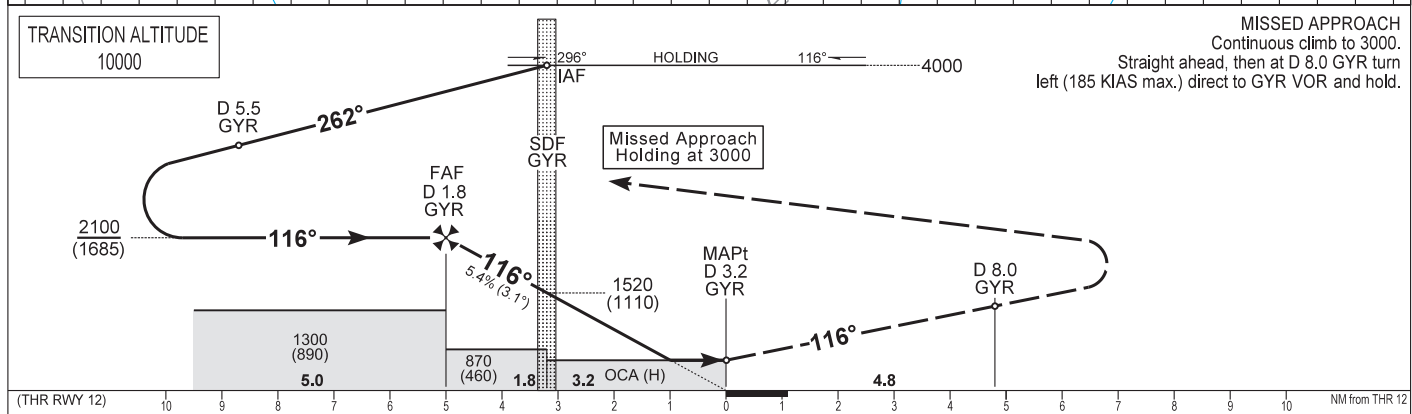
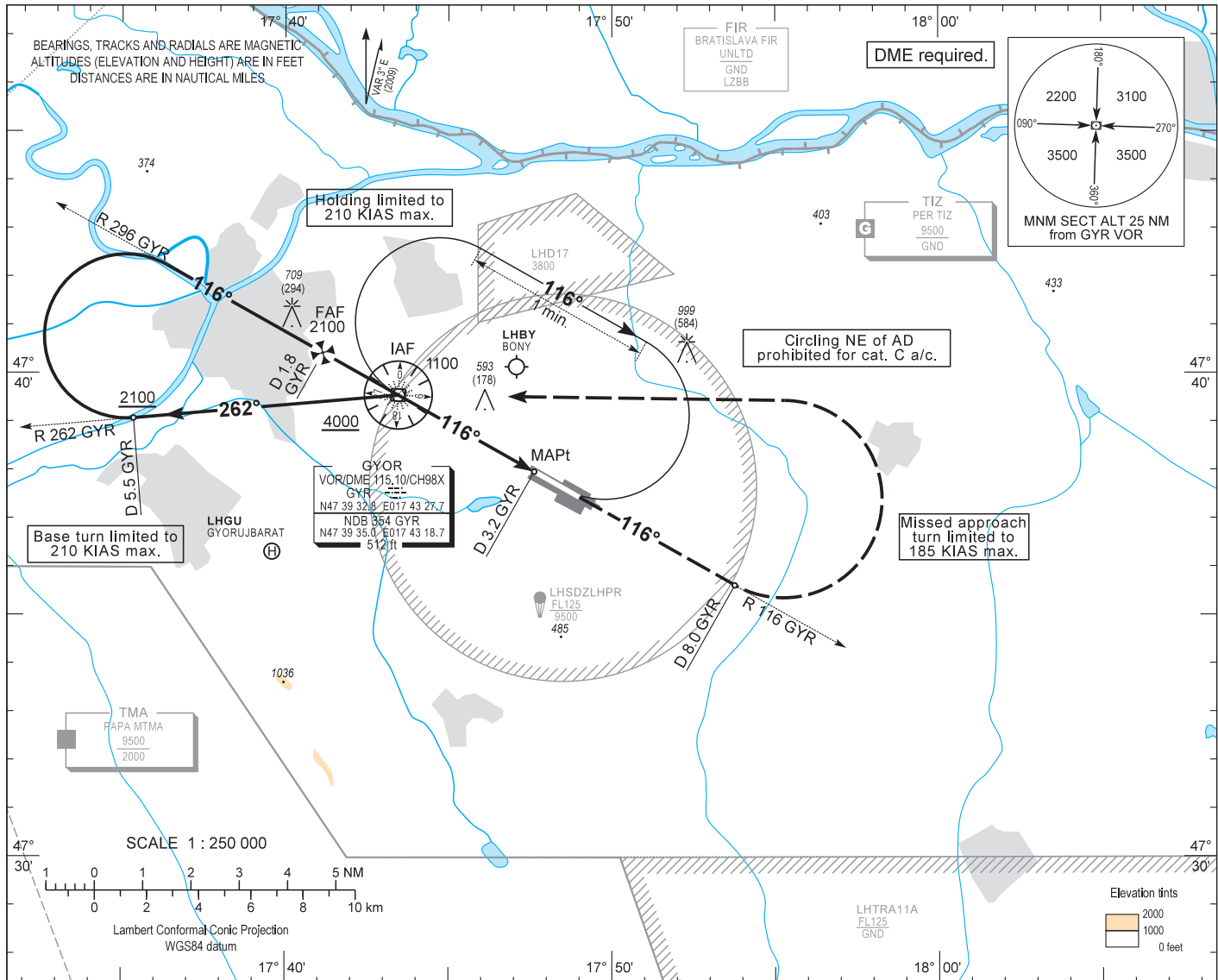
Final approach descent (LOC only): 3.06°

AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 426
HEIGHTS RELATED TO THR RWY 12 - ELEV 415

PÉR INFO 129.910
BUDAPEST INFORMATION (WEST) 125.500

GYŐR/PÉR
VOR RWY 12
(ACFT CAT A, B, C)



OCA (H)		A	B	C					
STRAIGHT-IN APPROACH	VOR	840 (430)							
	ft AMSL	890 (480)	930 (520)	1140 (730) SW of AD only					
CIRCLING APPROACH									
		VIS. m	1900	2800	3700				
CDFA with GYR DME					NM	1.0 inbound	0.0	1.0 outbound	2.0
ALT					ft	1840	1520	1190	860
(HGT)					ft	(1430)	(1110)	(780)	(450)
Timing not authorized to define the MAPt.									
GROUND SPEED					kt	70	100	130	160
FAF - MAPt 5.0 NM					MIN:sec	4:17	3:00	2:18	1:53
VSP					ft/min	380	540	710	870

AD 2 LHPR INSTRUMENT APPROACH CHART VOR RWY 12

FIX	LATITUDE	LONGITUDE	FIX FORMATION
IAF	N47 39 32.8	E017 43 27.7	GYR VOR
FAF	N47 40 25.3	E017 41 09.0	R 296 GYR VOR / D 1.8 GYR DME
SDF	N47 39 32.8	E017 43 27.7	GYR VOR
MAPt	N47 37 58.3	E017 47 35.0	R 296 GYR VOR / D 3.2 GYR DME
MA TP	N47 35 36.7	E017 53 45.6	R 296 GYR VOR / D 8.0 GYR DME

Approach from GYR VOR:

Initial alt: 4000.
 Leave GYR VOR on R 262 and descend to altitude 2100.
 At D 5.5 GYR VOR turn right and intercept R 296 GYR VOR inbound for final RWY 12.
 Maximum turning speed 210 KIAS.
 At D 1.8 GYR VOR descend 870.
 After passing step down fix at GYR VOR descend 840.

Approach holding procedure:

Holding fix: GYR VOR.
 Maximum speed: 210 KIAS
 Inbound track: 296°
 Outbound track: 116°
 Turns: Right
 Outbound timing: 1 min.
 Minimum holding altitude: 4000 (3000 for Missed Approach)
 MOCA: 2000
 Entry: Omnidirectional

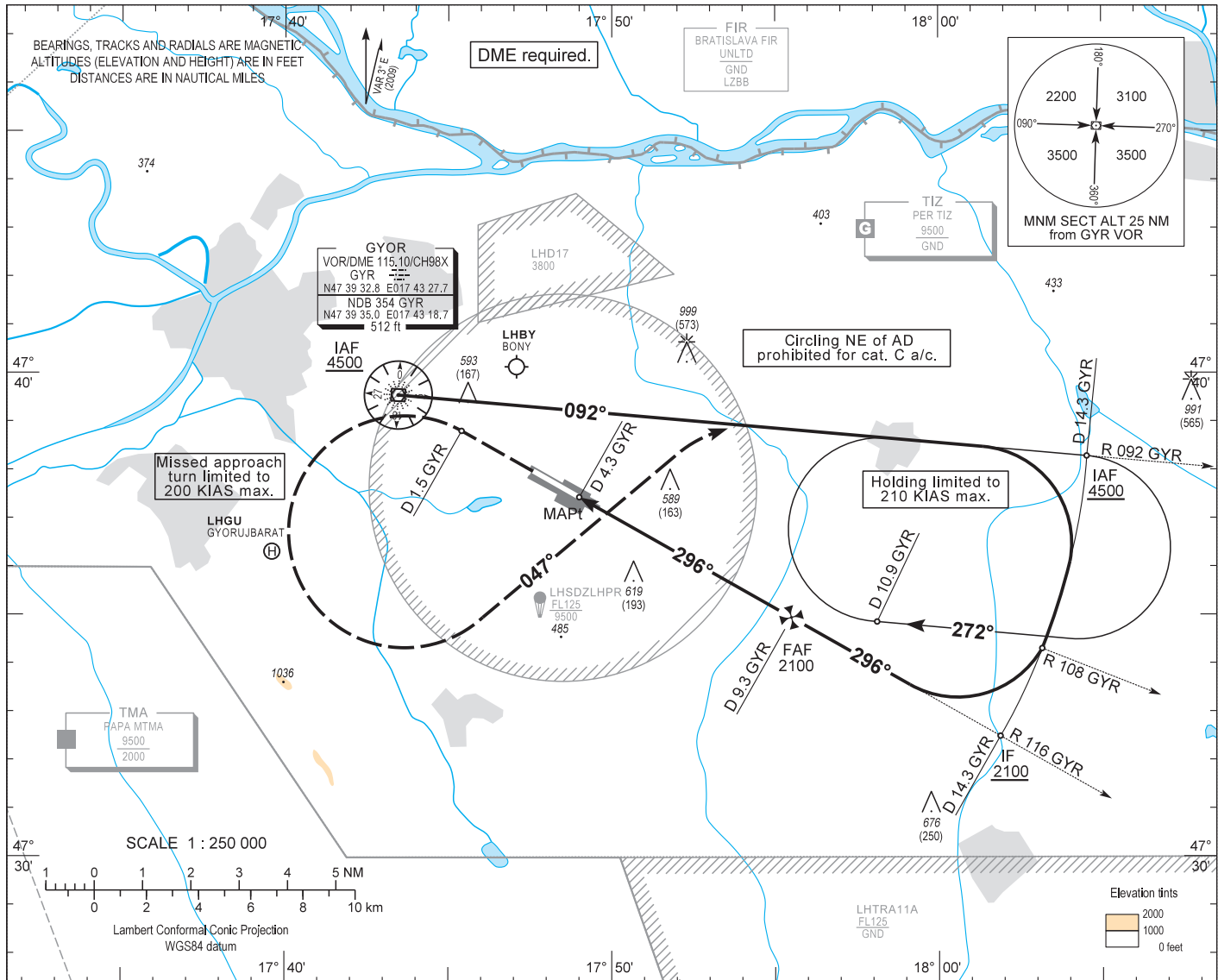
Final approach descent: 3.08°

AIP HUNGARY

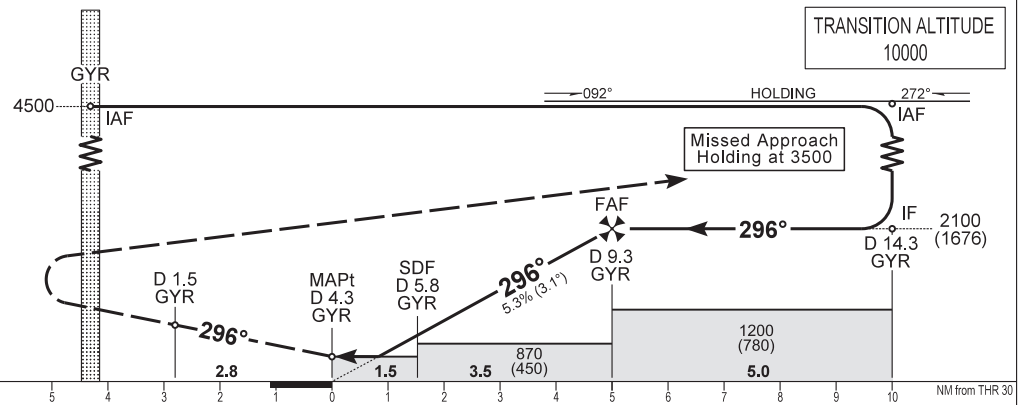
INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 426
HEIGHTS RELATED TO THR RWY 30 - ELEV 426

PÉR INFO 129.910
BUDAPEST INFORMATION (WEST) 125.500

GYŐR/PÉR
VOR RWY 30
(ACFT CAT A, B, C)



MISSED APPROACH
Continuous climb to 3500.
Straight ahead, then at D 1.5 GYR turn left (200 KIAS max.) to track 047° to intercept R 092 GYR outbound and hold.



