

HUNGARY

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

AIP AMDT: AIRAC AMDT 001/2024

Effective Date: 25 JAN 2024
Publication Date: 16 NOV 2023

1. Amendment content:**1.1 GEN 0.3**

- SUP list updated

1.2 GEN 2.1, GEN 3.1

- AIRAC dates for 2027, holidays and working days for 2024 updated

1.3 AD 2 LHBP

- AD 2.4 - Information updated for fuelling facilities
- AD 2.20 - Information updated for special taxi and parking procedures for Code F ACFT and B747-8I/F
- Obstacles updated on charts
- Updated charts: AD-2-LHBP-ADC, AD-2-LHBP-TAXI-ARR, AD-2-LHBP-TAXI-DEP, AD-2-LHBP-PDC-1, AD-2-LHBP-PDC-2, AD-2-LHBP-PDC-3, AD-2-LHBP-PDC-4, AD-2-LHBP-VAC

1.4 AD 2 LHDC

- General review
- Obstacles updated on charts
- Updated charts: AD-2-LHDC-ADC, AD-2-LHDC-AOCA-04R22L, AD-2-LHDC-SID-04R, AD-2-LHDC-SID-22L, AD-2-LHDC-STAR-04R22L, AD-2-LHDC-ILS/LOC-04R, AD-2-LHDC-NDB-22L, AD-2-LHDC-RNP-04R, AD-2-LHDC-RNP-22L

1.5 AD 2 LHNY, AD 1.3

- AD 1.3 - Information updated for LHNY
- AD 2.17 - Information updated for TIZ2
- AD 2.25 - Obstacles penetrating VSS added
- New procedures introduced
- New charts: AD-2-LHNY-SID-18, AD-2-LHNY-SID-36, AD-2-LHNY-STAR-1836
- Updated charts: AD-2-LHNY-RNP-Y-18, AD-2-LHNY-RNP-Y-36, AD-2-LHNY-RNP-Z-18, AD-2-LHNY-RNP-Z-36

1.6 AD 2 LHPR

- Glider circuit removed from the chart
- Updated chart: AD-2-LHPR-VAC

2. Hand corrections to the following pages:

Nil

3. Record entry of amendment in GEN 0.2.**4. This AIP amendment incorporates information contained in the following publications:****NOTAM:**

Nil

SUP:

Nil

AIC:

Nil

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

Insert the following pages

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AIRAC AIP AMENDMENT

<i>Amendment number</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
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	
005/2023	21-Sep-2023	30-Nov-2023	
001/2024	16-Nov-2023	25-Jan-2024	

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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	AIP SUP 004/2023
003/2023	Debrecen International Airport (LHDC) instrument approach procedures	AD 2 LHDC	05 OCT 2023 - 31 MAR 2024	AIP SUP 005/2023
004/2023	Debrecen International Airport (LHDC) Demolition works	AD 2 LHDC	29 OCT 2023 - 31 MAR 2024	
005/2023	Debrecen International Airport (LHDC) instrument approach procedures	AD 2 LHDC	27 NOV 2023 - 31 MAR 2024	

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

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GEN 2 TABLES AND CODES**GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS****1. UNITS OF MEASUREMENT**

The table of units of measurement shown below will be used by aeronautical stations within the Budapest FIR for air and ground operations.

For measurement of	Units used
Distances used in navigation position reporting, etc.	Nautical Miles and tenths
Relatively short distances such as those relating to aerodromes (e.g. RWY lengths)	Metres
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometres or metres
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Mass	Metric tonnes or Kilogrammes
Time	Hours and minutes, beginning at midnight UTC

2. TEMPORAL REFERENCE SYSTEM

Co-ordinated Universal Time (UTC) is used in communications by Air Navigation Services and in publications issued by the Aeronautical Information Service.

In reporting of time checks shall be given to the nearest half minute.

In Hungary, the local time is the Central European Time (CET).

The Central European Time corresponds to universal time plus one hour (UTC+1).

The Summer time corresponds to universal time plus two hours (UTC+2).

During the summer time period in Hungary the times given in brackets are applicable.

Example: 1130 - 1330 (1030 - 1230)

1130 - 1330 time period in UTC during winter period (outside Central European Summer Time)

(1030 - 1230) time period in UTC during summer period (during Central European Summer Time)

In the IAIP the expression "summer time" will indicate that part of the year in which the "daylight saving time" is in force. The other part of the year will be named the "winter time".

The "summer time" will be introduced every year on the last Sunday in March at 0100 UTC, and it will cease on the last Sunday in October at 0100 UTC.

3. HORIZONTAL REFERENCE SYSTEM**3.1 Name / designation of the reference system**

All published geographical coordinates indicating latitude and longitude are expressed in terms World Geodetic System - WGS 84 geodetic reference datum.

3.2 Identification and parameters of the projection

Projection is expressed in term of Universal Transverse Mercator (UTM).

3.3 Identification of the ellipsoid used

Ellipsoid is expressed in terms of the World Geodetic System — 1984 (WGS-84) ellipsoid.

3.4 Identification of the datum used

The World Geodetic System — 1984 (WGS-84) is used.

3.5 Area of application

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, the entire territory of Hungary.

4. VERTICAL REFERENCE SYSTEM

4.1 Name / designation of the reference system

The vertical reference system corresponds to mean sea level (MSL).

4.2 Description of the geoid model used including the parameters required for height transformation between the model used and EGM-96

The geoid model used is the Earth Gravitational Model 1996—(EGM-96)

5. AIRCRAFT NATIONALITY AND REGISTRATION MARKS

The nationality and registration marks for aircraft registered in Hungary are the letters HA. The nationality mark is followed by a hyphen and a registration mark consisting of three letters.

E.g.: HA-LEK

6. PUBLIC HOLIDAYS

6.1 Legal Holidays

- 1 January - New Year's Day
- 15 March - National Day
- 29 March - Good Friday
- 1 April - Easter Monday
- 1 May - Labour Day
- 20 May - Whit Monday
- 19 August - Extra Holiday
- 20 August - St. Stephen's Day
- 23 October - Republic Day
- 1 November - All Saints' Day
- 24 December - Extra Holiday
- 25 December - Christmas Day
- 26 December - Second day of Christmas
- 27 December - Extra Holiday

6.2 Special working days

- 3 August - Working Day
- 7 December - Working Day
- 14 December - Working Day

4. AIRAC SYSTEM

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

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

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

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

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

2024	2025	2026	2027
25 JAN 2024	23 JAN 2025	22 JAN 2026	21 JAN 2027
22 FEB 2024	20 FEB 2025	19 FEB 2026	18 FEB 2027
21 MAR 2024	20 MAR 2025	19 MAR 2026	18 MAR 2027
18 APR 2024	17 APR 2025	16 APR 2026	15 APR 2027
16 MAY 2024	15 MAY 2025	14 MAY 2026	13 MAY 2027
13 JUN 2024	12 JUN 2025	11 JUN 2026	10 JUN 2027
11 JUL 2024	10 JUL 2025	09 JUL 2026	08 JUL 2027
08 AUG 2024	07 AUG 2025	06 AUG 2026	05 AUG 2027
05 SEP 2024	04 SEP 2025	03 SEP 2026	02 SEP 2027
03 OCT 2024	02 OCT 2025	01 OCT 2026	30 SEP 2027
31 OCT 2024	30 OCT 2025	29 OCT 2026	28 OCT 2027
28 NOV 2024	27 NOV 2025	26 NOV 2026	25 NOV 2027
26 DEC 2024	25 DEC 2025	24 DEC 2026	23 DEC 2027

5. PRE-FLIGHT INFORMATION SERVICE AT AERODROMES/HELIPORTS**5.1 Elements of the aeronautical information products held**

A centralised Pre-flight Information Service is provided by the Flight Data and Reporting Unit at HungaroControl premises. ([para 3.3](#))

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

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

5.2 Maps and charts held

The following aeronautical information are maintained in Netbriefing:

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

5.3 General area of coverage

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

Hours of Service: H24.

