

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 004/2022

Effective Date: 19 MAY 2022
Publication date: 07 APR 2022

1. Amendment content:**1.1 GEN 1.7**

- Differences from ICAO Annexes 4, 6, 8, 9, and 15 updated

1.2 GEN 3.1, ENR 5.4

- Available digital data sets updated, and obstacle table removed from ENR 5.4

1.3 ENR 1.6

- Application of radar control service at LHBP updated

1.4 ENR 6

- Updated chart: ENR 6 LHCC-SECTOR - Supertop sector introduced above FL385

1.5 AD 2 LHBP

- Budapest APRON Frequency is 122.440 MHZ
- AD 2.7 Seasonal Availability - Clearing updated
- L3 parking position + new hangar building added
- Start-up, Push-back And Power-back Procedures updated
- Operation Of Docking System At Terminal 2A, B updated
- The Rules Of Engine Testing updated
- Ground handling organisations updated
- Updated charts: AD 2 LHBP-ADC, LHBP-TAXI ARR, LHBP-TAXI DEP, LHBP-PDC/1, LHBP-PDC/2, LHBP-PDC/3, LHBP-PDC/4

1.6 ENR 1.2, ENR 1.9, AD 2 LHPP, AD 2 LHSM

- Editorial updates

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:**

Nil

SUP:

Nil

AIC:

Nil

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

Insert the following pages

GEN 0.2 - 1/2
GEN 0.4 - 1/2
GEN 0.4 - 3/4
GEN 0.6 - 1/2
GEN 0.6 - 3/4
GEN 1.7 - 13/14
GEN 1.7 - 15/16
GEN 1.7 - 17/18
GEN 1.7 - 19/20
GEN 1.7 - 21/22
GEN 1.7 - 23/24
GEN 1.7 - 25/26
GEN 1.7 - 27/28
GEN 1.7 - 29/30
GEN 1.7 - 31/32
GEN 1.7 - 33/34
GEN 1.7 - 35/36
GEN 1.7 - 37/38
GEN 1.7 - 39/40
GEN 1.7 - 41/42
GEN 3.1 - 1/2
GEN 3.1 - 3/4
GEN 3.2 - 3/4
GEN 3.2 - 5/6
ENR 0.6 - 1/2
ENR 1.2 - 1/2
ENR 1.6 - 1/2
ENR 1.9 - 1/2
ENR 5.4 - 1/2

ENR 6 LHCC SECTOR - 1/2
AD 0.6 - 1/2
AD 0.6 - 3/4
AD 0.6 - 5/6
AD 0.6 - 7/8
AD 2 LHBP - 1/2
AD 2 LHBP - 3/4
AD 2 LHBP - 9/10
AD 2 LHBP - 11/12
AD 2 LHBP - 13/14
AD 2 LHBP - 15/16
AD 2 LHBP - 17/18
AD 2 LHBP - 19/20
AD 2 LHBP - 21/22
AD 2 LHBP - 23/24
AD 2 LHBP - 25/26
AD 2 LHBP - 29/30
AD 2 LHBP - 31/32
AD 2 LHBP ADC - 1/2
AD 2 LHBP TAXI ARR - 1/2
AD 2 LHBP TAXI DEP - 1/2
AD 2 LHBP PDC/1 - 1/2
AD 2 LHBP PDC/2 - 1/2
AD 2 LHBP PDC/3 - 1/2
AD 2 LHBP PDC/4 - 1/2
AD 2 LHPP - 1/2
AD 2 LHPP - 3/4
AD 2 LHSM - 5/6
AD 2 LHSM - 9/10

[illegible][illegible]

Remove the following pages

GEN 0.2 - 1/2
GEN 0.4 - 1/2
GEN 0.4 - 3/4
GEN 0.6 - 1/2
GEN 0.6 - 3/4
GEN 1.7 - 13/14
GEN 1.7 - 15/16
GEN 1.7 - 17/18
GEN 1.7 - 19/20
GEN 1.7 - 21/22
GEN 1.7 - 23/24
GEN 1.7 - 25/26
GEN 1.7 - 27/28
GEN 1.7 - 29/30

GEN 3.1 - 1/2
GEN 3.1 - 3/4
GEN 3.2 - 3/4
GEN 3.2 - 5/6
ENR 0.6 - 1/2
ENR 1.2 - 1/2
ENR 1.6 - 1/2
ENR 1.9 - 1/2
ENR 5.4 - 1/2
ENR 5.4 - 3/4
ENR 5.4 - 5/6
ENR 5.4 - 7/8
ENR 5.4 - 9/10
ENR 5.4 - 11/12
ENR 5.4 - 13/14
ENR 5.4 - 15/16
ENR 6 LHCC SECTOR - 1/2
AD 0.6 - 1/2
AD 0.6 - 3/4
AD 0.6 - 5/6
AD 0.6 - 7/8
AD 2 LHBP - 1/2
AD 2 LHBP - 3/4
AD 2 LHBP - 9/10
AD 2 LHBP - 11/12
AD 2 LHBP - 13/14
AD 2 LHBP - 15/16
AD 2 LHBP - 17/18
AD 2 LHBP - 19/20
AD 2 LHBP - 21/22
AD 2 LHBP - 23/24
AD 2 LHBP - 25/26
AD 2 LHBP - 29/30
AD 2 LHBP - 31/32
AD 2 LHBP ADC - 1/2
AD 2 LHBP TAXI ARR - 1/2
AD 2 LHBP TAXI DEP - 1/2
AD 2 LHBP PDC/1 - 1/2
AD 2 LHBP PDC/2 - 1/2
AD 2 LHBP PDC/3 - 1/2
AD 2 LHBP PDC/4 - 1/2
AD 2 LHPP - 1/2
AD 2 LHPP - 3/4
AD 2 LHSM - 5/6
AD 2 LHSM - 9/10

[illegible]

27 JAN 2022
27 JAN 2022
24 MAR 2022
24 MAR 2022
24 MAR 2022
12 AUG 2021
04 NOV 2021
25 FEB 2021
30 JAN 2020
30 JAN 2020
30 JAN 2020
30 JAN 2020
30 JAN 2020
30 JAN 2020
30 JAN 2020
26 MAR 2020
24 MAR 2022
24 MAR 2022
24 MAR 2022
24 MAR 2022
12 AUG 2021
27 JAN 2022
12 AUG 2021
27 JAN 2022
27 JAN 2022
04 NOV 2021
04 NOV 2021
12 AUG 2021
12 AUG 2021
05 NOV 2020
22 APR 2021
12 AUG 2021
25 FEB 2021
27 JAN 2022
18 JUN 2020
18 JUN 2020
04 NOV 2021
27 JAN 2022
28 JAN 2021
28 JAN 2021
27 JAN 2022
28 JAN 2021
22 APR 2021
26 MAR 2020

GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC AIP AMENDMENT			
<i>Amendment number</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
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			
<i>Amendment number</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
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	
006/2021	26-Aug-2021	04-Nov-2021	
001/2022	18-Nov-2021	27-Jan-2022	
002/2022	16-Dec-2021	24-Feb-2022	
003/2022	13-Jan-2022	24-Mar-2022	
004/2022	07-Apr-2022	19-May-2022	

GEN 0.4 CHECKLIST OF AIP PAGES**PART 1 - GENERAL (GEN)**

GEN 0.1 - 1	25 FEB 2021	GEN 1.7 - 16	19 MAY 2022	GEN 2.6 - 3	25 FEB 2021
GEN 0.1 - 2	25 FEB 2021	GEN 1.7 - 17	19 MAY 2022	GEN 2.6 - 4	25 FEB 2021
GEN 0.1 - 3	30 APR 2015	GEN 1.7 - 18	19 MAY 2022	GEN 2.7 - 1	25 FEB 2021
GEN 0.1 - 4	30 APR 2015	GEN 1.7 - 19	19 MAY 2022	GEN 2.7 - 2	25 FEB 2021
GEN 0.2 - 1	19 MAY 2022	GEN 1.7 - 20	19 MAY 2022	GEN 2.7 - 3	23 APR 2020
GEN 0.2 - 2	19 MAY 2022	GEN 1.7 - 21	19 MAY 2022	GEN 2.7 - 4	23 APR 2020
GEN 0.3 - 1	25 FEB 2021	GEN 1.7 - 22	19 MAY 2022	GEN 3.1 - 1	19 MAY 2022
GEN 0.3 - 2	25 FEB 2021	GEN 1.7 - 23	19 MAY 2022	GEN 3.1 - 2	19 MAY 2022
GEN 0.4 - 1	19 MAY 2022	GEN 1.7 - 24	19 MAY 2022	GEN 3.1 - 3	19 MAY 2022
GEN 0.4 - 2	19 MAY 2022	GEN 1.7 - 25	19 MAY 2022	GEN 3.1 - 4	19 MAY 2022
GEN 0.4 - 3	19 MAY 2022	GEN 1.7 - 26	19 MAY 2022	GEN 3.2 - 1	24 MAR 2022
GEN 0.4 - 4	19 MAY 2022	GEN 1.7 - 27	19 MAY 2022	GEN 3.2 - 2	24 MAR 2022
GEN 0.5 - 1	30 APR 2015	GEN 1.7 - 28	19 MAY 2022	GEN 3.2 - 3	19 MAY 2022
GEN 0.5 - 2	30 APR 2015	GEN 1.7 - 29	19 MAY 2022	GEN 3.2 - 4	19 MAY 2022
GEN 0.6 - 1	19 MAY 2022	GEN 1.7 - 30	19 MAY 2022	GEN 3.2 - 5	19 MAY 2022
GEN 0.6 - 2	19 MAY 2022	GEN 1.7 - 31	19 MAY 2022	GEN 3.2 - 6	19 MAY 2022
GEN 0.6 - 3	19 MAY 2022	GEN 1.7 - 32	19 MAY 2022	GEN 3.2 - 7	24 MAR 2022
GEN 0.6 - 4	19 MAY 2022	GEN 1.7 - 33	19 MAY 2022	GEN 3.2 - 8	24 MAR 2022
GEN 1.1 - 1	12 AUG 2021	GEN 1.7 - 34	19 MAY 2022	GEN 3.3 - 1	25 FEB 2021
GEN 1.1 - 2	12 AUG 2021	GEN 1.7 - 35	19 MAY 2022	GEN 3.3 - 2	25 FEB 2021
GEN 1.1 - 3	12 AUG 2021	GEN 1.7 - 36	19 MAY 2022	GEN 3.3 - 3	25 FEB 2021
GEN 1.1 - 4	12 AUG 2021	GEN 1.7 - 37	19 MAY 2022	GEN 3.3 - 4	25 FEB 2021
GEN 1.2 - 1	04 NOV 2021	GEN 1.7 - 38	19 MAY 2022	GEN 3.4 - 1	25 FEB 2021
GEN 1.2 - 2	04 NOV 2021	GEN 1.7 - 39	19 MAY 2022	GEN 3.4 - 2	25 FEB 2021
GEN 1.2 - 3	04 NOV 2021	GEN 1.7 - 40	19 MAY 2022	GEN 3.4 - 3	25 FEB 2021
GEN 1.2 - 4	04 NOV 2021	GEN 1.7 - 41	19 MAY 2022	GEN 3.4 - 4	25 FEB 2021
GEN 1.2 - 5	04 NOV 2021	GEN 1.7 - 42	19 MAY 2022	GEN 3.4 - 5	25 FEB 2021
GEN 1.2 - 6	04 NOV 2021	GEN 2.1 - 1	24 FEB 2022	GEN 3.4 - 6	25 FEB 2021
GEN 1.2 - 7	04 NOV 2021	GEN 2.1 - 2	24 FEB 2022	GEN 3.5 - 1	27 JAN 2022
GEN 1.2 - 8	04 NOV 2021	GEN 2.2 - 1	07 NOV 2019	GEN 3.5 - 2	27 JAN 2022
GEN 1.2 - 9	04 NOV 2021	GEN 2.2 - 2	07 NOV 2019	GEN 3.5 - 3	07 NOV 2019
GEN 1.2 - 10	24 MAR 2022	GEN 2.2 - 3	12 AUG 2021	GEN 3.5 - 4	07 NOV 2019
GEN 1.2 - 11	04 NOV 2021	GEN 2.2 - 4	12 AUG 2021	GEN 3.5 - 5	07 NOV 2019
GEN 1.2 - 12	04 NOV 2021	GEN 2.2 - 5	12 AUG 2021	GEN 3.5 - 6	07 NOV 2019
GEN 1.3 - 1	23 APR 2020	GEN 2.2 - 6	12 AUG 2021	GEN 3.5 - 7	27 JAN 2022
GEN 1.3 - 2	23 APR 2020	GEN 2.2 - 7	26 MAR 2020	GEN 3.5 - 8	27 JAN 2022
GEN 1.4 - 1	31 MAR 2016	GEN 2.2 - 8	26 MAR 2020	GEN 3.5 - 9	12 AUG 2021
GEN 1.4 - 2	31 MAR 2016	GEN 2.2 - 9	12 AUG 2021	GEN 3.5 - 10	12 AUG 2021
GEN 1.5 - 1	17 JUN 2021	GEN 2.2 - 10	12 AUG 2021	GEN 3.5 - 11	17 JUN 2021
GEN 1.5 - 2	17 JUN 2021	GEN 2.2 - 11	28 JAN 2021	GEN 3.5 - 12	17 JUN 2021
GEN 1.6 - 1	04 NOV 2021	GEN 2.2 - 12	28 JAN 2021	GEN 3.6 - 1	25 FEB 2021
GEN 1.6 - 2	04 NOV 2021	GEN 2.2 - 13	26 MAR 2020	GEN 3.6 - 2	25 FEB 2021
GEN 1.6 - 3	04 NOV 2021	GEN 2.2 - 14	26 MAR 2020	GEN 3.6 - 3	06 FEB 2014
GEN 1.6 - 4	04 NOV 2021	GEN 2.2 - 15	26 MAR 2020	GEN 3.6 - 4	06 FEB 2014
GEN 1.6 - 5	04 NOV 2021	GEN 2.2 - 16	26 MAR 2020	GEN 4.1 - 1	25 FEB 2021
GEN 1.6 - 6	04 NOV 2021	GEN 2.2 - 17	26 MAR 2020	GEN 4.1 - 2	25 FEB 2021
GEN 1.6 - 7	04 NOV 2021	GEN 2.2 - 18	26 MAR 2020	GEN 4.2 - 1	24 MAY 2018
GEN 1.6 - 8	04 NOV 2021	GEN 2.2 - 19	12 AUG 2021	GEN 4.2 - 2	24 MAY 2018
GEN 1.7 - 1	04 NOV 2021	GEN 2.2 - 20	12 AUG 2021	GEN 4.2 - 3	22 JUN 2017
GEN 1.7 - 2	04 NOV 2021	GEN 2.2 - 21	12 AUG 2021	GEN 4.2 - 4	22 JUN 2017
GEN 1.7 - 3	04 NOV 2021	GEN 2.2 - 22	12 AUG 2021		
GEN 1.7 - 4	04 NOV 2021	GEN 2.2 - 23	26 MAR 2020		
GEN 1.7 - 5	04 NOV 2021	GEN 2.2 - 24	26 MAR 2020		
GEN 1.7 - 6	04 NOV 2021	GEN 2.2 - 25	26 MAR 2020		
GEN 1.7 - 7	24 MAR 2022	GEN 2.2 - 26	26 MAR 2020		
GEN 1.7 - 8	24 MAR 2022	GEN 2.3 - 1	27 JAN 2022	ENR 0.1 - 1	03 JUL 2008
GEN 1.7 - 9	24 MAR 2022	GEN 2.3 - 2	27 JAN 2022	ENR 0.1 - 2	03 JUL 2008
GEN 1.7 - 10	24 MAR 2022	GEN 2.3 - 3	24 MAR 2022	ENR 0.2 - 1	03 JUL 2008
GEN 1.7 - 11	24 MAR 2022	GEN 2.3 - 4	24 MAR 2022	ENR 0.2 - 2	03 JUL 2008
GEN 1.7 - 12	24 MAR 2022	GEN 2.4 - 1	24 FEB 2022	ENR 0.3 - 1	03 JUL 2008
GEN 1.7 - 13	19 MAY 2022	GEN 2.4 - 2	24 FEB 2022	ENR 0.3 - 2	03 JUL 2008
GEN 1.7 - 14	19 MAY 2022	GEN 2.5 - 1	25 FEB 2021	ENR 0.4 - 1	03 JUL 2008
GEN 1.7 - 15	19 MAY 2022	GEN 2.5 - 2	25 FEB 2021	ENR 0.4 - 2	03 JUL 2008
		GEN 2.6 - 1	25 FEB 2021	ENR 0.5 - 1	03 JUL 2008
		GEN 2.6 - 2	25 FEB 2021	ENR 0.5 - 2	03 JUL 2008
				ENR 0.6 - 1	19 MAY 2022
				ENR 0.6 - 2	19 MAY 2022
				ENR 1.1 - 1	17 JUN 2021

PART 2 - EN-ROUTE (ENR)

ENR 1.1 - 2	17 JUN 2021	ENR 3.4 - 1	03 JUL 2008	AD 0.6 - 7	19 MAY 2022
ENR 1.1 - 3	04 NOV 2021	ENR 3.4 - 2	03 JUL 2008	AD 0.6 - 8	19 MAY 2022
ENR 1.1 - 4	04 NOV 2021	ENR 3.5 - 1	03 JUL 2008	AD 1.1 - 1	04 NOV 2021
ENR 1.2 - 1	19 MAY 2022	ENR 3.5 - 2	03 JUL 2008	AD 1.1 - 2	04 NOV 2021
ENR 1.2 - 2	19 MAY 2022	ENR 3.6 - 1	25 FEB 2021	AD 1.2 - 1	12 AUG 2021
ENR 1.2 - 3	12 AUG 2021	ENR 3.6 - 2	25 FEB 2021	AD 1.2 - 2	12 AUG 2021
ENR 1.2 - 4	12 AUG 2021	ENR 4.1 - 1	24 FEB 2022	AD 1.3 - 1	24 FEB 2022
ENR 1.3 - 1	24 FEB 2022	ENR 4.1 - 2	24 FEB 2022	AD 1.3 - 2	24 FEB 2022
ENR 1.3 - 2	24 FEB 2022	ENR 4.2 - 1	03 JUL 2008	AD 1.3 - 3	24 FEB 2022
ENR 1.3 - 3	17 JUN 2021	ENR 4.2 - 2	03 JUL 2008	AD 1.3 - 4	24 FEB 2022
ENR 1.3 - 4	17 JUN 2021	ENR 4.3 - 1	14 JAN 2010	AD 1.3 - 5	24 FEB 2022
ENR 1.3 - 5	17 JUN 2021	ENR 4.3 - 2	14 JAN 2010	AD 1.3 - 6	24 FEB 2022
ENR 1.3 - 6	17 JUN 2021	ENR 4.4 - 1	05 FEB 2015	AD 1.3 - 7	24 FEB 2022
ENR 1.4 - 1	27 JAN 2022	ENR 4.4 - 2	05 FEB 2015	AD 1.3 - 8	24 FEB 2022
ENR 1.4 - 2	27 JAN 2022	ENR 4.4.1 - 1	24 MAR 2022	AD 1.3 - 9	24 FEB 2022
ENR 1.4 - 3	17 JUN 2021	ENR 4.4.1 - 2	24 MAR 2022	AD 1.3 - 10	24 FEB 2022
ENR 1.4 - 4	17 JUN 2021	ENR 4.4.1 - 3	24 MAR 2022	AD 1.4 - 1	28 JAN 2021
ENR 1.5 - 1	17 JUN 2021	ENR 4.4.1 - 4	24 MAR 2022	AD 1.4 - 2	28 JAN 2021
ENR 1.5 - 2	17 JUN 2021	ENR 4.4.1 - 5	24 MAR 2022	AD 1.5 - 1	25 FEB 2021
ENR 1.6 - 1	19 MAY 2022	ENR 4.4.1 - 6	24 MAR 2022	AD 1.5 - 2	25 FEB 2021
ENR 1.6 - 2	19 MAY 2022	ENR 4.4.1 - 7	24 MAR 2022	AD 2-LHBC - 1	27 JAN 2022
ENR 1.6 - 3	17 JUN 2021	ENR 4.4.1 - 8	24 MAR 2022	AD 2-LHBC - 2	27 JAN 2022
ENR 1.6 - 4	17 JUN 2021	ENR 4.5 - 1	14 JAN 2010	AD 2-LHBC - 3	28 JAN 2021
ENR 1.6 - 5	17 JUN 2021	ENR 4.5 - 2	14 JAN 2010	AD 2-LHBC - 4	28 JAN 2021
ENR 1.6 - 6	17 JUN 2021	ENR 5.1 - 1	24 MAR 2022	AD 2-LHBC - 5	27 JAN 2022
ENR 1.6 - 7	17 JUN 2021	ENR 5.1 - 2	24 MAR 2022	AD 2-LHBC - 6	27 JAN 2022
ENR 1.6 - 8	17 JUN 2021	ENR 5.1 - 3	24 FEB 2022	AD 2-LHBC - 7	17 JUN 2021
ENR 1.7 - 1	17 JUN 2021	ENR 5.1 - 4	24 FEB 2022	AD 2-LHBC - 8	17 JUN 2021
ENR 1.7 - 2	17 JUN 2021	ENR 5.2 - 1	22 APR 2021	AD 2-LHBC-ADC - 1	06 DEC 2018
ENR 1.7 - 3	17 JUN 2021	ENR 5.2 - 2	22 APR 2021	AD 2-LHBC-ADC - 2	06 DEC 2018
ENR 1.7 - 4	17 JUN 2021	ENR 5.2 - 3	22 APR 2021	AD 2-LHBC-NDB-17L - 1	23 APR 2020
ENR 1.8 - 1	17 JUN 2021	ENR 5.2 - 4	22 APR 2021	AD 2-LHBC-NDB-17L - 2	23 APR 2020
ENR 1.8 - 2	17 JUN 2021	ENR 5.3 - 1	25 FEB 2021	AD 2-LHBC-NDB-35R - 1	23 APR 2020
ENR 1.9 - 1	19 MAY 2022	ENR 5.3 - 2	25 FEB 2021	AD 2-LHBC-NDB-35R - 2	23 APR 2020
ENR 1.9 - 2	19 MAY 2022	ENR 5.4 - 1	19 MAY 2022	AD 2-LHBC-RNP-17L - 1	05 NOV 2020
ENR 1.9 - 3	26 MAR 2020	ENR 5.4 - 2	19 MAY 2022	AD 2-LHBC-RNP-17L - 2	05 NOV 2020
ENR 1.9 - 4	26 MAR 2020	ENR 5.5 - 1	24 MAR 2022	AD 2-LHBC-RNP-35R - 1	05 NOV 2020
ENR 1.9 - 5	28 JAN 2021	ENR 5.5 - 2	24 MAR 2022	AD 2-LHBC-RNP-35R - 2	05 NOV 2020
ENR 1.9 - 6	28 JAN 2021	ENR 5.5 - 3	24 MAR 2022	AD 2-LHBC-VAC - 1	30 JAN 2020
ENR 1.10 - 1	26 MAR 2020	ENR 5.5 - 4	24 MAR 2022	AD 2-LHBC-VAC - 2	30 JAN 2020
ENR 1.10 - 2	26 MAR 2020	ENR 5.5 - 5	24 MAR 2022	AD 2-LHBP - 1	19 MAY 2022
ENR 1.10 - 3	25 FEB 2021	ENR 5.5 - 6	24 MAR 2022	AD 2-LHBP - 2	19 MAY 2022
ENR 1.10 - 4	25 FEB 2021	ENR 5.6 - 1	17 JUN 2021	AD 2-LHBP - 3	19 MAY 2022
ENR 1.10 - 5	25 FEB 2021	ENR 5.6 - 2	17 JUN 2021	AD 2-LHBP - 4	19 MAY 2022
ENR 1.10 - 6	25 FEB 2021	ENR 5.6 - 3	17 JUN 2021	AD 2-LHBP - 5	05 NOV 2020
ENR 1.10 - 7	25 FEB 2021	ENR 5.6 - 4	17 JUN 2021	AD 2-LHBP - 6	05 NOV 2020
ENR 1.10 - 8	25 FEB 2021	ENR 6 - 1	24 MAR 2022	AD 2-LHBP - 7	22 APR 2021
ENR 1.10 - 9	25 FEB 2021	ENR 6 - 2	24 MAR 2022	AD 2-LHBP - 8	22 APR 2021
ENR 1.10 - 10	25 FEB 2021	ENR 6-LHCC-ERC - 1	24 MAR 2022	AD 2-LHBP - 9	19 MAY 2022
ENR 1.11 - 1	24 MAR 2022	ENR 6-LHCC-ERC - 2	24 MAR 2022	AD 2-LHBP - 10	19 MAY 2022
ENR 1.11 - 2	24 MAR 2022	ENR 6-LHCC-LINKS - 1	28 JAN 2021	AD 2-LHBP - 11	19 MAY 2022
ENR 1.12 - 1	20 SEP 2012	ENR 6-LHCC-LINKS - 2	28 JAN 2021	AD 2-LHBP - 12	19 MAY 2022
ENR 1.12 - 2	20 SEP 2012	ENR 6-LHCC-FRA - 1	24 FEB 2022	AD 2-LHBP - 13	19 MAY 2022
ENR 1.12 - 3	05 FEB 2015	ENR 6-LHCC-FRA - 2	24 FEB 2022	AD 2-LHBP - 14	19 MAY 2022
ENR 1.12 - 4	05 FEB 2015	ENR 6-LHCC-SECTOR - 1	19 MAY 2022	AD 2-LHBP - 15	19 MAY 2022
ENR 1.12 - 5	24 MAY 2018	ENR 6-LHCC-SECTOR - 2	19 MAY 2022	AD 2-LHBP - 16	19 MAY 2022
ENR 1.12 - 6	24 MAY 2018	ENR 6-LHCC-FIS - 1	24 MAR 2022	AD 2-LHBP - 17	19 MAY 2022
ENR 1.13 - 1	03 JUL 2008	ENR 6-LHCC-FIS - 2	24 MAR 2022	AD 2-LHBP - 18	19 MAY 2022
ENR 1.13 - 2	03 JUL 2008	ENR 6-LHCC-PRD - 1	24 MAR 2022	AD 2-LHBP - 19	19 MAY 2022
ENR 1.14 - 1	22 APR 2021	ENR 6-LHCC-PRD - 2	24 MAR 2022	AD 2-LHBP - 20	19 MAY 2022
ENR 1.14 - 2	22 APR 2021	ENR 6-LHCC-TRA - 1	30 JAN 2020	AD 2-LHBP - 21	19 MAY 2022
ENR 1.14 - 3	03 JUL 2008	ENR 6-LHCC-TRA - 2	30 JAN 2020	AD 2-LHBP - 22	19 MAY 2022
ENR 1.14 - 4	03 JUL 2008			AD 2-LHBP - 23	19 MAY 2022
ENR 1.14 - 5	03 JUL 2008			AD 2-LHBP - 24	19 MAY 2022
ENR 1.14 - 6	03 JUL 2008			AD 2-LHBP - 25	19 MAY 2022
ENR 1.14 - 7	03 JUL 2008			AD 2-LHBP - 26	19 MAY 2022
ENR 1.14 - 8	03 JUL 2008			AD 2-LHBP - 27	30 JAN 2020
ENR 2.1 - 1	24 MAR 2022	AD 0.1 - 1	03 JUL 2008	AD 2-LHBP - 28	30 JAN 2020
ENR 2.1 - 2	24 MAR 2022	AD 0.1 - 2	03 JUL 2008	AD 2-LHBP - 29	19 MAY 2022
ENR 2.1 - 3	25 FEB 2021	AD 0.2 - 1	07 DEC 2017	AD 2-LHBP - 30	19 MAY 2022
ENR 2.1 - 4	25 FEB 2021	AD 0.2 - 2	07 DEC 2017	AD 2-LHBP - 31	19 MAY 2022
ENR 2.1 - 5	27 JAN 2022	AD 0.3 - 1	03 JUL 2008	AD 2-LHBP - 32	19 MAY 2022
ENR 2.1 - 6	27 JAN 2022	AD 0.3 - 2	03 JUL 2008	AD 2-LHBP-ADC - 1	19 MAY 2022
ENR 2.2 - 1	24 MAR 2022	AD 0.4 - 1	03 JUL 2008	AD 2-LHBP-ADC - 2	19 MAY 2022
ENR 2.2 - 2	24 MAR 2022	AD 0.4 - 2	03 JUL 2008	AD 2-LHBP-TAXI-ARR - 1	19 MAY 2022
ENR 2.2 - 3	27 JAN 2022	AD 0.5 - 1	07 DEC 2017	AD 2-LHBP-TAXI-ARR - 2	19 MAY 2022
ENR 2.2 - 4	27 JAN 2022	AD 0.5 - 2	07 DEC 2017	AD 2-LHBP-TAXI-DEP - 1	19 MAY 2022
ENR 3.1 - 1	03 JUL 2008	AD 0.6 - 1	19 MAY 2022	AD 2-LHBP-TAXI-DEP - 2	19 MAY 2022
ENR 3.1 - 2	03 JUL 2008	AD 0.6 - 2	19 MAY 2022	AD 2-LHBP-PDC/1 - 1	19 MAY 2022
ENR 3.2 - 1	03 JUL 2008	AD 0.6 - 3	19 MAY 2022	AD 2-LHBP-PDC/1 - 2	19 MAY 2022
ENR 3.2 - 2	03 JUL 2008	AD 0.6 - 4	19 MAY 2022	AD 2-LHBP-PDC/2 - 1	19 MAY 2022
ENR 3.3 - 1	25 FEB 2021	AD 0.6 - 5	19 MAY 2022	AD 2-LHBP-PDC/2 - 2	19 MAY 2022
ENR 3.3 - 2	25 FEB 2021	AD 0.6 - 6	19 MAY 2022	AD 2-LHBP-PDC/3 - 1	19 MAY 2022

PART 3 - AERODROMES (AD)