(THR RWY 30)		10	9	8	7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	8	9	10
OCA (H)		A		B		C																
STRAIGHT-IN APPROACH		VOR		790 (370)																		
CIRCLING APPROACH		ft AMSL		890 (470)	930 (510)	1140 (720)	SW of AD only															
		VIS. m		1900	2800	3700																

CDA with GYR DME	NM	9.0	8.0	7.0	6.0
ALT	ft	2010	1680	1360	1030
(HGT)	ft	(1580)	(1260)	(940)	(610)

Timing not authorized to define the MAPt.

GROUND SPEED	kt	70	100	130	160
FAF - MAPt 5.0 NM	MIN:sec	4:17	3:00	2:18	1:53
VSP	ft/min	380	540	710	870

AD 2 LHPR INSTRUMENT APPROACH CHART VOR RWY 30

FIX	LATITUDE	LONGITUDE	FIX FORMATION
IAF	N47 39 32.8	E017 43 27.7	GYR VOR
IAF	N47 38 17.1	E018 04 32.0	R 092 GYR VOR / D 14.3 GYR DME
IF	N47 32 30.2	E018 01 51.4	R 116 GYR VOR / D 14.3 GYR DME
FAF	N47 34 58.2	E017 55 26.1	R 116 GYR VOR / D 9.3 GYR DME
SDF	N47 36 41.9	E017 50 55.8	R 116 GYR VOR / D 5.8 GYR DME
MAPt	N47 37 25.9	E017 49 00.0	R 116 GYR VOR / D 4.3 GYR DME
MA TP	N47 38 48.4	E017 45 23.7	R 116 GYR VOR / D 1.5 GYR DME

Approach from GYR VOR:

Initial alt: 4500.
 Leave GYR VOR on R 092. Join D 14.3 GYR DME arc CW.
 Descend to altitude 2100.
 After passing R 108 GYR VOR leading radial turn right and intercept R 116 GYR VOR inbound for final RWY 30.
 At D 9.3 GYR VOR descend 870.
 After passing step down fix at D 5.8 GYR VOR descend 790.

Approach holding procedure:

Holding fix: GYR VOR R 092 / D 14.3.
 Maximum speed: 210 KIAS
 Inbound track: 092°
 Outbound track: 272°
 Turns: Right
 Outbound timing: 1 min.
 Minimum holding altitude: 4500 (3500 for Missed Approach)
 MOCA: 2000
 Entry: Sector 1 (parallel) and Sector 2 (offset) entries prohibited

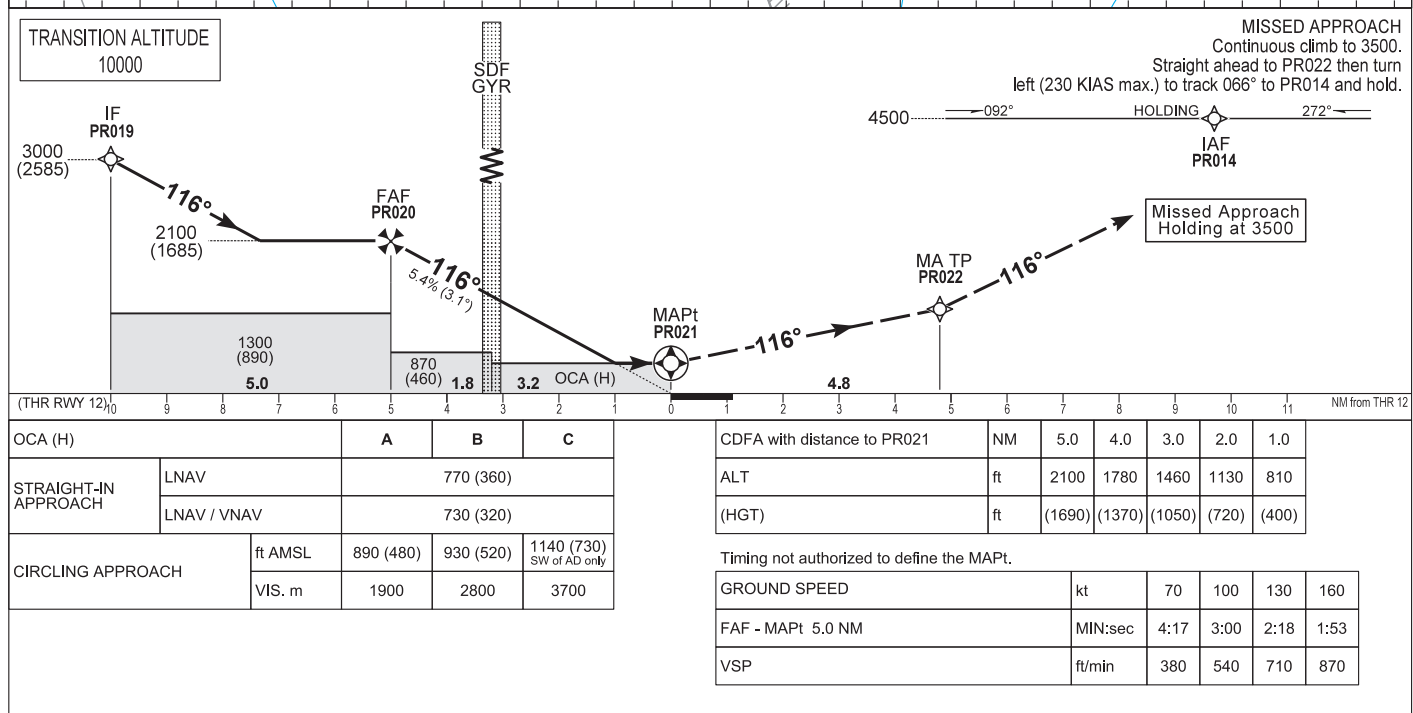
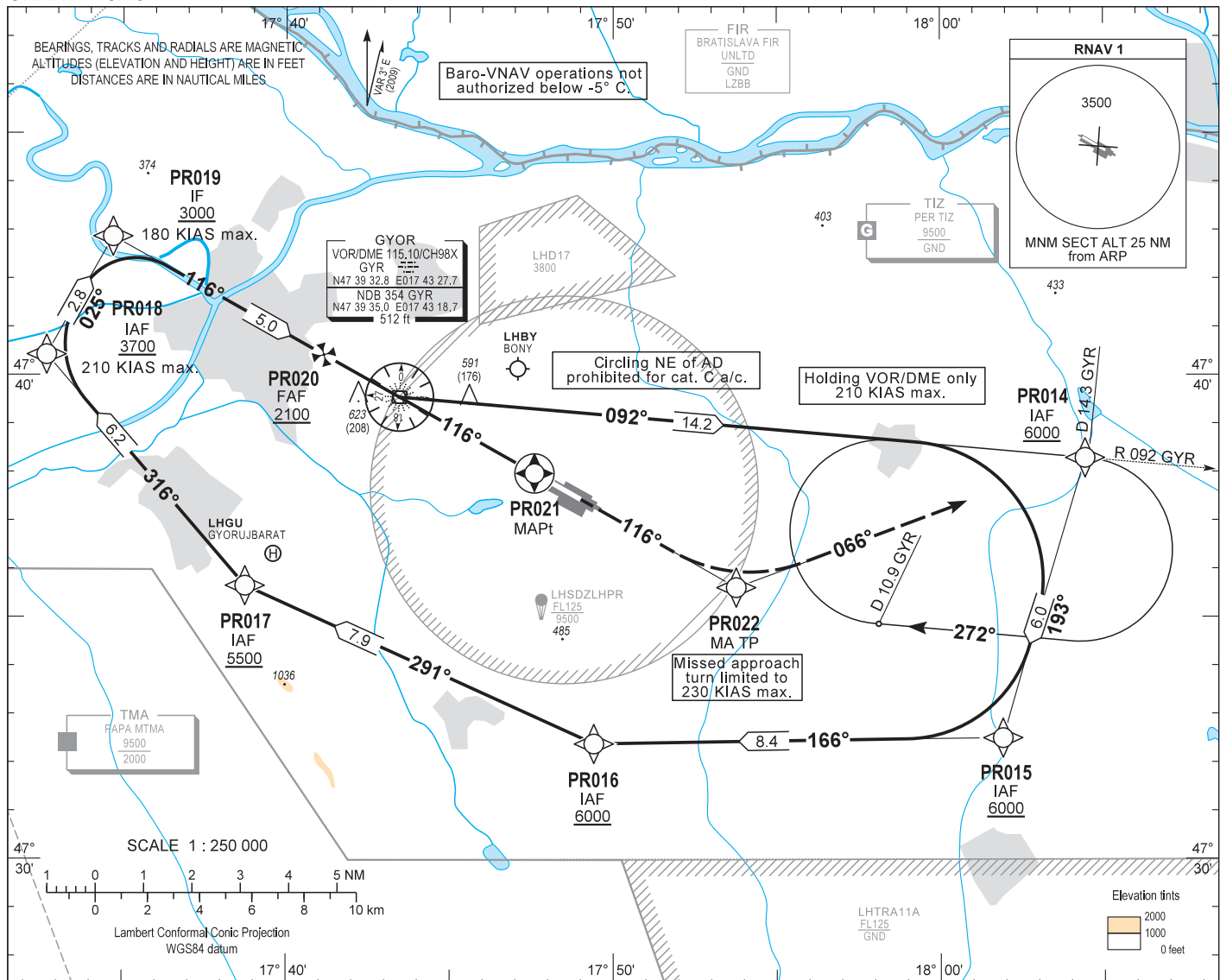
Final approach descent: 3.06°

AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 426
HEIGHTS RELATED TO THR RWY 12 - ELEV 415

PÉR INFO 129.910
BUDAPEST INFORMATION (WEST) 125.500

GYŐR/PÉR
RNAV_(GNSS) RWY 12
(ACFT CAT A, B, C)



AD 2 LHPR INSTRUMENT APPROACH CHART RNAV_(GNSS) RWY 12

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation (2009)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA/TCH	Navigation Specification
001	IF	GYR			+3.4			+6000			RNP APCH
002	TF	PR014	-	092 (095.0)	+3.4	14.2	-	+6000			RNP APCH
003	TF	PR015	-	193 (196.6)	+3.4	6.0	-	+6000			RNP APCH
004	TF	PR016	-	266 (269.1)	+3.4	8.4	-	+6000			RNP APCH
005	TF	PR017	-	291 (294.5)	+3.4	7.9	-	+5500			RNP APCH
006	TF	PR018	-	316 (319.5)	+3.4	6.2	-	+3700	-210		RNP APCH
007	TF	PR019	-	026 (029.5)	+3.4	2.8	-	+3000	-180		RNP APCH
008	TF	PR020	-	116 (119.5)	+3.4	5.0	-	+2100			RNP APCH
009	TF	PR021	Y	116 (119.5)	+3.4	5.0	-	@770		-3.08/49	RNP APCH
010	TF	PR022	-	116 (119.5)	+3.4	4.8	-	-	-230		RNP APCH
011	HM	PR014	-	066 (069.5)	+3.4	7.7	-	+3500			RNP APCH