6. DIGITAL DATA SETS

6.1 Description of the available data sets

6.1.1 Electronic Obstacle Data:

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

6.1.2 Electronic Terrain Data:

Affected area	Area 1	Area 2	Area 3	Area 4	Remark
LHCC FIR	Yes	Nil	Nil	Nil	DDM10 - horizontal resolution: 10x10 M - vertical accuracy: mean error in the plain 0.8 M; in the hills 2.5 M; in the mountains 5 M. - vertical sharpness: 1 M - projection (original): Gauss-Krüger (convertible)

6.2 Contact details of how data sets may be obtained

Electronic Obstacle Datasets may be obtained from:

HungaroControl, Hungarian Air Navigation Services Private Limited Company

Aeronautical Information Service

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

Phone:(+361) 293-4459

Email:pubsdo@hungarocontrol.hu

URL:http://ais.hungarocontrol.hu

Hours of Service:normal business hours.

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	1:500 000	Hungary 2252-B 2251A	24 MAR 2022
Enroute Chart - ICAO	1:1 000 000	Hungary ENR 6-LHCC-ERC	23 MAR 2023
Compulsory and Plannable Links - Index Chart (See ENR 1.3)	Nil	Hungary ENR 6-LHCC-LINKS	23 MAR 2023
South East Europe Free Route Airspace (SEE FRA) - Index Chart	1:6 250 000	Hungary ENR 6-LHCC-FRA	23 FEB 2023
ATC Sectors - Index Chart	1:2 200 000	Hungary ENR 6-LHCC-SECTOR	13 JUL 2023
FIS Sectors - Index Chart	1:2 200 000	Hungary ENR 6-LHCC-FIS	06 OCT 2022
Prohibited, Restricted and Danger Areas - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-PRD	24 MAR 2022
Temporary Reserved Airspaces - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-TRA	06 OCT 2022
Areas With Sensitive Fauna - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-FAUNA	06 OCT 2022
Aerial Sporting and Recreational Activities - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-SPORT	01 DEC 2022
Aerodrome Chart - ICAO	1:10 000	Békéscsaba AD 2-LHBC-ADC	13 JUL 2023
	1:10 000	Budapest/Liszt Ferenc International Airport AD 2-LHBP-ADC	25 JAN 2024
Taxi Procedures for Arriving Aircraft - Index Chart	1:25 000	AD 2 LHBP-TAXI-ARR	25 JAN 2024
Taxi Procedures for Departing Aircraft - Index Chart	1:25 000	AD 2 LHBP-TAXI-DEP	25 JAN 2024
	1:10 000	Debrecen AD 2-LHDC-ADC	25 JAN 2024
	1:7 500	Nyíregyháza AD 2-LHNY-ADC	22 APR 2021
	1:10 000	Pécs/Pogány AD 2-LHPP-ADC	30 JAN 2020
	1:10 000	Győr/Pér AD 2-LHPR-ADC	07 SEP 2023
	1:10 000	Hévíz/Balaton AD 2-LHSM-ADC	12 AUG 2021

Title of series	Scale	Name and/or number	Date of latest revision
Aircraft Parking/Docking Chart - ICAO		Szeged	
	1:10 000	AD 2-LHUD-ADC	01 DEC 2022
		Budapest/Liszt Ferenc International Airport	
	1:5 000	AD 2-LHBP-PDC/1	25 JAN 2024
	1:5 000	AD 2-LHBP-PDC/2	25 JAN 2024
Aerodrome Obstacle Chart - ICAO - Type A (Operating Limitations)	1:5 000	AD 2-LHBP-PDC/3	25 JAN 2024
	1:5 000	AD 2-LHBP-PDC/4	25 JAN 2024
		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	
	1:20 000	AD 2-LHDC-AOCA-04R22L	25 JAN 2024
		Pécs/Pogány	
	1:15 000	AD 2-LHPP-AOCA-1634	01 DEC 2022
		Győr/Pér	
	1:12 500	AD 2-LHPR-AOCA-1129	01 DEC 2022
Precision Approach Terrain Chart - ICAO		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
		Budapest/Liszt Ferenc International Airport	
Standard Departure Chart - Instrument (SID) - ICAO	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
		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	25 JAN 2024
	1:250 000	AD 2-LHDC-SID-22L	25 JAN 2024
		Nyíregyháza	
	1:250 000	AD 2-LHNY-SID-18	25 JAN 2024
	1:250 000	AD 2-LHNY-SID-36	25 JAN 2024
	1:250 000	AD 2-LHNY-STAR-1836	25 JAN 2024
		Győr/Pér	
	1:250 000	AD 2-LHPR-SID-11	13 JUL 2023
	1:250 000	AD 2-LHPR-SID-29	13 JUL 2023
		Hévíz/Balaton	
	1:250 000	AD 2-LHSM-SID-16	12 AUG 2021
	1:250 000	AD 2-LHSM-SID-34	12 AUG 2021

Title of series	Scale	Name and/or number	Date of latest revision
Standard Arrival Chart - Instrument (STAR) - ICAO		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-STAR-13L13R	27 JAN 2022
	1:700 000	AD 2-LHBP-STAR-31L31R	27 JAN 2022
		Debrecen	
	1:250 000	AD 2-LHDC-STAR-04R22L	25 JAN 2024
Budapest TMA - Index Chart		Hévíz/Balaton	
	1:250 000	AD 2-LHSM-STAR-1634	30 NOV 2023
Holding Procedures - Index Chart		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-TMA	24 MAR 2022
ATC Surveillance Minimum Altitude Chart - ICAO		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-HLDG	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
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	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	25 JAN 2024
	1:250 000	AD 2-LHDC-NDB-22L	25 JAN 2024
	1:250 000	AD 2-LHDC-RNP-04R	25 JAN 2024
	1:250 000	AD 2-LHDC-RNP-22L	25 JAN 2024
		Nyíregyháza	
	1:250 000	AD 2-LHNY-RNP-Y-18	25 JAN 2024
	1:250 000	AD 2-LHNY-RNP-Z-18	25 JAN 2024
	1:250 000	AD 2-LHNY-RNP-Y-36	25 JAN 2024
	1:250 000	AD 2-LHNY-RNP-Z-36	25 JAN 2024
		Pécs/Pogány	

Title of series	Scale	Name and/or number	Date of latest revision
	1:250 000	AD 2-LHPP-ILS/LOC-34	30 JAN 2020
	1:250 000	AD 2-LHPP-NDB-16	30 JAN 2020
	1:250 000	AD 2-LHPP-RNP-16	05 NOV 2020
	1:250 000	AD 2-LHPP-RNP-34	05 NOV 2020
		Győr/Pér	
	1:250 000	AD 2-LHPR-ILS/LOC-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	25 JAN 2024
		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	25 JAN 2024
		Hévíz/Balaton	
	1:150 000	AD 2-LHSM-VAC	14 JUL 2022
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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

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

LHBP BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

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LHBP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHBP - 3
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AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-LHBP-PDC/2 - 1
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-LHBP-PDC/3 - 1
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TYPE A OPERATING LIMITATIONS	AD 2-LHBP-AOCA-13L31R - 1
AERODROME OBSTACLE CHART - ICAO	
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PRECISION APPROACH TERRAIN CHART - ICAO	AD 2-LHBP-PATC-13L31R - 1
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID-13R - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID31L - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID31R - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHBP-STAR-13L13R - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHBP-STAR-31L31R - 1
BUDAPEST TMA - INDEX CHART	AD 2-LHBP-TMA - 1
HOLDING PROCEDURES - INDEX CHART	AD 2-LHBP-HLDG - 1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO	AD 2-LHBP-ATCSMAC - 1
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INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-13R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-31L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-31R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-13L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-13R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-31L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-Y-31R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-Z-31R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-VOR-13L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-VOR-31R - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHBP-VAC - 1

LHDC DEBRECEN INTERNATIONAL AIRPORT

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	AERODROME OBSTACLE CHART - ICAO	
	TYPE A OPERATING LIMITATIONS	AD 2-LHDC-AOCA-04R22L - 1
	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHDC-SID-04R - 1
	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHDC-SID-22L - 1
	STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHDC-STAR-04R22L - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-ILS/LOC-04R - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-NDB-22L - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-RNP-04R - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-RNP-22L - 1
	VISUAL APPROACH CHART - ICAO	AD 2-LHDC-VAC - 1

LHNY NYÍREGYHÁZA

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LHNY AD 2.4	HANDLING SERVICES AND FACILITIES	AD 2-LHNY - 2
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LHNY AD 2.7	RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN	AD 2-LHNY - 2
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LHNY AD 2.25	VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHNY - 10
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	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHNY-SID-18 - 1
	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHNY-SID-36 - 1
	STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHNY-STAR-1836 - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHNY-RNP-Y-18 - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHNY-RNP-Y-36 - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHNY-RNP-Z-18 - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHNY-RNP-Z-36 - 1
	VISUAL APPROACH CHART - ICAO	AD 2-LHNY-VAC - 1