AIP HUNGARY

AD 2-LHBP-PDC/3 - 2	19 MAY 2022	AD 2-LHNY - 1	24 MAR 2022	AD 2-LHSM-AOCA-1634 - 2	22 APR 2021
AD 2-LHBP-PDC/4 - 1	19 MAY 2022	AD 2-LHNY - 2	24 MAR 2022	AD 2-LHSM-SID-16 - 1	12 AUG 2021
AD 2-LHBP-PDC/4 - 2	19 MAY 2022	AD 2-LHNY - 3	22 APR 2021	AD 2-LHSM-SID-16 - 2	12 AUG 2021
AD 2-LHBP-AOCA-13L31R - 1	28 JAN 2021	AD 2-LHNY - 4	22 APR 2021	AD 2-LHSM-SID-34 - 1	12 AUG 2021
AD 2-LHBP-AOCA-13L31R - 2	28 JAN 2021	AD 2-LHNY - 5	24 MAR 2022	AD 2-LHSM-SID-34 - 2	12 AUG 2021
AD 2-LHBP-AOCA-13R31L - 1	28 JAN 2021	AD 2-LHNY - 6	24 MAR 2022	AD 2-LHSM-ILS/LOC-16 - 1	12 AUG 2021
AD 2-LHBP-AOCA-13R31L - 2	28 JAN 2021	AD 2-LHNY - 7	24 MAR 2022	AD 2-LHSM-ILS/LOC-16 - 2	12 AUG 2021
AD 2-LHBP-PATC-13L31R - 1	17 JUN 2021	AD 2-LHNY - 8	24 MAR 2022	AD 2-LHSM-NDB-16 - 1	12 AUG 2021
AD 2-LHBP-PATC-13L31R - 2	17 JUN 2021	AD 2-LHNY - 9	24 MAR 2022	AD 2-LHSM-NDB-16 - 2	12 AUG 2021
AD 2-LHBP-PATC-13R31L - 1	12 AUG 2021	AD 2-LHNY - 10	24 MAR 2022	AD 2-LHSM-NDB-34 - 1	12 AUG 2021
AD 2-LHBP-PATC-13R31L - 2	12 AUG 2021	AD 2-LHNY-ADC - 1	22 APR 2021	AD 2-LHSM-NDB-34 - 2	12 AUG 2021
AD 2-LHBP-SID-13L - 1	27 JAN 2022	AD 2-LHNY-ADC - 2	22 APR 2021	AD 2-LHSM-RNP-16 - 1	12 AUG 2021
AD 2-LHBP-SID-13L - 2	27 JAN 2022	AD 2-LHNY-RNP-Y-18 - 1	24 MAR 2022	AD 2-LHSM-RNP-16 - 2	12 AUG 2021
AD 2-LHBP-SID-13R - 1	27 JAN 2022	AD 2-LHNY-RNP-Y-18 - 2	24 MAR 2022	AD 2-LHSM-RNP-34 - 1	12 AUG 2021
AD 2-LHBP-SID-13R - 2	27 JAN 2022	AD 2-LHNY-RNP-Z-18 - 1	24 MAR 2022	AD 2-LHSM-RNP-34 - 2	12 AUG 2021
AD 2-LHBP-SID31L - 1	27 JAN 2022	AD 2-LHNY-RNP-Z-18 - 2	24 MAR 2022	AD 2-LHSM-VAC - 1	12 AUG 2021
AD 2-LHBP-SID31L - 2	27 JAN 2022	AD 2-LHNY-RNP-Y-36 - 1	24 MAR 2022	AD 2-LHSM-VAC - 2	12 AUG 2021
AD 2-LHBP-SID31R - 1	27 JAN 2022	AD 2-LHNY-RNP-Y-36 - 2	24 MAR 2022	AD 2-LHUD - 1	27 JAN 2022
AD 2-LHBP-SID31R - 2	27 JAN 2022	AD 2-LHNY-RNP-Z-36 - 1	24 MAR 2022	AD 2-LHUD - 2	27 JAN 2022
AD 2-LHBP-STAR-13L13R - 1	27 JAN 2022	AD 2-LHNY-RNP-Z-36 - 2	24 MAR 2022	AD 2-LHUD - 3	28 JAN 2021
AD 2-LHBP-STAR-13L13R - 2	27 JAN 2022	AD 2-LHNY-VAC - 1	24 MAR 2022	AD 2-LHUD - 4	28 JAN 2021
AD 2-LHBP-STAR-31L31R - 1	27 JAN 2022	AD 2-LHNY-VAC - 2	24 MAR 2022	AD 2-LHUD - 5	06 DEC 2018
AD 2-LHBP-STAR-31L31R - 2	27 JAN 2022	AD 2-LHPP - 1	19 MAY 2022	AD 2-LHUD - 6	06 DEC 2018
AD 2-LHBP-TMA - 1	24 MAR 2022	AD 2-LHPP - 2	19 MAY 2022	AD 2-LHUD - 7	27 JAN 2022
AD 2-LHBP-TMA - 2	24 MAR 2022	AD 2-LHPP - 3	19 MAY 2022	AD 2-LHUD - 8	27 JAN 2022
AD 2-LHBP-HLDG - 1	28 JAN 2021	AD 2-LHPP - 4	19 MAY 2022	AD 2-LHUD-ADC - 1	22 APR 2021
AD 2-LHBP-HLDG - 2	28 JAN 2021	AD 2-LHPP - 5	27 JAN 2022	AD 2-LHUD-ADC - 2	22 APR 2021
AD 2-LHBP-ATCSMAC - 1	28 JAN 2021	AD 2-LHPP - 6	27 JAN 2022	AD 2-LHUD-AOCA-16R34L - 1	22 APR 2021
AD 2-LHBP-ATCSMAC - 2	28 JAN 2021	AD 2-LHPP - 7	05 NOV 2020	AD 2-LHUD-AOCA-16R34L - 2	22 APR 2021
AD 2-LHBP-ILS/LOC-13L - 1	17 JUN 2021	AD 2-LHPP - 8	05 NOV 2020	AD 2-LHUD-VAC - 1	12 AUG 2021
AD 2-LHBP-ILS/LOC-13L - 2	17 JUN 2021	AD 2-LHPP-ADC - 1	30 JAN 2020	AD 2-LHUD-VAC - 2	12 AUG 2021
AD 2-LHBP-ILS/LOC-13R - 1	17 JUN 2021	AD 2-LHPP-ADC - 2	30 JAN 2020		
AD 2-LHBP-ILS/LOC-13R - 2	17 JUN 2021	AD 2-LHPP-AOCA - 1	26 AUG 2010		
AD 2-LHBP-ILS/LOC-31L - 1	17 JUN 2021	AD 2-LHPP-AOCA - 2	26 AUG 2010		
AD 2-LHBP-ILS/LOC-31L - 2	17 JUN 2021	AD 2-LHPP-ILS/LOC-34 - 1	30 JAN 2020		
AD 2-LHBP-ILS/LOC-31R - 1	28 JAN 2021	AD 2-LHPP-ILS/LOC-34 - 2	30 JAN 2020		
AD 2-LHBP-ILS/LOC-31R - 2	28 JAN 2021	AD 2-LHPP-NDB-16 - 1	30 JAN 2020		
AD 2-LHBP-RNP-13L - 1	04 NOV 2021	AD 2-LHPP-NDB-16 - 2	30 JAN 2020		
AD 2-LHBP-RNP-13L - 2	04 NOV 2021	AD 2-LHPP-RNP-16 - 1	05 NOV 2020		
AD 2-LHBP-RNP-13R - 1	17 JUN 2021	AD 2-LHPP-RNP-16 - 2	05 NOV 2020		
AD 2-LHBP-RNP-13R - 2	17 JUN 2021	AD 2-LHPP-RNP-34 - 1	05 NOV 2020		
AD 2-LHBP-RNP-31L - 1	17 JUN 2021	AD 2-LHPP-RNP-34 - 2	05 NOV 2020		
AD 2-LHBP-RNP-31L - 2	17 JUN 2021	AD 2-LHPP-VAC - 1	30 JAN 2020		
AD 2-LHBP-RNP-Y-31R - 1	27 JAN 2022	AD 2-LHPP-VAC - 2	30 JAN 2020		
AD 2-LHBP-RNP-Y-31R - 2	27 JAN 2022	AD 2-LHPR - 1	04 NOV 2021		
AD 2-LHBP-RNP-Z-31R - 1	04 NOV 2021	AD 2-LHPR - 2	04 NOV 2021		
AD 2-LHBP-RNP-Z-31R - 2	04 NOV 2021	AD 2-LHPR - 3	27 JAN 2022		
AD 2-LHBP-VOR-13L - 1	17 JUN 2021	AD 2-LHPR - 4	27 JAN 2022		
AD 2-LHBP-VOR-13L - 2	17 JUN 2021	AD 2-LHPR - 5	27 JAN 2022		
AD 2-LHBP-VOR-31R - 1	28 JAN 2021	AD 2-LHPR - 6	27 JAN 2022		
AD 2-LHBP-VOR-31R - 2	28 JAN 2021	AD 2-LHPR - 7	04 NOV 2021		
AD 2-LHBP-VAC - 1	17 JUN 2021	AD 2-LHPR - 8	04 NOV 2021		
AD 2-LHBP-VAC - 2	17 JUN 2021	AD 2-LHPR-ADC - 1	04 NOV 2021		
AD 2-LHDC - 1	04 NOV 2021	AD 2-LHPR-ADC - 2	04 NOV 2021		
AD 2-LHDC - 2	04 NOV 2021	AD 2-LHPR-SID-11 - 1	04 NOV 2021		
AD 2-LHDC - 3	28 JAN 2021	AD 2-LHPR-SID-11 - 2	04 NOV 2021		
AD 2-LHDC - 4	28 JAN 2021	AD 2-LHPR-SID-29 - 1	04 NOV 2021		
AD 2-LHDC - 5	27 JAN 2022	AD 2-LHPR-SID-29 - 2	04 NOV 2021		
AD 2-LHDC - 6	27 JAN 2022	AD 2-LHPR-ILS/LOC-29 - 1	04 NOV 2021		
AD 2-LHDC - 7	12 AUG 2021	AD 2-LHPR-ILS/LOC-29 - 2	04 NOV 2021		
AD 2-LHDC - 8	12 AUG 2021	AD 2-LHPR-RNP-11 - 1	04 NOV 2021		
AD 2-LHDC - 9	12 AUG 2021	AD 2-LHPR-RNP-11 - 2	04 NOV 2021		
AD 2-LHDC - 10	12 AUG 2021	AD 2-LHPR-RNP-29 - 1	04 NOV 2021		
AD 2-LHDC-ADC - 1	25 APR 2019	AD 2-LHPR-RNP-29 - 2	04 NOV 2021		
AD 2-LHDC-ADC - 2	25 APR 2019	AD 2-LHPR-VOR-11 - 1	04 NOV 2021		
AD 2-LHDC-AOCA-04R22L - 1	25 APR 2019	AD 2-LHPR-VOR-11 - 2	04 NOV 2021		
AD 2-LHDC-AOCA-04R22L - 2	25 APR 2019	AD 2-LHPR-VOR-29 - 1	04 NOV 2021		
AD 2-LHDC-SID-04R - 1	12 AUG 2021	AD 2-LHPR-VOR-29 - 2	04 NOV 2021		
AD 2-LHDC-SID-04R - 2	12 AUG 2021	AD 2-LHPR-VAC - 1	27 JAN 2022		
AD 2-LHDC-SID-22L - 1	12 AUG 2021	AD 2-LHPR-VAC - 2	27 JAN 2022		
AD 2-LHDC-SID-22L - 2	12 AUG 2021	AD 2-LHSM - 1	12 AUG 2021		
AD 2-LHDC-STAR-04R22L - 1	12 AUG 2021	AD 2-LHSM - 2	12 AUG 2021		
AD 2-LHDC-STAR-04R22L - 2	12 AUG 2021	AD 2-LHSM - 3	24 FEB 2022		
AD 2-LHDC-ILS/LOC-04R - 1	12 AUG 2021	AD 2-LHSM - 4	24 FEB 2022		
AD 2-LHDC-ILS/LOC-04R - 2	12 AUG 2021	AD 2-LHSM - 5	19 MAY 2022		
AD 2-LHDC-NDB-22L - 1	12 AUG 2021	AD 2-LHSM - 6	19 MAY 2022		
AD 2-LHDC-NDB-22L - 2	12 AUG 2021	AD 2-LHSM - 7	27 JAN 2022		
AD 2-LHDC-RNP-04R - 1	12 AUG 2021	AD 2-LHSM - 8	27 JAN 2022		
AD 2-LHDC-RNP-04R - 2	12 AUG 2021	AD 2-LHSM - 9	19 MAY 2022		
AD 2-LHDC-RNP-22L - 1	12 AUG 2021	AD 2-LHSM - 10	19 MAY 2022		
AD 2-LHDC-RNP-22L - 2	12 AUG 2021	AD 2-LHSM-ADC - 1	12 AUG 2021		
AD 2-LHDC-VAC - 1	12 AUG 2021	AD 2-LHSM-ADC - 2	12 AUG 2021		
AD 2-LHDC-VAC - 2	12 AUG 2021	AD 2-LHSM-AOCA-1634 - 1	22 APR 2021		

THIS PAGE IS INTENTIONALLY LEFT BLANK

GEN 0.6 TABLE OF CONTENTS TO PART 1

GEN 0.1 PREFACE	GEN 0.1 - 1
1. Name of the publishing organisation	GEN 0.1 - 1
2. Applicable ICAO documents	GEN 0.1 - 1
3. Publication Media	GEN 0.1 - 1
4. The AIP structure and established regular amendment interval	GEN 0.1 - 1
5. Copyright policy	GEN 0.1 - 2
6. Service to contact in case of detected AIP errors or omissions	GEN 0.1 - 2
GEN 0.2 RECORD OF AIP AMENDMENTS	GEN 0.2 - 1
GEN 0.3 RECORD OF AIP SUPPLEMENTS	GEN 0.3 - 1
GEN 0.4 CHECKLIST OF AIP PAGES	GEN 0.4 - 1
GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP	GEN 0.5 - 1
GEN 0.6 TABLE OF CONTENTS TO PART 1	GEN 0.6 - 1

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES	GEN 1.1 - 1
1. Aviation Authorities	GEN 1.1 - 1
2. Meteorology	GEN 1.1 - 1
3. Customs	GEN 1.1 - 2
4. Frontier Guard	GEN 1.1 - 2
5. Health	GEN 1.1 - 2
6. Enroute charges	GEN 1.1 - 2
7. Agricultural quarantine - Veterinary Hygiene	GEN 1.1 - 3
8. Aircraft accident investigation	GEN 1.1 - 3
GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT	GEN 1.2 - 1
1. General	GEN 1.2 - 1
2. International Scheduled Flights	GEN 1.2 - 4
3. International Non-Scheduled Flights	GEN 1.2 - 7
4. Approval of Private Flights	GEN 1.2 - 11
5. Public Health Measures	GEN 1.2 - 11
6. Approval of State Flights	GEN 1.2 - 11
GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW	GEN 1.3 - 1
1. Customs Regulations	GEN 1.3 - 1
2. Immigration requirements	GEN 1.3 - 1
3. Public health regulations	GEN 1.3 - 1
4. Security regulations	GEN 1.3 - 1
GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO	GEN 1.4 - 1
1. Customs requirements concerning cargo and other articles	GEN 1.4 - 1
2. Agricultural quarantine requirements	GEN 1.4 - 1
3. Veterinary Hygiene requirements	GEN 1.4 - 1
GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS	GEN 1.5 - 1
1. General	GEN 1.5 - 1
2. Special equipment to be carried	GEN 1.5 - 1
3. Equipment to be carried on all types of flight	GEN 1.5 - 1
4. Radio equipment requirements	GEN 1.5 - 1
5. Requirements for FM Broadcast Immunity of airborne receivers	GEN 1.5 - 1
6. RVSM operation	GEN 1.5 - 1
7. ACAS II REQUIREMENTS	GEN 1.5 - 2
8. Mode S Procedures – Display of Downlinked Aircraft Parameters (DAPs)	GEN 1.5 - 2
GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS	GEN 1.6 - 1
1. Legal acts of the European Union	GEN 1.6 - 1
2. National regulations	GEN 1.6 - 2
3. International agreements	GEN 1.6 - 6
GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES	GEN 1.7 - 1

GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS	GEN 2.1 - 1
1. Units of measurement	GEN 2.1 - 1
2. Temporal reference system	GEN 2.1 - 1
3. Horizontal reference system	GEN 2.1 - 1
4. Vertical reference system	GEN 2.1 - 2
5. Aircraft nationality and registration marks	GEN 2.1 - 2
6. Public Holidays	GEN 2.1 - 2
GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS	GEN 2.2 - 1
GEN 2.3 CHART SYMBOLS	GEN 2.3 - 1
1. General symbols	GEN 2.3 - 1
2. Miscellaneous	GEN 2.3 - 3
GEN 2.4 LOCATION INDICATORS	GEN 2.4 - 1
GEN 2.5 LIST OF RADIONAVIGATION AIDS	GEN 2.5 - 1
GEN 2.6 CONVERSION OF UNITS OF MEASUREMENT	GEN 2.6 - 1
1. Nautical miles and kilometres and vice versa	GEN 2.6 - 1
2. Feet and metres and vice versa	GEN 2.6 - 1
3. Decimal minutes of arc and seconds of arc and vice versa	GEN 2.6 - 2
4. Other conversions	GEN 2.6 - 3
GEN 2.7 SUNRISE/SUNSET	GEN 2.7 - 1
1. Sunrise, Sunset and Civil Twilight	GEN 2.7 - 1

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES	GEN 3.1 - 1
1. Responsible service	GEN 3.1 - 1
2. Area of responsibility	GEN 3.1 - 1
3. Aeronautical publications	GEN 3.1 - 1
4. AIRAC system	GEN 3.1 - 3
5. Pre-flight information service at aerodromes/heliports	GEN 3.1 - 3
6. Digital data sets	GEN 3.1 - 4
GEN 3.2 AERONAUTICAL CHARTS	GEN 3.2 - 1
1. Responsible Service(s)	GEN 3.2 - 1
2. Maintenance of Charts	GEN 3.2 - 1
3. Purchase Arrangements	GEN 3.2 - 1
4. Aeronautical Chart Series Available	GEN 3.2 - 1
5. List of Aeronautical Charts Available	GEN 3.2 - 4
6. Index to the World Aeronautical Chart (WAC) - ICAO 1:1 000 000	GEN 3.2 - 7
7. Topographical charts	GEN 3.2 - 7
8. Corrections to charts not contained in the AIP	GEN 3.2 - 8
GEN 3.3 AIR TRAFFIC SERVICES (ATS)	GEN 3.3 - 1
1. Responsible Service	GEN 3.3 - 1
2. Area of Responsibility	GEN 3.3 - 1
3. Types of Services	GEN 3.3 - 1
4. Coordination Between the Operator and ATS	GEN 3.3 - 2
5. Minimum Flight Altitude	GEN 3.3 - 2
6. ATS Units Address List	GEN 3.3 - 2
GEN 3.4 COMMUNICATION SERVICES	GEN 3.4 - 1
1. Responsible service	GEN 3.4 - 1
2. Area of Responsibility	GEN 3.4 - 1
3. Types of Service	GEN 3.4 - 1
4. Requirements and Conditions	GEN 3.4 - 4
5. Miscellaneous	GEN 3.4 - 5
GEN 3.5 METEOROLOGICAL SERVICES	GEN 3.5 - 1
1. Responsible service	GEN 3.5 - 1
2. Area of responsibility	GEN 3.5 - 1
3. Meteorological observations and reports	GEN 3.5 - 2
4. Types of services	GEN 3.5 - 7
5. Notification required from operators	GEN 3.5 - 9
6. Aircraft reports	GEN 3.5 - 9
7. VOLMET service	GEN 3.5 - 10
8. SIGMET and AIRMET service	GEN 3.5 - 10
9. Other automated meteorological services	GEN 3.5 - 11

GEN 3.6 SEARCH AND RESCUE (SAR)	GEN 3.6 - 1
1. Responsible service(s)	GEN 3.6 - 1
2. Area of responsibility	GEN 3.6 - 2
3. Types of service	GEN 3.6 - 2
4. SAR agreements	GEN 3.6 - 2
5. Conditions of availability	GEN 3.6 - 3
6. Procedures and signals used	GEN 3.6 - 3

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

GEN 4.1 AERODROME/HELIPORT CHARGES	GEN 4.1 - 1
1. Budapest Liszt Ferenc International Airport	GEN 4.1 - 1
2. Debrecen	GEN 4.1 - 1
3. Nyiregyháza	GEN 4.1 - 1
4. Pécs / Pogány	GEN 4.1 - 2
5. Győr / Pér	GEN 4.1 - 2
6. Hévíz / Balaton	GEN 4.1 - 2
7. Szeged	GEN 4.1 - 2
GEN 4.2 AIR NAVIGATION SERVICES CHARGES	GEN 4.2 - 1
1. Introduction	GEN 4.2 - 1
2. Principles	GEN 4.2 - 1
3. Exemptions from payment of air navigation charges	GEN 4.2 - 1
4. En-route Charges	GEN 4.2 - 1
5. Conditions of Application of the EURCONTROL Route Charges System and Condition of Payment	GEN 4.2 - 2
6. EN ROUTE CHARGING ZONES	GEN 4.2 - 2
7. Unit Rates Applicable from 01st January 2018 are Published on EUROCONTROL Website:	GEN 4.2 - 2
8. Terminal Navigation Charge	GEN 4.2 - 2

THIS PAGE IS INTENTIONALLY LEFT BLANK

Provision affected		Type of diff	Difference in full text
Chapter 11 Requirements for and use of communications	11.1.4	C	MET.OR.110 is considered sufficient to cover this aspect without the need to specifically refer to direct speech, nor a time within which communications are to be able to establish contact.
	11.1.5	C	MET.OR.110 is considered sufficient to cover this aspect without the need to specifically refer to direct speech, nor a time within which communications are to be able to establish contact, nor the need to refer to printed communications.
	11.1.6	C	MET.OR.110 is considered sufficient to cover this aspect without the need to specifically refer to other visual and audio forms.
	11.1.7	C	This paragraph is not transposed.
	11.1.9	C	This paragraph is not transposed. The content is reflected in Part-MET to specify that the MET information are transmitted through aeronautical fixed service systems.
	11.4	C	This paragraph is not transposed.
	11.5	C	This paragraph is not transposed.
	11.6.1	C	This standard is not transposed because it is considered that D-VOLMET provisions need to be covered by the rules on ATS providers.
	11.6.2	C	This standard is not transposed because it is considered that D-VOLMET provisions need to be covered by the rules on ATS providers.
Annex 4 - Aeronautical Charts (11th edition)			
Chapter 1 - Definitions	1.3.1	A	AIS providers are required to exchange information with all other AIS providers.
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)			NIL
Annex 6 - Operation of Aircraft Part II - (8th edition)			

Provision affected		Type of diff	Difference in full text
Chapter 1 Definitions	1.1.2	B	Search and rescue operations are not included in Specialised Operations (SPO).
	1.1.4	B	Other means of compliance. The rules are using the old approach classification.
	1.1.6	C	Term not defined, but used with the same meaning.
	1.1.15	C	Not implemented. Term not used in Reg. (EU) 965/201.
	1.1.55	B	Different is character.
	1.1.60	C	Not implemented.
	1.1.62	C	Not implemented.
	1.1.68	C	Not implemented.
	1.1.69	C	Not implemented.
	1.1.75	C	Not implemented.
Chapter 2 General	2.1.1.5	C	Partially implemented.No specific requirement for non-commercial operations with other-than complex motor-powered aircraft (NCO).
	2.1.4	B	Different in character.Specific Approvals (SPA) shall be issued by the State of the Operator.
	2.2.2.2.1	C	Different in character. In NCC, the rule addresses to the operator, not to the PIC. For low visibility operations (LVO), it is the competent authority as established by Annex V (Part-SPA).
	2.2.2.2.1.1	C	Partially implemented. The CVS does not receive operational credits. Reg (EU) 965/2012 currently allows only operational credits for HUDs and EVS.
	2.2.3.4.3	C	Partially implemented. NCC.OP.150, NCC.OP.180: No margin defined for destination aerodrome, but margin defined in NCC.OP.151 and NCO.OP.140 for alternate aerodromes. NCO.OP.160: margin not defined.
	2.2.3.5	B	Other means of compliance.
	2.2.3.6.1	C	Partially implemented. Part NCO allows for lower criteria for VFR Ato-A flights when remaining in sight of the aerodrome/landing site.
	2.2.3.7.1	A	EU rules do not allow embarking, on board or disembarking of passengers while refuelling with AVGAS or wide-cut type fuel or a mixture of these fuel types.
	2.2.4.6.1	C	Partially implemented. Fully implemented for NCC. An alleviation is available for NCO operations.
	2.2.4.7.1	B	Other means of compliance. Part-NCC and Part-NCO do not define final reserve fuel as such.
	2.2.4.7.2	C	Partially implemented with the SERA requirements. SERA includes the declaration of MINIMUM FUEL.
	2.2.4.7.3	C	Partially implemented with the requirements in SERA.
	2.2.4.8.2	C	Other means of compliance. European regulation allows acceptable deviations under the conditions of radar vectoring by ATC or when obstacle clearance can be observed.
	2.3.1.1	B	Different in character. The State of the Operator is the competent authority for NCC operators and NCO operators operating aircraft registered in a third country.

Provision affected		Type of diff	Difference in full text
	2.4.2.2	C	Partially implemented. ELA1 aeroplanes, i.e. aeroplanes with a Maximum Take-off Mass (MTOM) of 1200 kg or less that are not classified as complex motor-powered aircraft, are exempt from the hand fire extinguisher requirement in NCO.IDE.A.160.
	2.4.2.3	C	Partially implemented. Only for Large Aeroplanes Initial CofA after 18 Feb 2020 (lavatory) and 18 May 2019 (portable). No reference for Part-NCO, as it is very unlikely that an NCO aircraft has a lavatory.
	2.4.3.2	B	Other means of compliance.
	2.4.11.2	C	Not implemented.
	2.4.11.3	C	Not implemented.
	2.4.12.3	C	Partially implemented. NCO.IDE.A.170 (a) (3): a survival ELT (ELT(S)) or a personal locator beacon (PLB), carried by a crew member or a passenger, is authorised when certified for a maximum passenger seating configuration of six or less.
	2.4.15.1	C	Partially implemented. Reg. (EU) 965/2012 does not contain rules for SVS and CVS.
	2.4.15.2	C	Partially implemented. CVS does not receive operational credits.
	2.4.16	C	Partially implemented. There is no flight recorder carriage requirement in Part-NCO.
	2.4.16.1.1.1	C	Partially implemented. There is no flight recorder carriage requirement in Part-NCO.
	2.4.16.1.1.2	C	NCC.IDE.A.165 is applicable to aeroplanes with Cof A issued on or after 1 January 2016.
	2.4.16.1.1.3	C	NCC.IDE.A.165 is applicable to aeroplanes with CofA issued on or after 1 January 2016.
	2.4.16.1.2	C	Partially implemented FDR is required for large aeroplanes for which application for TC is after 2023. FDR, ADRS, AIR or AIRS is recommended for light aeroplanes first issued with an individual CofA on or after 1 January 2016.
	2.4.16.2.1	C	Not implemented. There is no flight recorder carriage requirement in Part-NCO.
	2.4.16.2.2	C	Partially implemented. It is only applicable to aeroplanes first issued with an individual CofA on or after 1 Jan 2016, and all modern models of CVR are solid-state.
	2.4.16.3.1.1	C	Not implemented in Part NCO.
	2.4.16.3.1.3	C	Not implemented in Part NCO.
	2.4.16.3.3	B	NCC.IDE.A.170 pt. (a)(3) requires recording 'information on the time and priority of data link messages'.
	2.4.16.4.5	C	Not implemented. It is not required that the FDR documentation is in electronic format.
	2.4.1.17.2.2	C	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	2.4.1.17.3	C	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	2.4.18	C	This requirement is not defined but implemented.

Provision affected		Type of diff	Difference in full text
	2.5.1.7	C	Different in character For operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	2.5.1.8	C	Different in character For operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	2.5.1.9	C	Different in character For operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	2.5.2.3	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.4	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.5	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.6	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.7	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.8	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.9	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.10	C	Partially implemented. Rules require to monitor the aircraft height keeping performance, but not in a specific interval.
	2.5.3.3	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.3.4	B	Different in character The State of Operator is the competent authority for operators using third-country registered aircraft.
	2.5.3.5	B	Different in character The State of Operator is the competent authority for operators using third-country registered aircraft.
	2.6.1.1	C	Partially implemented. Risk assessment when approving a maintenance programme not based on the type certificate holder's maintenance recommendations not addressed.
	2.6.2.2	A	Retaining periods exceed requirements
	2.6.4.2	C	Partially implemented. Maintenance and release to service by a person can be performed by Part-MF, or Part-CAO or by a pilot/owner after limited pilot/owner maintenance
	2.7.2.1	B	Different in character. State of Operator instead of State of Registry for the NCC operators and NCO operators of third-country registered aircraft.
	2.8.1	B	Different in character. State of Operator instead of State of Registry for the NCC operators and NCO operators of third-country registered aircraft.
	2.9.1	C	Partially implemented.National rules apply.Reg. (EC) No 300/2008 does not contain references to pilot-in-command responsibilities related to the security of aircraft.
Chapter 3 Applicability	3.1.2	C	Less protective Definition of complex motor-powered aeroplane includes aeroplanes only with a MOPSC of more than 19.

