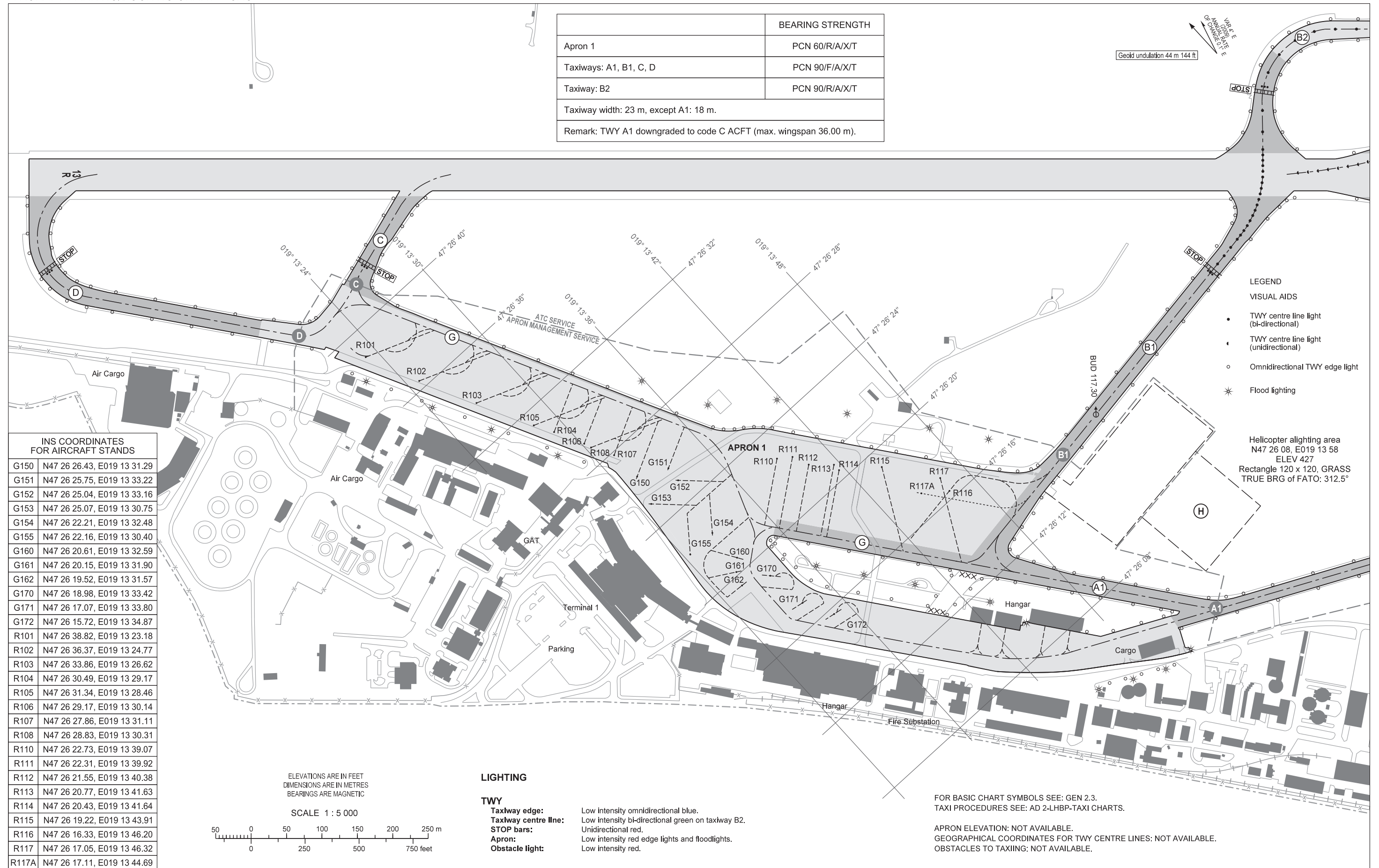


BUDAPEST APP	122.975	BUDAPEST TOWER	118.100	BUDAPEST APRON 1	131.555
	123.860	BUDAPEST GROUND	121.910		
	119.510	BUDAPEST DELIVERY	134.540	ATIS	132.380
BUDAPEST INFORMATION (NORTH)			119.350	ATIS (BUD VOR)	117.300

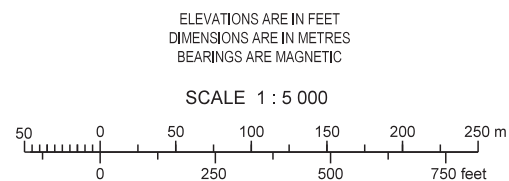
BUDAPEST/LISZT FERENC  
APRON 1

AIRCRAFT PARKING/DOCKING CHART - ICAO

	BEARING STRENGTH
Apron 1	PCN 60/R/A/X/T
Taxiways: A1, B1, C, D	PCN 90/F/A/X/T
Taxiway: B2	PCN 90/R/A/X/T
Taxiway width: 23 m, except A1: 18 m.	
Remark: TWY A1 downgraded to code C ACFT (max. wingspan 36.00 m).	



INS COORDINATES FOR AIRCRAFT STANDS	
G150	N47 26 26.43, E019 13 31.29
G151	N47 26 25.75, E019 13 33.22
G152	N47 26 25.04, E019 13 33.16
G153	N47 26 25.07, E019 13 30.75
G154	N47 26 22.21, E019 13 32.48
G155	N47 26 22.16, E019 13 30.40
G160	N47 26 20.61, E019 13 32.59
G161	N47 26 20.15, E019 13 31.90
G162	N47 26 19.52, E019 13 31.57
G170	N47 26 18.98, E019 13 33.42
G171	N47 26 17.07, E019 13 33.80
G172	N47 26 15.72, E019 13 34.87
R101	N47 26 38.82, E019 13 23.18
R102	N47 26 36.37, E019 13 24.77
R103	N47 26 33.86, E019 13 26.62
R104	N47 26 30.49, E019 13 29.17
R105	N47 26 31.34, E019 13 28.46
R106	N47 26 29.17, E019 13 30.14
R107	N47 26 27.86, E019 13 31.11
R108	N47 26 28.83, E019 13 30.31
R110	N47 26 22.73, E019 13 39.07
R111	N47 26 22.31, E019 13 39.92
R112	N47 26 21.55, E019 13 40.38
R113	N47 26 20.77, E019 13 41.63
R114	N47 26 20.43, E019 13 41.64
R115	N47 26 19.22, E019 13 43.91
R116	N47 26 16.33, E019 13 46.20
R117	N47 26 17.05, E019 13 46.32
R117A	N47 26 17.11, E019 13 44.69



**LIGHTING**

**TWY**  
**Taxiway edge:** Low intensity omnidirectional blue.  
**Taxiway centre line:** Low intensity bi-directional green on taxiway B2.  
**STOP bars:** Unidirectional red.  
**Apron:** Low intensity red edge lights and floodlights.  
**Obstacle light:** Low intensity red.

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

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

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