AIRAC

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# 1. Amendment content:

# 1.1 GEN 1.1, GEN 1.2, GEN 1.5

- Name and email address of Civil Aviation Authority updated
- · Block permit contact email address for requesting ACC3 exemption updated

# 1.2 GEN 1.7

• Annex 8 - Airworthiness of Aircraft (Amendment 109) differences inserted / removed.

#### 1.3 GEN 2.2

Abbreviation TOBT (Target Off Block Time) added

# 1.4 GEN 3.4

- Additional CPDLC messages inserted
- ATC Concatenated Uplink Clearances added

# 1.5 AD 2 LHBP

- AD 2.7 material for movement area surface treatment updated
- AD 2.8 Taxiway V renamed to P5, Taxiway X renamed to V. Additional remarks inserted.
- AD 2.20 Push and hold procedures added
- Circling approaches are no longer in effect
- Updated charts: AD-2-LHBP-ADC, AD-2-LHBP-TAXI-ARR, AD-2-LHBP-TAXI-DEP, AD-2-LHBP-PDC-2, AD-2-LHBP-PDC-4, AD-2-LHBP-ILS-OR-LOC-13L, AD-2-LHBP-ILS-OR-LOC-31R, AD-2-LHBP-ILS-OR-LOC-31R, AD-2-LHBP-RNP-13L, AD-2-LHBP-RNP-13R, AD-2-LHBP-RNP-31L, AD-2-LHBP-RNP-2-31R, AD-2-LHBP-VOR-13L, AD-2-LHBP-VOR-31R

#### 1.6 AD 2 LHDC

- AD 2.8 Closed taxiways C and D inserted
- AD 2.21 Rules for training, calibration and technical test flights section introduced
- Updated charts: AD-2-LHDC-ADC

#### 1.7 AD 2 LHSM

- AD 2.25 Obstacles penetrating VSS added
- New chart: AD-2-LHSM-STAR-1634; Updated charts: AD-2-LHSM-RNP-16, AD-2-LHSM-RNP-34
- 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

Nil

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

Effective Date: 30 NOV 2023 Publication Date: 21 SEP 2023

# AIRAC

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AIRAC AIP AMENDMENT						
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001/2023	12-Jan-2023	23-Feb-2023				
002/2023	09-Feb-2023	23-Mar-2023				
003/2023	04-May-2023	13-Jul-2023				
004/2023	27-Jul-2023	07-Sep-2023				
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# GEN 0.3 RECORD OF AIP SUPPLEMENTS

Supplement number	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
001/2014	KFOR Sector	GEN, ENR	03 APR 2014 - 03 DEC 2020	
001/2020	KFOR Sector	GEN, ENR	03 DEC 2020 - UFN	
001/2022	Budapest Liszt Ferenc International Airport (LHBP) Cargo Apron development works	AD 2 LHBP	03 NOV 2022 - 13 JUL 2023	
001/2023	Special Operational procedures at Budapest Liszt Ferenc International Airport (LHBP) due to 2023 UEFA Europa League final	AD 2 LHBP	30 MAY 2023 - 01 JUN 2023	
002/2023	Debrecen International Airport (LHDC) Demolition works	AD 2 LHDC	26 JUN 2023 - 31 MAR 2024	
003/2023	Debrecen International Airport (LHDC) instrument approach procedures	AD 2 LHDC	05 OCT 2023 - 31 MAR 2024	

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ENR 1.10 - 2	07 SEP 2023	ENR 5.6 - 3	17 JUN 2021		13 JUL 2023
ENR 1.10 - 3	01 DEC 2022	ENR 5.6 - 4	17 JUN 2021		13 JUL 2023
ENR 1.10 - 4	01 DEC 2022	ENR 6 - 1	06 OCT 2022		13 JUL 2023
ENR 1.10 - 5	01 DEC 2022	ENR 6 - 2	06 OCT 2022		13 JUL 2023
ENR 1.10 - 6	01 DEC 2022	ENR 6-LHCC-ERC - 1	23 MAR 2023		13 JUL 2023
ENR 1.10 - 7	01 DEC 2022	ENR 6-LHCC-ERC - 2	23 MAR 2023	AD 2-LHBP - 12	13 JUL 2023
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ENR 1.10 - 9	01 DEC 2022	ENR 6-LHCC-LINKS - 2	23 MAR 2023	AD 2-LHBP - 14	30 NOV 2023
ENR 1.10 - 10	01 DEC 2022	ENR 6-LHCC-LINKS - 3	23 MAR 2023	AD 2-LHBP - 15	30 NOV 2023
ENR 1.11 - 1	13 JUL 2023	ENR 6-LHCC-LINKS - 4	23 MAR 2023	AD 2-LHBP - 16	30 NOV 2023

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AD 2-LHBP - 18	30 NOV 2023	AD 2-LHBP-VAC - 1	23 MAR 2023	AD 2-LHPR - 6	27 JAN 2022
AD 2-I HBP - 19	30 NOV 2023		23 MAR 2023		01 DEC 2022
	20 NOV 2020				01 DEC 2022
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	30 100 2023	AD 2-LI IDC - 4	30 100 2023		01 DEC 2022
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	JU NOV 2023		30 NOV 2023		14 JUL 2022
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	30 NOV 2023		30 NOV 2023		14 11 2022
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	30 NOV 2023		01 DEC 2022	AD 2-LHSM-ADC - 2	12 ALIG 2021
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	20 0/11 2021				12 / 00 2021
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	21 0/11 2022				12 / 00 2021
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AD 2-LITEP-STAR-SILSTR - I	ZI JAN ZUZZ	AD 2-LHN 1-RNP-2-30 - 2	24 IVIAR 2022	AD 2-LHSIVI-VAC - I	
AD 2-LHBP-STAR-31L31R - 2	27 JAN 2022	AD Z-LHNY-VAC - 1	UK UK 1 2022		14 JUL 2022
AD 2-I HBP-TMA - 1			00 001 2022	AD 2-LHSM-VAC - 2	14 JUL 2022
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# **GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS**

# GEN 1.1 DESIGNATED AUTHORITIES

# 1. **AVIATION AUTHORITIES** 1.1 **Ministry of Construction and Transport Director General of Civil Aviation** Email:dgca@tim.gov.hu Phone:(+361) 373-1461 Post:H-1054 Budapest, Alkotmány utca 5. 1.2 Ministry of Construction and Transport, Civil Aviation Authority (CAA) Post:H-1440 Budapest PO Box 1. Email:caa@ekm.gov.hu Fax:(+36) 29-354-224 Phone:(+361) 273-5525 Phone:(+361) 373-1432 URL:https://www.kozlekedesihatosag.kormany.hu/hu/a-hatosagrol Flight permission unit for non-scheduled, commercial, private flights: Email:caa@ekm.gov.hu I Phone:(+361) 273-5537 Phone:(+361) 273-5578 Fax:(+36) 29-354-223 AFS:LHBPYEYX SITA:BUDXTYF Flight permission unit for scheduled flights: Email:caa@ekm.gov.hu I Phone:(+361) 273-5547 Fax:(+36) 29-354-223 AFS:LHBPYEYX SITA:BUDXTYF 2. METEOROLOGY National Meteorological Service AFS:LHBPYMYC Fax:(+361) 346-4685 Phone:(+361) 346-4600 Phone:(+361) 346-4655 Post:H-1525 Budapest, PO Box 38.

#### 3. CUSTOMS

#### 3.1 National Tax and Customs Administration

Phone:(+361) 428-5100

Post:H-1054 Budapest, Széchenyi utca 2.

Email:nav\_kozpont@nav.gov.hu

URL:www.nav.gov.hu

# 3.2 Airport Directorate of the National Tax and Customs Administration

Phone:(+361) 297-1120

Post:H-1185 Budapest, Liszt Ferenc Nemzetközi Repülőtér

Email:repig@nav.gov.hu

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

#### 4. FRONTIER GUARD

# 4.1 National HQ of Frontier Guard

Fax:(+361) 338-3444 ext. 36-242 Phone:(+361) 338-3444 ext. 36-242 Post:H-1525 Budapest PO Box 47.

# 4.2 Budapest Administration of Frontier Guard

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

Phone:(+361) 394-2444

Post:H-1286 Budapest PO Box 9.

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

Fax:(+361) 296-0685, (+361) 290-3121 ext. 37-702 Phone:(+361) 296-0689, (+361) 290-3121 ext. 37-715 Post:H-1675 Budapest PO Box 10.

#### 5. HEALTH

#### 5.1 Ministry of Interior

Phone:(+361) 441-1000

Email:ugyfelszolgalat@bm.gov.hu

Post:H-1051 Budapest, József Attila utca 2-4.

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

Phone:(+361) 465-3844 Phone:(+36) 30-650-6852 Post:H-1138 Budapest, Váci út 174.

Post:H-1550 Budapest, PO Box 203.

# 6. ENROUTE CHARGES

HugaroControl - Department of Finance AFS:LHBPYDYX Fax:(+361) 293-4209 Phone:(+361) 293-4208 to the planned departure.

 The application for a series of more than four non-scheduled flights from/to the same State for commercial purposes, landing or taking off at Hungarian aerodromes shall be received by the CAA at least 15 days prior to the first intended date of operations.

#### 3.3 Content of applications

Applications submitted to the CAA for non-scheduled flights according to *para 3.* above, shall contain at least the following information:

- a. name and address of operator of the aircraft;
- b. type and registration sign of the aircraft;
- c. the route and date of flight;
- d. aerodrome of departure and destination, and intermediate landing, if any;
- e. the planned times of departure and arrival;
- f. EASA TCO authorization;
- g. purpose of flight, number of passengers and/or designation and amount of cargo;
- h. name and address of the charterer;
- i. Noise Certificate;
- j. Proof of third-party liability insurance.

It is expected from the airline operators to provide the CAA with evidence of validation of the air carrier security programme by their respective authority.

#### 3.4 Conditions for approval of international flights for commercial purposes

- **3.4.1** Application will be considered on a reciprocal basis in the case of flights operated by an air carrier where its supervising aeronautical authority is in a State to/from which a designated Hungarian operator has scheduled services. Existence of reciprocity may be declared by the designated Hungarian air operator, however, the approving Hungarian authority may also enquire its foreign partner authority supervising the applicant foreign carrier.
- **3.4.2** The CAA will grant permission for charter flights between the two States, to an operator registered in a State from/to designated Hungarian operator has no scheduled services, if the aeronautical authority supervising the applicant foreign operator has granted the commercial right for mutual operation.
- **3.4.3** The operation of charter flights is usually reserved to the air carriers of the two States concerned i.e. of the State of origin or destination. Permission for charter flights to a third State's carrier may be granted by the CAA, if:
  - the Hungarian air carrier has not been interested in the given carriage (did not make offer) prior to the offer of the foreign operator;
  - refusal of the authorisation for the air carriage would interfere with the privity of a Hungarian contractor;
  - the operator of the Hungarian aerodrome of destination has vested interest in the completion of the arrangement.

#### 3.5 Coordination of non-scheduled flights

- **3.5.1** All departure and arrival times of non-scheduled flights at Budapest Liszt Ferenc International Airport shall be coordinated in advance with Airport Coordination (*para 2.5.1*)
- **3.5.2** Ensuring a safe, efficient and economical ground handling operation, paying due regard to environmental aspects and facilitating the operation of ground handling companies, is the responsibility of the Airside Operations Department. (*para 2.6*)
  - The preliminary coordination and organisation of ground handling among the available handling services and the operator of the flight, is the responsibility of the Airside Operations Department. It is the responsibility of this department to coordinate the required ground handling and fuel service three days before the operation. Furthermore it shall be stated whether the operator has concluded agreement for ground handling with any agency providing this service or received any offer for this

#### service.

- Each of the agencies providing ground handling services at the airport will be advised on the spot by the Airside Operations Department. The agencies providing ground handling services will get in touch with the operator of the aircraft directly.
- **3.5.3** Prior permission for the flight operation issued by the CAA does not release the operator from its obligation, included in *para 1.8* above, to coordinate information regarding the planned operations with the aerodrome.

In the case when a flight operation may be carried out without prior the permission of the CAA, based on the Flight Plan submitted for the purposes of ATS, when landing and take-off is planned at Budapest Liszt Ferenc International Airport, the FPL message shall also be addressed to:

AFS:LHBPYDYG

#### 3.6 Documentary requirements for clearance of aircraft

See para 2.4

#### 3.7 Block Permit

In case of international non-scheduled air transport services which are of a short term or ad-hoc, in order to avoid the need to obtain separate permission for each individual flight and/or operation, the air carriers of all states can obtain a single Hungarian Block Permit which will authorise such services for up to 3 months period valid from requested date and up to 60 flights can be performed.

The Block Permit authorization is not applicable for foreign civil aircraft carrying dangerous goods or optical devices. According to para 1.6, use of the Hungarian airspace by foreign civil aircraft carrying dangerous goods, or equipped with optical and/or geographical devices can be executed solely on the basis of single entry clearance.

The application must be submitted by the operator at least 5 days before requested date of Block Permit to CAA.

The request for the permission shall include:

- nationality of the airline, ICAO Designator;
- name and address of operator of the aircraft;
- aircraft to be used: type, registration, operator if wet leased, state of registry if wet leased;
- aerodrome of departure and destination;
- purpose of the flight (passenger and/or cargo);
- TCAS II version 7.1 compliant.

The application for permission shall be substantiated by copies of the following documents, which shall be valid for 3 months from the requested date of Block Permit (except item g):

- EASA TCO authorization;
- Proof of third party liability insurance;
- Noise Certificate;
- Security Programme.

At the end of the third month, the permit holder shall provide to the CAA with details of all flights operated under the granted Hungarian Block Permit for information purposes.

The Block Permit does not exempt the applicant from obtaining additional permits (night restriction between 22:00-06:00LT, ACC3, dangerous goods).

\* Request for ACC3 exemption shall be sent to avsec@ekm.gov.hu

#### 4. APPROVAL OF PRIVATE FLIGHTS

- **4.1** Private flights landing at or departing from international aerodromes listed in part *AD 1.4*, as well as transit flights across Hungarian airspace with foreign civil aircraft registered in a State that is a Contracting Party to the Chicago Convention, may be made without prior permission.
- 4.2 In the case of landing or take-off planned at any of the commercial aerodromes listed in part AD 1.4, the

# GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

#### 1. GENERAL

Commercial air transport aircraft operating in the airspace of Hungary have to adhere to the provisions of Subpart D of Annex IV (Part-CAT) to Regulation (EU) No 965/2012.

Aircraft, other than State aircraft, operating according to Instrument Flight Rules (IFR) within the Budapest FIR above 9500 FT ALT shall be equipped with, as a minimum, RNAV equipment meeting RNAV 5 in accordance with the requirements set out in ICAO Doc 7030/5 Regional Supplementary Procedures (5th edition, 2008, EUR). RNAV may only be performed by operators approved to do so and only with aircraft which are equipped with approved RNAV equipment.

#### 2. SPECIAL EQUIPMENT TO BE CARRIED

Within the Budapest FIR special equipment is not required.

#### 3. EQUIPMENT TO BE CARRIED ON ALL TYPES OF FLIGHT

All ACFT engaged in international flight operations shall carry and operate an SSR transponder in accordance with *ENR 1.6 para 3*.

#### 4. RADIO EQUIPMENT REQUIREMENTS

As required by Commission Implementing Regulation (EU) No 1079/2012 of 16 November 2012 laying down requirements for voice channels spacing for the single European sky, an operator shall not operate an aircraft in airspace where carriage of radio is required within Budapest FIR (See ENR 1.4) unless the aircraft radio equipment has the 8.33 KHZ channel spacing capability.

For exemptions from mandatory carriage of 8.33 KHZ equipment See ENR 1.8.

Flights exempted from mandatory carriage of VHF 8.33 KHZ aircraft radio equipment must be flight planned to operate below FL 195, except the UHF equipped state flights.

#### 5. REQUIREMENTS FOR FM BROADCAST IMMUNITY OF AIRBORNE RECEIVERS

**5.1.** In the Budapest FIR, aircraft with NAV equipment which does not comply with the applicable interference immunity performance requirements for ILS localiser and VOR receiving systems (ref. ICAO Annex 10, Vol. I., Chapter 3. para. 3.1.4. and 3.3.8.) may not operate.

*Exceptions:* State ACFT with NAV equipment which not comply with the above referred ICAO Standards may continue operations within the Budapest FIR with the provision, that they are equipped with other suitable RNAV equipment (meeting RNAV 5 /B-RNAV/, in accordance with ICAO Doc 7030/5 European (EUR) Regional Supplementary Procedures Chapter 4.), for the en route part of the IFR flight.

- **5.2.** All VHF communication receivers operating within the Budapest FIR shall meet the ICAO FM Broadcast Immunity requirements (ref. ICAO Annex 10 Vol. III. Part II. para. 2.3.3).
- **5.3.** If any interference problems are experienced during their operations within the Budapest FIR, users are requested to report to:

Civil Aviation Authority (CAA)

#### Email:caa@ekm.gov.hu

The report should include the following information:

- a. frequency, on which the interference was experienced;
- b. position and level/height of the aircraft;
- c. aircraft call sign and registration (number);
- d. date and time (UTC) of the experienced harmful interference
- e. description of the interfering signal (e.g. music, speech, language, other noise, etc.)