Provision affected		Type of diff	Difference in full text
	3.4.2.1.1	B	Different in character. The EU system has the State of Operator instead of State of Registry as the Competent Authority.
	3.4.2.1.2	B	Other means of compliance. EU rules provide for the cooperative oversight of activities of operators established or residing in another EU member state. Reg. (EC) 300/2008 establishes requirements for inspections by the Commission in cooperation with Member States.
	3.4.2.7	B	Different in character. For NCC operators, the State of Operator establishes the criteria instead of the State of Registry. For low visibility operations (LVO), it is the competent authority as established by Annex V (Part-SPA).
	3.4.2.8	C	Partially implemented. Highlevel requirements are included in the Essential Requirements, Annex V to Regulation (EU) 2018/1139..Fatigue requirements for maintenance personnel not addressed.
	3.4.3.5.2	C	Partially implemented. Fuel consumption data as required in (a) is not implemented.
	3.4.3.5.3	B	Other means of compliance. The rules do not break down the amount of fuel by phases of flight.
	3.4.3.5.4	A	Reg.(EU) 965/2012 requires a mandatory final reserve fuel (FRF) of 30 minutes (VFR by day) or 45 minutes (VFR by night and IFR).
	3.4.3.6.2	B	Other means of compliance. Part-NCC does not define final reserve fuel as such. Instead NCC.OP.130 gives the amount of minutes for the required final reserve fuel.
	3.4.3.6.3	C	Partially implemented with the SERA requirements.
	3.4.3.6.4	C	Partially implemented with the SERA requirements.
	3.4.3.6.5	C	Partially implemented with the SERA requirements.
	3.4.3.7.1	C	Not implemented. Part-NCC does not provide such a requirement.
	3.4.3.7.1	A	EU rules do not allow embarking, on board or disembarking of passengers while refuelling with AVGAS or wide-cut type fuel or a mixture of these fuel types.
	3.5.2.3	B	Different in character. For NCC operators, the State of Operator establishes the criteria instead of the State of Registry.
	3.6.1.1	B	Different in character In the EU system, the State of Operator is responsible for approving the MEL.
	3.6.3.1.1.1	C	Partially implemented.Carriage of a flight data recorder is required only for aeroplanes first issued with an individual CofA on or after 1 January 2016.
	3.6.3.1.1.2	C	Partially implemented.Carriage of a flight data recorder is required only for aeroplanes first issued with an individual CofA on or after 1 January 2016.
	3.6.3.1.1.3	C	Partially implemented. Carriage of a flight data recorder is required only for aeroplanes first issued with an individual CofA on or after 1 January 2016.
	3.6.3.2.1.1	A	NCC.IDE.A.160 (a)(2) is applicable to aeroplanes for which the type certificate is issued after 1 January 2016, while this criteria is the date of submission of the application for a type certificate.
	3.6.3.2.1.2	C	Partially implemented. NCC.IDE.A.160(a)(1) only requires a CVR for aeroplanes above 27 000 kg MCTOM which were first issued with an individual CofA on or after 1 Jan 2016.

Provision affected		Type of diff	Difference in full text
	3.6.3.2.1.3	C	Partially implemented. NCC.IDE.A.160(a)(1) and (2) only requires a CVR for aeroplanes that were first issued with an individual CofA on or after 1 Jan 2016 (see (a)(1)) or for which a type certificate was first issued on or after 1 Jan 2016 (see (a)(2)).
	3.6.7.0.2	B	Other means of compliance.
	3.6.8.2.1	C	Partially implemented. The European regulatory system only requires it when the individual CofA was issued after 31 December 1980.
	3.6.9.1	A	European Regulatory system requires ACAS II for turbine engine aeroplanes with an MCTOM of more than 5700 kg or MOPSC of more than 19.
	3.8.1.2	C	Partially implemented.
	3.8.2.1	C	Partially implemented.
	3.8.3.1	C	Partially implemented. Part-M Subpart G, Part-CAMO and Part-CAO do not observe Human Factors principles in the design of the Maintenance Programme.
	3.8.3.2	C	Partially implemented. EU requirements do not explicitly describe that 'Copies of all amendments shall be furnished promptly to all organizations or persons to whom the manual has been issued.
	3.8.3.2	A	For the transmission of the information as per Annex 8 there is no alleviation related to MTOW – required from all aeroplanes' owners.
	3.8.5.2	C	Partially implemented. Pilot-owner authorisation does not comply with the requirement that a person shall be appropriately licensed in accordance with Annex 1.
	3.9.4.2	B	Other means of compliance. Reg (EU) 965/2012 does not include this requirement for pilots flying on non-commercial flights (NCC, NCO).
	3.9.4.3	B	Other means of compliance. Reg (EU) 965/2012 does not include this requirement for pilots flying on non-commercial flights (NCC, NCO).
	3.10.0.1	C	Not implemented. The human factor element of training is not specifically mentioned in ORO.GEN.110.
Annex 6 - Operation of Aircraft Part III - (7th edition)			NIL
Annex 7 - Aircraft Nationality and Registration Marks (Amendment 6)			NIL
Annex 8 - Airworthiness of Aircraft (11th edition)			

Provision affected		Type of diff	Difference in full text
Part I. Definitions	1.0.4	B	The term is not defined. However, reference is made to 'anticipated operating conditions' and 'anticipated flight conditions for the operational life of the aircraft' in the Annexes which are then further elaborated in the CS and AMC.
	1.0.9	C	The term is not defined.
	1.0.28	B	The EU definition excludes pre flight inspections, having a separate definition.
	1.0.35	B	Term is used for operations and not airworthiness. For type certification, performance is related to Category A.
	1.0.36	B	Term is used for operations and not airworthiness. For type certification, performance is related to Category A.
	1.0.37	B	Term is used for operations and not airworthiness. For type certification, performance is related to Category B
	1.0.47	A	Reliance is placed on the ICAO definition
	1.0.48	C	Not defined
Part II. Procedures for Certification and Continuing Airworthiness	1.1	A	Chapter 1 b): Cut off and end dates are prescribed for the phasing out of halon.
	1.2.6	A	Cut off dates and end dates are prescribed by Regulation No 1005/2009 for the phasing out of Halons. For cargo compartment, Regulation No 1005/2009 provides a cut off date of end 2018 against 28 November 2024 (chapter 1.1 of this Annex).
	1.2.7	A	Cut off dates and end dates are prescribed by Regulation No 1005/2009 for the phasing out of Halons. For cargo compartment, Regulation No 1005/2009 provides a cut off date of end 2018 against 28 November 2024 (chapter 1.1 of this Annex).
	1.5.4	C	Not implemented. Process is not established.
	1.6.2	C	Process is not established.
Part II. Chapter 3 Certificate of Airworthiness	3.3.1	C	EASA form only describes categories and not permitted operations.
	3.6.1	B	Assessment also allowed by DOA under procedure agreed with the Agency.
	3.6.3	B	EASA Permit to Fly (including flight conditions) may be issued by an approved DOA.
Part II. Chapter 4 Continuing Airworthiness	4.2.3.3	C	Process is not regulated.
	4.2.3.4	C	Process is not regulated.

Provision affected		Type of diff	Difference in full text
Part II. Chapter 6 Maintenance Organization Approval	6.2.2	C	SMS not implemented for maintenance organisations
	6.2.4	C	SMS not implemented for maintenance organisations. There is a rule making action to include it in Part 145 organisations.
	6.2.5	A	EU Regulation also considers small changes controlled by the organisation through procedures approved by the competent authority.
	6.3.3	B	Part 145 does not provide for a direct requirement for distribution of the manual to the end users, however the paragraphs 145.A.70 (b) and AMC 145.A.70 (3) (5) have that objective. Same for M.A.604.
	6.4.1	A	Maintenance organisations are additionally required to control specialized services and to ensure procedures to minimize the risk of multiple errors and capture errors on multiple systems.
	6.4.2	C	No Difference in Part 145 but Subpart F covers organisational reviews, which is only a light version of a quality assurance system. CAO have independent quality assurance system except if it is considered small CAO, then an organisational review is enough.
	6.5.2	A	EU Regulation adds that the maintenance data has to be current and tools and equipment controlled and calibrated.
	6.6.1	A	EU Regulation adds details of his/her responsibilities
	6.6.3	B	The regulation has different levels of detail in regards to the different maintenance organisations. Part 145 is very detailed, Subpart F and CAO is less detailed, but the process covers the different aspects of the standard.
	6.6.4	B	145.A.30 (d), (g), (h) M.A.606 (d), (g) CAO.A.035 (d) CAO.A.040 (a), (b), (c) Art 5 (6) Reg. (EU) 1321/2014
	6.6.5	C	Human performance not covered in Subpart F nor CAO
	6.7.1	A	Part 145 requires to keep also subcontractor's release documents.
	6.7.2	A	EU Regulation requires 3 years.
	6.8.2	A	EU Regulation includes the limitations to airworthiness or operations, if any. For components a specific form is required (EASA Form 1).
Part III. A Chapter 2 Flight	2.2.3	C	Scheduling of landing distance with runway slope is not required. Performance is not scheduled for variations in water surface conditions, density of water and strength of current.
Part III. A Chapter 3 Structure	3.4	C	CS 25 and CS 23 do not contain specifications for water loads.
Part III. A Chapter 4 Design and Construction	4.1	C	The added sentence "They shall also observe human factors principles" is not fully complied with.
	4.1.6	C	Less protective for paragraphs (b), (g), (h) and (i). Protection against explosive and incendiary devices was not requested in the applicable airworthiness codes (JAR 25, CS 25) effective within the time span of the applicability of this provision of Part IIIA (from 12 March 2000 until 2 March 2004).

Provision affected		Type of diff	Difference in full text
Part III. A Chapter 8 Instrument and equipment	8.1	C	The sentence 'shall observe Human Factors principles' is not fully complied with.
	9.3.5	C	Implemented in CS 25 Amdt 9 in 2003. TC after 2003 are compliant with this provision.
	11.1.0.1	C	Not covered (except for pilots compartment doors) by the applicable airworthiness codes (JAR 25, CS 25) effective within the time span of applicability of this provision of Part IIIA (from 12 March 2000 until 2 March 2004).
Part III. A Chapter 9 Operating limitations and information	11.2	C	Implemented in 2010 instead of 2000.
	11.4	C	Implemented in 2010 instead of 2000.
	11.4	C	Implemented in 2010 instead of 2000.
Part III. B Chapter 2 Flight	2.2.7	C	Scheduling of landing distance with runway slope is not required. Performance is not scheduled for variations in water surface conditions, density of water and strength of current. Also accountability for worn brakes is covered by CS 25 but not by CS 23.
	2.2.7.1	C	Scheduling of landing distance with runway slope is not required. Performance is not scheduled for variations in water surface conditions, density of water and strength of current. Also accountability for worn brakes is covered by CS 25 but not by CS 23. CS.23 and CS.25 have no specifications dedicated to 'at time of landing performance data'.
	2.2.7.2	C	Scheduling of landing distance with runway slope is not required. Performance is not scheduled for variations in water surface conditions, density of water and strength of current. For CS 25 aeroplanes, supplementary take off and landing performance information for operation on runways contaminated with standing water, slush, snow or ice may be provided, but this is not mandatory (see CS and AMC 25.1591).
	2.2.7.3	C	Scheduling of landing distance with runway slope is not required. Performance is not scheduled for variations in water surface conditions, density of water and strength of current. For CS 25 aeroplanes, supplementary take off and landing performance information for operation on runways contaminated with standing water, slush, snow or ice may be provided, but this is not mandatory (see CS and AMC 25.1591).
Part III. B Chapter 3 Structure	3.1.1	C	Current CS 25/23 does not mandate the provision of structural repair manuals.
	3.1.2	C	Hazardous not specifically addressed in relation to fatigue.
	3.7	C	Only bird impact on windshield is required for CS 23 Commuter. Certification with ditching provisions is not required per CS 23 and CS 25. Some ditching design provisions are provided in CS 25 (25.801), which include investigating the probable behaviour of the aeroplane in a water landing. However these provisions are applicable only under request if the applicant seeks certification for ditching. CS 23 does not include equivalent ditching provisions.
Part III. B Chapter 4 Design and Construction	4.1.1	C	The sentence 'consider Human Factors principles' is not fully complied with.
	4.2	C	Less protective for paragraphs (b), (g), (h) and (i). Protection against explosive and incendiary devices was not requested in the CS 25 amendments up to and including amendment 8.

Provision affected		Type of diff	Difference in full text
Part IV. A Chapter 2 Flight	2.2.2.1	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.2.2	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1.1	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1.2	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1.3	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1.4	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.2	C	(b) Not covered by CS 27 and 29
	2.2.3.3.1	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
Part IV. A Chapter 4 Design and Construction	4.1	C	The sentence "They shall also observe human factors principles" is not fully complied with.
	4.1.6	C	De-pressurization not covered
	4.1.8	B	No explicit design requirement. Reliance is placed on the Instructions for continued airworthiness
Part IV. A Chapter 7 Instruments and Equipment	7.1	B	The sentence "They shall also observe human factors principles" is not fully complied with.
Part IV. B Chapter 2 Flight	2.2.2	C	References are made to 'normal piloting skill' or, in various forms to 'without exceptional piloting skill, alertness, strength, fatigue or strain'.
Part IV. B Chapter 3 Structure	3.1.2	C	Current CS 27/29 does not mandate the provision of structural repair manuals.
Part IV. B Chapter 4 Design and Construction	4.1.1	C	No specific reference to HF principles.
	4.6.3	C	No requirement to show suitability for the intended operation.
	4.7	C	Not implemented.
Part IV. B Chapter 6 Systems and Equipment	6.1.1	C	No specific reference to HF.

Provision affected		Type of diff	Difference in full text
Part IV. B Chapter 9 Operating Environment and Human Factors	9.1	C	There are no formal HF requirements addressing design for maintainability.
Part V. A Small Aeroplanes Chapter 3 Structure	3.1	C	Current CS 25/23 does not mandate the provision of structural repair manuals. Hazardous not specifically addressed in relation to fatigue.
Part V. A Chapter 6 Systems and Equipment	6.1.5	C	Not specifically addressed in CS 25 and CS 23. However, EASA Certification Memo (CM SWCEH 001) is guidance for the development assurance of CEH and SW and applied in certification project in Special Conditions. This provides guidance to comply with 6.1.2(a) and 6.1.2(b).
Part V. B Chapter 6 Systems and Equipment	6.1.5	C	Not specifically addressed in CS 25 and CS 23. However, EASA Certification Memo (CM SWCEH 001) is guidance for the development assurance of CEH and SW and applied in certification project in Special Conditions. This provides guidance to comply with 6.1.2(a) and 6.1.2(b).
Annex 9 - Facilitation (13th edition)			
Chapter 1 Definitions	1.0.18	B	Different wording.
	1.0.34	A	More detailed description of GA activities compared to ICAO provisions definition.
	1.0.35	B	More detailed in its description, containing and related to all airport ground equipment and facilities. Includes also description of non-discrimination and transparency requirements.
	1.0.43	B	In the Government Order this definition is partially covered only, it is more related to conditions of establishment and licensing of an international airport
Chapter 3 Entry and Departure of persons and baggage	3.64	C	No requirement for the card to be machine readable.
	3.69	C	No layout requirements.
Chapter 4 Entry and Departure of Cargo and other articles	4.17.1	C	Single Window is not required.
	4.17.2	C	Not implemented.
Chapter 6 International Airports-Facilities and Services for traffic	6.1.3	C	Quarantine services are not included.
	6.3	C	Information is required just for schedule.
	6.34	C	Quarantine is not explicitly included.
	6.36	C	Quarantine is not explicitly included.

Provision affected		Type of diff	Difference in full text
Chapter 8 Facilitation provisions covering specific subject	8.35	C	It is recommended to aircraft operators to consider these requirements when deciding on new aircraft.
	8.37	C	The service is limited to assistance dogs.
	8.40	A	The status / required help of the affected PAX is based on self-declaration. Assistance is always provided free of charge.
Chapter 9 Passenger data exchange system	9.1.1	C	There is no API data concerning crew.
	9.35	A	Under the current European Union legal framework, Member States have to comply with requirements that are in some respects more exacting than those set concerning the transfer of PNR data originated in the Union to Contracting States that are not Member States of the European Union. In this context, the current language of the Standard 9.35 is, from the perspective of the European Union and its Member States, not sufficiently clear in legal terms in expressing that the Union Member States are not precluded from imposing those requirements notwithstanding Standard 9.35. For this reason, Hungary considers that the present difference should be notified in order to allow it to apply legal requirements to PNR data transfers to Contracting States that are not Members of the European Union, which are in some respect more exacting, without undermining the SARPs. In the absence of the possibility of ensuring compliance with such requirements, therefore, transfers by air carriers cannot take place in accordance with Union law.
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 (Amendment 52)			
Chapter 2 General	2.6.1	B	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.
	2.26.5	A	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 Air Traffic Control Service	3.3.4	B	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. "

Provision affected		Type of diff	Difference in full text
	3.7.3.1	A	<p>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):</p> <p>“(e) Read-back of clearances and safety-related information</p> <ul style="list-style-type: none"> • (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: <ul style="list-style-type: none"> • (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.” <p>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):</p> <p>“(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.”</p>
	3.7.3.1.1	A	<p>(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.</p>
	3.	C	<p>New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.5010, specifies:</p> <p>SERA.5010 Special VFR in control zones</p> <p>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:</p> <ul style="list-style-type: none"> • (a) by the pilot: <ul style="list-style-type: none"> • (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: <ul style="list-style-type: none"> • (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

Provision affected		Type of diff	Difference in full text
Annex 14 - Aerodromes Volume I - (Amendment 15)			
Chapter 1 Definitions	1.2.1	A	Responsibilities are clearly addressed throughout the rules. It was found that this provision could not be transposed as such.
	1.2.3	C	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	C	The specification has not yet been transposed.
	1.3.3.1	C	The specification has not yet been transposed.
	1.3.3.2	C	The specification has not yet been transposed.
	1.4.1	B	The 2018/1139/EU reg. has a different applicability scope.
	1.4.2	B	The 2018/1139/EU reg. has a different applicability scope.
Chapter 2 Aerodrome Data	2.1.2	C	The specification has not yet been transposed.
	2.1.3	C	The specification has not yet been transposed.
	2.1.4	C	The specification has not yet been transposed.
	2.2.2	C	The specification has been transposed as guidance material.
	2.2.3	C	The specification has been transposed as guidance material.
	2.3.1	C	The specification has been transposed as guidance material.
	2.3.2	C	The specification has been transposed as guidance material.
	2.3.3	C	The specification has been transposed as guidance material.
	2.4.1	C	The specification has been transposed as guidance material.
	2.4.2	C	The specification has been transposed as guidance material.
	2.5.1	C	The specification has been transposed as guidance material.
	2.5.2	C	The specification has been transposed as guidance material.
	2.5.3	C	The specification has been transposed as guidance material.
	2.5.4	C	The specification has been transposed as guidance material.
	2.6.2	C	The specification has been transposed as guidance material.
	2.6.3	C	The specification has been transposed as guidance material.
	2.6.4	C	The specification has been transposed as guidance material.
	2.6.5	C	The specification has been transposed as guidance material.
	2.6.6	C	The specification has been transposed as guidance material.
	2.6.7	C	The specification has been transposed as guidance material.
	2.6.8	C	The specification has been transposed as guidance material.
	2.7.1	C	The specification has been transposed as guidance material.
	2.7.2	C	The specification has been transposed as guidance material.
	2.7.3	C	The specification has been transposed as guidance material.

Provision affected		Type of diff	Difference in full text
	2.9.2	C	The specification has been transposed as guidance material.
	2.9.5	C	The specification has been transposed as guidance material.
	2.9.6	C	The specification has been transposed as guidance material.
	2.9.7	C	The specification has not been transposed.
	2.9.8	C	The specification has been transposed as guidance material.
	2.9.9	C	The specification has been transposed as guidance material.
	2.9.10	C	The specification has not been transposed.
	2.10.1	C	The specification has been transposed as guidance material.
	2.10.2	C	The specification has been transposed as guidance material.
	2.11.1	C	The specification has been transposed as guidance material.
	2.11.2	C	The specification has been transposed as guidance material.
	2.11.3	C	The specification has been transposed as guidance material.
	2.11.4	C	The specification has been transposed as guidance material.
	2.12	C	The specification has been partially transposed. The transposed specification is in Guidance Material.
Chapter 3 Physical Characteristics	3.1.2	C	The specification has been transposed as guidance material.
	3.1.3.1	C	The specification has been transposed as guidance material.
	3.1.4.1	C	The specification has been transposed as guidance material.
	3.1.6	C	The specification has been partially transposed. The transposed specification is in Guidance Material.
	3.1.7.1	C	The specification has been transposed as guidance material.
	3.1.8.1	C	The specification has not yet been transposed.
	3.1.9.1	C	The specification has been partially transposed as Guidance Material.
	3.1.12	C	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	C	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	C	The minimum friction level has not been defined.
	3.1.24	C	The specification has been transposed as Guidance Material.
	3.2.1	B	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	C	The provision of the runway turn pad is conditional due to the inclusion of the words "if required" in the CS.
	3.3.2	C	The provision of the runway turn pad is conditional due to the inclusion of the words "if required" in the CS.
	3.3.12	A	The case of the "most demanding" aircraft is considered in the CS.

Provision affected		Type of diff	Difference in full text
	3.4.7	A	The certification specifications contains higher values for certain runway types.
	3.4.12	C	The specification has been transposed as guidance material, which does not address the necessary areas.
	3.5.12	C	The specification has been transposed as Guidance Material.
	3.6.3	A	The current certification specification contains a higher value for certain types of runways.
	3.6.5	C	The specification has been transposed as Guidance Material.
	3.8.1	C	The provision of radio altimeter operating area is conditional for CAT I runways.
	3.8.4	C	The specification has been transposed as Guidance Material.
	3.9.1	C	The specification has been transposed as Guidance Material.
	3.9.2	C	The specification has been transposed as Guidance Material.
	3.9.7	C	The specification has been partially transposed as Guidance Material.
	3.9.9.1	C	Paragraph (c) of the CS gives the possibility for different slopes, under given conditions.
	3.9.12	C	The specification provides for a "suitable" strength.
	3.12.1	C	The CS does not foresee when holding bays are to provided.
	3.12.6	B	The current certification specification does not clarify the intent of the specification with respect to the inner transitional surface.
	3.12.8	C	The provision has been transposed as GM.
	3.13.2	C	The provision has been transposed as GM.
	3.13.6	C	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	C	The specification has been partially transposed as Guidance Material.
	3.15.2	C	Part of the specification related to the drainage arrangements has not been transposed.
	3.15.4	C	The specification has been transposed as Guidance Material.
	3.15.6	C	The specification has been transposed as Guidance Material.
	3.15.7	C	The part of the specification regarding maximum longitudinal slopes and transverse slopes has not been transposed.
	3.15.11	C	The specification has not been transposed.

Provision affected		Type of diff	Difference in full text
Chapter 4 Obstacle Restrictions and Removal	4.2.14	C	The specification has been transposed as Guidance Material.
	4.2.16	A	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	A	The CS addresses also the case of runways with clearways.
	4.2.24	C	The specification has been transposed as Guidance Material.
	4.2.26	C	The specification has been transposed as guidance material, which additionally does not foresee the limitation of new objects.
	4.3.1	C	The provision does not foresee the consultation with the "appropriate authority", neither refers to an aeronautical study/safety assessment.
Chapter 5 Visual Aids for Navigation	5.1.1.4	C	The specification has been transposed as Guidance Material.
	5.1.3.2	C	Paragraph (c) has not yet been transposed, and part of the specification has been transposed as guidance material.
	5.1.4.1	C	The specification has been transposed as Guidance Material.
	5.1.4.2	C	The specification has been transposed as Guidance Material.
	5.1.4.3	C	The specification has been transposed as Guidance Material.
	5.2.1.7	C	The specification has been transposed as Guidance Material.
	5.2.4.10	C	The notes of the specification have not yet been transposed.
	5.2.8.3	B	Taxiway centre lines are meant to be provided.
	5.2.8.4	C	Paragraph (a) of the CS does not ensure that an enhanced taxiway centreline is provided when necessary.
	5.2.10.5	C	The specification has not yet been transposed.
	5.2.10.7	C	The specification has not yet been transposed.
	5.2.13.2	C	The specification has not yet been transposed.
	5.2.13.5	C	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	B	The CS requires the designation of the appropriate aircraft types.
	5.2.16.1	C	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.
	5.2.16.5	C	The specification has been transposed as Guidance Material.
	5.2.17.2	C	The specification has been transposed as Guidance Material.
	5.2.17.3	C	The specification has been transposed as Guidance Material.
	5.2.17.4	C	The specification has been transposed as Guidance Material.
	5.2.17.5	C	The specification has been transposed as Guidance Material.
	5.2.17.8	B	The height of the characters conforms to that of the mandatory instruction signs.
	5.3.3.3	C	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	C	The part of the specification related to the coloured flashes of the beacons has not been transposed.

Provision affected		Type of diff	Difference in full text
	5.3.5.2	A	The CS are limited only to the PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.3	A	The CS are limited only to the PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.6	C	The specification has been transposed as Guidance Material.
	5.3.5.7	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.8	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.9	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.10	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.11	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.12	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.13	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.14	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.15	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.16	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.17	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.18	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.19	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.20	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.21	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.22	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.23	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.44	C	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	C	The CS does not foresee the removal of existing objects as prescribed in the specification.

Provision affected		Type of diff	Difference in full text
	5.3.7.6	C	The specification has been transposed as Guidance Material.
	5.3.8.1	C	The specification has been transposed in a way that does not ensure its implementation.
	5.3.12.2	C	The specification has been transposed as Guidance Material.
	5.3.12.4	C	The specification has been transposed as Guidance Material.
	5.3.15.1	C	The specification has been transposed as guidance material, and the CS does not ensure the availability of the system.
	5.3.15.2	C	The specification has been transposed as Guidance Material.
	5.3.17.13	A	Paragraph (a) of the specification has not been transposed.
	5.3.19.2	C	The specification foresees that the lights may not be provided under certain conditions.
	5.3.20.1	A	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	C	The part of the specification with regard to the location of additional lights has been transposed as Guidance Material.
	5.3.20.6	C	The specification has been transposed as Guidance Material.
	5.3.20.8	C	The specification has been transposed as Guidance Material.
	5.3.22.1	C	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	C	The current certification specifications do not address this provision.
	5.3.23.6	C	The current certification specifications do not address this provision.
	5.3.23.7	C	The current certification specifications do not address this provision.
	5.3.23.8	C	The current certification specifications do not address this provision.
	5.3.23.11	B	The current certification specifications do not address this provision.
	5.3.24.1	C	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	C	The CS foresees that such alignment is preferable.
	5.3.25.15	C	The CS foresees that such usability is preferable.
	5.3.28.1	A	A road-holding position light is to be provided when the runway is to be used with RVR below 550m.
	5.3.29.4	C	The current certification specifications do not address this provision.
	5.3.29.5	C	The specification has been transposed as Guidance Material.
	5.3.29.7	C	The specification has been transposed as Guidance Material.
	5.3.29.8	C	The specification has been transposed as Guidance Material.
	5.4.3.5	A	The provision of intersection take off signs is not conditional on "operational need".
	5.4.3.24	C	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	C	The current certification specification does not fully address this provision.

Provision affected		Type of diff	Difference in full text
	5.4.3.37	C	The current certification specification does not fully address this provision.
	5.4.5.1	C	The specification has been transposed as Guidance Material.
	5.4.5.2	C	The specification has been transposed as Guidance Material.
	5.4.5.3	C	The specification has been transposed as Guidance Material.
	5.4.5.4	C	The specification has been transposed as Guidance Material.
	5.4.5.5	C	The specification has been transposed as Guidance Material.
	5.5.4.3	C	The specification has not yet been transposed.
Chapter 6 Visual Aids for Denoting Obstacles	6.1.1.4	C	Paragraph (d)(3) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.5	C	Paragraph (e)(2) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.6	C	Paragraph (d)(3) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.7	C	Paragraph (f)(3) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.8	C	The CS foresees the exemption from marking and lighting.
	6.1.1.9	C	The specification has been transposed as Guidance Material.
	6.1.1.10	C	The specification has been transposed as Guidance Material.
	6.1.2.2	C	The specification has been transposed as Guidance Material.
	6.1.2.3	C	The specification has been transposed as Guidance Material.
	6.1.2.2.1	C	The part of the specification regarding the colour has been transposed as Guidance Material.
	6.2.3.2	C	The last part of the specification regarding the colour has been transposed as Guidance Material.
	6.2.3.18	C	The specification has been transposed as Guidance Material.
	6.2.3.23	B	The GM foresees the possibility to also use low intensity lights.
	6.2.3.30	C	The part of the specification regarding the colour has been partially transposed as Guidance Material.
	6.2.5.11	C	The specification has been transposed as Guidance Material.
Chapter 7 Visual Aids for Denoting Restricted Use Areas	7.2.2	C	The specification has been transposed as Guidance Material.
Chapter 8 Electrical Systems	8.1.9	C	The specification has been transposed as Guidance Material.
	8.1.10	C	Essential security lighting and essential equipment and facilities for the aerodrome responding emergency services, are not covered by the CS.
	8.1.11	C	The specification has been transposed as Guidance Material.

Provision affected		Type of diff	Difference in full text
Chapter 9 Aerodrome Operational Services, Equipment and Installations	9.1.3	C	The specification has been transposed as Guidance Material.
	9.1.4	A	The specification has not yet been transposed.
	9.1.5	C	The AMC requires more detailed and precise information with regard to points b) and e) of the ICAO specification.
	9.1.6	C	The specification has been transposed as Guidance Material.
	9.1.7	C	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	C	The specification has been transposed as Guidance Material.
	9.1.9	C	The specification has been transposed as Guidance Material.
	9.1.10	C	The specification has been transposed as Guidance Material.
	9.1.11	C	The specification has been transposed as Guidance Material, which additionally allows the possibility for communication systems not to be provided.
	9.1.13	A	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	C	The specification has been transposed as Guidance Material.
	9.2.2	C	The AMC does not foresee the provision of specialist fire-fighting equipment appropriate to the hazard and risk.
	9.2.4	C	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	C	The wording of the AMC does not ensure that supplementary water supplies are to be provided.
	9.2.21	C	The specification has not yet been transposed.
	9.2.29	C	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	B	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	B	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	C	The specification has been transposed as Guidance Material.
	9.2.35	C	The specification has been transposed as Guidance Material.
	9.2.36	C	The specification has been transposed as Guidance Material.
	9.2.45	C	The specification has been transposed as Guidance Material.
	9.3.1	C	The specification has been transposed as Guidance Material.
	9.3.2	C	The specification has been transposed as Guidance Material.
	9.4.4	C	The specification has not been fully transposed.
	9.5.1	C	The specification has been transposed.
	9.5.2	C	The specification has been transposed.
	9.5.3	C	The specification has been transposed.