**WAYPOINT COORDINATES
AD 2-LHPR-RNAV_(GNSS) 12**

WAYPOINT	LATITUDE	LONGITUDE	REMARK
PR014	N47 38 17.4	E018 04 25.7	IAF
PR015	N47 32 30.2	E018 01 54.4	IAF
PR016	N47 32 22.9	E017 49 24.5	IAF
PR017	N47 35 39.3	E017 38 44.7	IAF
PR018	N47 40 25.6	E017 32 40.2	IAF
PR019	N47 42 52.1	E017 34 41.8	IF
PR020	N47 40 25.3	E017 41 09.0	FAF
PR021	N47 37 58.3	E017 47 35.6	MAPt
PR022	N47 35 36.7	E017 53 45.6	MA TP

Approach holding procedure:

Holding fix: PR014.
 Maximum speed: 210 KIAS
 Inbound track: 092°
 Outbound track: 272°
 Turns: Right
 Outbound timing: 1 min.
 Minimum holding altitude: 4500 (3500 for Missed Approach)
 MOCA: 2000
 Entry: Sector 1 (parallel) and Sector 2 (offset) entries prohibited

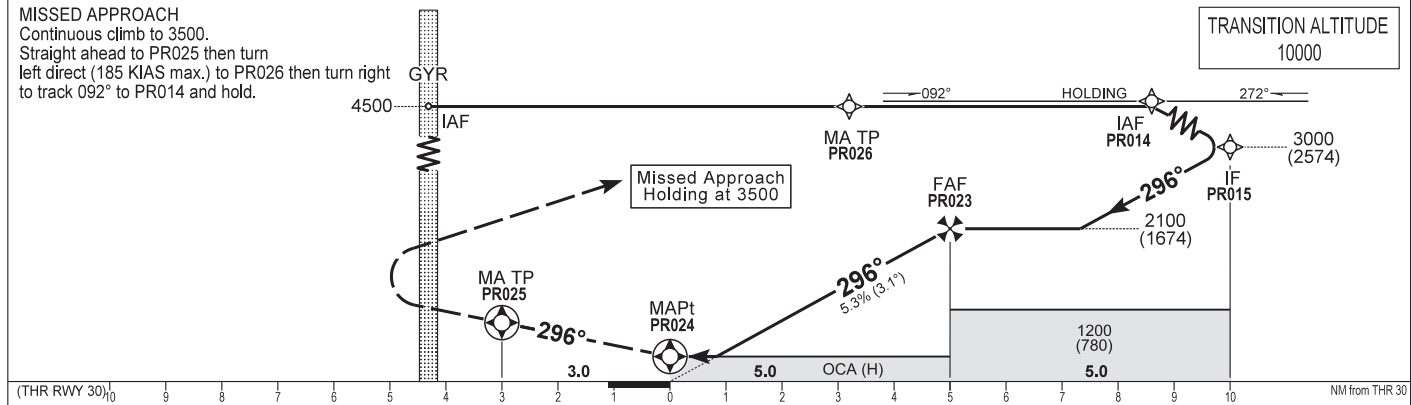
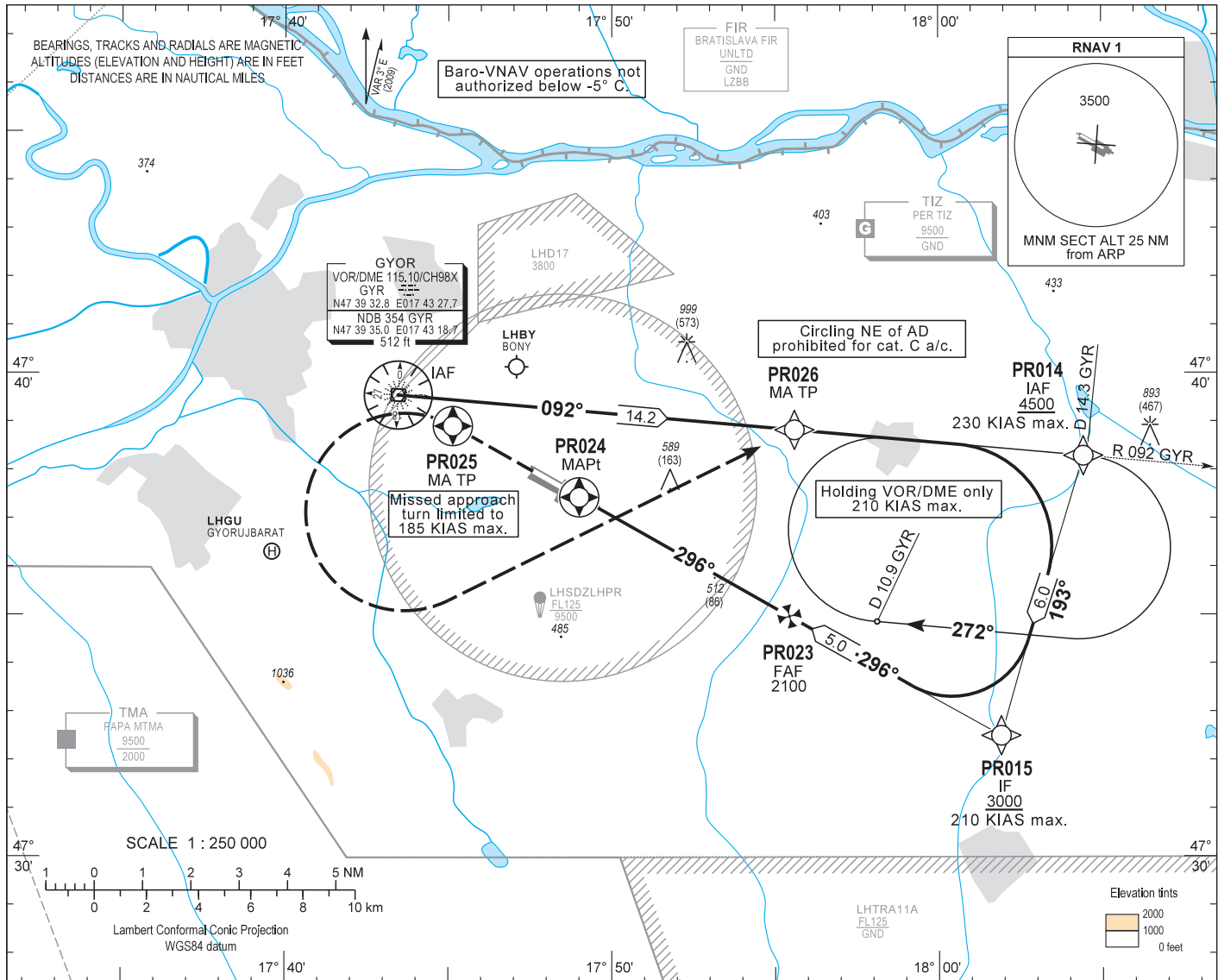
Final approach descent: 3.10°

AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 426
HEIGHTS RELATED TO THR RWY 30 - ELEV 426

PÉR INFO 129.910
BUDAPEST INFORMATION (WEST) 125.500

GYŐR/PÉR
RNAV^(GNSS) RWY 30
(ACFT CAT A, B, C)



OCA (H)		A	B	C							
STRAIGHT-IN APPROACH	LNAV	770 (350)									
	LNAV / VNAV	730 (310)									
CIRCLING APPROACH	ft AMSL	890 (470)	930 (510)	1140 (720) SW of AD only							
	VIS. m	1900	2800	3700							
					CDFA with PR024	NM	5.0	4.0	3.0	2.0	1.0
					ALT	ft	2100	1780	1460	1130	810
					(HGT)	ft	(1680)	(1360)	(1040)	(710)	(390)
Timing not authorized to define the MAPt.											
					GROUND SPEED	kt	70	100	130	160	
					FAF - MAPt 5.0 NM	MIN:sec	4:17	3:00	2:18	1:53	
					VSP	ft/min	380	540	710	870	

AD 2 LHPR INSTRUMENT APPROACH CHART RNAV_(GNSS) RWY 30

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation (2009)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA/TCH	Navigation Specification
001	IF	GYR			+3.4						RNP APCH
002	TF	PR014	-	092 (095.0)	+3.4	14.2	-	+4500	-230		RNP APCH
003	TF	PR015	-	193 (196.6)	+3.4	6.0	-	+3000	-210		RNP APCH
004	TF	PR023	-	296 (299.5)	+3.4	5.0	-	+2100			RNP APCH
005	TF	PR024	Y	296 (299.5)	+3.4	5.0	-	@770		-3.06/49	RNP APCH
006	DF	PR025	Y	296 (299.5)	+3.4	3	-	-	-185		RNP APCH
007	DF	PR026	-	-	+3.4	-	-	-			RNP APCH
008	HM	PR014	-	092 (095.0)	+3.4	6.0	-	+3500			RNP APCH

**WAYPOINT COORDINATES
AD 2-LHPR-RNAV_(GNSS) 30**

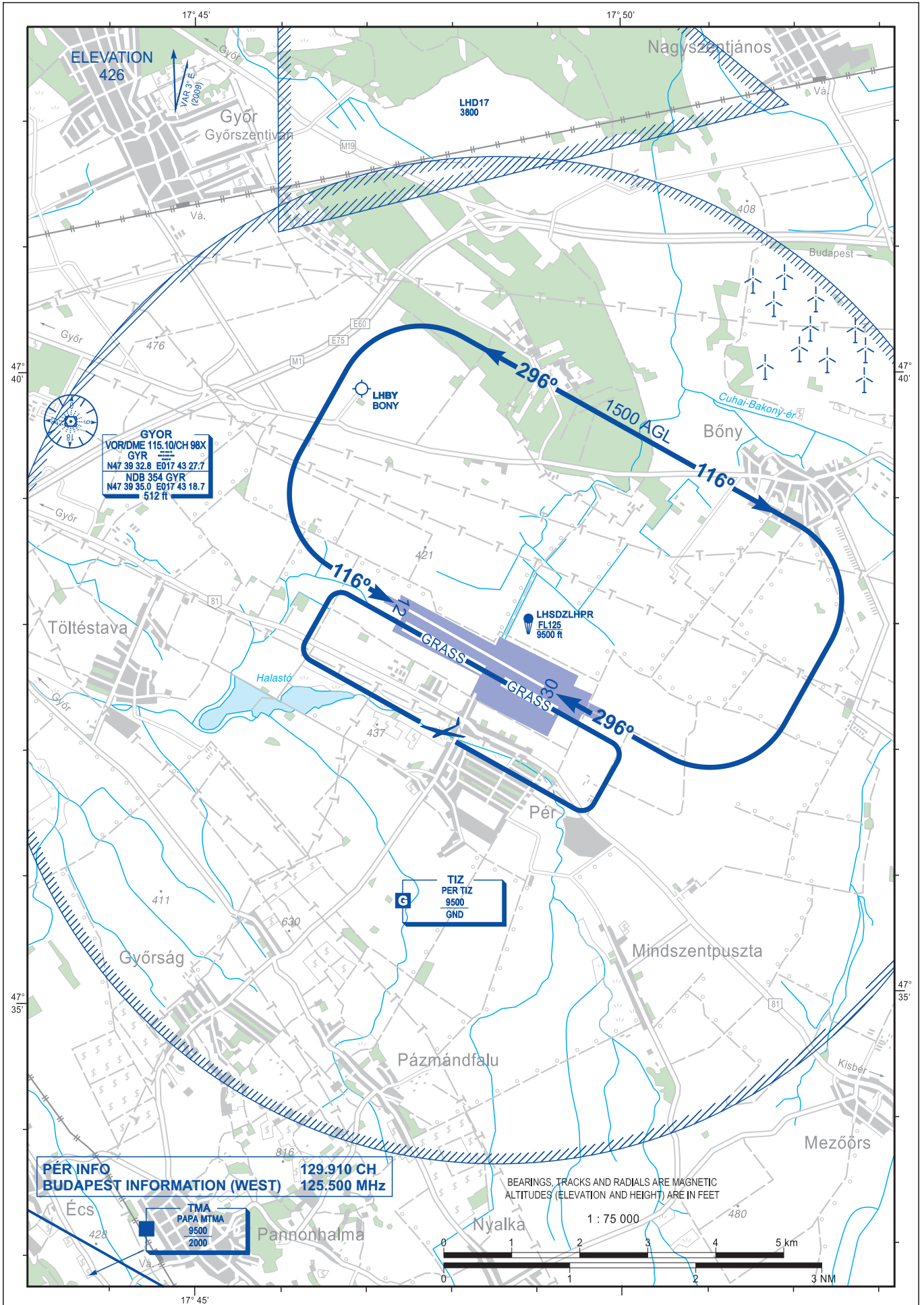
WAYPOINT	LATITUDE	LONGITUDE	REMARK
PR014	N47 38 17.4	E018 04 25.7	IAF
PR015	N47 32 30.2	E018 01 54.4	IF
PR023	N47 34 58.2	E017 55 26.1	FAF
PR024	N47 37 26.0	E017 49 00.3	MAPt
PR025	N47 38 54.3	E017 45 08.2	MA TP
PR026	N47 38 49.6	E017 55 35.4	MA TP

Approach holding procedure:

Holding fix: PR014.