LHPP PÉCS/POGÁNY

LHPP AD 2.1 AERODROME LOCATION INDICATOR AND NAME.....	AD 2-LHPP - 1
LHPP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA.....	AD 2-LHPP - 1
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LHPP AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHPP - 2
LHPP AD 2.5 PASSENGER FACILITIES	AD 2-LHPP - 2
LHPP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHPP - 2
LHPP AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN	AD 2-LHPP - 3
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LHPP AD 2.14 APPROACH AND RUNWAY LIGHTING.....	AD 2-LHPP - 5
LHPP AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY	AD 2-LHPP - 5
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LHPP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHPP - 6
LHPP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHPP - 6
LHPP AD 2.19 RADIO NAVIGATION AND LANDING AIDS	AD 2-LHPP - 6
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LHPP AD 2.22 FLIGHT PROCEDURES.....	AD 2-LHPP - 7
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LHPP AD 2.24 CHARTS RELATED TO THE AERODROME	AD 2-LHPP - 7
LHPP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION.....	AD 2-LHPP - 7
AERODROME CHART - ICAO.....	AD 2-LHPP-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHPP-AOCA-1634 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-ILS/LOC-34 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-NDB-16 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-RNP-16 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-RNP-34 - 1
VISUAL APPROACH CHART - ICAO.....	AD 2-LHPP-VAC - 1

LHPR GYÖR/PÉR

LHPR AD 2.1 AERODROME LOCATION INDICATOR AND NAME.....	AD 2-LHPR - 1
LHPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA.....	AD 2-LHPR - 1
LHPR AD 2.3 OPERATIONAL HOURS	AD 2-LHPR - 1
LHPR AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHPR - 2
LHPR AD 2.5 PASSENGER FACILITIES	AD 2-LHPR - 2
LHPR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHPR - 2
LHPR AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN	AD 2-LHPR - 2
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LHPR AD 2.13 DECLARED DISTANCES	AD 2-LHPR - 5
LHPR AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2-LHPR - 5
LHPR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2-LHPR - 6
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LHPR AD 2.21 NOISE ABATEMENT PROCEDURES	AD 2-LHPR - 7
LHPR AD 2.22 FLIGHT PROCEDURES.....	AD 2-LHPR - 7
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LHPR AD 2.24 CHARTS RELATED TO AN AERODROME	AD 2-LHPR - 8
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AERODROME CHART - ICAO.....	AD 2-LHPR-ADC - 1

AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHPR-AOCA-1129 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHPR-SID-11 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHPR-SID-29 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPR-ILS/LOC-29 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPR-RNP-11 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPR-RNP-29 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPR-VOR-11 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPR-VOR-29 - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHPR-VAC - 1

LHSM HEVIZ-BALATON AIRPORT

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LHSM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHSM - 1
LHSM AD 2.3 OPERATIONAL HOURS	AD 2-LHSM - 1
LHSM AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHSM - 2
LHSM AD 2.5 PASSENGER FACILITIES	AD 2-LHSM - 2
LHSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHSM - 2
LHSM AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN	AD 2-LHSM - 3
LHSM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHSM - 3
LHSM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHSM - 3
LHSM AD 2.10 AERODROME OBSTACLES	AD 2-LHSM - 4
LHSM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHSM - 4
LHSM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHSM - 4
LHSM AD 2.13 DECLARED DISTANCES	AD 2-LHSM - 5
LHSM AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2-LHSM - 5
LHSM AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY	AD 2-LHSM - 5
LHSM AD 2.16 HELICOPTER LANDING AREA	AD 2-LHSM - 6
LHSM AD 2.17 AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHSM - 6
LHSM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHSM - 6
LHSM AD 2.19 RADIO NAVIGATION AND LANDING AIDS	AD 2-LHSM - 7
LHSM AD 2.20 LOCAL AERODROME REGULATIONS	AD 2-LHSM - 7
LHSM AD 2.21 NOISE ABATEMENT PROCEDURES	AD 2-LHSM - 7
LHSM AD 2.22 FLIGHT PROCEDURES	AD 2-LHSM - 7
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2. Procedures for flights during the operation of aerodrome flight information service (AFIS)	AD 2-LHSM - 9
LHSM AD 2.23 ADDITIONAL INFORMATION	AD 2-LHSM - 9
LHSM AD 2.24 CHARTS RELATED TO THE AERODROME	AD 2-LHSM - 10
LHSM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHSM - 10
AERODROME CHART - ICAO	AD 2-LHSM-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A (OPERATING LIMITATIONS)	AD 2-LHSM-AOCA-1634 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHSM-SID-16 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHSM-SID-34 - 1
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

LHUD SZEGED

LHUD AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2-LHUD - 1
LHUD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHUD - 1
LHUD AD 2.3 OPERATIONAL HOURS	AD 2-LHUD - 1
LHUD AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHUD - 2
LHUD AD 2.5 PASSENGER FACILITIES	AD 2-LHUD - 2
LHUD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHUD - 2
LHUD AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN	AD 2-LHUD - 3

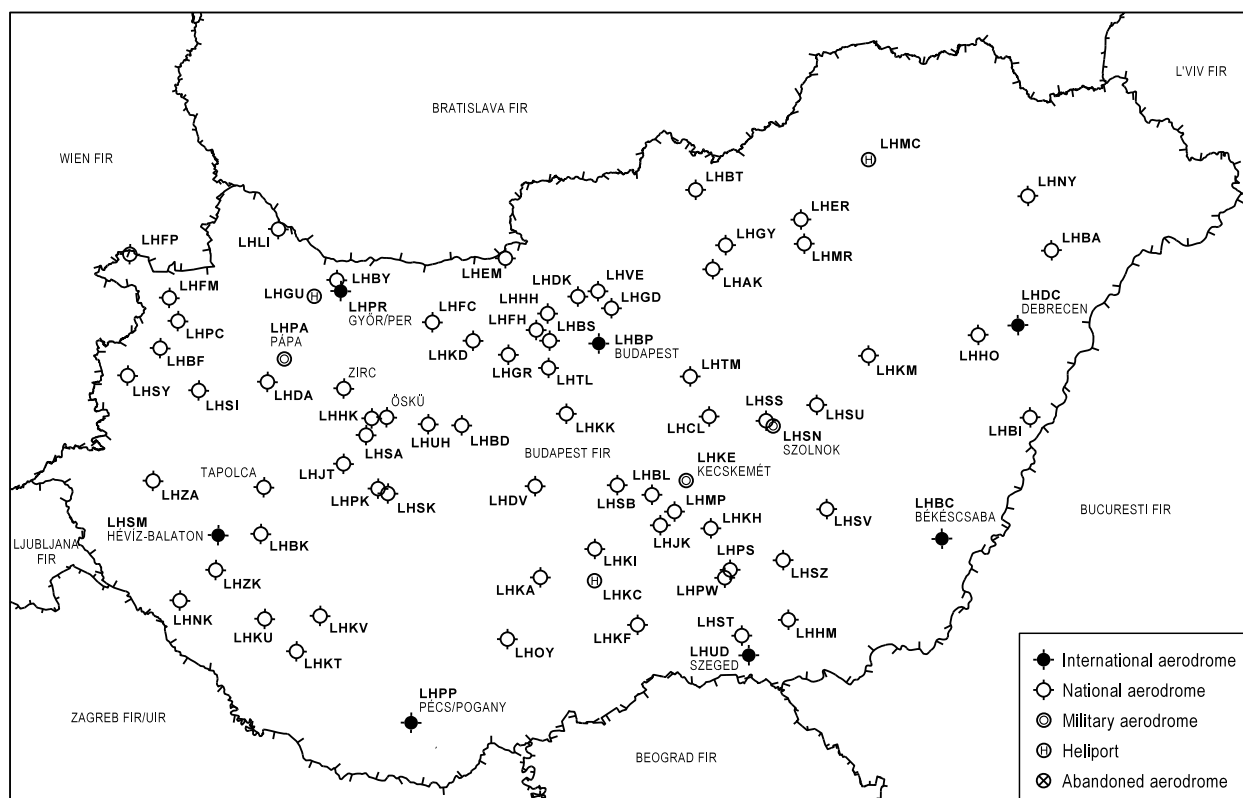
LHUD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA.....	AD 2-LHUD - 3
LHUD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHUD - 3
LHUD AD 2.10 AERODROME OBSTACLES	AD 2-LHUD - 3
LHUD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHUD - 4
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LHUD AD 2.13 DECLARED DISTANCES	AD 2-LHUD - 5
LHUD AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2-LHUD - 6
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LHUD AD 2.16 HELICOPTER LANDING AREA	AD 2-LHUD - 6
LHUD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE.....	AD 2-LHUD - 7
LHUD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHUD - 7
LHUD AD 2.19 RADIO NAVIGATION AND LANDING AIDS	AD 2-LHUD - 7
LHUD AD 2.20 LOCAL AERODROME REGULATIONS.....	AD 2-LHUD - 8
LHUD AD 2.21 NOISE ABATEMENT PROCEDURES.....	AD 2-LHUD - 8
LHUD AD 2.22 FLIGHT PROCEDURES.....	AD 2-LHUD - 8
LHUD AD 2.23 ADDITIONAL INFORMATION	AD 2-LHUD - 8
LHUD AD 2.24 CHARTS RELATED TO THE AERODROME	AD 2-LHUD - 8
LHUD AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHUD - 8
AERODROME CHART - ICAO	AD 2-LHUD-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHUD-AOCA-16R34L - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHUD-VAC - 1