Provision affected		Type of diff	Difference in full text
	9.5.4	C	The specification has been transposed.
	9.5.5	C	The specification has been transposed.
	9.5.6	C	The specification has been transposed.
	9.5.7	C	The specification has been transposed.
	9.6.1	C	The specification has been transposed.
	9.6.2	C	The specification has been transposed.
	9.7.1	C	The specification has been transposed.
	9.7.2	C	The specification has been transposed.
	9.7.3	C	The specification has been transposed.
	9.7.4	C	The part of the specification regarding compliance of the drivers with the instructions given has not yet been transposed.
	9.7.5	C	The specification has been transposed.
	9.8.3	C	The specification has been transposed.
	9.8.7	C	The specification has been transposed as Guidance Material.
	9.8.8	C	The specification has been transposed as Guidance Material.
	9.9.4	C	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	A	The current certification specification is more demanding with regard to the installation of objects for certain runway types.
	9.10.4	C	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	C	The specification has been transposed as Guidance Material.
	9.11.1	C	The specification has not yet been transposed.

Provision affected		Type of diff	Difference in full text
Chapter 10 Aerodrome maintenance	10.1.2	C	The specification has been transposed as Guidance Material.
	10.2.3	C	The minimum friction level has not been defined. Only guidance material has been provided.
	10.2.4	C	The specification has not been transposed.
	10.2.7	C	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	C	The specification has been transposed as guidance material.
	10.2.10	C	The specification has not yet been transposed.
	10.3.5	C	The specification has not yet been transposed.
	10.4.2	C	The specification has not yet been transposed.
	10.4.3	C	The specification has not yet been transposed.
	10.4.5	C	The specification has not yet been transposed.
	10.5.1	C	Notes 2 and 3 have not yet been transposed.
	10.5.3	C	The specification has not yet been transposed.
	10.5.4	C	The specification has not yet been transposed.
	10.5.5	C	The specification has not yet been transposed.
	10.5.6	C	The specification has not yet been transposed.
	10.5.8	A	The CS applies for taxiway operations under 550m RVR.
	10.5.9	A	The CS applies for taxiway operations under 550m RVR.
	10.5.13	C	The specification has not yet been transposed.
Annex 14 - Aerodromes Volume II (Amendment 9)			
Chapter 1 Definitions	1.2.1	C	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139. Responsibilities are addressed throughout the rules, however it was found that this provision could not be transposed as such.
	1.2.2	C	The specifications apply only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139. The EU and Member States' national regulations do not apply exclusively to heliports intended to be used by helicopters in international civil aviation.
	1.2.3	C	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
Chapter 2 Heliport Data	2.2.	C	The specification has not been transposed in Regulation (EU) 139/2014.
	2.3.	C	The specification has not been transposed in Regulation (EU) 139/2014.
	2.4.	C	The specification has not been transposed in Regulation (EU) 139/2014.
	2.5.	C	The specification has not been transposed in Regulation (EU) 139/2014.
	2.6.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.

Provision affected		Type of diff	Difference in full text
Chapter 3 Physical Characteristics	3.1.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	3.2.	C	The specification has not been transposed.
	3.3.	C	The specification has not been transposed.
Chapter 4 Obstacle Environment	4.1.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	4.1.5.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139. The specification does not require an approval by the authority for the origin of the inclined plan for the case of performance class 1 helicopters.
	4.2.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	4.2.4.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139. The specification introduces an additional case (regularity of operations) in which, following a safety assessment, penetration of the OLS is permitted.
	4.2.7.	C	The specification does not foresee that a "surface-level heliport shall have at least one approach and take-off climb surface". The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
Chapter 5 Visual Aids	5.1.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.2.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.2.7.1.	C	The specifications do not require the actual provision of an aiming point marking. The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.3.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.3.3.1.	C	The specification has been transposed in such a manner that does not ensure that an approach lighting system is provided where needed. The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.3.4.1.	C	The specification has been transposed in such a manner that does not ensure that a flight path alignment guidance lighting system is provided where needed. The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.3.5.1.	C	The specification has been transposed in such a manner that does not ensure that a visual alignment guidance system is provided where needed. Additionally, the conditions under which such a system should be provided have been transposed as guidance material. The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.3.6.1.	C	The specification has been transposed in such a manner that does not ensure that a visual alignment guidance system is provided where needed. Additionally, the conditions under which such a system should be provided have been transposed as guidance material. The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.

Provision affected		Type of diff	Difference in full text
Chapter 6 Heliport Emergency Response	6.1.	C	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	6.2.	C	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	6.2.1.1.	C	The level of protection is determined on the basis of the characteristics of the aeroplanes using the aerodrome. The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
Annex 15 - Aeronautical Information Services			
Chapter 1 Definitions	1.1.48	C	No definition.
	1.1.49	C	No definition.
	1.1.78	C	The adopted definition covers only the case of aeronautical data.
	1.1.104	B	The definition is based on that of data traceability.
	1.1.105	B	The definition is different in wording but the intent is the same.
	1.1.106	B	The wording of the definition is different but the intent is the same.
	1.2.1.2	C	The recommendation has not been transposed.
	1.2.2.3	C	The standard has been transposed in a manner that does to specify when a geoid model, other than EGM 96, may be used.
	1.3.3	C	The recommendation has not been transposed.
	1.3.4	C	The standard has been transposed in a manner that does not specify the conditions for the use of ICAO abbreviations.

Provision affected		Type of diff	Difference in full text
Chapter 2 Responsibilities and functions	2.1.3	C	The first sentence of the standard has not been transposed.
	2.2.1	C	The standard has been transposed in a manner that does not take into account all the elements of the ATM community.
	2.2.2	B	Aeronautical data and aeronautical information are not explicitly required to be provided as aeronautical information products.
	2.2.3	B	Provision of 24- hour NOTAM origination/issuance and pre-flight information is ensured.
	2.2.4	C	The standard has been transposed as guidance material (GM1 AIS.OR.105(3))
	2.2.5	C	The standard has not been transposed.
	2.2.7	C	The standard has been transposed in a manner that does not explicitly cover the AIS providers of other States.
	2.3.1	C	The standard has not been transposed.
	2.3.2	C	The recommendation has not been transposed.
	2.3.3	C	The standard has not been transposed.
	2.3.5	C	The standard has not been transposed.
	2.3.6	C	The standard has not been transposed.
	2.3.7	C	The recommendation has not been transposed.
	2.3.8	C	The standard has not been transposed.
	2.3.9	C	The recommendation has not been transposed.
Chapter 3 Aeronautical information management	3.5.2	A	Principle transposed; expanded in AMC1 AIS.OR.200 (c).
	3.6.8	A	Detailed EU rules are applicable for the quality management system.
	3.7.1	A	More detailed requirements are applicable for human factor considerations.
Chapter 4 Scope of aeronautical data and aeronautical information	4.1.1	C	The transposed aeronautical data catalogue does not contain case a).
Chapter 5 Aeronautical information products and services	5.1.1	A	EU Regulations contain more detailed requirements.
	5.2.1	A	Transposed through expanded rule structure stemming from relevant provisions from PANS-AIM.
	5.2.3	A	Transposed and expanded with relevant provisions from PANS-AIM.
	5.2.4.1	A	Transposed and expanded with relevant provisions from PANS-AIM.

Provision affected		Type of diff	Difference in full text
	5.2.5.1	C	The Aerodrome Terrain and Obstacle Chart — ICAO (Electronic) chart is not required to be provided.
	5.3.1.1	C	Rewording applied to add "If available, an AIS provider shall ensure that...".
	5.3.3.2	C	The recommendation has been transposed as guidance material.
	5.3.3.3.2	C	The standard has been transposed in a manner that makes data provision subject to availability of terrain data.
	5.3.3.3.3	C	The standard has been transposed in a manner that applies for all aerodromes; however the provision of data depends on data availability.
	5.3.3.3.4	C	The recommendation has been transposed in a manner that applies for all aerodromes; however the provision of data depends on data availability.
	5.3.3.3.5	C	The recommendation has not been transposed.
	5.3.3.3.6	C	The recommendation has not been transposed.
	5.3.3.3.9	C	The recommendation has not been transposed.
	5.3.3.4.4	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.5	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.6	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.7	C	The recommendation has not been transposed.
	5.3.3.4.8	C	The recommendation has not been transposed.
	5.3.3.4.9	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.10	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.11	C	The recommendation has been transposed as guidance material.
	5.3.4.2	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.5.2	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.4.1.3	C	The recommendation has not been transposed.
	5.4.2.4	C	The standard has not been transposed.
	5.4.2.7	C	The recommendation has not been transposed.
	5.5.1	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.6.1	C	The standard has not been transposed.

Provision affected		Type of diff	Difference in full text
Chapter 6 Aeronautical information updates	6.2.1	A	RMZ and TMZ are also addressed under the regulatory provision.
	6.2.6	C	The recommendation has been transposed as guidance material.
	6.3.2.2	C	The provisions address the NOTAM issuance but do not cover explicitly all cases of NOTAM origination.
	6.3.2.3	C	The publication of information through NOTAM about hazardous activities to civil aviation and addressing the specific case of conflict zones is currently not required by EU regulations.
	6.3.2.4	A	A NOTAM is also required to be be originated and issued in the case of unavailability of a runway due to runway marking works or, if the equipment used for those works can be removed, a time lag required for making the runway available.
	6.3.3.5	C	The standard has not been transposed.
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 (Amendment 12)			
Chapter 1 Definitions	1.4	B	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 General Applicability	2.3.	A	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.	C	EU Member States share the implementation.
Chapter 4 Limitations on the Transport of Dangerous Goods by Air	4.2.	C	Some requirements (i.e. shippers) are not covered under the scope of EU Rules and are implemented by the national authorities.
Chapter 9 Provision of Information	9.4.	C	The regulation cover just operators.
	9.6.1.	A	The scope of the information to be notified is specified in the AMC.
	9.6.2.	A	The scope of the information to be notified is specified in the AMC.
Chapter 12 Dangerous Goods Accident and Incident reporting	12.1.	C	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 (Amendment 1)			

Provision affected		Type of diff	Difference in full text
Chapter 1 Definitions	1.7	C	No definition.
	1.8	B	The term is present and recognised in EU rules even if there is no definition.
	1.9	C	No definition.
Chapter 3 State Safety Management Responsibilities	3.3.2.1.	C	(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.	B	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.	B	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.	C	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.	C	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 Safety Management Systems	4.1.1.	C	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.	C	(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.	C	Not yet addressed in Annex II to Regulation (EU) 1321/2014 (Part-145).
	4.1.6.	C	Not yet addressed in Regulation (EU) 748/2012 (Part-21).
	4.1.7.	C	Not yet addressed in Regulation (EU) 748/2012 4.1.7 (Part-21).
	4.2.	B	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		
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/

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. RESPONSIBLE SERVICE

- 1.1. The Aeronautical Information Service is provided in accordance with ICAO Annex 15, Doc 10066 PANS AIM, Doc 8126 – Aeronautical Information Services Manual and Regulation (EU) 2017/373 as regards requirements for air traffic management/air navigation services.

HungaroControl, Hungarian Air Navigation Services Private Limited Company
Aeronautical Information Service (AIS)

Post:H-1675 Budapest
PO Box 80 Hungary

Post:H-1185 Budapest, Iglo utca 33-35. Hungary

URL:<http://ais.hungarocontrol.hu>

Email:ais@hungarocontrol.hu

International NOTAM Office (NOF)

Phone:(+361) 293-4354

Phone:(+361) 293-4471

AFS:LHBPYNYN

AFS:LHBPYNYN (for SNOWTAM)

Email:nof@hungarocontrol.hu

Hours of Service:H24

Publications and Static Data Management Unit

Phone:(+361) 293-4459

Phone:(+361) 293-4144

Email:pubsdo@hungarocontrol.hu

Hours of Service: normal business hours.

2. AREA OF RESPONSIBILITY

The AIS is responsible for the collection and dissemination of aeronautical information with regard the airspace and aerodromes available for civil air traffic within the territory of Hungary.

3. AERONAUTICAL PUBLICATIONS

The aeronautical information is provided in the form of the Aeronautical Information Product which are:

- Aeronautical Information Publication (AIP), including Amendments (AMDT) and Supplements (SUP);
- AICs;
- aeronautical charts;
- NOTAM;
- digital data sets.

3.1 AIP and related amendment service

AIP is the core document containing data and information of a lasting character, which are of operational significance for the safe conduct of air traffic. The AIP is kept up to date by means of an amendment service.

3.1.1 Electronic AIP (eAIP)

The Hungarian eAIP is based on the EUROCONTROL eAIP Specification and the ICAO AIP Specimen.

Amendments to the eAIP are published on HungaroControl's AIS website:

URL: <https://ais-en.hungarocontrol.hu/>

3.2 NOTAM

NOTAM are distributed for 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 navairs.

Distribution: On request.

Series S - SNOTAM 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 SNOTAM are distributed via AFS.

3.3 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 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.

3.4 Checklist and lists of valid NOTAM

A Checklist of valid NOTAM is issued monthly via AFS. The Summary of NOTAM is distributed by e-mail to all recipients of the eAIP. 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.

3.5 Sale of publications

Subscription to the AIS publication mailing list to receive notifications by e-mail with links to download all the published material (AIP AMDT, SUP, AIC and monthly NOTAM list) is free of charge. Subscription:

URL: <https://ais-en.hungarocontrol.hu/order/>

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:

2022	2023	2024	2025
27 JAN 22	26 JAN 23	25 JAN 24	23 JAN 25
24 FEB 22	23 FEB 23	22 FEB 24	20 FEB 25
24 MAR 22	23 MAR 23	21 MAR 24	20 MAR 25
21 APR 22	20 APR 23	18 APR 24	17 APR 25
19 MAY 22	18 MAY 23	16 MAY 24	15 MAY 25
16 JUN 22	15 JUN 23	13 JUN 24	12 JUN 25
14 JUL 22	13 JUL 23	11 JUL 24	10 JUL 25
11 AUG 22	10 AUG 23	08 AUG 24	07 AUG 25
08 SEP 22	07 SEP 23	05 SEP 24	04 SEP 25
06 OCT 22	05 OCT 23	03 OCT 24	02 OCT 25
03 NOV 22	02 NOV 23	31 OCT 24	30 OCT 25
01 DEC 22	30 NOV 23	28 NOV 24	27 NOV 25
29 DEC 22	28 DEC 23	26 DEC 24	25 DEC 25

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 HungaroControl premises. ([para 3.3](#))

A comprehensive graphics based briefing solution is provided by HungaroControl which can be accessible via the following URL:

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

5.2 Maps and charts held

The following aeronautical information are maintained in Netbriefing:

- Static data (airspace, navaids, waypoints, airports, etc.)
- NOTAMs,
- AUP, UUP,
- MET information (precipitation map overlay)

5.3 General area of coverage

The general coverage of the data is the ECAC States. Data quality may change state by state.

Hours of Service: H24.

6. DIGITAL DATA SETS

6.1 Description of the available data sets

6.1.1 Electronic Obstacle Data:

Affected area	Area 1	Area 2	Area 3	Area 4
LHCC FIR (See ENR 5.4)	Yes	Nil	Nil	Nil
LHBC	Nil	Yes	Yes	Nil
LHBP	Nil	Yes	Yes	Yes
LHDC	Nil	Yes	Yes	Yes (for RWY 04R)
LHNY	Nil	Yes	Yes	Nil
LHPP	Nil	Yes	Yes	Nil
LHPR	Nil	Yes	Yes	Yes (for RWY 29)
LHSM	Nil	Yes	Yes	Nil
LHUD	Nil	Yes	Yes	Nil

6.1.2 Electronic Terrain Data:

Affected area	Area 1	Area 2	Area 3	Area 4	Remark
LHCC FIR	Yes	Nil	Nil	Nil	DDM10 <ul style="list-style-type: none"> horizontal resolution: 10x10 M vertical accuracy: mean error in the plain 0.8 M; in the hills 2.5 M; in the mountains 5 M. vertical sharpness: 1 M projection (original): Gauss-Krüger (convertible)

6.2 Contact details of how data sets may be obtained

Electronic Obstacle Datasets may be obtained from:

HungaroControl, Hungarian Air Navigation Services Private Limited Company

Aeronautical Information Service

Post:H-1185 Budapest, Iglo utca 33-35. Hungary

Phone:(+361) 293-4459

Email:pubsdo@hungarocontrol.hu

URL:http://ais.hungarocontrol.hu

Hours of Service:normal business hours.

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.

4.2.19 FIS Sectors - Index Chart

The primary function of this chart is to show visually the sectors and related frequencies used by the FIS within the LHCC FIR.

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	24 MAR 2022
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	24 FEB 2022
ATC Sectors - Index Chart		Hungary	
	Nil	ENR 6-LHCC-SECTOR	19 MAY 2022
FIS Sectors - Index Chart		Hungary	
	Nil	ENR 6-LHCC-FIS	24 MAR 2022
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	24 MAR 2022
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	19 MAY 2022
Appendix 1 to ADC	Nil	AD 2 LHBP-TAXI-ARR	19 MAY 2022
Appendix 2 to ADC	Nil	AD 2 LHBP-TAXI-DEP	19 MAY 2022
		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

Title of series	Scale	Name and/or number	Date of latest revision
		Győr/Pér	
	1:10 000	AD 2-LHPR-ADC	04 NOV 2021
		Hévíz/Balaton	
	1:10 000	AD 2-LHSM-ADC	12 AUG 2021
		Szeged	
	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	19 MAY 2022
	1:5 000	AD 2-LHBP-PDC/2	19 MAY 2022
	1:5 000	AD 2-LHBP-PDC/3	19 MAY 2022
	1:5 000	AD 2-LHBP-PDC/4	19 MAY 2022
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	27 JAN 2022
	1:700 000	AD2-LHBP-SID-13R	27 JAN 2022
	1:700 000	AD2-LHBP-SID-31L	27 JAN 2022
	1:700 000	AD2-LHBP-SID-31R	27 JAN 2022
		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-11	04 NOV 2021
	1:250 000	AD 2-LHPR-SID-29	04 NOV 2021
		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	27 JAN 2022

Title of series	Scale	Name and/or number	Date of latest revision
	1:700 000	AD 2-LHBP-STAR-31L31R Debrecen	27 JAN 2022
	1:250 000	AD 2-LHDC-STAR-04R22L	12 AUG 2021
Budapest TMA - Index Chart		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-TMA	24 MAR 2022
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	04 NOV 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	27 JAN 2022
	1:300 000	AD 2-LHBP-RNP-Z-31R	04 NOV 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
		Nyíregyháza	
	1:250 000	AD 2-LHNY-RNP-Y-18	24 MAR 2022
	1:250 000	AD 2-LHNY-RNP-Z-18	24 MAR 2022
	1:250 000	AD 2-LHNY-RNP-Y-36	24 MAR 2022
	1:250 000	AD 2-LHNY-RNP-Z-36	24 MAR 2022
		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

ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 0.1	PREFACE	ENR 0.1 - 1
ENR 0.2	RECORD OF AIP AMENDMENTS	ENR 0.2 - 1
ENR 0.3	RECORD OF AIP SUPPLEMENTS	ENR 0.3 - 1
ENR 0.4	CHECK LIST OF AIP PAGES	ENR 0.4 - 1
ENR 0.5	LIST OF HAND AMENDMENTS	ENR 0.5 - 1
ENR 0.6	TABLE OF CONTENTS TO PART 2	ENR 0.6 - 1

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1	GENERAL RULES	ENR 1.1 - 1
1.	GENERAL	ENR 1.1 - 1
2.	Procedures within uncontrolled airspace	ENR 1.1 - 1
3.	Coordination of Flights Requiring Special ATC Handling	ENR 1.1 - 3
4.	General information about UAS operation	ENR 1.1 - 4
ENR 1.2	VISUAL FLIGHT RULES	ENR 1.2 - 1
1.	General rules	ENR 1.2 - 1
2.	Restrictions for VFR flights	ENR 1.2 - 2
ENR 1.3	INSTRUMENT FLIGHT RULES	ENR 1.3 - 1
1.	Rules applicable to all IFR flights	ENR 1.3 - 1
2.	Rules applicable to IFR flights within controlled airspace	ENR 1.3 - 1
3.	Rules applicable to IFR flights outside controlled airspace	ENR 1.3 - 1
4.	Free route airspace (FRA) General Procedures	ENR 1.3 - 2
ENR 1.4	ATS AIRSPACE CLASSIFICATION AND DESCRIPTION	ENR 1.4 - 1
1.4.1.	ATS Airspace Classification	ENR 1.4 - 1
1.4.2.	ATS Airspace Description	ENR 1.4 - 1
ENR 1.5	HOLDING, APPROACH AND DEPARTURE PROCEDURES	ENR 1.5 - 1
1.	General	ENR 1.5 - 1
2.	Arriving Flights	ENR 1.5 - 1
3.	Departing Flights	ENR 1.5 - 1
4.	Other relevant information and procedures	ENR 1.5 - 1
ENR 1.6	ATS SURVEILLANCE SERVICES AND PROCEDURES	ENR 1.6 - 1
1.	Primary Radar	ENR 1.6 - 1
2.	Secondary Surveillance Radar (SSR)	ENR 1.6 - 5
3.	Automatic Dependent Surveillance — Broadcast (ADS-B)	ENR 1.6 - 7
4.	Other relevant information and procedures	ENR 1.6 - 8
ENR 1.7	ALTIMETER SETTING PROCEDURES	ENR 1.7 - 1
1.	Introduction	ENR 1.7 - 1
2.	Basic altimeter setting procedures	ENR 1.7 - 1
3.	Description of altimeter setting region(s)	ENR 1.7 - 2
4.	Procedures applicable to operators (including pilots)	ENR 1.7 - 2
5.	Table of Cruising levels	ENR 1.7 - 2
ENR 1.8	ICAO REGIONAL SUPPLEMENTARY PROCEDURES	ENR 1.8 - 1
ENR 1.9	AIR TRAFFIC FLOW MANAGEMENT (ATFM) AND AIRSPACE MANAGEMENT	ENR 1.9 - 1
1.	General	ENR 1.9 - 1
2.	Responsibilities	ENR 1.9 - 1
3.	Information on Air Traffic Flow And Capacity Management (ATFCM) measures	ENR 1.9 - 2
4.	ATFCM procedures	ENR 1.9 - 2
5.	Use of STS/Indicators in FPLs for ATFCM purposes	ENR 1.9 - 4
6.	Operational data	ENR 1.9 - 4
7.	AIRSPACE MANAGEMENT	ENR 1.9 - 5
ENR 1.10	FLIGHT PLANNING	ENR 1.10 - 1
1.	Procedures for the Submission of a Flight Plan	ENR 1.10 - 1
2.	Repetitive Flight Plan System	ENR 1.10 - 7
3.	Changes to the submitted flight plan	ENR 1.10 - 10
ENR 1.11	ADDRESSING OF FLIGHT PLAN MESSAGES	ENR 1.11 - 1
ENR 1.12	INTERCEPTION OF CIVIL AIRCRAFT	ENR 1.12 - 1
1.	Interception Procedures	ENR 1.12 - 1
2.	Signals for use in the event of interception	ENR 1.12 - 2
3.	Marking applied on Hungarian state aircraft	ENR 1.12 - 5

ENR 1.13 UNLAWFUL INTERFERENCE	ENR 1.13 - 1
1. General.....	ENR 1.13 - 1
2. Procedures	ENR 1.13 - 1
ENR 1.14 AIR TRAFFIC INCIDENTS	ENR 1.14 - 1
1. Definition of air traffic incidents.....	ENR 1.14 - 1
2. Use of the "Air Traffic Incident Reporting Form".....	ENR 1.14 - 1
3. Reporting procedures (including in-flight procedures).....	ENR 1.14 - 1
4. Purpose of reporting and handling of the form	ENR 1.14 - 2

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA AND CTA	ENR 2.1 - 1
1. FIR, CTA, TMA	ENR 2.1 - 1
2. Military TMAs AND CTRs (MTMA/MCTR).....	ENR 2.1 - 4
ENR 2.2 OTHER REGULATED AIRSPACE	ENR 2.2 - 1
1. RMZ/TMZ airspaces	ENR 2.2 - 1
2. Other types of regulated airspaces	ENR 2.2 - 2

ENR 3 ATS ROUTES

ENR 3.1 LOWER ATS ROUTES	ENR 3.1 - 1
ENR 3.2 UPPER ATS ROUTES	ENR 3.2 - 1
ENR 3.3 AREA NAVIGATION ROUTES	ENR 3.3 - 1
ENR 3.4 HELICOPTER ROUTES	ENR 3.4 - 1
ENR 3.5 OTHER ROUTES	ENR 3.5 - 1
ENR 3.6 EN-ROUTE HOLDING	ENR 3.6 - 1
1. Holding procedures within Budapest TMA.....	ENR 3.6 - 1

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE	ENR 4.1 - 1
ENR 4.2 SPECIAL NAVIGATION SYSTEMS	ENR 4.2 - 1
ENR 4.3 GLOBAL NAVIGATION SATELITE SYSTEM (GNSS)	ENR 4.3 - 1
ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS	ENR 4.4 - 1
ENR 4.4.1 NAME-CODE DESIGNATORS FOR FRA SIGNIFICANT POINTS	ENR 4.4.1 - 1
ENR 4.5 AERONAUTICAL GROUND LIGHTS - EN-ROUTE	ENR 4.5 - 1

ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS	ENR 5.1 - 1
1. Prohibited Areas	ENR 5.1 - 1
2. Restricted Areas	ENR 5.1 - 1
3. Danger Areas	ENR 5.1 - 2
ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ)	ENR 5.2 - 1
1. Temporary Reserved Areas	ENR 5.2 - 1
2. Air defence identification zone	ENR 5.2 - 4
ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS	ENR 5.3 - 1
ENR 5.4 AIR NAVIGATION OBSTACLES	ENR 5.4 - 1
ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES	ENR 5.5 - 1
1. Aerobatics area	ENR 5.5 - 1
2. Glider areas	ENR 5.5 - 1
3. Drop zones	ENR 5.5 - 4
ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA	ENR 5.6 - 1
1. Bird migration	ENR 5.6 - 1
2. Areas with sensitive fauna	ENR 5.6 - 1
ENR 6 EN-ROUTE CHARTS	ENR 6 - 1
FREE ROUTE AIRSPACE (FRA) (9500-FL660)	ENR 6-LHCC-ERC - 1
COMPULSORY AND PLANNABLE LINKS - INDEX CHART (SEE ENR 1.3)	ENR 6-LHCC-LINKS - 1
SOUTH EAST EUROPE FREE ROUTE AIRSPACE (SEE FRA) - INDEX CHART	ENR 6-LHCC-FRA - 1
ATC SECTORS - INDEX CHART	ENR 6-LHCC-SECTOR - 1
FIS SECTORS - INDEX CHART	ENR 6-LHCC-FIS - 1
PROHIBITED, RESTRICTED AND DANGER AREAS	ENR 6-LHCC-PRD - 1
TEMPORARY RESERVED AIRSPACES - INDEX CHART	ENR 6-LHCC-TRA - 1

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:
- the ceiling shall not be less than 450 M (1 500 FT);
 - 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 2.](#)

The State boundaries of Hungary may be crossed by flying over any significant points designated as entry/exit points. The designated points are listed in [ENR 4.4.1.](#)

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

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES

1. PRIMARY RADAR**1.1 Supplementary services****1.1.1 Radar service is an integral part of the ATC system within the Budapest FIR.**

Budapest ACC and Budapest TRCC will normally use radar derived information in the provision of air traffic control services.

1.1.2 Within Budapest FIR radar service is provided by:

- a. BUDAPEST CONTROL for aircraft operating under Area Control;
- b. BUDAPEST APPROACH for aircraft operating within Budapest TMA;
- c. BUDAPEST DIRECTOR for arriving aircraft in Budapest TMA below 7500 feet altitude (as traffic conditions require).
- d. BUDAPEST FLIGHT INFORMATION may use radar derived information in the provision for flight information service between 4000 feet and 9500 feet altitude. Radar serves only as an aid to provide aircraft with more accurate flight information. It does not relieve the pilot-in-command of an aircraft of any of his responsibilities and he has to make the final decision regarding any suggested alternation of flight plan.

For more details [See ENR 2.1](#)

1.1.3 Communication

Aircraft intending to operate under radar services within Budapest FIR shall apply the following R/T procedures (in accordance with Commission Implementing Regulation (EU) No 1185/2016 (SERA C):

- a. The initial call after a change of air-ground voice communication channel shall contain the following elements (SERA.14065):
 - the designation of the ATS unit being called;
 - call sign and, for aircraft in the heavy wake turbulence category, the word "Heavy" or "Super" if that aircraft has been so identified by the competent authority;
 - level, including passing and cleared levels, if not maintaining the cleared level;
 - speed, if assigned by ATC; and
 - additional elements, if any
- b. Any position report (if required) subsequently shall contain only:
 - aircraft call sign;
 - position;
 - time over (fix)
- c. Aircraft being identified after entering controlled airspace are exempted the requirement of subsequent position reporting. Pilots of aircraft shall resume position reporting when:
 - it is instructed by ATC; or
 - crossing the FIR boundary
- d. For aircraft being provided with aerodrome control service, the initial call shall contain:
 - the designation of the ATS unit being called;
 - call sign and, for aircraft in the heavy wake turbulence category, the word "Heavy" or "Super" if that aircraft has been so identified by the competent authority;
 - position;
 - additional elements, if any

1.2 The application of radar control service

For radar separation within the Budapest FIR radar information derived from the primary and secondary radar stations (En route, TAR) approved by the competent aviation authority, is used.

1.2.1 Radar control service is applied in accordance with the provisions of ICAO Doc 4444 - ATM/501 Chapter 8. ATS Surveillance Services.