#### 6. **RVSM** OPERATION

Except in designated airspace where RVSM transition tasks are carried out, only RVSM approved aircraft and non-RVSM approved State aircraft shall be permitted to operate within EUR RVSM airspace.

RVSM approved aircraft are those aircraft for which the Operator has obtained an RVSM approval, either from the State in which the operator is based, or from the State in which the aircraft is registered.

Guidance material on the airworthiness, continued airworthiness and the operational practices and procedures for the EUR RVSM airspace is provided in the Joint Aviation Authorities (JAA) Temporary Guidance Leaflet (TGL) No. 6, Revision 1 and the ICAO EUR Regional Supplementary Procedures (Doc 7030/5).

Except for State aircraft, RVSM approval is required for aircraft to operate in the RVSM airspace within the Budapest FIR as described in *ENR 2.1*.

Note:

The provisions applicable to non-RVSM approved civil operations in EUR RVSM airspace where RVSM transition tasks are carried out, are specified in the ICAO Regional Supplementary Procedures (Doc 7030/5 – EUR Chapter 1).

#### 7. ACAS II REQUIREMENTS

All civil fixed-wing turbine-powered aircraft operating within airspace of Hungary shall be equipped with an Airborne Collision Avoidance System (ACAS) II type when they:

- a. have a maximum take-off mass exceeding 15 000 KG or maximum approved passenger seating configuration of more than 30,
- b. have a maximum take-off mass exceeding 5 700 KG or maximum approved passenger seating configuration of more than 19.

The exemption from this requirement applies to aeroplanes which are subject to the provisions of Annex II to the EC Regulation (EC) No. 216/2008.

#### 8. MODE S PROCEDURES – DISPLAY OF DOWNLINKED AIRCRAFT PARAMETERS (DAPS)

The following Mode S DAPs are used in the Budapest FIR:

- DSFL- Downlinked Selected Flight Level
- DIAS- Downlinked Indicated Air Speed
- DMACH- Downlinked Mach Number
- DHDG- Downlinked Magnetic Heading.

These aircraft parameters are downlinked from aircraft by the Mode S EHS (Enhanced Surveillance) compliant transponder. Aircraft that are equipped with Mode S ELS (Elementary Surveillance) transponder only, cannot downlink these values.

Generally, for Mode S EHS equipped aircraft, the Air Traffic Controller will use the values of Indicated Air Speed, Mach Number and Magnetic Heading as displayed in the label, without the need to verbally request these.

Note 1: in certain circumstances, it may be necessary to verbally verify any of these DAPs against readings from the flight deck.

Note 2: the DRC (Downlinked Rate of Climb/Descend value is also provided by EHS compliant aircraft, but the Air Traffic Controller will not use the value, due to the fluctuation of the DRC value. However the DRC value is also displayed on the screen, to provide information about the tendency, and the order of magnitude of the vertical speed.

The carriage of a Mode S transponder capable of downlinking EHS aircraft parameters will not be compulsory in the Budapest FIR. However, where aircraft is so equipped, the installation and wiring of the instruments and transponder shall guarantee the downlinking of correct values in accordance with the certification guidance contained in EASA Document AMC 20-13, or other equivalent airworthiness specifications.

Provision affected		Type of diff	Difference in full text
Section III - Internation-	5.1.7	В	Different in character. For NCC operators and for NCO operators using third- country registered aircraft, the State of Operator shall establish those criteria.
al General Aviation Chapter 5 -	5.1.8	В	Different in character. For NCC operators and for NCO operators using third- country registered aircraft, the State of Operator is the competent authority.
Helicopter Communi- cation, Nav-	5.1.9	В	Different in character. For NCC operators and for NCO operators using third- country registered aircraft, the State of Operator is the competent authority.
igation and Surveil-	5.2.3	В	Different in character. For NCC operators and for NCO operators using third- country registered aircraft, the State of Operator shall establish those criteria.
Equipment	5.2.4	В	Different in character. For NCC operators and for NCO operators using third- country registered aircraft, the State of Operator is the competent authority.
	5.2.5	В	Different in character. For NCC operators using aircraft registered in an EU Member State, the State of Operator shall issue the specific approval.
	5.3.3	В	For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	5.3.4	В	For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	5.3.5	В	For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
Section III - Internation- al General Aviation	6.1.3	С	Point d) identity of the person has not been explicitly specified in the Part-145 requirements for the aircraft Certificate of Release to Service, in addition to the requirement for the identity of the organisation. For components the name of the Certifying Staff is foreseen in Form 1 block.
Chapter 6 - Helicopter	6.2.2	А	Retaining periods exceed requirement.
Continuing Airworthi- ness	6.5.2	С	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.
Section III - Internation- al General Aviation Chapter 7 - Helicopter Flight Crew	7.1	В	Different in character. For NCC operators and for NCO operators using third- country registered aircraft, the State of Operator is the competent authority issuing or validating the licences.
<b>Annex 7</b> - Air Nationality an Marks (Amen	craft d Registration dment 6)		NIL
Annex 8 - Air Aircraft (Amer	worthiness of ndment 109)		

Provision af	Provision affected		Difference in full text
Part I. Definitions	1.0.4	В	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	С	The term is not defined.
	1.0.28	В	The EU definition excludes pre flight inspections, having a separate definition.
	1.0.35	В	Term is used for operations and not airworthiness. For type certification, performance is related to Category A.
	1.0.36	В	Term is used for operations and not airworthiness. For type certification, performance is related to Category A.
	1.0.37	В	Term is used for operations and not airworthiness. For type certification, performance is related to Category B
	1.0.47	А	Reliance is placed on the ICAO definition
	1.0.48	С	Not defined
Part II.	1.1	А	Chapter 1 b): Cut off and end dates are prescribed for the phasing out of halon.
Procedures for Certification and Continuing Airworthine ss	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	С	Not implemented. Process is not established.
	1.6.2	С	Process is not established.
Part II.	3.6.1	В	Assessment also allowed by DOA under procedure agreed with the Agency.
Chapter 3 Certificate of Airworthine ss	3.6.3	В	EASA Permit to Fly (including flight conditions) may be issued by an approved DOA.
Part II.	4.2.1.5	С	Process is not established.
Cnapter 4 Continuing	4.2.1.6	С	Process is not established.
Airworthine ss	4.2.4.3	С	Process is not regulated.
	4.2.4.4	С	Process is not regulated.

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Provision af	Provision affected		Difference in full text
Part II.	6.2.2	С	SMS not implemented for maintenance organisations
Chapter 6 Mainte-	6.2.4	С	SMS not implemented for maintenance organisations.
nance Or- ganization Approval	6.2.5	А	EU Regulation also considers small changes controlled by the organisation through procedures approved by the competent authority.
	6.3.3	В	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	С	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	А	EU Regulation adds details of his/her responsibilities
	6.6.3	В	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	В	The qualification in accordance with Annex 1 is not required for component certifying staff, specialized services certifying staff. In accordance with Art 5(6)(ii) of Reg. 1321/2014 the national requirements of the Member State for the component certifying staff apply.
	6.6.5	С	Human performance not covered in Subpart F nor CAO
	6.7.1	А	Part 145 requires to keep also subcontractor's release documents.
	6.7.2	А	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	С	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	С	CS 25 and CS 23 do not contain specifications for water loads.
Part III. A Chapter 4 Design and Construc- tion	4.1	С	The added sentence "They shall also observe human factors principles" is not fully complied with.
	4.1.6	С	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).

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Provision af	Provision affected		Difference in full text
Part III A Chapter 8 Instrument and equipment	8.1	С	The sentence 'shall observe Human Factors principles' is not fully complied with.
Part III. A Chapter 9 Operating limitations and information	9.3.5	С	Implemented in CS 25 Amdt 9 in 2003. TC after 2003 are compliant with this provision.
Part III. A Chapter 11 Security	11.1.1	С	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).
	11.2	С	Implemented in 2010 instead of 2000.
	11.4	С	Implemented in 2010 instead of 2000.
Part III. B Chapter 2 Flight	2.2.7.1	С	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.
	2.2.7.2	С	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	С	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	3.1.1	С	Current CS 25/23 does not mandate the provision of structural repair manuals.
Structure	3.1.2	С	Hazardous not specifically addressed in relation to fatigue.
	3.7	С	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	4.1.1	С	The sentence 'consider Human Factors principles' is not fully complied with.
Chapter 4 Design and Construc- tion	4.2	С	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	2.2.2.1	С	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
Flight	2.2.2.2	С	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1	С	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1.1	С	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1.2	С	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1.3	С	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1.4	С	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.2	С	(b) Not covered by CS 27 and 29
	2.2.3.3.1	С	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 Constructio n	4.1.6	С	De-pressurization not covered
	4.1.8	В	No explicit design requirement. Reliance is placed on the Instructions for continued airworthiness
Part IV. B Chapter 3 Structure	3.1.2	С	Current CS 27/29 does not mandate the provision of structural repair manuals.
Part IV. B	4.6.3	С	No requirement to show suitability for the intended operation.
Chapter 4 Design and Constructio n	4.7	С	Not implemented.
Part IV. B Chapter 9 Operating Environ- ment and Human Fac- tors	9.1	С	There are no formal HF requirements addressing design for maintainability.
Part V. A Small Aeroplanes Chapter 3 Structure	3.1	С	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	С	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).

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Provision affected		Type of diff	Difference in full text
Part V. B Chapter 6 Systems and Equipment	6.1.5	С	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).
<b>Annex 9</b> - Facilitation (13th edition)			
Chapter 1	1.0.18	В	Different wording.
Demnitions	1.0.34	A	More detailed description of GA activities compared to ICAO provisions definition.
	1.0.35	В	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	В	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	3.64	С	No requirement for the card to be machine readable.
Entry and Departure of persons and baggage	3.69	С	No layout requirements.
Chapter 4	4.17.1	С	Single Window is not required.
Entry and Departure of Cargo and other articles	4.17.2	С	Not implemented.
Chapter 6	6.1.3	С	Quarantine services are not included.
Internationa I Airports-	6.3	С	Information is required just for schedule.
Facilities and	6.34	С	Quarantine is not explicitly included.
Services for traffic	6.36	С	Quarantine is not explicitly included.
Chapter 8 Facilitation	8.35	С	It is recommended to aircraft operators to consider these requirements when deciding on new aircraft.
covering	8.37	С	The service is limited to assistance dogs.
specific subject	8.40	A	The status / required help of the affected PAX is based on self-declaration. Assistance is always provided free of charge.

Provision affected		Type of diff	Difference in full text
Chapter 9	9.1.1	С	There is no API data concerning crew.
Passenger data exchange system	9.35	A	Under the current European Union legal framework, Member States have to comply with requirements that are in some respects more exacting that 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. I the absence of the possibility of ensuring compliance with such requirements, therefore, transfers by air carriers cannot take place in accordance with Union law.
<b>Annex 10</b> - Aeronautical Telecommunications Volume I - (6th edition)			NIL
Annex 10 - Aeronautical Telecommunications Volume II - (6th edition)			ications
Chapter 1 -	1.8.0.2	В	Term not defined, but used with the same meaning.
Definitions	1.8.0.3	С	The term is not used.
	1.8.0.5	С	The definition refers to the CPDLC message set only.
	1.8.0.6	С	The term is not used.
	1.8.0.8	С	The term is not used.
Chapter 2 - Administra- tive provi- sions relating to the interna- tional aero- nautical telecommu- nication ser- vice	2.4.2	С	Not transposed.
Chapter 3 -	3.3.1.3	С	Not transposed.
General procedures	3.5.1.1.1	С	Not transposed.
for the inter- national aeronauti- cal telecom- munication service	3.5.1.1.2	С	Not transposed.

Provision affected		Type of diff	Difference in full text
Chapter 4 - Aeronauti- cal fixed service	4.1.2.3.1	С	Not transposed.
	4.3	С	The compatibility of ATS message handling services (AMHS) procedures is not transposed.
(AFS)	4.4.1.1.9.5	С	Not transposed.
	4.4.1.2.2	С	Not transposed.
	4.4.1.3.2.1	С	Not transposed.
	4.4.1.4.1.2	С	Not transposed.
	4.4.1.4.1.2. 1	С	Not transposed.
	4.4.1.5.2	С	Not transposed.
	4.4.1.6.3	С	Not transposed.
	4.4.1.8.1	С	Not transposed.
	4.4.2.1.1.2. 1	С	Not transposed.
	4.4.2.1.4	С	Not transposed.
	4.4.4.1	С	Not transposed.
	4.4.4.1.1	С	Not transposed.
	4.4.7.1	С	Not transposed.
	4.4.9.3.1	С	Not transposed.
	4.4.9.3.4.1	С	Not transposed.
	4.4.10.1.1.2	С	Not transposed.
	4.4.10.1.3.1	С	Not transposed.
	4.4.11.11	С	Not transposed.
	4.4.15.1.1.3	С	Not transposed.
	4.4.15.2.2.6 .1	С	Not transposed.
	4.4.15.2.2.6 .1.1	С	Not transposed.
	4.4.15.3.12. 1.1	С	Not transposed.
	4.4.15.3.12. 1.2	С	Not transposed.
	4.4.15.3.12. 1.4	С	Not transposed.
	4.4.15.4.1	С	Not transposed.
	4.4.15.5.1	С	Not transposed.
	4.4.17.3	С	Not transposed.

Provision affected		Type of diff	Difference in full text
Chapter 5 - Aeronauti- cal mobile service-	5.1.1.1	В	Standardised phraseology in the Appendix 1 to AMC1 SERA.14001 shall be used.
	5.1.1.3	С	Not transposed.
voice com- munications	5.1.5	С	Not transposed.
	5.1.8.7	С	Not transposed.
	5.1.9.2.0.1	С	Not transposed.
	5.2.1.2.2	A	There are additional requirements on aerodromes serving more than 50000 international IFR movements per year.
	5.2.1.4.1.1	В	SERA.14035(a) explicitly lists aircraft call sign, headings, runway, wind direction and speed to be transmitted by pronouncing each digit separetly and in case of any other numbers there is the possiblity to pronounce the full hundreds and thousands.
	5.2.1.4.1.5	В	The SERA regulation allows the use of whole hundres and thousends for any other number than the aircraft call sign, headings, runway, wind direction and speed.
	5.2.1.5.4	С	Not transposed.
	5.2.1.7.3.2. 3	С	SERA contains an additional sentence on the possibility of omitting the call sign of the ATS unit for transfers of communications within one ATS unit, when authorised by the competent authority.
	5.2.1.8.1	В	In relation with item b) of the SARP, SERA lists the identification of the station calling instead of the aircraft identification as listed at ICAO.
	5.2.1.8.2	В	SERA is using different expressions to list the items of the reply expressing the roles in the exchange.
	5.2.1.9.1.1	С	Not transposed.
	5.2.1.9.2.3	С	The case about transmitting to another aeronautical station is not transposed into SERA.
	5.2.1.9.3	В	The EU Regulation allows that the end of conversation could be terminated by the receiving ATS unit or the aircraft.
	5.2.1.9.4.3	С	Not transposed.
	5.2.2.1.3	В	SERA allows that only one aeronautical station shall maintain a continuous listening watch, if two or more such stations are co-located.
	5.2.2.1.5	С	Not transposed.
	5.2.2.3.2	С	Not transposed.
	5.2.2.3.3	С	Not transposed.
	5.2.2.7.1.1	С	The referenced SERA provision does not require the monitoring of the appropriate VHF channel when an aircraft is operating within a network.
	5.2.2.7.2.3	С	Not transposed.
	5.2.3.1.4	С	Not transposed.
	5.2.3.1.4.1	С	Not transposed.

