HUNGARY

Phone: (+361) 293-4459
AFS: LHBPYNYN
Email: pubsdo@hungarocontrol.hu
Post: Hungarian Air Navigation Services
Aeronautical Information Service
PO Box 80
Budapest
H-1675
Hungary

AIP AMDT: AIRAC AMDT 005/2021

Effective Date: 12 AUG 2021
Publication date: 01 JUL 2021

1. Amendment content:

1.1 GEN 1.1, GEN 1.7, GEN 2.2

- CAA contacts updated; and revision of the differences from ICAO standards.

1.2 GEN 3.1, AD 1.2, GEN 2.2

- SNOWTAM information updated.

1.3 GEN 3.5

- MET service information updated.

1.4 ENR 1.2

- Conditions of visibility and distance from clouds updated.

1.5 ENR 6

- Introducing usage of RMZ and TMZ airspaces and discontinuing usage of RTMZ.
- Updated charts: ENR 6-LHCC-ERC, ENR 6-LHCC-PRD.

1.6 AD 1.3

- LHTL AFS address added.

1.7 AD 2 LHBP

- Ground handling organisations contacts updated.
- AD 2.20 local aerodrome regulations updated based on the new GRF format.
- Updated chart: AD 2-LHBP-PATC-13R31L.

1.8 AD 2 LHDC

- Rescue and fire fighting services updated.
- Information about restrictions on the use of APU updated.
- Introducing usage of RMZ and TMZ airspaces and discontinuing usage of RTMZ.
- LHDC-VAC completely redrawn with wider, 1:150 000 scale.
- Updated charts: AD 2-LHDC-ILS/LOC-04R, LHDC-NDB-22L, LHDC-RNP-04R, LHDC-RNP-22L, LHDC-SID-04R, LHDC-SID-22L, LHDC-STAR-04R22L, LHDC-VAC.

1.9 AD 2 LHPR

- Information updated: GUND, Rescue and fire fighting services, altimeter checkpoint location, APRON 1 PCN.
- Updated chart: AD 2-LHPR-ADC.

1.10 AD 2 LHSM

- AD Elevation updated.
- Introducing usage of RMZ and TMZ airspaces and discontinuing usage of RTMZ.
- LHSM-VAC completely redrawn with wider, 1:150 000 scale.
- Updated chart: AD 2-LHSM-ADC, LHSM-ILS-OR-LOC-16, LHSM-NDB-16, LHSM-NDB-34, LHSM-RNP-16, LHSM-RNP-34, LHSM-SID-16, LHSM-SID-34, LHSM-VAC.

1.11 AD 2 LHUD

- Main and Reserve frequency portrayed on the VAC chart.
- Updated chart: AD 2-LHUD-VAC.

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:
A1286/21, A1293/21, B0076/21
SUP:
Nil
AIC:
Nil

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

Insert the following pages		Remove the following pages	
GEN 0.2 - 1/2	12 AUG 2021	GEN 0.2 - 1/2	17 JUN 2021
GEN 0.4 - 1/2	12 AUG 2021	GEN 0.4 - 1/2	17 JUN 2021
GEN 0.4 - 3/4	12 AUG 2021	GEN 0.4 - 3/4	17 JUN 2021
GEN 0.6 - 1/2	12 AUG 2021	GEN 0.6 - 1/2	17 JUN 2021
GEN 0.6 - 3/4	12 AUG 2021	GEN 0.6 - 3/4	17 JUN 2021
GEN 1.1 - 1/2	12 AUG 2021	GEN 1.1 - 1/2	28 JAN 2021
GEN 1.1 - 3/4	12 AUG 2021	GEN 1.1 - 3/4	07 DEC 2017
GEN 1.7 - 1/2	12 AUG 2021	GEN 1.7 - 1/2	22 APR 2021
GEN 1.7 - 3/4	12 AUG 2021	GEN 1.7 - 3/4	22 APR 2021
GEN 1.7 - 5/6	12 AUG 2021	GEN 1.7 - 5/6	22 APR 2021
GEN 1.7 - 7/8	12 AUG 2021	GEN 1.7 - 7/8	22 APR 2021
GEN 1.7 - 9/10	12 AUG 2021		
GEN 1.7 - 11/12	12 AUG 2021		
GEN 1.7 - 13/14	12 AUG 2021		
GEN 1.7 - 15/16	12 AUG 2021		
GEN 1.7 - 17/18	12 AUG 2021		
GEN 1.7 - 19/20	12 AUG 2021		
GEN 1.7 - 21/22	12 AUG 2021		
GEN 2.2 - 3/4	12 AUG 2021	GEN 2.2 - 3/4	26 MAR 2020
GEN 2.2 - 5/6	12 AUG 2021	GEN 2.2 - 5/6	07 NOV 2019
GEN 2.2 - 9/10	12 AUG 2021	GEN 2.2 - 9/10	26 MAR 2020
GEN 2.2 - 19/20	12 AUG 2021	GEN 2.2 - 19/20	26 MAR 2020
GEN 2.2 - 21/22	12 AUG 2021	GEN 2.2 - 21/22	28 JAN 2021
GEN 2.4 - 1/2	12 AUG 2021	GEN 2.4 - 1/2	26 MAR 2020
GEN 3.1 - 3/4	12 AUG 2021	GEN 3.1 - 3/4	25 FEB 2021
GEN 3.2 - 3/4	12 AUG 2021	GEN 3.2 - 3/4	22 APR 2021
GEN 3.2 - 5/6	12 AUG 2021	GEN 3.2 - 5/6	17 JUN 2021
GEN 3.2 - 7/8	12 AUG 2021	GEN 3.2 - 7/8	17 JUN 2021
GEN 3.5 - 9/10	12 AUG 2021	GEN 3.5 - 9/10	17 JUN 2021
ENR 0.6 - 1/2	12 AUG 2021	ENR 0.6 - 1/2	17 JUN 2021
ENR 1.2 - 1/2	12 AUG 2021	ENR 1.2 - 1/2	17 JUN 2021
ENR 1.2 - 3/4	12 AUG 2021	ENR 1.2 - 3/4	17 JUN 2021
ENR 6 LHCC ERC - 1/2	12 AUG 2021	ENR 6 LHCC ERC - 1/2	28 JAN 2021
ENR 6 LHCC PRD - 1/2	12 AUG 2021	ENR 6 LHCC PRD - 1/2	07 DEC 2017
AD 0.6 - 1/2	12 AUG 2021	AD 0.6 - 1/2	17 JUN 2021
AD 0.6 - 3/4	12 AUG 2021	AD 0.6 - 3/4	17 JUN 2021
AD 0.6 - 5/6	12 AUG 2021	AD 0.6 - 5/6	17 JUN 2021
AD 1.2 - 1/2	12 AUG 2021	AD 1.2 - 1/2	25 FEB 2021
AD 1.3 - 9/10	12 AUG 2021	AD 1.3 - 9/10	25 FEB 2021
AD 2 LHBP - 1/2	12 AUG 2021	AD 2 LHBP - 1/2	22 APR 2021
AD 2 LHBP - 9/10	12 AUG 2021	AD 2 LHBP - 9/10	28 JAN 2021
AD 2 LHBP - 11/12	12 AUG 2021	AD 2 LHBP - 11/12	05 NOV 2020
AD 2 LHBP - 17/18	12 AUG 2021	AD 2 LHBP - 17/18	17 JUN 2021
AD 2 LHBP - 19/20	12 AUG 2021	AD 2 LHBP - 19/20	23 APR 2020
AD 2 LHBP - 21/22	12 AUG 2021	AD 2 LHBP - 21/22	30 JAN 2020
AD 2 LHBP - 29/30	12 AUG 2021	AD 2 LHBP - 29/30	22 APR 2021
AD 2 LHBP - 31/32	12 AUG 2021	AD 2 LHBP - 31/32	22 APR 2021
AD 2 LHBP PATC 13R31L - 1/2	12 AUG 2021	AD 2 LHBP PATC 13R31L - 1/2	17 JUN 2021
AD 2 LHDC - 1/2	12 AUG 2021	AD 2 LHDC - 1/2	07 NOV 2019
AD 2 LHDC - 5/6	12 AUG 2021	AD 2 LHDC - 5/6	30 JAN 2020
AD 2 LHDC - 7/8	12 AUG 2021	AD 2 LHDC - 7/8	05 NOV 2020
AD 2 LHDC - 9/10	12 AUG 2021	AD 2 LHDC - 9/10	18 JUN 2020
AD 2 LHDC SID 04R - 1/2	12 AUG 2021	AD 2 LHDC SID 04R - 1/2	30 JAN 2020
AD 2 LHDC SID 22L - 1/2	12 AUG 2021	AD 2 LHDC SID 22L - 1/2	30 JAN 2020
AD 2 LHDC STAR 04R22L - 1/2	12 AUG 2021	AD 2 LHDC STAR 04R22L - 1/2	30 JAN 2020
AD 2 LHDC ILS/LOC 04R - 1/2	12 AUG 2021	AD 2 LHDC ILS/LOC 04R - 1/2	30 JAN 2020
AD 2 LHDC NDB 22L - 1/2	12 AUG 2021	AD 2 LHDC NDB 22L - 1/2	30 JAN 2020
AD 2 LHDC RNP 04R - 1/2	12 AUG 2021	AD 2 LHDC RNP 04R - 1/2	18 JUN 2020
AD 2 LHDC RNP 22L - 1/2	12 AUG 2021	AD 2 LHDC RNP 22L - 1/2	18 JUN 2020
AD 2 LHDC VAC - 1/2	12 AUG 2021	AD 2 LHDC VAC - 1/2	30 JAN 2020
AD 2 LHPR - 1/2	12 AUG 2021	AD 2 LHPR - 1/2	30 JAN 2020
AD 2 LHPR - 3/4	12 AUG 2021	AD 2 LHPR - 3/4	28 JAN 2021
AD 2 LHPR ADC - 1/2	12 AUG 2021	AD 2 LHPR ADC - 1/2	26 MAR 2020
AD 2 LHSM - 1/2	12 AUG 2021	AD 2 LHSM - 1/2	22 APR 2021
AD 2 LHSM - 7/8	12 AUG 2021	AD 2 LHSM - 7/8	26 MAR 2020
AD 2 LHSM ADC - 1/2	12 AUG 2021	AD 2 LHSM ADC - 1/2	22 APR 2021
AD 2 LHSM SID16 - 1/2	12 AUG 2021	AD 2 LHSM SID16 - 1/2	22 APR 2021
AD 2 LHSM SID34 - 1/2	12 AUG 2021	AD 2 LHSM SID34 - 1/2	22 APR 2021
AD 2 LHSM ILS/LOC 16 - 1/2	12 AUG 2021	AD 2 LHSM ILS/LOC 16 - 1/2	22 APR 2021
AD 2 LHSM NDB 16 - 1/2	12 AUG 2021	AD 2 LHSM NDB 16 - 1/2	22 APR 2021
AD 2 LHSM NDB 34 - 1/2	12 AUG 2021	AD 2 LHSM NDB 34 - 1/2	22 APR 2021
AD 2 LHSM RNP 16 - 1/2	12 AUG 2021	AD 2 LHSM RNP 16 - 1/2	17 JUN 2021
AD 2 LHSM RNP 34 - 1/2	12 AUG 2021	AD 2 LHSM RNP 34 - 1/2	22 APR 2021
AD 2 LHSM VAC - 1/2	12 AUG 2021	AD 2 LHSM VAC - 1/2	22 APR 2021
AD 2 LHUD VAC - 1/2	12 AUG 2021	AD 2 LHUD VAC - 1/2	17 JUN 2021

THIS PAGE IS INTENTIONALLY LEFT BLANK

GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC AIP AMENDMENT			
Amendment number	*Publication date*	*Date inserted*	*Inserted by*
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	
003/2009	10-Sep-2009	22-Oct-2009	
001/2010	03-Dec-2009	14-Jan-2010	
002/2010	25-Feb-2010	08-Apr-2010	
003/2010	17-Jun-2010	29-Jul-2010	
004/2010	15-Jul-2010	26-Aug-2010	
005/2010	07-Oct-2010	18-Nov-2010	
001/2011	30-Dec-2010	10-Feb-2011	
002/2011	24-Mar-2011	05-May-2011	
003/2011	14-Jul-2011	25-Aug-2011	
004/2011	03-Nov-2011	15-Dec-2011	
001/2012	23-Feb-2012	05-Apr-2012	
002/2012	19-Apr-2012	31-May-2012	
003/2012	20-Sep-2012	20-Sep-2012	
004/2012	01-Nov-2012	13-Dec-2012	
001/2013	21-Feb-2013	04-Apr-2013	
002/2013	18-Apr-2013	30-May-2013	
003/2013	13-Jun-2013	25-Jul-2013	
004/2013	03-Oct-2013	14-Nov-2013	
001/2014	26-Dec-2014	06-Feb-2014	
002/2014	06-Feb-2014	03-Apr-2014	
003/2014	15-May-2014	26-Jun-2014	
004/2014	07-Aug-2014	18-Sep-2014	
001/2015	25-Dec-2014	05-Feb-2015	
002/2015	19-Mar-2015	30-Apr-2015	
003/2015	11-Jun-2015	23-Jul-2015	
004/2015	09-Jul-2015	20-Aug-2015	
005/2015	01-Oct-2015	12-Nov-2015	
001/2016	18-Feb-2016	31-Mar-2016	
002/2016	31-Mar-2016	26-May-2016	
003/2016	12-May-2016	23-Jun-2016	

AIRAC AIP AMENDMENT			
Amendment number	*Publication date*	*Date inserted*	*Inserted by*
004/2016	04-Aug-2016	15-Sep-2016	
005/2016	29-Sep-2016	10-Nov-2016	
001/2017	19-Jan-2017	02-Mar-2017	
002/2017	16-Feb-2017	30-Mar-2017	
003/2017	11-May-2017	22-Jun-2017	
004/2017	26-Oct-2017	07-Dec-2017	
001/2018	18-Jan-2018	01-Mar-2018	
002/2018	12-Apr-2018	24-May-2018	
003/2018	07-Jun-2018	16-Aug-2018	
004/2018	02-Aug-2018	11-Oct-2018	
005/2018	30-Aug-2018	08-Nov-2018	
006/2018	27-Sep-2018	06-Dec-2018	
001/2019	22-Nov-2018	03-Jan-2019	
002/2019	20-Dec-2018	31-Jan-2019	
003/2019	14-Mar-2019	25-Apr-2019	
004/2019	11-Apr-2019	23-May-2019	
005/2019	09-May-2019	18-Jul-2019	
006/2019	06-Jun-2019	15-Aug-2019	
007/2019	29-Aug-2019	07-Nov-2019	
001/2020	21-Nov-2020	30-Jan-2020	
002/2020	16-Jan-2020	26-Mar-2020	
003/2020	12-Mar-2020	23-Apr-2020	
004/2020	09-Apr-2020	18-Jun-2020	
005/2020	27-Aug-2020	05-Nov-2020	
001/2021	19-Nov-2020	28-Jan-2021	
002/2021	14-Jan-2021	25-Feb-2021	
003/2021	11-Feb-2021	22-Apr-2021	
004/2021	06-May-2021	17-Jun-2021	
005/2021	01-Jul-2021	12-Aug-2021	

GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 - GENERAL (GEN)

GEN 0.1 - 1	25 FEB 2021
GEN 0.1 - 2	25 FEB 2021
GEN 0.1 - 3	30 APR 2015
GEN 0.1 - 4	30 APR 2015
GEN 0.2 - 1	12 AUG 2021
GEN 0.2 - 2	12 AUG 2021
GEN 0.3 - 1	25 FEB 2021
GEN 0.3 - 2	25 FEB 2021
GEN 0.4 - 1	12 AUG 2021
GEN 0.4 - 2	12 AUG 2021
GEN 0.4 - 3	12 AUG 2021
GEN 0.4 - 4	12 AUG 2021
GEN 0.5 - 1	30 APR 2015
GEN 0.5 - 2	30 APR 2015
GEN 0.6 - 1	12 AUG 2021
GEN 0.6 - 2	12 AUG 2021
GEN 0.6 - 3	12 AUG 2021
GEN 0.6 - 4	12 AUG 2021
GEN 1.1 - 1	12 AUG 2021
GEN 1.1 - 2	12 AUG 2021
GEN 1.1 - 3	12 AUG 2021
GEN 1.1 - 4	12 AUG 2021
GEN 1.2 - 1	23 APR 2020
GEN 1.2 - 2	23 APR 2020
GEN 1.2 - 3	03 JAN 2019
GEN 1.2 - 4	03 JAN 2019
GEN 1.2 - 5	03 JAN 2019
GEN 1.2 - 6	03 JAN 2019
GEN 1.2 - 7	03 JAN 2019
GEN 1.2 - 8	03 JAN 2019
GEN 1.2 - 9	28 JAN 2021
GEN 1.2 - 10	28 JAN 2021
GEN 1.3 - 1	23 APR 2020
GEN 1.3 - 2	23 APR 2020
GEN 1.4 - 1	31 MAR 2016
GEN 1.4 - 2	31 MAR 2016
GEN 1.5 - 1	17 JUN 2021
GEN 1.5 - 2	17 JUN 2021
GEN 1.6 - 1	22 APR 2021
GEN 1.6 - 2	22 APR 2021
GEN 1.6 - 3	22 APR 2021
GEN 1.6 - 4	22 APR 2021
GEN 1.6 - 5	22 APR 2021
GEN 1.6 - 6	22 APR 2021
GEN 1.6 - 7	22 APR 2021
GEN 1.6 - 8	22 APR 2021
GEN 1.7 - 1	12 AUG 2021
GEN 1.7 - 2	12 AUG 2021
GEN 1.7 - 3	12 AUG 2021
GEN 1.7 - 4	12 AUG 2021
GEN 1.7 - 5	12 AUG 2021
GEN 1.7 - 6	12 AUG 2021
GEN 1.7 - 7	12 AUG 2021
GEN 1.7 - 8	12 AUG 2021
GEN 1.7 - 9	12 AUG 2021
GEN 1.7 - 10	12 AUG 2021
GEN 1.7 - 11	12 AUG 2021
GEN 1.7 - 12	12 AUG 2021
GEN 1.7 - 13	12 AUG 2021
GEN 1.7 - 14	12 AUG 2021
GEN 1.7 - 15	12 AUG 2021
GEN 1.7 - 16	12 AUG 2021
GEN 1.7 - 17	12 AUG 2021
GEN 1.7 - 18	12 AUG 2021
GEN 1.7 - 19	12 AUG 2021
GEN 1.7 - 20	12 AUG 2021
GEN 1.7 - 21	12 AUG 2021
GEN 1.7 - 22	12 AUG 2021
GEN 2.1 - 1	25 FEB 2021
GEN 2.1 - 2	25 FEB 2021
GEN 2.2 - 1	07 NOV 2019
GEN 2.2 - 2	07 NOV 2019
GEN 2.2 - 3	12 AUG 2021
GEN 2.2 - 4	12 AUG 2021
GEN 2.2 - 5	12 AUG 2021
GEN 2.2 - 6	12 AUG 2021
GEN 2.2 - 7	26 MAR 2020
GEN 2.2 - 8	26 MAR 2020
GEN 2.2 - 9	12 AUG 2021
GEN 2.2 - 10	12 AUG 2021
GEN 2.2 - 11	28 JAN 2021
GEN 2.2 - 12	28 JAN 2021
GEN 2.2 - 13	26 MAR 2020
GEN 2.2 - 14	26 MAR 2020
GEN 2.2 - 15	26 MAR 2020
GEN 2.2 - 16	26 MAR 2020
GEN 2.2 - 17	26 MAR 2020
GEN 2.2 - 18	26 MAR 2020
GEN 2.2 - 19	12 AUG 2021
GEN 2.2 - 20	12 AUG 2021
GEN 2.2 - 21	12 AUG 2021
GEN 2.2 - 22	12 AUG 2021
GEN 2.2 - 23	26 MAR 2020
GEN 2.2 - 24	26 MAR 2020
GEN 2.2 - 25	26 MAR 2020
GEN 2.2 - 26	26 MAR 2020
GEN 2.3 - 1	17 JUN 2021
GEN 2.3 - 2	17 JUN 2021
GEN 2.3 - 3	30 JAN 2020
GEN 2.3 - 4	30 JAN 2020
GEN 2.4 - 1	12 AUG 2021
GEN 2.4 - 2	12 AUG 2021
GEN 2.5 - 1	25 FEB 2021
GEN 2.5 - 2	25 FEB 2021
GEN 2.6 - 1	25 FEB 2021
GEN 2.6 - 2	25 FEB 2021
GEN 2.6 - 3	25 FEB 2021
GEN 2.6 - 4	25 FEB 2021
GEN 2.7 - 1	25 FEB 2021
GEN 2.7 - 2	25 FEB 2021
GEN 2.7 - 3	23 APR 2020
GEN 2.7 - 4	23 APR 2020
GEN 3.1 - 1	07 DEC 2017
GEN 3.1 - 2	07 DEC 2017
GEN 3.1 - 3	12 AUG 2021
GEN 3.1 - 4	12 AUG 2021
GEN 3.1 - 5	25 FEB 2021
GEN 3.1 - 6	25 FEB 2021
GEN 3.2 - 1	25 FEB 2021
GEN 3.2 - 2	25 FEB 2021
GEN 3.2 - 3	12 AUG 2021
GEN 3.2 - 4	12 AUG 2021
GEN 3.2 - 5	12 AUG 2021
GEN 3.2 - 6	12 AUG 2021
GEN 3.2 - 7	12 AUG 2021
GEN 3.2 - 8	12 AUG 2021
GEN 3.3 - 1	25 FEB 2021
GEN 3.3 - 2	25 FEB 2021
GEN 3.3 - 3	25 FEB 2021
GEN 3.3 - 4	25 FEB 2021
GEN 3.4 - 1	25 FEB 2021
GEN 3.4 - 2	25 FEB 2021
GEN 3.4 - 3	25 FEB 2021
GEN 3.4 - 4	25 FEB 2021
GEN 3.4 - 5	25 FEB 2021
GEN 3.4 - 6	25 FEB 2021
GEN 3.5 - 1	25 FEB 2021
GEN 3.5 - 2	25 FEB 2021
GEN 3.5 - 3	07 NOV 2019
GEN 3.5 - 4	07 NOV 2019
GEN 3.5 - 5	07 NOV 2019
GEN 3.5 - 6	07 NOV 2019
GEN 3.5 - 7	07 NOV 2019
GEN 3.5 - 8	07 NOV 2019
GEN 3.5 - 9	12 AUG 2021
GEN 3.5 - 10	12 AUG 2021
GEN 3.5 - 11	17 JUN 2021
GEN 3.5 - 12	17 JUN 2021
GEN 3.6 - 1	25 FEB 2021
GEN 3.6 - 2	25 FEB 2021
GEN 3.6 - 3	06 FEB 2014
GEN 3.6 - 4	06 FEB 2014
GEN 4.1 - 1	25 FEB 2021
GEN 4.1 - 2	25 FEB 2021
GEN 4.2 - 1	24 MAY 2018
GEN 4.2 - 2	24 MAY 2018
GEN 4.2 - 3	22 JUN 2017
GEN 4.2 - 4	22 JUN 2017

PART 2 - EN-ROUTE (ENR)

ENR 0.1 - 1	03 JUL 2008
ENR 0.1 - 2	03 JUL 2008
ENR 0.2 - 1	03 JUL 2008
ENR 0.2 - 2	03 JUL 2008
ENR 0.3 - 1	03 JUL 2008
ENR 0.3 - 2	03 JUL 2008
ENR 0.4 - 1	03 JUL 2008
ENR 0.4 - 2	03 JUL 2008
ENR 0.5 - 1	03 JUL 2008
ENR 0.5 - 2	03 JUL 2008
ENR 0.6 - 1	12 AUG 2021
ENR 0.6 - 2	12 AUG 2021
ENR 1.1 - 1	17 JUN 2021
ENR 1.1 - 2	17 JUN 2021
ENR 1.1 - 3	17 JUN 2021
ENR 1.1 - 4	17 JUN 2021
ENR 1.2 - 1	12 AUG 2021
ENR 1.2 - 2	12 AUG 2021
ENR 1.2 - 3	12 AUG 2021
ENR 1.2 - 4	12 AUG 2021
ENR 1.3 - 1	17 JUN 2021
ENR 1.3 - 2	17 JUN 2021
ENR 1.3 - 3	17 JUN 2021
ENR 1.3 - 4	17 JUN 2021
ENR 1.3 - 5	17 JUN 2021
ENR 1.3 - 6	17 JUN 2021
ENR 1.4 - 1	30 JAN 2020
ENR 1.4 - 2	30 JAN 2020
ENR 1.4 - 3	17 JUN 2021
ENR 1.4 - 4	17 JUN 2021
ENR 1.5 - 1	17 JUN 2021
ENR 1.5 - 2	17 JUN 2021
ENR 1.6 - 1	17 JUN 2021
ENR 1.6 - 2	17 JUN 2021
ENR 1.6 - 3	17 JUN 2021
ENR 1.6 - 4	17 JUN 2021

PART 3 - AERODROMES (AD)

AD 2-LHBP-SID-13L - 1	28 JAN 2021
AD 2-LHBP-SID-13L - 2	28 JAN 2021
AD 2-LHBP-SID-13R - 1	28 JAN 2021
AD 2-LHBP-SID-13R - 2	28 JAN 2021
AD 2-LHBP-SID31L - 1	28 JAN 2021
AD 2-LHBP-SID31L - 2	28 JAN 2021
AD 2-LHBP-SID31R - 1	28 JAN 2021
AD 2-LHBP-SID31R - 2	28 JAN 2021
AD 2-LHBP-STAR-13L13R - 1	28 JAN 2021
AD 2-LHBP-STAR-13L13R - 2	28 JAN 2021
AD 2-LHBP-STAR-31L31R - 1	28 JAN 2021
AD 2-LHBP-STAR-31L31R - 2	28 JAN 2021
AD 2-LHBP-TMA - 1	17 JUN 2021
AD 2-LHBP-TMA - 2	17 JUN 2021
AD 2-LHBP-HLDG - 1	28 JAN 2021
AD 2-LHBP-HLDG - 2	28 JAN 2021
AD 2-LHBP-ATCSMAC - 1	28 JAN 2021
AD 2-LHBP-ATCSMAC - 2	28 JAN 2021
AD 2-LHBP-ILS/LOC-13L - 1	17 JUN 2021
AD 2-LHBP-ILS/LOC-13L - 2	17 JUN 2021
AD 2-LHBP-ILS/LOC-13R - 1	17 JUN 2021
AD 2-LHBP-ILS/LOC-13R - 2	17 JUN 2021
AD 2-LHBP-ILS/LOC-31L - 1	17 JUN 2021
AD 2-LHBP-ILS/LOC-31L - 2	17 JUN 2021
AD 2-LHBP-ILS/LOC-31R - 1	28 JAN 2021
AD 2-LHBP-ILS/LOC-31R - 2	28 JAN 2021
AD 2-LHBP-RNP-13L - 1	17 JUN 2021
AD 2-LHBP-RNP-13L - 2	17 JUN 2021
AD 2-LHBP-RNP-13R - 1	17 JUN 2021
AD 2-LHBP-RNP-13R - 2	17 JUN 2021
AD 2-LHBP-RNP-31L - 1	17 JUN 2021
AD 2-LHBP-RNP-31L - 2	17 JUN 2021
AD 2-LHBP-RNP-Y-31R - 1	28 JAN 2021
AD 2-LHBP-RNP-Y-31R - 2	28 JAN 2021
AD 2-LHBP-RNP-Z-31R - 1	28 JAN 2021
AD 2-LHBP-RNP-Z-31R - 2	28 JAN 2021
AD 2-LHBP-VOR-13L - 1	17 JUN 2021
AD 2-LHBP-VOR-13L - 2	17 JUN 2021
AD 2-LHBP-VOR-31R - 1	28 JAN 2021
AD 2-LHBP-VOR-31R - 2	28 JAN 2021
AD 2-LHBP-VAC - 1	17 JUN 2021
AD 2-LHBP-VAC - 2	17 JUN 2021
AD 2-LHDC - 1	12 AUG 2021
AD 2-LHDC - 2	12 AUG 2021
AD 2-LHDC - 3	28 JAN 2021
AD 2-LHDC - 4	28 JAN 2021
AD 2-LHDC - 5	12 AUG 2021
AD 2-LHDC - 6	12 AUG 2021
AD 2-LHDC - 7	12 AUG 2021
AD 2-LHDC - 8	12 AUG 2021
AD 2-LHDC - 9	12 AUG 2021
AD 2-LHDC - 10	12 AUG 2021
AD 2-LHDC-ADC - 1	25 APR 2019
AD 2-LHDC-ADC - 2	25 APR 2019
AD 2-LHDC-AOCA-04R22L - 1	25 APR 2019
AD 2-LHDC-AOCA-04R22L - 2	25 APR 2019
AD 2-LHDC-SID-04R - 1	12 AUG 2021
AD 2-LHDC-SID-04R - 2	12 AUG 2021
AD 2-LHDC-SID-22L - 1	12 AUG 2021
AD 2-LHDC-SID-22L - 2	12 AUG 2021
AD 2-LHDC-STAR-04R22L - 1	12 AUG 2021
AD 2-LHDC-STAR-04R22L - 2	12 AUG 2021
AD 2-LHDC-ILS/LOC-04R - 1	12 AUG 2021
AD 2-LHDC-ILS/LOC-04R - 2	12 AUG 2021
AD 2-LHDC-NDB-22L - 1	12 AUG 2021
AD 2-LHDC-NDB-22L - 2	12 AUG 2021
AD 2-LHDC-RNP-04R - 1	12 AUG 2021
AD 2-LHDC-RNP-04R - 2	12 AUG 2021
AD 2-LHDC-RNP-22L - 1	12 AUG 2021
AD 2-LHDC-RNP-22L - 2	12 AUG 2021
AD 2-LHDC-VAC - 1	12 AUG 2021
AD 2-LHDC-VAC - 2	12 AUG 2021
AD 2-LHNY - 1	22 APR 2021
AD 2-LHNY - 2	22 APR 2021
AD 2-LHNY - 3	22 APR 2021
AD 2-LHNY - 4	22 APR 2021
AD 2-LHNY - 5	22 APR 2021
AD 2-LHNY - 6	22 APR 2021
AD 2-LHNY - 7	22 APR 2021
AD 2-LHNY - 8	22 APR 2021
AD 2-LHNY-ADC - 1	22 APR 2021
AD 2-LHNY-ADC - 2	22 APR 2021
AD 2-LHNY-VAC - 1	22 APR 2021
AD 2-LHNY-VAC - 2	22 APR 2021
AD 2-LHPP - 1	26 MAR 2020
AD 2-LHPP - 2	26 MAR 2020
AD 2-LHPP - 3	28 JAN 2021
AD 2-LHPP - 4	28 JAN 2021
AD 2-LHPP - 5	30 JAN 2020
AD 2-LHPP - 6	30 JAN 2020
AD 2-LHPP - 7	05 NOV 2020
AD 2-LHPP - 8	05 NOV 2020
AD 2-LHPP-ADC - 1	30 JAN 2020
AD 2-LHPP-ADC - 2	30 JAN 2020
AD 2-LHPP-AOCA - 1	26 AUG 2010
AD 2-LHPP-AOCA - 2	26 AUG 2010
AD 2-LHPP-ILS/LOC-34 - 1	30 JAN 2020
AD 2-LHPP-ILS/LOC-34 - 2	30 JAN 2020
AD 2-LHPP-NDB-16 - 1	30 JAN 2020
AD 2-LHPP-NDB-16 - 2	30 JAN 2020
AD 2-LHPP-RNP-16 - 1	05 NOV 2020
AD 2-LHPP-RNP-16 - 2	05 NOV 2020
AD 2-LHPP-RNP-34 - 1	05 NOV 2020
AD 2-LHPP-RNP-34 - 2	05 NOV 2020
AD 2-LHPP-VAC - 1	30 JAN 2020
AD 2-LHPP-VAC - 2	30 JAN 2020
AD 2-LHPR - 1	12 AUG 2021
AD 2-LHPR - 2	12 AUG 2021
AD 2-LHPR - 3	12 AUG 2021
AD 2-LHPR - 4	12 AUG 2021
AD 2-LHPR - 5	30 JAN 2020
AD 2-LHPR - 6	30 JAN 2020
AD 2-LHPR - 7	18 JUN 2020
AD 2-LHPR - 8	18 JUN 2020
AD 2-LHPR-ADC - 1	12 AUG 2021
AD 2-LHPR-ADC - 2	12 AUG 2021
AD 2-LHPR-SID-12 - 1	23 APR 2020
AD 2-LHPR-SID-12 - 2	23 APR 2020
AD 2-LHPR-SID-30 - 1	23 APR 2020
AD 2-LHPR-SID-30 - 2	23 APR 2020
AD 2-LHPR-ILS/LOC-30 - 1	23 APR 2020
AD 2-LHPR-ILS/LOC-30 - 2	23 APR 2020
AD 2-LHPR-RNP-12 - 1	28 JAN 2021
AD 2-LHPR-RNP-12 - 2	28 JAN 2021
AD 2-LHPR-RNP-30 - 1	28 JAN 2021
AD 2-LHPR-RNP-30 - 2	28 JAN 2021
AD 2-LHPR-VOR-12 - 1	23 APR 2020
AD 2-LHPR-VOR-12 - 2	23 APR 2020
AD 2-LHPR-VOR-30 - 1	23 APR 2020
AD 2-LHPR-VOR-30 - 2	23 APR 2020
AD 2-LHPR-VAC - 1	23 APR 2020
AD 2-LHPR-VAC - 2	23 APR 2020
AD 2-LHSM - 1	12 AUG 2021
AD 2-LHSM - 2	12 AUG 2021
AD 2-LHSM - 3	22 APR 2021
AD 2-LHSM - 4	22 APR 2021
AD 2-LHSM - 5	22 APR 2021
AD 2-LHSM - 6	22 APR 2021
AD 2-LHSM - 7	12 AUG 2021
AD 2-LHSM - 8	12 AUG 2021
AD 2-LHSM - 9	26 MAR 2020
AD 2-LHSM - 10	26 MAR 2020
AD 2-LHSM - 11	18 JUN 2020
AD 2-LHSM - 12	18 JUN 2020
AD 2-LHSM-ADC - 1	12 AUG 2021
AD 2-LHSM-ADC - 2	12 AUG 2021
AD 2-LHSM-AOCA-1634 - 1	22 APR 2021
AD 2-LHSM-AOCA-1634 - 2	22 APR 2021
AD 2-LHSM-SID-16 - 1	12 AUG 2021
AD 2-LHSM-SID-16 - 2	12 AUG 2021
AD 2-LHSM-SID-34 - 1	12 AUG 2021
AD 2-LHSM-SID-34 - 2	12 AUG 2021
AD 2-LHSM-ILS/LOC-16 - 1	12 AUG 2021
AD 2-LHSM-ILS/LOC-16 - 2	12 AUG 2021
AD 2-LHSM-NDB-16 - 1	12 AUG 2021
AD 2-LHSM-NDB-16 - 2	12 AUG 2021
AD 2-LHSM-NDB-34 - 1	12 AUG 2021
AD 2-LHSM-NDB-34 - 2	12 AUG 2021
AD 2-LHSM-RNP-16 - 1	12 AUG 2021
AD 2-LHSM-RNP-16 - 2	12 AUG 2021
AD 2-LHSM-RNP-34 - 1	12 AUG 2021
AD 2-LHSM-RNP-34 - 2	12 AUG 2021
AD 2-LHSM-VAC - 1	12 AUG 2021
AD 2-LHSM-VAC - 2	12 AUG 2021
AD 2-LHUD - 1	30 JAN 2020
AD 2-LHUD - 2	30 JAN 2020
AD 2-LHUD - 3	28 JAN 2021
AD 2-LHUD - 4	28 JAN 2021
AD 2-LHUD - 5	06 DEC 2018
AD 2-LHUD - 6	06 DEC 2018
AD 2-LHUD - 7	30 JAN 2020
AD 2-LHUD - 8	30 JAN 2020
AD 2-LHUD-ADC - 1	22 APR 2021
AD 2-LHUD-ADC - 2	22 APR 2021
AD 2-LHUD-AOCA-16R34L - 1	22 APR 2021
AD 2-LHUD-AOCA-16R34L - 2	22 APR 2021
AD 2-LHUD-VAC - 1	12 AUG 2021
AD 2-LHUD-VAC - 2	12 AUG 2021

THIS PAGE IS INTENTIONALLY LEFT BLANK

GEN 0.6 TABLE OF CONTENTS TO PART 1

GEN 2 TABLES AND CODES

GEN 3 SERVICES

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES (ANS)

THIS PAGE IS INTENTIONALLY LEFT BLANK

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

1. AVIATION AUTHORITIES

1.1 Ministry for Innovation and Technology

Director General of Civil Aviation

Email:dgca@itm.gov.hu

Phone:(+361) 373-1410

Phone:(+361) 373-1461

Post:H-1088 Budapest, József krt. 6.