1.2.2 Radar control service is provided in controlled airspace to aircraft operating within Budapest TMA and Budapest CTA.

1.2.3 The applicable horizontal radar separation minima:

- Budapest CTA (by Budapest ACC): 5 NM
- Budapest TMA, RUTOL BOX (by Budapest APP): 3 NM

Note: The 3 NM separation minima is only applied when TAR information is available. Otherwise the 5 NM separation minima is applied.

1.2.4 At Budapest Liszt Ferenc International Airport 3 NM separation minima is applied between successive aircraft on adjacent final approach courses or tracks.

1.2.5 Levels assigned by radar controller to pilots will provide a minimum terrain clearance of at least 1 000 feet regardless the phase of flight.

1.3 Radar and air-ground communication failure procedures

1.3.1 Radar failure

In the event of radar failure or loss of radar identity of an aircraft under radar control will be advised immediately of the interruption or termination of radar control and as an emergency measure reduced vertical separation (500 feet at/or below FL410 and 1000 feet above FL410) may be resorted to as necessary until standard non-radar separation can be provided or radar control is resumed.

1.3.2 Radio communication failure

According to ICAO procedures when an aircraft is unable to establish radio connection with the competent ATS unit on the given frequency, the correct function of the radio equipment or the correct setting of the frequency shall be checked. The correct functioning of the receiver can be checked by monitoring continuous transmissions (VOLMET, ATIS) or other message exchanges.

When both transmitting and receiving devices are fully functional, but connection cannot be established (e.g. due to geographical conditions), the aircraft shall request other aircraft operating on the same frequency to relay the message to the ATS unit concerned. If this procedure is unsuccessful, the aircraft shall try to establish connection with other ATS units and request the message to be relayed to the ATS unit concerned.

When an aircraft is unable to establish connection due to receiver failure, pilots shall give continuous reports at set periods or geographical points on the given frequency using the phrase 'TRANSMITTING BLIND DUE TO RECEIVER FAILURE'. The entire transmission shall be repeated once and the time of the next transmission stated.

The ATS unit concerned may advise the aircraft experiencing radio communication failure to carry out a specific manoeuvre as a reply to discover the nature of the radio communication failure. The advisory shall be so that the aircraft returns to the previously cleared route following the identification manoeuvre.

ATS may also advise the aircraft to operate IDENT or change SSR code.

In the case of complete aircraft communication failure the pilot shall carry out the procedures detailed in PANS ATM (ICAO Doc 4444) Chapter 15, paragraph 15.3.

1.4 Voice and controller-pilot data link communications (CPDLC) position reporting requirements

1.4.1 General requirements

Aircraft are required to report their position when entering controlled airspace. Following aircraft identification position reporting is only required when:

- Requested by ATC,
- Crossing FIR boundary,
- Notified of termination ATS surveillance or loss of radar control.

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM) AND AIRSPACE MANAGEMENT**1. GENERAL**

- 1.1.** ATFCM is based on the ICAO concept for Centralised ATFCM Organisation (CTMO) and, in accordance with the agreement of the Ministers of Transport of ECAC States, a Network Manager Operations Centre (NMOC) has been set up by EUROCONTROL at Haren in Brussels.

This unit assumes executive responsibilities of ATFCM for Europe which consists of strategic, pretactical and tactical flow measures.

- 1.2.** The overall authority for the provision of the ATFCM Service in the Budapest FIR is delegated to the EUROCONTROL NMOC.

- 1.2.1** ATFCM procedures are applied for IFR / GAT flights.

2. RESPONSIBILITIES**2.1 Responsibilities of the NMOC**

The NMOC is responsible for:

- ensuring that traffic flows correspond to the stated capacity of the sectors through which they pass,
- ensuring that ATFCM measures, when necessary, are applied in an equitable manner and in such a way as to reduce as far as possible the penalties to Aircraft Operators (AOs).

In order to do this, the NMOC applies procedures which:

- are agreed internationally,
- are published in the corresponding NMOC documentation,
- have, within the Budapest FIR, the same status as procedures explicitly published in this AIP.

2.2 Responsibilities of the Air Traffic Services (ATS)

- 2.2.1** ATS provides a Flow Management Position (FMP) in the ACC Budapest to liaise between ATC, local AOs and the NMOC. The ARO is also responsible for information exchange with the NMOC for those AOs who can not communicate directly with the NMOC.

- 2.2.2** It should be noted that an ATFCM slot, if applicable, shall be included as part of the ATC clearance.

- 2.2.3** In the Budapest FIR the following procedures shall be applied:

- at Budapest Liszt Ferenc International Airport the Budapest TWR is responsible for departure slots (CTOT) monitoring;

Flights which do not adhere to their slots shall be denied start up clearance by the ground controller. However, ATC shall make all efforts to enable departing flights to comply with the slot and flights shall not be prevented from departing due to small taxiing delays.

- At all AFIS aerodromes, the relevant ATS unit is responsible for departure slot monitoring;
- At other aerodromes, pilots themselves shall ensure that their flights adhere to departure slots issued by the NMOC.

2.3 Responsibilities of Aircraft Operators (AOs)

AOs shall be fully conversant with of and adhere to:

- general ATFCM procedures including flight plan (FPL) filing and message exchange requirements,
- strategic ATFCM measures (e.g. Traffic Orientation Schemes (TOS)),
- current ATFCM measures (e.g. specific measures applicable on the day in question),

Specifically, they shall adhere to departure slots issued by the ATFCM Service.

2.4 ATFCM Documentation

The general ATFCM procedures for the ICAO European Region are published in ICAO Doc 7030, the Regional Supplementary Procedures, Europe and in ICAO EUR Doc 003, the ATFCM Handbook.

Detailed NMOC Procedures can be found in ATFCM Users Manual:

URL: <https://www.eurocontrol.int/publication/atfcm-users-manual>

3. INFORMATION ON AIR TRAFFIC FLOW AND CAPACITY MANAGEMENT (ATFCM) MEASURES

ATFCM measures are issued and forwarded by the NMOC via ATFCM Notification Messages (ANMs). Information relating to the ANMs are notified via ATFCM Information Messages (AIMs).

These messages are generally issued late afternoon before the day of operation.

These messages are received at the AO's offices which have direct contact with the NMOC either via SITA or a CHMI Terminal.

For those AOs who do not contact the NMOC directly, information on current ATFCM measures (ANMs and AIMs) are normally available at the FMP Budapest. This information is also available at the ARO.

4. ATFCM PROCEDURES

- 4.1. The NMOC automatically calculates (from flight plan data) the necessary "slot" for flights operating into areas for which ATFCM measures have been established.

This slot is available in the form of CTOT two hours prior to EOBT. The slot is defined by a period of 15 minutes (-5/+10 minutes CTOT).

- 4.2. In order to avoid delays, AOs are requested to strictly adhere to flight plan filing procedures and submit the FPL at least three hours prior to EOBT if operating into areas for which ATFCM measures have been established. Any delay in the filing of flight plans might have serious consequences.

Note: Wrongful use of abbreviations for special handling requirements in the flight plan, which result, in most cases, in an exemption from flow regulation is regarded as a serious breach of procedures and will be dealt accordingly.

- 4.3. Dialogue between the NMOC and the users (AOs, ATS and AROs) can be effected by using special messages of ADEXP (ATS Data Exchange Presentation) format, as listed below.

From the NMOC:

SAM	Slot Allocation Message
SRM	Slot Revision Message
SLC	Slot Requirement Cancellation Message
SIP	Slot Improvement Proposal Message
FLS	Flight Suspension Message
DES	De-Suspension Message
ERR	Error Message
RRP	Rerouting Proposal Message
RRN	Rerouting Notification Message

From the users:

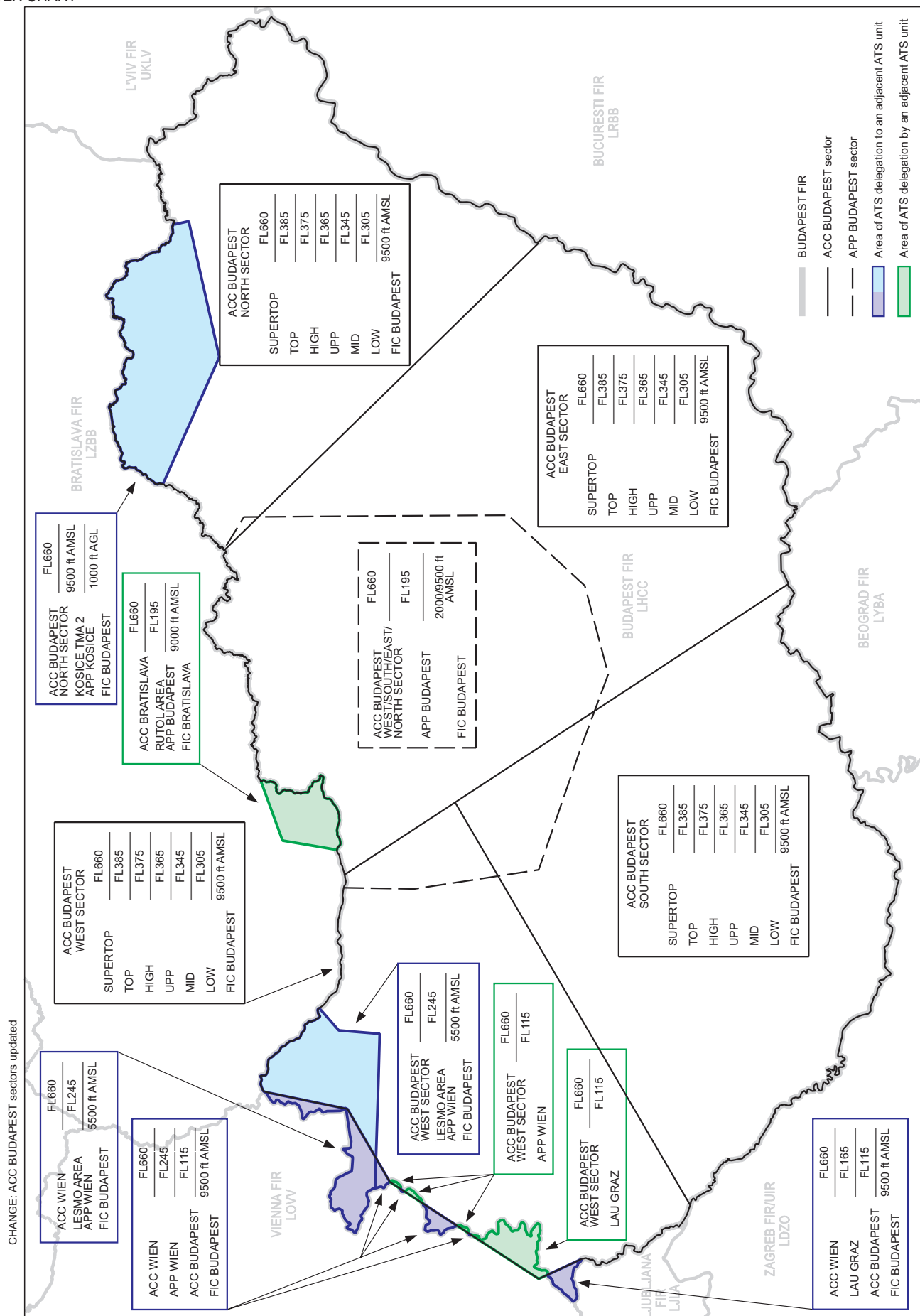
SMM	Slot Missed Message
SPA	Slot Proposal Acceptance Message
SRJ	Slot Proposal Rejection Message
FCM	Flight Confirmation Message
REA	Ready Message
RFI	Ready for (direct) Improvement Message
RJT	Rerouting Rejection Message

ENR 5.4 AIR NAVIGATION OBSTACLES

■ The list of Area 1 obstacles is available in electronic form. For more details [See GEN 3.1 para 6.](#)

THIS PAGE IS INTENTIONALLY LEFT BLANK

ATC SECTORS -
INDEX CHART



THIS PAGE IS INTENTIONALLY LEFT BLANK

AD 0.6 TABLE OF CONTENTS TO PART 3

AD 0.1	PREFACE	AD 0.1 - 1
AD 0.2	RECORD OF AIP AMENDMENTS	AD 0.2 - 1
AD 0.3	RECORD OF AIP SUPPLEMENTS	AD 0.3 - 1
AD 0.4	CHECK LIST OF AIP PAGES	AD 0.4 - 1
AD 0.5	LIST OF HAND AMENDMENTS TO THE AIP	AD 0.5 - 1
AD 0.6	TABLE OF CONTENTS TO PART 3	AD 0.6 - 1

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1	AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE	AD 1.1 - 1
1.	General conditions	AD 1.1 - 1
2.	Use of military airbases	AD 1.1 - 1
3.	Low visibility procedures (LVP)	AD 1.1 - 1
4.	Aerodrome operating minima	AD 1.1 - 2
5.	Other information	AD 1.1 - 2
AD 1.2	RESCUE AND FIRE FIGHTING SERVICES (RFFSS) AND SNOW PLAN	AD 1.2 - 1
1.	Rescue and fire fighting services	AD 1.2 - 1
2.	Snow plan	AD 1.2 - 1
AD 1.3	INDEX OF AERODROMES AND HELIPORTS	AD 1.3 - 1
1.	Aerodromes and heliports with reference to AD 2 part	AD 1.3 - 1
2.	Other aerodromes and heliports	AD 1.3 - 3
AD 1.4	GROUPING OF AERODROMES/HELIPORTS	AD 1.4 - 1
1.	INTERNATIONAL AERODROMES	AD 1.4 - 1
2.	COMMERCIAL AERODROMES	AD 1.4 - 1
3.	NATIONAL (PRIVATE) AERODROMES/ HELIPORTS	AD 1.4 - 1
4.	MILITARY AERODROMES	AD 1.4 - 1
AD 1.5	STATUS OF CERTIFICATION OF AERODROMES	AD 1.5 - 1

AD 2 AERODROMES**LHBC BÉKÉSCSABA**

LHBC AD 2.1	AERODROME LOCATION INDICATOR AND NAME	AD 2-LHBC - 1
LHBC AD 2.2	AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHBC - 1
LHBC AD 2.3	OPERATIONAL HOURS	AD 2-LHBC - 1
LHBC AD 2.4	HANDLING SERVICES AND FACILITIES	AD 2-LHBC - 2
LHBC AD 2.5	PASSENGER FACILITIES	AD 2-LHBC - 2
LHBC AD 2.6	RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHBC - 2
LHBC AD 2.7	SEASONAL AVAILABILITY - CLEARING	AD 2-LHBC - 2
LHBC AD 2.8	APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHBC - 3
LHBC AD 2.9	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHBC - 3
LHBC AD 2.10	AERODROME OBSTACLES	AD 2-LHBC - 3
LHBC AD 2.11	METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHBC - 3
LHBC AD 2.12	RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHBC - 4
LHBC AD 2.13	DECLARED DISTANCES	AD 2-LHBC - 5
LHBC AD 2.14	APPROACH AND RUNWAY LIGHTING	AD 2-LHBC - 5
LHBC AD 2.15	OTHER LIGHTING AND SECONDARY POWER SUPPLY	AD 2-LHBC - 5
LHBC AD 2.16	HELICOPTER LANDING AREA	AD 2-LHBC - 6
LHBC AD 2.17	AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHBC - 6
LHBC AD 2.18	AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHBC - 6
LHBC AD 2.19	RADIO NAVIGATION AND LANDING AIDS	AD 2-LHBC - 7
LHBC AD 2.20	LOCAL AERODROME REGULATIONS	AD 2-LHBC - 7
LHBC AD 2.21	NOISE ABATEMENT PROCEDURES	AD 2-LHBC - 7
LHBC AD 2.22	FLIGHT PROCEDURES	AD 2-LHBC - 7
LHBC AD 2.23	ADDITIONAL INFORMATION	AD 2-LHBC - 7
LHBC AD 2.24	CHARTS RELATED TO THE AERODROME	AD 2-LHBC - 7
	AERODROME CHART - ICAO	AD 2-LHBC-ADC - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBC-NDB-17L - 1

INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBC-NDB-35R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBC-RNP-17L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBC-RNP-35R - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHBC-VAC - 1

LHBP BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

LHBP AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2-LHBP - 1
LHBP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHBP - 1
LHBP AD 2.3 OPERATIONAL HOURS	AD 2-LHBP - 1
LHBP AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHBP - 2
LHBP AD 2.5 PASSENGER FACILITIES	AD 2-LHBP - 2
LHBP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHBP - 3
LHBP AD 2.7 SEASONAL AVAILABILITY - CLEARING	AD 2-LHBP - 3
LHBP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHBP - 3
LHBP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHBP - 4
LHBP AD 2.10 AERODROME OBSTACLES	AD 2-LHBP - 4
LHBP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHBP - 4
LHBP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHBP - 5
LHBP AD 2.13 DECLARED DISTANCES	AD 2-LHBP - 6
LHBP AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2-LHBP - 6
LHBP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2-LHBP - 7
LHBP AD 2.16 HELICOPTER LANDING AREA	AD 2-LHBP - 7
LHBP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHBP - 7
LHBP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHBP - 8
LHBP AD 2.19 RADIO NAVIGATION AND LANDING AIDS	AD 2-LHBP - 9
LHBP AD 2.20 LOCAL AERODROME REGULATIONS	AD 2-LHBP - 10
1. En route clearance issuance and CTOT-related procedures	AD 2-LHBP - 10
2. Start-up, push-back and power-back procedures	AD 2-LHBP - 10
3. Taxi Procedures	AD 2-LHBP - 11
4. Operation of docking system at Terminal 2A, B	AD 2-LHBP - 14
5. The rules of engine testing	AD 2-LHBP - 16
6. Planning, authorisation and execution of training, calibration, demonstration or certification flights at Budapest Liszt Ferenc International airport	AD 2-LHBP - 18
LHBP AD 2.21 NOISE ABATEMENT PROCEDURES	AD 2-LHBP - 19
1. General provisions	AD 2-LHBP - 19
2. Selection of Runway-In-Use	AD 2-LHBP - 20
3. Noise Abatement Arrivals	AD 2-LHBP - 21
4. Noise Abatement Departures	AD 2-LHBP - 22
5. Nighttime traffic restrictions	AD 2-LHBP - 22
6. Restrictions on the use of Auxiliary Power Unit (APU)	AD 2-LHBP - 22
7. Exception	AD 2-LHBP - 22
LHBP AD 2.22 FLIGHT PROCEDURES	AD 2-LHBP - 23
1. Limitations for arriving traffic	AD 2-LHBP - 23
2. Handling the arriving traffic in Budapest TMA	AD 2-LHBP - 23
3. Instrument Approach Procedures for Budapest Liszt Ferenc International Airport	AD 2-LHBP - 23
4. Departure Procedures	AD 2-LHBP - 25
5. Procedures for VFR flights within Budapest TMA and in Budapest CTR	AD 2-LHBP - 25
6. Additional Information	AD 2-LHBP - 27
7. Waypoint coordinates	AD 2-LHBP - 28
LHBP AD 2.23 ADDITIONAL INFORMATION	AD 2-LHBP - 30
1. Ground Handling Organisations	AD 2-LHBP - 30
2. Supervision of the Aerodrome	AD 2-LHBP - 30
3. Automatic Terminal Information Service (ATIS) Broadcasts	AD 2-LHBP - 31
4. Bird flocks and bird migrations	AD 2-LHBP - 31
5. General Aviation Flight Handling	AD 2-LHBP - 32
6. Remote Aerodrome ATC Service	AD 2-LHBP - 33
LHBP AD 2.24 CHARTS RELATED TO THE AERODROME	AD 2-LHBP - 33
AERODROME CHART - ICAO	AD 2-LHBP-ADC - 1
APPENDIX 1 TO AERODROME CHART - ICAO, TAXI PROCEDURES FOR ARRIVING AIRCRAFT (PARALLEL RWY OPERATION)	AD 2-LHBP-TAXI-ARR - 1
APPENDIX 2 TO AERODROME CHART - ICAO, TAXI PROCEDURES FOR DEPARTING AIRCRAFT (PARALLEL RWY OPERATION)	AD 2-LHBP-TAXI-DEP - 1

AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-LHBP-PDC/1 - 1
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-LHBP-PDC/2 - 1
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-LHBP-PDC/3 - 1
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-LHBP-PDC/4 - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHBP-AOCA-13L31R - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHBP-AOCA-13R31L - 1
PRECISION APPROACH TERRAIN CHART - ICAO	AD 2-LHBP-PATC-13L31R - 1
PRECISION APPROACH TERRAIN CHART - ICAO	AD 2-LHBP-PATC-13R31L - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID-13L - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID-13R - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID31L - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID31R - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHBP-STAR-13L13R - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHBP-STAR-31L31R - 1
BUDAPEST TMA - INDEX CHART	AD 2-LHBP-TMA - 1
HOLDING PROCEDURES - INDEX CHART	AD 2-LHBP-HLDG - 1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO	AD 2-LHBP-ATCSMAC - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-13L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-13R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-31L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-31R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-13L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-13R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-31L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-Y-31R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-Z-31R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-VOR-13L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-VOR-31R - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHBP-VAC - 1

LHDC DEBRECEN INTERNATIONAL AIRPORT

LHDC AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2-LHDC - 1
LHDC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHDC - 1
LHDC AD 2.3 OPERATIONAL HOURS	AD 2-LHDC - 1
LHDC AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHDC - 2
LHDC AD 2.5 PASSENGER FACILITIES	AD 2-LHDC - 2
LHDC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHDC - 2
LHDC AD 2.7 SEASONAL AVAILABILITY - CLEARING	AD 2-LHDC - 2
LHDC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHDC - 3
LHDC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHDC - 3
LHDC AD 2.10 AERODROME OBSTACLES	AD 2-LHDC - 3
LHDC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHDC - 3
LHDC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHDC - 4
LHDC AD 2.13 DECLARED DISTANCES	AD 2-LHDC - 5
LHDC AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2-LHDC - 5
LHDC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2-LHDC - 5
LHDC AD 2.16 HELICOPTER LANDING AREA	AD 2-LHDC - 5
LHDC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHDC - 6
LHDC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHDC - 6
LHDC AD 2.19 RADIO NAVIGATION AND LANDING AIDS	AD 2-LHDC - 7
LHDC AD 2.20 LOCAL AERODROME REGULATIONS	AD 2-LHDC - 7
LHDC AD 2.21 NOISE ABATEMENT PROCEDURES	AD 2-LHDC - 7
1. General	AD 2-LHDC - 7
2. Noise preferential runway	AD 2-LHDC - 7
3. RESTRICTIONS ON THE USE OF AUXILIARY POWER UNIT (APU)	AD 2-LHDC - 7
LHDC AD 2.22 FLIGHT PROCEDURES	AD 2-LHDC - 8
1. GENERAL	AD 2-LHDC - 8
2. Procedures for flights during the operation of aerodrome flight information service (AFIS)	AD 2-LHDC - 8
LHDC AD 2.23 ADDITIONAL INFORMATION	AD 2-LHDC - 9
1. Ground Handling Organisations	AD 2-LHDC - 9

2. Supervision of the aerodrome	AD 2-LHDC - 9
3. Bird flocks and bird migrations	AD 2-LHDC - 9
LHDC AD 2.24CHARTS RELATED TO THE AERODROME	AD 2-LHDC - 10
AERODROME CHART - ICAO	AD 2-LHDC-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHDC-AOCA-04R22L - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHDC-SID-04R - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHDC-SID-22L - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHDC-STAR-04R22L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-ILS/LOC-04R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-NDB-22L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-RNP-04R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-RNP-22L - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHDC-VAC - 1

LHNY NYÍREGYHÁZA

LHNY AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2-LHNY - 1
LHNY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHNY - 1
LHNY AD 2.3 OPERATIONAL HOURS	AD 2-LHNY - 1
LHNY AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHNY - 2
LHNY AD 2.5 PASSENGER FACILITIES	AD 2-LHNY - 2
LHNY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHNY - 2
LHNY AD 2.7 SEASONAL AVAILABILITY - CLEARING	AD 2-LHNY - 2
LHNY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHNY - 3
LHNY AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHNY - 3
LHNY AD 2.10 AERODROME OBSTACLES	AD 2-LHNY - 3
LHNY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHNY - 3
LHNY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHNY - 4
LHNY AD 2.13 DECLARED DISTANCES	AD 2-LHNY - 4
LHNY AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2-LHNY - 5
LHNY AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY	AD 2-LHNY - 5
LHNY AD 2.16 HELICOPTER LANDING AREA	AD 2-LHNY - 5
LHNY AD 2.17 AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHNY - 6
LHNY AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHNY - 6
LHNY AD 2.19 RADIO NAVIGATION AND LANDING AIDS	AD 2-LHNY - 7
LHNY AD 2.20 LOCAL AERODROME REGULATIONS	AD 2-LHNY - 7
LHNY AD 2.21 NOISE ABATEMENT PROCEDURES	AD 2-LHNY - 7
LHNY AD 2.22 FLIGHT PROCEDURES	AD 2-LHNY - 8
1. GENERAL	AD 2-LHNY - 8
2. PROCEDURES FOR FLIGHTS DURING THE OPERATION OF AERODROME FLIGHT INFORMATION SERVICE (AFIS)	AD 2-LHNY - 8
3. WAYPOINT COORDINATES	AD 2-LHNY - 9
LHNY AD 2.23 ADDITIONAL INFORMATION	AD 2-LHNY - 9
1. SUPERVISION OF THE AERODROME	AD 2-LHNY - 9
2. BIRD FLOCKS AND BIRD MIGRATIONS	AD 2-LHNY - 9
LHNY AD 2.24 CHARTS RELATED TO THE AERODROME	AD 2-LHNY - 10
AERODROME CHART - ICAO	AD 2-LHNY-ADC - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHNY-RNP-Y-18 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHNY-RNP-Z-18 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHNY-RNP-Y-36 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHNY-RNP-Z-36 - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHNY-VAC - 1

LHPP PÉCS/POGÁNY

LHPP AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2-LHPP - 1
LHPP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHPP - 1
LHPP AD 2.3 OPERATIONAL HOURS	AD 2-LHPP - 1
LHPP AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHPP - 2
LHPP AD 2.5 PASSENGER FACILITIES	AD 2-LHPP - 2
LHPP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHPP - 2
LHPP AD 2.7 SEASONAL AVAILABILITY - CLEARING	AD 2-LHPP - 3

LHPP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA.....	AD 2-LHPP - 3
LHPP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHPP - 3
LHPP AD 2.10 AERODROME OBSTACLES	AD 2-LHPP - 3
LHPP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHPP - 4
LHPP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS.....	AD 2-LHPP - 4
LHPP AD 2.13 DECLARED DISTANCES.....	AD 2-LHPP - 5
LHPP AD 2.14 APPROACH AND RUNWAY LIGHTING.....	AD 2-LHPP - 5
LHPP AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY	AD 2-LHPP - 5
LHPP AD 2.16 HELICOPTER LANDING AREA.....	AD 2-LHPP - 5
LHPP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHPP - 6
LHPP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHPP - 6
LHPP AD 2.19 RADIO NAVIGATION AND LANDING AIDS	AD 2-LHPP - 6
LHPP AD 2.20 LOCAL AERODROME REGULATIONS	AD 2-LHPP - 7
LHPP AD 2.21 NOISE ABATEMENT PROCEDURES	AD 2-LHPP - 7
LHPP AD 2.22 FLIGHT PROCEDURES	AD 2-LHPP - 7
LHPP AD 2.23 ADDITIONAL INFORMATION	AD 2-LHPP - 7
LHPP AD 2.24 CHARTS RELATED TO THE AERODROME	AD 2-LHPP - 7
AERODROME CHART - ICAO	AD 2-LHPP-ADC - 1
AERODROME OBSTACLE CHART - ICAO TYPE A OPERATING LIMITATIONS	AD 2-LHPP-AOCA - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-ILS/LOC-34 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-NDB-16 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-RNP-16 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-RNP-34 - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHPP-VAC - 1

LHPR GYŐR/PÉR

LHPR AD 2.1 AERODROME LOCATION INDICATOR AND NAME.....	AD 2-LHPR - 1
LHPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA.....	AD 2-LHPR - 1
LHPR AD 2.3 OPERATIONAL HOURS	AD 2-LHPR - 1
LHPR AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHPR - 2
LHPR AD 2.5 PASSENGER FACILITIES	AD 2-LHPR - 2
LHPR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHPR - 2
LHPR AD 2.7 SEASONAL AVAILABILITY - CLEARING.....	AD 2-LHPR - 2
LHPR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA.....	AD 2-LHPR - 3
LHPR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHPR - 3
LHPR AD 2.10 AERODROME OBSTACLES	AD 2-LHPR - 3
LHPR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED.....	AD 2-LHPR - 4
LHPR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHPR - 4
LHPR AD 2.13 DECLARED DISTANCES	AD 2-LHPR - 5
LHPR AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2-LHPR - 5
LHPR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2-LHPR - 5
LHPR AD 2.16 HELICOPTER LANDING AREA	AD 2-LHPR - 5
LHPR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHPR - 6
LHPR AD 2.18 ATS COMMUNICATION FACILITIES	AD 2-LHPR - 6
LHPR AD 2.19 RADIO NAVIGATION AND LANDING AIDS	AD 2-LHPR - 6
LHPR AD 2.20 LOCAL AERODROME REGULATIONS.....	AD 2-LHPR - 7
LHPR AD 2.21 NOISE ABATEMENT PROCEDURES	AD 2-LHPR - 7
LHPR AD 2.22 FLIGHT PROCEDURES.....	AD 2-LHPR - 7
LHPR AD 2.23 ADDITIONAL INFORMATION.....	AD 2-LHPR - 7
LHPR AD 2.24 CHARTS RELATED TO AN AERODROME	AD 2-LHPR - 7
AERODROME CHART - ICAO	AD 2-LHPR-ADC - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHPR-SID-11 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHPR-SID-29 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPR-ILS/LOC-29 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPR-RNP-11 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPR-RNP-29 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPR-VOR-11 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPR-VOR-29 - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHPR-VAC - 1

LHSM HEVIZ-BALATON AIRPORT

LHSM AD 2.1AERODROME LOCATION INDICATOR AND NAME	AD 2-LHSM - 1
LHSM AD 2.2AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHSM - 1
LHSM AD 2.3OPERATIONAL HOURS.....	AD 2-LHSM - 1
LHSM AD 2.4HANDLING SERVICES AND FACILITIES	AD 2-LHSM - 2
LHSM AD 2.5PASSENGER FACILITIES.....	AD 2-LHSM - 2
LHSM AD 2.6RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHSM - 2
LHSM AD 2.7SEASONAL AVAILABILITY - CLEARING	AD 2-LHSM - 3
LHSM AD 2.8APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHSM - 3
LHSM AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS.....	AD 2-LHSM - 3
LHSM AD 2.10AERODROME OBSTACLES	AD 2-LHSM - 4
LHSM AD 2.11METEOROLOGICAL INFORMATION PROVIDED.....	AD 2-LHSM - 4
LHSM AD 2.12RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHSM - 4
LHSM AD 2.13DECLARED DISTANCES	AD 2-LHSM - 5
LHSM AD 2.14APPROACH AND RUNWAY LIGHTING	AD 2-LHSM - 5
LHSM AD 2.15OTHER LIGHTING AND SECONDARY POWER SUPPLY.....	AD 2-LHSM - 5
LHSM AD 2.16HELICOPTER LANDING AREA	AD 2-LHSM - 6
LHSM AD 2.17AIR TRAFFIC SERVICES AIRSPACE.....	AD 2-LHSM - 6
LHSM AD 2.18AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHSM - 6
LHSM AD 2.19RADIO NAVIGATION AND LANDING AIDS	AD 2-LHSM - 7
LHSM AD 2.20LOCAL AERODROME REGULATIONS.....	AD 2-LHSM - 7
LHSM AD 2.21NOISE ABATEMENT PROCEDURES	AD 2-LHSM - 7
LHSM AD 2.22FLIGHT PROCEDURES.....	AD 2-LHSM - 7
1. Procedures for flights during operation of air traffic control (ATC).....	AD 2-LHSM - 7
2. Procedures for flights during the operation of aerodrome flight information service (AFIS).....	AD 2-LHSM - 9
LHSM AD 2.23ADDITIONAL INFORMATION.....	AD 2-LHSM - 9
LHSM AD 2.24CHARTS RELATED TO THE AERODROME	AD 2-LHSM - 10
AERDROME CHART - ICAO	AD 2-LHSM-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A (OPERATING LIMITATIONS)	AD 2-LHSM-AOCA-1634 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHSM-SID-16 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHSM-SID-34 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHSM-ILS/LOC-16 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHSM-NDB-16 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHSM-NDB-34 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHSM-RNP-16 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHSM-RNP-34 - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHSM-VAC - 1

LHUD SZEGED

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

LHUD AD 2.22FLIGHT PROCEDURES.....	AD 2-LHUD - 7
LHUD AD 2.23ADDITIONAL INFORMATION	AD 2-LHUD - 7
LHUD AD 2.24CHARTS RELATED TO THE AERODROME	AD 2-LHUD - 7
AERODROME CHART - ICAO	AD 2-LHUD-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHUD-AOCA-16R34L - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHUD-VAC - 1

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 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A9
2	Rescue equipment	Available
3	Capability for removal of disabled aircraft	Capability for removal of disabled aircraft is available up to ICAO CODE E aircraft. Coordinated by airport operator. Lifting bags and hydraulic jacks are available
4	Remarks	Trained personnel: 18+72. In case of expected aircraft incident or accident the aerodrome operator may introduce limitations to the arrival and departure traffic, due to fire-fighting capacity available. Expected delays will be announced by the appropriate ATC unit. Contact of the aerodrome coordinator for the removal of disabled aircraft: AODM Tel: (+36) 30-684-0084

LHBP AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	17 snow ploughs/sweepers, 6 snow blowers, 2 solid/liquid spreaders, 1 liquid collecting sweeper, 2 friction testers;
2	Clearance priorities	1. RWY 31R/13L; 2. RWY 13R/31L; 3. Main TWYs - A and B; 4. Other TWYs and Aprons
3	Remarks	Chemicals are used on the movement area: UREA, CLEARWAY-I, NORWAY-NF. No specially prepared winter runways. See AD 1.2 para 2.