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AD 1.3 INDEX OF AERODROMES AND HELIPORTS**1. AERODROMES AND HELIPORTS WITH REFERENCE TO AD 2 PART**

Aerodrome/heliport name ICAO Location indicator	Type of traffic permitted to use the aerodrome/heliport			Reference to AIP, Part 3 subsection with aerodrome / heliport details
	International - National (INTL-NTL)	IFR-VFR	S = Scheduled NS = Non- scheduled GA = General Aviation M = Military O = Other	
1	2	3	4	5
Aerodrome				
BÉKÉSCSABA LHBC	INTL-NTL	IFR-VFR	GA	AD 2-LHBC
BUDAPEST/Liszt Ferenc International Airport LHBP	INTL-NTL	IFR-VFR	S-NS-GA	AD 2-LHBP
DEBRECEN LHDC	INTL-NTL	IFR-VFR	S-NS-GA	AD 2-LHDC
GYŐR/Pér LHPR	INTL-NTL	IFR-VFR	GA	AD 2-LHPR
NYÍREGYHÁZA LHNY	NTL	IFR-VFR	GA	AD 2-LHNY
PÉCS/Pogány LHPP	INTL-NTL	IFR-VFR	GA	AD 2-LHPP
HÉVÍZ/Balaton LHSM	INTL-NTL	IFR-VFR	S-NS-GA	AD 2-LHSM
SZEGED LHUD	INTL-NTL	IFR-VFR	GA	AD 2-LHUD

Figure 1. Aerodromes and heliports - Index chart



2. OTHER AERODROMES AND HELIPORTS

All private aerodromes have to be contacted prior to take-off to arrange the arrival at the airport. Aircraft from Schengen countries are allowed to land at NTL airports provided prior contact is made with the aerodrome.

The official list of other aerodromes and heliports is available on the website of the CAA:

URL: <https://www.kozlekedesihatosag.kormany.hu/hu/dokumentumtar?q=rep%C3%BCI%C5%91terek>

LHBP - BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT**LHBP AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LHBP BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

LHBP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	472622N 0191543E At intersection of TWYs "A", "N" and "K"
2	Direction and distance from (city)	16 KM, ESE (115°) from the centre of Budapest
3	Elevation/Reference temperature	151.3 M/28.4°C
4	Geoid undulation	44 M
5	MAG VAR/ Annual change	5° E/0.1 (2020)
6	AD Administration, address, telephone, telefax, AFS	Post:Budapest Airport Zrt. H-1185 Budapest, BUD International Airport Phone:(+361) 296-7421 Fax:(+361) 296-6890 AFS:LHBPYDYG SITA:BUDOPXH Email:airport.ops@bud.hu
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

LHBP AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24 See AD 2-LHBP AD-2.11 and See GEN 3.5
7	ATS	H24 Night restrictions See AD 2-LHBP AD-2.21
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Nil

LHBP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Trucks (1.5-3.5 tons), fork lifts (up to 5 tons), conveyor belts, high loader (up to 20 tones).
2	Fuel/oil types	Jet A-1, (NATO code F-35), MK8P and MOBIL Jet engine oil., FH15 and CHEVRON HYJET IV.
3	Fuelling facilities/capacity	Air BP senior representative Castrol Hungary KFT.: Phone:(+361) 296-6017 Phone:(+36) 30-933-5319 Fax:(+361) 296-6017 NO CREDIT CARD ACCEPTED! Sales Manager Airport Fuel Supply LLC Phone:(+361) 296-6933 Phone:(+36) 70-797-1239 Email:fuel.sales@bud.hu NO CREDIT CARD ACCEPTED!
4	De-icing facilities	Available on parking stands on request
5	Hangar space for visiting aircraft	Limited by prior arrangement only
6	Repair facilities for visiting aircraft	Aeroplex: Email:marketingkozpont@aeroplex.com Lufthansa Technik Budapest Phone:(+361) 296-3004 Fax:(+361) 296-3001
7	Remarks	Nil

LHBP AD 2.5 PASSENGER FACILITIES

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

Terminal 1:

Exit point	Description
D	connection of Apron 1 and TWY D
C	connection of Apron 1 and TWY C
B1	connection of Apron 1 and TWY B1
A1	intersection of TWY A1 centreline and taxiway 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.

3.2.9 For Code F ACFT and B747-8/F special taxi and parking procedures are in place referring to Aerodrome Manual Appendix AM_I_E_28_1_M ICAO Code E and F procedures.

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 Marshallers' 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.

AERODROME CHART - ICAO

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

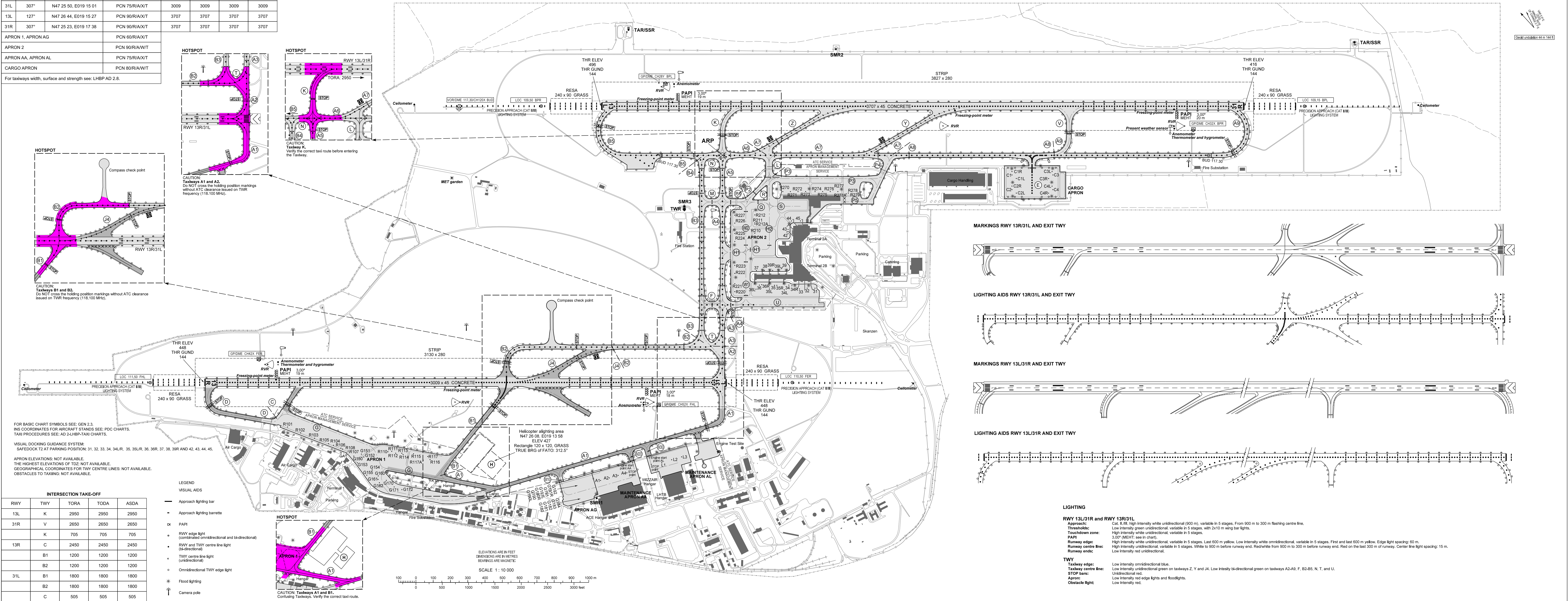
APRON 1, APRON AG	PCN 60/R/A/X/T
APRON 2	PCN 90/R/A/W/T
APRON AA, APRON AL	PCN 75/R/A/X/T
CARGO APRON	PCN 80/R/A/W/T

For taxiways width, surface and strength see: LHBP AD 2.8.