1.2 Ministry for Innovation and Technology, Civil Aviation Authority (CAA)

Post:H-1440 Budapest PO Box 1.

Email:caa@itm.gov.hu

Fax:(+36) 29-354-224

Phone:(+361) 273-5525

Phone:(+361) 373-1432

URL:https://www.kozlekedesihatosag.kormany.hu/hu/a-hatosagrol

Flight permission unit for non-scheduled, commercial, private flights:

Email:caa@itm.gov.hu

Phone:(+361) 273-5537

Phone:(+361) 273-5578

Fax:(+36) 29-354-223

AFS:LHBPYEYX

SITA:BUDXTYF

Flight permission unit for scheduled flights:

Email:caa@itm.gov.hu

Phone:(+361) 273-5547

Fax:(+36) 29-354-223

AFS:LHBPYEYX

SITA:BUDXTYF

2. METEOROLOGY

National Meteorological Service

AFS:LHBPYMYC

Fax:(+361) 346-4685

Phone:(+361) 346-4600

Phone:(+361) 346-4655

Post:H-1525 Budapest, PO Box 38.

3. CUSTOMS

3.1 National Tax and Customs Administration

Phone:(+361) 428-5100

Post:H-1054 Budapest, Széchenyi utca 2.

Email:nav_kozpont@nav.gov.hu

URL:www.nav.gov.hu

3.2 Airport Directorate of the National Tax and Customs Administration

Phone:(+361) 297-1120

Post:H-1185 Budapest, Liszt Ferenc Nemzetközi Repülőtér

Email:repig@nav.gov.hu

URL:https://nav.gov.hu/nav/igazgatosagok/repuloteri

4. FRONTIER GUARD

4.1 National HQ of Frontier Guard

Fax:(+361) 338-3444 ext. 36-242

Phone:(+361) 338-3444 ext. 36-242

Post:H-1525 Budapest PO Box 47.

4.2 Budapest Administration of Frontier Guard

Fax:(+361) 338-3444 ext. 36-514

Phone:(+361) 394-2444

Post:H-1286 Budapest PO Box 9.

4.3 Airport Police Directorate Border Policing Division (Budapest Liszt Ferenc International Airport)

Fax:(+361) 296-0685, (+361) 290-3121 ext. 37-702

Phone:(+361) 296-0689, (+361) 290-3121 ext. 37-715

Post:H-1675 Budapest PO Box 10.

5. HEALTH

5.1 Ministry of Human Capacities

Phone:(+361) 795-1200

Email:ugyfelszolgalat@emmi.gov.hu

Post:H-1054 Budapest, Akadémia u. 3.

5.2 Government Office of the Capital City Budapest, Department of Epidemiology, International Airport and Shipping

Phone:(+361) 465-3844

Phone:(+36) 30-650-6852

Post:H-1138 Budapest, Váci út 174.

Post:H-1550 Budapest, PO Box 203.

6. ENROUTE CHARGES

HugaroControl - Department of Finance

AFS:LHBPYDYX

Fax:(+361) 293-4209

Phone:(+361) 293-4208

Post:H-1675 Budapest, PO Box 80.

7. AGRICULTURAL QUARANTINE - VETERINARY HYGIENE

7.1 Ministry of Agriculture and Regional Development

Phone:(+361) 301-4000

Post:H-1055 Budapest Kossuth Lajos tér 11.

7.2 Ministry of Agriculture and Regional Development Veterinary Hygiene and Food-products Control Div.

Fax:(+361) 301-4669

Phone:(+361) 301-4135

Phone:(+361) 332-7986

7.3 Frontier Station Veterinary Hygiene Office

Phone:(+361) 294 -9603

8. AIRCRAFT ACCIDENT INVESTIGATION

Transportation Safety Bureau (TSB)

Email:notification@kbsz.hu

Email:aviainfo@kbsz.hu

Fax:(+361) 432-6241

Phone:(+361) 294-5529

Phone:(+361) 432-6240

Phone:(+36) 30-931-0832 Duty officer

THIS PAGE IS INTENTIONALLY LEFT BLANK

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

The air traffic rules and procedures applicable to air traffic within the territory of Hungary conform with Annexes to the Convention on International Civil Aviation and to those portions, applicable to aircraft, of the Procedures for Air Navigation Services - Air Traffic Management (Doc 4444 ATM/501) and the Regional Supplementary Procedures (Doc 7030) applicable to the EUR Region with the differences (printed in **Bold**) and additional provisions listed hereunder:

Provision affected		**Difference in full text**
Annex 1 - Personnel Licensing (11th edition)		NIL
Chapter 1	1.2.2.1	The licences issued by a Member State of the European Union are recognised as valid by all the other Member States without administrative issuance of an additional authorisation.
	1.2.4.1	The term:' medical certificate' is used in lieu of:' medical assessment
	1.2.4.2	States shall apply, as part of their State safety programme, basic safety management principles to the medical assessment process of licence holders, that as a minimum include
	1.2.4.11.2	Not specifically mentioned
	1.2.8.2	FCL.115 LAPL, of FCL.210 PPL, FCL.315 CPL, and FCL.315(A), FCL.410.A MPL, FCL.515 ATPL, FCL930 FI, FCL.930FI FI, FCL.930.TRI TRI, FCL.930.CRI CRI, FCL930.IRI IRI, FCL930.SFI SFI, FCL930.MCCI MCCI, FCL930.ST STI, FCL.930.MI MI, FCL.930FTI FTI, Appendix 3 to Annex I, Appendix 5 to Annex I, and Appendix 6 to Annex I of Annex I (Part-FCL) of Commission Regulation (EU) 2011/1178 Flight Crew Licensing, ensure the necessary flexibility of training programmes.
	1.2.8.4	The competency based training concept is not implemented.
	1.2.9.2	No such a specific requirement.
	1.2.9.3	Level 4 language proficiency endorsement is required as defined in Regulation No 1178/2011/EU.
	1.2.9.6	Pilots who have demonstrated language proficiency at operational level are re evaluated every 4 years

Provision affected		Difference in full text
Chapter 2	2.1.10.	Pilots aged 60 64 may act as pilots in command in the single pilots international CAT operations of aircraft other than aeroplanes and helicopters.
	2.3.2.1	Part FCL differs here from ICAO in that sense that the holder of a PPL to provide flight instruction may receive remunerations.
	2.3.3.1.1	Applicants for a PPL(A) shall have completed at least 45 hours of flight instruction in aeroplanes, 5 of which may have been completed in an FSTD.
	2.3.4.1.1	Applicants for a PPL(H) shall have completed at least 45 hours of flight instruction on helicopters, 5 of which may have been completed in an FNPT or FFS.
	2.3.4.2.1	The total dual flight instruction in ICAO is 20 hours and in Part FCL 25 hours. See general difference in 2.3.4.1.1
	2.3.5.1.1	It is required to have a CPL(A) or (H) Part FCL license, and due to which of these 2 a pilot has requirements are listed in provision FCL.720.PL
	2.3.5.1.2	It is required to have a CPL(A) or (H) Part FCL license, and due to which of these 2 a pilot has requirements are listed in provision FCL.720.PL
	2.3.5.1.3	It is required to have a CPL(A) or (H) Part FCL license, and due to which of these 2 a pilot has requirements are listed in provision FCL.720.PL
	2.3.5.2	It is required to have a CPL(A) or (H) Part FCL license, and due to which of these 2 a pilot has requirements are listed in provision FCL.720.PL
	2.3.6.1	The total flight time in ICAO is 25 hours and in Part FCL 35 hours.
	2.4.3.1.1	FCL.315 CPL together with Appendix 3 to Annex I (Part-FCL) of Reg. 1178/2011 allows a maximum of 10 hours credit.
	2.4.4.1.1	The total flight time in ICAO is 150 hours and in Part FCL 185 hours
	2.4.4.1.1.1	The total flight time in ICAO is 150 hours and in Part FCL 185 hours.
	2.4.5.1.1	It is required to have a CPL(A) or (H) Part FCL license, and due to which of these 2 a pilot has requirements are listed in provision FCL.720.PL
	2.4.5.1.2	It is required to have a CPL(A) or (H) Part FCL license, and due to which of these 2 a pilot has requirements are listed in provision FCL.720.PL
	2.4.6.1.1.1	Division of hours in different, like in Part FCL it is 5 hours cross country flight time and 5 hours of night flight
	2.5.1.2.1.1	As well as the additional requirements underpinning the approved adapted competency model
	2.6.3.1.1.1	Part FCL requires in addition 500 hours in multi pilot operations on aeroplanes.
	2.6.4.1.1.1	Part FCL requires in addition 350 hours in multi pilot helicopters.
	2.9.1.3.1	The total flight time in ICAO is 6 hours and in Part FCL 15 hours. Also the amount of launches differs. ICAO requires 20 launches and Part FCL 40 launches.
	2.10.1.3.3	In case of remuneration ICAO recommends 35 hours of flight time, while Part FCL requires 50 hours of flight time and 50 take offs and landings as PIC on balloons.

Provision affected		Difference in full text
Chapter 3	3.2.1.2	TKI includes aircraft general knowledge for the given type as well
	3.2.1.3.1	Experience as a flight navigator in a flight simulator is acceptable as part of the total flight time of 200 hours up to a maximum of 50 hours
	3.2.1.4	Skill test includes effective use of aircraft systems within their limits on the given type as well
	3.2.1.5	Class 1 medical certificate is required as defined in Regulation No 1178/2011/EU
	3.2.2	Privileges of the licence holder is to act as flight navigator on maximum 2 aircraft types only, for which he/she has a type rating, Level 4 language proficiency endorsement is required as defined in EC decision No 1178/2011/EU
	3.3.1.2.1	TKI includes fundamentals of navigation and operational aspects of meteorology as well
	3.3.1.3.1	Minimum 200 hours of flight time is required instead of 100 hours
	3.3.1.3.2	Instead of fuel management the national law mentions fuel flow control
	3.3.1.4.1	Instead of aeronautical kowledge the national law mentions air traffic knowledge
	3.3.1.4.2	Not implemented - the national law doesn't mention the use of an FSTD for a skill test
	3.3.1.5	Class 1 medical certificate is required as defined in Regulation No 1178/2011/EU
	3.3.2.1	Privileges of the licence holder is to act as flight engineer on maximum 2 aircraft types only, for which he/she has a type rating
	3.4	Not implemented - the national law doesn't contain regulations for a flight radiotelephone operator licence (there is no such licence), radiotelephony requirements for pilots.

Provision affected		Difference in full text
Chapter 4	4.2.1.4	For Basic training Part 66.A.25 only requires that the level of knowledge is demonstrated by examinations. For aircraft type training Approved type rating courses are only required for Group 1 aircraft. For other 2 groups it is optional.
	4.2.1.5	The skill assessment is not required in case of licence issue based on the Basic knowledge examination only. For Cat. A CS the assessment is performed in Part 145 Organisations. For type examination for Group 2 and 3 aircraft the skill assessment is not mandatory.
	4.2.2.2	No certifying staff licencing for the release of the components, the entire aircraft can be released by Cat. C CS after the base maintenance.
	4.4.1.1	There is implicitly no age requirement for the issuance of an air traffic controller licence.
	4.4.1.3.1	The unit endorsement course duration is not established by the Regulation (EU) 2015/340 does not contain the requirement on the 3 months service.
	4.4.1.3.2	EU regulation 2015/340 addresses the referenced standard in detailed manner as regards experience and training of on-the-job training instructors
	4.5.1	The list of ratings is slightly different: a) aerodrome control visual; b) aerodrome control instrument; c) approach control procedural; d) approach control surveillance; e) area control procedural; f) area control surveillance.
	4.5.2.2.1	The unit endorsement course duration is not established by the Regulatio.EU regulations do not require Surveillance Radar Approach experience/training.
	4.5.2.2.2	Part-ATCO to Regulation (EU) 2015/340 does not require the application for a rating to be made within six months from the completion of experience. However, the same regulation requires the privileges to be exercised within a time limit that shall not exceed 90 days. The ATCO rule refers to 1 year, when the holder of a student air traffic controller licence has not started exercising the privileges of that licence from the date of its issue or has interrupted exercising those privileges for a period of more than one year. He/she then may only start or continue unit training in that rating after an assessment of his/her previous competence, as to whether he/she continues to satisfy the requirements relevant to that rating, and after satisfying any training requirements resulting from this assessment
	4.5.3.1	Some ratings are slightly different, although the Regulation covers all of them
	4.5.3.3	Holders of an instructor endorsement shall be authorized to provide on the job training and supervision at a working position for areas covered by a valid unit endorsement
	4.5.3.4	Although the concept of ‘invalidation of a rating’ as such does not exist, by meeting these two requirements, the holder of an air traffic controller licence is not allowed to exercise the privileges of a rating after a period of absence of more than 90 days or if the revalidation of the unit endorsement fails due to the non availability of the minimum number of working hours.
	4.6.1.2	The National Decree determinate only the subjects. These subjects are not detailed therefore not all sub-subjects are included in the trainings.
	4.6.1.3.1	At least 3 month of experience gained under the supervision of a licenced flight operation officer.
	4.6.1.3.2	The National Decree does not mention the period when the 3 month experience must be acquired.
	4.6.1.4	The National Decree does not mention skills to be demonstrated. Knowledge is to be demonstrated.

Provision affected		Difference in full text
Chapter 5	5.1.2	No corresponding provisions on the material of the licence in Part 66.
	5.1.3	For maintenance staff the requirements are different but serve the same purpose, in particular when licence is issued by the MS in the national language and the bearer is working in that MS, the rule allows for such licence not to have any English translation.
Chapter 6	6.2.3.2	Not defined
	6.2.4.2	For ATCO the requirements are more restrictive: applicants shall be normal trichromates.
	6.2.4.3	For aircrew regulations state that applicants shall pass the Ishihara test. For ATCO the requirements are more restrictive: pseudoisochromatic plate testing alone is not sufficient. Colour vision should be assessed using means to demonstrate normal trichromacy
	6.2.4.4.1	Not specified
	6.2.5.5	Performed only when an instrument rating is to be added to licence
	6.3.2.9.1	Only required on clinical or epidemiological indication
	6.3.2.21.1	Fit assessment permitted from start of pregnancy until end 26th week (restricted to multi crew operations).
	6.3.3.2.3	Ophthalmic reports requirement is dependent on refractive error limits rather that visual acuity limits.
	6.4.2.6.2	Not implemented
	6.4.2.21.1	Fit assessment permitted from start of pregnancy until end 26th week.
	6.4.3.2.3	Not required under EU regulations
	6.4.3.5	The AMC states that visual fields should be examined but does not define that the fields should be normal.
	6.4.3.6	The AMC states that binocular function should be examined but does not define that the binocular function should be normal.
	6.5.2.6.1	Annual ECGs required after age 40
	6.5.2.21.1	Not implemented
	6.5.3.2	Applicants with hypermetropia exceeding +5.0 dioptres, myopia exceeding 6 dioptres, an astigmatic component exceeding 3 dioptres or anisometropia exceeding 3 dioptres; shall have a corrected visual acuity of 6/6 or better in each eye.
	6.5.3.2.3	All initial Medical assessments include a comprehensive eye examination which is repeated periodically depending on the refractive error and the functional performance of the eye.
Annex 2 - Rules of the Air (10th edition)		
Chapter 3	3.2.2	New Provision. Implementing Regulation (EU) No 923/2012, SERA.3210(b), specifies: “(b) An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.”

Provision affected		Difference in full text
	3.2.2.4	New Provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.3210(c)(3)(i) differs from ICAO Standard in Annex 2, 3.2.2.4 by specifying that: "(i) Sailplanes overtaking. A sailplane overtaking another sailplane may alter its course to the right or to the left."
	3.2.3.2(b)	Implementing Regulation (EU) No 923/2012, paragraph SERA.3215(b)(2), specifies (with the addition to ICAO Standard in Annex 2, 3.2.3.2(b) of the text in bold): "(2) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, **as far as practicable**;"
	3.2.5(c) and (d)	Implementing Regulation (EU) No 923/2012, paragraph SERA.3225 differs from ICAO Standard in Annex 2, 3.2.5(c) and 3.2.5(d) in that it specifies that sub-paragraphs (c) and (d) do not apply to balloons: "(c) **except for balloons**, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC; (d) **except for balloons**, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable."
	3.3.1.2	ICAO Annex 2, 3.3.1.2 is replaced with Implementing Regulation (EU) No 923/2012 SERA.4001(b). The differences between this ICAO Standard and this Union regulation are as follows: • - With regards to VFR flights planned to operate across international borders, the Union regulation (SERA.4001(b)(5)) differs from the ICAO Standard in Annex 2, 3.3.1.2(e) with the addition of the text in bold, as follows: "any flight across international borders, **unless otherwise prescribed by the States concerned.**" • - With regard to VFR and IFR flights planned to operate at night, an additional requirement is inserted to Union regulation SERA.4001(b)(6) as follows: "(6) any flight planned to operate at night, if leaving the vicinity of an aerodrome" This difference is also addressed in Difference under Chapter 4, 4.3., below for VFR.
	3.6.1.1	Air traffic control clearances shall be supplemented as follows: VFR flights entering Budapest FIR shall obtain entry clearance from Budapest ACC, APP or Budapest FIC as appropriate "**at least 10 minutes**" prior crossing the boundary.
	3.8 and Appendix 2	The words "in distress" of Chapter 3 Part 3.8, are not included in Union law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive as well as those found in Attachment A, are not contained in Union law.
Chapter 4	4.1	Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in table on page ENR 1.2-1

Provision affected		Difference in full text

	4.3	New provision. ICAO Annex 2, 4.3, is replaced with Implementing Regulation (EU) No 923/2012 SERA.5005(c). The difference is that Implementing Regulation (EU) No 923/2012 adds requirements under which VFR flights at night may be permitted, as follows:
		
		"(c) When so prescribed by the competent authority, VFR flights at night may be permitted under the following conditions:
		
		• (1) if leaving the vicinity of an aerodrome, a flight plan shall be submitted;
		• (2) flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available;
		• (3) the VMC visibility and distance from cloud minima as specified in Table S5-1 shall apply except that:
		  • (i) the ceiling shall not be less than 450 m (1500 ft);
		  • (ii) except as specified in (c)(4), the reduced flight visibility provisions specified in Table S5-1(a) and (b) shall not apply;
		  • (iii) in airspace classes B, C, D, E, F and G, at and below 900 m (3000 ft) above MSL or 300 m (1000 ft) above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface;
		  • (iv) for helicopters in airspace classes F and G, 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; and
		  • (v) for mountainous terrain, higher VMC visibility and distance from cloud minima may be prescribed.
		• (4) ceiling, visibility and distance from cloud minima lower than those specified 4.3(c) above may be permitted for helicopters in special cases, such as medical flights, search and rescue operations and fire-fighting.
		• (5) except when necessary for take-off or landing, or except when specifically authorised by the competent authority, a VFR flight at night shall be flown at a level which is not below the minimum flight altitude established by the State whose territory is overflown, or, where no such minimum flight altitude has been established:
		  • (i) over high terrain or in mountainous areas, at a level which is at least 600 m (2000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft;
		  • (ii) elsewhere than as specified in (i), at a level which is at least 300 m (1000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft."

	4.6	ICAO Annex 2, 4.6, is replaced with Implementing Regulation (EU) No 923/2012 SERA.5005, introducing the obstacle clearance criteria in (f), as follows: "(f) Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown: • (1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1000 ft) above the highest obstacle within a radius of 600 m from the aircraft; • (2) elsewhere than as specified in (1), at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) **above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.**"
Annex 3 - Meteorological Service for International Air Navigation (18th edition)		

Provision affected		Difference in full text
Chapter 5	5.5	New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.12005, specifies: (b)Competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed.
Annex 4 - Aeronautical Charts (11th edition)		NIL
Annex 5 - Units of Measurement to be Used in Air and Ground Operations (5th edition)		NIL
Annex 6 - Operation of Aircraft Part I - (9th edition) Part II - (8th edition) Part III - (7th edition)		NIL
Annex 7 - Aircraft Nationality and Registration Marks (6th edition)		NIL
Annex 8 - Airworthiness of Aircraft (11th edition)		NIL
Annex 9 - Facilitation (13th edition)		2.7/ Cargo manifest is required 2.8 /Data of gross weight is required 2.13/ Filling of load-sheet is required 2.14/ Use of standard baggage weights is not permitted 2.16/ Filling of load-sheet is required 2.18/ Translation of Spanish language documents is required 3.8/ The visa charge is 1600 HUF which shall be paid in convertible currency according to the daily rate of exchange of the Hungarian National Bank. 3.8.2/ Entrance visas are granted with a maximum validity of six month. Visas obtained at the airport are granted with a maximum validity of one month. 3.20/ To comply with formalities is duty of the passenger or it's representative. 3.23/ Passports and according to agreements visas required for crew members outside of transit area. 3.29/ Presentation of baggage in case of overweight is required. 4.8/ Presentation of such documents is required 4.12/ Inspection of cargo and unaccompanied baggage is being carried out. 4.22/ Private gift packages and trade sample are not exempt from governmental clearance documents. 4.28/ Each item of imported cargo is being examined. 5.2, 5.4/ Presentation of passport is required. 5.11, 5.12, 5.13/ Neither free airports nor free zones have been established. 6.31.1/ No storage facilities are provided.
Annex 10 - Aeronautical Telecommunications Volume I - (6th edition) Volume II - (6th edition) Volume III - (2nd edition) Volume IV - (5th edition) Volume V - (3rd edition)		NIL
Annex 11 - Air Traffic Services (13th edition)		
Chapter 2	2.6.1	Exemption possibility. Implementing Regulation (EU) No 923/2012 paragraph SERA.6001 allows aircraft to exceed the 250 knot speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.

Provision affected		Difference in full text
	2.26.5	Implementing Regulation (EU) No 923/2012 SERA.3401(d)(1) differs from ICAO Annex 11, standard 2.25.5 by stating that “Time checks shall be given **at least** to the nearest minute”
Chapter 3	3.3.4	New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.8005(b), specifies: “(b) Clearances issued by air traffic control units shall provide separation: (1) between all flights in airspace Classes A and B; (2) between IFR flights in airspace Classes C, D and E; (3) between IFR flights and VFR flights in airspace Class C; (4) between IFR flights and special VFR flights; (5) between special VFR flights unless otherwise prescribed by the competent authority; except that, when requested by the pilot of an aircraft **and agreed by the pilot of the other aircraft** and if so prescribed by the competent authority for the cases listed under (b) above in airspace Classes D and E, a flight may be cleared subject **to maintaining own separation in respect of a specific portion of the flight below 3050 m (10000 ft) during climb or descent, during day in visual meteorological conditions.**”
	3.7.3.1	Implementing Regulation (EU) No 923/2012, paragraph SERA.8015, specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1 of the text in bold): “(e) Read-back of clearances and safety-related information • (1) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back: • (i) ATC route clearances; • (ii) clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and • (iii) runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and • (iv) transition levels, whether issued by the controller or contained in ATIS broadcasts.” Implementing Regulation (EU) No 923/2012, paragraph SERA.8015(e)(2), specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1.1 of the text in bold): “(2) Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.”
	3.7.3.1.1	(EU) No 923/2012, paragraph SERA.8015(e) (2) Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.

Provision affected		Difference in full text

		New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.5010, specifies:
		
		SERA.5010 Special VFR in control zones
		
		Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied:
		• (a) by the pilot:
		  • (1) clear of cloud and with the surface in sight;
		  • (2) the flight visibility is not less than 1500 m or, for helicopters, not less than 800 m;
		  • (3) at speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and
		• (b) by ATC:
		  • (1) during day only, unless otherwise permitted by the competent authority;
		  • (2) the ground visibility is not less than 1500 m or, for helicopters, not less than 800 m;
		  • (3) the ceiling is not less than 180 m (600 ft).

Annex 12 - Search and Rescue (8th edition)		NIL
Annex 13 - Aircraft Accident and Incident Investigation (10th edition)		NIL
Annex 14 - Aerodromes Volume I - (6th edition) Volume II - (4th edition)		
Chapter 1	1.2.1	Responsibilities are clearly addressed throughout the rules. It was found that this provision could not be transposed as such.
	1.2.3	The specifications of Chapter U of the CS, transpose paragraphs 2.1.2 and 2.3.2 of Appendix 1 of Annex 14 as guidance material. To be reviewed under RMT.0591; CS Issue 5;
	1.3.2	The specification has not yet been transposed.
	1.3.3	The specification has not yet been transposed.
	1.3.3.2	The specification has not yet been transposed.
	1.4.1	The 2018/1139/EU reg. has a different applicability scope.
	1.4.2	The 2018/1139/EU reg. has a different applicability scope.
Chapter 2	2.1.2	The specification has not yet been transposed.
	2.1.3	The specification has not yet been transposed
	2.1.4	The specification has not yet been transposed
	2.2.2	The specification has been transposed as guidance material.
	2.2.3	The specification has been transposed as guidance material.
	2.3.1	The specification has been transposed as guidance material.
	2.3.2	The specification has been transposed as guidance material.

Provision affected		Difference in full text
	2.3.3	The specification has been transposed as guidance material.
	2.4.1	The specification has been transposed as guidance material.
	2.4.2	The specification has been transposed as guidance material.
	2.5.1	The specification has been transposed as guidance material.
	2.5.2	The specification has been transposed as guidance material.
	2.5.3	The specification has been transposed as guidance material.
	2.5.4	The specification has been transposed as guidance material.
	2.6.2	The specification has been transposed as guidance material.
	2.6.3	The specification has been transposed as guidance material
	2.6.4	The specification has been transposed as guidance material
	2.6.5	The specification has been transposed as guidance material
	2.6.6	The specification has been transposed as guidance material
	2.6.7	The specification has been transposed as guidance material
	2.6.8	The specification has been transposed as guidance material
	2.7.1	The specification has been transposed as guidance material
	2.7.2	The specification has been transposed as guidance material
	2.7.3	The specification has been transposed as guidance material
	2.9.2	The specification has been transposed as guidance material.
	2.9.5	The specification has been transposed as guidance material.
	2.9.6	The specification has been transposed as guidance material.
	2.9.7	The specification has not been transposed.
	2.9.8	The specification has been transposed as guidance material.
	2.9.9	The specification has been transposed as guidance material.
	2.9.10	The specification has not been transposed.
	2.10.1	The specification has been transposed as guidance material.
	2.10.2	The specification has been transposed as guidance material.
	2.11.1	The specification has been transposed as guidance material.
	2.11.2	The specification has been transposed as guidance material.
	2.11.3	The specification has been transposed as guidance material.
	2.11.4	The specification has been transposed as guidance material.
	2.12	The specification has been partially transposed. The transposed specification is in Guidance Material.
Chapter 3	3.1.2	The specification has been transposed as guidance material.
	3.1.3.1	The specification has been transposed as guidance material.
	3.1.4.1	The specification has been transposed as guidance material.

Provision affected		Difference in full text
	3.1.6	The specification has been partially transposed. The transposed specification is in Guidance Material.
	3.1.7.1	The specification has been transposed as guidance material.
	3.1.8.1	The specification has not yet been transposed.
	3.1.9.1	The specification has been partially transposed as Guidance Material.
	3.1.12	Part of the specification related to the minimum distance for independent parallel approaches has not been transposed, or does not reflect the intent of the specification.
	3.1.17	The note regarding the case of intersecting runways where additional criteria are to be used for ensuring the necessary unobstructed line of sight has not been transposed.
	3.1.23	The minimum friction level has not been defined.
	3.1.24	The specification has been transposed as Guidance Material.
	3.2.1	The relevant specification foresees that a runway shoulder needs to be provided only if the OMGWS is between 9m up to but not including 15m.
	3.3.1	The provision of the runway turn pad is conditional due to the inclusion of the words "if required" in the CS.
	3.3.2	The provision of the runway turn pad is conditional due to the inclusion of the words "if required" in the CS.
	3.3.12	The case of the "most demanding" aircraft is considered in the CS.
	3.4.7	The certification specifications contains higher values for certain runway types.
	3.4.12	The specification has been transposed as guidance material, which does not address the necessary areas.
	3.5.12	The specification has been transposed as Guidance Material.
	3.6.3	The current certification specification contains a higher value for certain types of runways.
	3.6.5	The specification has been transposed as Guidance Material.
	3.8.1	The provision of radio altimeter operating area is conditional for CAT I runways.
	3.8.4	The specification has been transposed as Guidance Material.
	3.9.1	The specification has been transposed as Guidance Material.
	3.9.2	The specification has been transposed as Guidance Material.
	3.9.7	The specification has been partially transposed as Guidance Material.
	3.9.9.1	Paragraph (c) of the CS gives the possibility for different slopes, under given conditions.
	3.9.12	The specification provides for a "suitable" strength.
	3.12.1	The CS does not foresee when holding bays are to provided.
	3.12.6	The current certification specification does not clarify the intent of the specification with respect to the inner transitional surface.
	3.12.8	The provision has been transposed as GM.
	3.13.2	The provision has been transposed as GM.