Provision affected		Type of diff	Difference in full text
Chapter 6 -	6.1.2.1	С	Not transposed.
Aeronauti- cal radio	6.2.1	С	Not transposed.
navigation service	6.2.2	С	Not transposed.
	6.2.2.1	С	Not transposed.
Chapter 8 -	8.1.1.1.1	С	Not transposed.
Aeronauti- cal mobile	8.1.1.1.2	С	Not transposed.
service — data link	8.1.1.2	С	Not transposed.
communica-	8.1.1.3	С	Not transposed.
uons	8.1.1.4.1	С	Not transposed.
	8.1.1.4.2	С	Not transposed.
	8.1.1.4.3	С	Not transposed.
	8.2.1.1	С	Not transposed.
	8.2.6	В	Different wording.
	8.2.9.1	С	"Standard message elements" is used instead of the "defined message set".
	8.2.9.1.1	С	"Standard message" is used instead of "standard message elements".
	8.2.9.3	А	For CPDLC messages, an urgency criteria has also been set in the EU Regulation.
	8.2.9.3.2	А	The table about the urgency attribute is part of the EU Regulation.
	8.2.9.3.2.1	С	The EU Regulation only applies when the response is in the form of a single message element.
	8.2.9.5	С	The uplinking message element is SERVICE UNAVAILABLE.
	8.2.9.5.1	С	Not transposed.
	8.2.10.0.1	С	Not transposed.
	8.2.11.1	С	The use of standardized free text messages referred to in paragraph 8.2.9.5.2 is acceptable according to the EU Regulation.
	8.2.11.2	С	Not transposed.
	8.2.11.3	С	Not transposed.
	8.2.12.3	С	Not transposed.
	8.2.12.4.1	С	Not transposed.
	8.2.12.4.5	С	Not transposed.
	8.2.12.6	С	Not transposed.
Annex 10 - Aeronautical Telecommunications Volume III - (2nd edition) Volume IV - (5th edition) Volume V - (3rd edition)			NIL
Annex 11 - A (Amendment	ir Traffic Servic 52)	es	

Provision affected		Type of diff	Difference in full text
Chapter 1 - Definitions	1.0.24	В	The European definition is 'rostering system' that means the structure of duty and rest periods of air traffic controllers in accordance with legal and operational requirements.
	1.0.29	В	SERA additionally includes aerodrome flight information service unit.
	1.0.39	А	Definition not limited to land aerodromes.
	1.0.50	С	Not transposed.
	1.0.68	С	Not transposed.
	1.0.75	A	The EU definition is not limited to safety related operational duties, it refers to "tasks".
	1.0.76	С	Not transposed.
	1.0.85	С	Not transposed.
	1.0.86	С	Not transposed.
	1.0.88	С	Not transposed.
	1.0.89	С	Not transposed.
	1.0.95	С	Not transposed.
	1.0.101	С	Not transposed.
	1.0.110	С	Not transposed.
	1.0.127	С	Not transposed.
	1.0.128	В	SERA is using aerodrome or an operating site.
	1.0.130	С	Not transposed.
Chapter 2 - General	2.5.2.2.1	В	The link between air traffic control service and control area and control zone is not formally transposed. However, it is implicit in Regulation (EU) 2017/373.
	2.5.2.2.2	В	The link between FIR and control area and control zone is not formally transposed. However, it is implicit in the description of FIR in Appendix 1 to Annex XI (Part-FPD).
	2.6.1	С	The SERA provision gives an exemption possibility. SERA.6001 allows aircraft to exceed the 250-knot-speed-limit where approved by the competent authority for.
	2.6.2	А	All airspace above FL 195 shall be classified as Class C airspace.
	2.11.1	В	The specifications of FIR are provided in light of the European legal framework (Regulation (EC) No 549/2004).
	2.11.3.2.1	С	Not transposed.
	2.11.3.2.2	С	The level of transposition is guidance material only.
	2.11.4.1	С	Not transposed.
	2.11.5.4	С	The level of transposition is guidance material only.
	2.11.5.4	С	The level of transposition is guidance material only.
	2.12.2	В	The identification of the ATC unit is not limited to the name of the unit location but could be also the name of the aerodrome at which it is providing services or the name of a nearby town or city or geographic feature or area.

Provision affected		Type of diff	Difference in full text
	2.12.3	С	Not transposed.
	2.13.2	С	The text of 2.13.2 is transposed with no difference but with a status of guidance only.
	2.13.4.1	С	The following sections of Annex 11 Appendix 1 have not been transposed in EU regulation: 1.1; 3.1.4; 4.1.
	2.13.5	С	Annex XI (Part-FPD) of Regulation (EU) 2017/373 indicates a list of items to be used without indicating that (1) shall consist of (2)(3)(4)(5). However, in AMC 1 to Section III - (a)(2), the ICAO text of Annex 11 Appendix 3, 2.1.1 is reproduced identically, but not consistent with Section III. Annex 11 Appendix 3, 2.1.1. (e) requires that the word "visual" is used in the plain language designator when the route has been established for VFR, whereas the EU rule extends it to IFR in VMC as well. (same difference is replicated in paragraph 5.3 Annex 11 Appendix 3 ). Annex 11 Appendix 3 para 6 (MLS/RNAV) is not transposed. Annex 11 Appendix 3 para 8 is not transposed.
	2.14.1	С	Not transposed.
	2.14.2	С	Not transposed.
	2.15.3	С	Annex 11 Appendix 2, para 1.1 the terms "preferably VHF or higher frequency aids" are not transposed. Para 4.2, 5.7 and 5.8 are not transposed.
	2.16.1	С	The level of transposition is acceptable means of compliance only.
	2.18.2	С	Details are provided with paragraph 2.19.
	2.19.1	С	The EU regulation refers to "air operations"instead of "activities", therefore restricting the scope of the requirement. The EU regulation does not specify with whom the co-ordination should be effected by omitting to specify the "appropriate air traffic.
	2.19.1.1	С	Not transposed.
	2.19.2	С	Not transposed.
	2.19.2.1	С	GM1 Article 3c(2) of Regulation (EU) 2017/373 refers to "promulgation of information" instead of "best arrangements" thus limiting the scope of the requirement.
	2.19.3	С	In EU rules the requirement on the appropriate ATS authority to ensure the conduct of a safety risk assessment and the implementation of appropriate risk mitigation measures, is not included.
	2.19.3.1	С	In EU rules the requirement on the Member State to establish procedures to facilitate the consideration of all relevant safety-significant factors in the safety risk assessment, is not included.
	2.19.4	С	Art. 3c(2) refers to Art. 3c(1), which is the transposition of paragraph 2.19.1 of Annex 11, therefore the same difference applies.
	2.19.6	С	Not transposed.
	2.20.1	С	Not transposed.
	2.21.1	С	The EU regulation does not specify that the report should be provided to the associated meteorological office.
	2.22.4	С	Not transposed.
	2.24.1.1	С	Not transposed.

Provision affected		Type of diff	Difference in full text
	2.26.5	С	The time checks shall be given at least to the nearest minute.
	2.28.1	В	Appendix 5 and 6 are partially transposed. The general principles of ICAO FRMS are included/transposed in the requirements concerning ATCO fatigue management stipulated in ATS.OR.315 and ATS.OR.320 and associated AMC and GM.
	2.28.2	В	The FRMS requirements are partially transposed.
	2.28.3	В	Standards on variations from limitations are not explicitly transposed.
	2.28.4	В	The standards are not explicitly transposed.
	2.33.2	С	The level of transposition is acceptable means of compliance only.
	2.33.3	С	The level of transposition is acceptable means of compliance only.
	2.33.4	С	The level of transposition is acceptable means of compliance only.
	2.33.5	С	The level of transposition is guidance material only.
	2.34	С	The EU regulation allows flexibility to approve FPD procedures, if necessary. The formal requirement for the States to provide FPD service is not explicitly established, however, the requirements on the service provision are well defined.
Chapter 3 - Air Traffic Control Ser- vice	3.1	A	SERA.5010(c) introduces an accurate description of and requirements for special VFR.
	3.3.4	С	In addition to the ICAO provisions requires the agreement of the pilot of the other aircraft, the maintenance of own separation and allow this exception below 3050 m (10000 ft) during climb or descent, during day.
	3.3.5.1	В	Regulation (EU) 2019/123 points at the execution of these provisions.
	3.3.5.3	С	Not transposed.
	3.4.1	С	Point 3.4.1 (a)(2) of Annex 11 is not transposed.
	3.7.3.1	A	In addition to the ICAO standard: 1) in point b), point SERA.5015(e)(ii) also includes 'taxi'; 2) in point c), point SERA.5015(e)(iii) also includes 'the newly assigned communication channels'; 3) point SERA.5015(e)(iv) requires the readback of transitions levels.
	3.7.3.1.1	A	The SERA provision includes 'taxi instructions' in addition to the ICAO requirements to be read back.
	3.7.3.3	А	The EU regulation provides an explicit list of item to be read back.
	3.7.3.4	С	In EU rules the requirement on the controller to listen to the read-back of the vehicle driver, is not included.
	3.7.4.2.1.4	С	The level of transposition is guidance material only.
	3.8.2	А	The EU scope is wider than the ICAO one in paragraph 3.8.2 a).
	3.9.1	С	The level of transposition is guidance material only.

Provision affected		Type of diff	Difference in full text
Chapter 4 - Flight infor- mation ser- vice	4.3.1.1	С	Not transposed.
	4.3.1.2	С	Not transposed.
	4.3.1.3	С	Not transposed.
	4.3.1.4	С	Transposed for ATIS messages only and not for OFIS.
	4.3.4.7	С	The level of transposition is guidance material only.
	4.3.6.5	С	The level of transposition is guidance material only.
	4.3.7	A	The regulatory provision is the same however, from 12 August 2021 the breaking action is not provided through ATIS as it is against the GRF concept, replaced by RCR.
	4.3.8	A	The regulatory provision is the same however, from 12 August 2021 the breaking action is not provided through ATIS as it is against the GRF concept, replaced by RCR.
	4.3.9	A	The regulatory provision is the same however, from 12 August 2021 the breaking action is not provided through ATIS as it is against the GRF concept, replaced by RCR.
	4.4.1	В	The EU regulation refers to a decision by the competent authority while ICAO recommendation refers to regional air navigation agreements.
Chapter 5 - Alerting ser- vice	5.4	С	The last sentence of point 5.4 of Annex 11 has not been transposed in EU regulation.
Chapter 6 - Air traffic	6.1.2.1	С	The EU Regulation allows flexibility in the available radio coverage subject to approval by the competent authority.
quirements	6.1.2.2	С	The level of transposition is guidance material only.
for commu- nications	6.1.3.3	С	The level of transposition is guidance material only.
	6.2.2.3.4	С	The level of transposition is guidance material only.
	6.2.2.3.6	С	Not transposed.
	6.2.3.3	A	The EU requirement applies to any controlled airspace (not limited to adjacent control area).
	6.2.4.1	С	The recommendation has been transposed in guidance material.
Chapter 7 - Air traffic services re- quirements for informa- tion	7.1.2.1	С	The list of information to be provided to FIC and ACC by the MET watch office as defined in Annex 3, Appendix 9 (1.3), has been transposed partially.
	7.1.3.1	С	The list of information to be provided to APP by the associated aerodrome MET office as defined in Annex 3, Appendix 9 (1.2), has been transposed partially (i.e.SPECI). The requirements of point 7.1.3.1 of Annex 11 to communicate special reports and amend
	7.1.5	С	Not transposed.
	7.3.2	С	The EU regulation scope is limited to information on the operational status of GNSS and does not explicitly address the "timely basis" criteria.
	7.6	С	The EU regulation allows more flexibility than ICAO by introducing the possibility for information on toxic chemical to be shared only when available.
Annex 12 - Search and Rescue (Amendment 18)			

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Provision affected		Type of diff	Difference in full text	
Chapter 1 - Definitions	1.14	С	Used in the same meaning but not defined.	
Chapter 2 - Organiza- tion	2.3.5	С	Not implemented.	
	2.4.1	С	Direction-finding and position-fixing stations are not established direction-finding and position-fixing stations are not established, and no communication has been established with Cospas-Sarsat Mission Control Centre servicing the Mid-East region of Europe.	
Chapter 3 - Coopera- tion	3.2.2	С	Not implemented.	
	3.2.4	С	Not implemented.	
	3.3.1	С	Not implemented.	
Chapter 4 - Preparatory measures	4.2.2	С	Not implemented.	
Chapter 5 -	5.2.5	С	Not implemented.	
Operating procedures	5.5.2	С	Not implemented.	
	5.9.1	С	Not implemented.	
	5.9.2	С	Not implemented.	
Annex 13 - Aircraft Accident and Incident Investigation (10th edition)			NIL	
Annex 14 - Aerodromes Volume I - (Amendment 17)				
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	С	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	С	The specification has not yet been transposed.	
	1.3.3.1	С	The specification has not yet been transposed.	
	1.3.3.2	С	The specification has not yet been transposed.	
	1.4.1	В	The 2018/1139/EU reg. has a different applicability scope.	
	1.4.2	В	The 2018/1139/EU reg. has a different applicability scope.	
Chapter 2	2.1.2	С	The specification has not yet been transposed.	
Aerodrome Data	2.1.3	С	The specification has not yet been transposed.	
	2.1.4	С	The specification has not yet been transposed.	
	2.2.2	С	The specification has been transposed as guidance material.	
	2.2.3	С	The specification has been transposed as guidance material.	
	2.3.1	С	The specification has been transposed as guidance material.	
	2.3.2	С	The specification has been transposed as guidance material.	

Provision affected		Type of diff	Difference in full text
	2.3.3	С	The specification has been transposed as guidance material.
	2.4.1	С	The specification has been transposed as guidance material.
	2.4.2	С	The specification has been transposed as guidance material.
	2.5.1	С	The specification has been transposed as guidance material.
	2.5.2	С	The specification has been transposed as guidance material.
	2.5.3	С	The specification has been transposed as guidance material.
	2.5.4	С	The specification has been transposed as guidance material.
	2.6.2	С	The specification has been transposed as guidance material.
	2.6.3	С	The specification has been transposed as guidance material
	2.6.4	С	The specification has been transposed as guidance material
	2.6.5	С	The specification has been transposed as guidance material
	2.6.6	С	The specification has been transposed as guidance material
	2.6.7	С	The specification has been transposed as guidance material
	2.6.8	С	The specification has been transposed as guidance material
	2.7.1	С	The specification has been transposed as guidance material
	2.7.2	С	The specification has been transposed as guidance material
	2.7.3	С	The specification has been transposed as guidance material
	2.9.2	С	The specification has been transposed as guidance material.
	2.9.5	С	The specification has been transposed as guidance material.
	2.9.6	С	The specification has been transposed as guidance material.
	2.9.7	С	The specification has not been transposed.
	2.9.8	С	The specification has been transposed as guidance material.
	2.9.9	С	The specification has been transposed as guidance material.
	2.9.10	С	The specification has not been transposed.
	2.10.1	С	The specification has been transposed as guidance material.
	2.10.2	С	The specification has been transposed as guidance material.
	2.11.1	С	The specification has been transposed as guidance material.
	2.11.2	С	The specification has been transposed as guidance material.
	2.11.3	С	The specification has been transposed as guidance material.
	2.11.4	С	The specification has been transposed as guidance material.
	2.12	С	The specification has been partially transposed. The transposed specification is in Guidance Material.
Chapter 3 Physical Characterist ics	3.1.2	С	The specification has been transposed as guidance material.
	3.1.3.1	С	The specification has been transposed as guidance material.
	3.1.4.1	С	The specification has been transposed as guidance material.
Provision affected		Type of diff	Difference in full text
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	3.1.6	С	The specification has been partially transposed. The transposed specification is in Guidance Material.
	3.1.7.1	С	The specification has been transposed as guidance material.
	3.1.8.1	С	The specification has not yet been transposed.
	3.1.9.1	С	The specification has been partially transposed as Guidance Material.
	3.1.12	С	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	С	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	С	The minimum friction level has not been defined.
	3.1.24	С	The specification has been transposed as Guidance Material.
	3.2.1	В	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	С	The provision of the runway turn pad is conditional due to the inclusion of the words "if required" in the CS.
	3.3.2	С	The provision of the runway turn pad is conditional due to the inclusion of the words "if required" in the CS.
	3.3.12	А	The case of the "most demanding" aircraft is considered in the CS.
	3.4.7	А	The certification specifications contains higher values for certain runway types.
	3.4.12	С	The specification has been transposed as guidance material, which does not address the necessary areas.
	3.5.12	С	The specification has been transposed as Guidance Material.
	3.6.3	А	The current certification specification contains a higher value for certain types of runways.
	3.6.5	С	The specification has been transposed as Guidance Material.
	3.8.1	С	The provision of radio altimeter operating area is conditional for CAT I runways.
	3.8.4	С	The specification has been transposed as Guidance Material.
	3.9.1	С	The specification has been transposed as Guidance Material.
	3.9.2	С	The specification has been transposed as Guidance Material.
	3.9.7	С	The specification has been partially transposed as Guidance Material.
	3.9.9.1	С	Paragraph (c) of the CS gives the possibility for different slopes, under given conditions.
	3.9.12	С	The specification provides for a "suitable" strength.
	3.12.1	С	The CS does not foresee when holding bays are to provided.
	3.12.6	В	The current certification specification does not clarify the intent of the specification with respect to the inner transitional surface.
	3.12.8	С	The provision has been transposed as GM.
	3.13.2	С	The provision has been transposed as GM.