ARP
N47 26 22
E018 15 43
AERODROME ELEV 496

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

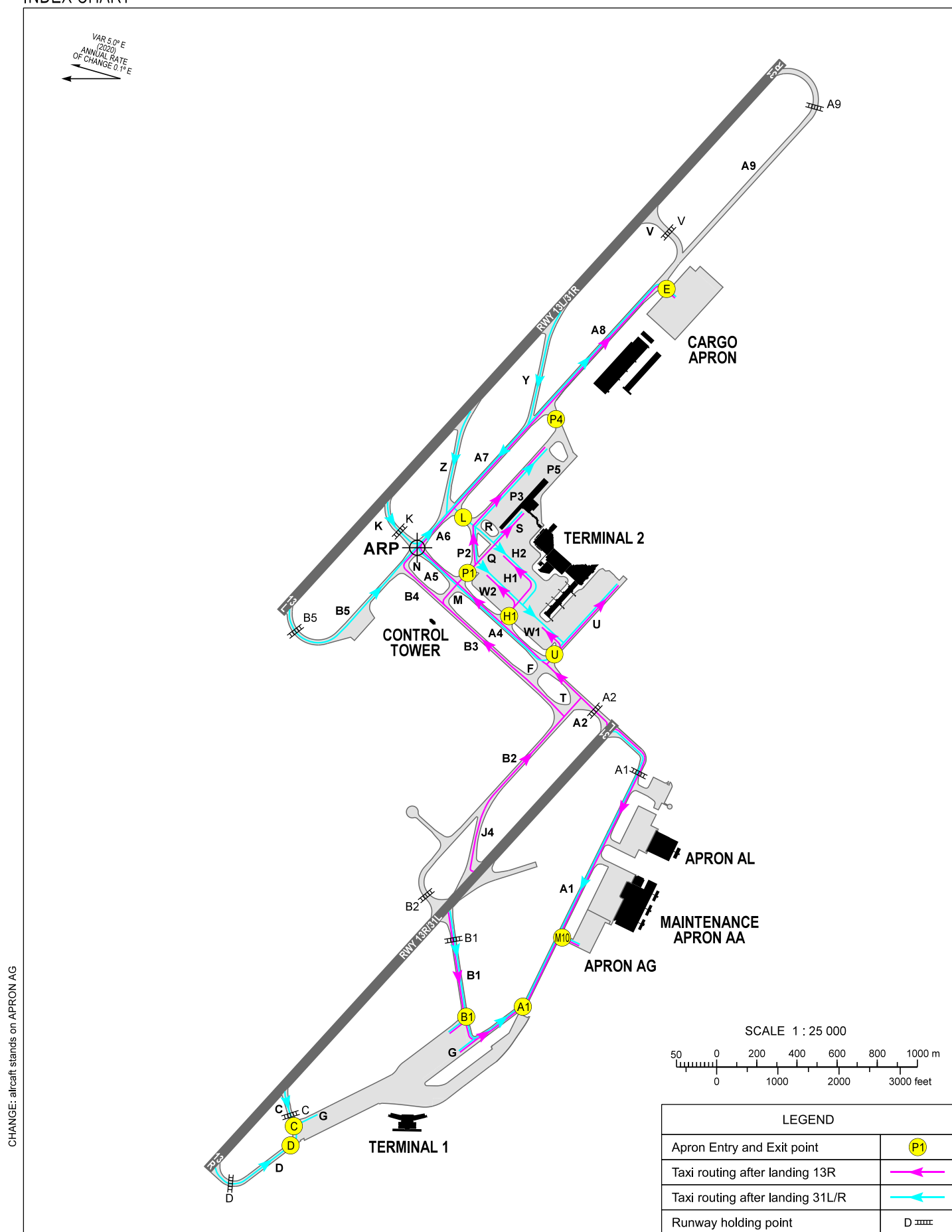
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TAXI PROCEDURES FOR ARRIVING AIRCRAFT -
INDEX CHART

BUDAPEST/LISZT FERENC



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

ARRIVALS ON RWY	EXIT POINTS	TAXI ROUTE ON MANOEUVRING AREA (TWY SEGMENTS) TO BE FOLLOWED	STAND/GATE NUMBERS	TAXI ROUTE ON APRON (TAXILANE OR TWY SEGMENTS) TO BE FOLLOWED	TERMINAL	REMARKS
13R	A1	A1	R101-R108 G150-G172 R110-R117A	G	1	Code D, E, F exit B1 only
	B1	B1				
	M10	A1/B1	G180-G192	APRON taxilane	APRON AG	Max. Code B
	U	A2-A3-U or B2/J4-T-A3-U	31-36L	U	2	
			R220-R223	U-W1		Max. Code C
	H1	A2-A3-A4-H1 or B2/J4-T-A3-A4-H1	37-39L	H1		*Code D exit P1 or L only
			42 R210-R212A*	H1-H2		
			R224-R227	H1-W2		
	P1	A2-A3-A4-P1 or B2/J4-B3-M-P1 B2/J4-T-A3-A4-P1**	R270-R279*	P1-P2-P3		*Code D, E exit P4 only; **Due to traffic reason
			43-45	P1-Q-S		
	E	A2-A3-A4-A5-A6-A7-A8* or B2/J4-B3-B4-N-A6-A7-A8 B2/J4-T-A3-A4-A5-A6-A7-A8**	C1, C1L/R, C2, C2L/R, C3, C3L/R, C4, C4L/R	E	CARGO APRON	*Max. Code E; **Max. Code E due to traffic reason
31R	U	Y-A7-(Z)-A6-A5-A4-U	31-36L	U	2	L-W after coordination; Code D, E exit U only
	L	Y-A7-L or Z-L	37-39L 42-43 R210-R212A*	L-R-H2/H1		Code E exit H1 only; *Code D exit P1 or L only
			R220-R223	L-P2-W2-W1		
			R224-R227	L-P2-W2		
			44-45	L-R-S		
			R270-R279	L-P3		P4 after coordination; Code D, E exit P4 only
	E	Z-A7-A8 K-A6-A7-A8 B5-N-A6-A7-A8	C1, C1L/R, C2, C2L/R, 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	R101-R108 G150-G172 R110-R117A	G	1	Code E, F exit B1 only
	C	C				
	D	D				
	M10	B1-A1 or D/C-(G)-A1	G180-G192	APRON taxilane	APRON AG	Max. Code B