Provision affected		Difference in full text
	3.13.6	The specification contains another 2 cases where deviation from the clearance distances may be applied. The relevant GM foresees reduction of the clearances for code letter C aircraft stands which is not foreseen in the CS.
	3.14.2	The specification has been partially transposed as Guidance Material.
	3.15.2	Part of the specification related to the drainage arrangements has not been transposed.
	3.15.4	The specification has been transposed as Guidance Material
	3.15.6	The specification has been transposed as Guidance Material
	3.15.7	The part of the specification regarding maximum longitudinal slopes and transverse slopes has not been transposed.
	3.15.11	The specification has not been transposed.
Chapter 4	4.2.14	The specification has been transposed as Guidance Material.
	4.2.16	For code F aeroplanes, the width of the inner approach surface and the length of the inner edge of the balked landing surface are increased to 140m, irrespective of the type of avionics (Table J-1).
	4.2.23	The CS addresses also the case of runways with clearways.
	4.2.24	The specification has been transposed as Guidance Material
	4.2.26	The specification has been transposed as guidance material, which additionally does not foresee the limitation of new objects.
	4.3.1	The provision does not foresee the consultation with the "appropriate authority", neither refers to an aeronautical study/safety assessment.
Chapter 5	5.1.1.4	The specification has been transposed as Guidance Material.
	5.1.3.2	Paragraph (c) has not yet been transposed, and part of the specification has been transposed as guidance material.
	5.1.4.1	The specification has been transposed as Guidance Material.
	5.1.4.2	The specification has been transposed as Guidance Material.
	5.1.4.3	The specification has been transposed as Guidance Material.
	5.2.1.7	The specification has been transposed as Guidance Material.
	5.2.4.10	The notes of the specification have not yet been transposed.
	5.2.8.3	Taxiway centre lines are meant to be provided.
	5.2.8.4	Paragraph (a) of the CS does not ensure that an enhanced taxiway centreline is provided when necessary.
	5.2.10.5	The specification has not yet been transposed.
	5.2.10.7	The specification has not yet been transposed.
	5.2.13.2	The specification has not yet been transposed.
	5.2.13.5	The part of the specification regarding the case that it is difficult to identify which stand marking to follow, has not been transposed.
	5.2.13.10	The CS requires the designation of the appropriate aircraft types.
	5.2.16.1	The specification has been transposed in such a way that the non-installation of the mandatory instruction marking is not subject to the impracticability to do so.

Provision affected		Difference in full text
	5.2.16.5	The specification has been transposed as Guidance Material.
	5.2.17.2	The specification has been transposed as Guidance Material
	5.2.17.3	The specification has been transposed as Guidance Material
	5.2.17.4	The specification has been transposed as Guidance Material
	5.2.17.5	The specification has been transposed as Guidance Material
	5.2.17.8	The height of the characters conforms to that of the mandatory instruction signs.
	5.3.3.3	The specification has been adopted so that at least 2 conditions (instead of 1) should exist for the aerodrome beacon to be provided.
	5.3.3.6	The part of the specification related to the coloured flashes of the beacons has not been transposed.
	5.3.5.2	The CS are limited only to the PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.3	The CS are limited only to the PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.6	The specification has been transposed as Guidance Material.
	5.3.5.7	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.8	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.9	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.10	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.11	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.12	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.13	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.14	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.15	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.16	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.17	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.18	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.19	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.20	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.

Provision affected		Difference in full text
	5.3.5.21	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.22	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.23	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.44	The CS foresees one more case where an object or an extension to an existing object may penetrate the obstacle protection surface.
	5.3.5.45	The CS does not foresee the removal of existing objects as prescribed in the specification.
	5.3.7.6	The specification has been transposed as Guidance Material.
	5.3.8.1	The specification has been transposed in a way that does not ensure its implementation.
	5.3.12.2	The specification has been transposed as Guidance Material.
	5.3.12.4	The specification has been transposed as Guidance Material.
	5.3.15.1	The specification has been transposed as guidance material, and the CS does not ensure the availability of the system.
	5.3.15.2	The specification has been transposed as Guidance Material.
	5.3.17.13	Paragraph (a) of the specification has not been transposed.
	5.3.19.2	The specification foresees that the lights may not be provided under certain conditions.
	5.3.20.1	A stop bar is to be provided when the runway is intended to be used with an RVR less than 550m.
	5.3.20.4	The part of the specification with regard to the location of additional lights has been transposed as Guidance Material.
	5.3.20.6	The specification has been transposed as Guidance Material.
	5.3.20.8	The specification has been transposed as Guidance Material.
	5.3.22.1	Paragraph (a) of the CS describes only the purpose of the lights, while paragraph (b) of the CS does not ensure the provision of the lights.
	5.3.23.5	The current certification specifications do not address this provision.
	5.3.23.6	The current certification specifications do not address this provision.
	5.3.23.7	The current certification specifications do not address this provision.
	5.3.23.8	The current certification specifications do not address this provision.
	5.3.23.11	The current certification specifications do not address this provision.
	5.3.24.1	The provision of floodlighting on de-icing/anti-icing facilities is conditional, without established criteria. In addition, Certain apron types are excluded.
	5.3.25.10	The CS foresees that such alignment is preferable.
	5.3.25.15	The CS foresees that such usability is preferable.
	5.3.28.1	A road-holding position light is to be provided when the runway is to be used with RVR below 550m
	5.3.29.4	The current certification specifications do not address this provision.

Provision affected		Difference in full text
	5.3.29.5	The specification has been transposed as Guidance Material.
	5.3.29.7	The specification has been transposed as Guidance Material.
	5.3.29.8	The specification has been transposed as Guidance Material.
	5.4.3.5	The provision of intersection take off signs is not conditional on "operational need".
	5.4.3.24	The specification does not ensure the installation of the opposite side of the taxiway, and it has been partially transposed as Guidance Material.
	5.4.3.35	The current certification specification does not fully address this provision.
	5.4.3.37	The current certification specification does not fully address this provision.
	5.4.5.1	The specification has been transposed as Guidance Material.
	5.4.5.2	The specification has been transposed as Guidance Material.
	5.4.5.3	The specification has been transposed as Guidance Material.
	5.4.5.4	The specification has been transposed as Guidance Material.
	5.4.5.5	The specification has been transposed as Guidance Material.
	5.5.4.3	The specification has not yet been transposed.
Chapter 6	6.1.1.4	Paragraph (d)(3) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.5	Paragraph (e)(2) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.6	Paragraph (d)(3) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.7	Paragraph (f)(3) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.8	The CS foresees the exemption from marking and lighting.
	6.1.1.9	The specification has been transposed as Guidance Material.
	6.1.1.10	The specification has been transposed as Guidance Material.
	6.1.2.2	The specification has been transposed as Guidance Material.
	6.1.2.3	The specification has been transposed as Guidance Material.
	6.1.2.2.1	The part of the specification regarding the colour has been transposed as Guidance Material.
	6.2.3.2	The last part of the specification regarding the colour has been transposed as Guidance Material.
	6.2.3.18	The specification has been transposed as Guidance Material.
	6.2.3.23	The GM foresees the possibility to also use low intensity lights
	6.2.3.30	The part of the specification regarding the colour has been partially transposed as Guidance Material.
	6.2.5.11	The specification has been transposed as Guidance Material.
Chapter 7	7.2.2	The specification has been transposed as Guidance Material.

Provision affected		Difference in full text
Chapter 8	8.1.9	The specification has been transposed as Guidance Material.
	8.1.10	Essential security lighting and essential equipment and facilities for the aerodrome responding emergency services, are not covered by the CS.
	8.1.11	The specification has been transposed as Guidance Material.
Chapter 9	9.1.3	The specification has been transposed as Guidance Material.
	9.1.4	The specification has not yet been transposed.
	9.1.5	The AMC requires more detailed and precise information with regard to points b) and e) of the ICAO specification.
	9.1.6	The specification has been transposed as Guidance Material.
	9.1.7	The specification has been transposed as Guidance Material, which additionally allows the possibility for a mobile command post not to be provided.
	9.1.8	The specification has been transposed as Guidance Material.
	9.1.9	The specification has been transposed as Guidance Material.
	9.1.10	The specification has been transposed as Guidance Material.
	9.1.11	The specification has been transposed as Guidance Material, which additionally allows the possibility for communication systems not to be provided.
	9.1.13	The AMC does not foresee the possibility of modular tests in the first year and a full emergency exercise at intervals not exceeding 3 years.
	9.1.15	The specification has been transposed as Guidance Material.
	9.2.2	The AMC does not foresee the provision of specialist fire-fighting equipment appropriate to the hazard and risk.
	9.2.4	The AMC uses the principles contained in 9.2.5 and 9.2.6 for establishing the level of protection for an aerodrome; however paragraph (c) of the AMC allows the reduction of the required level of protection.
	9.2.16	The wording of the AMC does not ensure that supplementary water supplies are to be provided.
	9.2.21	The specification has not yet been transposed.
	9.2.29	The AMC does not include a certain response time to be achieved. In addition, the notes regarding the response time have not been fully transposed.
	9.2.31	The AMC foresees the arrival of vehicles, other from the 1st responding vehicle, by taking into account the time that this 1st vehicle should respond.
	9.2.32	The AMC foresees the arrival of vehicles, other from the 1st responding vehicle, by taking into account the time that this 1st vehicle should respond
	9.2.34	The specification has been transposed as Guidance Material.
	9.2.35	The specification has been transposed as Guidance Material.
	9.2.36	The specification has been transposed as Guidance Material.
	9.2.45	The specification has been transposed as Guidance Material.
	9.3.1	The specification has been transposed as Guidance Material.
	9.3.2	The specification has been transposed as Guidance Material.
	9.4.4	The specification has not been fully transposed.

Provision affected		Difference in full text
	9.5.1	The specification has been transposed.
	9.5.2	The specification has been transposed.
	9.5.3	The specification has been transposed.
	9.5.4	The specification has been transposed.
	9.5.5	The specification has been transposed.
	9.5.6	The specification has been transposed.
	9.5.7	The specification has been transposed.
	9.6.1	The specification has been transposed.
	9.6.2	The specification has been transposed.
	9.7.1	The specification has been transposed.
	9.7.2	The specification has been transposed.
	9.7.3	The specification has been transposed.
	9.7.4	The part of the specification regarding compliance of the drivers with the instructions given has not yet been transposed.
	9.7.5	The specification has been transposed.
	9.8.3	The specification has been transposed.
	9.8.7	The specification has been transposed as Guidance Material.
	9.8.8	The specification has been transposed as Guidance Material.
	9.9.4	In addition to the cases foreseen in the relevant specification, the CS allows the presence of equipment/ installations also after a safety assessment regarding safety and regularity.
	9.9.5	The current certification specification is more demanding with regard to the installation of objects for certain runway types.
	9.10.4	The CS defines the distance with relation to runway and taxiway centreline, as opposed to the movement area and other facilities of the aerodrome.
	9.10.5	The specification has been transposed as Guidance Material.
	9.11.1	The specification has not yet been transposed.

Provision affected		Difference in full text
Chapter 10	10.1.2	The specification has been transposed as Guidance Material.
	10.2.3	The minimum friction level has not been defined. Only guidance material has been provided.
	10.2.4	The specification has not been transposed.
	10.2.7	The specification has been partially transposed as Guidance Material with regard to the definition of the minimum friction level, which has not been defined.
	10.2.8	The specification has been transposed as guidance material.
	10.2.10	The specification has not yet been transposed.
	10.3.5	The specification has not yet been transposed.
	10.4.2	The specification has not yet been transposed.
	10.4.3	The specification has not yet been transposed.
	10.4.5	The specification has not yet been transposed.
	10.5.1	Notes 2 and 3 have not yet been transposed.
	10.5.3	The specification has not yet been transposed.
	10.5.4	The specification has not yet been transposed.
	10.5.5	The specification has not yet been transposed.
	10.5.6	The specification has not yet been transposed.
	10.5.8	The CS applies for taxiway operations under 550m RVR
	10.5.9	The CS applies for taxiway operations under 550m RVR
	10.5.13	The specification has not yet been transposed.
Annex 15 - Aeronautical Information Services (14th edition)		NIL
Annex 16 - Environmental Protection Volume I - (7th edition) Volume II - (3rd edition)		NIL
Annex 17 - Security (9th edition)		NIL
Annex 18 - The Safe Transport of Dangerous Goods by Air (4th edition)		
Chapter 1	1.03	Crew member' means a person assigned by an operator to perform duties on board an aircraft.' The definition on Reg. (EU) 965/2012 doesn't restrict it to the flight duty period.
Chapter 2	2.3	Annex 18 and the Technical Instructions are applicable through Reg.(EU) 965/2012 to domestic operations. The national authority shall regulate for what is not covered by the rules.
	2.5.1	EU Member States share the implementation.
Chapter 4	4.2	Some requirements (i.e. shippers) are not covered under the scope of EU Rules and are implemented by the national authorities.

Provision affected		Difference in full text
Chapter 9	9.4	The regulation cover just operators.
	9.6.1	The scope of the information to be notified is specified in the AMC.
	9.6.2	The scope of the information to be notified is specified in the AMC.
Chapter 12	12.1	IR (EU) 2015/1018 laying down a list classifying occurrences in civil aviation to be mandatorily reported according to (EU) No 376/2014 is not fully in line with what is stated in the Technical Instructions. Detailed procedures shall be developed by EU MS.
Annex 19 - Safety Management (1st edition)		
Chapter 1	1.0.3	***Industry codes of practice:*** No definition ***Operational personnel;*** **REMARKS:** Different in characters but no difference.The term is present and recognised in EU rules even if there is no definition. ***Safety:*** No definition
Chapter 3	3.3.2.1	(S)MS not yet implemented for design, manufacture and maintenance organisations in Reg. (EU) 748/2012 and in Annex II to Reg. (EU) 1321/2014).
	3.3.2.3	**REMARKS:** Reg. (EU) 965/2012 requires all noncommercial operators of complex motor powered aircraft to implement the management system requirements (applicable since 25 August 2016), cf. Art. 1 point (9) of Regulation (EU) 800/2013).
	3.3.2.4	**REMARKS:** Reg. (EU) 965/2012 requires all noncommercial operators of complex motor powered aircraft to implement the management system requirements (applicable since 25 August 2016), cf. Art. 1 point (9) of Regulation (EU) 800/2013).
	3.4.1.2	Recommendation is addressed in the different regulations, except for initial and continuing airworthiness (Reg. (EU) 748/2012 and Annex II of Reg. (EU) 1321/2014).
	3.4.1.3	Recommendation is addressed in the different regulations, except for initial and continuing airworthiness (Reg. (EU) 748/2012 and Annex II of Reg. (EU) 1321/2014).
Chapter 4	4.1.1	This is addressed in the different regulations, except for initial and continuing airworthiness (Reg. (EU) 748/2012 and Annex II of Reg. (EU) 1321/2014).
	4.1.2	(S)MS not yet implemented for design, manufacture and maintenance organisations in Reg. (EU) 748/2012 and in Annex II to Reg. (EU) 1321/2014 (see NPA 2019-05)
	4.1.5	Not yet addressed in Annex II to Regulation (EU) 1321/2014 (Part-145).
	4.1.6	Not yet addressed in Regulation (EU) 748/2012 (Part-21).
	4.1.7	Not yet addressed in Regulation (EU) 748/2012 4.1.7 (Part-21).
	4.2	SMS must be acceptable to the State of Operator (SoO), not the State of Registry (SoR). However this is not a difference as in the EU the SoO principle prevails and the EASA standard is high.
DOC 4444 - ATM/501 - PROCEDURES FOR AIR NAVIGATION SERVICES - AIR TRAFFIC MANAGEMENT		

Provision affected		Difference in full text
Chapter 10	10.1.4.1.1	A unit providing approach control service shall retain control of arriving aircraft until such aircraft have been cleared to the aerodrome control tower and are in communication with the aerodrome control tower. Not more than one arrival shall be cleared to a unit providing aerodrome control service during IMC, except when the aerodrome control service is able to monitor the separation between arriving aircraft - transferred for control to it - on the final approach path with an electronic device approved by the appropriate ATS authority for this purpose.
Chapter 8	8.6.9.1	Owing to the fact that the active area of adverse weather may not show on ATS surveillance system the following procedure should be applied: When a controlled aircraft experiencing adverse weather which is likely to force the pilot to initiate action to circumnavigate the adverse weather area beyond the prescribed track keeping accuracy (+ 5 NM), it should be reported in sufficient time to permit ATC to co-ordinate with neighbouring unit responsible for control of traffic in the area concerned. The pilot's intention for avoiding action should be reported as soon as possible prior to the point from which the aircraft is expected to deviate from the assigned flight path, stating the required direction of turn and estimated distance from the prescribed track.
Appendix 2	ITEM 15: ROUTE	(b) CRUISING LEVEL For VFR flight planning to operate in uncontrolled airspace cruising level/altitude shall also be indicated.
		(5) CRUISE CLIMB **For segment of route cruise climb must not be indicated in Budapest FIR.**
		VFR flights shall be planned to enter/exit Budapest FIR via designated ATS entry/exit points only.
Comission Regulation (EU) 73/2010 (ADQ)		
		Data not fully compliant with data quality requirements of Commission Regulation (EU) 73/2010 (ADQ).
		Several data are not compliant with the given regulation - details can be accessed online via the website of AIS: URL:http://ais-en.hungarocontrol.hu/aip/

THIS PAGE IS INTENTIONALLY LEFT BLANK

APU	+Auxiliary Power Unit
APV	Approve or approved or approval
ARC	Area chart
ARNG	Arrange
ARO	Air traffic services reporting office
ARP	Aerodrome reference point
ARP	Air-report (message type designator)
ARQ	Automatic error correction
ARR	Arrive or arrival
ARR	Arrival (message type designator)
ARS	Special air-report (message type designator)
ARST	Arresting (specify (part of) aircraft arresting equipment)
AS	Altostratus
ASARAS	+Air Search and Rescue Alert Service
ASC	Ascend to or ascending to
ASDA	Accelerate-stop distance available
ASE	Altimetry system error
ASHTAM	A special series NOTAM notifying by means of a specific format change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations
ASMGCS	+Advanced Surface Movement Guidance and Control System
ASPEEDL	+Airspeed loss
ASPH	Asphalt
AT	At (followed by time at which weather change is forecast to occur)
ATA	‡Actual time of arrival
ATC	‡Air Traffic Control (in general)
ATCC	+Air Traffic Control Centre
ATCSMAC	Air Traffic Control Surveillance Minimum Altitude Chart
ATD	‡Actual time of departure
ATFCM	Air traffic flow and capacity management
ATFM	Air traffic flow management
ATFMP	+Air traffic flow management position
ATFMU	+Air traffic flow management unit
ATIS	†Automatic terminal information service
ATM	Air traffic management
ATN	Aeronautical telecommunication network
ATP	+Allied Tactical Publication
ATP	At.. (time or place)
ATS	Air traffic services
ATSU	+Air traffic service unit
ATTN	Attention
AT-VASIS	†(to be pronounced “AY-TEE-VASIS”) Abbreviated T visual approach slope indicator system
ATZ	Aerodrome traffic zone
AUG	August
AUTH	Authorized or authorization
AUW	All up weight
AUX	Auxiliary
AVBL	Available or availability
AVG	Average
AVGAS	†Aviation gasoline
AWTA	Advise at what time able
AWY	Airway
AZM	Azimuth

B

B	Blue
BA	Braking action
BASE	†Cloud base
BCFG	Fog patches
BCN	Beacon (aeronautical ground light)
BCST	Broadcast
BDRY	Boundary
BECMG	Becoming
BFR	Before
BIP	+Border Inspection Point
BKN	Broken
BL	Blowing (followed by DU = dust, SA = sand or SN = snow)
BLDG	Building
BLO	Below clouds
BLW	Below...
BOMB	Bombing
BoMCT	+Beginning of morning civil twilight
BR	Mist
BRF	Short (used to indicate the type of approach desired or required)
BRG	Bearing
BRKG	Braking
B-RNAV	+Basic area navigation
BS	Commercial broadcasting station
BSRF	+Bird Strike Reporting Form
BTL	Between layers
BTN	Between
BUFR	Binary universal form for the representation of meteorological data

C

C	Centre (preceded by runway designation number to identify a parallel runway)
C	Degrees Celsius (centigrade)
CAA	+Civil Aviation Authority
CAT	Category
CAT	Clear air turbulence
CAVOK	†(to be pronounced "KAV-OH-KAY") Visibility, cloud and present weather better than prescribed values or conditions
CB	‡(to be pronounced “CEE-BEE”) Cumulonimbus
CC	Cirrocumulus
CC	+Condition Code
CCA	(or CCB, CCC... etc., in sequence) Corrected meteorological message (message type designator)
CD	Candela
CDN	Coordination (message type designator)
CDR	+Conditional Route
CEATS	+Central European Air Traffic Services
CET	+Central European Time
CF	Change frequency to...
CFM	*Confirm or I confirm (to be used in AFS as a procedure signal)
CGL	Circling guidance light(s)
CH	Channel
CH	#This is a channel – continuity - check of transmission to permit comparison of your record of channel-sequence numbers of messages received on the channel (to be used in AFS as a procedure signal)
CHEM	Chemical
CHG	Modification (message type designator)
CI	Cirrus

CIDIN	†Common ICAO data interchange network
CIT	Near or over large towns
CITES	+Convention on International Trade in Endangered Species of Wild Fauna and Flora
CIV	Civil
CK	Check
CL	Centre line
CLA	Clear type of ice formation
CLBR	Calibration
CLD	Cloud
CLG	Calling
CLIMB-OUT	Climb-out area
CLR	Clear(s) or cleared to ... or clearance
CLRD	Runway(s) cleared (used in METAR/SPECI)
CLSD	Close or closed or closing
CM	Centimetre
CMB	Climb to or climbing to
CMPL	Completion or completed or complete
CNL	Cancel or cancelled
CNL	Flight plan cancellation (message type designator)
CNS	Communications, navigation and surveillance
COM	Communications
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction or constructed
CONT	Continue(s) or continued
COOR	Coordinate or coordination
COORD	Coordinates
COP	Change-over point
COR	Correct or correction or corrected (used to indicate corrected meteorological message; message type designator)
COT	At the coast
COV	Cover or covered or covering
CPDLC	‡Controller – pilot data link communications
CPL	Current flight plan message (message type designator)
CRC	Cyclic redundancy check
CRM	Collision risk model
CRZ	Cruise
CS	Cirrostratus
CS	Call sign
CTA	Control area
CTAM	Climb to and maintain
CTC	Contact
CTL	Control
CTN	Caution
CTOT	+Calculated take-off time
CTR	Control zone
CU	Cumulus
CUF	Cumuliform
CUST	Customs
CVR	Cockpit voice recorder
CW	Continuous wave
CWY	Clearway

D

D	Downward (tendency in RVR during previous 10 minutes)
D	Danger area (followed by identification)
DA	Decision altitude
DAM	+Duty Airside Manager
DAP	+Downlinked Aircraft Parameter
D - ATIS	†(to be pronounced “DEE – ATIS”) Data link automatic terminal information service
D - VOLMET	Data link VOLMET
DCD	Double channel duplex
DCKG	Docking
DCP	Datum crossing point
DCPC	Direct controller-pilot communications
DCS	Double channel simplex
DCT	Direct (in relation to flight plan clearances and type of approach)
DE	*From (used to precede the call sign of the calling station) (to be used in AFS as a procedure signal)
DEC	December
DEG	Degrees
DEP	Depart or departure
DEP	Departure (message type designator)
DEPO	Deposition
DES	Descend to or descending to
DEST	Destination
DETRESFA	†Distress phase
DEV	Deviation or deviating
DF	+Direction finder or finding
DFDR	Digital flight data recorder
DFTI	Distance from touch down indicator
DGCA	+Director General of Civil Aviation
DH	Decision height
DHDG	+Downlinked Magnetic Heading
DIAS	+Downlinked Indicated Air Speed
DIF	Diffuse
DIST	Distance
DIV	Divert or diverting
DLA	Delay or delayed
DLA	Delay (message type designator)
DLIC	Data link initiation capability
DLY	Daily
DMACH	+Downlinked Mach Number
DME	‡Distance measuring equipment
DNG	Danger or dangerous
DOF	+Date of flight
DOM	Domestic
DP	Dew point temperature
DPT	Depth
DR	Dead reckoning
DR	Low drifting (followed by DU = dust, SA = sand or SN = snow
DRC	+Downlinked Rate of Climb/Descend
DRG	During
DS	Duststorm
DSB	Double sideband
DSFL	+Downlinked Selected Flight Level
DTAM	Descend to and maintain
DTG	Date-time group
DTHR	Displaced runway threshold
DTRT	Deteriorate or deteriorating

F

F	Fixed
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FANS	+Future Data Link
FAP	Final approach point
FATO	Final approach and take-off area
FAX	Facsimile transmission
FAWP	+Final approach waypoint
FBL	Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBLRA = light rain)
FC	Funnel cloud (tornado or water spout)
FCST	Forecast
FCT	Friction coefficient
FDPS	Flight data processing system
FEB	February
FEW	Few
FFR	+Flood, Fire, Relief
FG	Fog
FIC	Flight information centre
FIR	‡Flight information region
FIS	Flight information service
FISA	Automated flight information service
FL	Flight level
FLD	Field
FLG	Flashing
FLR	Flares
FLT	Flight
FLTCK	Flight check
FLUC	Fluctuating or fluctuation or fluctuated
FLW	Follow(s) or following
FLY	Fly or flying
FM	From
FM	From (followed by time weather charge is forecast to begin)
FMP	Flow management position
FMS	‡Flight management system
FMU	Flow management unit
FNA	Final approach
FOD	+Foreign Object Debris
FPAP	Flight path alignment point
FPL	Filed flight plan (message type designator)
FPM	Feet per minute
FPR	Flight plan route
FR	Fuel remaining
FRA	+Free Route Airspace
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT	†Front (relating to weather)
FRQ	Frequent
FSL	Full stop landing
FSS	Flight service station
FST	First
FT	Feet (dimensional unit)
FTP	Fictitious threshold point
FU	Smoke

FUA	+Flexible use of airspace
FZ	Freezing
FZDZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain

G

G	Green
G	Variations from the mean wind speed (gusts) (followed by figures in METAR/SPECI and TAF)
GA	Go ahead, resume sending (to be used in AFS as a procedure signal)
G/A	Ground-to-air
G/A/G	Ground-to-air and air-to-ground
GAGAN	†GPS and geostationary earth orbit augmented navigation
GAIN	Airspeed or headwind gain
GARP	GBAS azimuth reference point
GAMET	Area forecast for low-level flights
GAT	+General air traffic
GBAS	†(to be pronounced “GEE-BAS”) Ground-based augmentation system
GCA	‡Ground controlled approach system or ground controlled approach
GDCA	+General Directorate of Civil Aviation
GEN	General
GEO	Geographic or true
GES	Ground earth station
GLD	Glider
GLONASS	†(to be pronounced “GLO-NAS”) Global orbiting navigation satellite system
GLS	‡GBAS landing system
GMC	Ground movement chart (followed by name/title)
GND	Ground
GNDCK	Ground check
GNSS	‡Global navigation satellite system
GP	Glide path
GPS	‡Global positioning system
GR	Hail
GRAS	†(to be pronounced “GRASS”) Ground-based regional augmentation system
GRASS	Grass landing area
GRF	+Global Reporting Format
GRIB	Processed meteorological data in the form of grid point values expressed in binary form (meteorological code)
GRN	+Green
GRVL	Gravel
GS	Ground speed
GS	Small hail and/or snow pellets
GUND	Geoid undulation

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
RCLL	Runway centre line light(s)
RCLR	Recleared
RCR	+Runway Condition Report
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)
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
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
SFT	+Surface Friction Tester
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
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	A special series NOTAM given in a standard format providing a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing water or water associated with snow, slush, ice or frost on the movement area.
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

GEN 2.4 LOCATION INDICATORS

The location indicators marked with an asterisk (*) can‘t be used in the address component of AFS messages.

ENCODE

Location	*Indicator*
ATKAR-GYONGYOSHALASZ	LHAK*
BACSBOKOD	LHBO*
BALATONKERESZTUR	LHBK*
BALLOSZOG	LHBL*
BATONYTERENYE	LHBT*
BEKESCSABA	LHBC
BODMER-FELCSUT	LHFC*
BONY	LHBY*
BORGOND/ALBA AIRPORT	LHBD*
BUDAKESZI/FARKASHEGY	LHFH*
BUDAORS	LHBS*
BUDAPEST ACC/FIC/FIR	LHCC
BUDAPEST/LISZT FERENC INTERNATIONAL AIRPORT	LHBP
BUKFURDO	LHBF*
CEGLED	LHCL*
DAKA	LHDA*
DEBRECEN INTERNATIONAL AIRPORT	LHDC
DUNAKESZI	LHDK*
DUNAUJVAROS	LHDV*
EGER	LHER*
ESZTERGOM	LHEM*
FERTORAKOS/PIUSZ-PUSZTA	LHFP*
FERTOSZENTMIKLOS	LHFM
GODOLLO	LHGD*
GYONGYOS/PIPISHEGY	LHGY*
GYOR/PER	LHPR
GYORUJBARAT	LHGU*
GYURO	LHGR*
HAJDUSZOBOSZLO	LHHO*
HAJMASKER	LHHK*
HEVIZ-BALATON AIRPORT	LHSM
HODMEZOVASARHELY	LHHM*
JAKABSZALLAS	LHJK*
KADARKUT	LHKT*
KALOCSA	LHKA*
KAPOSVAR/KAPOSUJLAK	LHKV*

DECODE

Indicator	*Location*
LHAK*	ATKAR-GYONGYOSHALASZ
LHBC	BEKESCSABA
LHBD*	BORGOND/ALBA AIRPORT
LHBF*	BUKFURDO
LHBK*	BALATONKERESZTUR
LHBL*	BALLOSZOG
LHBO*	BACSBOKOD
LHBP	BUDAPEST/LISZT FERENC INTERNATIONAL AIRPORT
LHBS*	BUDAORS
LHBT*	BATONYTERENYE
LHBY*	BONY
LHCC	BUDAPEST ACC/FIC/FIR
LHCL*	CEGLED
LHDA*	DAKA
LHDC	DEBRECEN INTERNATIONAL AIRPORT
LHDK*	DUNAKESZI
LHDV*	DUNAUJVAROS
LHEM*	ESZTERGOM
LHER*	EGER
LHFC*	BODMER-FELCSUT
LHFH*	BUDAKESZI/FARKASHEGY
LHFM	FERTOSZENTMIKLOS
LHFP*	FERTORAKOS/PIUSZ-PUSZTA
LHGD*	GODOLLO
LHGR*	GYURO
LHGU*	GYORUJBARAT
LHGY*	GYONGYOS/PIPISHEGY
LHHK*	HAJMASKER
LHHM*	HODMEZOVASARHELY
LHHO*	HAJDUSZOBOSZLO
LHJK*	JAKABSZALLAS
LHKA*	KALOCSA
LHKC*	KECEL
LHKD*	KECSKED
LHKE	KECSKEMET
LHKF*	KISKUNHALAS/FUZESPUSZTA

ENCODE	
Location	*Indicator*
KECEL	LHKC*
KECSKED	LHKD*
KECSKEMET	LHKE
KISKOROS/AKASZTO	LHKI*
KISKUNFELEGYHAZA	LHKH*
KISKUNHALAS/FUZESPUSZTA	LHKF*
KISKUNLACHAZA	LHKK*
KUNMADARAS	LHKM*
KUTAS/HERTELENDY	LHKU*
LIPOT/SZIGETKOZ	LHLI*
MAKLAR	LHMR*
MATKOPUSZTA	LHMP*
MISKOLC	LHMC*
NAGYKANIZSA	LHNK*
NAGYSZENAS	LHNS*
NYIREGYHAZA	LHNY
OCSENY	LHOY*
PAPA	LHPA
PAPKUTAPUSZTA	LHPK*
PECS/POGANY	LHPP
PUSZTACSALAD	LHPC*
PUSZTASZER	LHPS*
PUSZTASZER WEST	LHPW*
SARSZENTMIHALY/URHIDA	LHUH*
SIOFOK/KILITI	LHSK*
SITKE	LHSI*
SURJANY	LHSU*
SZABADSZALLAS/BALAZSPUSZTA	LHSB*
SZARVAS/KAKAHALOM	LHSV*
SZATYMAZ	LHST*
SZEGED	LHUD
SZENTES	LHSZ*
SZENTKIRALYSZABADJA	LHSA*
SZOLNOK	LHSN
SZOLNOK/SZANDASZOLOS	LHSS*
SZOMBATHELY	LHSY*
TAPIOSZENTMARTON	LHTM*
TOKOL	LHTL
VERESEGYHAZ	LHVE*
ZALAEGERSZEG/ANDRASHIDA	LHZA*
ZALAKAROS	LHZK*

DECODE	
Indicator	*Location*
LHKH*	KISKUNFELEGYHAZA
LHKI*	KISKOROS/AKASZTO
LHKK*	KISKUNLACHAZA
LHKM*	KUNMADARAS
LHKT*	KADARKUT
LHKU*	KUTAS/HERTELENDY
LHKV*	KAPOSVAR/KAPOSUJLAK
LHLI*	LIPOT/SZIGETKOZ
LHMC*	MISKOLC
LHMP*	MATKOPUSZTA
LHMR*	MAKLAR
LHNK*	NAGYKANIZSA
LHNS*	NAGYSZENAS
LHNY	NYIREGYHAZA
LHOY*	OCSENY
LHPA	PAPA
LHPC*	PUSZTACSALAD
LHPK*	PAPKUTAPUSZTA
LHPP	PECS/POGANY
LHPR	GYOR/PER
LHPS*	PUSZTASZER
LHPW*	PUSZTASZER WEST
LHSA*	SZENTKIRALYSZABADJA
LHSB*	SZABADSZALLAS/BALAZSPUSZTA
LHSI*	SITKE
LHSK*	SIOFOK/KILITI
LHSM	HEVIZ-BALATON AIRPORT
LHSN	SZOLNOK
LHSS*	SZOLNOK/SZANDASZOLOS
LHST*	SZATYMAZ
LHSU*	SURJANY
LHSV*	SZARVAS/KAKAHALOM
LHSY*	SZOMBATHELY
LHSZ*	SZENTES
LHTL	TOKOL
LHTM*	TAPIOSZENTMARTON
LHUD	SZEGED
LHUH*	SARSZENTMIHALY/URHIDA
LHVE*	VERESEGYHAZ
LHZA*	ZALAEGERSZEG/ANDRASHIDA
LHZK*	ZALAKAROS

A checklist of valid AIP Supplements is issued through the monthly issued plain-language list of valid NOTAM.