Maximum speed: 210 KIAS
 Inbound track: 092°
 Outbound track: 272°
 Turns: Right
 Outbound timing: 1 min.
 Minimum holding altitude: 4500 (3500 for Missed Approach)
 MOCA: 2000
 Entry: Sector 1 (parallel) and Sector 2 (offset) entries prohibited

Final approach descent: 3.10°



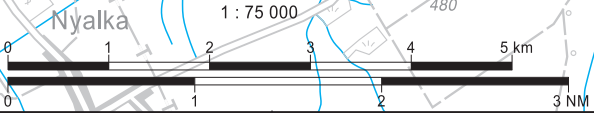
GYŐR
 VOR/DME 115.10/CH 98X
 GYR
 N47 39 32.8 E017 43 27.7
 NDB 354 GYR
 N47 39 35.0 E017 43 18.7
 512 ft

TIZ
 PER TIZ
 9500
 GND

PÉR INFO
BUDAPEST INFORMATION (WEST) 129.910 CH
 125.500 MHz

TMA
 PAPA M/TMA
 9500
 2000

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
 ALTITUDES (ELEVATION AND HEIGHT) ARE IN FEET



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LHSM AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	SARMELLEK CTA, SARMELLEK TIZ2, and SARMELLEK RTMZ2 465211N 0164912E - 465233N 0171252E - 463423N 0171944E - 462847N 0171750E - 462539N 0170031E - 465211N 0164912E	SARMELLEK CTR, SARMELLEK TIZ1, and SARMELLEK RTMZ1 465232N 0170443E - 465233N 0171252E - 464035N 0171331E - 463224N 0171903E - 462847N 0171750E - 462659N 0170752E - 463919N 0170630E - 465010N 0165907E - 465232N 0170443E
2	Vertical limits	CTA, TIZ 2 and RTMZ2: 9500 FT ALT / 2000 FT ALT	CTR, TIZ 1, RTMZ1: 2000 FT ALT / GND
3	Airspace classification	CTA and CTR: Class D	TIZ 1, TIZ 2, RTMZ1 and RTMZ2: Class G
4	ATS unit call sign Language(s)	BALATON TWR EN, HU	BALATON INFO EN, HU
5	Transition altitude	10000 FT	
6	Remarks	ATC suspended; AFIS (TIZ 1+TIZ 2) See AD 2-LHSM AD-2.3 Air Traffic Advisory Service is not AVBL in the class G airspace SARMELLEK TIZ1, TIZ2.	

LHSM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of operation	Remarks
1	2	3	4	5	6	7
TWR	BALATON TWR	134.585 CH	Nil	Nil	As ATS See AD 2-LHSM AD-2.3	Nil
AFIS	BALATON INFO	134.585 CH	Nil	Nil	As ATS See AD 2-LHSM AD-2.3	Nil

LHSM 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(ies)	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.
L	SME	436 KHZ	H24	463956.9N 0171000.7E		1km from THR RWY 34

LHSM AD 2.20 LOCAL AERODROME 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 PROCEDURES

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.

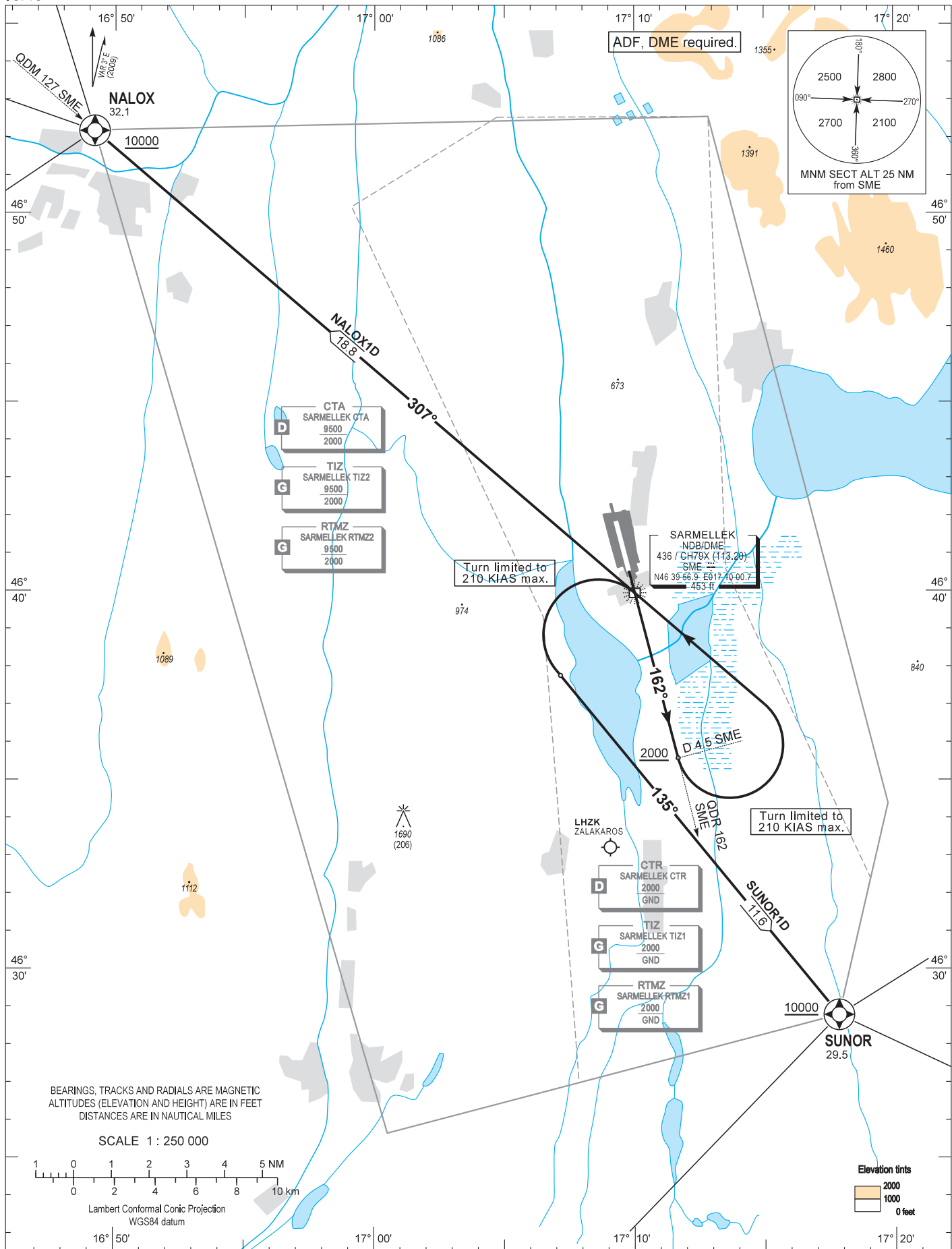
AIP HUNGARY

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

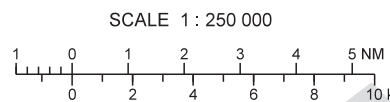
TRANSITION ALTITUDE
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BALATON TOWER 134.585
BALATON INFO 134.585
BUDAPEST INFORMATION (WEST) 125.500

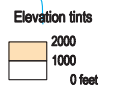
HÉVÍZ/BALATON
RWY 16
NALOX1D SUNOR1D



BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES (ELEVATION AND HEIGHT) ARE IN FEET
DISTANCES ARE IN NAUTICAL MILES



Lambert Conformal Conic Projection
WGS84 datum



AD 2 LHSM STANDARD DEPARTURE CHART INSTRUMENT RWY 16

NAME	PROCEDURE
NALOX1D (32.1)	After departure continue RWY HDG. Climb to 10000 or above by ATC. Cross D 4.5 SME DME at 2000 or above then turn left and proceed direct to SME NDB. (Turn limited to 210 KIAS max.) After crossing SME NDB fly on QDR 307 SME NDB proceeding to NALOX. When passing 9000 change QNH setting for Budapest QNH provided by BALATON INFO or BUDAPEST INFORMATION. Cross NALOX at 10000 or above (only by ATC clearance).
SUNOR1D (29.5)	After departure continue RWY HDG. Climb to 10000 or above by ATC. Cross D 4.5 SME DME at 2000 or above then turn left and proceed direct to SME NDB. (Turn limited to 210 KIAS MAX.) After crossing SME NDB turn left to track 135°proceeding to SUNOR. When passing 9000 change QNH setting for Budapest QNH provided by BALATON INFO or BUDAPEST INFORMATION. Cross SUNOR at 10000 or above (only by ATC clearance).

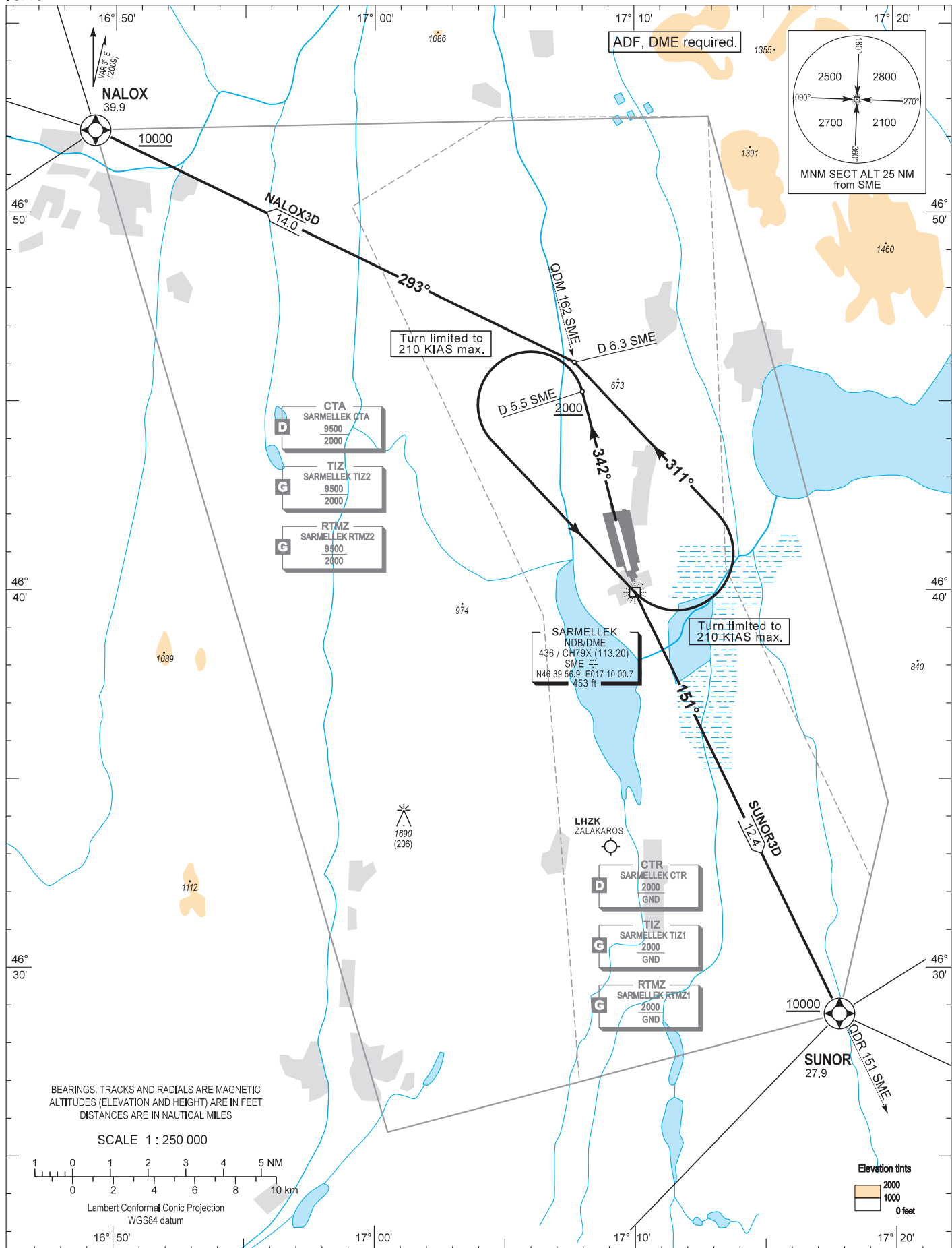
AIP HUNGARY

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

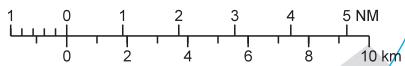
BALATON TOWER 134.585
BALATON INFO 134.585
BUDAPEST INFORMATION (WEST) 125.500