BUDAPEST/LISZT FERENC



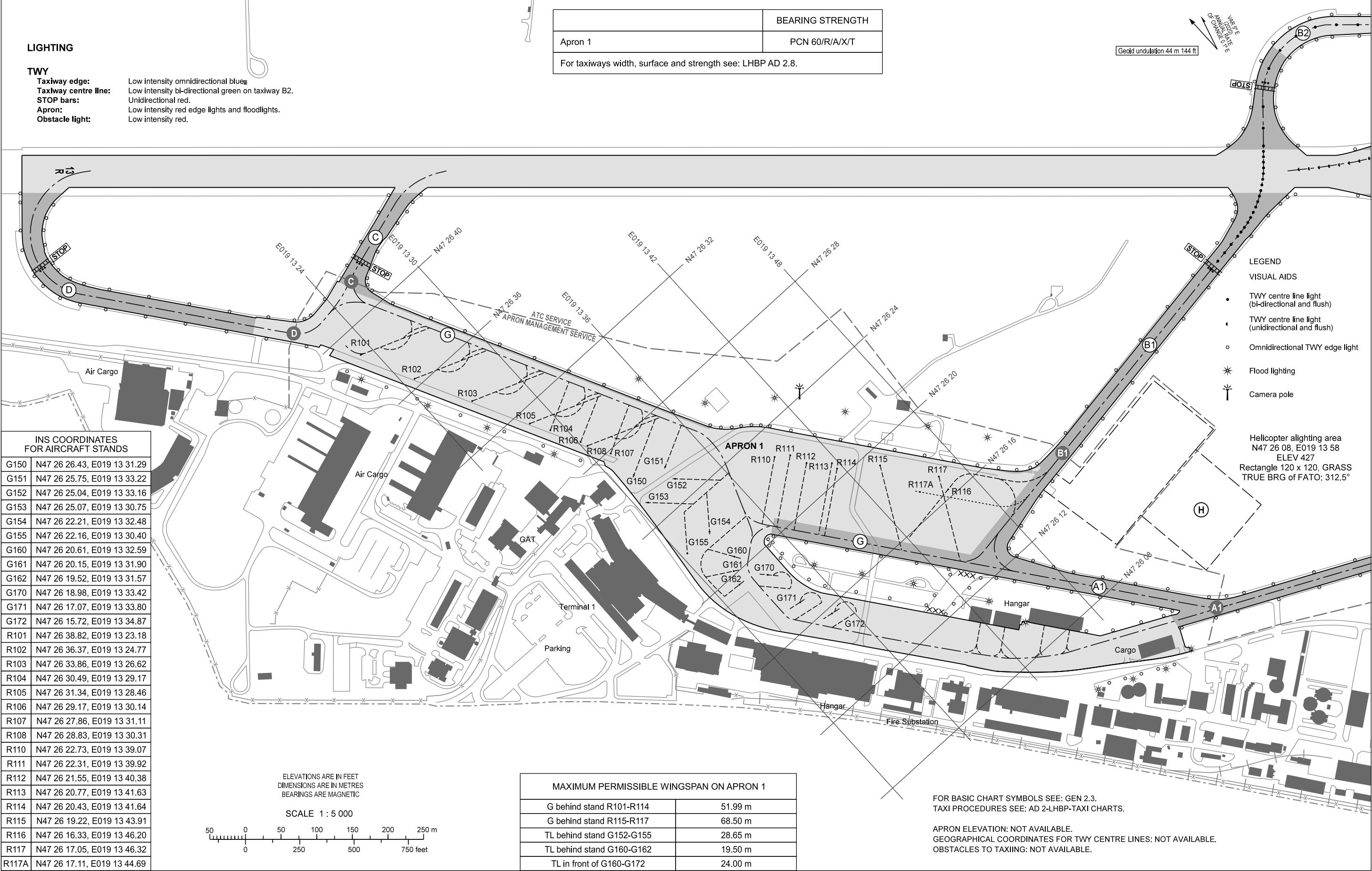
AD 2 LIST OF AVAILABLE TAXI CLEARANCES FOR DEPARTING AIRCRAFT ISSUED BY ATC

DEPARTURES ON RWY	FROM STANDS/GATES	EXIT POINTS	TAXI ROUTE ON APRON (TAXILANE OR TWY SEGMENTS) TO BE FOLLOWED	HOLDING POINTS	TAXI ROUTE ON 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	L	H1/H2-R-L		L-A6-K or L-A6-N-B5		*H1 after coordination; Code E exit H1 only
	37-39L*		(A4)-A5-K or (A4)-A5-N-B5				P1 or P4 after coordination
	R270-R277						L after coordination; R212A push back only to H2
	R210-R212A R224-R227						
	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 G150-G172 R110-R117A	C	G	C	1	Code E, F exit B1 only	
	D	D					
	G180-G192	M10	APRON taxilane	C	A1-(G)-C	APRON AG	
				D	A1-(G)-D		
31L	31-36L	U	U	A2	U-A3-A2	2	
	R220-R223		W1-U		H1-A4-A3-A2		
	37-39L	H1	H1				R212A push back to H2 and P1 or L exit only by Follow Me
	42-43		H2-H1				
	R210-R212A R224-R227		W2-H1				
	44-45	P1	S-Q-P1		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	1	Code D, E, F exit B1 only	
	G180-G192	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

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

BUDAPEST/LISZT FERENC
APRON 1

AIRCRAFT PARKING/DOCKING CHART - ICAO

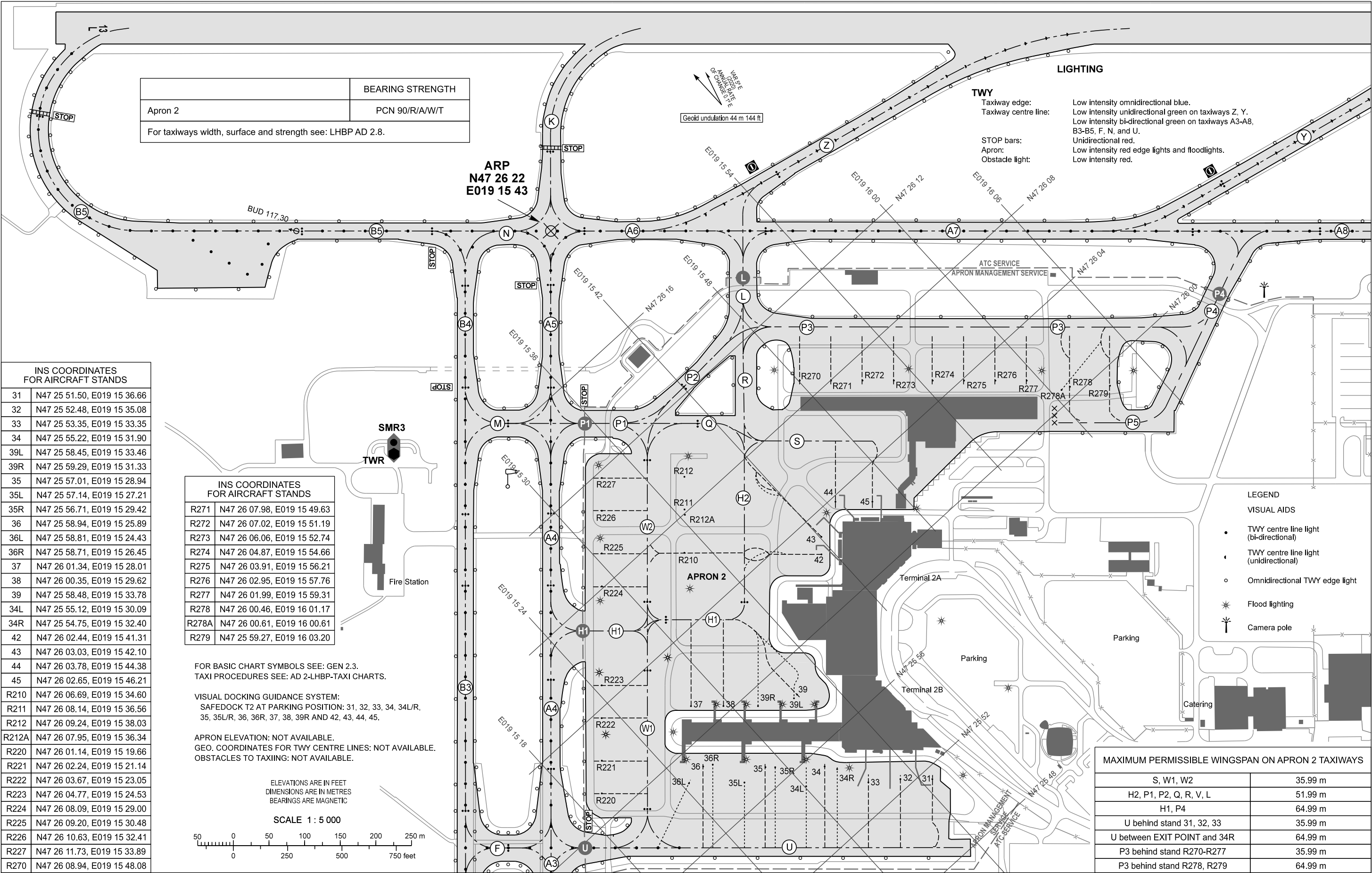


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BUDAPEST APP	122.975	BUDAPEST TOWER	118.100	BUDAPEST APRON	122.440
	123.860	BUDAPEST GROUND	121.910	ATIS	132.380
	119.510	BUDAPEST DELIVERY	134.540	ATIS (BUD VOR)	117.300
BUDAPEST INFORMATION (NORTH)			119.350		