3.3 Aeronautical Information Circular - AIC

Aeronautical Information Circulars (AICs) contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters.

AICs are numbered, in sequence, beginning each year with number 1. JAN. The number of the AIC is made up of the year, preceded by the sequence number in the year, for example, 001/2014. A check list of valid AIC is published at the beginning of each calendar year.

3.4 NOTAM and Pre-flight Information Bulletins (PIB)

3.4.1 NOTAM

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations.

NOTAM are distributed for the Budapest FIR in four series identified by the letters A, B, M and S. NOF also distributes information for the KFOR sector in series K.

Series A - General rules and information on en-route navigation and communication facilities, airspace restrictions and reservations, information concerning aerodromes contained in AD 2 part of the Hungarian AIP.
Distribution: Nationally and internationally to all states which interchange NOTAM.

Series B - Information concerning the VFR aerodromes or VFR flight operations.
Distribution: On request.

Series K - Information issued for KFOR Sector. See *AIP SUP 001/2020 KFOR Sector*
Distribution: On request.

Series M - NOTAM concerning military aerodromes and military navaids.
Distribution: On request.

Series S - SNOWTAM comprises information concerning the presence or removal of hazardous conditions due snow, ice, slush, frost, standing water or water associated with snow, slush, ice or frost on the aerodrome pavement.

NOTAM and SNOWTAM are numbered from 0001 consecutively, commencing on 1. JAN of each year. The series number is four digits which is followed by the last two digits of the year.

NOTAM and SNOWTAM are distributed via AFS. NOTAM are published in NOTAM format, and prepared in accordance with PANS AIM Appendix 3, SNOWTAM in SNOWTAM format in accordance with PANS AIM Appendix 4.

3.4.2 Pre-flight Information Bulletin

Pre-flight Information Bulletins (PIB), that contain a recapitulation of current NOTAM and other information of an urgent nature for the operator/flight crews, are available at the Flight Data and Reporting Unit.

Contacts:

Email:aro@hungarocontrol.hu

Phone:(+361) 293-4310 and (+361) 293-4312.

Hours of Service: H24.

Pre-flight Information Bulletins (PIB) are provided for all IFR and VFR flights departing from the Budapest FIR. A PIB normally includes NOTAM messages and other information of an urgent nature not older than 15 days. On individual request, the time period can be extended.

3.5 Checklist and lists of valid NOTAM

A Checklist of valid NOTAM is issued monthly via AFS. The list is followed up by a printed Summary of NOTAM, distributed by mail or email to all recipients of the IAIP. It contains a plain-language presentation of

the valid NOTAM and information about the number of the latest issued AIP AMDT, AIP AIRAC AMDT, AIP SUP and AIC. The checklist is also available on HungaroControl's AIS website:

URL:http://ais.hungarocontrol.hu

3.6 Sale of publications

The AIS publications are available to order individually, or on an annual subscription basis. Purchase prices are published annually in an AIC. Publications exchanged with foreign Aeronautical Information Services and Aeronautical Authorities are free of charge on a reciprocal basis in accordance with ICAO Annex 15 Chapter 2, para 2.3.5. Electronic order forms can be accessible on the Hungarian AIS website, http://ais-en.hungarocontrol.hu. Filled in order forms also can be sent to the following address:

HungaroControl, Hungarian Air Navigation Services Private Limited Company - Aeronautical Information Services

Post:H-1675 Budapest PO Box 80.

Email:nof@hungarocontrol.hu

Phone:(+361) 293-4471; (+361) 293-4459

4. AIRAC SYSTEM

In order to control and regulate the flow of changes resulting in amendments to charts, route-manuals etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC system. Whenever possible, this type of information will be published as an AIRAC AMDT.

When an AIP Amendment will not be published at the established interval or publication date, a NIL notification shall be originated and distributed by TRIGGER NOTAM.

AIRAC information will be issued so that the information should be received by the customer not later than 28 days before the effective date and for major changes not later than 56 days.

On publication date (42 days before the AIRAC effective date), a trigger NOTAM will be issued giving a brief description of the contents, effective date and reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that date.

The table below indicates AIRAC effective dates for the coming years:

2021	2022	2023	2024
28 JAN 21	27 JAN 22	26 JAN 23	25 JAN 24
25 FEB 21	24 FEB 22	23 FEB 23	22 FEB 24
25 MAR 21	24 MAR 22	23 MAR 23	21 MAR 24
22 APR 21	21 APR 22	20 APR 23	18 APR 24
20 MAY 21	19 MAY 22	18 MAY 23	16 MAY 24
17 JUN 21	16 JUN 22	15 JUN 23	13 JUN 24
15 JUL 21	14 JUL 22	13 JUL 23	11 JUL 24
12 AUG 21	11 AUG 22	10 AUG 23	08 AUG 24
09 SEP 21	08 SEP 22	07 SEP 23	05 SEP 24
07 OCT 21	06 OCT 22	05 OCT 23	03 OCT 24
04 NOV 21	03 NOV 22	02 NOV 23	31 OCT 24
02 DEC 21	01 DEC 22	30 NOV 23	28 NOV 24
30 DEC 21	29 DEC 22	28 DEC 23	26 DEC 24

5. PRE-FLIGHT INFORMATION SERVICE AT AERODROMES/HELIPORTS

5.1 Elements of the aeronautical information products held

A centralised Pre-flight Information Service is provided by the Flight Data and Reporting Unit at

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 cross-border Free Route Airspace Hungary is participating.

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	Date of latest revision
Aeronautical Chart - ICAO		**Hungary**	
	1:500 000	2252-B 2251A	30 JAN 2020
Free Route Airspace (FRA) (9500 - FL 660)		**Hungary**	
	1:1 000 000	ENR 6-LHCC-ERC	12 AUG 2021
Compulsory and Plannable Links - Index Chart (See ENR 1.3)		**Hungary**	
	Nil	ENR 6-LHCC-LINKS	28 JAN 2021
South East Europe Free Route Airspace (SEE FRA) - Index Chart		**Hungary**	
	Nil	ENR 6-LHCC-FRA	28 JAN 2021
ATC Sectors - Index Chart		**Hungary**	
	Nil	ENR 6-LHCC-SECTOR	26 MAR 2020
Prohibited, Restricted and Danger Areas - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-TRA	30 JAN 2020
Military Exercise Areas - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-PRD	12 AUG 2021
Aerodrome Chart - ICAO		**Békéscsaba**	
	1:10 000	AD 2-LHBC-ADC	06 DEC 2018
		Budapest/Liszt Ferenc International Airport	
	1:10 000	AD 2-LHBP-ADC	22 APR 2021
Appendix 1 to ADC	Nil	AD 2 LHBP-TAXI-ARR	18 JUN 2020
Appendix 2 to ADC	Nil	AD 2 LHBP-TAXI-DEP	18 JUN 2020
		Debrecen	
	1:10 000	AD 2-LHDC-ADC	25 APR 2019
		Nyíregyháza	
	1:7 500	AD 2-LHNY-ADC	22 APR 2021
		Pécs/Pogány	
	1:10 000	AD 2-LHPP-ADC	30 JAN 2020
		Győr/Pér	
	1:10 000	AD 2-LHPR-ADC	12 AUG 2021
		Hévíz/Balaton	
	1:10 000	AD 2-LHSM-ADC	12 AUG 2021
		Szeged	

Title of series	Scale	Name and/or number	Date of latest revision
	1:10 000	AD 2-LHUD-ADC	22 APR 2021
Aircraft Parking/Docking Chart - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:5 000	AD 2-LHBP-PDC/1	28 JAN 2021
	1:5 000	AD 2-LHBP-PDC/2	22 APR 2021
	1:5 000	AD 2-LHBP-PDC/3	28 JAN 2021
	1:5 000	AD 2-LHBP-PDC/4	28 JAN 2021
Aerodrome Obstacle Chart - ICAO - Type A (Operating Limitations)		**Budapest/Liszt Ferenc International Airport**	
	1:20 000	AD 2-LHBP-AOCA-13L31R	28 JAN 2021
	1:20 000	AD 2-LHBP-AOCA-13R31L	28 JAN 2021
		Debrecen	
	1:15 000	AD 2-LHDC-AOCA-04R22L	25 APR 2019
		Pécs/Pogány	
	1:20 000	AD 2-LHPP-AOC/A	26 AUG 2010
		Hévíz/Balaton	
	1:20 000	AD 2-LHSM-AOCA-1634	22 APR 2021
		Szeged	
	1:10 000	AD 2-LHUD-AOCA-16R34L	22 APR 2021
Precision Approach Terrain Chart - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:2 500	AD 2-LHBP-PATC-13L31R	17 JUN 2021
	1:2 500	AD 2-LHBP-PATC-13R31L	12 AUG 2021
Standard Departure Chart - Instrument (SID) - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:700 000	AD2-LHBP-SID-13L	28 JAN 2021
	1:700 000	AD2-LHBP-SID-13R	28 JAN 2021
	1:700 000	AD2-LHBP-SID-31L	28 JAN 2021
	1:700 000	AD2-LHBP-SID-31R	28 JAN 2021
		Debrecen	
	1:250 000	AD 2-LHDC-SID-04R	12 AUG 2021
	1:250 000	AD 2-LHDC-SID-22L	12 AUG 2021
		Győr/Pér	
	1:250 000	AD 2-LHPR-SID-12	23 APR 2020
	1:250 000	AD 2-LHPR-SID-30	23 APR 2020
		Hévíz/Balaton	
	1:250 000	AD 2-LHSM-SID-16	12 AUG 2021
	1:250 000	AD 2-LHSM-SID-34	12 AUG 2021
Standard Arrival Chart - Instrument (STAR) - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:700 000	AD 2-LHBP-STAR-13L13R	28 JAN 2021
	1:700 000	AD 2-LHBP-STAR-31L31R	28 JAN 2021
		Debrecen	
	1:250 000	AD 2-LHDC-STAR-04R22L	12 AUG 2021
Budapest TMA - Index Chart		**Budapest/Liszt Ferenc International Airport**	

Title of series	Scale	Name and/or number	Date of latest revision
	1:700 000	AD 2-LHBP-TMA	17 JUN 2021
Holding Procedures - Index Chart		**Budapest/Liszt Ferenc International Airport**	
	1:700 000	AD 2-LHBP-HLDG	28 JAN 2021
ATC Surveillance Minimum Altitude Chart - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:700 000	AD 2-LHBP-ATCSMAC	28 JAN 2021
Instrument Approach Chart - ICAO		**Békéscsaba**	
	1:275 000	AD 2-LHBC-NDB 17L	23 APR 2020
	1:275 000	AD 2-LHBC-NDB 35R	23 APR 2020
	1:275 000	AD 2-LHBC-RNP 17L	05 NOV 2020
	1:275 000	AD 2-LHBC-RNP 35R	05 NOV 2020
		Budapest/Liszt Ferenc International Airport	
	1:300 000	AD 2-LHBP-ILS/LOC-13L	17 JUN 2021
	1:300 000	AD 2-LHBP-ILS/LOC-13R	17 JUN 2021
	1:300 000	AD 2-LHBP-ILS/LOC-31L	17 JUN 2021
	1:300 000	AD 2-LHBP-ILS/LOC-31R	28 JAN 2021
	1:300 000	AD 2-LHBP-RNP-13L	17 JUN 2021
	1:300 000	AD 2-LHBP-RNP-13R	17 JUN 2021
	1:300 000	AD 2-LHBP-RNP-31L	17 JUN 2021
	1:300 000	AD 2-LHBP-RNP-Y-31R	28 JAN 2021
	1:300 000	AD 2-LHBP-RNP-Z-31R	28 JAN 2021
	1:300 000	AD 2-LHBP-VOR-13L	17 JUN 2021
	1:300 000	AD 2-LHBP-VOR-31R	28 JAN 2021
		Debrecen	
	1:250 000	AD 2-LHDC-ILS/LOC-04R	12 AUG 2021
	1:250 000	AD 2-LHDC-NDB-22L	12 AUG 2021
	1:250 000	AD 2-LHDC-RNP-04R	12 AUG 2021
	1:250 000	AD 2-LHDC-RNP-22L	12 AUG 2021
		Pécs/Pogány	
	1:250 000	AD 2-LHPP-ILS/LOC-34	30 JAN 2020
	1:250 000	AD 2-LHPP-NDB-16	30 JAN 2020
	1:250 000	AD 2-LHPP-RNP-16	05 NOV 2020
	1:250 000	AD 2-LHPP-RNP-34	05 NOV 2020
		Győr/Pér	
	1:250 000	AD 2-LHPR-ILS/LOC-30	23 APR 2020
	1:250 000	AD 2-LHPR-RNP-12	28 JAN 2021
	1:250 000	AD 2-LHPR-RNP-30	28 JAN 2021
	1:250 000	AD 2-LHPR-VOR-12	23 APR 2020
	1:250 000	AD 2-LHPR-VOR-30	23 APR 2020
		Hévíz/Balaton	
	1:250 000	AD 2-LHSM-ILS/LOC-16	12 AUG 2021
	1:250 000	AD 2-LHSM-NDB-16	12 AUG 2021
	1:250 000	AD 2-LHSM-NDB-34	12 AUG 2021

Title of series	Scale	Name and/or number	Date of latest revision
	1:250 000	AD 2-LHSM-RNP-16	12 AUG 2021
	1:250 000	AD 2-LHSM-RNP-34	12 AUG 2021
Visual Approach Chart - ICAO		**Békéscsaba**	
	1:75 000	AD 2-LHBC-VAC	30 JAN 2020
		Budapest/Liszt Ferenc International Airport	
	1:125 000	AD 2-LHBP-VAC	17 JUN 2021
		Debrecen	
	1:150 000	AD 2-LHDC-VAC	12 AUG 2021
		Nyíregyháza	
	1:75 000	AD 2-LHNY-VAC	22 APR 2021
		Pécs/Pogány	
	1:75 000	AD 2-LHPP-VAC	30 JAN 2020
		Győr/Pér	
	1:75 000	AD 2-LHPR-VAC	23 APR 2020
		Hévíz/Balaton	
	1:150 000	AD 2-LHSM-VAC	12 AUG 2021
		Szeged	
	1:150 000	AD 2-LHUD-VAC	12 AUG 2021

6. INDEX TO THE WORLD AERONAUTICAL CHART (WAC) - ICAO 1:1 000 000

Aeronautical Chart - ICAO 1:500 000 is produced instead of WAC 1:1 000 000.

7. TOPOGRAPHICAL CHARTS

NIL

8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

NIL

THIS PAGE IS INTENTIONALLY LEFT BLANK

1800	1800-2100	-

d. Low level significant weather chart (LLSIGWX) issued three times a day as follows:

Time of issue (UTC)	Validity time (UTC)
0200	0600
0800	1200
1400	1800

2. Services for fee

Forecast charts for Hungary two times a day

- wind forecasts
- wind and temperature chart
- 0 °C heights
- thermal lift for gliders and para-gliders
- forecast for hot-air ballooning
- forecast for mountain wave gliding

4.3.2 Verbal briefing

Verbal consultation is provided in Hungarian and English language H24.

Phone: (+36) 90-603-421

5. NOTIFICATION REQUIRED FROM OPERATORS

Notification from operators in respect of briefing, consultation, flight documentation and other meteorological information needed by them (ref. ICAO Annex 3, 2.3) is normally required for non-scheduled intercontinental flights. Such notification should be received at least six hours before the expected time of departure.

6. AIRCRAFT REPORTS

Special observations shall be made and reported by all aircraft whenever the following conditions are encountered or observed:

1. moderate or severe turbulence; or
2. moderate or severe icing; or
3. severe mountain wave; or
4. thunderstorms, with or without hail, that are obscured, embedded, widespread or in squall lines; or
5. heavy dust storm or heavy sandstorm; or
6. volcanic ash cloud; or
7. pre-eruption volcanic activity or a volcanic eruption; or
8. RWYCC given differs from the actual value based on the opinion of the crew.

Other conditions which shall be reported by all aircraft when encountered or observed:

1. other meteorological conditions which, in the opinion of the pilot-in-command, may affect the safety or markedly affect the efficiency of other ACFT operations, for example, the en route weather phenomena specified for SIGMET messages are encountered.;
2. wind shear encountered during the climb-out or approach phases of flights, not previously reported to the pilot-in-command, which in his/her opinion are likely to affect the safety of other aircraft operations.

7. VOLMET SERVICE

Name of transmitting station	Call sign / IDENT / Abbreviation (EM)	Frequency used for broadcast	Broadcasting period	Hours of service	Aerodromes / areas included	Contents and formats of REP and remarks
BUDAPEST	BUDAPEST VOLMET (A3E)	127.405 CH	H + 05, H + 35	H24	Budapest Praha Bratislava Bucuresti/O Beograd Wien Budapest FIR	METAR + TREND METAR + TREND METAR + TREND METAR + TREND METAR + TREND METAR + TREND SIGMET

8. SIGMET AND AIRMET SERVICE

Name of MWO ICAO Location Indicator	Hours	FIR or CTA served	SIGMET validity periods	Specific procedures to SIGMET	Procedures applied to AIRMET	ATS unit served	Additional information
BUDAPEST (OMSZ/RMO) (Hungarian Meteorological Service/Unit of Aviation Meteorology) LHBM	H24	Budapest FIR	1-4 HRS	SIGMET VA validity six HR	Validity 1-4 HRS. Issued only BTN 0600-1800 UTC as AMENDMENT for GAMET	Budapest ACC	If no AIRMET is issued, the significant weather INFO is stated in the GAMET forecast.

8.1 General

For the safety of air traffic, the Hungarian Meteorological Service - Unit of Aviation Meteorology as Meteorological Watch Office (MWO) maintains an area meteorological watch and warning service. The service consists of the continuous weather watch within the Budapest FIR and if necessary, the issuance of appropriate SIGMET and AIRMET information.

8.2 Area meteorological watch service

The area meteorological watch service is performed by the Hungarian Meteorological Service - Unit of Aviation Meteorology. The MWO issues SIGMET and AIRMET information in accordance with ICAO Annex 3. Chapter 7 and Appendix 6.

8.2.1 SIGMET and AIRMET

SIGMET information for the Budapest FIR will be broadcast by Budapest VOLMET.

AIRMET messages relevant to the Budapest TMA will be included in the ATIS broadcast for Budapest Liszt Ferenc International Airport.

Transmission of SIGMET and AIRMET information will only be made by the ATC units of Budapest ATS centre in the case of equipment failure or when requested by the pilot.

The flight information sectors of the Budapest ATS centre will communicate SIGMET and AIRMET for Budapest FIR without pilot request to aircraft operating on flight plan and maintaining radio communication.

8.2.2 SPECI and TAF AMD

SPECI and TAF AMD for foreign aerodromes are provided by the ATS units on pilot request only.

The flight information sectors of the Budapest ATS centre will communicate SPECI and TAF AMD for individual domestic aerodromes to aircraft without the need for the pilot to request such information.

ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 3 ATS ROUTES

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 5 NAVIGATION WARNINGS

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
	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, when the reported meteorological conditions at that aerodrome are below the following minima:

a. the ceiling is less than 450 M (1 500 FT); or

b. the ground visibility is less than 5 KM.

1.3. VFR flights at night may be permitted under the following conditions:

a. if leaving the vicinity of an aerodrome, a flight plan shall be submitted in accordance with SERA.4001(b)(6);

b. flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available;

c. 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.

d. 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;

e. 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.

1.4. 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 1.7.5.*).

1.5. 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.

1.6. 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.

1.7. 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 ATS Centre 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 ATS Centre 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 3.*

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*.

2. RESTRICTIONS FOR VFR FLIGHTS

2.1. VFR flights shall not be conducted above FL 285 (8 700 M STD).

2.2. En route VFR flights shall not be conducted above FL 195 (5 950 M STD).

2.3. VFR flights above FL 195 (5 950 M STD) may be conducted only:

- in ad-hoc segregated airspace, or
- between FL 195 (5 950 M STD) and FL 285 (8 700 M STD) when prior permission has been granted by Budapest ATS Centre.

Note 1: Application of ad-hoc segregated airspace shall be submitted to the Military Aviation Authority, not later than 30 days prior to the date of operation.

Note 2: In case of VFR flights planned above FL 195 (5 950 M STD), outside an ad-hoc segregated airspace, prior to submission of the flight plan, but in any case not later than 30 minutes prior to EOBT, the pilot shall

obtain prior permission from the duty supervisor of Budapest ATCC by phone on (+361) 293-4122 or (+36) 30-280-9744.

Except in an emergency or when otherwise cleared by the appropriate ACC sector controller, VFR flights above FL 195 shall be conducted within the geographical area and up to the flight altitude defined by Budapest ATCC.

In case of a VFR flight operating above FL 195 (5 950 M STD), if the radio contact with the appropriate ATC unit is lost, and re-establishment of the two-way radio communication with the appropriate or adjacent ATC unit is unsuccessful, the aircraft experiencing communication failure shall descend immediately and leave the controlled airspace, within the area defined in the ATC clearance. The aircraft shall than land at the first suitable aerodrome and report the landing as soon as possible to the appropriate ATC unit. For further information *See ENR 1.6.1.*

When a VFR flight operating above FL 195 (5 950 M STD) within controlled airspace is unable to operate in VMC due to a deterioration of meteorological conditions, it shall:

a. request an amended clearance which shall permit it to continue the operation in VMC to the destination or to an alternate aerodrome, or to leave the controlled airspace, or

b. when the clearance in a) above cannot be obtained, operate in VMC and report to the appropriate ATC unit the action it is taking for leaving the area concerned or for landing at the first suitable aerodrome.

c. request clearance to operate in accordance with the instrument flight rules.

2.4. Except during take-off and landing, aerial work, medical flights and State aircraft special task operations, VFR flights shall not be flown:

a. over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 1 000 FT (300 M) above the highest obstacle within a radius of 600 M from the aircraft;

b. anywhere not specified in 2.5 a), at a height less than 500 FT (150 M) above the ground or water, or at height less than 500 FT (150 M) above the highest obstacle in the 150 M radius of the aircraft; except flights with special clearances, balloon and hang glider flights.

THIS PAGE IS INTENTIONALLY LEFT BLANK

ENROUTE
CHART - ICAO

COMMUNICATION:

BUDAPEST ACC	BUDAPEST FIC
128.105 CH	119.350 MHZ
133.535 CH (STAND BY)	125.500 MHZ
118.715 CH	133.000 MHZ
120.375 MHZ	
122.265 CH	BUDAPEST TRCC (APPROACH)
123.665 CH	122.975 MHZ (PRIMARY CHANNEL) **
127.105 CH	123.860 CH
127.860 CH	119.510 CH
128.955 CH	124.900 MHZ (STAND BY) **
130.575 MHZ (STAND BY)	
132.055 CH	* For 8.33 exempted UHF equipped state aircraft.
132.790 CH	** Also usable by 8.33 exempted aircraft.
133.200 MHZ	
134.365 CH	
135.115 CH	
135.205 CH	
135.555 CH	Note:
136.380 CH	Usage of 8.33 kHz channel spacing
234.250 MHZ *	capability radio equipment is
264.650 MHZ *	mandatory in airspaces where
290.650 MHZ *	radio communication is required.

ALTITUDES (ELEVATION AND HEIGHT) ARE IN FEET

SCALE 1 : 1 000 000

5 0 10 20 30 40 50 NM
10 0 10 20 30 40 50 60 70 80 90 100 km

Lambert Conformal Conic Projection
WGS84 datum

Isogonic information 2019

CHANGE: charts symbols, separation of RTMZ into RMZ and TMZ

SEE FRA (South-East Europe Free Route Airspace) (9500-FL660 in the Budapest CTA) BOUNDARY

FRA RELEVANCE OF SIGNIFICANT POINTS

(E), for "FRA Horizontal Entry Point"
(X), for "FRA Horizontal Exit Point"
(I), for "FRA Intermediate Point"
(A), for "FRA Arrival Connecting Point"
(D), for "FRA Departure Connecting Point"

Area minimum altitudes have been determinated 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. Area minimum altitudes are applicable only in LHCC FIR.

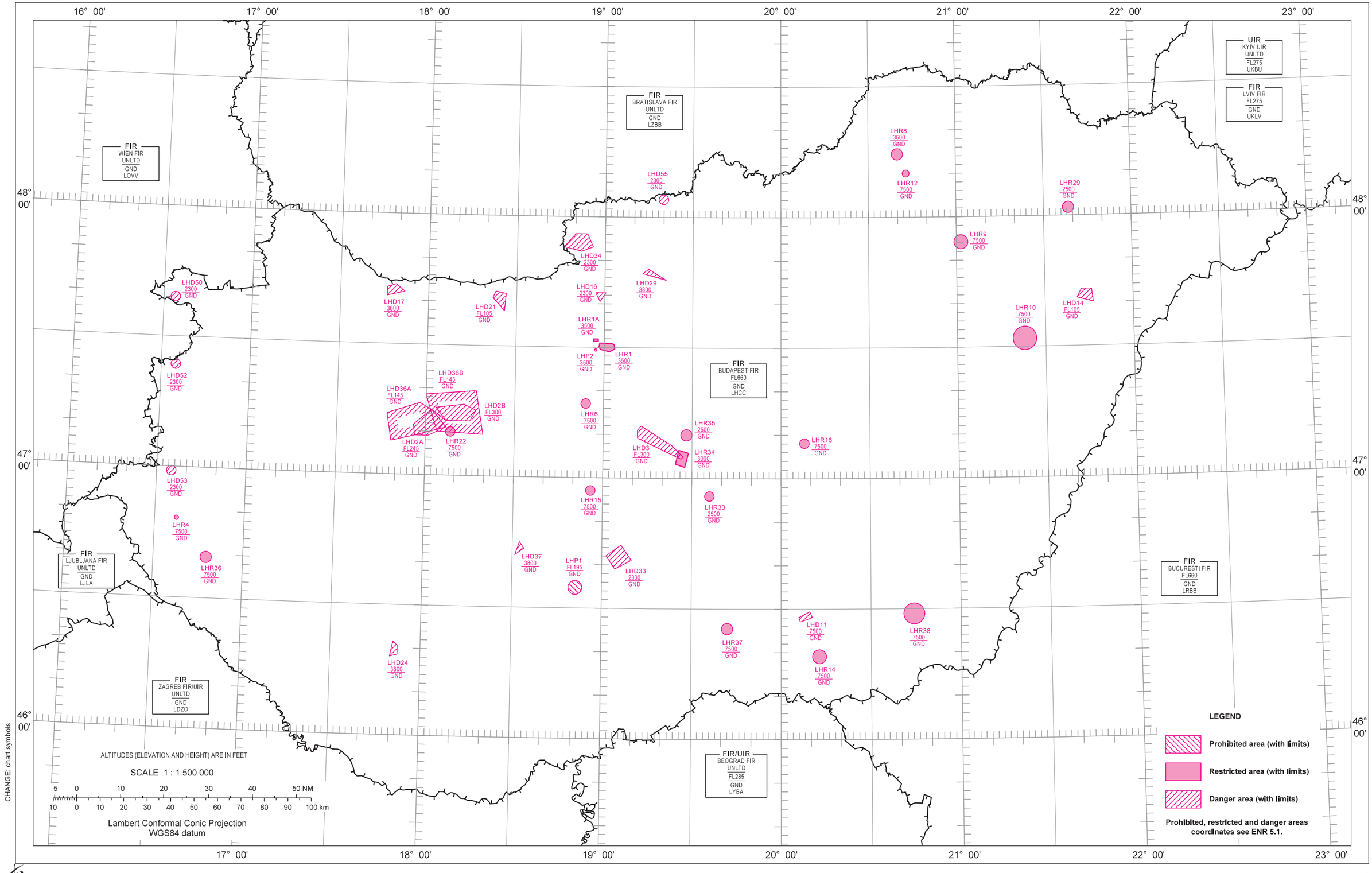
Examples: 5200 ft 52

For basic chart symbols see GEN 2.3.
Prohibited, restricted and danger areas coordinates see ENR 5.1.

THIS PAGE IS INTENTIONALLY LEFT BLANK

THIS PAGE IS INTENTIONALLY LEFT BLANK

RROHIBITED, RESTRICTED AND DANGER AREAS - INDEX CHART



THIS PAGE IS INTENTIONALLY LEFT BLANK

THIS PAGE IS INTENTIONALLY LEFT BLANK

AD 0.6 TABLE OF CONTENTS TO PART 3

LHBP BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

LHDC DEBRECEN INTERNATIONAL AIRPORT

LHNY NYÍREGYHÁZA

LHPP PÉCS/POGÁNY

LHPR GYŐR/PÉR

LHSM HEVIZ-BALATON AIRPORT

LHUD SZEGED

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES (RFFSS) AND SNOW PLAN

1. RESCUE AND FIRE FIGHTING SERVICES

Scheduled or non-scheduled traffic with aircraft carrying passengers are not allowed to use aerodromes without Rescue and Fire Fighting Services.

The scale of protection available has been determined in terms of Aerodrome categories from 1. to 9. according to ICAO Annex 14 and the related Manual.

2. SNOW PLAN

2.1 Organization of winter service

2.1.1 Responsibility

Aerodrome operator is responsible for clearing snow and responsible to assess the condition of the runway for each third of the runway and issue a Runway Condition Report (RCR). This report contains the RWYCC (Runway Condition Code) and information which describes the runway surface condition: type of contamination, depth, coverage for each third of the runway, etc. and other relevant information.

GRF service is established at the following aerodromes:

- LHBC
- LHBP
- LHDC
- LHNY
- LHPP
- LHPR
- LHSM
- LHUD

2.2 Surveillance of movement areas

NIL

2.3 Measuring methods and measurements taken

NIL

2.4 Actions taken to maintain the usability of movement areas

NIL

2.5 System and means of reporting

SNOWTAM are promulgated in accordance with ICAO Annex 15., ICAO Doc 10066. (PANS-AIM) and ICAO Guidance on the issuance of SNOWTAM.

2.6 The cases of runway closure

NIL

2.7 Distribution of information

NIL

THIS PAGE IS INTENTIONALLY LEFT BLANK

Aerodrome/heliport name ICAO Location indicator Position Elevation Radio channel	Type of traffic permitted			Contact/Remark
	International - National (INTL-NTL)	IFR-VFR	S / NS / GA / MIL / O / P	
1	2	3	4	5
SZOMBATHELY LHSY 471657N 0163735E 223 M 119.610 CH	NTL	VFR	P	Post:H-9701 Szombathely PO Box 387 Hungary Phone:(+36) 30-235-6824 Email:gyuri1racz@gmail.com
TÁPIÓSZENTMÁRTON LHTM 471849N 0194626E 104 M	NTL	VFR	P	Post:H-2112 Veresegyhaz, Wesselenyi u. 36. Phone:(+36) 30-578-1536 Email:info@setarepulesek.hu URL:http://www.setarepulesek.hu/
TÖKÖL LHTL 472044N 0185851E 100 M 127.560 CH	NTL	VFR	P	Post:H-2311 Szigetszentmiklos PO Box 331 Hungary Phone:(+36) 30-625-1834 Phone:(+361) 999-1174 Email:airportops@lhtl.hu Email:talabos@lhtl.hu URL:http://www.lhtl.hu AFS:LHTLZTZX
VERESEGYHÁZ LHVE 473817.613N 0191523E 187.68 M	NTL	VFR	P	Post:H-2112 Veresegyhaz, Wesselenyi u. 36. Phone:(+36) 30-578-1536 Email:info@setarepulesek.hu URL:http://www.setarepulesek.hu/
ZALAEGERSZEG/Andráshida LHZA 465307N 0164719E 196 M	NTL	VFR	P	Post:H-8900 Zalaegerszeg, Martirok u. 22. Phone:(+36) 20-924-9512 Phone:(+36) 30-632-7805 Email:info@airport-zalaegerszeg.hu Email:info@gratisbus.hu URL:http://www.airport-zalaegerszeg.hu/
ZALAKAROS LHZK 463313N 0170904E 127 M	NTL	VFR	P	Post:H-8749 Zalakaros, Hegyalja u. 61. Phone:(+36) 30-496-0233 Phone:(+36) 30-216-5672 Email:info@aviado.hu URL:http://lhzk.hu/
Heliports				
GYŐRÚJBARÁT LHGU 473619N 0173936E 121 M	NTL	VFR	P	Post:H-9081 Gyorujbarat, Szechenyi krt. 39/11 Phone:(+36) 20-969-0399 Phone:(+36) 20-443-3221 Email:sarkozym@gmail.hu
KECEL LHKC 463210N 0191430E 103 M	NTL	VFR	P	Post:H-6237 Kecel, Rakoczi F. u. 171/2 - 177. Phone:(+36) 78-420-199 Email:sipos.karoly.75@gmail.com

THIS PAGE IS INTENTIONALLY LEFT BLANK

LHBP - BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

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/28.4°C
4	Geoid undulation	44 M
5	MAG VAR/ Annual change	5° E/0.1 (2020)
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) 296-6017Sales 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 2.19 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
ILS 13R (CAT IIIB)						ILS class: III.E.4
LOC (+5° / 2020)	FER	110.5 MHZ	H24	472541.3N 0191514.5E	140.17 M	127 MAG / 370 M from RWY 31L
GP		329.6 MHZ	H24	472651.8N 0191329.9E		GP Angle: 3°; ILS RDH: 15 M
DME	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 (+5° / 2020)	FHL	111.5 MHZ	H24	472702.3N 0191303.4E		307 MAG / 319 M from RWY 13R
GP		332.9 MHZ	H24	472555.0N 0191443.0E		GP Angle: 3°; ILS RDH: 15 M
DME	FHL	52X	H24	472555.1N 0191443.1E	135.93 M	390 M from RWY 31L
ILS 13L (CAT II)						ILS class: II.T.4
LOC (+5° / 2020)	BPL	109.15 MHZ	H24	472514.9N 0191750.4E		127 MAG / 354.12 M from RWY 31R
GP		331.25 MHZ	H24	472638.8N 0191544.3E		GP Angle: 3°; 364 M from RWY 13L
DME	BPL	28Y	H24	472638.7N 0191544.2E	152 M	
ILS 31R (CAT IIIB)						ILS class: III.E.4
LOC (+5° / 2020)	BPR	109.5 MHZ	H24	472651.3N 0191514.7E	156.95 M	307 MAG / 340 M from RWY 13L
GP		332.6 MHZ	H24	472525.6N 0191723.3E		GP Angle: 3°; ILS RDH: 15 M
DME	BPR	32X	H24	472525.8N 0191723.5E	131.37 M	290 M from RWY 31R
DVOR/DME (decl.: +5°)	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.: +5°)	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.: +5°)	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 FPL or the slot of the flight has expired (aircraft is not ready for start up at 10 minutes prior to EOBT+17 or 10 minutes prior to CTOT) ATC will not issue start-up clearance and the operator (or its representative) shall send a delay message or 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, and Cargo apron: C1, C1L/R, C2, C2L/R 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 surface condition is at or less than 2 (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,
- Reported surface condition of the apron is at or less than 2 (MEDIUM TO POOR),
- 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

Cargo Apron:

Exit point	Description
E	intersection of service road and TWY E

See TWY segments on Chart AD-2-LHBP PDC-1 and PDC-2

3.2.8 In case of emergency, notify ATC immediately.

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

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.