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

1	Apron surface and strength	Apron	Surface	Strength
		APRON 1	CONC+ASPH	PCN 60/R/A/X/T
		APRON 2	CONC	PCN 90/R/A/X/T
		APRON AG	CONC	PCN 60/R/A/X/T
		APRON AA	CONC	PCN 75/R/A/X/T
		APRON AL	CONC	PCN 75/R/A/X/T
		CARGO APRON	CONC	PCN 80/R/A/W/T
2	Taxiway width, surface and strength	Width:	23 M (except A1= 18 M)	
		Surface:	Concrete or asphalt	
		Strength	See ADC Chart	
3	Altimeter checkpoint location and elevation	Location:	At Aprons	
		Elevation:	See PDC Chart	
4	VOR checkpoints	VOR:	See ADC Chart	
5	INS checkpoints	INS:	See PDC Chart	
6	Remarks	TWY A1 downgraded to code C ACFT (max. wingspan 36.00 M)		

LHBP 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	Guide lines at Aprons. Nose in guidance at aircraft stands on Aprons. Sign boards at all intersections with TWY and RWY and at all holding positions.
2	RWY and TWY markings and LGT	<div>RWY: Designator, THR, TDZ, centre line, edge, as appropriate.</div> <div>TWY: Centre line, holding positions on all TWYs.</div>
3	Stop bars	Stop bars where appropriate.
4	Remarks	Nil

LHBP AD 2.10 AERODROME OBSTACLES

Data for Area 2, 3 and 4 [See GEN 3.1](#)

LHBP 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; 24 HR
4	Type of landing forecast Interval of issuance	TAF CODE; half hourly
5	Briefing/consultation provided	Consultation via phone or fax See GEN 3.5
6	Flight documentation Language(s) used	Charts, abbreviated plain language text; English, Hungarian
7	Charts and other information available for briefing or consultation	SWL, SWM-SWH, IS (FL 050, FL 100, FL 180, FL 240, FL 300, FL 340, FL 390); other information: GAMET
8	Supplementary equipment available for providing information	Telephone/Telefax
9	ATS Units provided with information	Budapest TWR; Budapest APP; Budapest ACC
10	Additional information	For VOLMET See GEN 3.5 para 7.

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 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. Exceptions are the following:

- On stands R220-R223, R224-R227, prop/turboprop aircraft with MTOW 36.000 KG or less can leave the parking stand with power back procedures
- On stand R101 prop/turboprop ACFT up to maximum wing span 36 M can leave the stand with self manoeuvring procedures.
- On stand R116 all ACFT up to maximum wing span 36 M can leave the stand with self manoeuvring procedures.

- 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 POOR.

In case of the ACFT is operating with APU INOP, the special engine start procedure shall be reported as soon as possible to Budapest Apron (122.440 MHZ).

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 and all ACFT after push back will be pulled forward to the brake away point. Brake away power is allowed at brake away point only.

The start-up and push-back procedures from stand 45 are restricted. Due to limited space between the stand and terminal building all ACFT will be pushed to apron taxi lane R, or H, or Q as instructed by ATC Budapest Ground.

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, 2 and Cargo Apron the FOLLOW ME service 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",
- Surface markings on the apron can-not be or can barely be identified,
- Reported surface condition of the apron is 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,
- In case of RVR is less than 400 metres, and the designated taxi route (apron, or taxiway or both) is not equipped with centreline lights,
- 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 CH for detailed taxi instructions, if not otherwise instructed by ATC. Further taxiing to the designated stand is only allowed when cleared by Budapest Ground or Budapest Tower.

3.3.1 Movement on aprons

Normally ACFT taxi on the aprons when cleared to do so by Budapest Ground. ACFT may taxi to stands R101-108, R110-R117, 31-36, 37-39, 42-45, R210-R212, R220-223, R224-227, R270-R279 by themselves following the painted taxi lines, except under special circumstances (listed in 3.2.1 above)

ACFT may taxi to stands G150-G172, C1, C2 is mandatory escorted by "FOLLOW ME" vehicle.

The responsibilities of Budapest Ground only extend to the provision of appropriate information in order to prevent collisions between aircraft.

When taxiing without "FOLLOW ME" assistance pilots are responsible for the safety of taxiing.

When an aircraft follows the "FOLLOW ME" car, the driver of this car is responsible for obstruction free taxiing.

Visual signals used by the ground staff during parking are those listed in ICAO Annex 2, Appendix 1, part 5.

Parking on the stands shall be carried out following the ground staff's visual signals; docking to aviobridges shall be made according to the signals of the SAFEDOCK T2 system. If the SAFEDOCK T2 system is inoperative docking shall be performed following the Marshaller's instructions.

3.4 Taxi procedures for departing aircraft

At the stand, taxi clearance to the designated holding point of the runway will be given by Budapest Ground.

3.4.1 Movement on the aprons

Normally aircraft taxi on the aprons cleared to do so by Budapest Ground.

Aircraft may taxi on the apron by themselves following the painted taxi lines, except under special circumstances (listed in 3.2.1 above).

The responsibilities of Budapest Ground only extend to the provision of appropriate information in order to prevent collisions between aircraft.

When taxiing without "FOLLOW ME" assistance, pilots are responsible for the safety of taxiing.

When an aircraft follows the "FOLLOW ME" car, the driver of this car is responsible for obstruction free taxiing.

3.5 Operation of Mode S transponders when the aircraft is on the ground

A surface movement guidance and control system (ASMGCS), using Mode S multilateration operates at Budapest Liszt Ferenc International Airport.

Aircraft operators intending to use Budapest Liszt Ferenc International Airport shall ensure that the Mode S transponders are able to operate when the aircraft is on the ground.

3.5.1 Procedures to be followed by pilots

Select "AUTO" mode and assigned Mode A code, or if "AUTO" mode is not available, select "ON" (e.g. "XPDR") and assigned Mode A code:

- from the request for push-back or taxi, whichever is the earlier
- after landing, continuously until the aircraft is fully parked on stand, and

Select "STBY", when fully parked on the stand.

Whenever the aircraft is capable of reporting Aircraft Identification (i.e. callsign used in flight), the Aircraft

Identification should also be entered from the request for push-back or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

Flight crew shall use the Aircraft Identification format, as defined by ICAO (e.g. SAS589, BAW869).

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised:

- When the aircraft is departing, TCAS should not be selected before receiving the clearance to line up
- When the aircraft is arriving, TCAS should be deselected after vacating the runway.

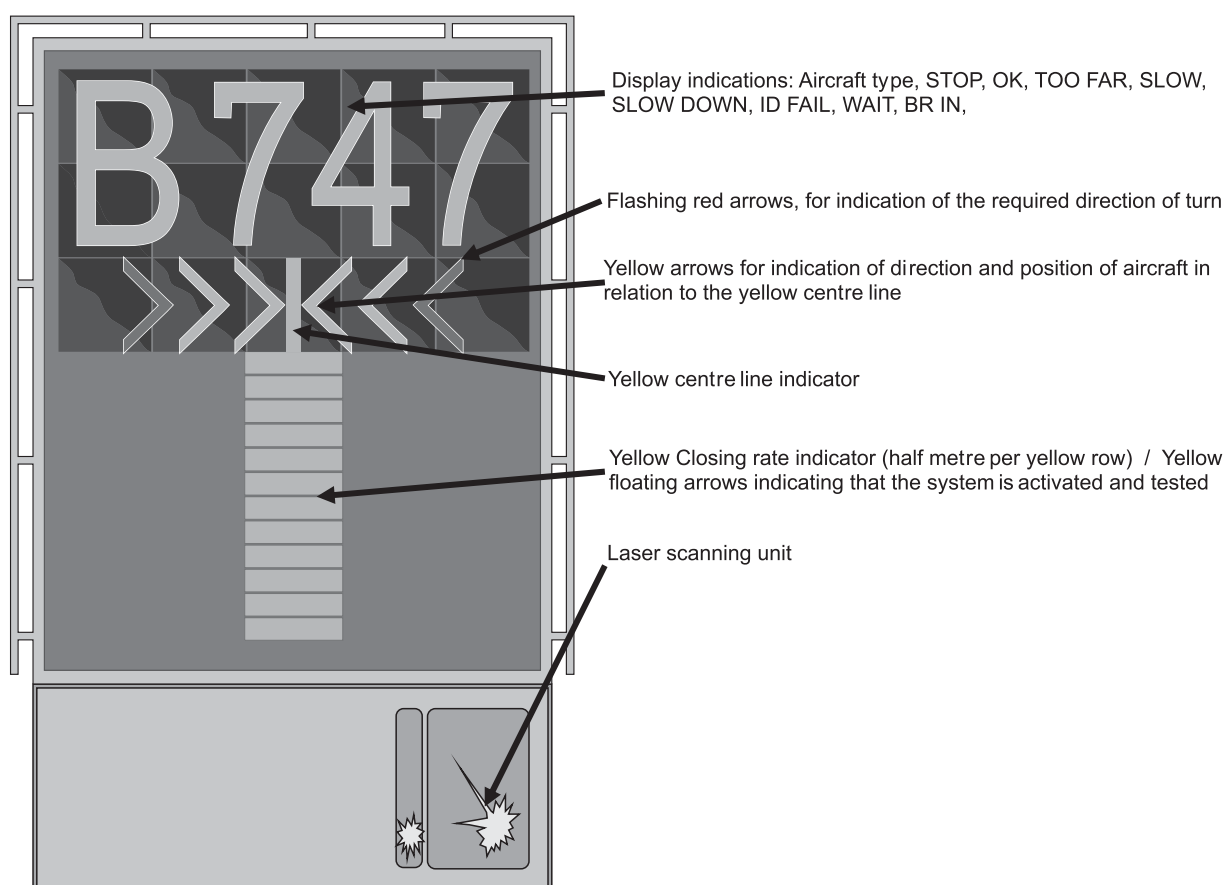
For aircraft taxiing without flight plan, Mode A code 2000 should be selected.

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

At parking positions 31, 32, 33, 34, 34L/R, 35, 35L/R, 36, 36R, 37, 38, 39R and 42, 43, 44, 45 SAFEDOCK T2 system is in operation.

4.1 System description

The SAFEDOCK T2 system is a microprocessor controlled laser scanning device which directs an approaching aircraft to the terminal gate stopping position with the assistance of a real time display unit that is clearly visible from the cockpit.



4.2 Docking procedure

1. Follow the taxi line to gate 31-36, 37-39 or 42-45.
2. Check correct aircraft type, the flashing arrows of direction and floating arrows (the system is activated and ready for the docking procedure).
3. When the aircraft has been detected by the system the floating arrows are replaced by the closing rate indicator.
 - Watch the yellow centre line indicator, the flashing arrow indicates the correct azimuth guidance.
 - Watch the flashing red arrows for required direction of turn.
4. When the aircraft is 12 M from the stop position, the closing rate indicating the remaining distance to the stop position is indicated by turning off one row per half metre.
5. If the docking speed of the aircraft is more than 4 KT, SLOW DOWN is displayed to allow for correct docking.
6. At the correct stop position all yellow closing rate indicator bars are switched off, the STOP sign is displayed and 2 red lights will be lit.
7. When the aircraft has parked correctly, the OK sign is displayed.
8. When the aircraft has overshoot the stop position, the TOO FAR sign is displayed.

4.2.1 Warnings

1. When the detection of the aircraft is not possible (the closing rate indicator does not appear), the aircraft has to stop at a safe distance from the aviobridge (as primary obstacle) and has to wait for the marshaller's manual guidance. The floating arrows only indicate that the docking system is activated and tested for the identified aircraft.
2. When the identification of the aircraft is not made 12 M before the correct stop position, the STOP then ID FAIL signs are displayed. In this case, the docking procedure has to be interrupted. The aircraft has to wait for the system to restart or for manual guidance by the marshaller.
3. During heavy fog, opposite sunlight or snow, the visibility of the docking system can be reduced. In this case, the display deactivates the floating arrows and the SLOW sign is displayed. This configuration is superseded by the closing rate indicator bar, as soon as the system detects the approaching aircraft.
4. Due to dimensions of the aviobridge, the following aircraft types have to shut down the engines on the port side (left) just after turning onto the centre line of the stands 31, 32, 42, 43, 44 and 45 (Airbus A220-100, A319, Boeing B737-500, B737-600, Embraer E170/175 and Sukhoi SSJ).

5. THE RULES OF ENGINE TESTING

5.1 General

The functional testing of aircraft engines on the ground is subject to permission. The selection of the location and the time for the activity is dependent on the size category of the aircraft and the power of the engine test.

Engine power tests (on power levels higher than idle power) for up to ICAO code C aircraft must be performed at the engine test stand constructed for this purpose. Deviations from this are only permitted as detailed in section 5.4.

Engine power tests for aircraft larger than ICAO Code C may be performed at the location and with the conditions described in section 5.4.

The obstacle-free nature (FOD) and cleanliness of the area must be verified in all cases. In case of any issues, the Airport Operations Control Centre (AOCC airside controller: phone: (+361) 296-6914) must be notified.

The appropriate brake blocks must be provided for engine tests, and the presence of the hand-held fire extinguishers must be checked at the site.

Any surface pollution generated during engine testing must be reported to the AOCC.

Continuous two-way radio contact must be maintained with the unit competent in the area during engine

testing.

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

5.2 Permitting procedure

Requests for engine power tests must be sent to the AOCC in advance, at least 24 hours prior to the planned time of the engine test. The AOCC confirms the approval of the request to the applicant.

Email: airport.ops@bud.hu

Permission for actual engine start-up must be requested from the unit responsible for traffic management in the given area, by DRR radio (or air-to-air radio on the frequency of the competent unit in the given area), and the completion of the engine test must be reported to the same unit.

- Budapest APRON (122.440 MHZ): Terminal 1 and Terminal 2 Apron, Cargo Apron, Engine test stand, Apron AA, AL;
- Budapest GROUND (121.910 MHZ): B5 holding bay, taxiways outside of the aprons and runways.

The AOO service records the most important specifics of engine tests (e.g. beginning and end of test, aircraft type, name of the company performing the test, location, etc.) using the form "Engine test voucher".

5.3 Engine tests at idle power

Engine tests at idle power may be performed at the following locations, with a maximum of one engine, for a maximum of 5 minutes, :

- On the stands of the Terminal 1 apron, with no exception of stands between 0600 - 2200 (0500-2100);
- On the stands of the Terminal 2 apron, and Cargo apron with no exception of stands without restriction in terms of the time of day;
- On the AA, AG, AL apron section, on the marked taxi lane, at the starting position marked at the apron exit point, between 0600 - 2200 (0500-2100);
- At the engine test stand (maximum wingspan 36 m) without restriction in terms of the duration of the test and number of engines are running between 0600 - 2200 (0500-2100).

5.4 Engine power tests

Engine power tests may only be performed at the following locations:

1. At the engine test stand established for aircraft up to ICAO code C, without restriction in terms of power, and duration of the test is between 0600 - 2200 (0500-2100);
2. If the engine test stand is not suitable for the performance of the test for whatever reason, the B5 holding bay or taxiway A9 may also be designated as a power test area, between 0800 - 1800 (0700-1700).

If engine power testing is necessary between 1800 - 2200 (1700-2100) or between 0600 - 0800 (0500-0700) at the locations listed in point 2 above, the prior written permission of the Ministry for Innovation and Technology, Civil Aviation Authority (CAA) must also be obtained separately at least 24 hours prior to the planned time of the engine test, and must be attached to the request, to be submitted to the AOCC. The compliance of the engine test with the contents of the authority permission is overseen and checked by the duty airside manager (DAM).

It is prohibited to perform engine power test between 2200 - 0600 (2100-0500) at the airport.

5.5 The operational rules of the engine test stand

The procedural rules for the operation of the engine test stand are outlined in Chapter XII. of the Airport Manual Volume II.

URL: https://www.bud.hu/file/documents/3/3666/bud_am_vol_ii_chapter_xii_v2_20200525_eng.pdf

5.6 The fee payable for functional engine testing

Budapest Airport Zrt. may levy an area usage fee for testing in the areas where engine power testing may be performed.

6. PLANNING, AUTHORISATION AND EXECUTION OF TRAINING, CALIBRATION, DEMONSTRATION OR CERTIFICATION FLIGHTS AT BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT**6.1 Planning and authorisation of training flights**

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

6.1.2 Training flights, demonstration flights and certification flights may not be planned and executed:

- On workdays between 2100 - 0500 (2000-0400);
- SAT, SUN and Public holidays between 1700 - 0700 (1600-0600).

Calibration flights may be executed on workdays and bank holidays between 0500 - 2100 (0400-2000).

6.1.3 Training flights shall be grouped in such a way that, if possible, different exercises should follow each other, in order to avoid the continuous noise pollution of the same residential areas. A maximum of three exercises may be planned in a sequence for the same route.

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.

3. INSTRUMENT APPROACH PROCEDURES FOR BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

3.1 ILS operations

Note: A change in operational status, if caused by a failure expected to last more than one hour, will be promulgated by NOTAM and accordingly by ATIS. Pilots will be notified of shorter term deficiencies by ATC

(ATIS and/or radiotelephony).

3.1.1 Facilities

Information about the facilities serving ILS operations are published in [AD 2-LHBP AD-2.19](#)

3.1.2 ILS CAT III performance

The ILS localiser for runway 31R and 13R provides full roll-out guidance on for the total length of the runway.

3.2 ATC Procedures for Low Visibility Conditions

3.2.1 Preparation Phase PREP

When any RVR is 800 M or less and/or the cloud base is at 400 FT or below, ATC will apply safeguards and additional procedures to protect ILS operations in addition, it will minimise the traffic on the manoeuvring areas. ATC will operate the stopbars at all RWY holding points. In such circumstances, taxiing aircraft may continue taxiing beyond the holding point of the runway in use, only after the stopbar lights are switched off, and with a specific clearance by ATC. Furthermore without special request ATC will operate the flashing centrelights of the approach lighting system, which will be switched off on the request of the aircrew only.

3.2.2 Operation Phase, LVP 1.

3.2.2.1 When any RVR is 600 M or less and/or the cloud base is at 200 FT or below, in addition to 3.2.1 above, ATC will ensure that the ILS protection area (critical/sensitive) is clear of traffic before the landing aircraft reaches 2 NM from the TDZ.

3.2.2.2 When all RVR is 400 M or more, the responsibility for avoiding collision on the manoeuvring area is shared between aircraft crew and ATC. ATC is responsible for the delivery of safe taxi instructions, determination of priority at taxiway intersections and the provision of correct traffic information. The aircraft crew is responsible for the proper execution of the given taxi instructions and for avoiding a collision with other traffic on taxiways and at intersections, by visual reference. Aircraft will be advised of these procedures in an ATIS broadcast with the following expression:

“ATTENTION! LOW VISIBILITY PROCEDURES IN FORCE”

3.2.3 Operation Phase, LVP2.

When any RVR is less than 400 M, in addition to 3.2.2.1 above, the ATC is responsible for preventing collisions between aircraft and other traffic on taxiways and intersections on the manoeuvring area. Aircraft will be advised of these procedures in an ATIS broadcast with the following expression:

“ATTENTION! LOW VISIBILITY PROCEDURES IN FORCE”

3.2.4 General procedures

3.2.4.1 The above procedures are applied irrespective of the actual category of operations flown, which is a pilot decision. During the approach, pilots will be informed of:

- failure and/or downgrading of aids or facilities serving CAT II or III operations;
- significant changes in surface wind (speed and direction);
- changes in RVR.

3.2.4.2 The movement of aircraft and vehicles on the manoeuvring area will be monitored by ATC (ASMGCS) to avoid inadvertent runway entry and possible conflicts on taxiways.

3.2.4.3 In case of ASMGCS and/or stopbar failure, additional restrictions will be applied for the safety of the aircraft moving on the manoeuvring area (e.g. start-up restriction; total prohibition of the vehicle movement; etc.).

3.3 Practice ILS approaches

Pilots who wish to practice CAT II or III approaches are requested to use the phrase:

“Request practice category II (or III) approach”

on initial contact with Budapest Approach. Practice ILS approaches will be allowed only when traffic conditions permit. Pilots will be informed if the requested approach may be carried out.

3.4 Precision Approach Terrain Charts

Precision Approach Terrain Charts are published as AD 2-LHBP-PATC.

3.5 Obstacle clearance

OCA/H are published on the relevant IACs.

3.6 Instrument approaches

The IAPs are published on IACs listed in LHBP AD 2.24.

3.7 Visual Approach

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

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

3.8 Aerodrome Operating minima

3.8.1 The OCA(H) values are promulgated on the Instrument Approach Chart for each kind of approach procedure available for those categories of aircraft for which the procedure is designated. At Budapest Liszt Ferenc International Airport, State weather minima are not applied.

3.8.2 It is assumed that an operator will establish aerodrome operating minima for his use for each kind of IAP available. Such minima MDA(H) shall not be lower than the appropriate OCA(H) value.

3.9 Initiation of an approach to land

It is assumed that an operator will formulate rules for the operations personnel concerned, regarding the initiation of an instrument approach depending on the weather conditions.

3.10 ATC procedures

3.10.1 If the ATC requires the aircraft to discontinue the approach and to turn in a defined direction and/or to climb, the expression "CANCEL, I SAY AGAIN CANCEL APPROACH" is used and supplemented with further instructions, as necessary (e.g. TURN RIGHT HEADING 040 degree and CLIMB TO ALTITUDE 2 500 FT).

3.10.2 If the ATC requires the aircraft to carry out the missed approach procedure published in the AIP, the expression "GO AROUND, I SAY AGAIN GO AROUND EXECUTE MISSED APPROACH PROCEDURE!" is used and supplemented with further climb/heading instructions, as necessary.

4. DEPARTURE PROCEDURES

4.1 General

4.1.1 Flights departing from Budapest Liszt Ferenc International Airport, shall request en route clearance before start-up from Budapest Delivery or Budapest Ground according to ATIS. [See LHBP AD 2.20 LOCAL AERODROME REGULATIONS](#)

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

Note 1: The SID procedures comprise the noise abatement procedures and clearance for climbing up to 7 000 FT altitude, when the requested cruising altitude given in the flight plan equal to 7 000 FT QNH or higher.

Note 2: Airspace restrictions in force are broadcast by ATIS.

4.2 Standard Instrument Departures

4.2.1 The instrument departure procedures are published on SID Charts listed in Part AD LHBP 2.24.

4.2.2 The required climb gradient is 5.5% up to the specified altitude on the relevant SID charts.

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

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

4.2.4 Pilots are invited to execute a rolling take-off whenever possible and to avoid the significant increase of engine power while standing in the line-up position.

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

5. PROCEDURES FOR VFR FLIGHTS WITHIN BUDAPEST TMA AND IN BUDAPEST CTR

5.1 General

All VFR flights flying 120 KIAS or less shall plan their flights below Budapest TMA and plan their entry/exit to/from Budapest CTR via designated entry/exit points ([See 5.2.1](#)) below 3 500 FT AMSL (except 1 500 FT AMSL).

All VFR flights flying more than 120 KIAS shall plan their arrivals via Budapest TMA (entry/cruising altitude 2 500 FT AMSL or above).

ATC clearance for VFR flights within Budapest TMA and in Budapest CTR will be given on the following conditions:

- a. Valid flight plan has been filed;
- b. VMC are adequate (visibility 5 KM or more, ceiling 1 500 FT or more) and there is vertical visual reference to the ground;
- c. Two-way radio communication is possible. Information about the appropriate frequency may be obtained from Budapest Information;
- d. The aircraft is power-driven;
- e. The aircraft is equipped with transponder mode C, in case of landing at Budapest Liszt Ferenc Airport mode S. Exemption from this requirement may be granted by the appropriate ATC unit.

5.2 VFR procedures at Budapest Liszt Ferenc International Airport and within Budapest CTR (See VAC)

5.2.1 Designated VFR entry and exit points for flights with 120 KIAS or less to/from Budapest CTR:

DUNAMO: 472216N 0190534E

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

KEREPES: 473314N 0191619E

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

TAPIOSAP: 472936N 0192646E

(TPS VOR)

For flights operating in the NW part of the CTR, outside the final approach area, the following points are designated for entry/exit:

TSEPEL: 472740N 0190419E

(Csepel bridge – The N end of Csepel island)

MIKLOS: 473244N 0190239E

(Miklós square in Óbuda)

SIKATOR: 473426N 0190929E

(Sikátorpuszta – at the crossing of motorway M3 and motor-road 2/B.)

Departing VFR flights from Budapest Liszt Ferenc International Airport - except special flights - shall plan via KEREPES, TAPIOSAP or DUNAMO exit points only.

Arriving VFR flights to Budapest Liszt Ferenc International Airport, except special flights, shall plan via DUNAMO entry point only.

5.2.2 Arriving aircraft

VFR flights approaching from controlled airspace are positioned to final approach by Budapest Approach.

VFR flights approaching from uncontrolled airspace shall enter over DUNAMO point unless otherwise instructed by Budapest Tower. Arrival routes are determined by ATC depending on the current runway in use at Budapest Liszt Ferenc International Airport. If holding is required, the position and altitude will be determined by ATC.

Aeroplanes and helicopters may land on the runways. The designated helicopter landing area is located SW of RWY 13R/31L between taxiways A1 and B1. The landing area will be designated by the Budapest Tower on initial contact.

Entry into the final approach area designated within Budapest CTR (see VAC), is only allowed for aircraft landing at Budapest Liszt Ferenc International Airport or executing special operations.

The vertical limits of the final approach area are from the ground up to 3 500 FT (1 050 M) AMSL and laterally bound by straight lines connecting the following coordinates:

473457N 0190856E - 472950N 0191231E -
472458N 0192023E - 472307N 0193247E -
471632N 0192347E - 472243N 0191757E -
472837N 0190826E - 473022N 0190325E -
473038N 0190321E - 473457N 0190856E

5.2.3 Departing aircraft

Fix-wing aircraft shall take-off from runways only. Helicopters shall take-off from the position provided by Budapest Tower.