BUDAPEST/LISZT FERENC
APRON 2

AIRCRAFT PARKING/DOCKING CHART - ICAO



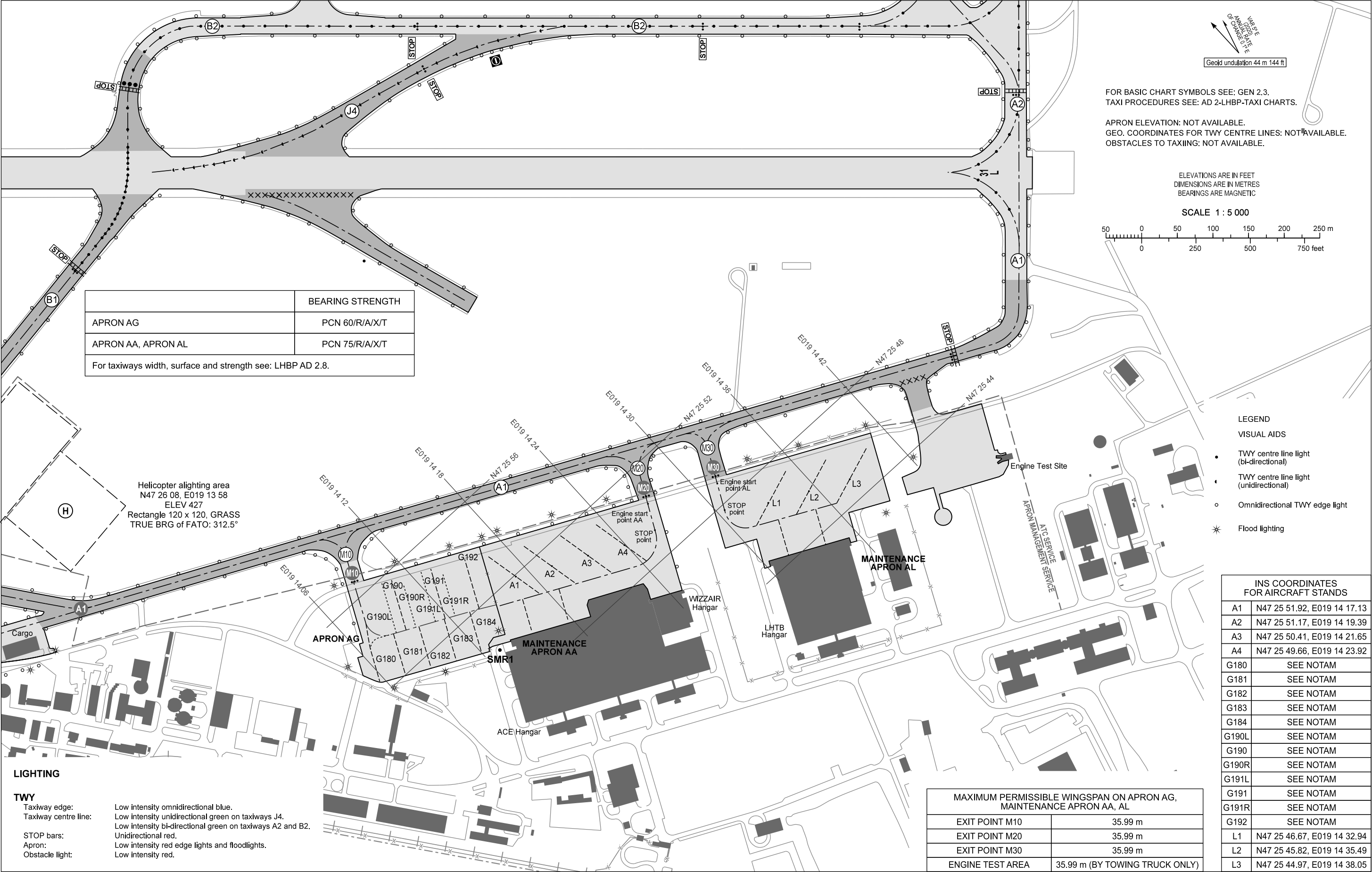
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BUDAPEST APP	122.975	BUDAPEST TOWER	118.100	BUDAPEST APRON	122.440
	123.860	BUDAPEST GROUND	121.910	ATIS	132.380
	119.510	BUDAPEST DELIVERY	134.540	ATIS (BUD VOR)	117.300
BUDAPEST INFORMATION (NORTH)			119.350		

BUDAPEST/LISZT FERENC
APRON AG, AA, AL

AIRCRAFT PARKING/DOCKING CHART - ICAO



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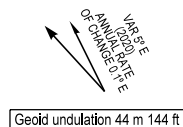
AIP HUNGARY

AIRCRAFT
PARKING/DOCKING
CHART - ICAO

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

BUDAPEST/LISZT FERENC
CARGO APRON

	BEARING STRENGTH
Cargo Apron	PCN 80/R/A/W/T
For taxiways width, surface and strength see: LHBP AD 2.8.	

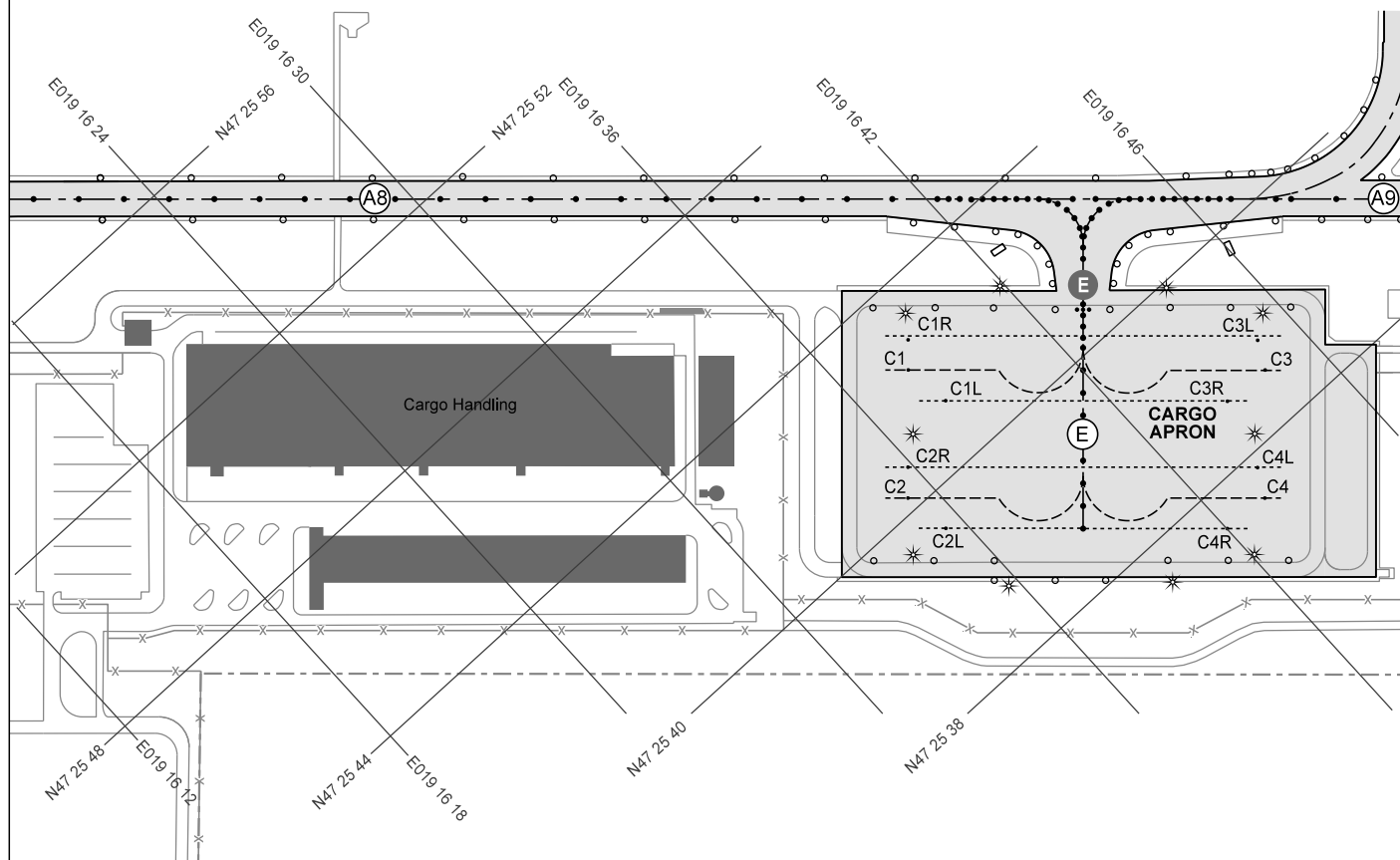


INS COORDINATES FOR AIRCRAFT STANDS	
C1R	N47 25 42.79, E019 16 38.57
C1	N47 25 42.31, E019 16 37.93
C1L	N47 25 41.28, E019 16 38.15
C2R	N47 25 40.77, E019 16 35.85
C2	N47 25 40.28, E019 16 35.19
C2L	N47 25 39.25, E019 16 35.43
C3L	N47 25 37.72, E019 16 46.74
C3	N47 25 37.14, E019 16 46.28
C3R	N47 25 37.19, E019 16 44.73
C4L	N47 25 35.70, E019 16 44.02
C4	N47 25 35.11, E019 16 43.54
C4R	N47 25 35.17, E019 16 42.01