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Provision affected		Type of diff	Difference in full text
	3.13.6	С	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	С	The specification has been partially transposed as Guidance Material.
	3.15.2	С	Part of the specification related to the drainage arrangements has not been transposed.
	3.15.4	С	The specification has been transposed as Guidance Material.
	3.15.6	С	The specification has been transposed as Guidance Material.
	3.15.7	С	The part of the specification regarding maximum longitudinal slopes and transverse slopes has not been transposed.
	3.15.11	С	The specification has not been transposed.
Chapter 4	4.2.14	С	The specification has been transposed as Guidance Material.
Obstacle Restrictions and Removal	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	А	The CS addresses also the case of runways with clearways.
	4.2.24	С	The specification has been transposed as Guidance Material.
	4.2.26	С	The specification has been transposed as guidance material, which additionally does not foresee the limitation of new objects.
	4.3.1	С	The provision does not foresee the consultation with the "appropriate authority", neither refers to an aeronautical study/safety assessment.
Chapter 5	5.1.1.4	С	The specification has been transposed as Guidance Material.
Visual Aids for Navigation	5.1.3.2	С	Paragraph (c) has not yet been transposed, and part of the specification has been transposed as guidance material.
	5.1.4.1	С	The specification has been transposed as Guidance Material.
	5.1.4.2	С	The specification has been transposed as Guidance Material.
	5.1.4.3	С	The specification has been transposed as Guidance Material.
	5.2.1.7	С	The specification has been transposed as Guidance Material.
	5.2.4.10	С	The notes of the specification have not yet been transposed.
	5.2.8.3	В	Taxiway centre lines are meant to be provided.
	5.2.8.4	С	Paragraph (a) of the CS does not ensure that an enhanced taxiway centreline is provided when necessary.
	5.2.10.5	С	The specification has not yet been transposed.
	5.2.10.7	С	The specification has not yet been transposed.
	5.2.13.2	С	The specification has not yet been transposed.
	5.2.13.5	С	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	В	The CS requires the designation of the appropriate aircraft types.
	5.2.16.1	С	The specification has been transposed in such a way that the non-installation of the mandatory instruction marking is not subject to the impracticability to do so.

Provision affected	Type of diff	Difference in full text
5.2.16.5	С	The specification has been transposed as Guidance Material.
5.2.17.2	С	The specification has been transposed as Guidance Material.
5.2.17.3	С	The specification has been transposed as Guidance Material.
5.2.17.4	С	The specification has been transposed as Guidance Material.
5.2.17.5	С	The specification has been transposed as Guidance Material.
5.2.17.8	В	The height of the characters conforms to that of the mandatory instruction signs.
5.3.3.3	С	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	С	The part of the specification related to the coloured flashes of the beacons has not been transposed.
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	С	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	А	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
5.3.5.11	А	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
5.3.5.12	А	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
5.3.5.13	А	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
5.3.5.14	А	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	А	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
5.3.5.19	А	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.

Provision affected		Type of diff	Difference in full text
	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	С	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	С	The CS does not foresee the removal of existing objects as prescribed in the specification.
	5.3.7.6	С	The specification has been transposed as Guidance Material.
	5.3.8.1	С	The specification has been transposed in a way that does not ensure its implementation.
	5.3.12.2	С	The specification has been transposed as Guidance Material.
	5.3.12.4	С	The specification has been transposed as Guidance Material.
	5.3.15.1	С	The specification has been transposed as guidance material, and the CS does not ensure the availability of the system.
	5.3.15.2	С	The specification has been transposed as Guidance Material.
	5.3.17.13	А	Paragraph (a) of the specification has not been transposed.
	5.3.19.2	С	The specification foresees that the lights may not be provided under certain conditions.
	5.3.20.1	А	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	С	The part of the specification with regard to the location of additional lights has been transposed as Guidance Material.
	5.3.20.6	С	The specification has been transposed as Guidance Material.
	5.3.20.8	С	The specification has been transposed as Guidance Material.
	5.3.22.1	С	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	С	The current certification specifications do not address this provision.
	5.3.23.6	С	The current certification specifications do not address this provision.
	5.3.23.7	С	The current certification specifications do not address this provision.
	5.3.23.8	С	The current certification specifications do not address this provision.
	5.3.23.11	В	The current certification specifications do not address this provision.
	5.3.24.1	С	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	С	The CS foresees that such alignment is preferable.
	5.3.25.15	С	The CS foresees that such usability is preferable.

Provision affected		Type of diff	Difference in full text
	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	С	The current certification specifications do not address this provision.
	5.3.29.5	С	The specification has been transposed as Guidance Material.
	5.3.29.7	С	The specification has been transposed as Guidance Material.
	5.3.29.8	С	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	С	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	С	The current certification specification does not fully address this provision.
	5.4.3.37	С	The current certification specification does not fully address this provision.
	5.4.5.1	С	The specification has been transposed as Guidance Material.
	5.4.5.2	С	The specification has been transposed as Guidance Material.
	5.4.5.3	С	The specification has been transposed as Guidance Material.
	5.4.5.4	С	The specification has been transposed as Guidance Material.
	5.4.5.5	С	The specification has been transposed as Guidance Material.
	5.5.4.3	С	The specification has not yet been transposed.
Chapter 6 Visual Aids for Denoting Obstacles	6.1.1.4	С	Paragraph (d)(3) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.5	С	Paragraph (e)(2) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.6	С	Paragraph (d)(3) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.7	С	Paragraph (f)(3) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.8	С	The CS foresees the exemption from marking and lighting.
	6.1.1.9	С	The specification has been transposed as Guidance Material.
	6.1.1.10	С	The specification has been transposed as Guidance Material.
	6.1.2.2	С	The specification has been transposed as Guidance Material.
	6.1.2.3	С	The specification has been transposed as Guidance Material.
	6.2.2.1	С	Paragraph (a) of the AMC addresses only the case of vehicles into the manoeuvring area, while ADR.OPS.B.080 covers only the case of the movement area.
	6.2.2.2	С	The part of the specification regarding the colour has been transposed as Guidance Material.
	6.2.3.2	С	The last part of the specification regarding the colour has been transposed as Guidance Material.
	6.2.3.18	С	The specification has been transposed as Guidance Material.

Provision affected		Type of diff	Difference in full text
	6.2.3.23	В	The GM foresees the possibility to also use low intensity lights.
	6.2.3.30	С	The part of the specification regarding the colour has been partially transposed as Guidance Material.
	6.2.5.11	С	The specification has been transposed as Guidance Material.
Chapter 7 Visual Aids for Denoting Restricted Use Areas	7.2.2	С	The specification has been transposed as Guidance Material.
Chapter 8	8.1.9	С	The specification has been transposed as Guidance Material.
Systems	8.1.10	С	Essential security lighting and essential equipment and facilities for the aerodrome responding emergency services, are not covered by the CS.
	8.1.11	С	The specification has been transposed as Guidance Material.
Chapter 9	9.1.3	С	The specification has been transposed as Guidance Material.
Aerodrome Operational	9.1.4	А	The specification has not yet been transposed.
Services, Equipment and	9.1.5	С	The AMC requires more detailed and precise information with regard to points b) and e) of the ICAO specification.
Installations	9.1.6	С	The specification has been transposed as Guidance Material.
	9.1.7	С	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	С	The specification has been transposed as Guidance Material.
	9.1.9	С	The specification has been transposed as Guidance Material.
	9.1.10	С	The specification has been transposed as Guidance Material.
	9.1.11	С	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	С	The specification has been transposed as Guidance Material.
	9.2.1	A	Only non-commercial operations with other than complex aircraft may be exempted from the requirements for the provision of rescue and firefighting services.
	9.2.2	С	The AMC does not foresee the provision of specialist fire-fighting equipment appropriate to the hazard and risk.
	9.2.4	С	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	С	The wording of the AMC does not ensure that supplementary water supplies are to be provided.
	9.2.21	С	The specification has not yet been transposed.
	9.2.29	С	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.

Provision affected		Type of diff	Difference in full text
	9.2.31	В	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	В	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	С	The specification has been transposed as Guidance Material.
	9.2.35	С	The specification has been transposed as Guidance Material.
	9.2.36	С	The specification has been transposed as Guidance Material.
	9.2.45	С	The specification has been transposed as Guidance Material.
	9.3.1	С	The specification has been transposed as Guidance Material.
	9.3.2	С	The specification has been transposed as Guidance Material.
	9.4.4	С	The specification has not been fully transposed.
	9.5.1	С	The specification has been transposed.
	9.5.2	С	The specification has been transposed.
	9.5.3	С	The specification has been transposed.
	9.5.4	С	The specification has been transposed.
	9.5.5	С	The specification has been transposed.
	9.5.6	С	The specification has been transposed.
	9.5.7	С	The specification has been transposed.
	9.6.1	С	The specification has been transposed.
	9.6.2	С	The specification has been transposed.
	9.7.1	С	The specification has been transposed.
	9.7.2	С	The specification has been transposed.
	9.7.3	С	The specification has been transposed.
	9.7.4	С	The part of the specification regarding compliance of the drivers with the instructions given has not yet been transposed.
	9.7.5	С	The specification has been transposed.
	9.8.3	С	The specification has been transposed.
	9.8.7	С	The specification has been transposed as Guidance Material.
	9.8.8	С	The specification has been transposed as Guidance Material.
	9.9.4	С	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	С	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	С	The specification has been transposed as Guidance Material.
	9.11.1	С	The specification has not yet been transposed.

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Provision affected		Type of diff	Difference in full text
Chapter 10 Aerodrome mainte- nance	10.1.2	С	The specification has been transposed as Guidance Material.
	10.2.3	С	The minimum friction level has not been defined. Only guidance material has been provided.
	10.2.4	С	The specification has not been transposed.
	10.2.7	С	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	С	The specification has been transposed as guidance material.
	10.2.10	С	The specification has not yet been transposed.
	10.3.5	С	The specification has not yet been transposed.
	10.4.2	С	The specification has not yet been transposed.
	10.4.3	С	The specification has not yet been transposed.
	10.4.5	С	The specification has not yet been transposed.
	10.5.1	С	Notes 2 and 3 have not yet been transposed.
	10.5.3	С	The specification has not yet been transposed.
	10.5.4	С	The specification has not yet been transposed.
	10.5.5	С	The specification has not yet been transposed.
	10.5.6	С	The specification has not yet been transposed.
	10.5.8	А	The CS applies for taxiway operations under 550m RVR.
	10.5.9	А	The CS applies for taxiway operations under 550m RVR.
	10.5.13	С	The specification has not yet been transposed.
Annex 14 - A Volume II (An	erodromes nendment 9)		
Chapter 1 Definitions	1.2.1	С	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	С	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	С	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139.

	1.2.0	C	located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
Chapter 2 Heliport Data	2.2.	С	The specification has not been transposed in Regulation (EU) 139/2014.
	2.3.	С	The specification has not been transposed in Regulation (EU) 139/2014.
	2.4.	С	The specification has not been transposed in Regulation (EU) 139/2014.
	2.5.	С	The specification has not been transposed in Regulation (EU) 139/2014.
	2.6.	С	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	3.1.	С	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
Characteris- tics	3.2.	С	The specification has not been transposed.
	3.3.	С	The specification has not been transposed.
Chapter 4 Obstacle	4.1.	С	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
Environ- ment	4.1.5.	С	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139The 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.	С	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.	С	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.	С	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.	С	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.	С	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.	С	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.	С	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.	С	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.	С	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.	С	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.	С	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	6.1.	С	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
Emergency Response	6.2.	С	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.	С	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 - A Information S	eronautical ervices		
Chapter 1	1.1.48	С	No definition.
Definitions	1.1.49	С	No definition.
	1.1.78	С	The adopted definition covers only the case of aeronautical data.
	1.1.104	В	The definition is based on that of data traceability.
	1.1.105	В	The definition is different in wording but the intent is the same.
	1.1.106	В	The wording of the definition is different but the intent is the same.
	1.2.1.2	С	The recommendation has not been transposed.
	1.2.2.3	С	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	С	The recommendation has not been transposed.
	1.3.4	С	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	2.1.3	С	The first sentence of the standard has not been transposed.
ties and functions	2.2.1	С	The standard has been transposed in a manner that does not take into account all the elements of the ATM community.
	2.2.2	В	Aeronautical data and aeronautical information are not explicitly required to be provided as aeronautical information products.
	2.2.3	В	Provision of 24- hour NOTAM origination/issuance and pre-flight information is ensured.
	2.2.4	С	The standard has been transposed as guidance material (GM1 AIS.OR.105(3))
	2.2.5	С	The standard has not been transposed.
	2.2.7	С	The standard has been transposed in a manner that does not explicitly cover the AIS providers of other States.
	2.3.1	С	The standard has not been transposed.
	2.3.2	С	The recommendation has not been transposed.
	2.3.3	С	The standard has not been transposed.
	2.3.5	С	The standard has not been transposed.
	2.3.6	С	The standard has not been transposed.
	2.3.7	С	The recommendation has not been transposed.
	2.3.8	С	The standard has not been transposed.
	2.3.9	С	The recommendation has not been transposed.
Chapter 3	3.5.2	А	Principle transposed; expanded in AMC1 AIS.OR.200 (c).
cal informa-	3.6.8	А	Detailed EU rules are applicable for the quality management system.
tion manage- ment	3.7.1	A	More detailed requirements are applicable.for human factor considerations.
Chapter 4 Scope of aeronauti- cal data and aeronauti- cal informa- tion	4.1.1	С	The transposed aeronautical data catalogue does not contain case a).
Chapter 5 Aeronauti- cal informa- tion products and servic- es	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	А	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	С	The Aerodrome Terrain and Obstacle Chart — ICAO (Electronic) chart is not required to be provided.
5.3.1.1	С	Rewording applied to add "If available, an AIS provider shall ensure that".
5.3.3.2	С	The recommendation has been transposed as guidance material.
5.3.3.3.2	С	The standard has been transposed in a manner that makes data provision subject to availability of terrain data.
5.3.3.3.3	С	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	С	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	С	The recommendation has not been transposed.
5.3.3.3.6	С	The recommendation has not been transposed.
5.3.3.3.9	С	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	С	The recommendation has not been transposed.
5.3.3.4.8	С	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.
5.3.3.4.1	1 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	С	The recommendation has not been transposed.
5.4.2.4	С	The standard has not been transposed.
5.4.2.7	С	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	С	The standard has not been transposed.

Provision affected Type Difference in full text of diff		Difference in full text	
Chapter 6	6.2.1	А	RMZ and TMZ are also addressed under the regulatory provision.
cal informa-	6.2.6	С	The recommendation has been transposed as guidance material.
tion updates	6.3.2.2	С	The provisions address the NOTAM issuance but do not cover explicitly all cases of NOTAM origination.
	6.3.2.3	С	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	С	The standard has not been transposed.
Annex 16 - El Protection Volume I - (7ti Volume II - (3ti	nvironmental h edition) rd edition)		NIL
Annex 17 - Security (9th edition) NIL		NIL	
Annex 18 - Ti (Amendment	ne Safe Transp 12)	ort of Dar	ngerous Goods by Air
Chapter 1 Definitions	1.4	В	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.	С	EU Member States share the implementation.
Chapter 4 Limitations on the Transport of Dangerous Goods by Air	4.2.	С	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	9.4.	С	The regulation cover just operators.
Information	9.6.1.	А	The scope of the information to be notified is specified in the AMC.
	9.6.2.	А	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 - Sa	afety Manadem	ient	

(Amendment 1)

Provision affected Type Difference in full text of diff		Difference in full text	
Chapter 1	1.7	С	No definition.
Definitions	1.8	В	The term is present and recognised in EU rules even if there is no definition.
	1.9	С	No definition.
Chapter 3 State Safety	3.3.2.1.	С	(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).
Manageme nt Responsibili ties	3.3.2.3.	В	<b>REMARKS:</b> 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.	В	<b>REMARKS:</b> 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.	С	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.	С	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	4.1.1.	С	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).
nt Systems	4.1.2.	С	(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.	С	Not yet addressed in Annex II to Regulation (EU) 1321/2014 (Part-145).
	4.1.6.	С	Not yet addressed in Regulation (EU) 748/2012 (Part-21).
	4.1.7.	С	Not yet addressed in Regulation (EU) 748/2012 4.1.7 (Part-21).
	4.2.	В	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 - A	ATM/501 - PRC	CEDURES 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.