6.1.4 Requests for the execution of training flights must be submitted earliest seven and latest 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,
- Contact details of pilot in command (preferably mobile phone number).

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. Pilot in command shall contact TWR before execution at Tel: (+361) 293-4600.

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,
- Contact details of pilot in command (preferably mobile phone number).

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:

Demonstration or certification flight			
RWY	**Route**	**Altitude**	**Flight rule**
31R/L	RWY HDG or RADAR VECTOR	4 000 FT AMSL	VFR/IFR
13R/L			

Training flights			
31R/L	RWY HDG or RADAR VECTOR	4 000 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 to the air traffic controller when flying downwind, before turning on to the base leg, and to the tower controller at the latest, during final approach if radio contact is established only there. The following expression can be used:

- continue on traffic circuit;
- full stop;
- touch-and-go;
- low approach.

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 RWY changeover 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
- The runway surface is dry and reported Runway Condition Code 6 (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 the reported Runway Condition Code is less than 6 (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.

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.

All ground handling requests shall be submitted to Budapest Airport Zrt. Operations Department Operations Control Center (AOCC, airport.ops@bud.hu), in confirmation to the request information will be provided to the aircraft operator concerned on all prepared handling services available at the airport.

The ground handling of aircraft at the airport is provided by designated handling agencies, according to the “Agreement on the ground handling” signed or to be agreed between the former and the operator concerned.

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:

- Airport Service Budapest GH (pax/cargo)

  Email:as.dhm@asaviation.hu

  Phone:(+36) 20-243-0023
- General Aviation of Airport Service Budapest GH

  Email:as.gat@asaviation.hu

  Phone:(+36) 20-243-0023

  AFS:LHBPMAHX
- 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
- Menzies Aviation [pax/cargo]

  Email:tibor.fazekas@menziesaviation.com

  Phone:(+36) 20-220-3266

It is prohibited to refuel aircraft, when there is a risk of thunderstorm, or when the engines are running, or the engines or the passenger cabin are being air-conditioned with ground equipment.

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.

The condition of runway pavement and friction characteristic is generally assessed under dry conditions using a self-wetting continuous friction measuring device.

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 authoritative RWYCC, 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 condition is reported with Runway Condition Code. It is transmitted for each thirt 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.

During the operation of remote aerodrome ATC service lightgun is not available.

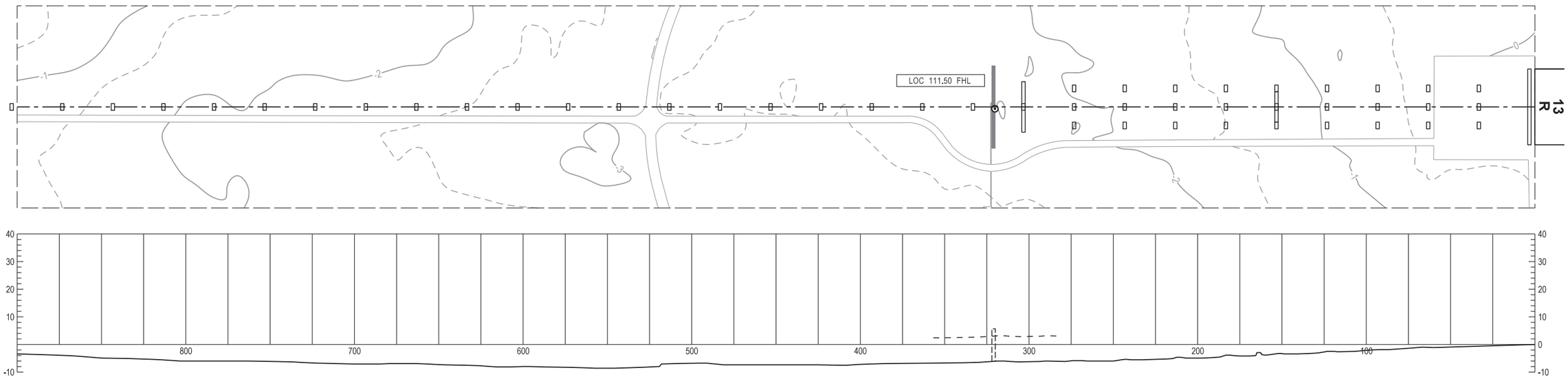
The callsign of the tower service (“Budapest tower”) is the same when the ATC service is provided from the tower building or the remote operational room.

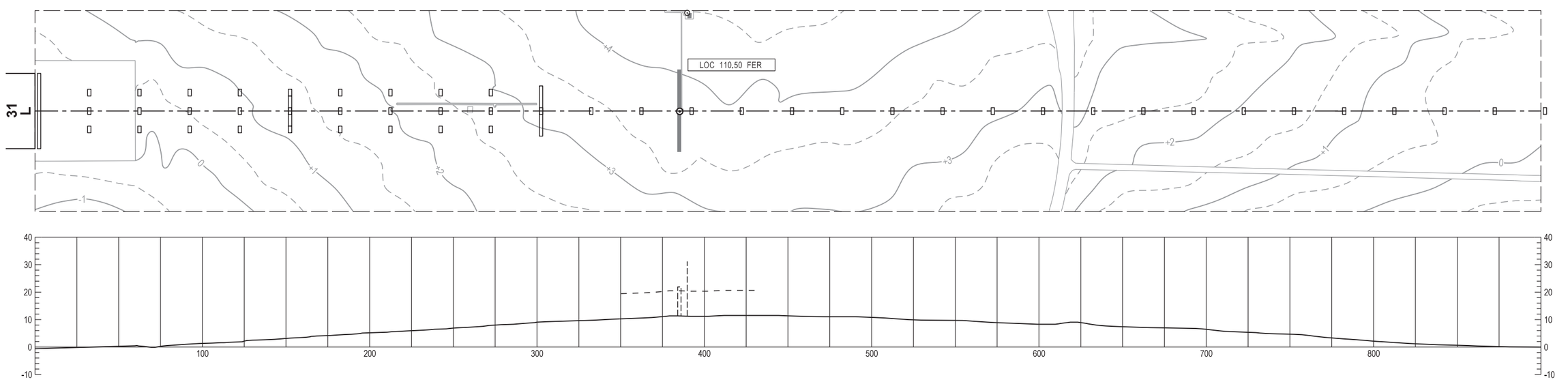
LHBP AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2-LHBP-ADC
Appendix 1 to Aerodrome Chart - ICAO Taxi procedures for arriving aircraft (Parallel RWY operation)	AD 2-LHBP-TAXI-ARR
Appendix 2 to Aerodrome Chart - ICAO Taxi procedures for departing aircraft (Parallel RWY operation)	AD 2-LHBP-TAXI-DEP
Aircraft Parking/Docking Chart - ICAO	AD 2-LHBP-PDC-1
	AD 2-LHBP-PDC-2
	AD 2-LHBP-PDC-3
	AD 2-LHBP-PDC-4
Aerodrome Obstacle Chart - ICAO Type A Operating Limitations	AD 2-LHBP-AOCA-13L31R
	AD 2-LHBP-AOCA-13R31L
Precision Approach Terrain Chart - ICAO	AD 2-LHBP-PATC-13L/31R
	AD 2-LHBP-PATC-13R/31L
Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHBP-SID-13L
	AD 2-LHBP-SID-13R
	AD 2-LHBP-SID-31L
	AD 2-LHBP-SID-31R

BUDAPEST/LISZT FERENC
RWY 13R/31L

PRECISION APPROACH TERRAIN CHART - ICAO





CHANGE: correction of scale values

AMENDMENT RECORD		
No.	DATE	ENTERED BY

ELEVATIONS ARE IN FEET
AND DIMENSIONS IN METRES

CONTOURS AND HEIGHTS ARE RELATED
TO ELEVATION OF RWY THR

HORIZONTAL SCALE 1 : 2 500

20 m 0 50 100
0 100 200 300 feet

10 m 30 feet
8 20
6
4 10
2
0 0
-2 -10

VERTICAL
SCALE
1 : 500

LEGEND	
BUILDING OR LARGE STRUCTURE; POLE, ANTENNA ETC.	⊙
CONTOUR	-2-
CENTRE LINE PROFILE	
DEVIATION AT LAST 3 m ± FROM CENTRE LINE PROFILE	
APPROACH LIGHTS	

THIS PAGE IS INTENTIONALLY LEFT BLANK

THIS PAGE IS INTENTIONALLY LEFT BLANK

LHDC - DEBRECEN INTERNATIONAL AIRPORT

LHDC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LHDC DEBRECEN INTERNATIONAL AIRPORT

LHDC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	472920N 0213655E, in the geometrical centre of RWY 04R/22L
2	Direction and distance from (city)	5 km SSW from down-town Debrecen
3	Elevation/Reference temperature	110 M / 22°C
4	Geoid undulation at AD ELEV PSN	41 M
5	MAG VAR/ Annual change	5° E (2018) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	Post:DEBRECEN INTERNATIONAL AIRPORT Ltd., H-4002 Debrecen PO Box 187 Phone:(+36) 52-500-547 (TWR) Phone:(+36) 52-500-548 (OPS) Phone:(+36) 52-521-192 Fax:(+36) 52-500-548 AFS:LHDCZTZX AFS:LHDCZPZX SITA:DEBAPXH Email:ops@debrecenairport.com Email:peter.gulyas@debrecenairport.com (Operations and Ground Handling Director) URL:http://www.debrecenairport.com
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

LHDC AD 2.3 OPERATIONAL HOURS

1	AD Administration	Every day: 0400-1900 (0300-1800) and 2200-0100 (2100-0000)
2	Customs and immigration	As AD Administration
3	Health and sanitation	By Contract, Ambulance helicopter
4	AIS Briefing Office	As AD Administration
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	H24
7	ATS	AFIS: As AD Administration
8	Fuelling	As AD Administration
9	Handling	As AD Administration
10	Security	H24
11	De-icing	On request

12	Remarks	Outside operational hours 2 days advance notification requred from AOs. For other operational intervals please see current NOTAMs

LHDC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	Jet A1
3	Fuelling facilities/capacity	2 kerosene trucks 20 000 litres / tank, 1 JET A1 station 50 000 litres
4	De-icing facilities	On request, available only on parking stands
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Cash payment is allowed, except for fuel.

LHDC AD 2.5 PASSENGER FACILITIES

1	Hotels	in the city
2	Restaurants	in the city
3	Transportation	Bus, shuttle bus, taxi, rental car
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
7	Remarks	Nil

LHDC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A7
2	Rescue equipment	1 Simon Protector - 11000L water, 1000L foam; 1 Iveco Magirus - 9000L water, 750L foam, 250KG dry chemical powder
3	Capability for removal of disabled aircraft	Coordinated by aerodrome operator
4	Remarks	Trained personnel: 37.

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, DEBRECEN RMZ1, DEBRECEN TMZ1 and DEBRECEN CTR: 473908N 0214744E - 473338N 0215503E - 471843N 0213038E - 472433N 0212252E - 473908N 0214744E DEBRECEN TIZ2, DEBRECEN RMZ2, DEBRECEN TMZ2 and DEBRECEN CTA1: 474127N 0215009E - 473102N 0220059E - 471020N 0214329E - 471154N 0212611E - 472402N 0211743E - 473243N 0213243E - 474127N 0215009E DEBRECEN TIZ3, DEBRECEN RMZ3, DEBRECEN TMZ3 and DEBRECEN CTA2: 474718N 0213722E - 474127N 0215009E - 473243N 0213243E - 474559N 0213339E - 474718N 0213722E
2	Vertical limits	DEBRECEN TIZ1, DEBRECEN RMZ1, DEBRECEN TMZ1 and DEBRECEN CTR: 2 000 FT ALT / GND DEBRECEN TIZ2, DEBRECEN RMZ2, DEBRECEN TMZ2 and DEBRECEN CTA1: 9 500 FT ALT / 2 000 FT ALT DEBRECEN TIZ3, DEBRECEN RMZ3, DEBRECEN TMZ3 and DEBRECEN CTA2: 9 500 FT ALT / 5 000 FT ALT
3	Airspace classification	DEBRECEN CTA1, DEBRECEN CTA2 and DEBRECEN CTR: Class D DEBRECEN TIZ1, DEBRECEN TIZ2, DEBRECEN TIZ3, DEBRECEN RMZ1, DEBRECEN RMZ2, DEBRECEN RMZ3, DEBRECEN TMZ1, DEBRECEN TMZ2 and DEBRECEN TMZ3: Class 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
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		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 overflown 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.

3. RESTRICTIONS ON THE USE OF AUXILIARY POWER UNIT (APU)

Operation of APU shall be started at the earliest 30 minutes prior to departure and stopped at the latest within 10 minutes of arrival on stands. The use of APU during ACFT maintenance shall be restricted to a minimum duration.

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.

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

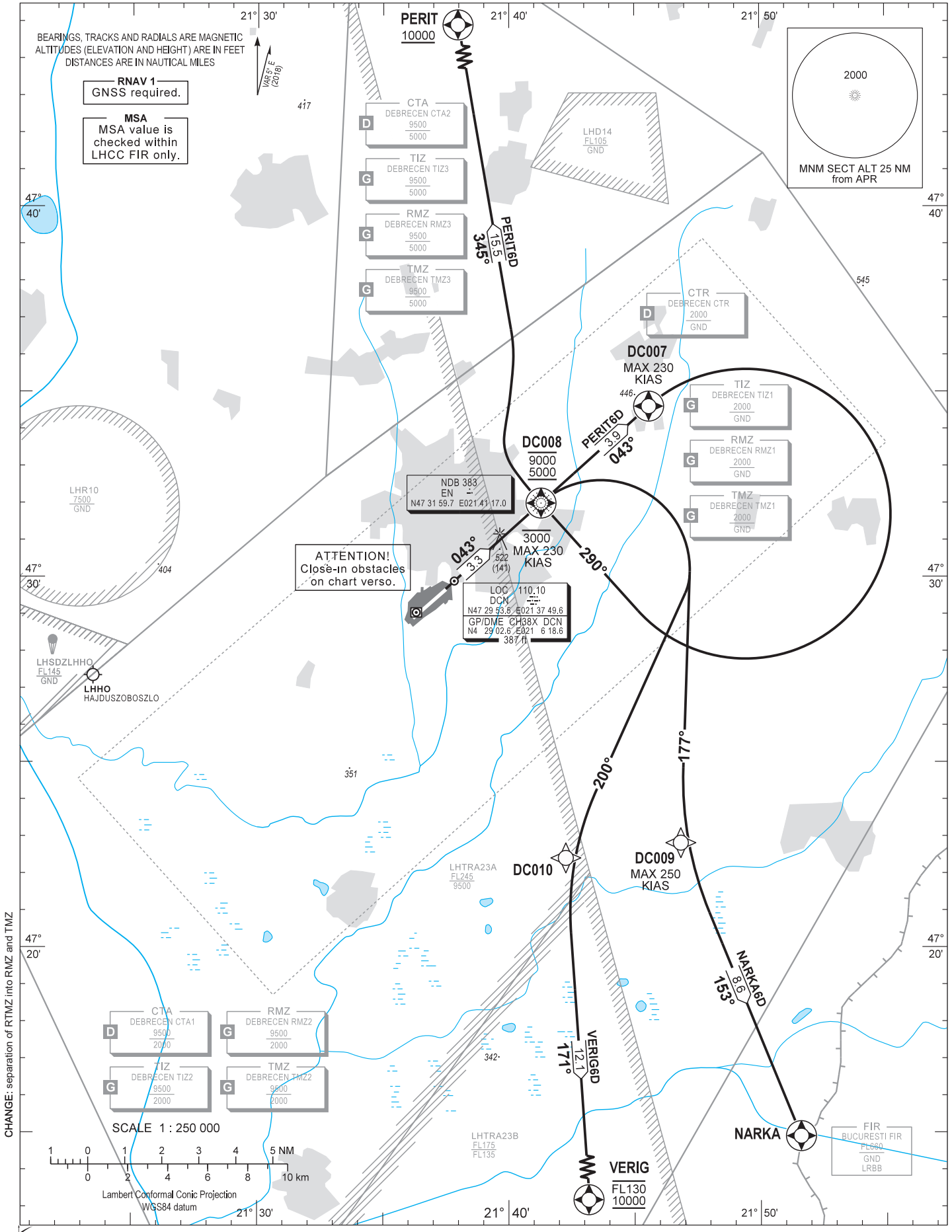
Aerodrome Chart - ICAO	AD 2-LHDC-ADC
Aerodrome Obstacle Chart - ICAO Type A Operating Limitations	AD 2-LHDC-AOCA-04R22L
Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHDC-SID-04R
	AD 2-LHDC-SID-22L
Standard Arrival Chart - Instrument (STAR) - ICAO	AD 2-LHDC-STAR-04R22L
Instrument Approach Chart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

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



CHANGE: separation of RTMZ into RMZ and TMZ

AD 2 LHDC STANDARD DEPARTURE CHART INSTRUMENT RWY 04R

NAME	PROCEDURE	ALTIMETER SETTING	CLIMBING	R/T FAILURE
PERIT6D	To DC008 climb on course 043°, at or below 3000. To DC007 on course 043°, maximum speed 230 KIAS. Turn right direct to DC008, between 5000 and 9000. To PERIT 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 filled 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 DC008 climb on course 043°, at or below 3000, maximum speed 230 KIAS. Turn right direct to DC009, maximum speed 250 KIAS. To NARKA. 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 DC008 climb on course 043°, at or below 3000, maximum speed 230 KIAS. Turn right direct to DC010, to VERIG 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

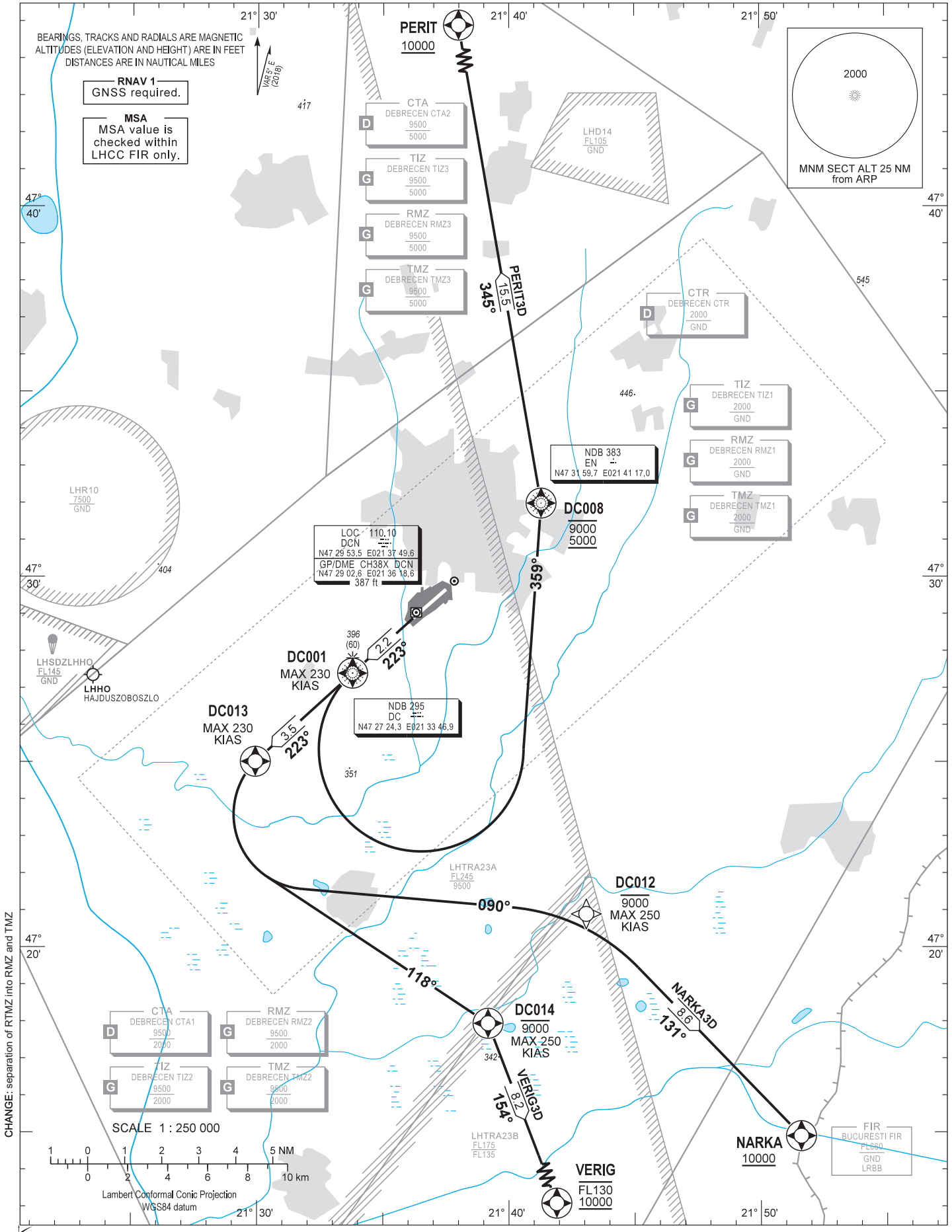
NAME	LATITUDE	LONGITUDE	TYPE	ELEVATION (AT TOP)	HEIGHT
LHDC_AREA2B_P_10	N47 29 49.57	E021 37 56.02	TREE	402	30
LHDC_AREA2B_P_13	N47 29 48.47	E021 37 54.71	TREE	396	27
LHDC_AREA2B_P_556	N47 29 51.71	E021 37 59.50	TREE	412	46
LHDC_AREA2B_P_563	N47 29 49.62	E021 37 56.07	TREE	403	39
LHDC_AREA2B_S_659_001	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

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



CHANGE: separation of RTMZ into RMZ and TMZ

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 filled 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

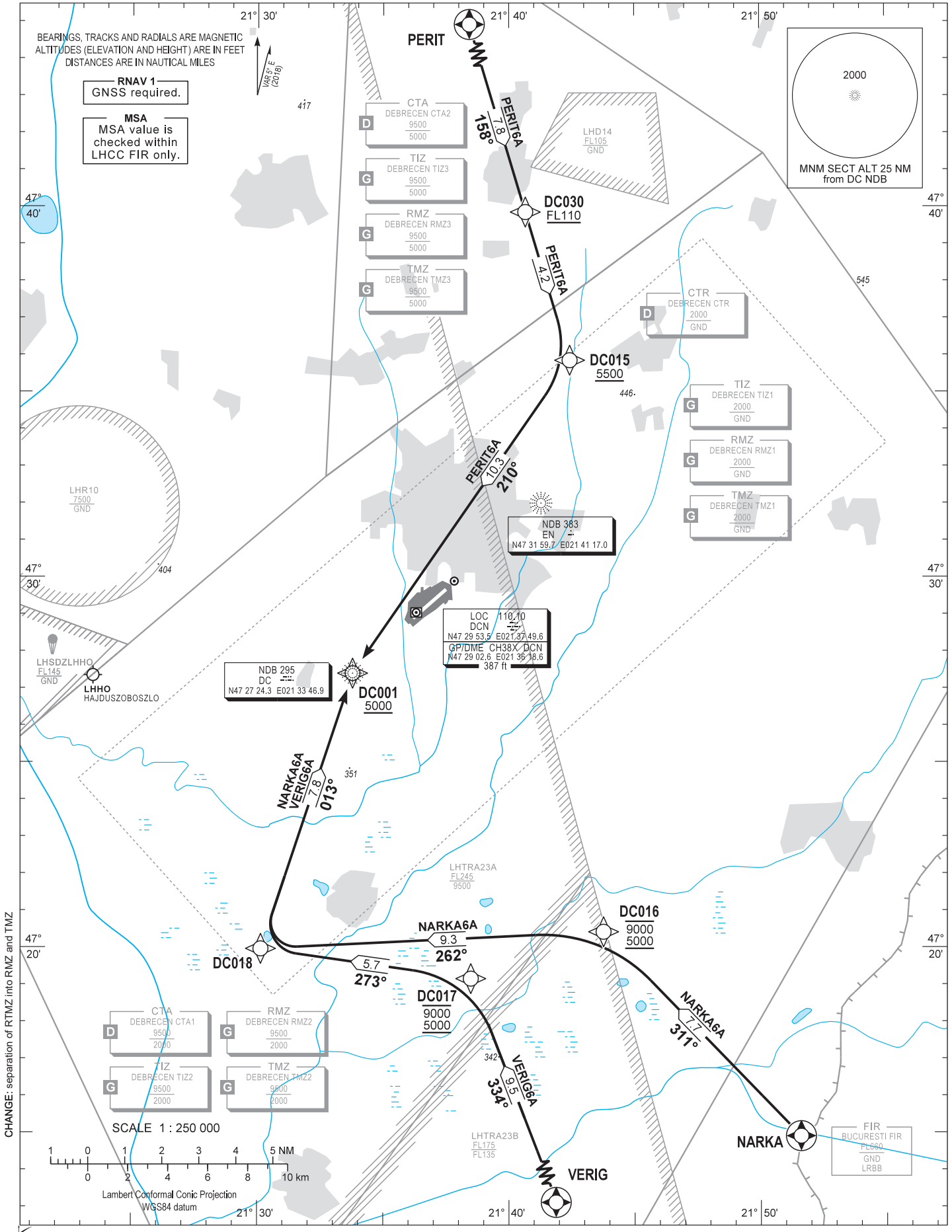
WAYPOINT	LATITUDE	LONGITUDE	WAYPOINT TYPE
DC001	N47 27 24.2	E021 33 46.9	FLY-OVER
DC008	N47 31 59.7	E021 41 17.0	FLY-OVER
DC012	N47 20 54.3	E021 43 04.4	FLY-BY
DC013	N47 25 01.3	E021 29 54.9	FLY-OVER
DC014	N47 17 57.2	E021 39 10.3	FLY-OVER

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



CHANGE: separation of RTMZ into RMZ and TMZ

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

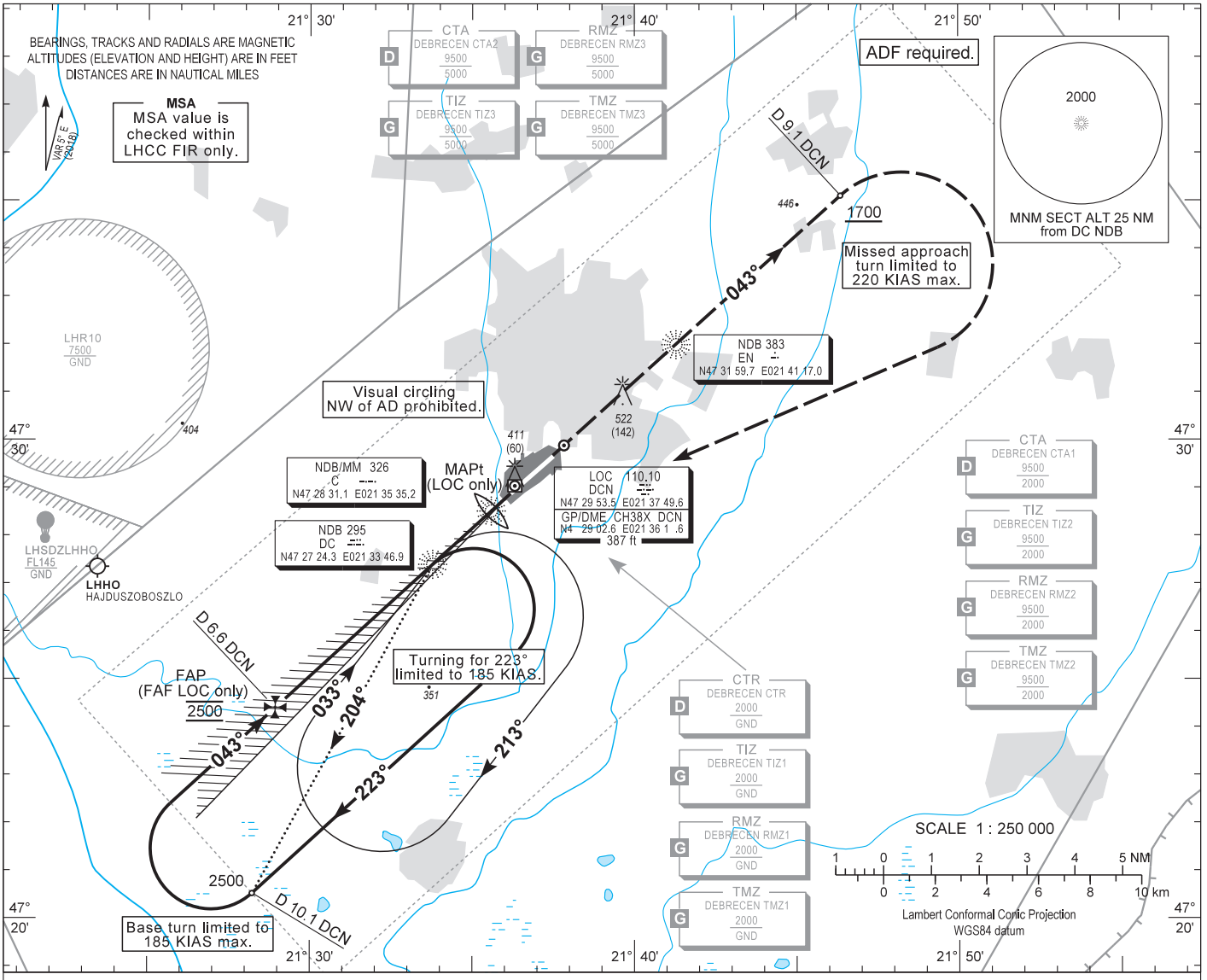
WAYPOINT	LATITUDE	LONGITUDE	WAYPOINT TYPE
NARKA	N47 14 54.5	E021 51 35.8	FLYOVER
PERIT	N47 47 18.0	E021 37 22.0	FLYOVER
VERIG	N47 10 20.0	E021 43 29.0	FLYOVER
DC001	N47 27 24.2	E021 33 46.9	FLY-BY
DC015	N47 35 51.1	E021 42 25.6	FLY-BY
DC016	N47 20 25.3	E021 43 45.6	FLY-BY
DC017	N47 19 09.5	E021 38 29.2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

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

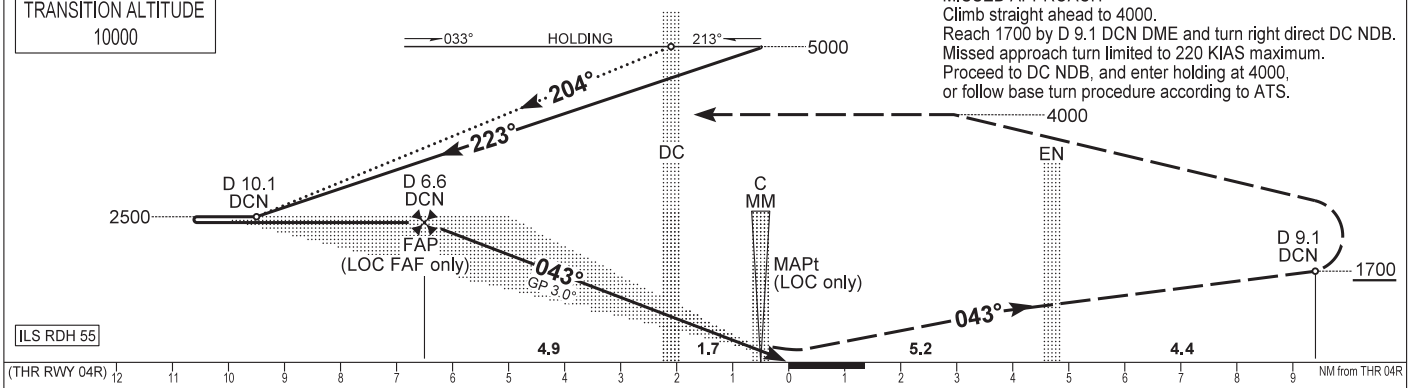
INSTRUMENT APPROACH CHART - ICAO

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

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



TRANSITION ALTITUDE
10000



MISSED APPROACH
Climb straight ahead to 4000.
Reach 1700 by D 9.1 DCN DME and turn right direct DC NDB.
Missed approach turn limited to 220 KIAS maximum.
Proceed to DC NDB, and enter holding at 4000,
or follow base turn procedure according to ATS.