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

5.2.4 Taxiing

Taxiing shall be carried out as instructed by Budapest Ground and on the apron, as guided by the Marshaller.

5.2.5 Communication failure procedures

- Arriving aircraft: Proceed as cleared. If no landing clearance has been received, turn back and hold over the designated entry point for 5 minutes and then make landing on the designated landing area. VACATE THE RUNWAY and on taxiway hold position and wait for the Marshaller.
- Departing aircraft: DO NOT TAKE OFF - KEEP THE RUNWAY CLEAR and on the taxiway, hold position and wait for the Marshaller.

6. ADDITIONAL INFORMATION

In case of emergency/abnormal situation the preferred runway is 13L/31R.

Technical malfunction(s) regarding the ATS system may result in reduced capacity.

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/general aviation)
Duty Handling Manager AS GH:
Email: as.dhm@asaviation.hu
Phone: (+36) 20-243-0023
AFS: LHBPMAHX
- Celebi Ground Handling Hungary (pax/cargo/general aviation)
Duty Handling Manager Celebi GH:
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 Hungary (pax/cargo)
Duty Handling Manager Menzies GH:
Email: bud.dom@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 third of the runway in use commencing from the threshold. Sections of the runway are identified as first part, second part, and third part.
- RVR values are transmitted in the following order: TDZ, mid point and stop end. When RVRs for all the three positions are available, the positions are not identified.
- Pilots of 8.33 KHZ exempted aircraft are requested to receive ATIS broadcast via the audio channel of BUD VOR on 117.300 MHZ

4. BIRD FLOCKS AND BIRD MIGRATIONS

The size of flocks of birds living at or near Budapest Liszt Ferenc International Airport varies with seasons.

Domestic pigeons bred at settlements in the vicinity of the airport represent a constant and growing threat. Appearance of a flock comprising 50 to 100 individuals can be expected from every direction between 30 and 100 FT.

About 40 to 60 birds of prey live within the area or in the immediate vicinity of the airport. Birds of prey are a hazard to aircraft in the initial climb or final approach phase of flight.

Danger of collision somewhat increases in JUN-AUG when the new generation leave their nests.

Bird migrations occur, depending on weather conditions, in FEB-MAR and in SEP-OCT. In these months flocks of several thousand, relatively small birds will migrate through the airspace at varying altitudes.

Between NOV and FEB gulls also appear at the airport, usually preferring to settle on runways and taxiways.

Particular mention must be made of black and grey crows. Between OCT and MAR, also depending on weather conditions, they migrate through the airspace of the airport in flocks of several tens of thousands and sometimes of several hundred thousands, and settle temporarily on the airfield.

Their migration shows a distinct daily pattern: after dawn they fly from NW to SE, and at dusk from SE to NW, between 30 and 1 000 FT.

4.1 Bird Watch and Scaring Service

The Budapest Airport Zrt. operates a continuous bird watch and scaring service, with appropriate equipment.

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

Airside Management

BUD International Airport Zrt.

Post:H-1185 Budapest, BUD International Airport

Phone:(+361) 296-5535

Fax:(+361) 296-8981

Email:airside.bud@bud.hu

4.2 Reporting a Bird Strike

Operators using Budapest Liszt Ferenc International Airport are requested to report events of bird strike by filling in the ICAO standard "BIRD STRIKE REPORTING FORM" (BSRF). The form can be obtained and filed at the ARO.

If the event occurs after take-off and the crew do not consider it necessary to interrupt their flight, then they should notify the TWR via radio, then fill in the BSRF at their destination airport and send it to the following address:

Airside Management

BUD International Airport Zrt.

Post:H-1185 Budapest, BUD International Airport

Fax:(+361) 296-8981

Email:airside.bud@bud.hu

5. GENERAL AVIATION FLIGHT HANDLING

An operator or a handling agent authorized by the operator must advise its operation as a minimum three hours before the planned arrival or departure time. Requests shall be submitted to the Airport Operations Control Center by:

Email:airport.ops@bud.hu

Operation request shall comprise the following information:

- date of flight;
- aircraft identification and type of aircraft;
- type of flight;
- estimated time of arrival and/or departure;
- aerodrome of departure and destination;
- aircraft registration;
- name of the handling agent;
- MTOW and noise data of the aircraft;
- name of the operator.

The airport operator will confirm the times to the sender.

6. REMOTE AERODROME ATC SERVICE

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

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.

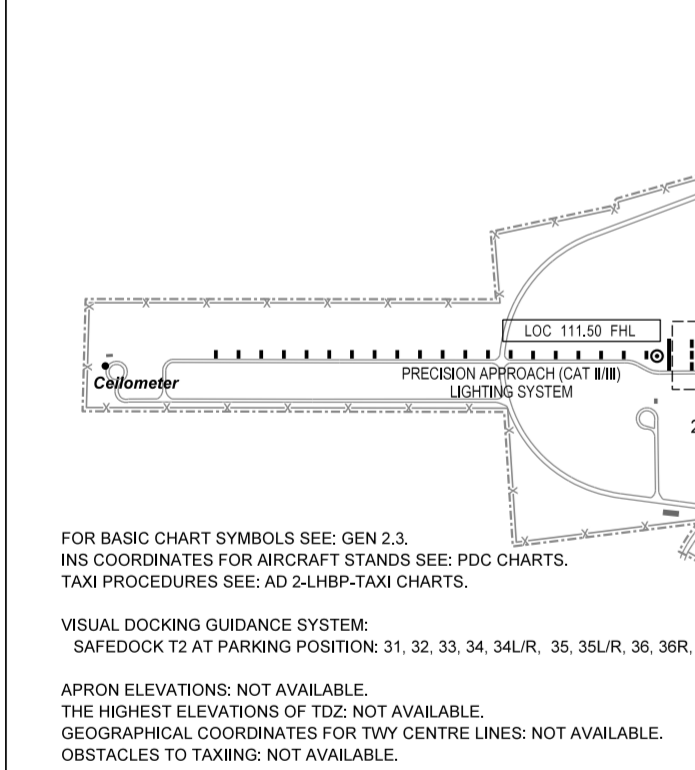
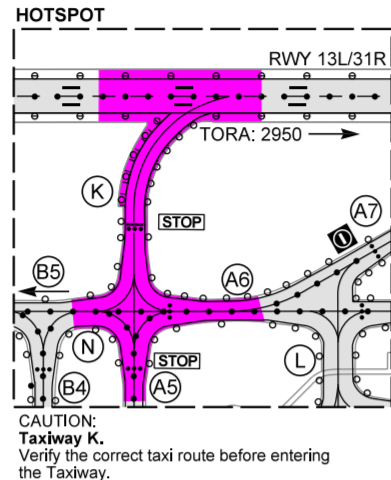
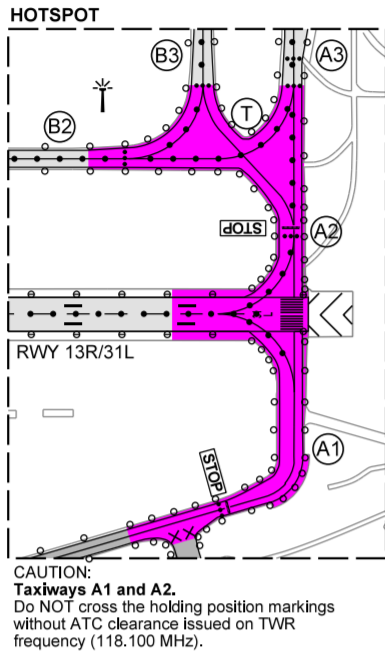
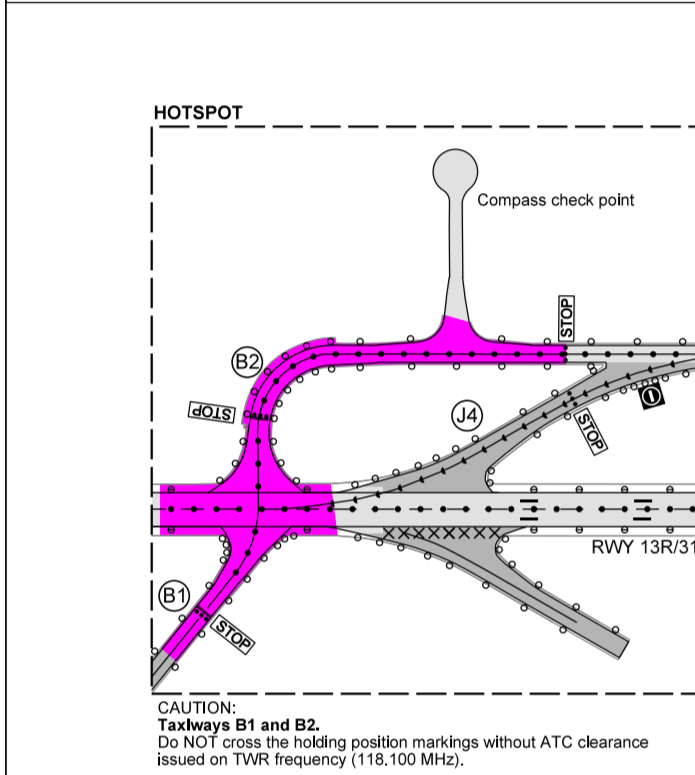
LHBP AD 2.24 CHARTS RELATED TO THE AERODROME

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
Standard Arrival Chart - Instrument (STAR) - ICAO	AD 2-LHBP-STAR-13L13R
	AD 2-LHBP-STAR-31L31R
Budapest TMA - Index Chart	AD 2-LHBP-TMA
Holding Procedures - Index Chart	AD 2-LHBP-HLDG
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2-LHBP-ATCSMAC
Instrument Approach Chart - ICAO	AD 2-LHBP-ILS/LOC-13L
	AD 2-LHBP-ILS/LOC-13R
	AD 2-LHBP-ILS/LOC-31L
	AD 2-LHBP-ILS/LOC-31R
	AD 2-LHBP-RNP-13L
	AD 2-LHBP-RNP-13R
	AD 2-LHBP-RNP-31L
	AD 2-LHBP-RNP-Y-31R
	AD 2-LHBP-RNP-Z-31R
	AD 2-LHBP-VOR-13L
	AD 2-LHBP-VOR-31R
Visual Approach Chart - ICAO	AD 2-LHBP-VAC

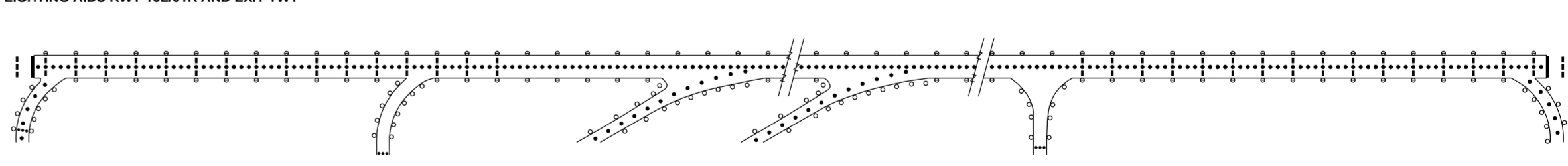
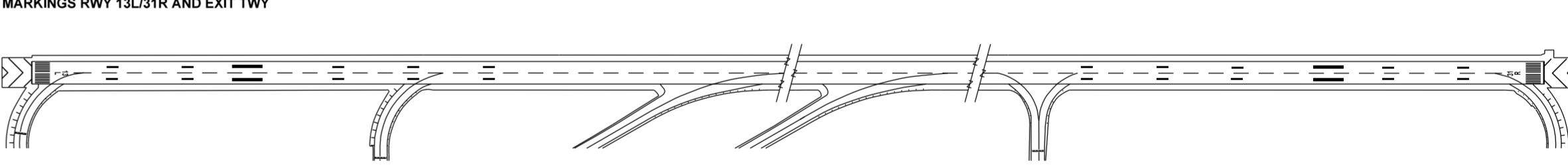
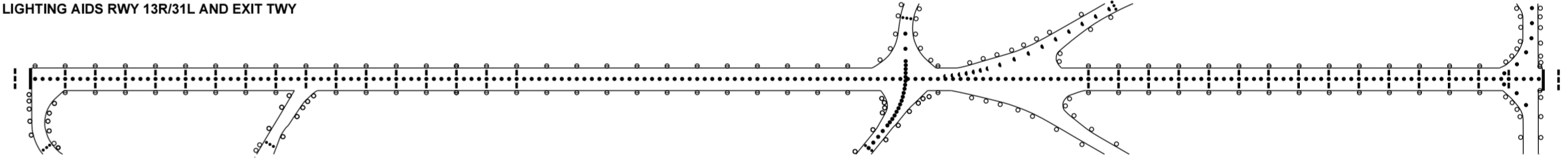
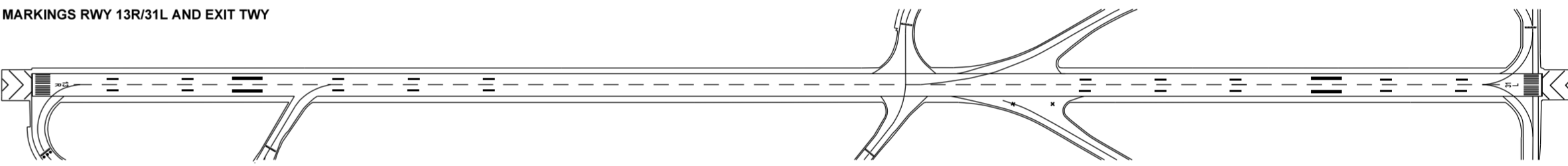
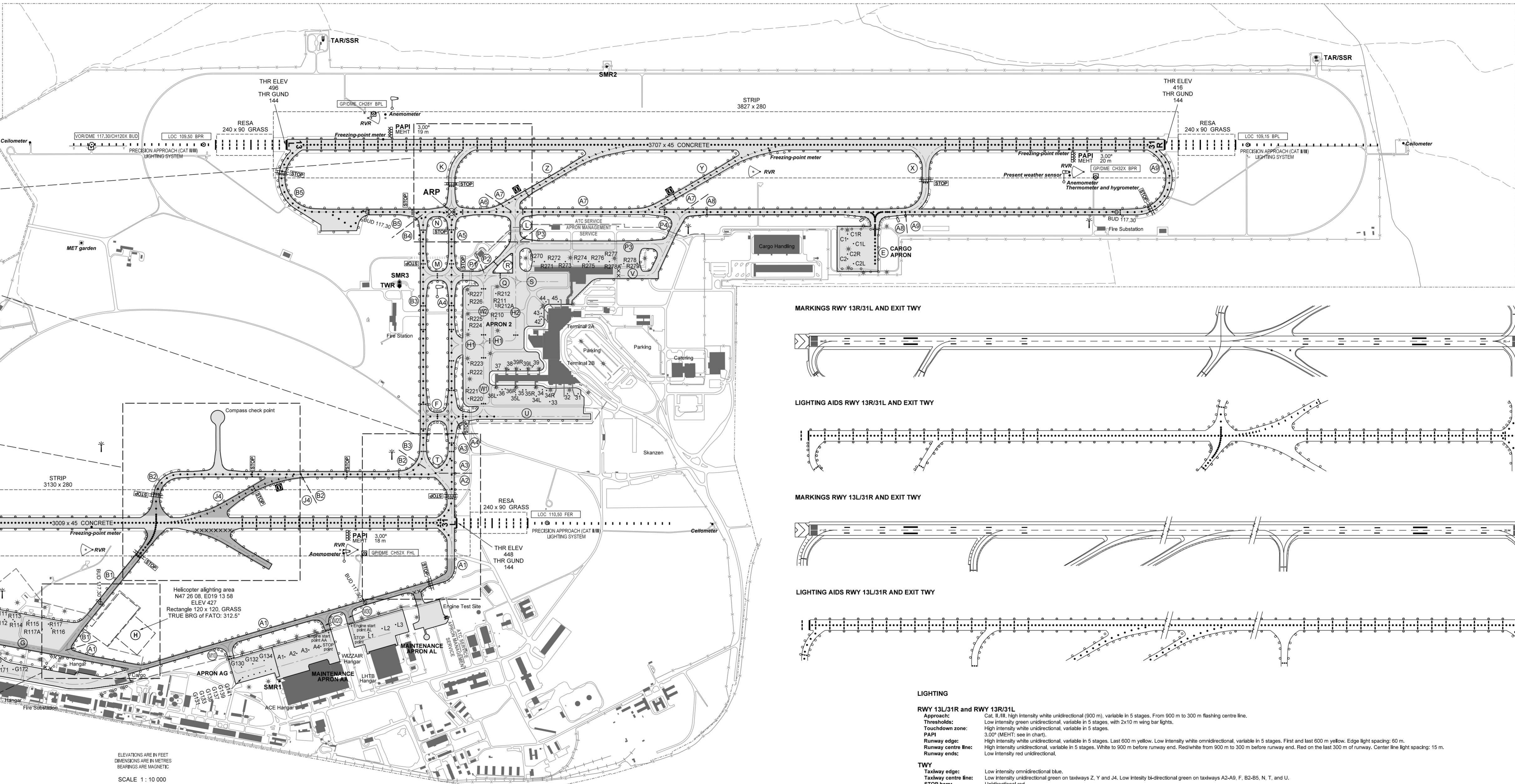
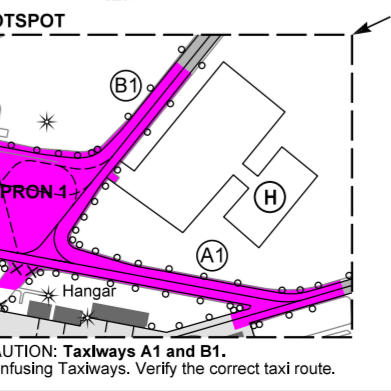
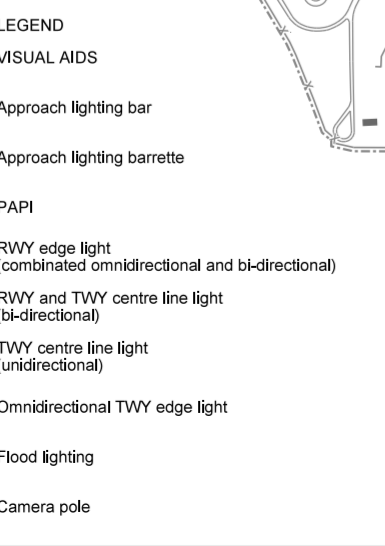
AERODROME CHART - ICAO

RWY	DIRECTION	THR	BEARING STRENGTH	TORA	TODA	ASDA	LDA
13R	127°	N47 26 55, E019 13 15	PCN 75/R/A/X/T	3009	3009	3009	3009
31L	307°	N47 25 50, E019 15 01	PCN 75/R/A/X/T	3009	3009	3009	3009
13L	127°	N47 26 44, E019 15 27	PCN 90/R/A/X/T	3707	3707	3707	3707
31R	307°	N47 25 23, E019 17 38	PCN 90/R/A/X/T	3707	3707	3707	3707

APRON 1, APRON AG	PCN 60/R/A/X/T
APRON 2	PCN 90/R/A/X/T
APRON AA, APRON AL	PCN 75/R/A/X/T
CARGO APRON	PCN 80/R/A/W/T
Taxiways: A1, B1, C, D, J4	PCN 90/F/A/X/T
Taxiways: A2-A9, B2-B5, F, K, L, M, N, T, X, Y, Z	PCN 90/R/A/X/T
Taxiways: E	PCN 90/R/A/W/T
Taxiway width: 23 m, except A1: 18 m.	
Remark: TWY A1 upgraded to code C ACFT (max. wingspan 36.00 m).	



INTERSECTION TAKE-OFF				
RWY	TWY	TORA	TODA	ASDA
13L	K	2950	2950	2950
31R	X	2650	2650	2650
	K	705	705	705
13R	C	2450	2450	2450
	B1	1200	1200	1200
	B2	1200	1200	1200
31L	B1	1800	1800	1800
	B2	1800	1800	1800
	C	505	505	505



LIGHTING	
RWY 13L/31R and RWY 13R/31L	
Approach:	Cat. II/III, High intensity white omnidirectional (900 m), variable in 5 stages. From 900 m to 300 m flashing centre line.
Threshold:	Low intensity green omnidirectional, variable in 5 stages, with 2x10 m wing bar lights.
Touchdown zone:	High intensity white omnidirectional, variable in 5 stages.
PAPI	3.00° (MEHT); see in chart.
Runway edge:	High intensity white omnidirectional, variable in 5 stages. Last 600 m yellow. Low intensity white omnidirectional, variable in 5 stages. First and last 600 m yellow. Edge light spacing: 60 m.
Runway centre line:	High intensity omnidirectional, variable in 5 stages. White to 900 m before runway end. Red/white from 900 m to 300 m before runway end. Red on the last 300 m of runway. Center line light spacing: 15 m.
Runway ends:	Low intensity red omnidirectional.
TWY	
Taxiway edge:	Low intensity omnidirectional blue.
Taxiway centre line:	Low intensity omnidirectional green on taxiways Z, Y and J4. Low intensity bi-directional green on taxiways A2-A9, F, B2-B5, N, T, and U.
STOP bars:	Unidirectional red.
Apron:	Low intensity red edge lights and floodlights.
Obstacle light:	Low intensity red.

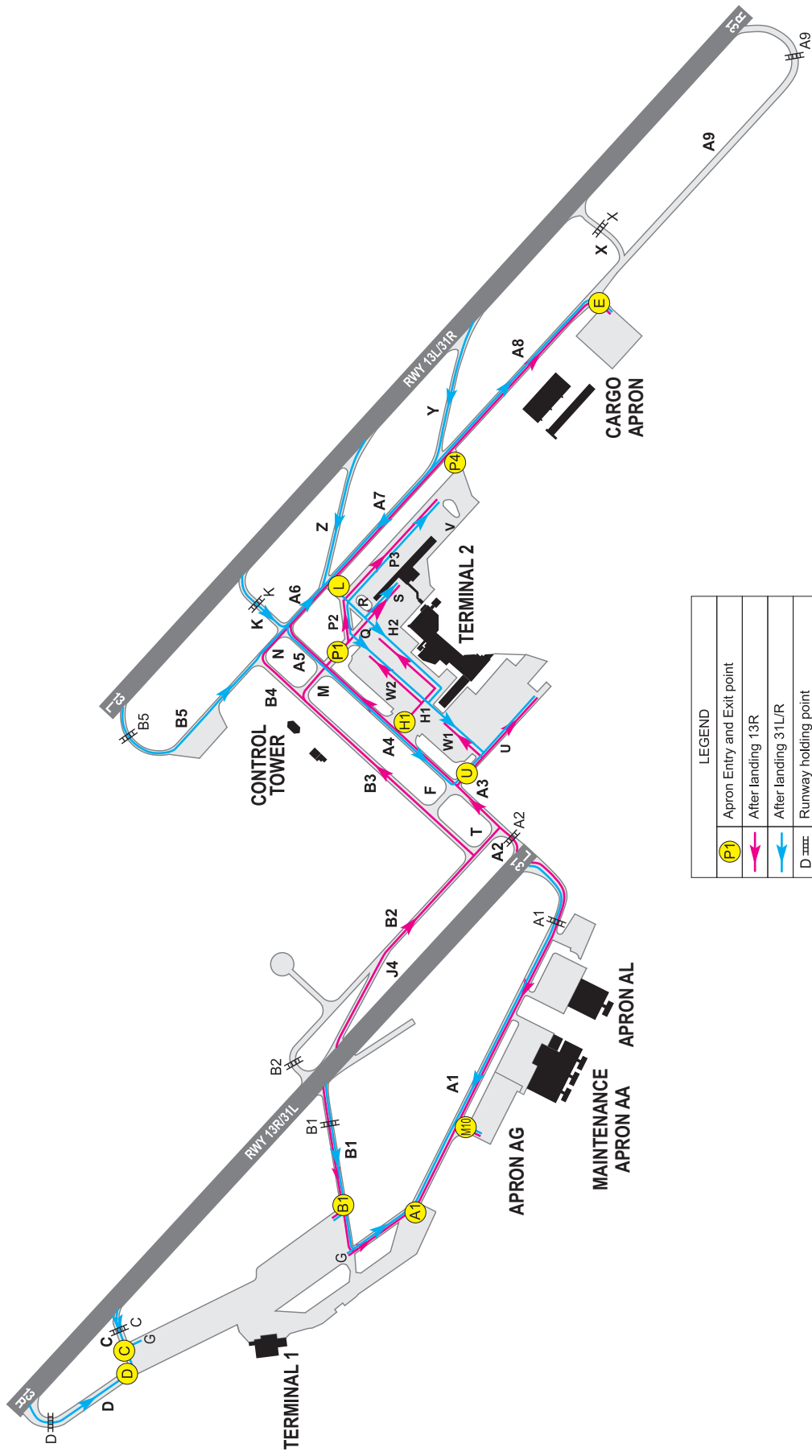
CHANGE: Construction site and BUDAPEST APRON frequency updated, new hangar (CODE E), service roads (V taxiway, stand 44-45) and L3 parking position.

THIS PAGE IS INTENTIONALLY LEFT BLANK

TAXI PROCEDURES FOR ARRIVING AIRCRAFT - INDEX CHART
INDEX CHART

BUDAPEST/LISZT FERENC

TAXI ROUTING AFTER LANDING



LEGEND	
	Apron Entry and Exit point
	After landing 13R
	After landing 31L/R
	Runway holding point

CHANGE: Construction site updated, new hangar (CODE E)

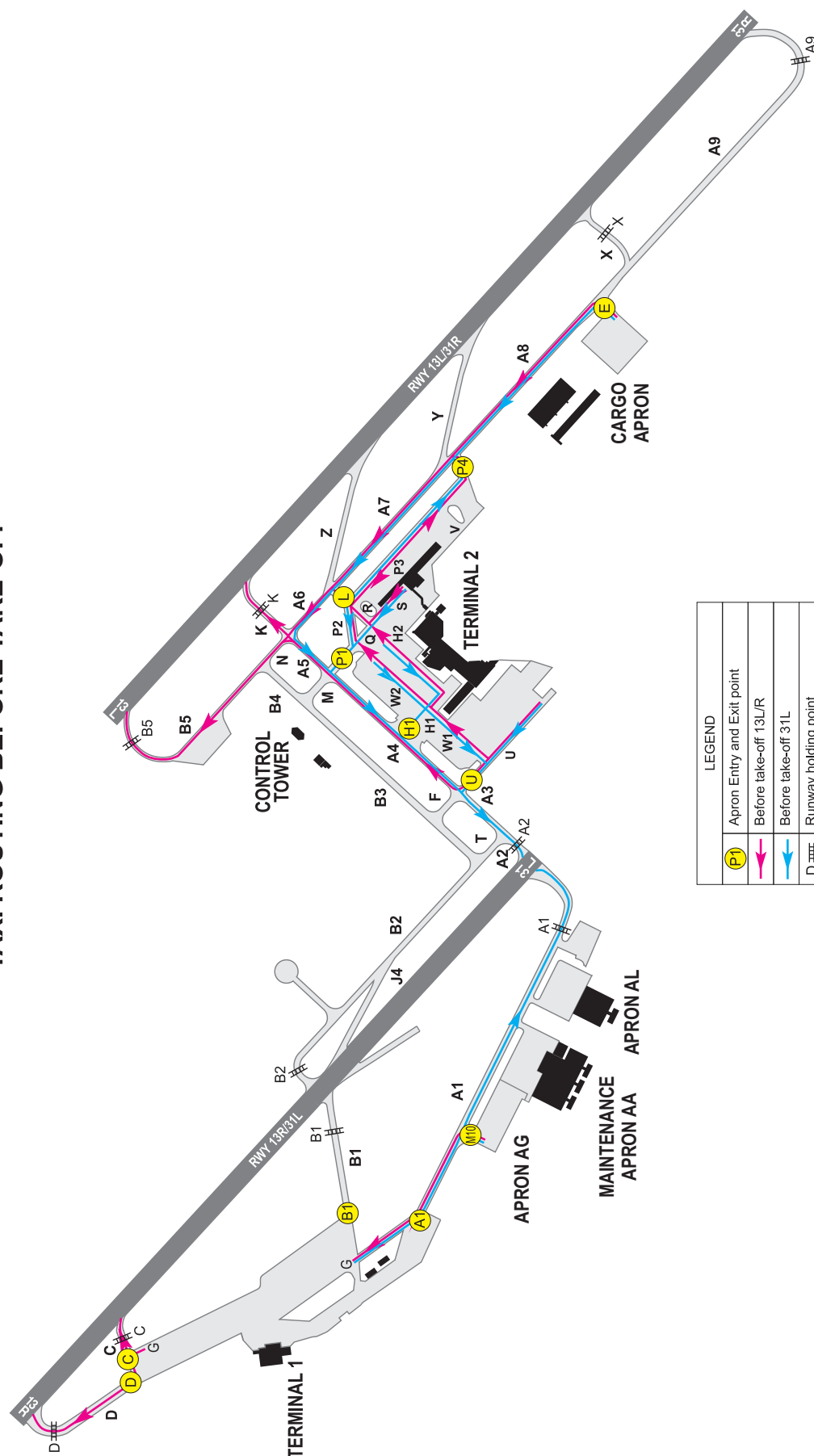
AD 2 LIST OF AVAILABLE TAXI CLEARANCES FOR ARRIVING AIRCRAFT ISSUED BY ATC

Arrivals on RWY	EXIT POINTS	Taxi route on manoeuvring area (TWY segments) to be followed	STAND/GATE NUMBERS	Taxi route on Apron (taxilane or TWY segments) to be followed	Terminal	Remarks
13R	A1	A1	R101-R108 G150-G172 R110-R117A	G	1	Code D, E, F exit B1 only
	B1	B1				
	M10	A1/B1	G130 - G141	APRON taxilane	APRON AG	Max. Code B
	U	A2-A3-U or B2/J4-T-A3-U	31 - 36L	U	2	
			R220 - R223	U-W1		Max. Code C
	H1	A2-A3-A4-H1 or B2/J4-T-A3-A4-H1	37 - 39L	H1		
			42 R210 - R212A*	H1-H2		* Code D exit P1 or L only
			R224 - R227	H1-W2		
	P1	A2-A3-A4-P1 or B2/J4-B3-M-P1 B2/J4-T-A3-A4-P1**	R270 - R279*	P1-P2-P3		* Code D, E exit P4 only; ** Due to traffic reason
			43 - 45	P1-Q-S		
	E	A2-A3-A4-A5-A6- A7-A8* or B2/J4-B3-B4-N-A6- A7-A8 B2/J4-T-A3-A4-A5-A6- A7-A8**	C1, C1L/R, C2, C2L/R	E	CARGO APRON	* Max. Code E; ** Max. Code E due to traffic reason
31R	U	Y-A7-(Z)-A6-A5-A4-U	31-36L	U	2	L-W after coordination Code D, E exit U only
	L	Y-A7-L or Z-L	37 - 39L 42 - 43 R210 - R212A*	L-R-H2/H1		Code E exit H1 only; * Code D exit P1 or L only
			R220 - R223	L-P2-W2-W1		
			R224 - R227	L-P2-W2		
			44 - 45	L-R-S		
			R270 - R279	L-P3		P4 after coordination; Code D, E exit P4 only
	E	Z-A7-A8 K-A6-A7-A8 B5-N-A6-A7-A8	C1, C1L/R, C2, C2L/R	E	CARGO APRON	Code D, E shall use K, B5 only; Code F shall use B5 only
31L	B1	B1	R101-R108 G150-G172 R110-R117A	G	1	Code E, F exit B1 only
	C	C				
	D	D				
	M10	B1-A1 or D/C-(G)-A1	G130 - G141	Apron taxilane	APRON AG	Max. Code B