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SW	South-west
SWB	South-westbound
SWH	+High Level Significant Weather Chart (FL 250 - FL 450)
SWI	+Low Level Significant Weather Chart (Surface - FL 100)
SW/M	+Medium Level Significant Weather Chart (EL 100 - EL 250)
SWX	Shace weather
SWXC	Space weather centre
SWXC	Stopway
_	Оюржау
T	
Т	Temperature
Т	True (preceded by a bearing to indicate reference to True North)
ТА	Traffic advisory
ТА	Transition altitude
TAA	Terminal arrival altitude
TACAN	†UHF tactical air navigation aid
TAF	Aerodrome forecast (in meteorological code)
TA/H	Turn at an altitude/height
TAIL	Tail wind
TAR	Terminal area surveillance radar
TAS	
ΤΔΧ	Taxiing or taxi
TC	
	+Area of responsibility of TMA sector
	Tranical evelope advisory contro
TCAC	Troffia Callinian Avaidance Svetem
	+ Italiic Collision Avoidance System
ICAS RA	(to be pronounced TEE-CAS-AR-AT) Trailic alert and collision avoidance system reso-
тоц	
TCH	
	+ I hird Country Operators
TCP	+ I ransfer of control point
TCU	Towering cumulus
TDA	+Area or responsibility of BUDAPEST DIRECTOR
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO	†Temporary or temporarily
TF	Track to fix
TFC	Traffic
TGL	Touch-and-go landing
TGL	+Temporary Guidance Leaflet
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIBA	†Traffic information broadcast by aircraft
TIL	†Until
TIP	Until past (followed by place)
TIZ	+Traffic Information Zone
TKOF	Take-off
TL	Till (followed by time by which weather change is forecast to end)
TLOF	Touchdown and lift-off area
ТМА	tTerminal control area
TMZ	+Transponder Mandatory Zone
TN	Minimum temperature (followed by figures in TAF)
TNA	Turn altitude
TNH	Turn height
K	· ····································

I

ТО	To (followed by place)
TOBT	+Target Off Block Time
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP	†Cloud top
TORA	Take-off run available
ТОХ	Toxic
TP	Turning point
TR	Track
TRA	Temporary Reserved Airspace
TRANS	Transmits or transmitter
TREND	†Trend forecast
TRCC	+Terminal Radar Control Centre
TRG	Training
TRL	Transition level
TROP	Tropopause
TS	Thunderstorm (in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)
TS	Thunderstorm (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small
	hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain
	and snow)
TSA	+Temporary Segregated Area
TSB	+Transportation Safety Bureau
TSUNAMI	†Tsunami (used in aerodrome warnings)
TT	Teletypewriter
TUE	Tuesday
TURB	Turbulence
T-VASIS	†(to be pronounced "TEE –VASIS") T visual approach slope indicator system
TVOR	Terminal VOR
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway
TWYL	+Taxiway-link
ТХ	Maximum temperature (followed by figures in TAF)
TXL	Taxilane
ТХТ	*Text (when the abbreviation is used to request a repetition, the question mark (IMI)
тур	precedes the appreviation, e.g. INITIAT) (to be used in AFS as a procedure signal)
	rype or aircraπ
ITPH	турпооп

### 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	24 MAR 2022
Enroute Chart - ICAO		Hungary	
	1:1 000 000	ENR 6-LHCC-ERC	23 MAR 2023
Compulsory and Plannable Links - Index Chart (See ENR 1.3)		Hungary	
	Nil	ENR 6-LHCC-LINKS	23 MAR 2023
South East Europe Free Route Airspace (SEE FRA) - Index Chart		Hungary	
	1:6 250 000	ENR 6-LHCC-FRA	23 FEB 2023
ATC Sectors - Index Chart		Hungary	
	1:2 200 000	ENR 6-LHCC-SECTOR	13 JUL 2023
FIS Sectors - Index Chart		Hungary	
	1:2 200 000	ENR 6-LHCC-FIS	06 OCT 2022
Prohibited, Restricted and Danger Areas - Index Chart		Hungary	
	1:1 500 000	ENR 6-LHCC-PRD	24 MAR 2022
Temporary Reserved Airspaces - Index Chart		Hungary	
	1:1 500 000	ENR 6-LHCC-TRA	06 OCT 2022
Areas With Sensitive Fauna - Index Chart		Hungary	
	1:1 500 000	ENR 6-LHCC-FAUNA	06 OCT 2022
Aerial Sporting and Recreational Activities - Index Chart		Hungary	
	1:1 500 000	ENR 6-LHCC-SPORT	01 DEC 2022
Aerodrome Chart - ICAO		Békéscsaba	
	1:10 000	AD 2-LHBC-ADC	13 JUL 2023
		Budapest/Liszt Ferenc International Airport	
	1:10 000	AD 2-LHBP-ADC	30 NOV 2023
Taxi Procedures for Arriving Aircraft - Index Chart	1:25 000	AD 2 LHBP-TAXI-ARR	30 NOV 2023
Taxi Procedures for Departing Aircraft - Index Chart	1:25 000	AD 2 LHBP-TAXI-DEP	30 NOV 2023
		Debrecen	
	1:10 000	AD 2-LHDC-ADC	30 NOV 2023
		Nyíregyháza	
	1:7 500	AD 2-LHNY-ADC	22 APR 2021
		Pécs/Pogány	
	1:10 000	AD 2-LHPP-ADC	30 JAN 2020
		Győr/Pér	
	1:10 000	AD 2-LHPR-ADC	07 SEP 2023
		Hévíz/Balaton	
	1:10 000	AD 2-I HSM-ADC	12 AUG 2021

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Title of series	Scale	Name and/or number	Date of latest revision
		Szeged	
	1:10 000	AD 2-LHUD-ADC	01 DEC 2022
Aircraft Parking/Docking Chart - ICAO		Budapest/Liszt Ferenc International Airport	
	1:5 000	AD 2-LHBP-PDC/1	13 JUL 2023
	1:5 000	AD 2-LHBP-PDC/2	30 NOV 2023
	1:5 000	AD 2-LHBP-PDC/3	07 SEP 2023
	1:5 000	AD 2-LHBP-PDC/4	30 NOV 2023
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 <b>Pécs/Pogány</b>	07 SEP 2023
	1:15 000	AD 2-LHPP-AOCA-1634	01 DEC 2022
		Győr/Pér	
	1:12 500	AD 2-LHPR-AOCA-1129	01 DEC 2022
		Hévíz/Balaton	
	1:20 000	AD 2-LHSM-AOCA-1634	01 DEC 2022
		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	13 JUL 2023
	1:2 500, 1:5 000	AD 2-LHBP-PATC-13R31L	13 JUL 2023
Standard Departure Chart - Instrument (SID) - CAO		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	06 OCT 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 <b>Győr/Pér</b>	12 AUG 2021
	1:250 000	AD 2-LHPR-SID-11	13 JUL 2023
	1:250 000	AD 2-LHPR-SID-29	13 JUL 2023
		Hévíz/Balaton	
			12 4110 2021
	1:250 000	AD 2-LHSM-SID-16	12 AUG 2021
	1:250 000 1:250 000	AD 2-LHSM-SID-16 AD 2-LHSM-SID-34	12 AUG 2021 12 AUG 2021
Standard Arrival Chart - Instrument (STAR) - CAO	1:250 000 1:250 000	AD 2-LHSM-SID-16 AD 2-LHSM-SID-34 Budapest/Liszt Ferenc International Airport	12 AUG 2021 12 AUG 2021
Standard Arrival Chart - Instrument (STAR) - CAO	1:250 000 1:250 000 1:700 000	AD 2-LHSM-SID-16 AD 2-LHSM-SID-34 Budapest/Liszt Ferenc International Airport AD 2-LHBP-STAR-13L13R	12 AUG 2021 12 AUG 2021 27 JAN 2022

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		Debrecen	
	1:250 000	AD 2-LHDC-STAR-04R22L	12 AUG 2021
		Hévíz/Balaton	
	1:250 000	AD 2-LHSM-STAR-1634	30 NOV 2023
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	30 NOV 2023
	1:300 000	AD 2-LHBP-ILS/LOC-13R	30 NOV 2023
	1:300 000	AD 2-LHBP-ILS/LOC-31L	30 NOV 2023
	1:300 000	AD 2-LHBP-ILS/LOC-31R	30 NOV 2023
	1:300 000	AD 2-LHBP-RNP-13L	30 NOV 2023
	1:300 000	AD 2-LHBP-RNP-13R	30 NOV 2023
	1:300 000	AD 2-LHBP-RNP-31L	30 NOV 2023
	1:300 000	AD 2-LHBP-RNP-Y-31R	06 OCT 2022
	1:300 000	AD 2-LHBP-RNP-Z-31R	30 NOV 2023
	1:300 000	AD 2-LHBP-VOR-13L	30 NOV 2023
	1:300 000	AD 2-LHBP-VOR-31R	30 NOV 2023
		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

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### **AIP HUNGARY**

Title of series	Scale	Name and/or number	Date of latest revision
	1:250 000	AD 2-LHPP-RNP-34	05 NOV 2020
		Győr/Pér	
	1:250 000	AD 2-LHPR-ILS/LOC-29	14 JUL 2022
	1:250 000	AD 2-LHPR-RNP-11	14 JUL 2022
	1:250 000	AD 2-LHPR-RNP-29	14 JUL 2022
	1:250 000	AD 2-LHPR-VOR-11	14 JUL 2022
	1:250 000	AD 2-LHPR-VOR-29	14 JUL 2022
		Hévíz/Balaton	
	1:250 000	AD 2-LHSM-ILS/LOC-16	12 AUG 2021
	1:250 000	AD 2-LHSM-NDB-16	12 AUG 2021
	1:250 000	AD 2-LHSM-NDB-34	12 AUG 2021
	1:250 000	AD 2-LHSM-RNP-16	30 NOV 2023
	1:250 000	AD 2-LHSM-RNP-34	30 NOV 2023
Visual Approach Chart - ICAO		Békéscsaba	
	1:150 000	AD 2-LHBC-VAC	06 OCT 2022
		Budapest/Liszt Ferenc International Airport	
	1:150 000	AD 2-LHBP-VAC	23 MAR 2023
		Debrecen	
	1:150 000	AD 2-LHDC-VAC	07 SEP 2023
		Nyíregyháza	
	1:150 000	AD 2-LHNY-VAC	06 OCT 2022
		Pécs/Pogány	
	1:150 000	AD 2-LHPP-VAC	06 OCT 2022
		Győr/Pér	
	1:150 000	AD 2-LHPR-VAC	23 MAR 2023
		Hévíz/Balaton	
	1:150 000	AD 2-LHSM-VAC	14 JUL 2022
		Szeged	
	1:150 000	AD 2-LHUD-VAC	14 JUL 2022

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

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

# 7. TOPOGRAPHICAL CHARTS

NIL

## 8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

NIL

### GEN 3.4 COMMUNICATION SERVICES

#### 1. **RESPONSIBLE SERVICE**

The organisation responsible for the administration and provision of the aeronautical communication services in Hungary is:

HungaroControl, Hungarian Air Navigation Services Private Limited Company

Post:H-1675 Budapest PO Box 80

Phone:(+361) 293-4110

Fax:(+361) 293-4121

Email:TSV@hungarocontrol.hu

#### 2. AREA OF RESPONSIBILITY

Inquiries, suggestions or complaints regarding any telecommunication services related to ACC or FIS airspaces within Budapest FIR or Budapest TMA should be referred to the Head of HungaroControl Technical Operations and Development Division. All other issues shall be reported to the relevant airport's administration.

#### 3. TYPES OF SERVICE

#### 3.1 Radio navigation services

The following types of radio aids to navigation are available:

- LF/MF Non-directional Beacon (NDB)
- Instrument Landing System (ILS)
- VHF Omnidirectional Radio Range (VOR)
- Distance-Measuring Equipment (DME)
- Surveillance Radar Equipment (SRE)
- Secondary Surveillance Radar (SSR) Equipment
- Surface Movement Radar (SMR)

The broadcasting stations are not usable for radio navigation purposes.

#### 3.2 Voice and/or Data Link services

#### 3.2.1 Voice service

The aeronautical stations maintain a continuous watch on their stated FREQ during the published hours of service unless otherwise notified.

An ACFT should normally communicate with the air-ground radio station which exercises ATS in the area in which it is flying. ACFT should maintain continuous watch on the appropriate FREQ of the station and should not abandon watch, except in an emergency, without informing the radio station.

#### 3.2.2 Data Link service - Controller-Pilot Data Link Communication (CPDLC)

General

The controller-pilot data link communication (CPDLC) application provides a means of communication between the controller and the pilot, using data link for ATC communication. This application includes a set of clearance / information / request message elements which correspond to the phraseologies used in the radiotelephony environment. CPDLC services are available for ACFT in the entire Hungarian airspace above FL 285.

The following CPDLC services are provided in this airspace:

- DLIC (data link initiation capability)
  - ACL (ATC clearances and instructions)

- ACM (ATC communications management)
- AMC (ATC microphone check)

The operational use of CPDLC is not mandatory in this airspace and is conducted at the discretion of ATC and at the initiative of the pilots concerned. If the pilot or ATC is of the opinion that CPDLC should no longer be used in the given circumstances, CPDLC shall be discontinued or terminated and the other party shall be informed about this by voice communication.

The ATN VDL Mode 2 CPDLC is supported only, connection with FANS equipment is not possible.

#### 3.2.2.1 Flight Plan

Pilots shall file their ACFT 24-bit address code in Item 18 of their flight plan (CODE / (hexadecimal)).

#### 3.2.2.2 CPDLC Use

In the area of responsibility of Budapest ACC, voice communication and radiotelephony instructions have priority over CPDLC instructions at all times. A clearance requested by the pilot via CPDLC should be issued via CPDLC. A clearance requested by the pilot via radiotelephony should be issued via radiotelephony. If the controller is asking explicitly for a voice read back of a CPDLC clearance the following phraseology should be used by the pilot:

Example: "CALL SIGN - CONFIRMING CPDLC CLIMB FL 360".

Clearances shall not be executed until the WILCO message has been sent back. If uncertainty arises regarding a data link message, voice communication shall always be used. CPDLC exchanges with the Budapest ACC shall only be conducted when the ACFT is under the control and responsibility.

#### 3.2.2.3 DLIC Log-on

The data link address for Budapest ACC is LHCC. Log on is mandatory if the related equipment of the aircraft is suitable and working and the flight crew is trained to use CPDLC.

CPDLC shall be established in sufficient time to ensure that the ACFT is communicating with the appropriate ATC unit. Log-on shall be initiated by the pilot. Pilots shall log-on using their ICAO call sign as filed in the flight plan. Pilots shall not use a two-letter IATA flight ID, or insert a leading zero [0] into a call sign, as these actions will result in a failed log-on.

Log-on should be initiated 15 minutes prior to entry the Budapest FIR. For ACFT departing from an AD in close proximity to the Budapest FIR, log-on can be initiated on the ground or after being airborne, but it is expected that the log-on will only be successful when the ACFT arrives into the coverage area. Irrespective of the number of Budapest ACC sectors entered during flight, only one log-on per flight is required.

LHCC ground system may refuse log-on requests from certain flights.

### 3.2.2.4 CPDLC Services

- ATC Clearances and Instructions (ACL)
   Pilots may receive the uplink messages via data link. Pilots may request changes to flight levels (climb
   or descent) via data link or clearance direct to a point on their route. Pilots are able to send emergency
   messages as well.
- ATC Communication Management (ACM)

The pilot response to an ATC instruction to change frequency shall be WILCO. If the pilot is unable to comply with this data link instruction, he shall revert to voice communication to inform ATC. When an ACFT is transferred by data link to an adjacent sector / ATSU, the pilot shall acknowledge the instruction by WILCO, and shall then contact the next sector / ATSU by voice communication on the FREQ given.

• ATC Microphone Check (AMC)

A "Check Stuck Microphone" instruction may be sent by ATC in cases where an ACFT is inadvertently blocking a radio frequency. If the "Check Stuck Microphone" instruction relates to the radio telephony FREQ currently being used, then the pilot shall check that their radio equipment is not causing the blockage. If the "Check Stuck Microphone" instruction does not relate to the radio telephony FREQ being used, then no further action by the pilot is required.

#### 3.2.2.5 Message Restrictions

Pilots shall not use free-format free-text messages when communicating with Budapest ACC via CPDLC. Use of such free-text messages will result in an error response.

#### 3.2.2.6 Log-off

Log off is automatic on exiting from the Budapest FIR or landing in the Budapest FIR. No pilot action is then required.

#### 3.2.2.7 CPDLC Failure

In the case of a CPDLC failure, CPDLC clearances that have not yet been confirmed shall be repeated over radiotelephony and / or confirmed.

If the pilot or ATC is of the opinion that CPDLC should no longer be used in the given circumstances, CPDLC shall be discontinued or terminated and the other party shall be informed about this by voice communication.

In the case of a planned shut down or an unexpected failure of the CPDLC system, ATC will instruct all ACFT equipped with data link to return to voice communication. In the case of an on board failure of CPDLC, the pilot shall return to voice communication and inform the ATC.

#### 3.2.2.8 CPDLC Messages

The controller or the pilot shall construct CPDLC messages using the defined message set. The following uplink clearances an instructions may be expected by pilots using CPDLC:

ATC Basic Uplink Clearances, Answers, Instructions and Information:

- UNABLE
- STANDBY
- MAINTAIN
- CLIMB TO
- DESCEND TO
- PROCEED DIRECT TO
- CURRENT DATA AUTHORITY
- CONTACT
- SQUAWK
- CHECK STUCK MICROPHONE
- ERROR
- NEXT DATA AUTHORITY
- SERVICE UNAVAILABLE
- SQUAWK IDENT
- FLY HEADING
- LOGICAL ACKNOWLEDGEMENT
- REQUEST AGAIN WITH NEXT UNIT
- STATE PREFERRED LEVEL\*
- MAINTAIN [speed]
- MAINTAIN [speed] OR GREATER
- MAINTAIN [speed] OR LESS
- RESUME NORMAL SPEED
- CLIMB TO REACH [level] BY [position]
- DESCEND TO REACH [level] BY [position]
- RESUME OWN NAVIGATION
- CONTINUE PRESENT HEADING

\* Note regarding the STATE PREFERRED LEVEL message: Air traffic controller can ask for the requested level using this message. Please note that using this message cannot guarantee that the aircraft can be

cleared later for that level and this message has a different meaning that the REQUEST [level] or the REQUEST CLIMB TO [level] or the REQUEST DESCEND TO [level] messages. Answering with the PREFERRED LEVEL message: Aircraft can indicate the planned cruise level using this message.