HÉVÍZ/BALATON
RWY 34
NALOX3D SUNOR3D



BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES (ELEVATION AND HEIGHT) ARE IN FEET
DISTANCES ARE IN NAUTICAL MILES

SCALE 1 : 250 000



Lambert Conformal Conic Projection
WGS84 datum

Elevation tints
2000
1000
0 feet

AD 2 LHSM STANDARD DEPARTURE CHART INSTRUMENT RWY 34

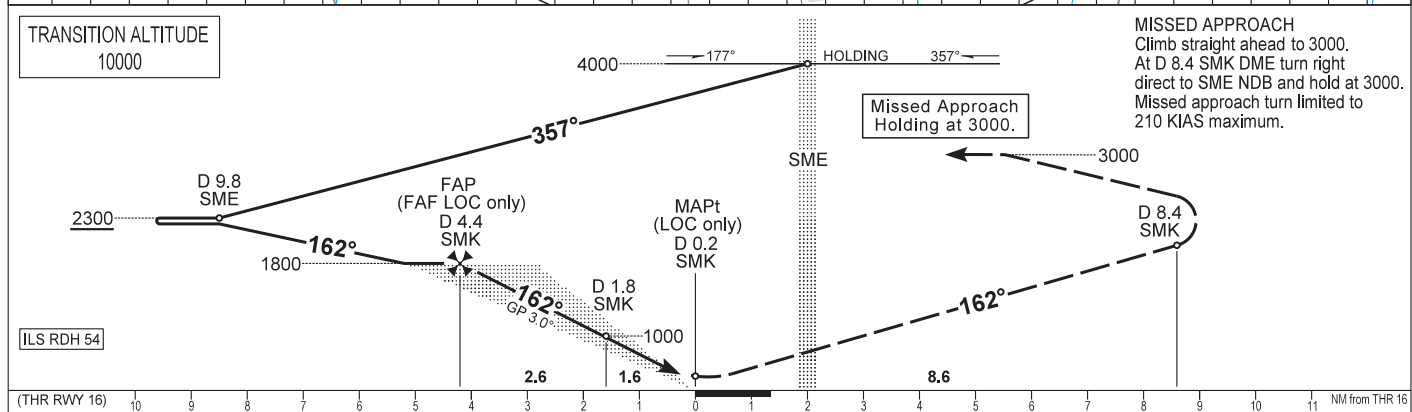
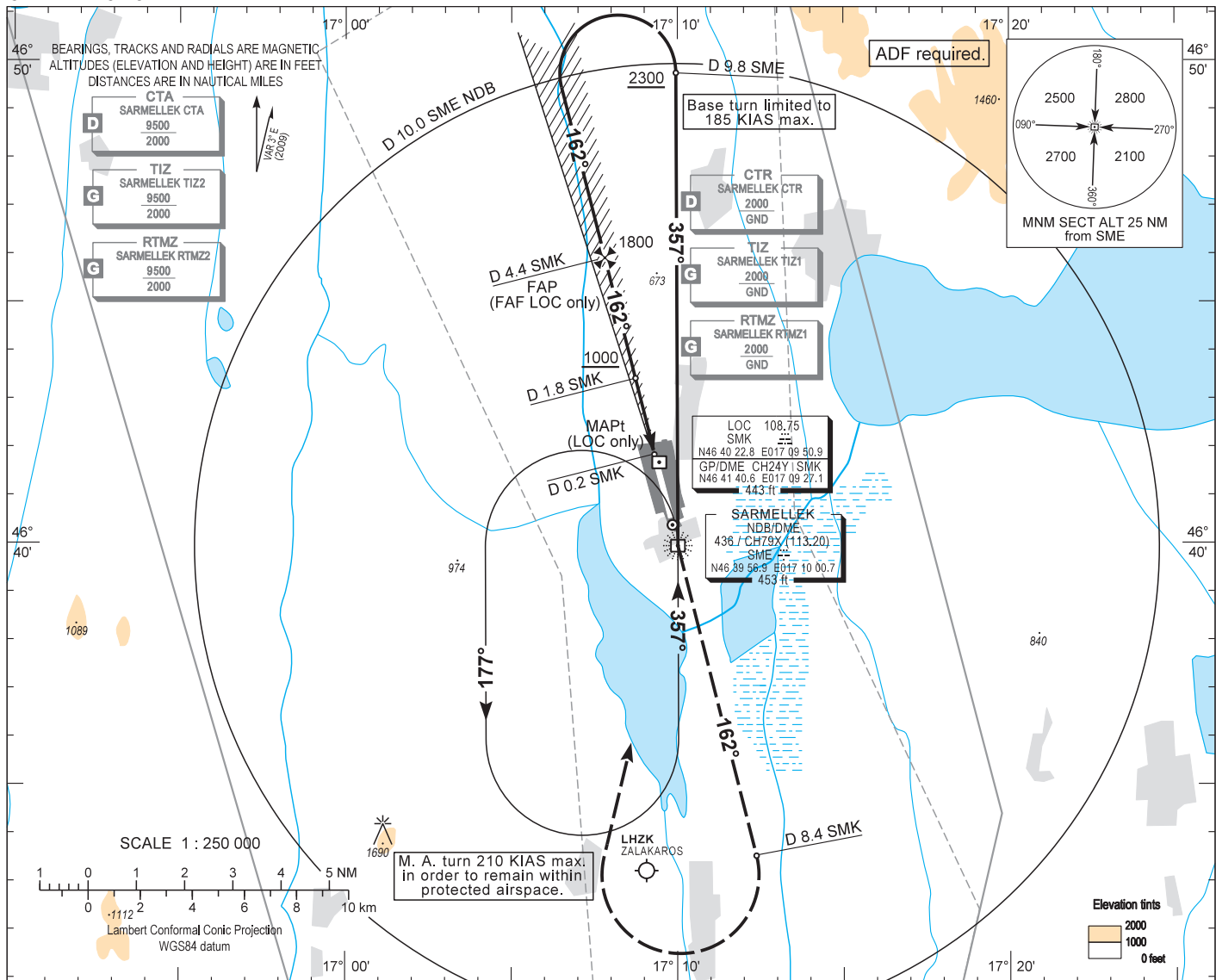
NAME	PROCEDURE
NALOX3D (39.9)	After departure continue RWY HDG. Climb to FL100 or above by ATC. Cross D 5.5 SME DME at 2000 or above then turn left and proceed direct to SME NDB. (Turn limited to 210 KIAS max.) After crossing SME NDB turn left to track 311°. After crossing QDM 162 SME NDB turn left to track 293° proceeding to NALOX. When passing 9000 change QNH setting for Budapest QNH provided by BALATON INFO or BUDAPEST INFORMATION. Cross NALOX at 10000 or above (only by ATC clearance).
SUNOR3D (27.9)	After departure continue RWY HDG. Climb to FL100 or above by ATC. Cross D 5.5 SME DME at 2000 or above then turn left and proceed direct to SME NDB. (Turn limited to 210 KIAS max.) After crossing SME NDB fly on QDR 151 SME NDB proceeding to SUNOR. When passing 9000 change QNH setting for Budapest QNH provided by BALATON INFO or BUDAPEST INFORMATION. Cross SUNOR at 10000 or above (only by ATC clearance).

AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 408
HEIGHTS RELATED TO THR RWY 16 - ELEV 408

BALATON TOWER 134.585
BALATON INFO 134.585
BUDAPEST INFORMATION (WEST) 125.500

HÉVÍZ/BALATON
ILS or LOC RWY 16
(ACFT CAT A, B, C, D)



OCA (OCH)		A	B	C	D	GROUND SPEED					
STRAIGHT-IN APPROACH	Cat. I	540 (130)	550 (140)	560 (150)	570 (160)	kt	60	90	120	150	180
	LOC only	770 (360)				FAF - MAPt 4.22 NM	MIN:sec	4:14	2:49	2:07	1:41	1:25
CIRCLING APPROACH		ft AMSL	825	1030	1410						
		VIS. m	1900	2800	3700						

AD 2 LHSM INSTRUMENT APPROACH CHART ILS OR LOC RWY 16

Approach from SME DME:

Initial altitude: 4000.

Fly outbound on 357° for 3 minutes or D 9.8 SME DME (whichever comes first) and descend to 2300.

Turn left (185 KIAS max.) intercept the localizer inbound on 162°, then descend to 1800.

Glide path interception at D 4.4 SMK DME, then follow ILS.

Holding procedure:

Holding fix: SME DME.

Left hand holding pattern.

Inbound track: 357°

Outbound track: 177°

Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)