TAXI PROCEDURES FOR DEPARTING AIRCRAFT - INDEX CHART
INDEX CHART

BUDAPEST/LISZT FERENC

TAXI ROUTING BEFORE TAKE-OFF



LEGEND	
	Apron Entry and Exit point
	Before take-off 13L/R
	Before take-off 31L
	Runway holding point

CHANGE: Construction site updated, new hangar (CODE E)

AD 2 LIST OF AVAILABLE TAXI CLEARANCES FOR DEPARTING AIRCRAFT ISSUED BY ATC

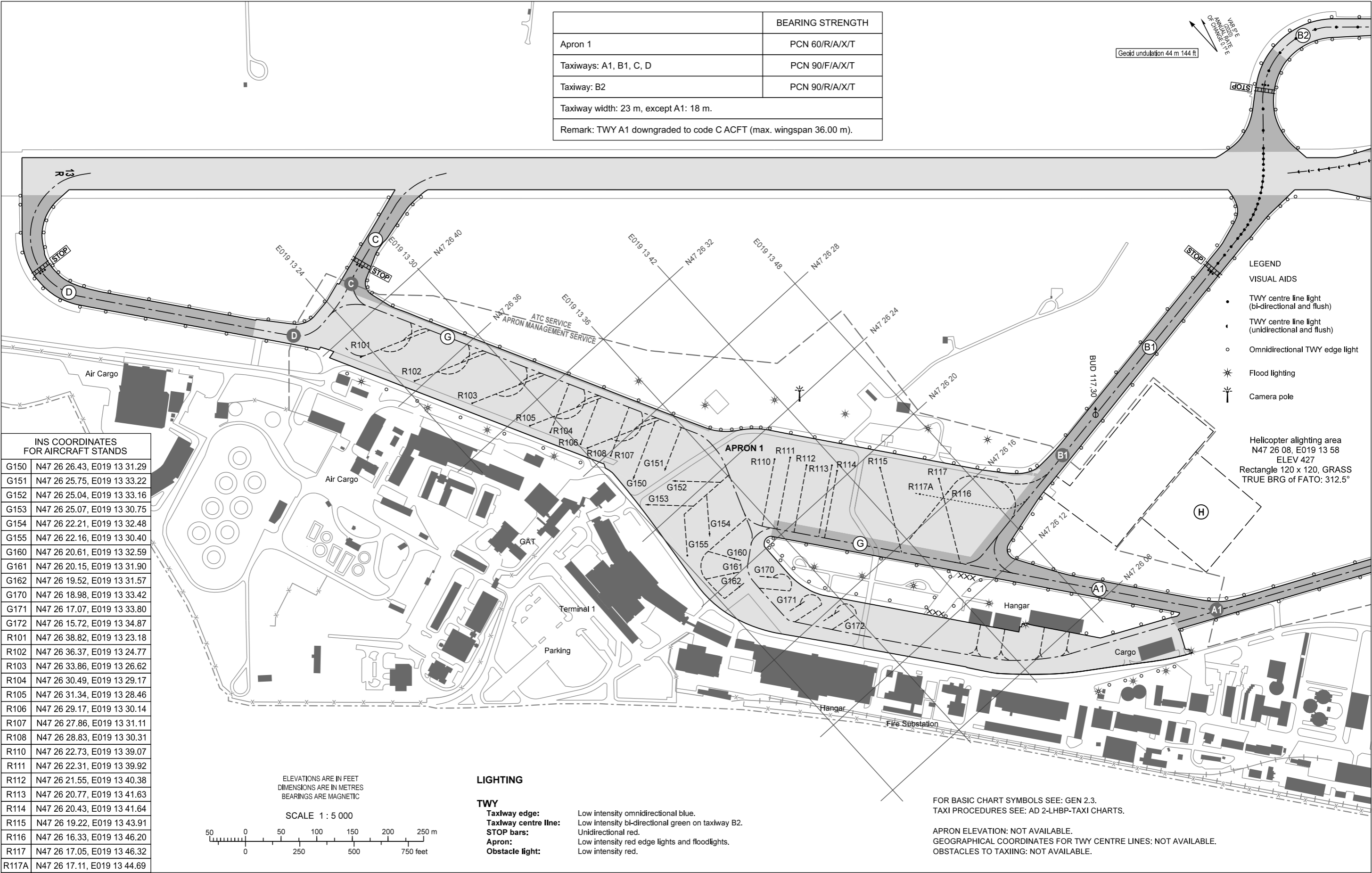
Departures on RWY	From stands/gates	EXIT POINTS	Taxi route on Apron(taxilane or TWY segments) to be followed	HOLDING POINTS	Taxi route on the maneuvering area (TWY segments) to be followed	Terminal	Remarks
13L	31 - 36L	U	U	K or B5 on request	U-A4-A5-K or U-A4-A5-N-B5	2	H1 or P1 after coordination; Code D, E, F exit U only
	42 - 43	L	H1/H2-R-L		L-A6-K or L-A6-N-B5		* H1 after coordination; Code E exit H1 only
	37 - 39L*						P1 or P4 after coordination
	R270 -R277		P3-L		(A4)-A5-K or (A4)-A5-N-B5		L after coordination; R212A push back only to H2
	R210 - R212A R224 - R227		W2-P1				Code D, E exit P4 only
	44 - 45		S-Q-P1				
	R220-R223	W1-H1					
	R278 - R279	P4	V-P4		P4-A7-A6-K or P4-A7-A6-N-B5		
C1, C1L/R, C2, C2L/R	E	E	E-A8-A7-A6-K or E-A8-A7-A6-N-B5	CARGO APRON			
13R	R101 - R107 G150 - 172 R110 - R117A	C	G	C	C	1	Code E, F exit B1 only
	D	D		D			
	G130 - G141	M10	Apron taxilane	C	A1-(G)-C	APRON AG	
D	A1-(G)-D						
31L	31 - 36L	U	U	A2	U-A3-A2	2	
	R220 - R223		W1-U				
	37 - 39L	H1	H1		H1-A4-A3-A2		R212A push back to H2 and P1 or L exit only by Follow Me
	42 - 43		H2-H1				
	R210 - R212A R224 - R227		W2-H1				
	44 - 45	P1	S-Q-P1		P1-A4-A3-A2	P4 after coordination	
	R270 - R277		P3-P2-P1				
	R278 - R279	P4	V-P4		P4-A7-A6-A5-A4-A3-A2		
	R101-R108 G150-G172 R110-R117A	A1	G	A1	A1	1	Code D, E, F exit B1 only
	G130 - G141	M10	Apron taxilane	A1 or B1 on request	A1 or B1	APRON AG	
	C1, C1L/R, C2, C2L/R	E	E	A2	A8-A7-A6-A5-A4-A3-A2*	CARGO APRON	* Max. Code E

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

BUDAPEST/LISZT FERENC
APRON 1

AIRCRAFT PARKING/DOCKING CHART - ICAO

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

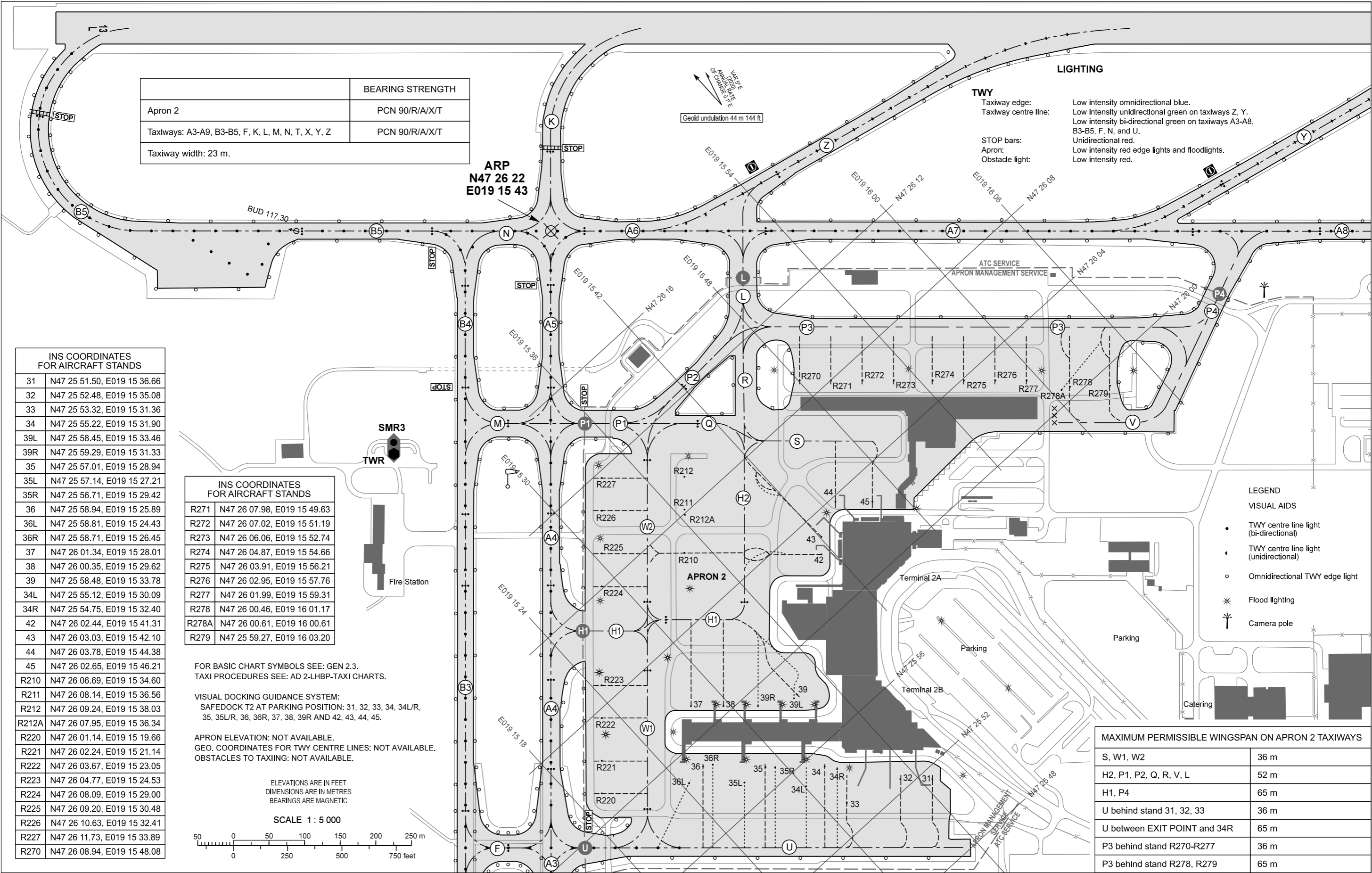


THIS PAGE IS INTENTIONALLY LEFT BLANK

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

BUDAPEST/LISZT FERENC
APRON 2

AIRCRAFT PARKING/DOCKING CHART - ICAO



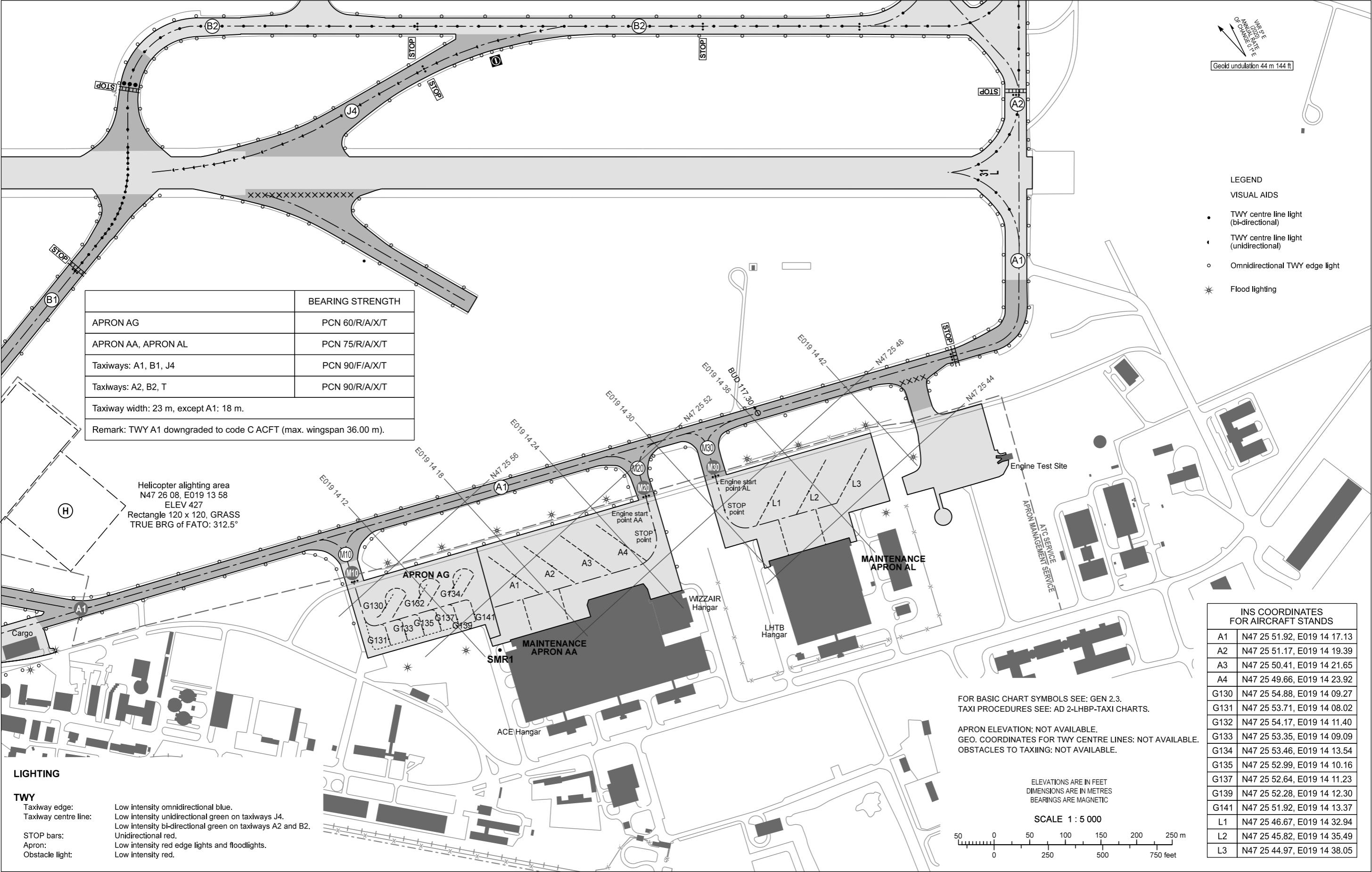
CHANGE: Construction site and BUDAPEST APRON frequency updated, new hangar (CODE E) and service roads (V taxiway, stand 44-45)

THIS PAGE IS INTENTIONALLY LEFT BLANK

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

BUDAPEST/LISZT FERENC
APRON AG, AA, AL

AIRCRAFT PARKING/DOCKING CHART - ICAO



THIS PAGE IS INTENTIONALLY LEFT BLANK

AIP HUNGARY

AIRCRAFT
PARKING/DOCKING
CHART - ICAO

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

BUDAPEST/LISZT FERENC
CARGO APRON

	BEARING STRENGTH
Cargo Apron	PCN 80/R/A/W/T
Taxiways: E	PCN 90/R/A/W/T
Taxiway width: 23 m.	



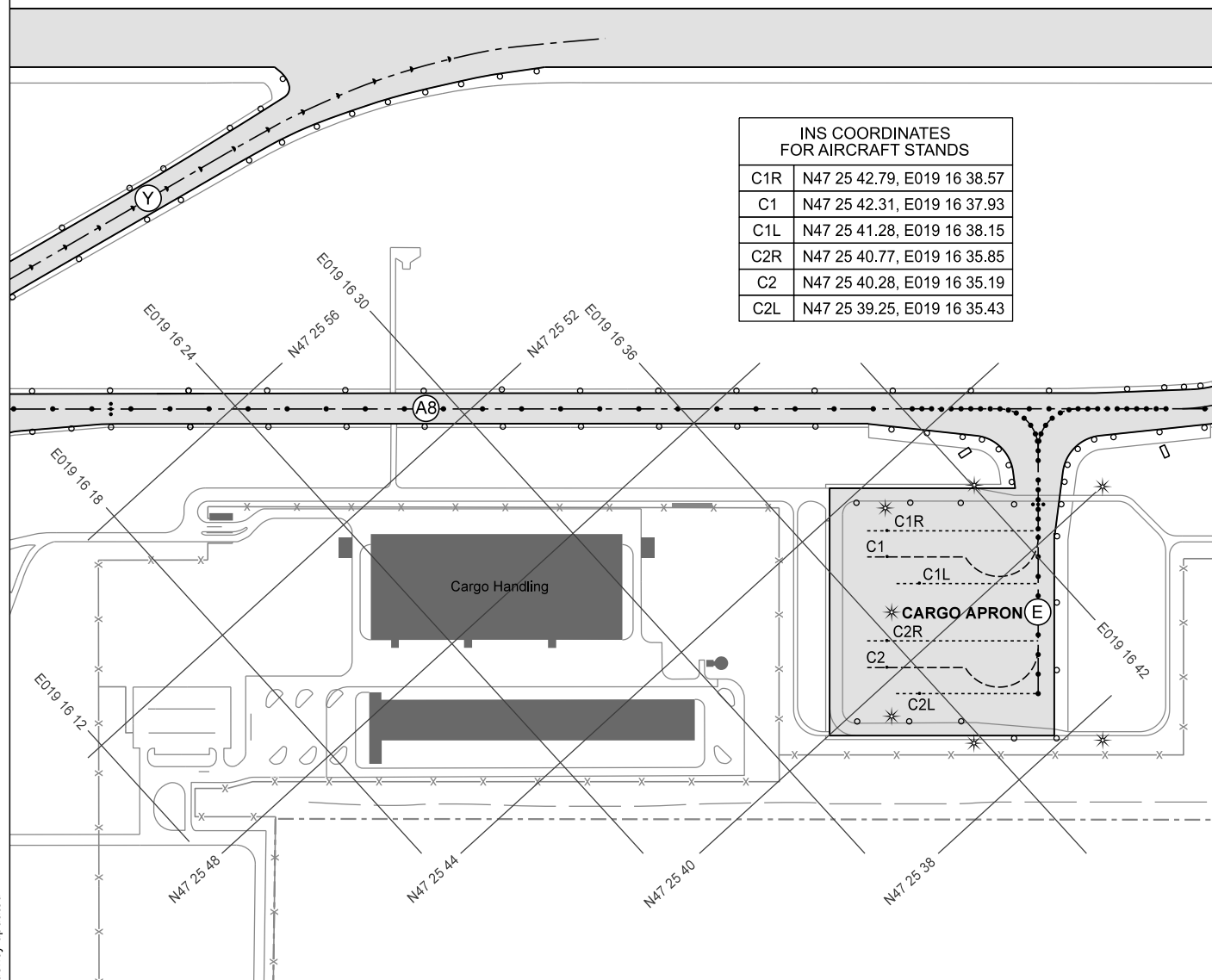
Geoid undulation 44 m 144 ft

LEGEND

VISUAL AIDS

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

INS COORDINATES FOR AIRCRAFT STANDS	
C1R	N47 25 42.79, E019 16 38.57
C1	N47 25 42.31, E019 16 37.93
C1L	N47 25 41.28, E019 16 38.15
C2R	N47 25 40.77, E019 16 35.85
C2	N47 25 40.28, E019 16 35.19
C2L	N47 25 39.25, E019 16 35.43



LIGHTING

TWY

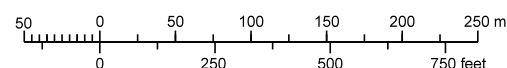
Taxiway edge:	Low intensity omnidirectional blue.
Taxiway centre line:	Low intensity bi-directional green on E.
STOP bars:	Unidirectional red omnidirectional blue.
Apron:	Low intensity blue edge lights and floodlights.
Obstacle light:	Low intensity red.

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

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

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

SCALE 1 : 5 000



MAXIMUM PERMISSIBLE WINGSPAN ON CARGO APRON TAXIWAY

E	68.5 m
---	--------

CHANGE: BUDAPEST APRON frequency updated

THIS PAGE IS INTENTIONALLY LEFT BLANK

LHPP - PÉCS/POGÁNY**LHPP AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LHPP PÉCS/POGÁNY

LHPP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	455921N 0181432E, at the geometrical centre of the RWY
2	Direction and distance from (city)	9 KM SSE from the centre of Pécs
3	Elevation/Reference temperature	198 M / 27.4°C
4	MAG VAR/ annual change	3° E (2009) / 0.1° increasing
5	AD Administration, address, telephone, telefax, AFS	Post: Pecs/Poganyi Repuloteret Mukodteto Kft. H-7666 Pogany, Repuloter Phone: (+36) 72-526-140 Phone: (+36) 72-526-144 AFS: LHPPZPZX SITA: Nil Email: info@airportpecs.hu; fly@airportpecs.hu URL: www.airportpecs.hu
6	Types of traffic permitted (IFR/VFR)	IFR-VFR
7	Remarks	Nil

LHPP AD 2.3 OPERATIONAL HOURS

1	AD Administration	MAY 01 - AUG 31 MON, TUE, WED, THU, FRI: 0800 - 1800 (0700-1700) SAT, SUN, Legal Holiday: 0900 - 1700 (0800-1600) MAR 01 - APR 30, SEP 01 - OCT 31 MON, TUE, WED, THU, FRI: 0800 - 1600 (0700-1500) SAT, SUN, Legal Holiday: 0900 - 1500 (0800-1400) NOV 01 - FEB 28 MON, TUE, WED, THU, FRI: 0800 - 1400 SAT, SUN, Legal Holiday: 0900 - 1300 (PPR 0500 - 2100)
2	Customs and immigration	3 workdays prior request required for flights outside the Schengen Region departing/arriving to/from LHPP. Further information: Phone: (+36) 72-526-156 Email: info@airportpecs.hu
3	Health and sanitation	Nil
4	AIS Briefing Office	Nil
5	ATS Reporting Office (ARO)	Nil

6	MET Briefing Office	H24
7	ATS	AFIS 0730-SS (0630-SS)
8	Fuelling	As Administration
9	Handling	As Administration
10	Security	H24
11	De-icing	As Administration
12	Remarks	Nil

LHPP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	AVGAS 100LL, JET-A1, Gasoline 95
3	Fuelling facilities/capacity	Available (10000 L)
4	De-icing facilities	Available at parking stands on request
5	Hangar space for visiting aircraft	up to 20 M wingspan on request
6	Repair facilities for visiting aircraft	Nil
7	Remarks	GPU

LHPP AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants in the city	In the city
3	Transportation	Taxi, local public coach, car hire
4	Medical facilities	First aid at AD, hospital in the city.
5	Bank and Post Office	In the city, credit card acceptance at AD
6	Tourist Office	In the city
7	Remarks	Accommodation for limited number of guest in Pogany

LHPP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A3
2	Rescue equipment	1 fire truck and hand operated fire extinguishers
3	Capability for removal of disabled aircraft	Available (restricted, up to 30 tons)
4	Remarks	For CAT A5, 3 hours prior request required.

LHPP AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	1 snow plough and sweeper, 1 carbamid spreader
2	Clearance priorities	RWY, TWYs, Apron 1, Apron 2
3	Remarks	Nil

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

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

LHPP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	TWY centre lines, guide lines on apron. Centre lines, holding point marking.
2	RWY and TWY markings and LGT	RWY: designator, threshold, TDZ, centre line markings TWYs: centre lines, holding point marking
3	Stop bars	Nil
4	Remarks	Nil

LHPP AD 2.10 AERODROME OBSTACLESData for Area 2 and Area 3 [See GEN 3.1](#)

LHPP 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 HRs, Interval of issuance: 3 HRs in operational hours of aerodrome
4	Type of landing forecast Interval of issuance	Nil
5	Briefing/consultation provided	Written briefing: https://aviation.met.hu Consultation via phone: +36-90-603-421 Consultation via e-mail: rvo@met.hu (HMS) 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 Budapest FIR
8	Supplementary equipment available for providing information	Telephone/Telefax
9	ATS Units provided with information	Budapest FIC (on request); AFIS (on request)
10	Additional information	Nil

LHPP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
16	157.53° GEO	1500 x 30	38/F/B/W/T ASPH	455943.62N 0181418.32E 455858.74N 0181444.95E 44.9 M	198 M
34	337.53° GEO	1500 x 30	38/F/B/W/T ASPH	455858.74N 0181444.95E 455943.62N 0181418.32E 44.9 M	195.2 M

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



LHSM AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16	2500	2500	2500	2500	Nil
34	2500	2500	2500	2500	Nil

LHSM AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type, LEN, INTST	THR LGT colour WBAR	VASIS (MEHT)	TDZ LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
16	HIAL CAT I 900 M LIH	GRN	PAPI 3° (16.69 M)	Nil	2500 M 29 M WHI/RED LIH	2500 M 58 M WHI/YEL LIH	RED	Nil	Nil
34	SALS 420 M LIH	GRN	PAPI 3° (16.72 M)	Nil	2500 M 29 M WHI/RED LIH	2500 M 58 M WHI/YEL LIH	RED	Nil	Nil

LHSM AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	Anemometer 16: 402 M from THR 16, lighted, Anemometer 34: 377 M from THR 34, lighted / Type of lightings: Obstacle lights
3	TWY edge and centre line lighting	Nil
4	Secondary power supply / switch-over time	Secondary power supply to ATS/AFIS, obstacle lights, APCH and RWY lighting, and MET equipment / switch-over time: 9 sec
5	Remarks	Nil

LHSM AD 2.16 HELICOPTER LANDING AREA

NIL

LHSM AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	SARMELLEK CTA and SARMELLEK TIZ2 465211N 0164912E - 465233N 0171252E - 463423N 0171944E - 462847N 0171750E - 462539N 0170031E - 465211N 0164912E	SARMELLEK CTR and SARMELLEK TIZ1 465232N 0170443E - 465233N 0171252E - 464035N 0171331E - 463224N 0171903E - 462847N 0171750E - 462659N 0170752E - 463919N 0170630E - 465010N 0165907E - 465232N 0170443E
2	Vertical limits	SARMELLEK CTA and SARMELLEK TIZ2: 9500 FT ALT / 2000 FT ALT	SARMELLEK CTR and SARMELLEK TIZ1: 2000 FT ALT / GND
3	Airspace classification	SARMELLEK CTA and SARMELLEK CTR: Class D	SARMELLEK TIZ1 and SARMELLEK TIZ2: Class G
4	ATS unit call sign Language(s)	BALATON TWR EN, HU	BALATON INFO EN, HU
5	Transition altitude	10000 FT	
6	Hours of applicability	As AD Administration	
7	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. For information on related RMZ and TMZ airspaces, See ENR 2.2	

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		



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

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

2.1.2 Standard Instrument Departure (SID)

Standard Instrument Departures are published in part AD 2-LHSM.

The departure procedures in use are based on those contained in ICAO Doc 8168 OPS/611 (PANS OPS).

2.1.3 Instrument approach procedures

The instrument approach procedures are published on Instrument Approach Charts in part AD 2-LHSM.

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, „Traffic circuit” available as well as conditions of approach and landing.

Traffic Pattern:

- Right and left hand traffic pattern for RWY 34
- Right and left hand traffic pattern for RWY 16

Designated VFR reporting points:

- BALATON:

464222N 0171553E

(influx of river Zala)

- DIOSKAL:

463937N 0170345E

(Meteorological Radar Antenna/ approx. 0,8 NM South East of Dioskál village)

When instrument approach is in progress all VFR aircraft operating within the TIZ will be advised to land or hold outside Sármellék TIZ.

LHSM AD 2.23 ADDITIONAL INFORMATION

NIL

LHSM AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2-LHSM-ADC
Aerodrome Obstacle Chart - ICAO Type A (Operating Limitations)	AD 2-LHSM-AOCA-1634
Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHSM-SID-16
	AD 2-LHSM-SID-34

Instrument Approach Chart - ICAO	AD 2-LHSM-ILS/LOC-16
	AD 2-LHSM-NDB-16
	AD 2-LHSM-NDB-34
	AD 2-LHSM-RNP-16
	AD 2-LHSM-RNP-34
Visual Approach Chart - ICAO	AD 2-LHSM-VAC