ATC Concatenated Uplink Clearances \*\*:

Starting basic message	Possible concatenation
UM20 CLIMB TO [level] or UM23 DESCEND TO [level]	UM106 MAINTAIN [speed] or UM107 MAINTAIN PRESENT SPEED or UM108 MAINTAIN [speed] OR GREATER or UM109 MAINTAIN [speed] OR LESS

Starting basic message	Possible concatenation
UM20 CLIMB TO [level] or	UM171 CLIMB AT [verticalRate] MINIMUM or
UM23 DESCEND TO [level]	UM172 CLIMB AT [verticalRate] MAXIMUM or
	UM173 DESCEND AT [verticalRate] MINIMUM or
	UM174 DESCEND AT [verticalRate] MAXIMUM

Starting basic message	Possible concatenation
UM20 CLIMB TO [level] or UM23 DESCEND TO [level]	UM74 PROCEED DIRECT TO [position]

Starting basic message	Possible concatenation
UM190 FLY HEADING [degrees] or UM96 CONTINUE PRESENT HEADING	UM106 MAINTAIN [speed] or UM107 MAINTAIN PRESENT SPEED or UM108 MAINTAIN [speed] OR GREATER or UM109 MAINTAIN [speed] OR LESS

\*\* Note regarding concatenated uplink messages: Every concatenated uplink message contains two instructions. In case pilots reply with WILCO it means that both parts of the uplinked concatenated message are accepted and will be executed. In case of UNABLE reply it also concerns both parts of the uplinked concatenated message.

The following downlink requests, answers or information may be sent by pilots using CPDLC with Budapest ACC:

- WILCO
- UNABLE
- STANDBY
- REQUEST level
- REQUEST DESCENT TO
- REQUEST DIRECT TO
- PAN PAN PAN
- MAYDAY MAYDAY
- SQUAWKING 7500
- DUE TO WEATHER
- DUE TO AIRCRAFT PERFORMANCE
- PREFERRED LEVEL
- REQUEST [speed]

When using CPDLC, the maximum dialogue time is 120 seconds. CPDLC shall only be used for non-timecritical requests, i.e. requests that do not require the immediate reaction of the controller. Nevertheless, as in radiotelephony CPDLC messages shall be answered with the least possible delay. If the downlink request is cut off because the time limit was exceeded, the pilot should also repeat the request via radiotelephony.

### 3.3 Broadcasting service

The following broadcasts are available for the use of aircraft in flight:

- a. VHF RTF Meteorological Broadcast (VOLMET). Full details are given in GEN 3.5.
- b. Automatic Terminal Information Service (ATIS) See AD 2-LHBP AD-2.18

#### 3.4 Language(s) used

The language used is English.

#### 3.5 Where detailed information can be obtained

HungaroControl, Hungarian Air Navigation Services Private Limited Company

Post:H-1675 Budapest PO Box 80

URL:http://ais-en.hungarocontrol.hu

### 4. REQUIREMENTS AND CONDITIONS

The requirements of the General Directorate of Civil Aviation and general conditions under which the communication services are available for international use, as well as the requirements for the carriage of radio equipment, conform with the provisions of ICAO Annex 10 - Aeronautical Telecommunications - and ICAO Annex 6 - Operation of Aircraft respectively.

Aeronautical Fixed Services										
Station			Correspond ent		Type of channel	Radio Freque ncy		Type of traffic	Hours	Remarks
Name	Location Indicator	Call sign	Name	Call sign		Trans. KHZ	Rec. KHZ			
Budapest			Arad Beograd Bratislava Lviv Vienna Zagreb		LTF			ATS	H24	
BudapestLiszt Ferenc International Airport	LHBP		Beograd Bucuresti Moscow Praha		LTTdx			AFTN	H24	Emergency to: (61) 224054 Answer back code: airpt h

### 5. MISCELLANEOUS

NIL

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2.	Runway surface condition assessment and reporting, and snow plan	AD 1.2 - 1
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INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBC-RNP-35R - 1
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INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPP-RNP-16 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPP-RNP-34 - 1
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AD 2-LHPR-SID-29 - 1
AD 2-LHPR-ILS/LOC-29 - 1
AD 2-LHPR-RNP-11 - 1
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AERODROME OBSTACLE CHART - ICAO	
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHSM-SID-16 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHSM-SID-34 - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHSM-STAR-1634 - 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

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AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHUD-AOCA-16R34L - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHUD-VAC - 1

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## 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 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

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 13L/31R; 2. RWY 13R/31L; 3. Main TWYs-A and B; 4. other TWYs and Aprons
3	Use of material for movement area surface treatment	UREA, KFOR-Liquid, KFOR-Solid
4	Specially prepared winter runways	No specially prepared winter runways
5	Remarks	See AD 1.2.

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

1	Apron surface and	Apron	Surface	Strength
	strength	APRON 1	CONC+ASPH	PCN 60/R/A/X/T
		APRON 2	CONC	PCN 90/R/A/W/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

## AD 2-LHBP - 4 30 NOV 2023

2	Taxiway width, surface and strength	TWY ID	Width (M)	Surface	Strength	Max. Span (M)	Remark
		A1	18	Asphalt	PCN 90/F/A/X/T	35.99	The transverse slope is 1.55% in one section between M20 and M40, 1.57% in one section between M40 and RWY13R/31L
		A2	23	Concrete	PCN 90/R/A/X/T	75.00	-
		A3	23	Concrete	PCN 90/R/A/X/T	75.00	-
		A4	23	Concrete	PCN 90/R/A/X/T	64.99	-
		A5	23	Concrete	PCN 90/R/A/X/T	75.00	-
		A6	23	Concrete	PCN 90/R/A/X/T	75.00	-
		A7	23	Concrete	PCN 90/R/A/X/T	75.00	-
		A8	23	Concrete	PCN 90/R/A/X/T	75.00	The transverse slope is 1.51%, 1,53%, 1,55% in some parts
		A9	23	Concrete	PCN 90/R/A/X/T	75.00	The transverse slope is 1.51%, 1,55%, 1,56%, 1,58%, 1,73% in some parts
		B1	23	Asphalt	PCN 90/F/A/X/T	75.00	-
		B2	23	Concrete	PCN 90/R/A/X/T	75.00	The transverse slope is 1.58% in one section between J4 and RWY13R/31L, 1.60% in one section between J4
							and B3, 1.65% in one section between J4 and B3
		B3	23	Concrete	PCN 90/R/A/X/T	75.00	-
		B4	23	Concrete	PCN 90/R/A/X/T	75.00	-
		B5	23	Concrete	PCN 90/R/A/X/T	75.00	The transverse slope is 1.52%, 1,59% in some parts
		С	23	Asphalt	PCN 90/F/A/X/T	68.00	-
		D	23	Asphalt	PCN 90/F/A/X/T	68.00	-
		E	23	Concrete	PCN 90/R/A/W/T	68.00	-
		F	23	Concrete	PCN 90/R/A/X/T	75.00	-
		G	Apron TL	CONC/ASPH	PCN 60/R/A/X/T	51.99/68.5	Behind stand R101- R114 / behind stand R115-R117
		H1	Apron TL	Concrete	PCN 90/R/A/X/T	64.99	-
		H2	Apron TL	Concrete	PCN 90/R/A/X/T	51.99	-
		J4	23	Asphalt	PCN 90/F/A/X/T	75.00	-
		K	23	Concrete	PCN 90/R/A/X/T	75.00	-
		L	Apron TL	Concrete	PCN 90/R/A/X/T	51.99	-
		М	23	Concrete	PCN 90/R/A/X/T	75.00	-
		N	23	Concrete	PCN 90/R/A/X/T	75.00	-

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			P1	Apron TL	Concrete	PCN 90/R/A/X/T	51.99	-
			P2	Apron TL	Concrete	PCN 90/R/A/X/T	51.99	-
			P3	Apron TL	Concrete	PCN 90/R/A/X/T	35.99/64.99	Behind stand R220- R227 / behind stand R278-R279
			P4	Apron TL	Concrete	PCN 90/R/A/X/T	64.99	-
I			P5	Apron TL	Concrete	PCN 90/R/A/X/T	51.99	-
			Q	Apron TL	Concrete	PCN 90/R/A/X/T	51.99	-
			R	Apron TL	Concrete	PCN 90/R/A/X/T	51.99	-
			S	Apron TL	Concrete	PCN 90/R/A/X/T	35.99	-
			Т	23	Concrete	PCN 90/R/A/X/T	75.00	-
			U	Apron TL	Concrete	PCN 90/R/A/X/T	35.99/64.99	Behind stand 31- 33/between EXIT POINT and stand 34R
			V	23	Concrete	PCN 90/R/A/X/T	75.00	-
-			W1	Apron TL	Concrete	PCN 90/R/A/X/T	35.99	-
			W2	Apron TL	Concrete	PCN 90/R/A/X/T	35.99	-
			Y	23	Concrete	PCN 90/R/A/X/T	75.00	The transverse slope is 1.63% in one section
			Z	23	Concrete	PCN 90/R/A/X/T	75.00	The transverse slope is 1.84% in one section
	3	Altimeter checkpoint location and elevation	Location	:	Apron 1 - See Apron 2 - See Apron AG, AA Cargo Apron -	AD 2-LHBP-PDC AD 2-LHBP-PDC , AL - See AD 2-L See AD 2-LHBP-	/1 /2 HBP-PDC/3 PDC/4	
			Elevatior	ו:	Apron 1: 426 F Apron 2: 466 F Apron AG, AA Cargo Apron:	FT (130 M) FT (142 M) , AL: 423 FT (129   436 FT (133 M)	M)	
	4	VOR checkpoints	VOR:	See ADC	Chart			
	5	INS checkpoints	INS:	See PDC	Chart			
	6	Remarks	On TWY or greate	curves and er than 19.6	d intersections of M.	oversteering metho	d required for	ACFT with wheelbase at

# 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	RWY:	Designator, THR, TDZ, centre line, edge, as appropriate.
		TWY:	Centre line, holding positions on all TWYs.
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 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
13R	132.5° GEO	3009 x 45	75/R/A/X/T CONC	472655.34N 0191314.73E 472549.71N 0191500.89E 44 M	136.6 M -
31L	312.5° GEO	3009 x 45	75/R/A/X/T CONC	472549.71N 0191500.89E 472655.34N 0191314.73E 44 M	136.7 M -
13L	132.5° GEO	3707 x 45	90/R/A/X/T CONC	472643.52N 0191527.18E 472522.62N 0191737.88E 44 M	151.3 M -
31R	312.5 ° GEO	3707 x 45	90/R/A/X/T CONC	472522.62N 0191737.88E 472643.52N 0191527.18E 44 M	126.9 M -

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 pushback 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 pushback procedures.

**2.5.** Push and Hold procedures

a) LHBP/BUD has declared a remote holding capacity to maintain flow of aircraft by releasing occupied stands, and push-back crews. Flights subject to en-route ATC delays may request, or may be required, to push off stand and re-position at a remote location awaiting CTOT. Applicable flights are those with CTOT or other delays in excess of 30 minutes. The Push and hold procedures are available for Code B, C, and D ACFT only.

b) Airlines or aircraft operators must co-ordinate push and hold requests via Ground Handling Agent, who must liaise with Airport Operations Control Center (telephone (+36-1-296-7421)

c) Requests to push and park procedure 10 minutes prior from TOBT are to be made on the Apron frequency. (122.440). The Apron will coordinate with ATC, ground crew.

d) ATC clearance for push and hold manoeuvre will be given on the Budapest Ground frequency to the flight deck crew. Flight deck crew should monitor Budapest Ground frequency and note the instructions given.

e) Aircraft may taxi to the remote parking position with own engines and FOLLOW ME escort. The positioning of the aircraft will be managed by the Marshaller.

f) Remote locations for push and hold are located at the holding bay TWY B5. Capacity is maximum two (2) Code C ACFT (maximum wingspan 36 m) or one(1) Code D aircraft (maximum wingspan 52m).

g) Starting or restarting the engines at the remote parking position may managed by the flight crew without ground assistance. The needs of additional ground assistance may be requested on Apron Frequency (122.440)

h) According to CTOT the taxi away from remote parking location will carried out by the instruction of Budapest Ground with caution and minimum thrust.

#### 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.

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
С	13R	С
D	13R	D
К	13L	К
V	31R	V

3.2.6 Taxi holding points are designated as follows:

L

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
С	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.

The backtrack (180° turn) manoeuvres on runways with aircraft wingspan at or higher than 36 M is not allowed due to width of runway.

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, C3, C4, R115, R117, R117A, R278A, R212A 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.

The backtrack (180° turn) manoeuvres on runways with aircraft wingspan at or higher than 36 M is not allowed due to width of runway.

#### 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 overshot the stop position, the TOO FAR sign is displayed.

#### 4.2.1 Warnings

- 1. When the detection of the aircraft is not possible (the closing rate indicator does not appear), the aircraft has to stop at a safe distance from the aviobridge (as primary obstacle) and has to wait for the marshaller's manual guidance. The floating arrows only indicate that the docking system is activated and tested for the identified aircraft.
- 2. When the identification of the aircraft is not made 12 M before the correct stop position, the STOP then ID FAIL signs are displayed. In this case, the docking procedure has to be interrupted. The aircraft has to wait for the system to restart or for manual guidance by the marshaller.
- 3. During heavy fog, opposite sunlight or snow, the visibility of the docking system can be reduced. In this case, the display deactivates the floating arrows and the SLOW sign is displayed. This configuration is superseded by the closing rate indicator bar, as soon as the system detects the approaching aircraft.
- 4. Due to 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);
- 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

#### 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).
  - Training flights may not be authorised during single RWY operation.

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 three (3) and latest one (1) 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 authorized for RWY 31R.

Only Police helicopters training flights may be authorized on threshold 31L (even in case of operation with two runways), and technical flight tests only if runway 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.

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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 <u>See 6.2.1</u> 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			
13R/L	or RADAR VECTOR	4 000 FT AMSL	VFR/IFR	

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	VFR	
31L	LEFT	max. 2 500 FT AMSL	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 V 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 Runway(s) and associated equipment authorised for use when LVP are in effect, including for operations with operational credits with RVR less than 550 m, if applicable

Nil

## 3.2.2 Defined meteorological conditions under which initiation, use and termination of LVP would be made

Nil

#### 3.2.3 Description of ground marking/lighting for use under LVP

Nil

#### 3.2.4 Remarks

#### 3.2.4.1 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.

#### 3.2.4.2 Operation Phase, LVP 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.

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"

#### 3.2.4.3 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"

#### 3.2.4.4 General procedures

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.

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.

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.).

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#### 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 (expect 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.

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## 7. WAYPOINT COORDINATES

Way- point	Coordinates	Definitions
ALZUR	474433.2N 0185725.9E	
ATICO	471322.3N 0192410.5E	
BEREV	472414.9N 0193021.2E	
CATUZ	474033.0N 0190358.1E	
ECMAN	473231.5N 0185309.4E	
FUTNA	470908.2N 0194146.4E	
GIFRA	474447.6N 0184558.3E	
HUZTA	473629.4N 0184639.4E	
LUCLA	474146.3N 0193232.0E	
NICRA	472122.3N 0193457.8E	
OCRIT	472006.1N 0195643.4E	
ODVAS	471615.0N 0191934.7E	
OFENA	470946.0N 0194238.1E	
PUCOG	472456.2N 0183530.8E	
TORAZ	474409.7N 0184505.9E	
ULPAX	473132.2N 0191836.7E	
UTCON	471718.6N 0194127.0E	
WONTA	470919.2N 0193039.7E	
BP328	471918.7N 0192341.6E	
BP329	472149.1N 0192704.2E	
BP331	472233.1N 0192211.2E	
BP701	472317.9N 0192303.8E	
BP702	473517.0N 0194306.7E	
BP703	474718.5N 0192345.5E	
BP704	475805.1N 0190612.7E	
BP705	475617.6N 0193601.7E	
BP711	472158.6N 0192115.0E	
BP712	471125.5N 0190058.3E	
BP723	471517.9N 0185339.8E	
BP733	471821.5N 0190052.4E	
BP734	472225.0N 0185415.7E	
BP735	472716.6N 0184620.1E	
BP736	473546.6N 0183221.4E	
BP741	470615.0N 0193529.9E	
BP742	471256.1N 0192450.0E	
BP743	472331.2N 0190747.7E	
BP744	472732.0N 0190117.2E	
BD752		

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

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## **AIP HUNGARY**

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

## LHBP AD 2.23 ADDITIONAL INFORMATION

#### 1. GROUND HANDLING ORGANISATIONS

Organisation(s) dealing with the ground handling of passengers, freight and mail, as well as providing apron service. Their work shall be carried out on the area designated to them in accordance with the permission of the airport operator. Their services shall be ordered by aircraft operators. The permit for carrying out special activities, issued by the operator of the airport, is not a substitute for the required permits issued by the responsible authorities.