OCA (OCH)			A	B	C	D
STRAIGHT-IN APPROACH	Cat. I.	Press. ALT	552 (197)	564 (209)	572 (217)	582 (227)
	LOC only		660 (310)			
CIRCLING APPROACH SE of AD only		ft AMSL	830	860	960	1050
		VIS. m	1900	2800	3700	4600

DME DCN / THR RWY 04R	NM	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	ft	2310	1990	1670	1360	1040	730

Timing not authorised for defining the MAPt.

GROUND SPEED	kt	80	100	120	140	160	180
FAP/FAF - RW04R (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

CHANGE: separation of RTMZ into RMZ and TMZ

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.

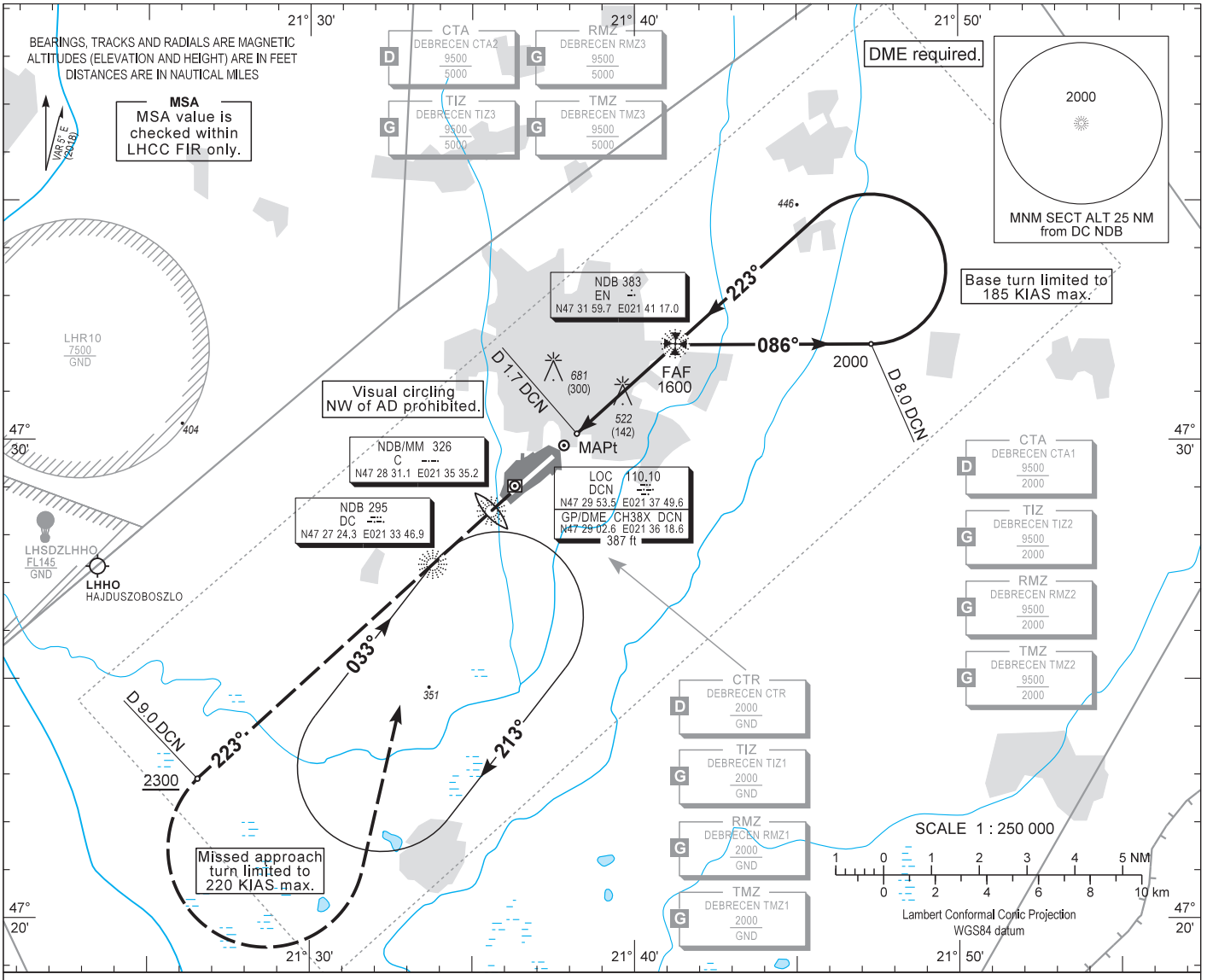
Maximum speed:	220 KIAS
Inbound track:	033°
Outbound track:	213°
Rate of turn:	3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound timing:	1 min.
Minimum holding altitude:	5000 4000 for Missed Approach

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

INSTRUMENT APPROACH CHART - ICAO

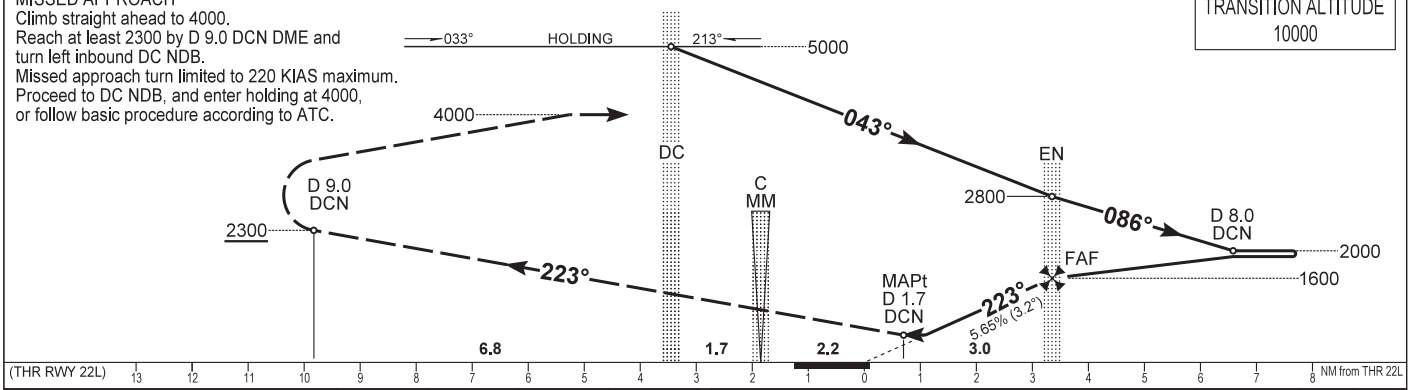
AERODROME ELEV 361
HEIGHTS RELATED TO THR RWY 22L - ELEV 360

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



MISSED APPROACH
Climb straight ahead to 4000.
Reach at least 2300 by D 9.0 DCN DME and turn left inbound DC NDB.
Missed approach turn limited to 220 KIAS maximum.
Proceed to DC NDB, and enter holding at 4000, or follow basic procedure according to ATC.

TRANSITION ALTITUDE
10000



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

CHANGE: separation of RTMZ into RMZ and TMZ

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

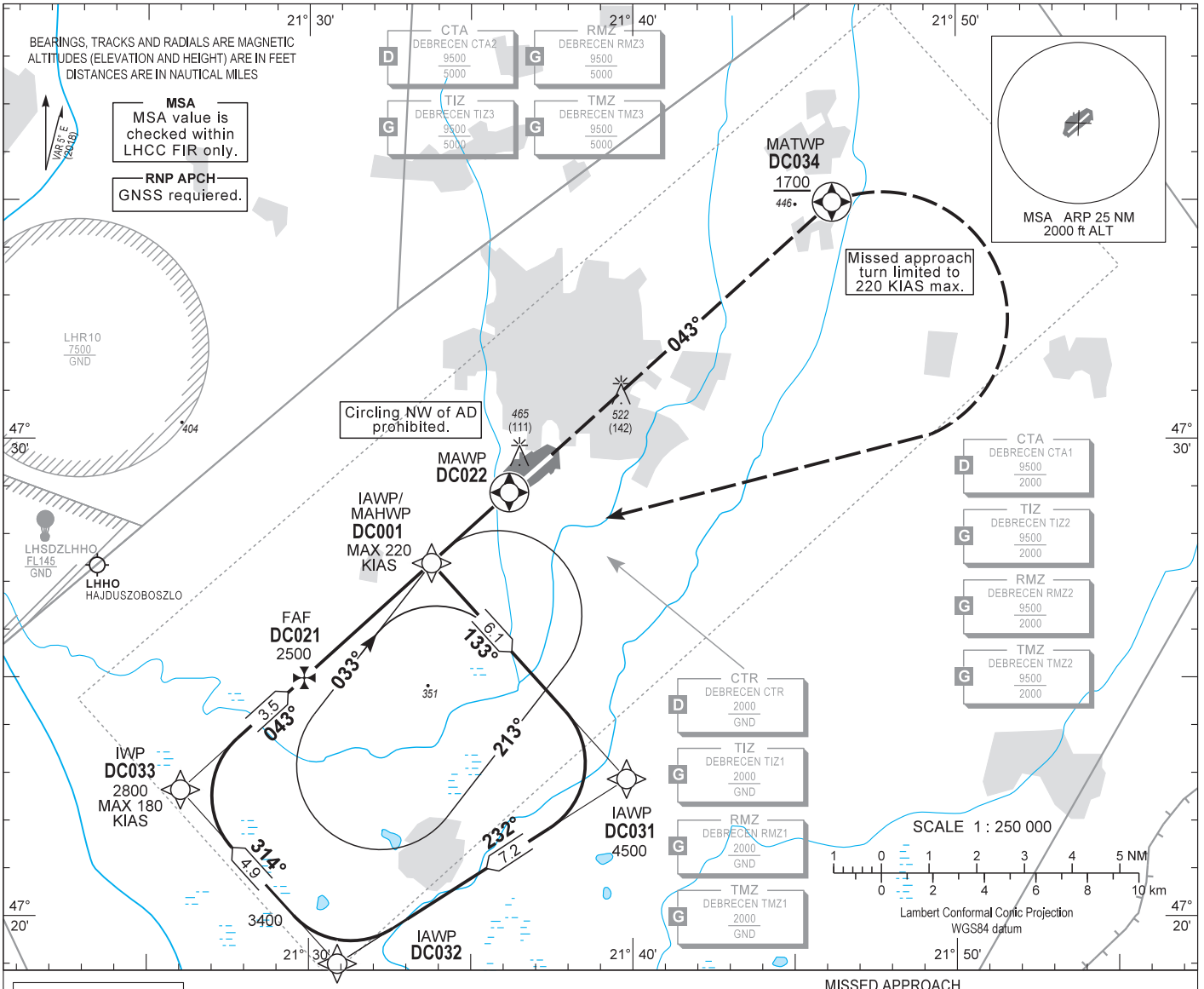
Final approach descent: 3.23°

INSTRUMENT APPROACH CHART - ICAO

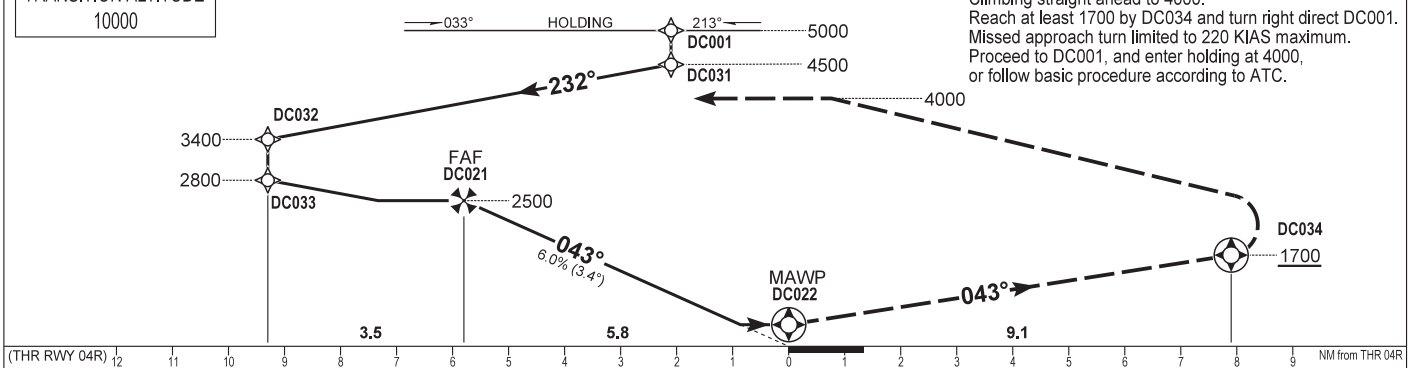
AERODROME ELEV 361
HEIGHTS RELATED TO THR RWY 04R - ELEV 355

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

DEBRECEN
RNP RWY 04R
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE
10000



MISSED APPROACH
Climbing straight ahead to 4000.
Reach at least 1700 by DC034 and turn right direct DC001.
Missed approach turn limited to 220 KIAS maximum.
Proceed to DC001, and enter holding at 4000,
or follow basic procedure according to ATC.

OCA (OCH)		A	B	C	D
STRAIGHT-IN APPROACH		700 (340)			
CIRCLING APPROACH SE of AD only	ft AMSL	830	860	960	1050
	VIS. m	1900	2800	3700	4600

DIST THR / RWY 04R	NM	5.0	4.0	3.0	2.0	1.0
ALTITUDE	ft	2230	1870	1500	1140	770

Timing not authorised for defining the MAPt.

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

CHANGE: separation of RTMZ into RMZ and TMZ

AD 2 LHDC INSTRUMENT APPROACH CHART RNP 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-RNP-04R

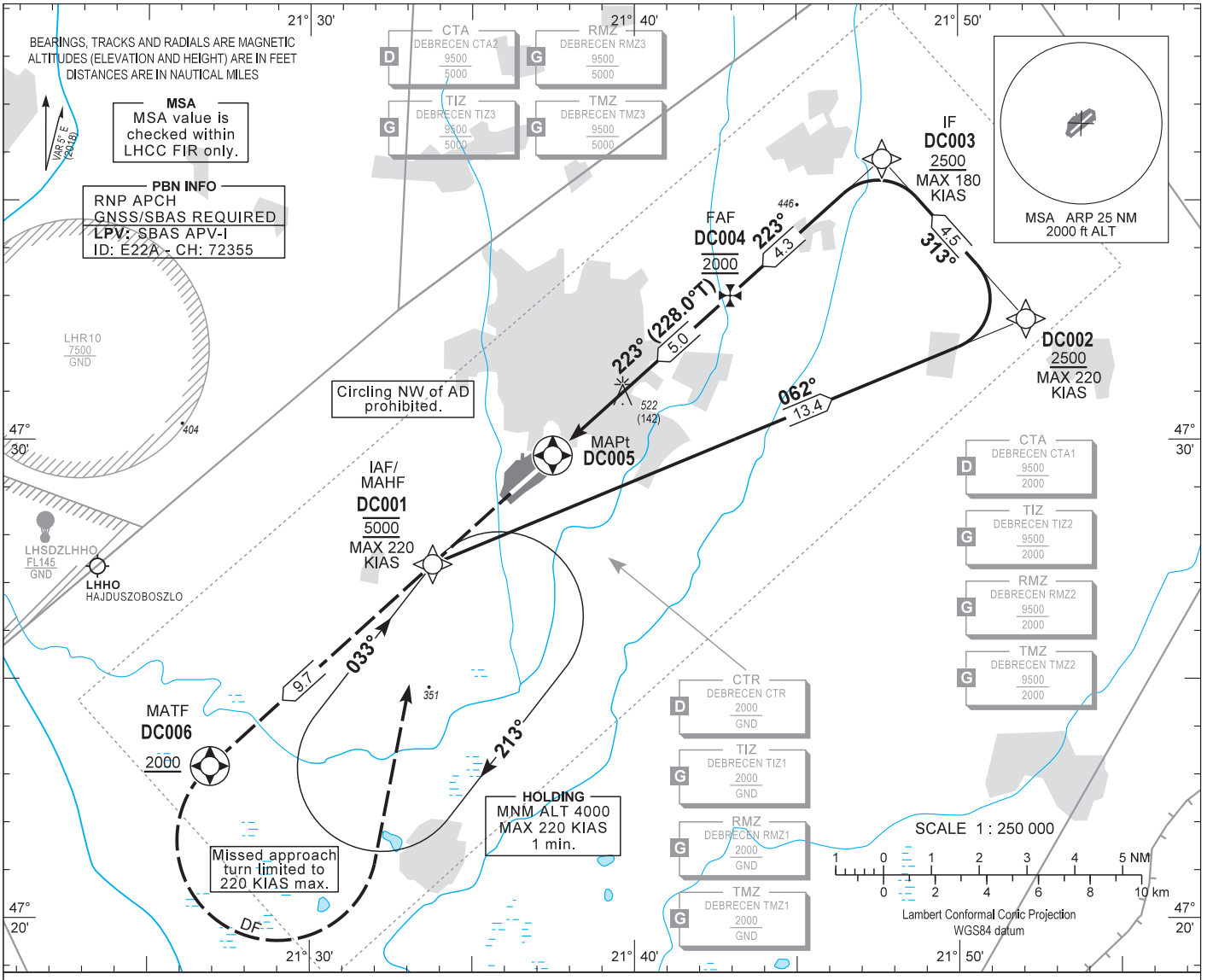
WAYPOINT	LATITUDE	LONGITUDE	REMARK
DC001	N47 27 24.2	E021 33 46.9	IAWP
DC031	N47 22 52.9	E021 39 48.3	IAWP
DC032	N47 19 00.5	E021 30 53.1	IAWP
DC033	N47 22 38.8	E021 26 02.3	IWP
DC021	N47 24 59.7	E021 29 51.3	FAF
DC022	N47 28 53.0	E021 36 10.9	MAWP
DC034	N47 34 58.0	E021 46 09.8	MATWP
DC001	N47 27 24.2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

INSTRUMENT APPROACH CHART - ICAO

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

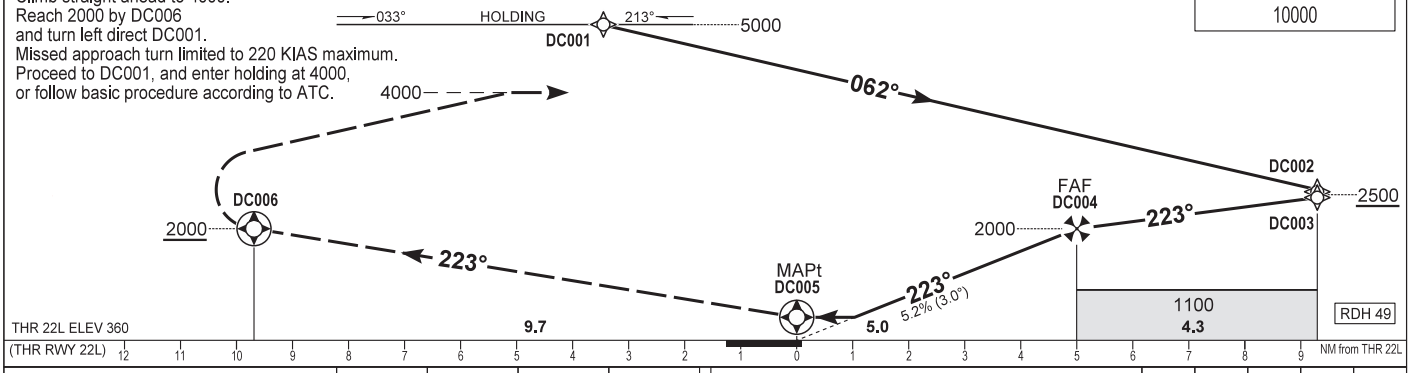
DEBRECEN TOWER	125.910
DEBRECEN INFO	125.910
BUDAPEST INFORMATION (EAST)	133.000

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



MISSED APPROACH
Climb straight ahead to 4000.
Reach 2000 by DC006
and turn left direct DC001.
Missed approach turn limited to 220 KIAS maximum.
Proceed to DC001, and enter holding at 4000,
or follow basic procedure according to ATC.

TRANSITION ALTITUDE
10000



OCA (OCH)		A	B	C	D
STRAIGHT-IN APPROACH	LNAV	780 (420)			
	LPV	595 (235)	607 (247)	615 (255)	626 (266)
CIRCLING APPROACH SE of AD only	ft AMSL	830	860	960	1050
	VIS. m	1900	2800	3700	4600

DIST THR / RWY 22L	NM	5.0	4.0	3.0	2.0
ALTITUDE	ft	2000	1680	1360	1050

Timing not authorised for defining the MAPt.

GROUND SPEED	kt	60	90	120	150	180
FAF - DC005 5.0 NM	min:sec	5:00	3:20	2:30	2:00	1:40
Rate of descent (318.4 ft/NM)	ft/min	320	480	640	800	960

CHANGE: separation of RTMZ into RMZ and TMZ

AD 2 LHDC INSTRUMENT APPROACH CHART RNP 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 Orhtometric Height (m)	109.8

WAYPOINT COORDINATES

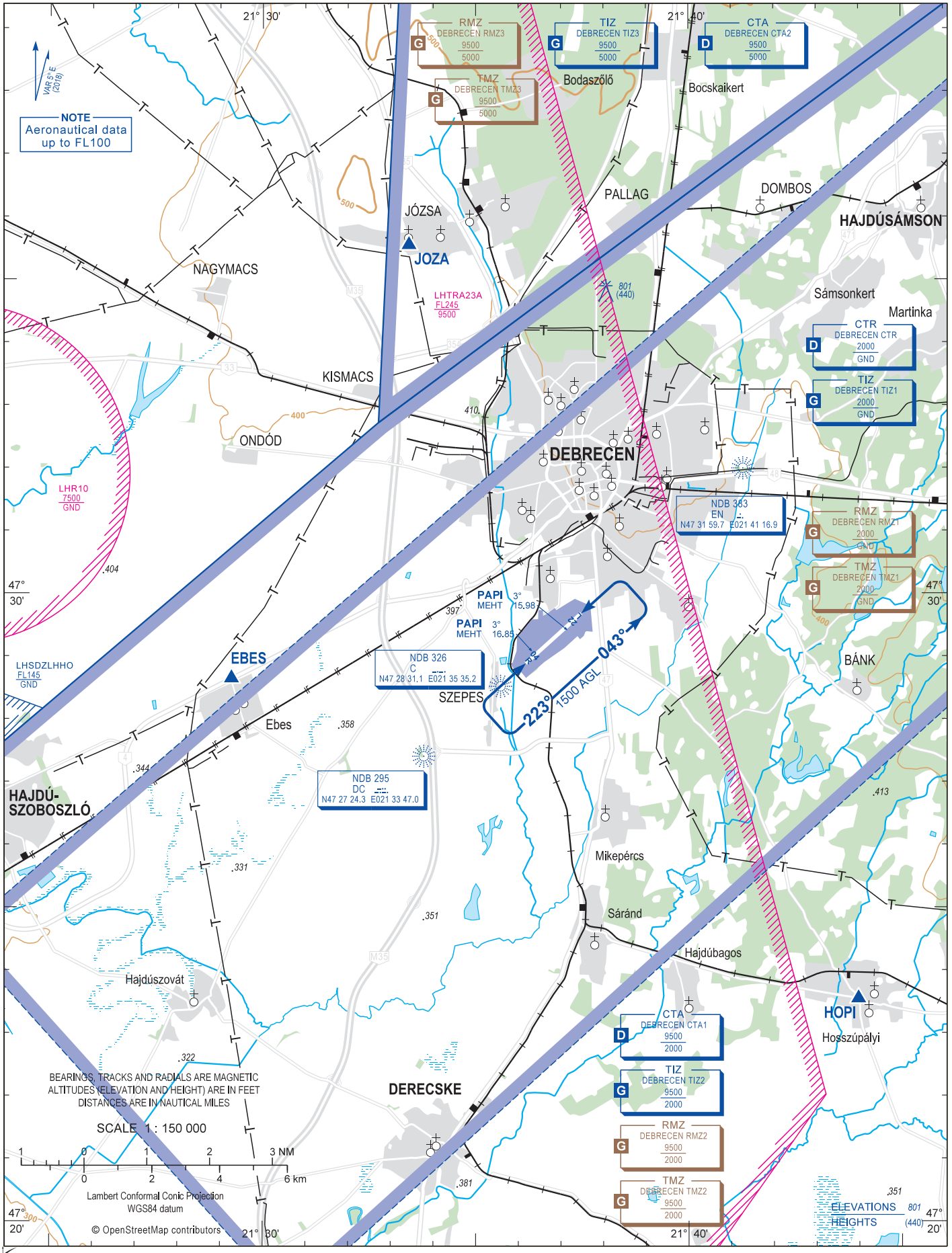
WP ID	Latitude	Longitude
DC001	N47 27 24.2	E021 33 46.9
DC002	N47 32 31.6	E021 52 05.1
DC003	N47 35 52.5	E021 47 38.8
DC004	N47 33 01.3	E021 42 57.5
DC005	N47 29 40.7	E021 37 28.9
DC006	N47 23 10.7	E021 26 55.8

VISUAL APPROACH CHART - ICAO

AERODROME ELEV 361
HEIGHTS RELATED TO AD ELEV

DEBRECEN TOWER	125.910 (Reserved: 132.965)
DEBRECEN INFO	125.910 (Reserved: 132.965)
BUDAPEST INFORMATION (EAST)	133.000

DEBRECEN



CHANGE: scale, chart symbols, separation of RTMZ into RMZ and TMZ, PAPI, withdrawal of traffic pattern and grass runway for gliders.

THIS PAGE IS INTENTIONALLY LEFT BLANK

LHPR - GYŐR/PÉR

LHPR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LHPR GYŐR/PÉR

LHPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRIVE 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	Geoid undulation	145 FT
5	MAG VAR/ Annual change	3° E (2009) / 0.1° increasing
6	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
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	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.
3	Capability for removal of disabled aircraft	Recovery dollies are available
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 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Apron	Surface	Strength	
		APRON1	CONC	PCN 42/R/C/W/T	
		APRON2	CONC	Nil	
		APRON3	CONC	PCN 61/R/C/W/T	
2	Taxiway width, surface and strength	Taxiway	Width	Surface	Strength
		A	15 M	ASPH	50/F/C/W/T
		A1	7.5 M	ASPH	44/F/C/W/U
		A2	10.5 M	ASPH	44/F/C/W/U
		B	7.5 M	ASPH	Nil
3	Altimeter checkpoint location and elevation	Location: At RWY THRs Elevation: THR RWY 12 126.5 M THR RWY 30 129.75 M			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	Nil			

LHPR 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, aircraft stand taxi lanes, aircraft stand markings		
2	RWY and TWY markings and LGT		Markings	Lighting
		RWY	Designator, THR, centre line, side stripe, aiming point, TDZ, turn pad	THR, end, edge, SWY, turn pad edge
		TWY	Centre line, RWY holding position, intermediate holding position, edge marker, sign boards	Edge
3	Stop bars	Nil		
4	Remarks	Nil		

LHPR AD 2.10 AERODROME OBSTACLES

Data for Area 2, 3 and 4 *See GEN 3.1*

LHPR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology Periods of validity: 9 HR Interval of issuance: 3 HRs in operational hours of aerodrome
4	Type of landing forecast Interval of issuance	TAF CODE, Interval of issuance: half hourly in operational hours of aerodrome
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	Charts, aerodrome reports and forecasts in EUR region. Area forecasts, MET. observations and warnings in the Budapest FIR
8	Supplementary equipment available for providing information	Telephone/Telefax; self-briefing via aviation.met.hu at airport
9	ATS Units provided with information	AFIS, Budapest FIC (on request)
10	Additional information	Nil

GYŐR/PÉR

AERODROME CHART - ICAO

ARP
N47 37 38
E017 48 30

AERODROME ELEV 426

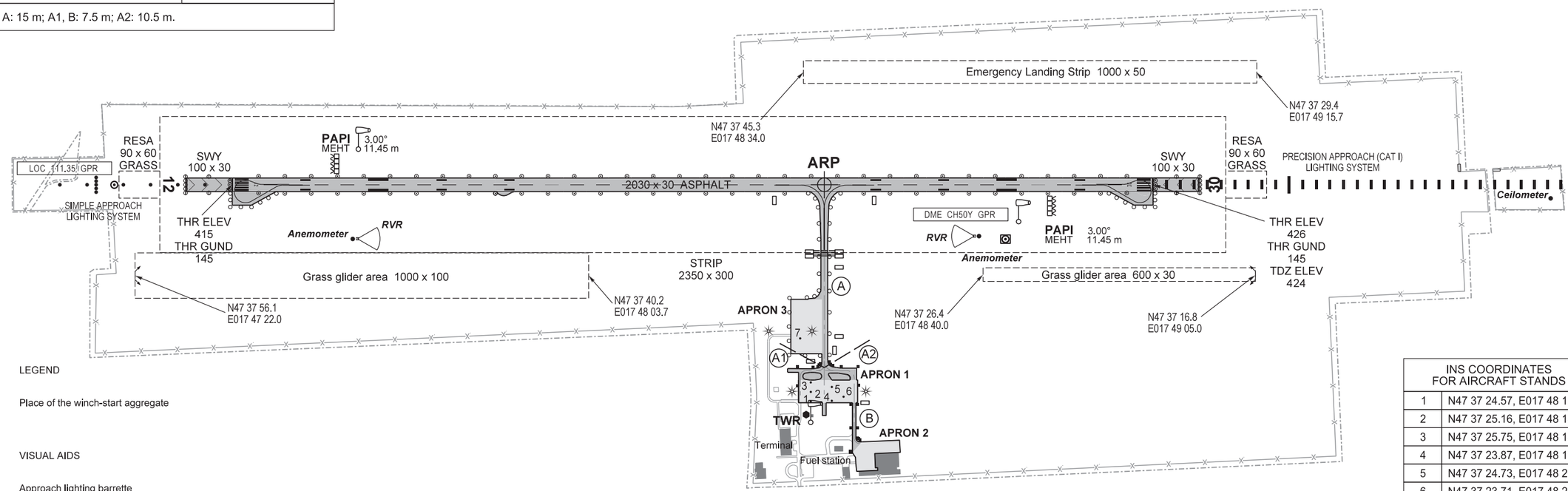
PÉR INFO	129.910
BUDAPEST INFORMATION (WEST)	125.500

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 42/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
Taxivay: B	-
Taxiway width: A: 15 m; A1, B: 7.5 m; A2: 10.5 m.	

VAR 3° E
ANNUAL RATE OF CHANGE 0.1° E

Geoid undulation 145



INS COORDINATES FOR AIRCRAFT STANDS	
1	N47 37 24.57, E017 48 17.57
2	N47 37 25.16, E017 48 18.07
3	N47 37 25.75, E017 48 18.56
4	N47 37 23.87, E017 48 19.54
5	N47 37 24.73, E017 48 20.26
6	N47 37 23.71, E017 48 20.83
7	N47 37 28.86, E017 48 19.87

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).

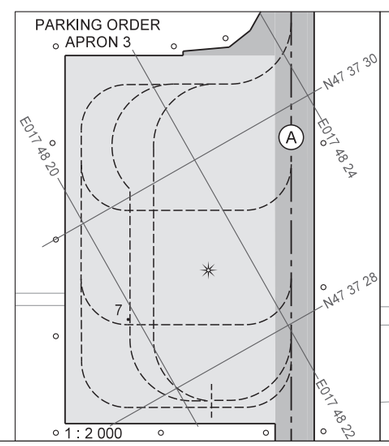
ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

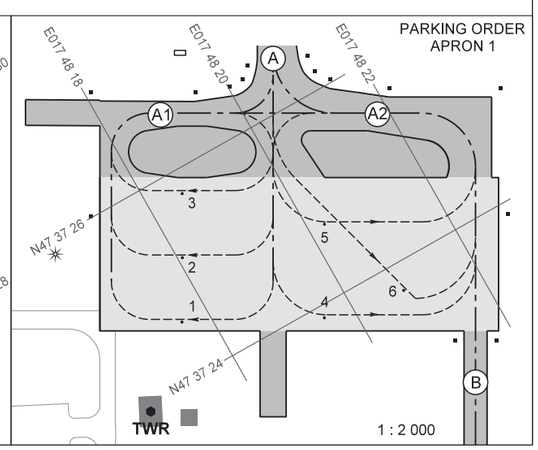
HORIZONTAL SCALE 1 : 10 000

100 0 100 200 300 400 500 600 700 800 900 1000 m
0 500 1000 1500 2000 2500 3000 feet

FOR BASIC CHART SYMBOLS SEE GEN 2.3.