Outbound timing: 1 min

Minimum holding altitude: 4000

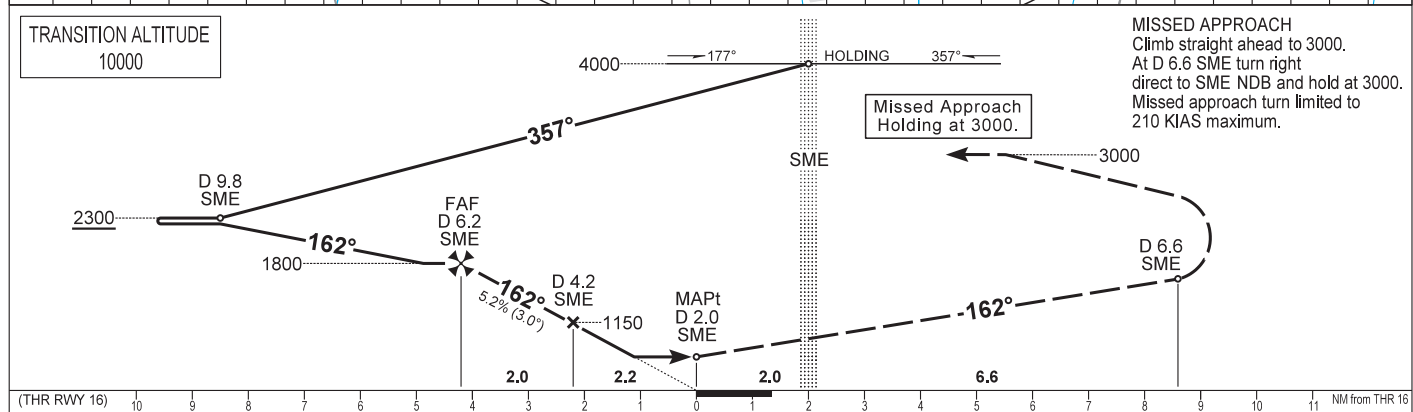
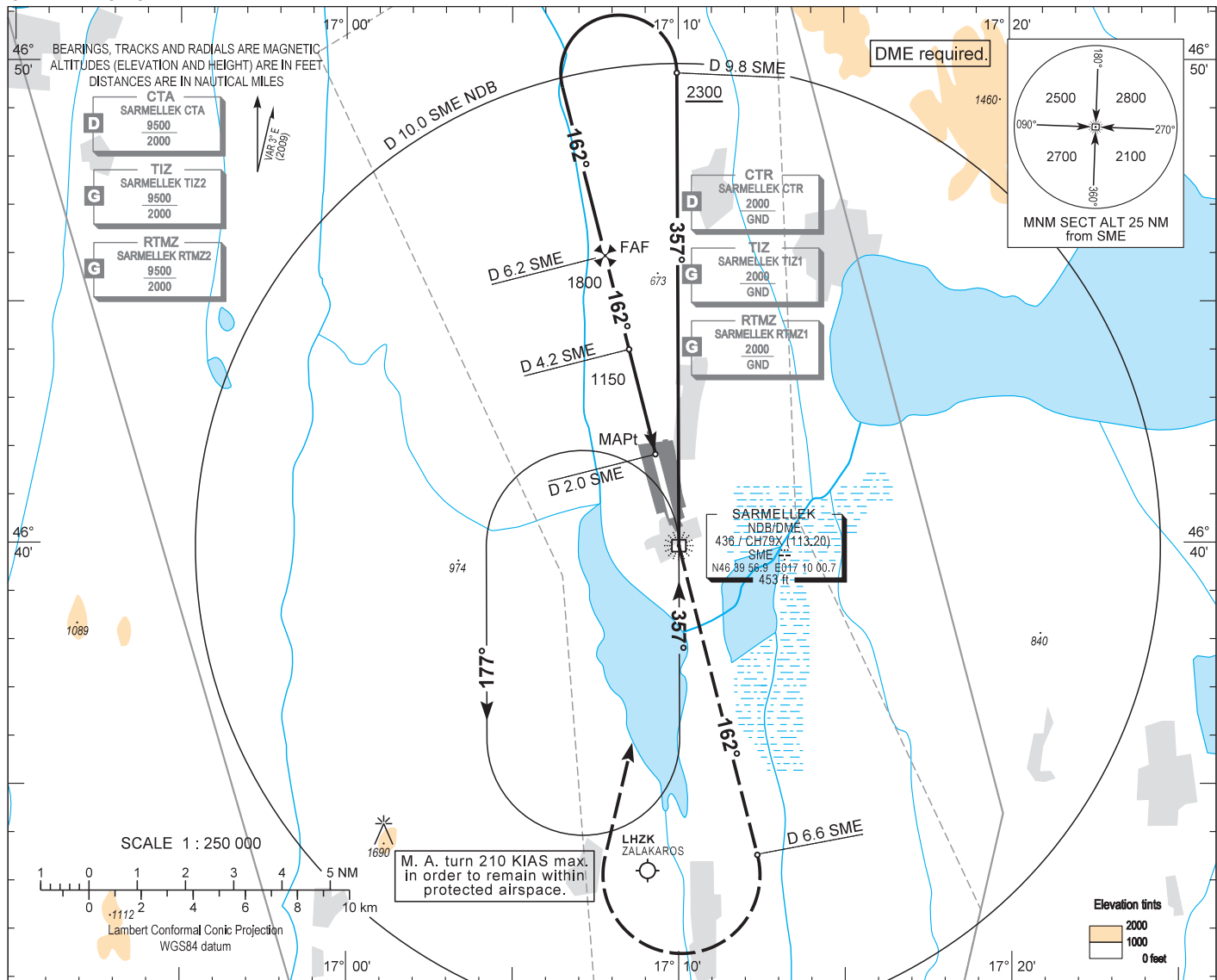
3000 for Missed Approach

AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 408
HEIGHTS RELATED TO THR RWY 16 - ELEV 408

BALATON TOWER	134.585
BALATON INFO	134.585
BUDAPEST INFORMATION (WEST)	125.500

HÉVÍZ/BALATON
NDB, RWY 16
(ACFT CAT A, B, C, D)



OCA (OCH)	A	B	C	D	GROUND SPEED	kt	60	90	120	150	180
	770 (360)					FAF - MAPt 4.18 NM	MIN:sec	4:11	2:47	2:06	1:40	1:24
STRAIGHT-IN APPROACH											
CIRCLING APPROACH	ft AMSL	825	1030	1410	1410						
	VIS. m	1900	2800	3700	4600						

AD 2 LHSM INSTRUMENT APPROACH CHART NDB RWY 16

Approach from SME NDB:

Initial altitude: 4000.

Fly outbound on QDR 357 SME for 3 minutes or D 9.8 SME DME (whichever comes first) and descend to 2300.

Turn left for final (185 KIAS max.) to QDM 162 SME inbound, then descend to 1800.

At D 6.2 SME DME descend to 1150.

At D 4.2 SME DME descend to 770.

Holding procedure:

Holding fix: SME NDB.

Left hand holding pattern.

Inbound track: 357°

Outbound track: 177°

Rate of turn: 3°/sec. or 25° bank angle

(whichever requires lesser bank)

Outbound timing: 1 min

Minimum holding altitude: 4000

3000 for Missed Approach

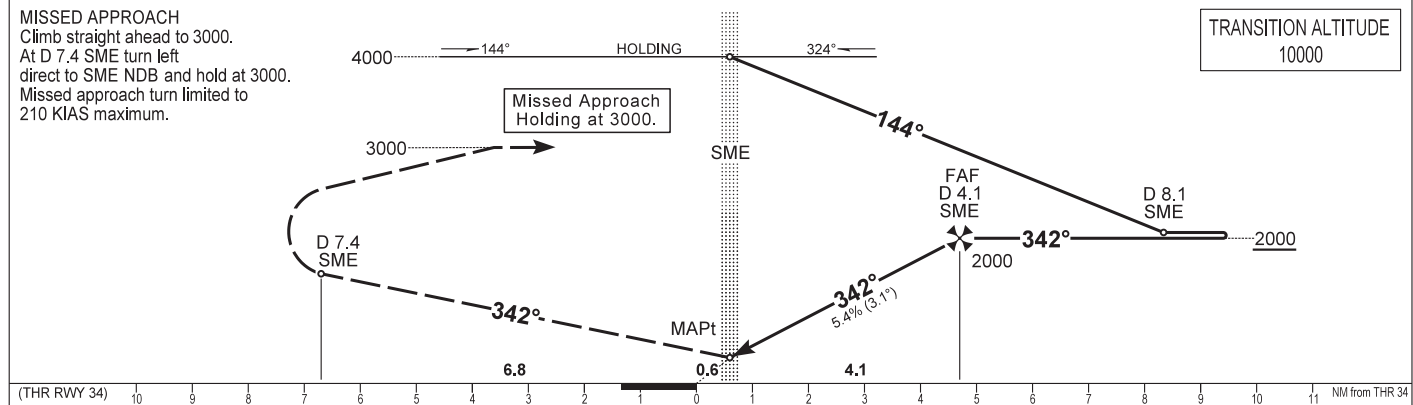
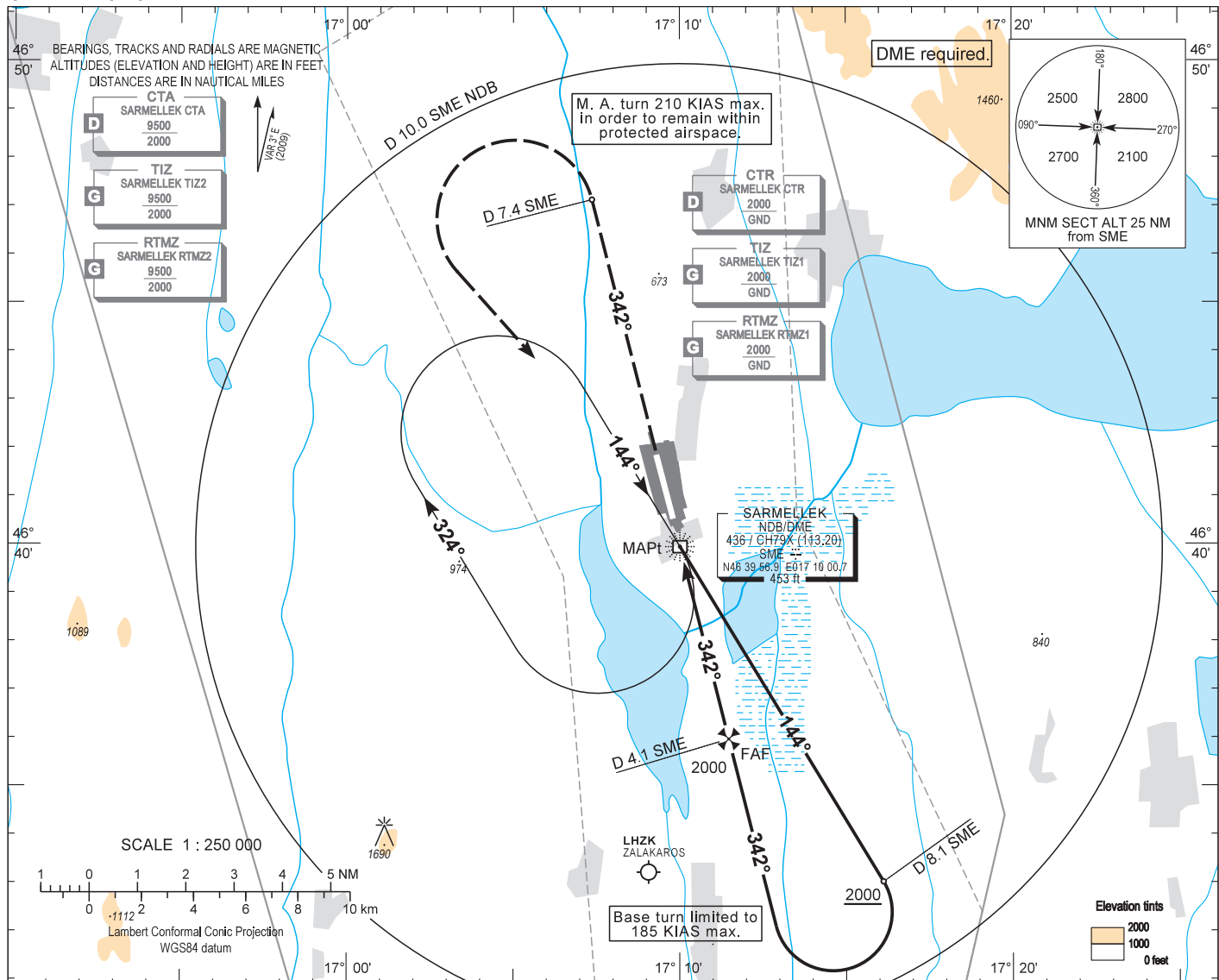
Final approach descent: 3.00°

AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 408
HEIGHTS RELATED TO THR RWY 34 - ELEV 399

BALATON TOWER 134.585
BALATON INFO 134.585
BUDAPEST INFORMATION (WEST) 125.500

HÉVÍZ/BALATON
NDB, RWY 34
(ACFT CAT A, B, C, D)



OCA (OCH)	A				B				C				D				GROUND SPEED				
	690 (290)				690 (290)				690 (290)				690 (290)				kt	60	90	120	150	180
STRAIGHT-IN APPROACH	690 (290)																FAF - MAPt 4.09 NM				
CIRCLING APPROACH	ft AMSL	825	1030	1410	1410											MIN:sec					
	VIS. m	1900	2800	3700	4600											4:15 2:49 2:07 1:42 1:25					

AD 2 LHSM INSTRUMENT APPROACH CHART NDB RWY 34

Approach from SME NDB:

Initial altitude: 4000.

Fly outbound on QDR 144 SME for 2.5 minutes or D 8.1 SME DME (whichever comes first) and descend to 2000.

Turn right (185 KIAS max.) to QDM 342 SME for final.

At D 4.1 SME DME descend to 690.

Holding procedure:

Holding fix: SME NDB.

Right hand holding pattern.