Regarding capacity, for the best use of the equipment available at the airport, the conditions and manner of use of the runways and aprons, as well as airport buildings, shall be determined by the operator of the airport, the Budapest Airport Zrt. in accordance with to the relevant rules of law and considering the regulations of economic efficiency and environmental protection.

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. Aircraft operator shall provide MTOW and noise data of the aircraft(s) planned for operation.

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
Budanest	BUDAPEST TERMINAL	132.380 CH	H24	
Dudapesi	INFORMATION	117.300 MHZ	H24	BUD TVOR

#### 3.1 The content of ATIS broadcasts:

- 1. Name of aerodrome
- 2. Designator
- 3. Time of observation
- 4. Type of approach to be expected and runway(s) in use
- 5. Significant runway surface conditions and, if authoritative RWYCC, conditions of other movement areas
- 6. Expected delay, if appropriate
- 7. Transition level
- 8. Other essential operational information
- 9. Meteorological report
- 10. ATFM information

Pilots of arriving and departing aircraft are requested to report receipt of ATIS broadcast by reading back the relevant designator of information and QNH on initial contact with Budapest Approach or Budapest Ground respectively.

Notes:

- One broadcast serves both arriving and departing aircraft.
- Runway condition is reported with Runway Condition Code. It is transmitted for each thirt of the runway in use commencing from the threshold. Sections of the runway are identified as first part, second part, and third part.
- RVR values are transmitted in the following order: TDZ, mid point and stop end. When RVRs for all the three positions are available, the positions are not identified.
- Pilots of 8.33 KHZ exempted aircraft are requested to receive ATIS broadcast via the audio channel of BUD VOR on 117.300 MHZ

#### 4. **BIRD FLOCKS AND BIRD MIGRATIONS**

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

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

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

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

Bird migrations occur, depending on weather conditions, in FEB-MAR and in SEP-OCT. In these months

flocks of several thousand, relatively small birds will migrate through the airspace at varying altitudes.

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

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

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

#### 4.1 Bird Watch and Scaring Service

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

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

Airside Management

BUD International Airport Zrt.

Post:H-1185 Budapest, BUD International Airport

Phone:(+361) 296-5535

Fax:(+361) 296-8981

Email:airside.bud@bud.hu

#### 4.2 Reporting a Bird Strike

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

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

Airside Management

BUD International Airport Zrt.

Post:H-1185 Budapest, BUD International Airport

Fax:(+361) 296-8981

Email:airside.bud@bud.hu

#### 5. GENERAL AVIATION FLIGHT HANDLING

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

Email:airport.ops@bud.hu

Operation request shall comprise the following information:

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

• name of the operator.

The airport operator will confirm the times to the sender.

### 6. REMOTE AERODROME ATC SERVICE

Contingency remote aerodrome ATC service is temporarily suspended due to full reconstruction of the remote TWR facilities. Conventional aerodrome control service is provided normally as usual.

## LHBP AD 2.24 CHARTS RELATED TO THE AERODROME

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

## LHBP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Obstacle penetrating VSS	Affected procedures	Affected OCA/H
LHBP_AREA2B_S_631_009	AD 2-LHBP-RNP-31L (except LPV minima)	NIL
LHBP_AREA2B_S_1197_005	AD 2-LHBP-RNP-13R (except LPV minima)	NIL

## **AIP HUNGARY**

Obstacle penetrating VSS	Affected procedures	Affected OCA/H
LHBP_AREA2B_S_1197_006	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_1197_007	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_027	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_028	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_029	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_030	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_031	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_032	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_033	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_034	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_035	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT C and D
LHBP_AREA2B_S_417_036	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT A, B, C and D
LHBP_AREA2B_S_417_039	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT A, B, C and D
LHBP_AREA2B_S_417_040	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_041	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_042	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT A, B, C and D
LHBP_AREA2B_S_417_043	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT A, B, C and D
LHBP_AREA2B_S_417_044	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_045	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_001	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_002	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_003	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_004	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_005	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_006	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_007	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_008	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_009	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_010	AD 2-LHBP-RNP-13R, AD 2-LHBP-ILS/LOC-13R	NIL
LHBP_AREA2B_S_629_011	AD 2-LHBP-RNP-13R, AD 2-LHBP-ILS/LOC-13R	NIL
LHBP_AREA2B_S_629_012	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_013	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_014	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_015	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_016	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_017	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_018	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_019	AD 2-LHBP-RNP-13R (except LPV minima)	NIL

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## TAXI PROCEDURES FOR ARRIVING AIRCRAFT - INDEX CHART

## **BUDAPEST/LISZT FERENC**



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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	G	1	Code D, E, F exit B1 only
	B1	B1	R110-R117A			
	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		
			R220-R223	U-W1		Max. Code C
	H1	A2-A3-A4-H1 or B2/J4-T-A3-A4-H1	37-39L	H1		*Code D exit P1 or L only
			42 R210-R212A*	H1-H2	2	
			R224-R227	H1-W2	1	
		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
	P1		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, C3, C3L/R, C4, C4L/R	E	CARGO APRON	*Max. Code E; **Max. Code E due to traffic reas
31R	U	Y-A7-(Z)-A6-A5-A4-U	31-36L	U		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	2	
			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, C3, C3L/R, C4, C4L/R	E	CARGO APRON	Code D, E shall use K, B5 only Code F shall use B5 only
31L	B1	B1	P101 P109	G	1	Code E, F exit B1 only
	С	С	G150-G172			
	D	D	R110-R117A			
	M10	B1-A1 or D/C-(G)-A1	G130-G141	APRON taxilane	APRON AG	Max. Code B

TAXI PROCEDURES FOR DEPARTING AIRCRAFT - INDEX CHART

## **BUDAPEST/LISZT FERENC**



OEPARTURES ON RWY	FROM STANDS/GATES	EXIT Points	TAXI ROUTE ON APRON (TAXILANE OR TWY SEGMENTS) TO BE FOLLOWED	HOLDING POINTS	TAXI ROUTE ON MANOEUVRING 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	- - - - -	H1/H2-R-L		L-A6-K or L-A6-N-B5		*H1 after coordination;
	37-39L*						Code E exit H1 only
	R270-R277		P3-L				P1 or P4 after coordination
	R210-R212A R224-R227		W2-P1		t (A4)-A5-K or (A4)-A5-N-B5		L after coordination; R212A push back only to H2
	44-45		S-Q-P1				
	R220-R223		W1-H1				
	R278-R279	P4	P5-P4		P4-A7-A6-K or P4-A7-A6-N-B5		Code D, E, exit P4 only
	C1, C1L/R, C2, C2L/R, C3, C3L/R, C4, C4L/R	E	E		E-A8-A7-A6-K or E-A8-A7-A6-N-B5	CARGO APRON	
13R	R101-R107	С	G	С	C	- 1	
	G150-G172 R110-R117A	D		D	D		Code E, F exit B1 only
	G130-G141	M10	APRON taxilane	С	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		
	42-43		H2-H1				
	R210-R212A R224-R227		W2-H1				R212A push back to H2 and P1 or L exit only by Follow M
	44-45	P1	S-Q-P1		P4-A4-A3-A2		
	R270-R277		P3-P2-P1				P4 after coordination
	R278-R279	P4	P5-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, C3, C3L/R, C4, C4L/R	E	E	A2	E-A8-A7-A6-A5-A4-A3-A2*	CARGO APRON	*Max. Code E


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# AD 2-LHBP-PDC-2 - 1

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#### AD 2-LHBP-PDC-4 - 1 30 NOV 2023



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#### AD 2-LHBP-ILS/LOC-13L - 1 30 NOV 2023



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

					1A				
PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	GIFRA	IAF				+6000			RNAV1
TF	BP766			132.1 T/5.8 NM		+6000	-230		RNAV1
TF	BP765	IF		132.2 T/6.0 NM		+4000	-230		RNAV1
CF	BP764	FAF		132.2 T/5.8 NM		@3500			
CF	RW13L	LTP	Y	132.4 T/9.3 NM		+546		-3.0	
TF	BP763	MATF	Y	132.4 T/3.9 NM			-185		RNP APCH
DF	TPS				L	@3000	-185		RNP APCH
НМ	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH

#### via ECMAN

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	ECMAN	IAF				+5000	-230		RNAV1
TF	BP765	IF		042.3 T/5.9 NM		+4000	-230		RNAV1
CF	BP764	FAF		132.2 T/5.8 NM		@3500			
CF	RW13L	LTP	Y	132.4 T/9.3 NM		+546		-3.0	
TF	BP763	MATF	Y	132.4 T/3.9 NM			-185		RNP APCH
DF	TPS				L	@3000	-185		RNP APCH
НМ	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH

#### via CATUZ

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	CATUZ	IAF				+5000	-230		RNAV1
TF	BP765	IF		222.3T/5.0 NM		+4000	-230		RNAV1
CF	BP764	FAF		132.2 T/5.8 NM		@3500			
CF	RW13L	LTP	Y	132.4 T/9.3 NM		+546		-3.0	
TF	BP763	MATF	Y	132.4 T/3.9 NM			-185		RNP APCH
DF	TPS				L	@3000	-185		RNP APCH
НМ	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH

WAYPOINT COORDINATES SEE: AD 2.22.





	1				AZ	r		T	1
РТ	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	TORAZ	IAF				+6000			RNAV1
TF	BP756			131.7 T/5.9 NM		+6000	-230		RNAV1
TF	BP755	IF		132.3 T/6.0 NM		+4000	-230		RNAV1
CF	BP754	FAF		132.4 T/4.4 NM		@3500			
CF	RW13R	LTP	Y	132.3 T/9.4 NM		+498		-3.0	
TF	BP753	MATF	Y	132.4 T/3.9 NM					RNP APC
VM				165.0 T		@3000			
	•			via CAT	UZ				
PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PER
IF	CATUZ	IAF				+5000	-230		RNAV1
TF	BP755	IF		222.3 T/5.8 NM		+4000	-230		RNAV1
CF	BP754	FAF		132.4 T/4.4 NM		@3500			
CF	RW13R	LTP	Y	132.3 T/9.4 NM		+498		-3.0	
TF	BP753	MATF	Y	132.4 T/3.9 NM					RNP APC
VM				165.0 T		@3000			
				via ECN	IAN				
РТ	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PER
IF	ECMAN	IAF				+5000	-230		RNAV1
TF	BP755	IF		042.4 T/5.0 NM		+4000	-230		RNAV1
CF	BP754	FAF		132.4 T/4.4 NM		@3500			
CF	RW13R	LTP	Y	132.3 T/9.4 NM		+498		-3.0	
TF	BP753	MATF	Y	132.4 T/3.9 NM					RNP APC
VM				165 0 T		@3000			

WAYPOINT COORDINATES SEE: AD 2.22.

#### AD 2-LHBP-ILS/LOC-31L - 1 30 NOV 2023



VM

	1	I		1	1 1			1	
PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	FUTNA	IAF				+5000			RNAV1
TF	BP856			312.6 T/5.7 NM		+4000	-230		RNAV1
TF	BP855	IF		312.5 T/6.0 NM		+3000	-230		RNAV1
CF	BP854	FAF		312.4 T/6.7 NM		@2500			
CF	RW31L	LTP	Y	312.4 T/6.3 NM		+498		-3.0	
VM				312.4 T		@3000			
				via ATI	co				
PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERI
TF	ATICO	IAF				+4000	-230		RNAV1
TF	BP855	IF		042.5 T/5.0 NM		+3000	-230		RNAV1
CF	BP854	FAF		312.4 T/6.7 NM		@2500			
CF	RW31L	LTP	Y	312.4 T/6.3 NM		+498		-3.0	
VM				312.4 T		@3000			
				via NIC	RA				1
PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERI
TF	NICRA	IAF				+4000	-230		RNAV1
TF	BP855	IF		222.5T/5.9 NM		+3000	-230		RNAV1
CF	BP854	FAF		312.4 T/6.7 NM		@2500			
CF	RW31I	I TP	Y	312 4 T/6 3 NM		+498		-3.0	

312.4 T

@3000

WAYPOINT COORDINATES SEE: AD 2.22.

#### AD 2-LHBP-ILS/LOC-31R - 1 30 NOV 2023



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

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	OFENA	IAF				+5000			RNAV1
TF	BP866			312.6 T/5.7 NM		+4000	-230		RNAV1
TF	BP865	IF		312.5 T/6.0 NM		+3000	-230		RNAV1
CF	BP864	FAF		312.5 T/5.0 NM		@2500			
CF	RW31R	LTP	Y	312.4 T/6.4 NM		+466		-3.0	
TF	BP863	MATF	Y	312.3 T/3.9 NM			-185		RNP APCH
DF	TPS				R	@3000	-185		RNP APCH
HM	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH

#### via NICRA

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	NICRA	IAF				+4000	-230		RNAV1
TF	BP865	IF		222.5 T/5.0 NM		+3000	-230		RNAV1
CF	BP864	FAF		312.5 T/5.0 NM		@2500			
CF	RW31R	LTP	Y	312.4 T/6.4 NM		+466		-3.0	
TF	BP863	MATF	Y	312.3 T/3.9 NM			-185		RNP APCH
DF	TPS				R	@3000	-185		RNP APCH
НМ	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH

#### via ATICO

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	ATICO	IAF				+4000	-230		RNAV1
TF	BP865	IF		042.6 T/5.9 NM		+3000	-230		RNAV1
CF	BP864	FAF		312.5 T/5.0 NM		@2500			
CF	RW31R	LTP	Y	312.4 T/6.4 NM		+466		-3.0	
TF	BP863	MATF	Y	312.3 T/3.9 NM			-185		RNP APCH
DF	TPS				R	@3000	-185		RNP APCH
НМ	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH

WAYPOINT COORDINATES SEE: AD 2.22.

#### AD 2-LHBP-RNP-13L - 1 30 NOV 2023



		AD 2 I	LHBP IN	STRUME			HART F	RNP RW	/Y 13L	
	PT	WP ID	Role	OverFly	Bearing/ (LenIDur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
	IF	GIFRA	IAF				+6000			RNP APCH
	TF	BP766			132.1 T/5.8 NM		+6000	-230		RNP APCH
	TF	BP765	IF		132.2 T/6.0 NM		+4000	-230		RNP APCH
	TF	BP764	FAF		132.2 T/5.8 NM		@3500			RNP APCH
	TF	RW13L	MAPt	Y	132.4 T/9.3 NM		+546		-3.0	RNP APCH
	TF	BP763	MATF	Y	132.4 T/3.9 NM			-185		RNP APCH
	DF	TPS				L	@3000	-185		RNP APCH
	HM	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH
					via ECM	AN				
	PT	WP ID	Role	OverFly	Bearing/ (LeniDur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
	IF	ECMAN	IAF		()		+5000	-230		RNP APCH
	TF	BP765	IF		042.3 T/5.9 NM		+4000	-230		RNP APCH
	TF	BP764	FAF		132.2 T/5.8 NM		@3500			RNP APCH
	TF	RW13L	MAPt	Y	132.4 T/9.3 NM		+546		-3.0	RNP APCH
	TF	BP763	MATF	Y	132.4 T/3.9 NM			-185		RNP APCH
	DF	TPS				L	@3000	-185		RNP APCH
	HM	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH
		1	11		via CAT	UZ			1	1
	PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
	IF	CATUZ	IAF				+5000	-230		RNP APCH
	TF	BP765	IF		222.3T/5.0 NM		+4000	-230		RNP APCH
	TF	BP764	FAF		132.2 T/5.8 NM		@3500			RNP APCH
	TF	RW13L	MAPt	Y	132.4 T/9.3 NM		+546		-3.0	RNP APCH
	TF	BP763	MATF	Y	132.4 T/3.9 NM			-185		RNP APCH
	DF	TPS				L	@3000	-185		RNP APCH
	НМ	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APCH
L		SBAS FAS D	ata Block Cod	ing Data				WAYPOINT	COORDINAT	ES SEE: AI
		FAS-DB (	CRC wrapped	data)						
ation type		0								
S provider ID	)	1				]				

#### 1 LHBP 13L Approach performance designator 0

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

Airport identifier

RWY

#### AD 2-LHBP-RNP-13R - 1 30 NOV 2023



РТ	WP ID	Role	OverFlv	Bearing/	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
		IAE	,	(Len Dur)		+6000			
тс	RD756			131 7 T/5 0 NM		+6000	220		
TE	DF730	15		131.7 T/5.9 NM		+0000	-230		
	BP/55	11		132.3 1/6.0 NM		+4000	-230		RNP APCH
TF	BP754	FAF		132.4 T/4.4 NM		@3500			RNP APCH
TF	RW13R	MAPt	Y	132.3 T/9.4 NM		+498		-3.0	RNP APCH
TF	BP753	MATF	Y	132.4 T/3.9 NM					RNP APCH
VM				165.0 T		@3000			
				via CAT	UZ				
PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	CATUZ	IAF				+5000	-230		RNP APCH
TF	BP755	IF		222.3 T/5.8 NM		+4000	-230		RNP APCH
TF	BP754	FAF		132.4 T/4.4 NM		@3500			RNP APCH
TF	RW13R	MAPt	Y	132.3 T/9.4 NM		+498		-3.0	RNP APCH
TF	BP753	MATF	Y	132.4 T/3.9 NM					RNP APCH
VM				165.0 T		@3000			
				via ECM	AN				
DT	WP ID	Role	OverFlv	Bearing/	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
				(Lenibur)		· · · /	. ,		