APRONS ELEVATION: NOT AVAILABLE.
GEOGRAPHICAL COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE.
OBSTACLES TO TAXIING: NOT AVAILABLE.
PARKING ORDER APRON 2: NOT AVAILABLE.





CHANGE: aerodrome geoid undulation, APRON 1 strength

THIS PAGE IS INTENTIONALLY LEFT BLANK

THIS PAGE IS INTENTIONALLY LEFT BLANK

LHSM - HEVIZ-BALATON AIRPORT

LHSM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LHSM HEVIZ-BALATON AIRPORT

LHSM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	464111N 0170933E At the geometrical centre of the RWY
2	Direction and distance from (city)	195°, 3 KM from Sarmellek village
3	Elevation/Reference temperature	124.5 M / 28.9°C
4	Geoid undulation	46 M
5	MAG VAR / Annual change	4.6° E (2020) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	Post:Heviz-Balaton Airport Kft. (H-8380 Heviz, Kossuth Lajos u. 1.) H-8391 Sármellék Phone:(+36) 83-200-300 Fax:(+36) 83-200-301 AFS:LHSMZPZX SITA:SOBHBXH Email:info@hevizairport.com URL:http://www.hevizairport.com TWR: Phone:(+36) 83-200-310 Fax:(+36) 83-200-311General Aviation: Phone:(+36) 83-200-304 Fax:(+36) 83-200-301 Email:ops@hevizairport.com
7	Types of traffic permitted (IFR/VFR)	INTL-NTL, IFR-VFR, S-NS-P, Civil / General / Military
8	Remarks	Nil

LHSM AD 2.3 OPERATIONAL HOURS

1	AD Administration	0800-1500 (0700-1600)
2	Customs and immigration	As AD Administration
3	Health and sanitation	On contract
4	AIS Briefing Office	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	H24 in MET Centre
7	ATS	AFIS: 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 on prior request Service fee is 140 EUR/hour

LHSM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Available
2	Fuel/oil types	AVGAS 100LL, Jet A1
3	Fuelling facilities/capacity	1 kerosene truck (40 tonnes), 1 petrol truck (7.5 tonnes)
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

LHSM AD 2.5 PASSENGER FACILITIES

1	Hotels	Nearest at Heviz and Keszthely town
2	Restaurants	buffet at the AD, restaurants at Keszthely and Heviz
3	Transportation	Taxi, rent-a-car, public bus
4	Medical facilities	First aid at AD, hospital at Keszthely
5	Bank and Post Office	ATM at Sármellék Post office at Sármellék
6	Tourist Office	In the city of Heviz and Keszthely and at the airport.
7	Remarks	Hévíz 12 KM and Keszthely 16 KM from AD

LHSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A3
2	Rescue equipment	2 firefighting vehicle, manual tools.
3	Capability for removal of disabled aircraft	Nil
4	Remarks	On request up to CAT 7 Trained staff: 17

LHSM AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	SARMELLEK CTA, SARMELLEK TIZ2, SARMELLEK RMZ2 and SARMELLEK TMZ2 465211N 0164912E - 465233N 0171252E - 463423N 0171944E - 462847N 0171750E - 462539N 0170031E - 465211N 0164912E	SARMELLEK CTR, SARMELLEK TIZ1, SARMELLEK RMZ1 and SARMELLEK TMZ1 465232N 0170443E - 465233N 0171252E - 464035N 0171331E - 463224N 0171903E - 462847N 0171750E - 462659N 0170752E - 463919N 0170630E - 465010N 0165907E - 465232N 0170443E
2	Vertical limits	SARMELLEK CTA, SARMELLEK TIZ2, SARMELLEK RMZ2 and SARMELLEK TMZ2: 9500 FT ALT / 2000 FT ALT	SARMELLEK CTR, SARMELLEK TIZ1, SARMELLEK RMZ1 and SARMELLEK TMZ1: 2000 FT ALT / GND
3	Airspace classification	SARMELLEK CTA and SARMELLEK CTR: Class D	SARMELLEK TIZ1, SARMELLEK TIZ2, SARMELLEK RMZ1, SARMELLEK TMZ1, SARMELLEK RMZ2 and SARMELLEK TMZ2: 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

NIL

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.

HÉVÍZ/BALATON

AERODROME CHART - ICAO

ARP
N46 41 11
E017 09 33

AERODROME ELEV 408

BALATON TOWER	134.585
BALATON INFO	134.585
BUDAPEST INFORMATION (WEST)	125.500

RWY	DIRECTION	THR	BEARING STRENGTH	TORA	TODA	ASDA	LDA
RW16	160°	N46 41 50, E017 09 18	PCN 157/R/B/W/T	2500	2500	2500	2500
RW34	340°	N46 40 32, E017 09 47	PCN 157/R/B/W/T	2500	2500	2500	2500
Apron 3			NOT AVAILABLE				
Taxiways: A3			NOT AVAILABLE				
Apron 1, Apron 2, Apron 4, Taxiways A1-2, B1-3, G, S, Y: CLOSED							
Taxiways width: A3: 23 m, Taxiways A1-2, B1-3, G, S, Y: 12 m.							

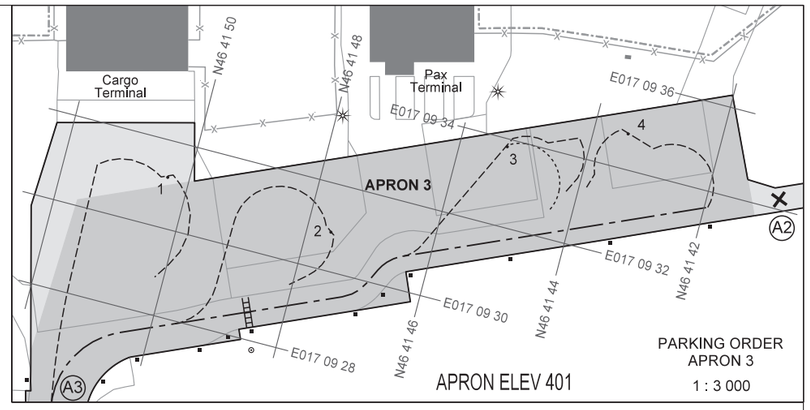
Geoid undulation 151

VAR 5° E (2020) ANNUAL RATE OF CHANGE 0.1° E

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

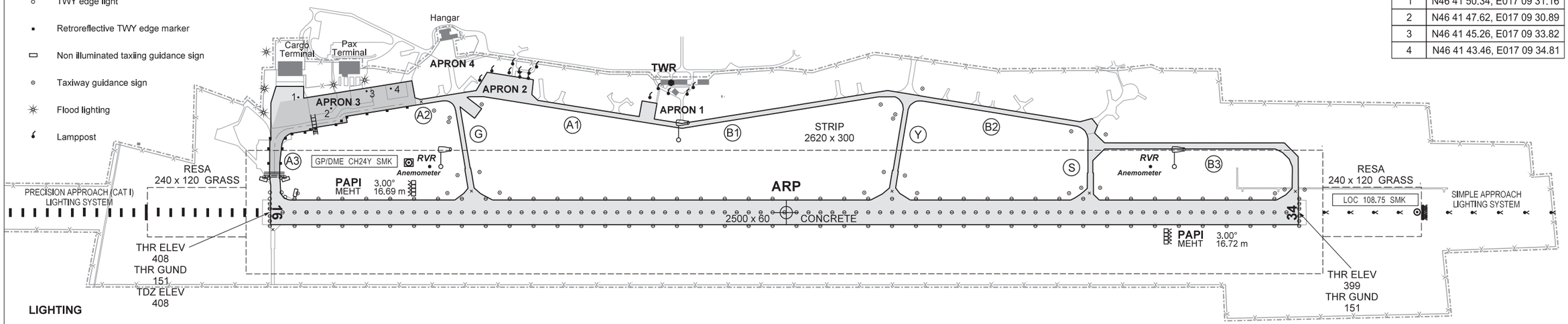
FOR BASIC CHART SYMBOLS SEE GEN 2.3.

OBSTACLES TO TAXIING: NOT AVAILABLE.



VISUAL AIDS

- Approach lighting barrette
- Unidirectional approach light
- PAPI
- High intensity uni- and bidirectional RWY lights (edge, threshold, end, centre line)
- TWY edge light
- Retroreflective TWY edge marker
- Non illuminated taxiing guidance sign
- Taxiway guidance sign
- Flood lighting
- Lamppost



INS COORDINATES FOR AIRCRAFT STANDS	
1	N46 41 50.34, E017 09 31.16
2	N46 41 47.62, E017 09 30.89
3	N46 41 45.26, E017 09 33.82
4	N46 41 43.46, E017 09 34.81

HORIZONTAL SCALE 1 : 10 000

100 0 100 200 300 400 500 m
0 500 1000 1500 feet

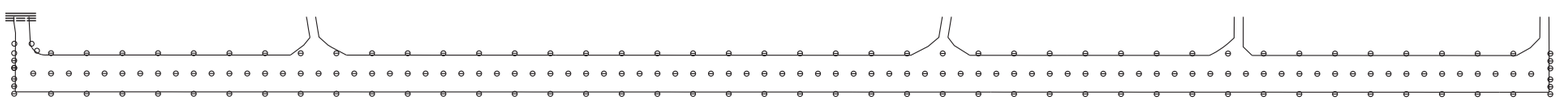
LIGHTING

RWY 16/34

Approach: HIAL Cat. I. high intensity (900 m) on THR 16.
SALS high intensity (420 m) on THR 34.
Threshold: High intensity green uni- and bidirectional, with barret on THR 16.
PAPI 3.00° (METH: see in chart).
Runway edge: High intensity white/yellow uni- and bidirectional (2500 m), spacing: 58 m.
Runway end: High intensity red uni- and bidirectional.

MARKINGS RWY 16/34 AND EXIT TWY

LIGHTING AIDS RWY 16/34 AND EXIT TWY



GEOGRAPHICAL COORDINATES FOR TWY A3 CENTRE LINE			
1	N46 41 50.62, E017 09 21.99	14	N46 41 49.63, E017 09 27.91
2	N46 41 51.01, E017 09 24.13	15	N46 41 47.17, E017 09 29.49
3	N46 41 51.18, E017 09 25.32	16	N46 41 47.03, E017 09 29.61
4	N46 41 51.20, E017 09 25.55	17	N46 41 46.94, E017 09 29.74
5	N46 41 51.20, E017 09 25.82	18	N46 41 46.85, E017 09 29.94
6	N46 41 51.17, E017 09 26.10	19	N46 41 46.73, E017 09 30.29
7	N46 41 51.12, E017 09 26.36	20	N46 41 46.68, E017 09 30.41
8	N46 41 51.05, E017 09 26.57	21	N46 41 46.62, E017 09 30.52
9	N46 41 50.93, E017 09 26.83	22	N46 41 46.54, E017 09 30.63
10	N46 41 50.81, E017 09 27.03	23	N46 41 46.47, E017 09 30.69
11	N46 41 50.66, E017 09 27.21	24	N46 41 46.41, E017 09 30.74
12	N46 41 50.51, E017 09 27.34	25	N46 41 41.93, E017 09 33.61
13	N46 41 50.43, E017 09 27.39		

CHANGE: aerodrome elevation

THIS PAGE IS INTENTIONALLY LEFT BLANK

THIS PAGE IS INTENTIONALLY LEFT BLANK

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000

BALATON TOWER	134.585
BALATON INFO	134.585
BUDAPEST INFORMATION (WEST)	125.500

HÉVÍZ/BALATON
RNAV RWY 16
NALOX1S SUNOR1S

MIN. 5.5% PDG
up to 7000.
If unable to comply
contact AFIS.

PBN INFO
RNAV1 GNSS REQUIRED.

MSA ARP 25 NM
3700 ft ALT

MSA
MSA value is checked within LHCC FIR only.

LHZA
ZALAEGERSZEG/ANDRASHIDA

NALOX
10000

NALOX1S 5.0 308°

SM604
9400
MAX 250 KIAS

NALOX1S 10.7 335°

DF

SM603
7200
MAX 250 KIAS

NALOX1S SUNOR1S 8.2 325°

SARMELLEK
NDB 436
SME
N46 39 56.9 E017 10 00.7
DME CH79X SME
N46 39 56.6 E017 10.0
453 ft

NALOX1S SUNOR1S 7.9 160°

LHZK
ZALAKAROS

NALOX1S SUNOR1S 5.0 250°

SM602
4700
MAX 250 KIAS

SM601
3000
MAX 210 KIAS

SUNOR1S

SUNOR
10000

CTR
SARMELLEK CTR
2000
GND

TIZ
SARMELLEK TIZ 1
2000
GND

RMZ
SARMELLEK RMZ1
2000
GND

TMZ
SARMELLEK TMZ1
2000
GND

CTA
SARMELLEK CTA
9500
2000

TIZ
SARMELLEK TIZ 2
9500
2000

RMZ
SARMELLEK RMZ2
9500
2000

TMZ
SARMELLEK TMZ2
9500
2000

LHNK
NAGYKANIZSA

VAR 5° E (2020)

16° 50' | 17° 00' | 17° 10' | 17° 20'
46° 50' | 46° 40' | 46° 30'

1086 1355 1391 1004 1063 808 1089 442 840 1690 722 1112

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES (ELEVATION AND HEIGHT) ARE IN FEET
DISTANCES ARE IN NAUTICAL MILES

SCALE 1 : 250 000

1 0 1 2 3 4 5 NM
0 2 4 6 8 10 km

Lambert Conformal Conic Projection
WGS84 datum

Elevation tints
2000
1000
0 feet

CHANGE: separation of RTMZ into RMZ and TMZ

AD 2 LHSM STANDARD DEPARTURE CHART INSTRUMENT RWY 16

CLIMBING:
In order to reach exit altitude min. PDG 5.5% up to 7000. After departure climb initially 10000. Further climb only by ATC.

ALTIMETER SETTING:
When passing 9000 change QNH setting for Budapest QNH provided by BALATON INFO or BUDAPEST INFORMATION.

SID NAME	PROCEDURE	RESTRICTIONS
NALOX1S **(NALOX ONE SIERRA DEPARTURE)**	Climb to SM601 on course 160°, at or above 3000. To SM602 at or above 4700. To SM603 at or above 7200. To SM604 at or above 9400. To NALOX at or above 10000.	MAX 210 KIAS at SM601. MAX 250 KIAS at SM602, SM603, SM604.
SUNOR1S **(SUNOR ONE SIERRA DEPARTURE)**	Climb to SM601 on course 160°, at or above 3000. To SM602 at or above 4700. To SM603 at or above 7200. Turn right direct to SUNOR at or above 10000.	MAX 210 KIAS at SM601. MAX 250 KIAS at SM602, SM603.

Recommended navaid: SME NDB.

WAYPOINT COORDINATES

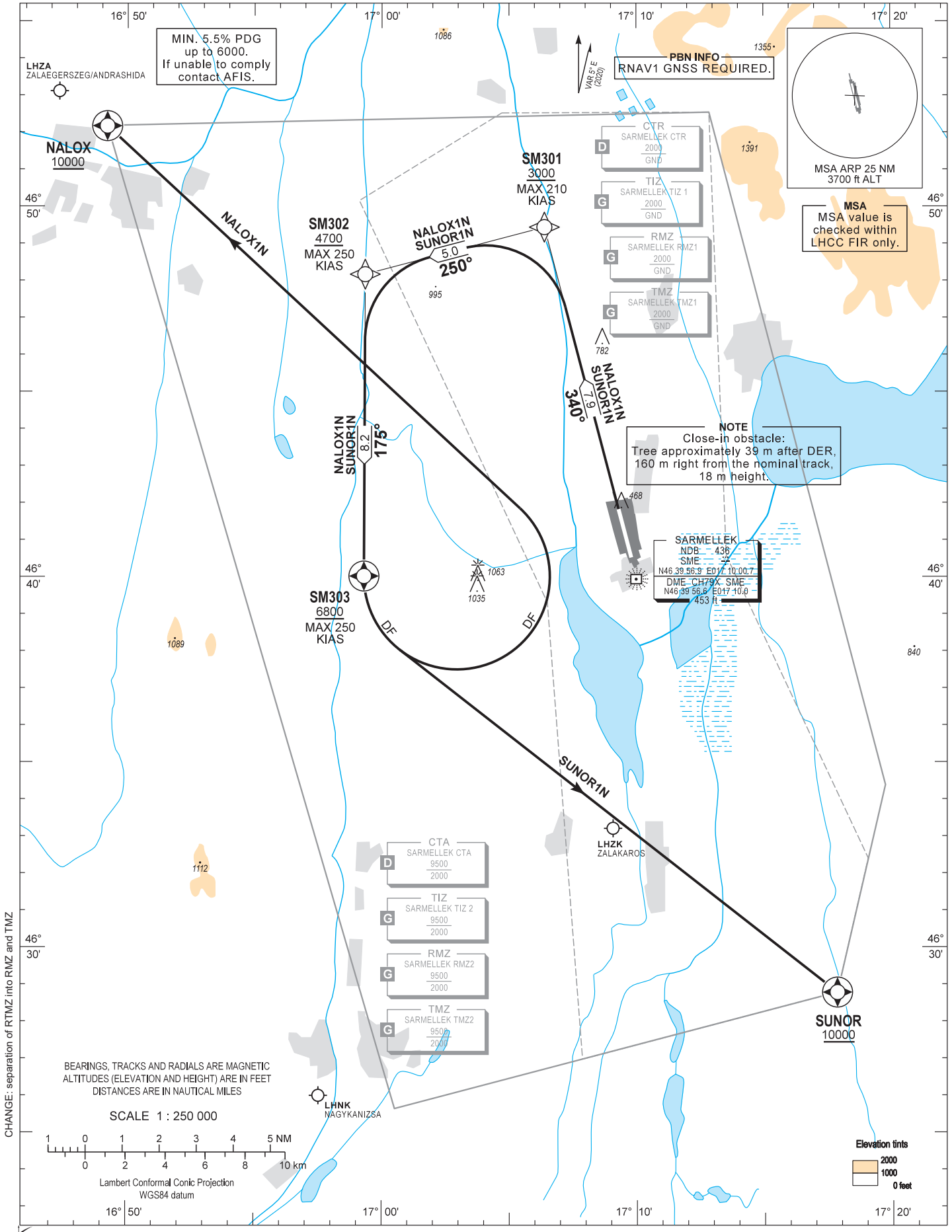
WP ID	Latitude	Longitude
SM601	N46 32 54.9	E017 12 40.7
SM602	N46 31 38.9	E017 05 40.3
SM603	N46 38 43.4	E016 59 48.4
SM604	N46 48 47.1	E016 54 33.3
NALOX	N46 52 10.5	E016 49 12.3
SUNOR	N46 28 47.0	E017 17 50.0

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 10000

BALATON TOWER	134.585
BALATON INFO	134.585
BUDAPEST INFORMATION (WEST)	125.500

HÉVÍZ/BALATON
RNAV RWY 34
NALOX1N SUNOR1N



CHANGE: separation of RTMZ into RMZ and TMZ

AD 2 LHSM STANDARD DEPARTURE CHART INSTRUMENT RWY 34

CLIMBING:
In order to reach exit altitude min. PDG 5.5% up to 6000. After departure climb initially 10000. Further climb only by ATC.

ALTIMETER SETTING:
When passing 9000 change QNH setting for Budapest QNH provided by BALATON INFO or BUDAPEST INFORMATION.

SID NAME	PROCEDURE	RESTRICTIONS
NALOX1N (NALOX ONE NOVEMBER DEPARTURE)	Climb to SM301 on course 340°, at or above 3000. To SM302 at or above 4700. To SM303 at or above 6800. Turn left direct to NALOX at or above 10000.	MAX 210 KIAS at SM301. MAX 250 KIAS at SM302, SM303.
SUNOR1N (SUNOR ONE NOVEMBER DEPARTURE)	Climb to SM301 on course 340°, at or above 3000. To SM302 at or above 4700. To SM303 at or above 6800. Direct to SUNOR at or above 10000.	

Recommended navaid: SME NDB.

WAYPOINT COORDINATES

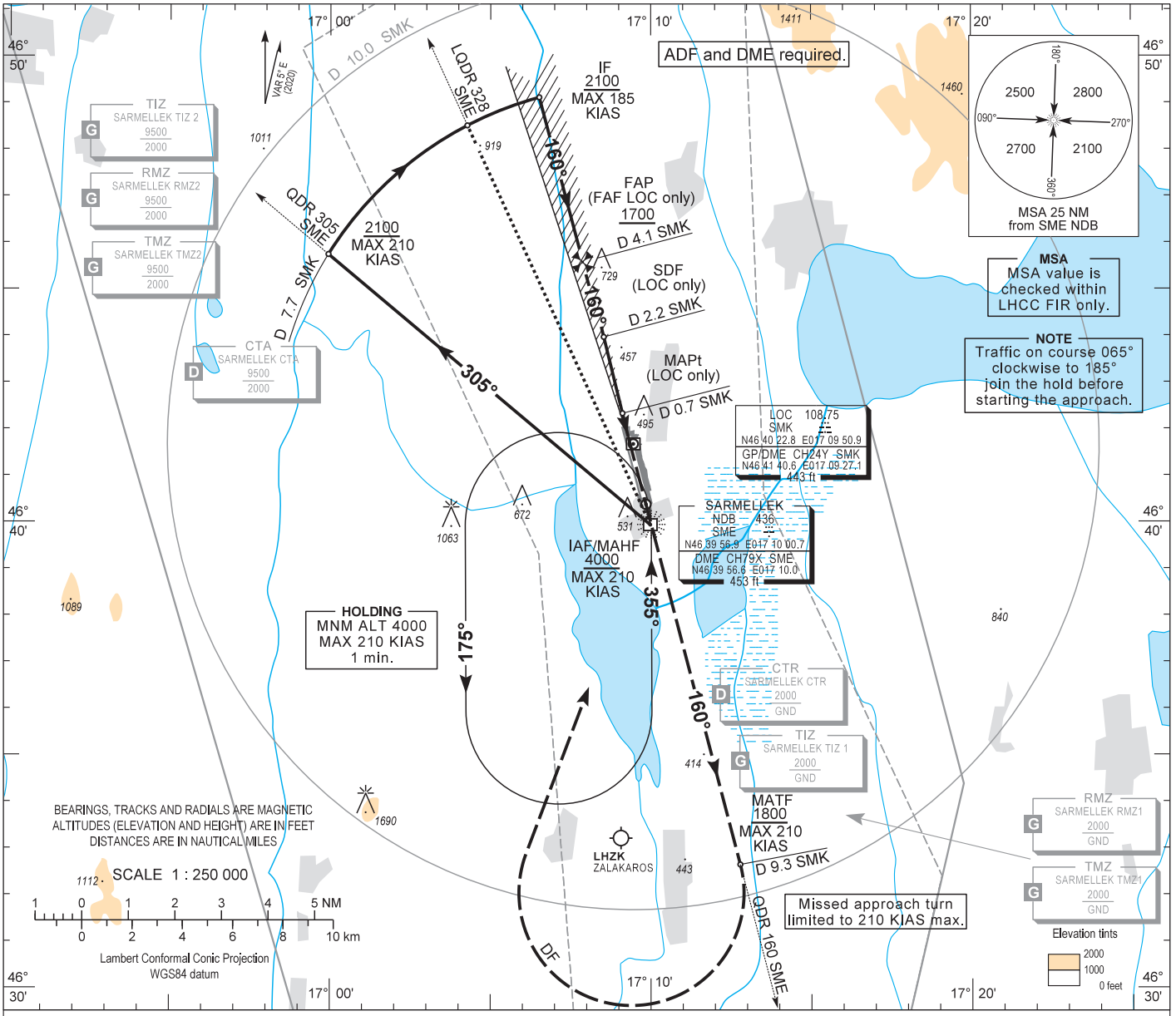
WP ID	Latitude	Longitude
SM301	N46 49 27.0	E017 06 23.4
SM302	N46 48 10.7	E016 59 21.0
SM303	N46 40 01.7	E016 59 18.4
NALOX	N46 52 10.5	E016 49 12.3
SUNOR	N46 28 47.0	E017 17 50.0

INSTRUMENT APPROACH CHART - ICAO

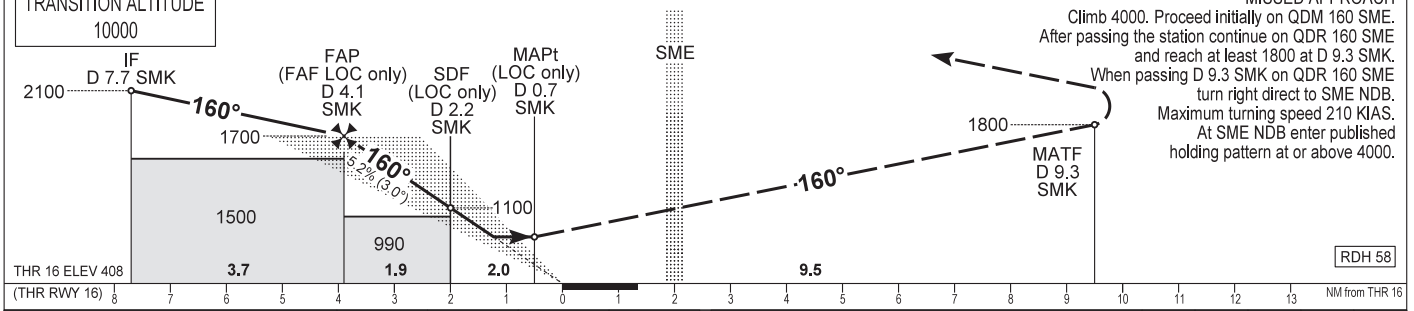
AERODROME ELEV 408
HEIGHTS RELATED TO THR RWY 16 - ELEV 408

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)



TRANSITION ALTITUDE
10000



MISSED APPROACH
Climb 4000. Proceed initially on QDM 160 SME.
After passing the station continue on QDR 160 SME and reach at least 1800 at D 9.3 SMK.
When passing D 9.3 SMK on QDR 160 SME turn right direct to SME NDB.
Maximum turning speed 210 KIAS.
At SME NDB enter published holding pattern at or above 4000.

RDH 58

OCA (OCH)			A	B	C	D
STRAIGHT-IN APPROACH	Cat. I.	Press. ALT	600 (192)	612 (204)	620 (212)	631 (223)
	LOC only		720 (320)	740 (340)	760 (360)	
CIRCLING APPROACH		ft AMSL	840	980	NOT AUTHORIZED	NOT AUTHORIZED
		VIS. m	1900	2800		

DIST THR / RWY 16	NM	3.9	3.0	2.0	1.0
ALTITUDE	ft	1700	1420	1100	780

Timing not authorized to define the MAPt.

GROUND SPEED	kt	60	90	120	150	180
FAF - MAPt 3.9 NM	min:sec	3:54	2:36	1:57	1:34	1:18
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

CHANGE: aerodrome elevation, separation of RTMZ into RMZ and TMZ

AD 2 LHSM INSTRUMENT APPROACH CHART ILS OR LOC RWY 16

ILS approach procedure:
Initial altitude at or above 4000.
Leave SME NDB on QDR 305 SME and descend 2100.
At D 7.7 SMK turn right and join CW D 7.7 SMK DME arc.
After crossing LQDR 328 SME leading QDR turn right and intercept SMK LOC 160° (final track), descend 1700.
Glide path interception at D 4.1 SMK DME (FAF LOC only), then follow ILS.

Holding procedure:
Holding fix: SME NDB.
Left hand holding pattern.

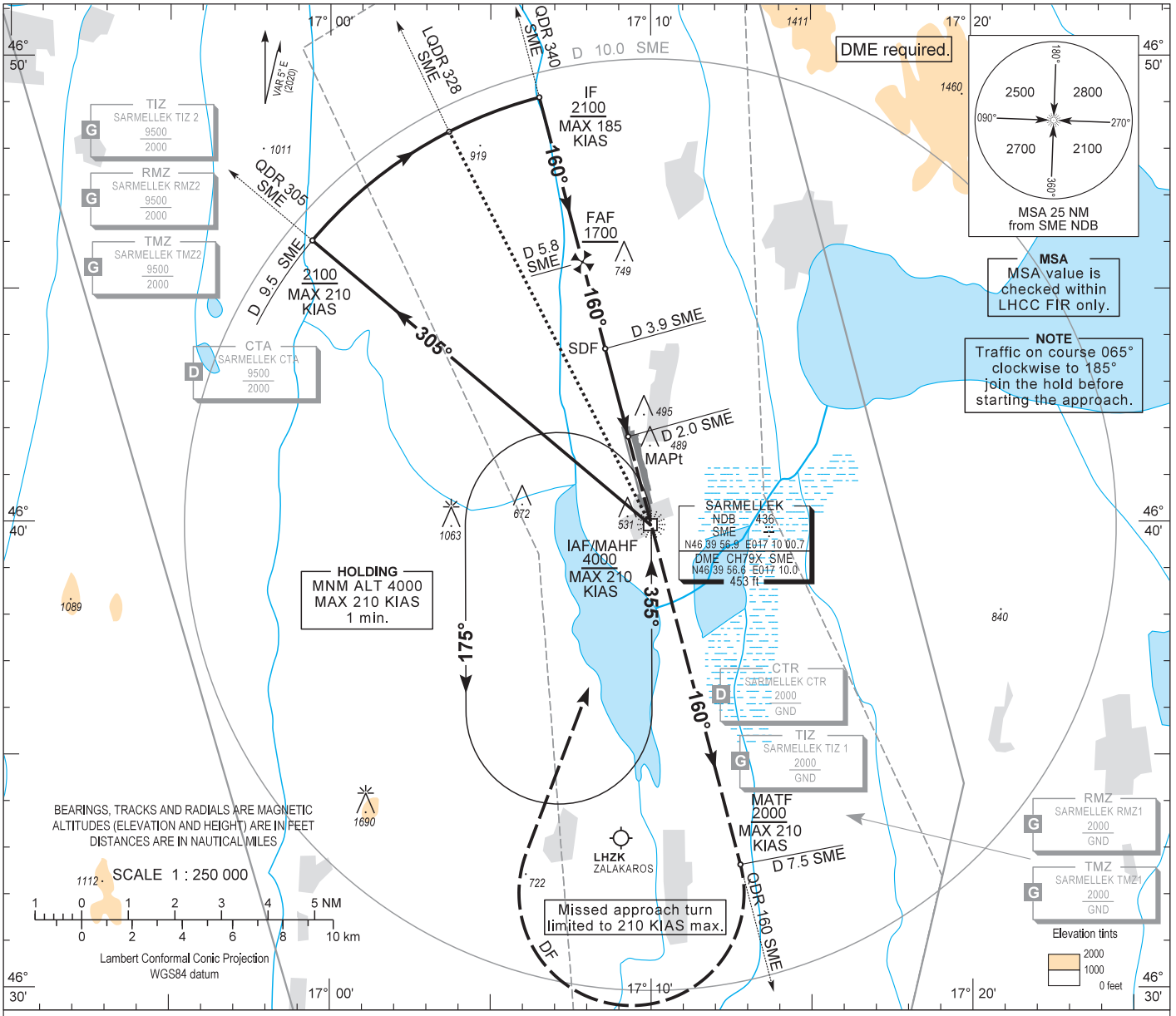
Maximum speed:	210 KIAS
Inbound track:	355°
Outbound track:	175°
Rate of turn:	3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound timing:	1 min
Minimum holding altitude:	4000

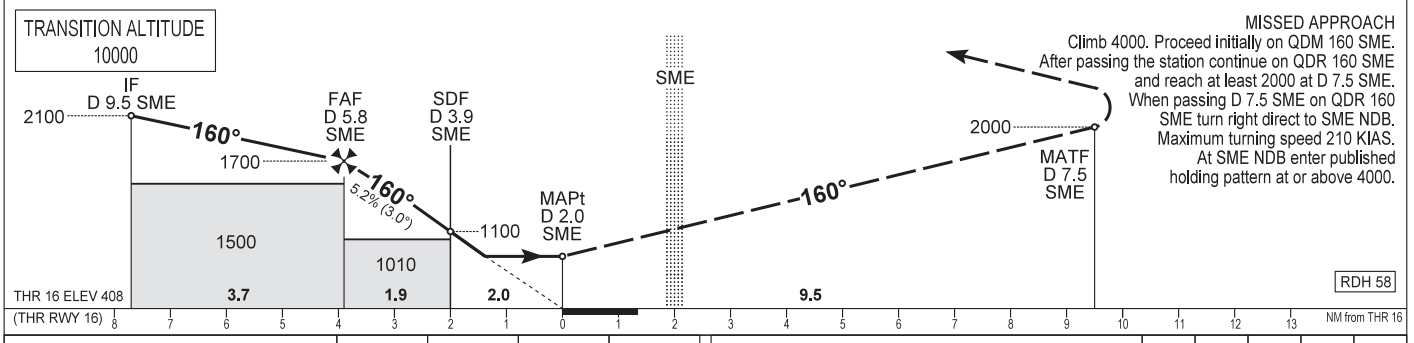
INSTRUMENT APPROACH CHART - ICAO

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
STRAIGHT-IN APPROACH		760 (360)			
CIRCLING	ft AMSL	840	980	NOT AUTHORIZED	NOT AUTHORIZED
	VIS. m	1900	2800		

DIST THR / RWY 16	NM	3.9	3.0	2.0	1.0
ALTITUDE	ft	1700	1420	1100	780

Timing not authorized to define the MAPt.