Inbound track: 144°

Outbound track: 324°

Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)

Outbound timing: 1 min

Minimum holding altitude: 4000

3000 for Missed Approach

Final approach descent: 3.10°

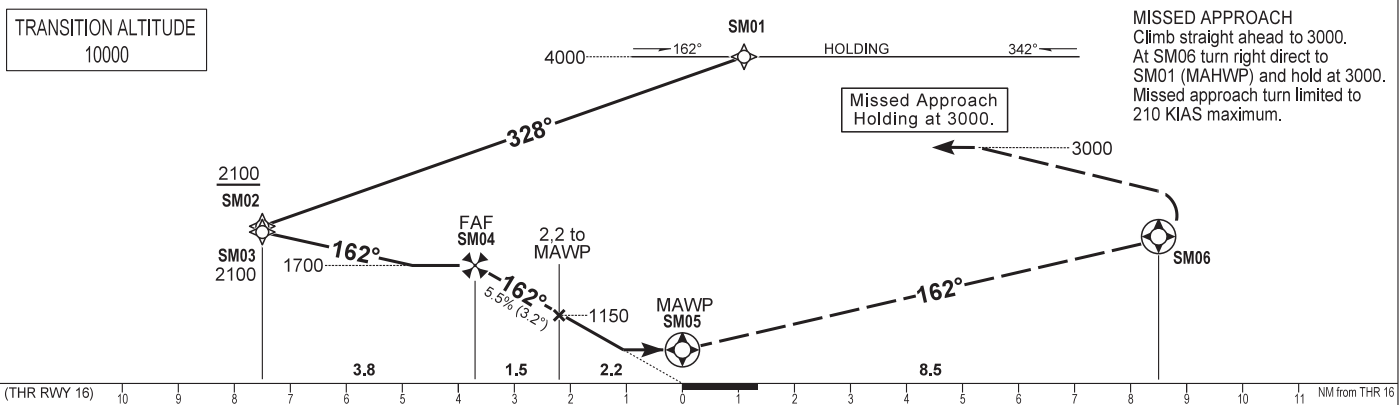
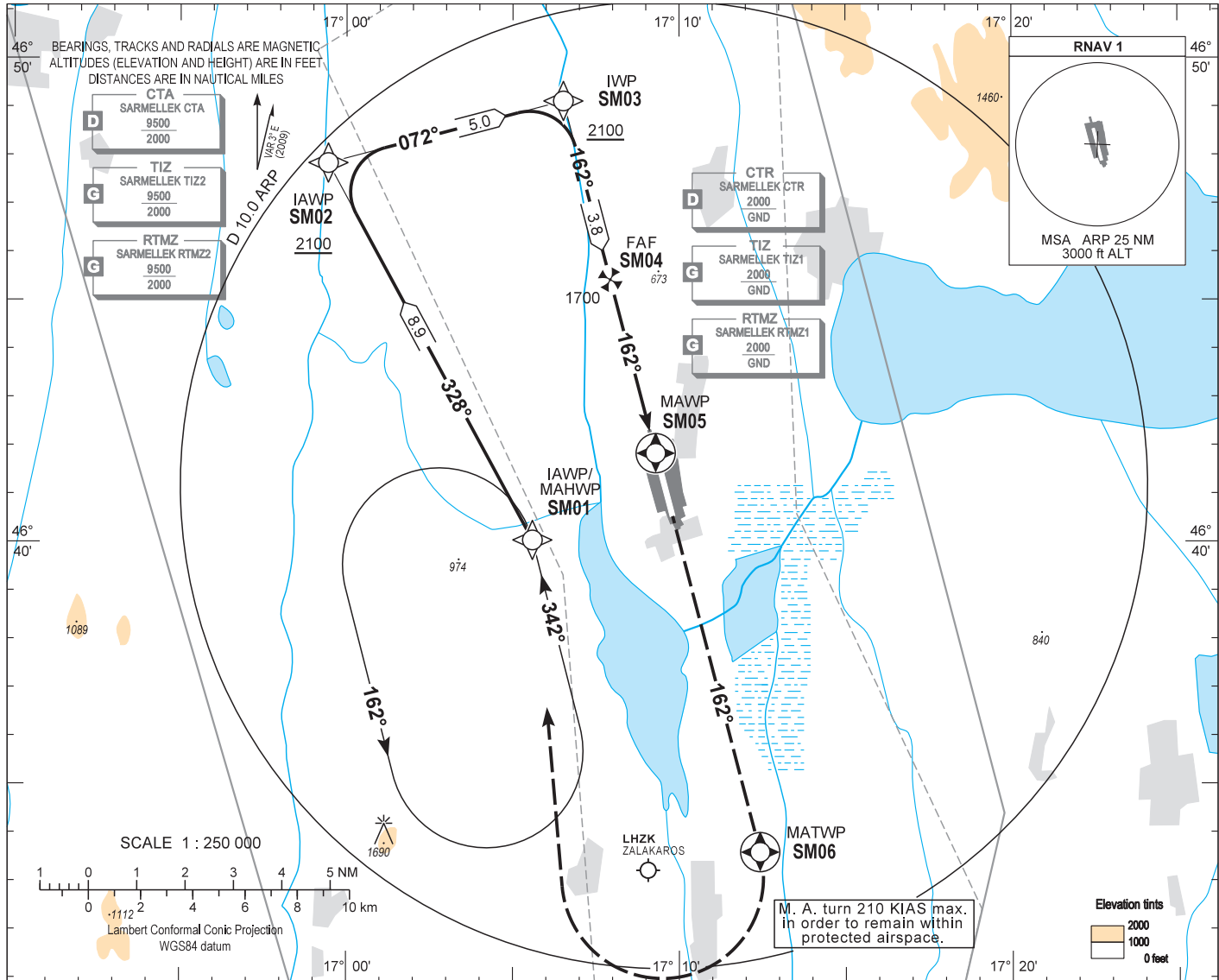
AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 408
HEIGHTS RELATED TO
THR RWY 16 - ELEV 408

BALATON TOWER 134.585
BALATON INFO 134.585
BUDAPEST INFORMATION (WEST) 125.500

HÉVÍZ/BALATON
RNAV^(GNSS) RWY 16
(ACFT CAT A, B, C, D)



OCA (OCH)		A	B	C	D	GROUND SPEED						
STRAIGHT-IN APPROACH		770 (360)				kt	60	90	120	150	180	
CIRCLING APPROACH		ft AMSL	840	920	1410	1410	FAWP - MAWP 3.71 NM					
		VIS. m	1900	2800	3700	4600	MIN:sec	3:43	2:28	1:51	1:29	1:14

Timing not authorized to define the MAWP.

AD 2 LHSM INSTRUMENT APPROACH CHART RNAV_(GNSS) RWY 16

Only aircraft, equipment and aircrew **approved by the State of the Operator** to carry out GNSS approaches, may use the procedure.

Arrivals:

Arrivals on 212°-092° may enter the initial approach directly at 4000, according to the advice of BALATON INFO.
Other arrivals must enter the holding.

Holding procedure:

Holding fix: SM01 (IAWP/MAHWP).

Left hand holding pattern.

Inbound track: 342°

Outbound track: 162°

Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)

Outbound distance: 4

Minimum holding altitude: 4000
3000 for Missed Approach

Final approach descent: 3.16°

WAYPOINT COORDINATES AD 2 LHSM GPS/FMS ARRIVAL CHART RWY 16

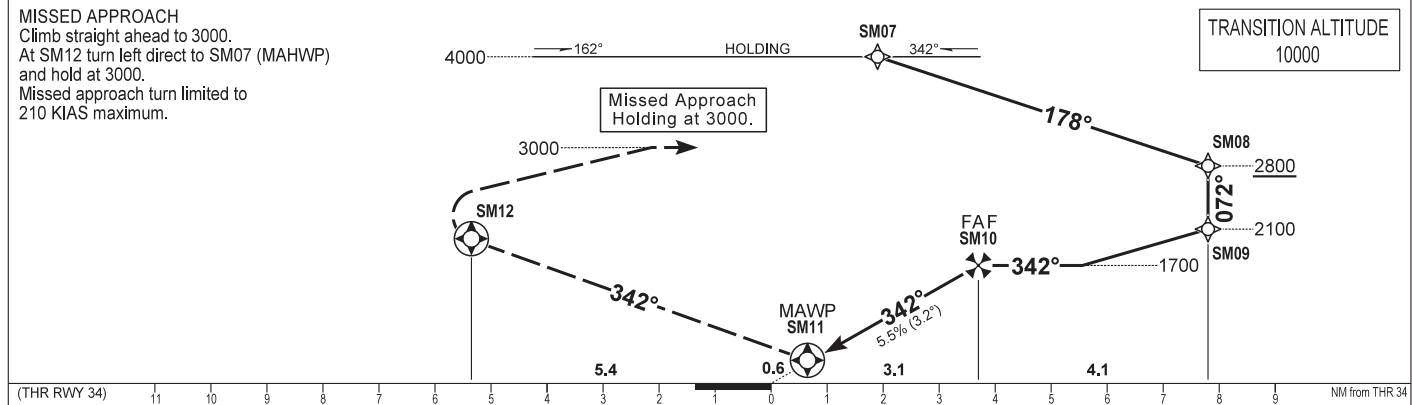
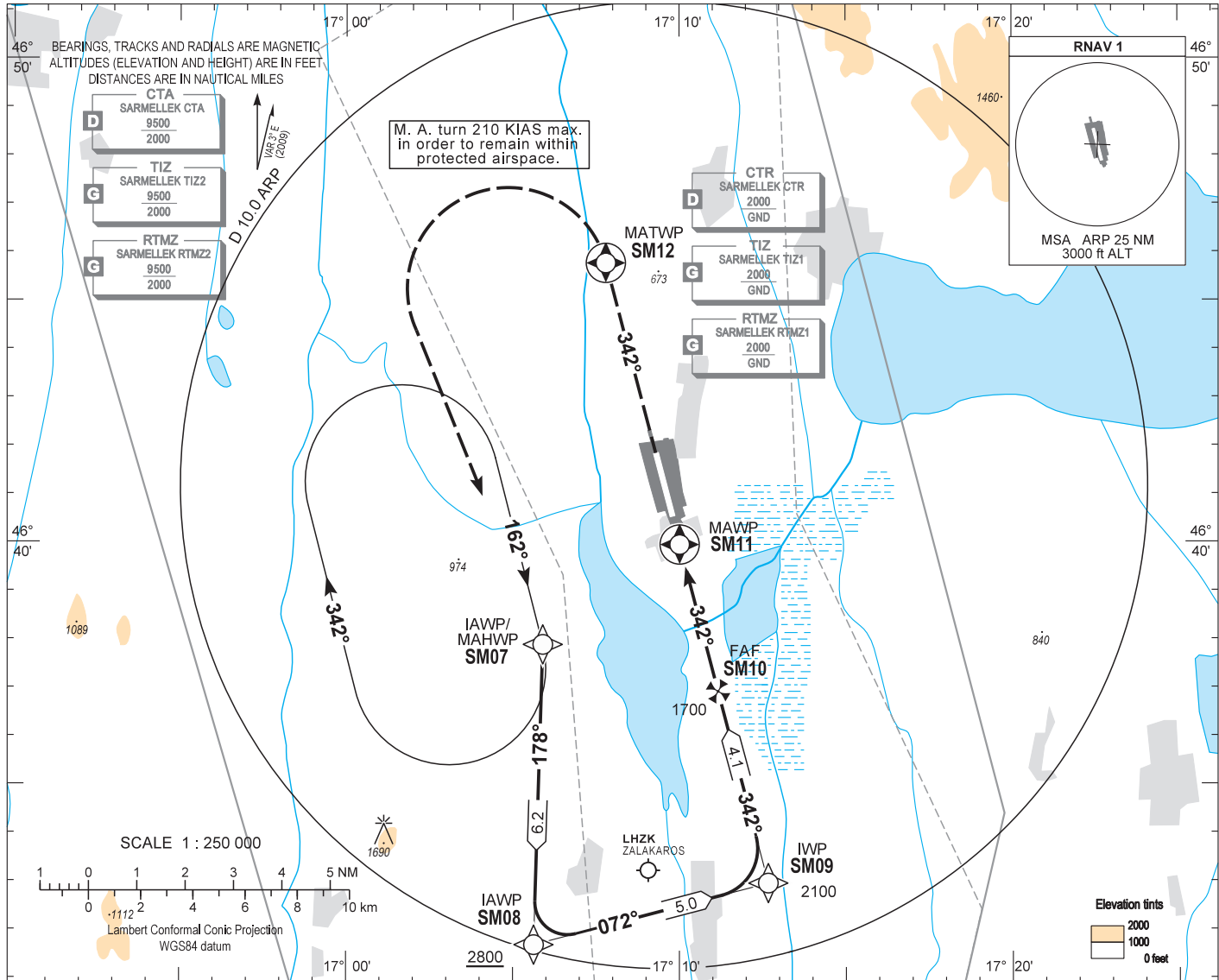
WAYPOINT	LATITUDE	LONGITUDE	REMARK
SM01	N46 40 02.6	E017 05 35.5	IAWP
SM02	N46 47 50.3	E016 59 26.9	IAWP
SM03	N46 49 07.0	E017 06 31.1	IWP
SM04	N46 45 25.4	E017 07 55.7	FAF
SM05	N46 41 50.2	E017 09 17.7	MAWP
SM06	N46 33 35.3	E017 12 25.5	MATWP
SM01	N46 40 02.6	E017 05 35.5	MAHWP

AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 408
HEIGHTS RELATED TO THR RWY 34 - ELEV 399

BALATON TOWER 134.585
BALATON INFO 134.585
BUDAPEST INFORMATION (WEST) 125.500

HÉVÍZ/BALATON
RNAV^(GNSS) RWY 34
(ACFT CAT A, B, C, D)



(THR RWY 34)					NM from THR 34					
OCA (OCH)	A	B	C	D	GROUND SPEED					
STRAIGHT-IN APPROACH	690 (290)				kt	60	90	120	150	180
CIRCLING APPROACH	ft AMSL	840	920	1410	1410	FAWP - MAWP 3.13 NM				
	VIS. m	1900	2800	3700	4600	MIN:sec 3:08 2:05 1:34 1:15 1:03				
Timing not authorized to define the MAWP.										