••		11010	even ly	(Len Dur)	rain Bircodon	/ 44444 (1 1 /	<b>1</b> /10 (111)	11117410	
IF	ECMAN	IAF				+5000	-230		RNP APCH
TF	BP755	IF		042.4 T/5.0 NM		+4000	-230		RNP APCH
TF	BP754	FAF		132.4 T/4.4 NM		@3500			RNP APCH
TF	RW13R	MAPt	Y	132.3 T/9.4 NM		+498		-3.0	RNP APCH
TF	BP753	MATF	Y	132.4 T/3.9 NM					RNP APCH
VM				165.0 T		@3000			

#### SBAS FAS Data Block Coding Data

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

#### WAYPOINT COORDINATES SEE: AD 2.22.

#### AD 2-LHBP-RNP-31L - 1 30 NOV 2023



# AD 2 LHBP INSTRUMENT APPROACH CHART RNP RWY 31L via FUTNA PT WP ID Role OverFly BearIng/ (Len|Dur) Turn Direction Altitude (FT) IAS (KT) VRT ANG NAV PERF

IF	FUTNA	IAF			+5000			RNP APCH
TF	BP856			312.6 T/5.7 NM	+4000	-230		RNP APCH
TF	BP855	IF		312.5 T/6.0 NM	+3000	-230		RNP APCH
TF	BP854	FAF		312.4 T/6.7 NM	@2500			RNP APCH
TF	RW31L	MAPt	Y	312.4 T/6.3 NM	+498		-3.0	RNP APCH
VM				312.4 T	@3000			

#### via ATICO

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

#### via NICRA

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

#### SBAS FAS Data Block Coding Data

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

#### WAYPOINT COORDINATES SEE: AD 2.22.

#### AD 2-LHBP-RNP-Z-31R - 1 30 NOV 2023



PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PER
IF	OFENA	IAF				+5000			RNP APC
TF	BP866			312.6 T/5.7 NM		+4000	-230		RNP APC
TF	BP865	IF		312.5 T/6.0 NM		+3000	-230		RNP APC
TF	BP864	FAF		312.5 T/5.0 NM		@2500			RNP APC
TF	RW31R	MAPt	Y	312.4 T/6.4 NM		+466		-3.0	RNP APC
TF	BP863	MATF	Y	312.3 T/3.9 NM			-185		RNP APC
DF	TPS				R	@3000	-185		RNP APC
НМ	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APC
				via NICI	RA				
PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PER
IF	NICRA	IAF		´		+4000	-230		RNP APC
TF	BP865	IF		222.5 T/5.0 NM		+3000	-230		RNP APC
TF	BP864	FAF		312.5 T/5.0 NM		@2500			RNP APC
TF	RW31R	MAPt	Y	312.4 T/6.4 NM		+466		-3.0	RNP APC
TF	BP863	MATF	Y	312.3 T/3.9 NM			-185		RNP APC
DF	TPS				R	@3000	-185		RNP APC
НМ	TPS	MAHF		251.0 T/1 min	L	@3000	-230		RNP APC
				via ATIC	:0				
PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PER
IF	ATICO	IAF				+4000	-230		RNP APC
TF	BP865	IF		042.6T/5.9 NM		+3000	-230		RNP APC
TF	BP864	FAF		312.5 T/5.0 NM		@2500			RNP APC
TF	RW31R	MAPt	Y	312.4 T/6.4 NM		+466		-3.0	RNP APC
TF	BP863	MATF	Y	312.3 T/3.9 NM			-185		RNP APC
DF	TPS				R	@3000	-185		RNP APC
	1								

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

22.

#### AD 2-LHBP-VOR-13L - 1 30 NOV 2023



### AD 2 LHBP INSTRUMENT APPROACH CHART VOR RWY 13L

VOR approach procedure: Initial altitude: 5000.

Leave TPS on R 303 TPS and maintain 5000. When reaching D 18.0 BUD turn left and join D 18.0 BUD DME arc CCW and descend 4000. After crossing R 314 BUD leading radial turn left and intercept R 307 BUD (final track) inbound. When crossing D 8.8 BUD at 3500, descend to published minimum altitude.

#### AD 2-LHBP-VOR-31R - 1 30 NOV 2023



#### AD 2 LHBP INSTRUMENT APPROACH CHART VOR RWY 31R

VOR approach procedure: Initial altitude: 5000.

Leave TPS on R 135 TPS outbound and descend 4000. At D 20.0 BUD turn right and join CW D 20.0 BUD DME arc, descend 3500. After crossing R 121 BUD leading radial turn right and intercept R 127 BUD inbound (final track), to D 13.8 BUD (IF) descend 3000. When crossing D 8.8 BUD (FAF) at 2500, descend to published minimum altitude.

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3	Use of material for movement area surface treatment	Urea / SAFEGRIP FR
4	Specially prepared winter runways	N/A
5	Remarks	Nil

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

1	Apron surface and strength	Surface:	CONC				
		Strength:	44R/B/W/T				
2	Taxiway width, surface and strength	TWY ID	Width (M)	Surface	Strength	Remark	
		A	18	CONC	PCN 42R/B/W/T	-	
		В	18	CONC	PCN 60R/B/W/T	-	
		С	18	Nil	Nil	CLOSED	
		D	18	Nil	Nil	CLOSED	
3	Altimeter checkpoint location and elevation	Location:	at RWY THRs				
		Elevation:	THR RWY 04R 108.2 M THR RWY 22L 109.8 M				
4	VOR checkpoints	Nil					
5	INS checkpoints	Nil					
6	Remarks	Nil					

# LHDC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	axiway center line markings are av arking stands.	vailable from THRs to aircraft
2	RWY and TWY markings and LGT	WY: THR, designator, point, displaced T edge, RWY end, <sup>-</sup>	center line, side stripe, TDZ, aiming HR markings and threshold, RWY THR ID lights
		WY: Center line, enhan position, side strip	nced center line, runway holding be markings on all TWYs
3	Stop bars	lil	
4	Remarks	axiway edge markers on all TWYs	

### LHDC AD 2.10 AERODROME OBSTACLES

Data for Area 2, 3 and 4 See GEN 3.1



## LHDC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity Interval of issuance	Hungarian Meteorological Service Unit of Aviation Meteorology, Periods of validity: 9 HRs, Interval of issuance: 3 HRs in operational time of aerodrome
4	TREND forecast Interval of issuance	TAF CODE, Interval of issuance: half hourly in operational time of aerodrome
5	Briefing/consultation provided	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; Self-briefing via aviation.met.hu at airport
9	ATS Units provided with information	Budapest FIC (on request), AFIS
10	Additional information	Nil

#### LHDC AD 2.20 LOCAL AERODROME REGULATIONS

One aircraft stand on the APRON is permitted to be used by only one aircraft at the same time.

During landing or take-off of aeroplanes the maximum permissible crosswind component shall not exceed 18 KT in the case of aeroplanes whose reference field length is 1 500 M or over, except when poor runway braking action owing to an insufficient longitudinal coefficient of friction is experienced, in those cases the crosswind component shall not exceed 13 KT.

During landing or take-off aeroplanes shall reduce the value of their landing or take-off weights by 10% compared to the declared distances published (LHDC AD 2.13).

The maximum aircraft taxi speed on the APRON and TWYs is 40 km/h (21 kts). After sunset, the maximum aircraft taxiing speed on the APRON should be reduced to 28 km/h (15 kts).

#### LHDC AD 2.21 NOISE ABATEMENT PROCEDURES

#### 1. GENERAL

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

#### 2. NOISE PREFERENTIAL RUNWAY

Taking into consideration the prevailing weather conditions, runway 04R is used for landing when there is a tailwind component of not more than 5 KT in the RWY direction. The displaced threshold on RWY 22L is also used for landing for noise abatement purposes. For noise protection reasons, RWY 22L is to be used for take-off, except if this is not recommended by the pilot of the aircraft due to foreseeable reasons (meteorological or aviation safety).

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

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

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

#### 4. RULES FOR TRAINING, CALIBRATION AND TECHNICAL TEST FLIGHTS

Training, calibration and technical test flights can only be performed at

- weekdays: 0600 1600 (0700-1700 winter time). The visual and non-visual navigation aids calibration and test flights can be performed 0600 2000 (0700-2100 winter time);
- weekends and public holidays: 0800 1400 (0900-1500 winter time).

NVFR training flights can be performed in FEB and NOV until 1900.

Prior request for technical test or training flight operations must be submitted to the airport (OPS) (ops@debrecenairport.com) at least 48 hours before the planned flight. The request must contain

- the planned date and time of the technical test or training flight operation;
- the type, reg and call sign of a/c.

The airport (OPS) informs the flight operator of the approval or refusal of the submitted flight request.

### LHDC AD 2.22 FLIGHT PROCEDURES

#### 1. GENERAL

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

Conducting training flights are permitted only after prior coordination with the airport (OPS) (ops@debrecenairport.com) and AFIS (afis@debrecenairport.com).

Training flights shall give way to flights with commercial or business purposes.

It is prohibited to conduct training flights during calibration flights.

Pilot indicating intention to carry out a departure or arrival procedure is prohibited to cross the runway holding position or the runway threshold on its final approach until the preceding departing aircraft has crossed the end of the runway-in-use and has started a turn, or until preceding landing aircraft or ground vehicle has left the runway-in-use; and AFIS has given "RUNWAY FREE" information to the pilot indicating intention to carry out a departure or arrival procedure.

#### 1.1 Procedures for VFR flights

Traffic Pattern:

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

#### 1.2 Designated VFR reporting points

JOZA

473533N 213326E

(Centre of Józsa village)

HOPI

472333N 214359E

(Centre of Hosszúpályi village)

• EBES

472839N 0212916E

(N from Ebes village)

VFR flights approaching from uncontrolled airspace are required to enter DEBRECEN TIZ1/TIZ2/TIZ3 via the designated reporting points, unless otherwise informed.

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

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

#### 2.1 IFR flights

#### 2.1.1 Departing aircraft

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

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

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

#### 2.1.2 Standard Instrument Departure (SID)

SIDs are published in part AD 2-LHDC-SIDs

The departure procedures in use are based on those contained in ICAO Procedures for Air Navigation

Services - Aircraft Operations (Doc 8168, OPS/611 (PANS OPS)).

#### 2.1.3 Instrument approach procedures

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

#### 2.2 VFR flights

#### 2.2.1 Arrival

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

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

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

#### LHDC AD 2.23 ADDITIONAL INFORMATION

#### 1. **GROUND HANDLING ORGANISATIONS**

Ground handling organisations operate at Debrecen International Airport:

DEBRECEN INTERNATIONAL AIRPORT Ltd.

Email:ops@debrecenairport.com

Phone: (+36) 20-223-2399

#### 2. SUPERVISION OF THE AERODROME

Runway state information and other related information of direct operational significance will be distributed to operators and services concerned either by NOTAM or SNOWTAM as appropriate.

#### 3. BIRD FLOCKS AND BIRD MIGRATIONS

The size of flocks of birds living near Debrecen International Airport varies with seasons. Danger of collision somewhat increases in JUN-AUG when the new generation leave their nests. Bird migrations occur, depending on weather conditions, in FEB-MAR and in NOV-DEC. Between MAR and OCT depending on weather conditions, gulls fly through the airspace in flocks of several hundreds, and settle temporarily on the airfield. Between OCT and MAR, also depending on weather conditions, gulls fly through the airspace of the airport in flocks of several dozens. Between NOV and FEB rooks in flocks of several hundreds migrate through the airspace of the airport.

#### 3.1 Bird Watch and Scaring Service

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

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

DEBRECEN INTERNATIONAL AIRPORT Ltd.

Post:H-4030 Debrecen, Repülőtéri út 12.

Email:birdstrike@debrecenairport.com

#### 3.2 Reporting a Bird Strike

Operators using Debrecen International Airport are requested to report events of bird strike by filling in the ICAO standard "BIRD STRIKE REPORTING FORM" (BSRF). The form can be obtained and filled at the airport (OPS).

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

DEBRECEN INTERNATIONAL AIRPORT Ltd. Post:H-4030 Debrecen, Repülőtéri út 12. Phone:(+36) 52-500-547 Email:birdstrike@debrecenairport.com

### LHDC AD 2.24 CHARTS RELATED TO THE AERODROME

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

# LHDC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

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area.

• Departing aircraft:

Do not take-off, if communication failure experienced before take-off. Return to parking position.

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

#### 2.1 IFR flights

#### 2.1.1 Departing aircraft

All departing aircraft are required to inform the AFIS service of their intention prior to engine start-up. Start up may be performed under the supervision of the Ramp Officer after acknowledgement of the AFIS service.

The IFR flights entering controlled airspace after departure, shall obtain enroute clearance before take off.

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

Departing aircraft have to follow the procedures included in enroute clearance given before the acknowledgement of 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, suggested "Traffic circuit" 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

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### 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 Dopartura Chart Instrument (SID) ICAO	AD 2-LHSM-SID-16	
	AD 2-LHSM-SID-34	
Standard Arrival Chart - Instrument (STAR) - ICAO	AD 2-LHSM-STAR-1634	
	AD 2-LHSM-ILS/LOC-16	
	AD 2-LHSM-NDB-16	
Instrument Approach Chart - ICAO	AD 2-LHSM-NDB-34	
	AD 2-LHSM-RNP-16	
	AD 2-LHSM-RNP-34	
Visual Approach Chart - ICAO	AD 2-LHSM-VAC	

## LHSM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Obstacle penetrating VSS	Affected procedures	Affected OCA/H
LHSM_AREA2B_S_222_003	AD_2-LHSM-RNP-16 (except LPV minima)	NIL
LHSM_AREA2B_S_222_004	AD_2-LHSM-RNP-16 (except LPV minima)	NIL
LHSM_AREA2B_S_222_005	AD_2-LHSM-RNP-16 (except LPV minima)	NIL
LHSM_AREA2B_S_222_006	AD_2-LHSM-RNP-16 (except LPV minima)	NIL
LHSM_AREA2B_S_222_007	AD_2-LHSM-RNP-16 (except LPV minima)	NIL
LHSM_AREA2B_S_222_008	AD_2-LHSM-RNP-16 (except LPV minima)	NIL

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### AD 2 LHSM STANDARD ARRIVAL CHART INSTRUMENT RWY 16 / 34

STAR NAME	PROCEDURE
NALOX1A	From NALOX at or above 10000.
(NALOX ONE ALPHA	To SME at or above 4000,
ARRIVAL)	maximum speed 210 KIAS.

#### WAYPOINT COORDINATES

WP ID	Latitude	Longitude
NALOX	N46 52 10.5	E016 49 12.3
SME	N46 39 56.9	E017 10 00.7
### **AIP HUNGARY**

### AD 2-LHSM-RNP-16 - 1 30 NOV 2023



# AD 2 LHSM INSTRUMENT APPROACH CHART RNP RWY 16

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

### SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)					
0					
1					
LHSM					
16					
0					
0					
E16B					
464150.1430N					
0170917.6120E					
170.5					
464031.8170N					
0170947.4020E					
17.6					
1					
3.00					
105					
0					
40					
35					
10 0D 13 08 0C 10 00 00 02 36 31 05 7E 50 0A 14 58 B1 5C 07 A9 1A 14 9C FD BC E8 00 60 81 2C 01 64 00 C8 AF 97 61 49 B9					
976149B9					
FAS-DB (not CRC wrapped data)					
LH					
124.5					

### WAYPOINT COORDINATES

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

#### Holding procedure

Holding fix: Left hand holding pattern. Maximum speed: Inbound track: Outbound track: Rate of turn:

Outbound times: Minimum holding altitude: SM001 210 KIAS 340° 160° 3°/sec. or 25° bank angle (whichever requires lesser bank) 1 min. 4000

ENTERING THE HOLDING AT OR ABOVE 2700 IS OBSTACLE FREE

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## AD 2-LHSM-RNP-34 - 1 30 NOV 2023 BALATON TOWER 134.585 BALATON INFO 134.585 BUDAPEST INFORMATION (WEST) 125.500 HÉVÍZ/BALATON RNP RWY 34 (ACFT CAT A, B, C, D)



**AIP HUNGARY** 

**AERODROME ELEV 408** 

INSTRUMENT

## AD 2 LHSM INSTRUMENT APPROACH CHART RNP RWY 34

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

### SBAS FAS Data Block Coding Data

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

### WAYPOINT COORDINATES

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

#### Holding procedure SM007

Holding fix: Right hand holding pattern. Maximum speed: Inbound track: Outbound track: Rate of turn: Outbound times: Minimum holding altitude:

210 KIAS 160° 340° 3°/sec. or 25° bank angle (whichever requires lesser bank) 1 min. 4000

ENTERING THE HOLDING AT OR ABOVE 2700 IS OBSTACLE FREE