GROUND SPEED	kt	60	90	120	150	180
FAF - MAPt 3.9 NM	min:sec	3:54	2:36	1:57	1:34	1:18
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

CHANGE: aerodrome elevation, separation of RTMZ into RMZ and TMZ

AD 2 LHSM INSTRUMENT APPROACH CHART NDB RWY 16

NDB approach procedure:
Initial altitude at or above 4000.
Leave SME NDB on QDR 305 SME and descend 2100.
At D 9.5 SME turn right and join CW D 9.5 SME DME arc.
After crossing LQDR 328 SME leading QDR turn right and intercept QDM 160 SME (final track), descend 1700.
When crossing D 5.8 SME (FAF) descend to published minimum altitude.

Holding procedure:
Holding fix: SME NDB.
Left hand holding pattern.

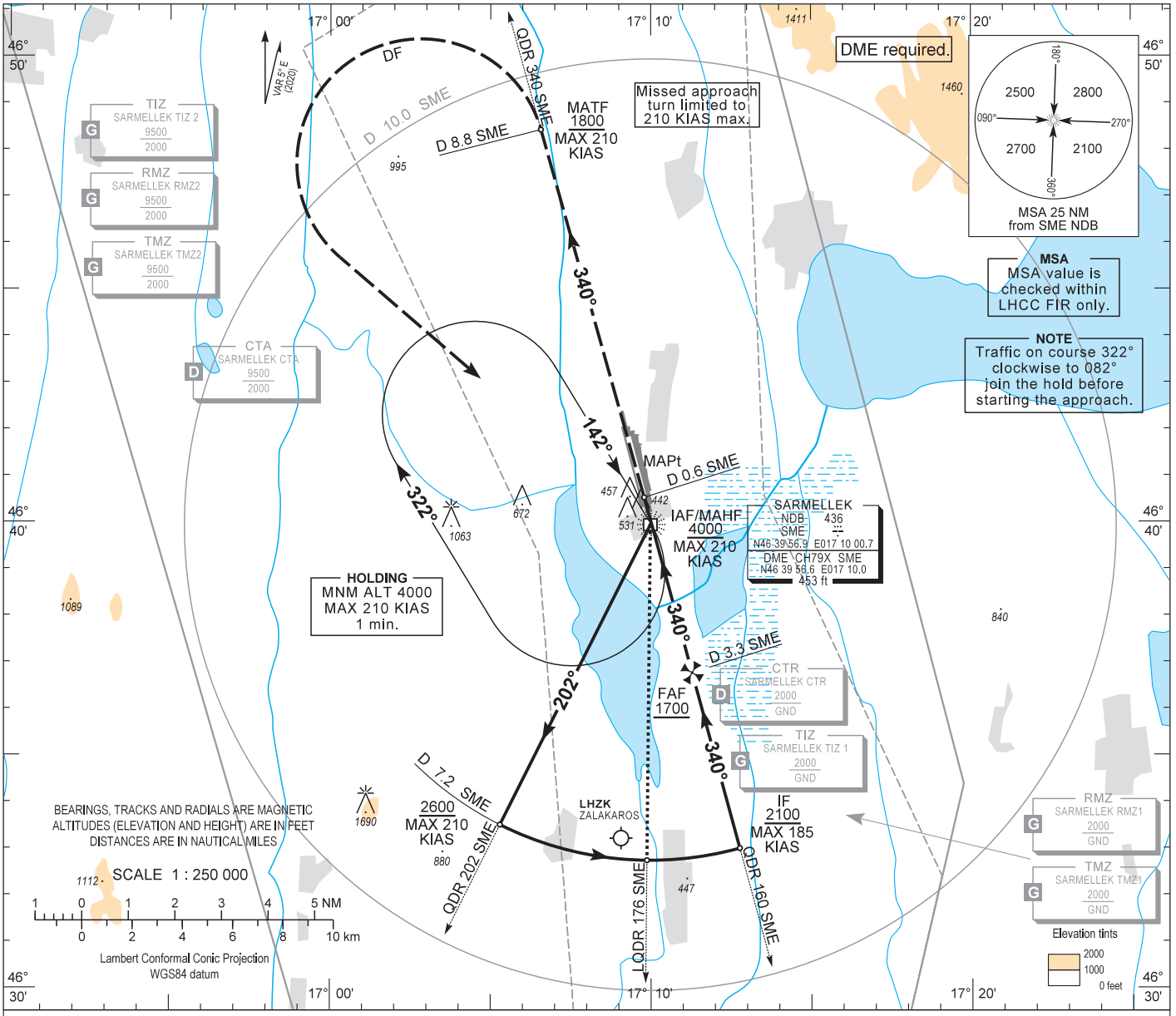
Maximum speed:	210 KIAS
Inbound track:	355°
Outbound track:	175°
Rate of turn:	3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound timing:	1 min
Minimum holding altitude:	4000

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 408
HEIGHTS RELATED TO THR RWY 34 - ELEV 399

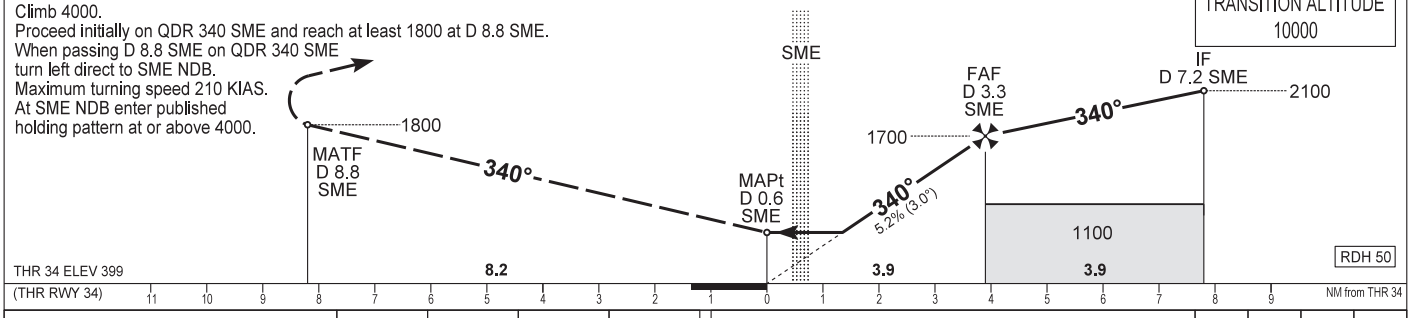
BALATON TOWER	134.585
BALATON INFO	134.585
BUDAPEST INFORMATION (WEST)	125.500

HÉVÍZ/BALATON
NDB, RWY 34
(ACFT CAT A, B, C, D)



MISSED APPROACH
Climb 4000.
Proceed initially on QDR 340 SME and reach at least 1800 at D 8.8 SME.
When passing D 8.8 SME on QDR 340 SME turn left direct to SME NDB.
Maximum turning speed 210 KIAS.
At SME NDB enter published holding pattern at or above 4000.

TRANSITION ALTITUDE 10000



OCA (OCH)		A	B	C	D
STRAIGHT-IN APPROACH		790 (400)			
CIRCLING APPROACH	ft AMSL	840	980	NOT AUTHORIZED	NOT AUTHORIZED
	VIS. m	1900	2800		

DIST THR / RWY 34	NM	3.9	3.0	2.0
ALTITUDE	ft	1700	1400	1090

Timing not authorized to define the MAPt.

GROUND SPEED	kt	60	90	120	150	180
FAF - MAPt 3.9 NM	min:sec	3:54	2:36	1:57	1:34	1:18
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

CHANGE: aerodrome elevation, separation of RTMZ into RMZ and TMZ

AD 2 LHSM INSTRUMENT APPROACH CHART NDB RWY 34

NDB approach procedure:
Initial altitude at or above 4000.
Leave SME NDB on QDR 202 SME and descend 2600.
At D 7.2 SME turn left and join CCW D 7.2 SME DME arc.
After crossing LQDR 176 SME leading QDR turn left and intercept QDM 340 SME (final track), descend 1700.
When crossing D 3.3 SME DME (FAF) descend to published minimum altitude.

Holding procedure:
Holding fix: SME NDB.
Right hand holding pattern.

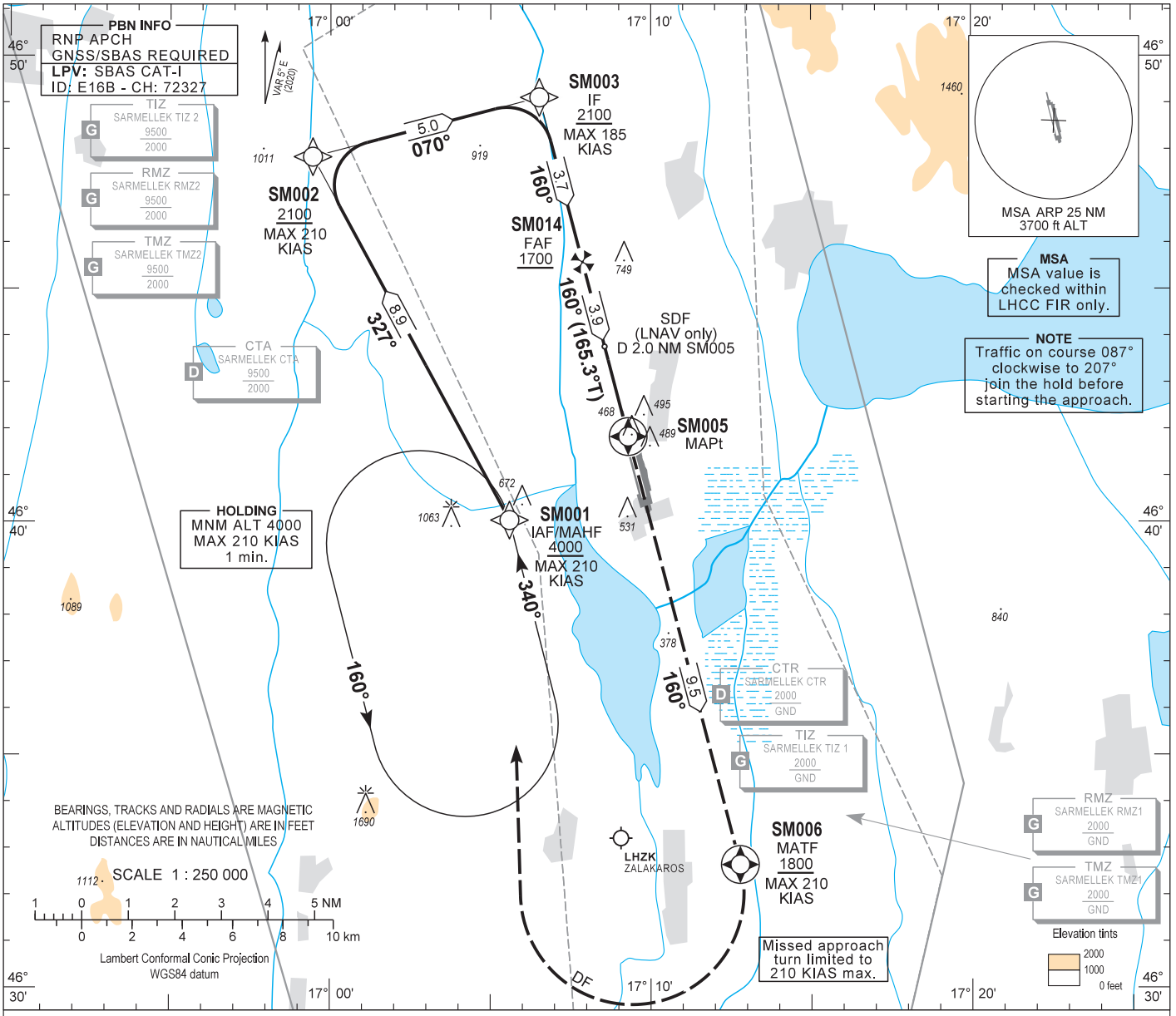
Maximum speed:	210 KIAS
Inbound track:	142°
Outbound track:	322°
Rate of turn:	3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound timing:	1 min
Minimum holding altitude:	4000

INSTRUMENT APPROACH CHART - ICAO

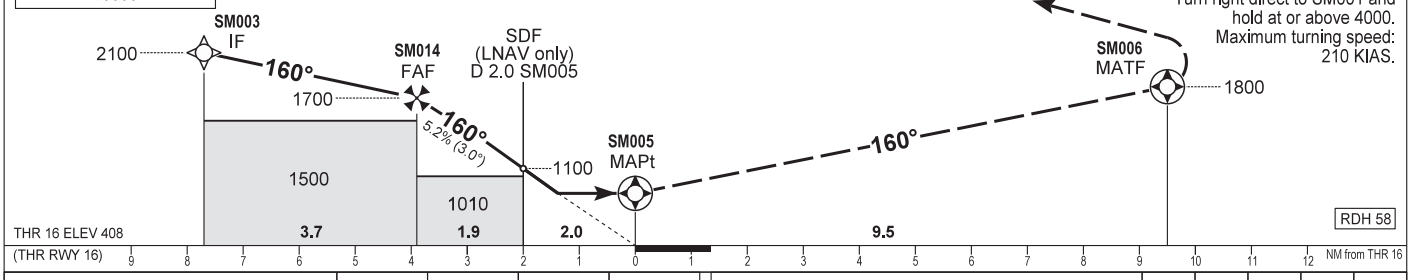
AERODROME ELEV 408
HEIGHTS RELATED TO THR RWY 16 - ELEV 408

BALATON TOWER	134.585
BALATON INFO	134.585
BUDAPEST INFORMATION (WEST)	125.500

HÉVÍZ/BALATON
RNP RWY 16
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE
10000



MISSED APPROACH
Climb to SM006 at or above 1800.
Turn right direct to SM001 and hold at or above 4000.
Maximum turning speed: 210 KIAS.

OCA (OCH)		A	B	C	D
STRAIGHT-IN APPROACH	LNAV	760 (360)			
	LPV	600 (192)	612 (204)	620 (212)	631 (223)
CIRCLING	ft AMSL	840	980	NOT AUTHORIZED	NOT AUTHORIZED
	VIS. m	1900	2800		

DIST THR / SM005	NM	3.9	3.0	2.0	1.0
ALTITUDE	ft	1700	1420	1100	780

GROUND SPEED	kt	60	90	120	150	180
FAF - SM005 3.9 NM	min:sec	3:54	2:36	1:57	1:34	1:18
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

CHANGE: aerodrome elevation, separation of RTMZ into RMZ and TMZ

AD 2 LHSM INSTRUMENT APPROACH CHART RNP RWY 16

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	SM001	IAF				+4000	-210		RNP APCH
TF	SM002			331.5 T/8.9 NM		+2100	-210		RNP APCH
TF	SM003	IF		075.3 T/5.0 NM		+2100	-185		RNP APCH
TF	SM014	FAF		165.3 T/3.7 NM		+1700			RNP APCH
TF	SM005	MAPt	Y	165.3 T/3.9 NM		+466		-3.0°	RNP APCH
TF	SM006	MATF	Y	165.4 T/9.5 NM		+1800	-210		RNP APCH
DF	SM001				R	+4000	-210		RNP APCH
HM	SM001	MAHF		345.0 T/1 min	L	+4000	-210		RNP APCH

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS Provider	1
Airport identifier	LHSM
Runway	16
Approach Performance Designator	0
Route indicator	
Reference Path Data Selector	0
Reference Path Identifier	E16B
LTP/FTP Latitude	464150.1430N
LTP/FTP Longitude	0170917.6120E
LTP/FTP Ellipsoidal Height (m)	170.5
FPAP Latitude	464031.8170N
FPAP Longitude	0170947.4020E
Threshold Crossing Height	17.6
TCH Units Selector	1
Glidepath Angle (degrees)	3.00
Course Width (m)	105
Length Offset (m)	0
HAL (m)	40
VAL (m)	35
Data Block	10 0D 13 08 0C 10 00 00 02 36 31 05 7E 50 0A 14 58 B1 5C 07 A9 1A 14 9C FD BC E8 00 60 81 2C 01 64 00 C8 AF 97 61 49 B9
Calculated CRC Value	976149B9
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	124.5

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
SM001	N46 40 02.6	E017 05 35.5
SM002	N46 47 50.3	E016 59 26.9
SM003	N46 49 07.0	E017 06 31.1
SM014	N46 45 34.9	E017 07 52.1
SM005	N46 41 50.1	E017 09 17.6
SM006	N46 32 38.9	E017 12 46.8

Holding procedure

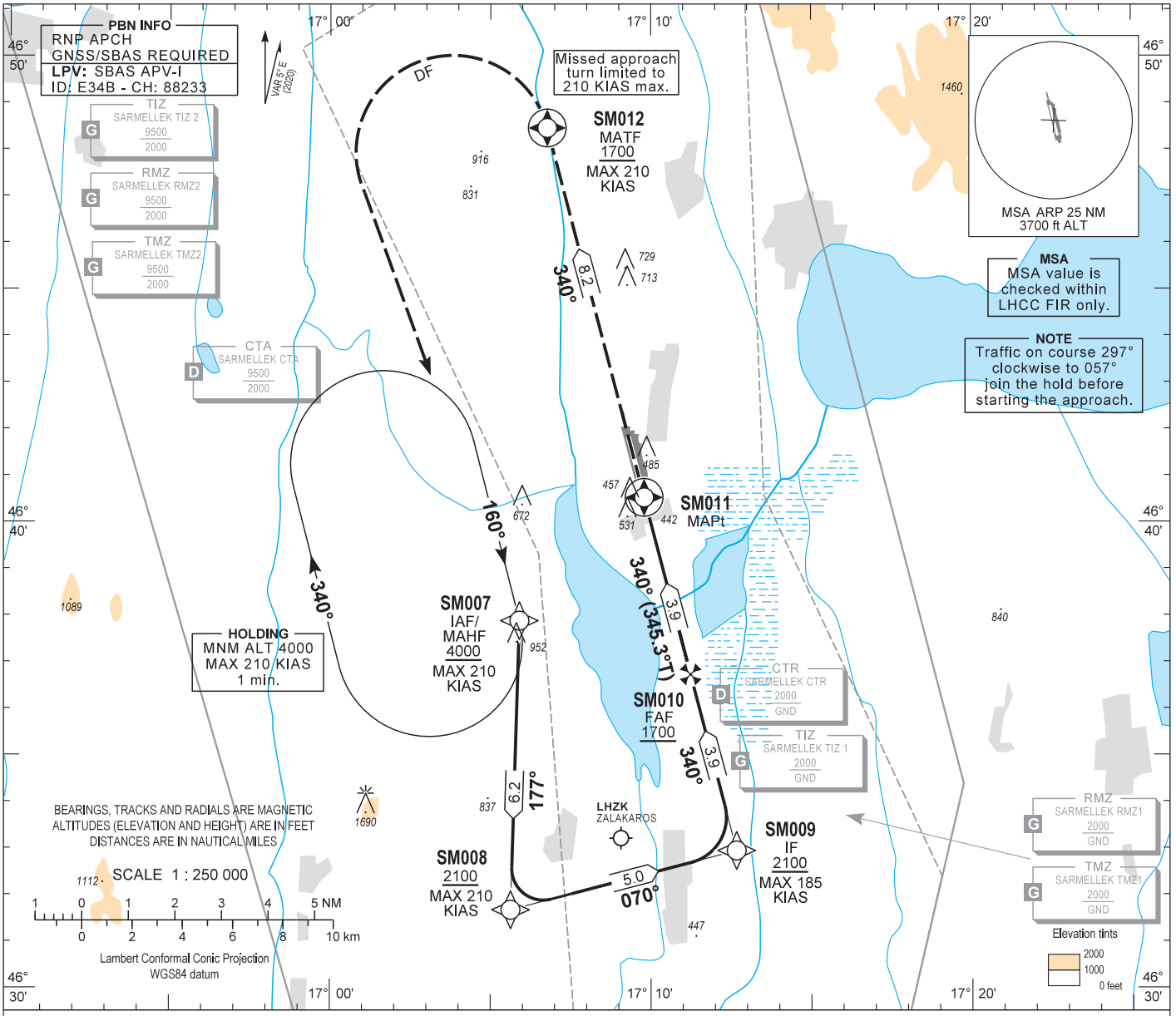
Holding fix:	SM001
Left hand holding pattern.	
Maximum speed:	210 KIAS
Inbound track:	340°
Outbound track:	160°
Rate of turn:	3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	4000

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 408
HEIGHTS RELATED TO THR RWY 34 - ELEV 399

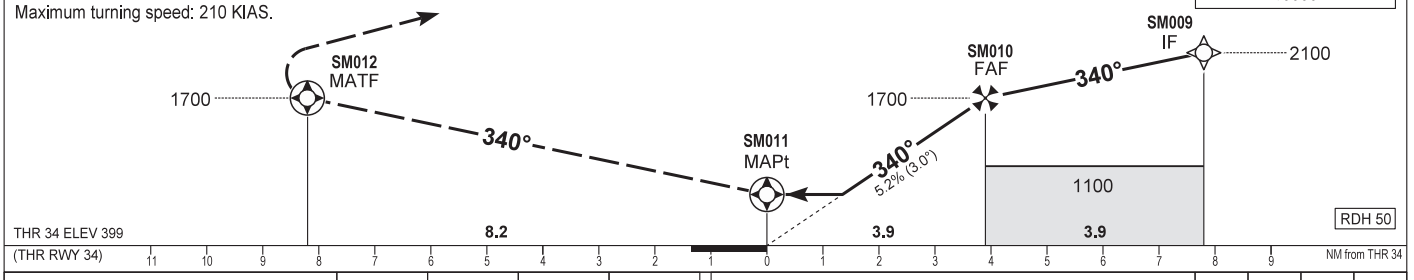
BALATON TOWER	134.585
BALATON INFO	134.585
BUDAPEST INFORMATION (WEST)	125.500

HÉVÍZ/BALATON
RNP RWY 34
(ACFT CAT A, B, C, D)



MISSED APPROACH
Climb to SM012 at or above 1700.
Turn left direct to SM007 and hold at or above 4000.
Maximum turning speed: 210 KIAS.

TRANSITION ALTITUDE
10000



OCA (OCH)		A	B	C	D
STRAIGHT-IN APPROACH	LNAV	790 (400)			
	LPV	625 (226)	637 (238)	645 (246)	656 (257)
CIRCLING	ft AMSL	840	980	NOT AUTHORIZED	NOT AUTHORIZED
	VIS. m	1900	2800		

DIST THR / SM011	NM	3.9	3.0	2.0
ALTITUDE	ft	1700	1400	1090

GROUND SPEED	kt	60	90	120	150	180
FAF - SM011 3.9 NM	min:sec	3:54	2:36	1:57	1:34	1:18
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

CHANGE: aerodrome elevation, separation of RTMZ into RMZ and TMZ

AD 2 LHSM INSTRUMENT APPROACH CHART RNP RWY 34

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	SM007	IAF				+4000	-210		RNP APCH
TF	SM008			181.7 T/6.2 NM		+2100	-210		RNP APCH
TF	SM009	IF		075.4 T/5.0 NM		+2100	-185		RNP APCH
TF	SM010	FAF		345.4 T/3.9 NM		+1700			RNP APCH
TF	SM011	MAPt	Y	345.3 T/3.9 NM		+449		-3.0°	RNP APCH
TF	SM012	MATF	Y	345.3 T/8.2 NM		+1700	-210		RNP APCH
DF	SM007				L	+4000	-210		RNP APCH
HM	SM007	MAHF		165.0 T/1 min	R	+4000	-210		RNP APCH

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS Provider	1
Airport identifier	LHSM
Runway	34
Approach Performance Designator	0
Route indicator	
Reference Path Data Selector	0
Reference Path Identifier	E34B
LTP/FTP Latitude	464031.8170N
LTP/FTP Longitude	0170947.4020E
LTP/FTP Ellipsoidal Height (m)	167.5
FPAP Latitude	464150.1430N
FPAP Longitude	0170917.6120E
Threshold Crossing Height	50
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (m)	105
Length Offset (m)	0
HAL (m)	40
VAL (m)	50
Data Block	10 0D 13 08 0C 22 00 00 02 34 33 05 92 EC 07 14 14 9A 5D 07 8B 1A EC 63 02 44 17 FF F4 01 2C 01 64 00 C8 FA 9C 0D 12 1F
Calculated CRC Value	9C0D121F
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	121.5

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
SM007	N46 37 53.0	E017 05 54.2
SM008	N46 31 40.7	E017 05 37.8
SM009	N46 32 57.0	E017 12 40.0
SM010	N46 36 43.8	E017 11 14.1
SM011	N46 40 31.8	E017 09 47.4
SM012	N46 48 27.6	E017 06 46.1

Holding procedure

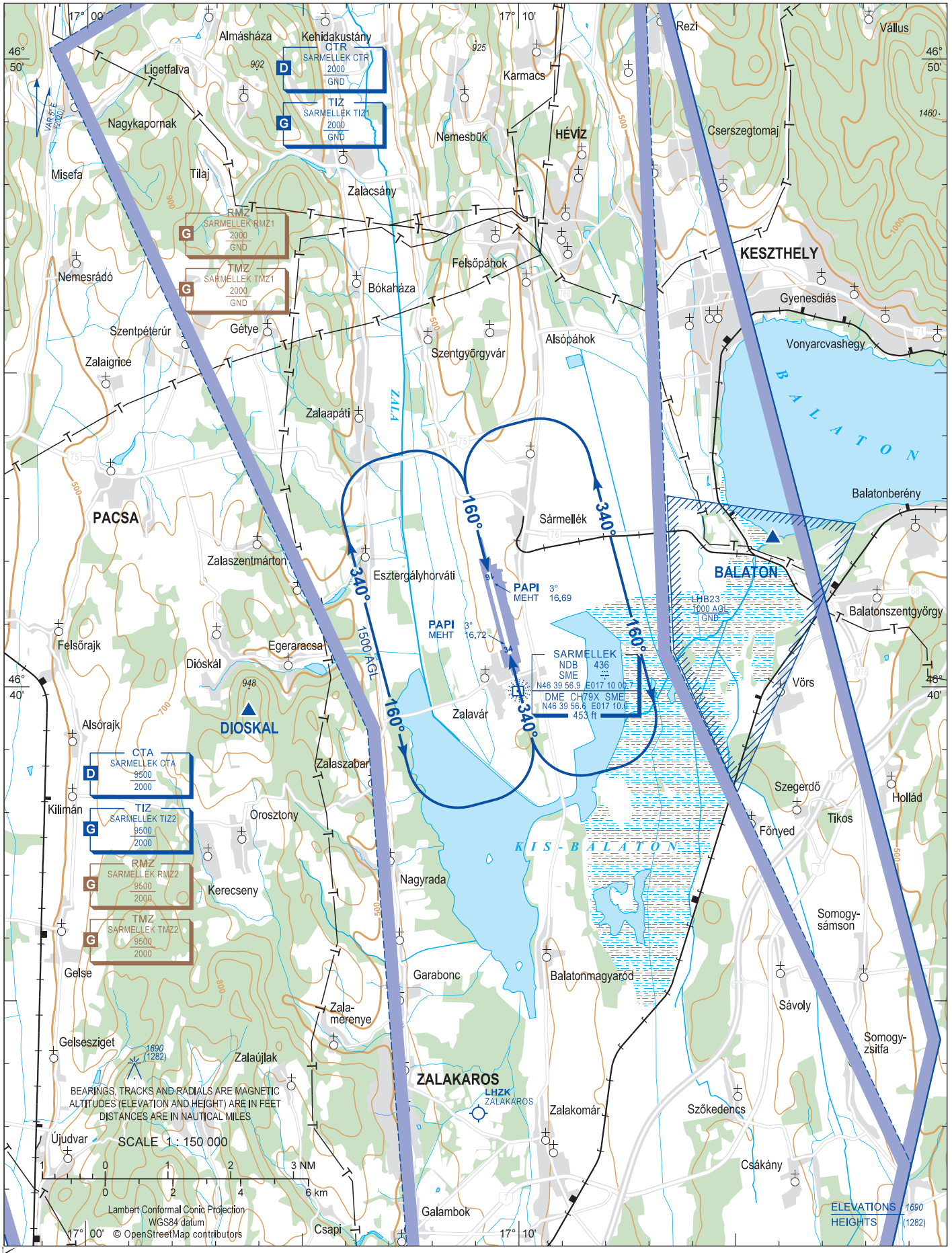
Holding fix:	SM007
Right hand holding pattern.	
Maximum speed:	210 KIAS
Inbound track:	160°
Outbound track:	340°
Rate of turn:	3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	4000

VISUAL APPROACH CHART - ICAO

AERODROME ELEV 408
HEIGHTS RELATED TO AD ELEV

BALATON TOWER	134.585
BALATON INFO	134.585
BUDAPEST INFORMATION (WEST)	125.500

HÉVÍZ/BALATON



CHANGE: scale, chart symbols, aerodrome elevation, separation of RTMZ into RMZ and TMZ, PAPI

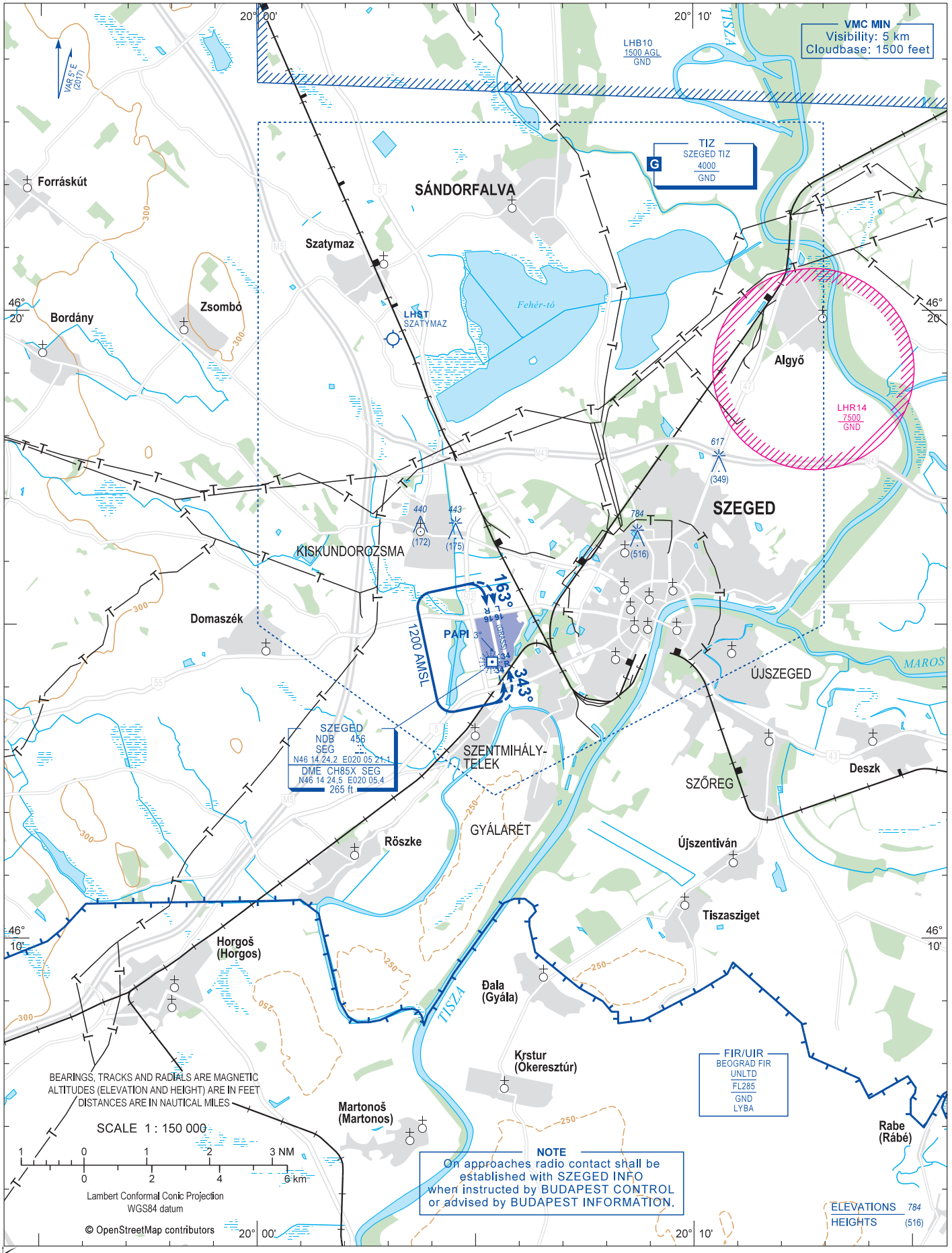
THIS PAGE IS INTENTIONALLY LEFT BLANK

VISUAL APPROACH CHART - ICAO

AERODROME ELEV 268
HEIGHTS RELATED TO AD ELEV

SZEGED

SZEGED INFO 122.810 (Reserved: 128.810)
BUDAPEST INFORMATION (EAST) 133.000



CHANGE: Szeged Info channels

THIS PAGE IS INTENTIONALLY LEFT BLANK