AD 2 LHSM INSTRUMENT APPROACH CHART RNAV_(GNSS) RWY 34

Only aircraft, equipment and aircrew **approved by the State of the Operator** to carry out GNSS approaches, may use the procedure.

Arrivals:

Arrivals on 060°-300° may enter the initial approach directly at 4000, according to the advice of BALATON INFO.
Other arrivals must enter the holding.

Holding procedure:

Holding fix: SM07 (IAWP/MAHWP).

Right hand holding pattern.

Inbound track: 162°

Outbound track: 342°

Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)

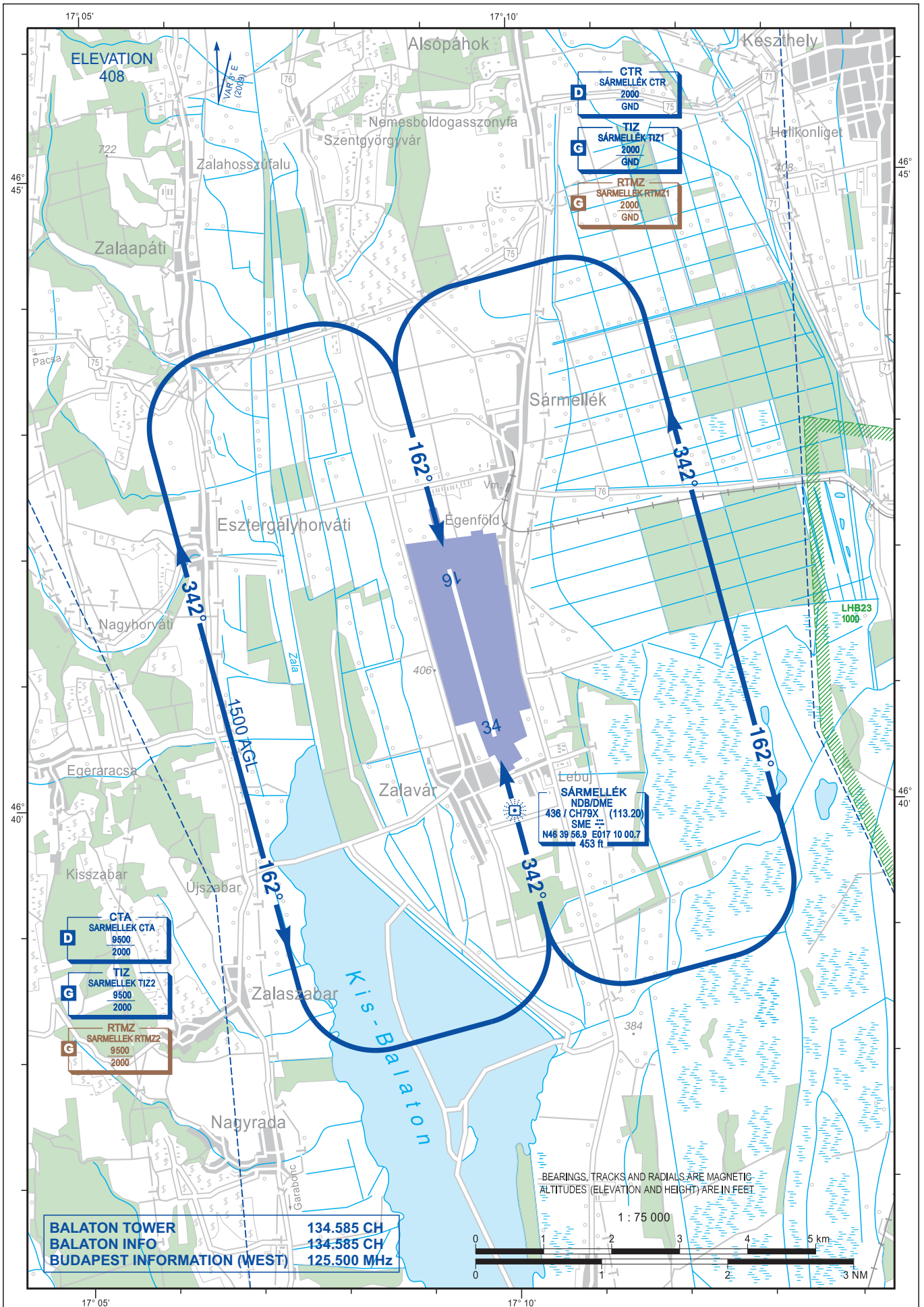
Outbound distance: 4

Minimum holding altitude: 4000
3000 for Missed Approach

Final approach descent: 3.15°

WAYPOINT COORDINATES AD 2 LHSM GPS/FMS ARRIVAL CHART RWY 34

WAYPOINT	LATITUDE	LONGITUDE	REMARK
SM07	N46 37 53.0	E017 05 54.2	IAWP
SM08	N46 31 40.7	E017 05 37.8	IAWP
SM09	N46 32 57.0	E017 12 40.0	IWP
SM10	N46 36 54.8	E017 11 09.9	FAF
SM11	N46 39 56.9	E017 10 00.7	MAWP
SM12	N46 45 46.2	E017 07 47.8	MATWP
SM07	N46 37 53.0	E017 05 54.2	MAHWP



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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 AND NAME

LHUD SZEGED

LHUD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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	43 M
5	MAG VAR/ annual change	5° E (2017) / 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 SITA:Nil 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, MOGAS 95 petrol
3	Fuelling facilities/capacity	AVGAS 100LL petrol 25L/min, capacity: 25 000L; JET A1 kerosene 75L/min, capacity 25 000L; MOGAS 95 petrol 25L/min, capacity: 10 000L;
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 Renault fire fighting vehicle 4x4
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

LHUD AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	1 snow-scraper
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: Nil
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: Nil
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

Data for Area 2 and 3 See GEN 3.1

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. See GEN 3.5
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 the 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 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	SZEGED TIZ 462300N 020000E 462300N 0201300E 461500N 0201300E 461217N 0200526E 461500N 020000E
2	Vertical limits	4000 FT ALT / GND
3	Airspace classification	G
4	ATS unit call sign Language(s)	Szeged Info English, Hungarian
5	Transition altitude	10000 FT
6	Remarks	Air Traffic Advisory Service is not AVBL in the class G airspace LHUD TIZ

LHUD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of operation	Remarks
1	2	3	4	5	6	7
AFIS	Szeged Info	122.810 CH 128.810 CH	Nil	Nil	As AD Administration	128.810 CH Reserve

LHUD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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	461424.18N 0200521.06E	81 M	Coverage: 25NM
DME	SEG	85X	H24	461424.45N 0200522.89E	81 M	Coverage: 25NM

LHUD AD 2.20 LOCAL AERODROME REGULATIONS

Nil

LHUD AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

LHUD AD 2.22 FLIGHT PROCEDURES

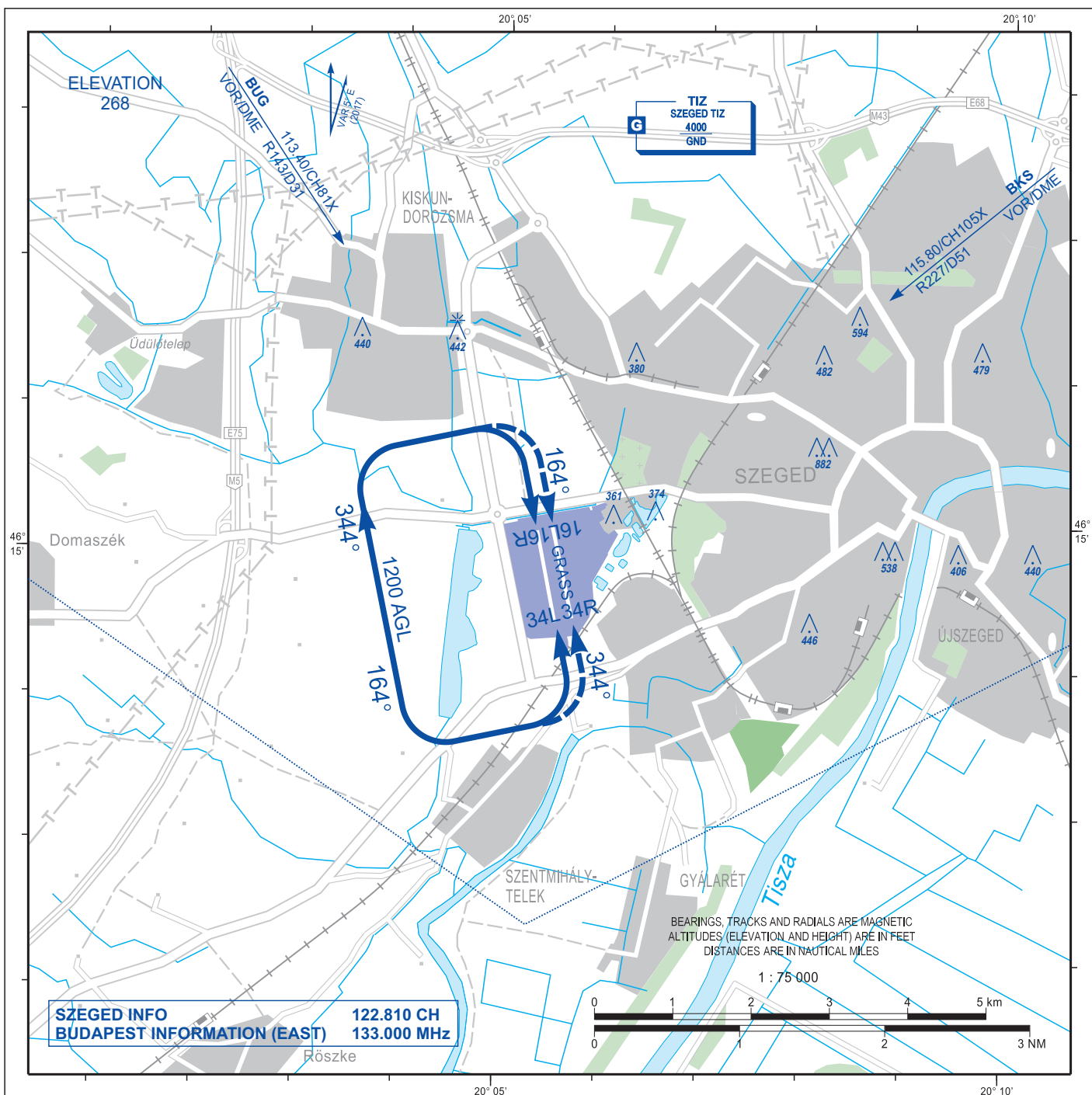
Nil

LHUD AD 2.23 ADDITIONAL INFORMATION

Nil

LHUD AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2-LHUD-ADC
Aerodrome Obstacle Chart - ICAO Type A (Operating Limitations)	AD 2-LHUD-AOCA-16R34L
Visual Approach Chart - ICAO	AD 2-LHUD-VAC



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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