LEGEND

VISUAL AIDS

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



LIGHTING

TWY

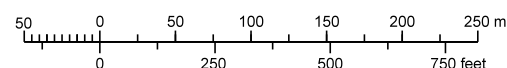
Taxiway edge:	Low intensity omnidirectional blue.
Taxiway centre line:	Low intensity bi-directional green on E.
STOP bars:	Unidirectional red omnidirectional blue.
Apron:	Low intensity blue edge lights and floodlights.
Obstacle light:	Low intensity red.

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

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

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

SCALE 1 : 5 000



MAXIMUM PERMISSIBLE WINGSPAN
ON CARGO APRON TAXIWAY

E 68.00 m

CHANGE: aircraft stands

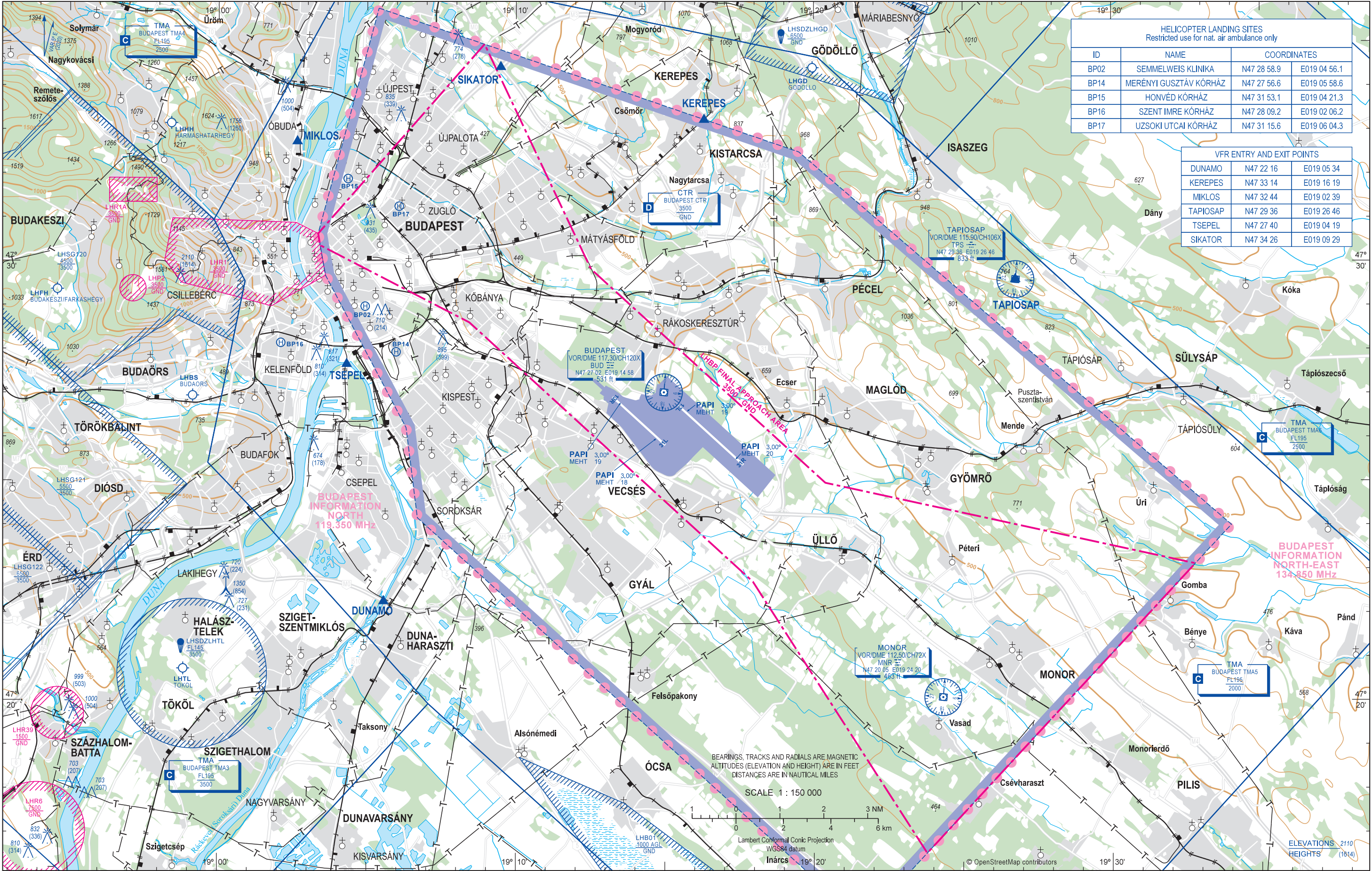
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VISUAL
APPROACH
CHART - ICAO

AERODROME ELEV 496
HEIGHTS RELATED
TO AD ELEV

BUDAPEST APP	122.975	BUDAPEST TOWER	118.100	ATIS, ATIS (BUD VOR)	132.380, 117.300
	123.860	BUDAPEST GROUND	121.910	BUDAPEST INFORMATION (NORTH)	119.350
	119.510	BUDAPEST DELIVERY	134.540	BUDAPEST INFORMATION (NORTH-EAST)	134.850

BUDAPEST/LISZT FERENC



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LHDC - DEBRECEN INTERNATIONAL AIRPORT**LHDC AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LHDC DEBRECEN INTERNATIONAL AIRPORT

LHDC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	472920N 0213655E, in the geometrical centre of RWY 04R/22L
2	Direction and distance from (city)	5 km SSW from down-town Debrecen
3	Elevation/Reference temperature	110 M / 29.6°C
4	Geoid undulation at AD ELEV PSN	41 M
5	MAG VAR/ Annual change	6° E (2023) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	Post:DEBRECEN INTERNATIONAL AIRPORT Ltd. Phone:(+36) 52-500-547 (AFIS) Phone:(+36) 30-418-9725 (OPS) AFS:LHDCZTZX AFS:LHDCZPZX SITA:DEBAPXH Email:ops@debrecenairport.com URL:http://www.debrecenairport.com
7	Types of traffic permitted (IFR/VFR)	IFR / VFR / NVFR
8	Remarks	Nil

LHDC AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	As AD Administration
3	Health and sanitation	On request
4	AIS Briefing Office	As AD Administration
5	ATS Reporting Office (ARO)	As AD Administration
6	MET Briefing Office	As AD Administration
7	ATS	AFIS: As AD Administration
8	Fuelling	As AD Administration
9	Handling	As AD Administration
10	Security	H24
11	De-icing	On request
12	Remarks	Nil

LHDC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	Jet A1
3	Fuelling facilities/capacity	1 JET A1 truck 20 000 litres; 1 JET A1 truck 60 000 litres; 1 JET A1 station 50 000 litres
4	De-icing facilities	On request, available only on parking stands
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Aeroplex: Email:marketingkozpont@aeroplex.com
7	Remarks	Cash payment is not allowed.

LHDC AD 2.5 PASSENGER FACILITIES

1	Hotels	in the city
2	Restaurants	in the city
3	Transportation	Bus, shuttle bus, taxi, rental car
4	Medical facilities	First aid at AD, hospital in the city
5	Bank and Post Office	in the city
6	Tourist Office	in the city
7	Remarks	Nil

LHDC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A7
2	Rescue equipment	2 Magirus Dragon X6 – 12 000L water, 1 500L foam, 250KG dry chemical powder
3	Capability for removal of disabled aircraft	Capability for removal of disabled aircraft is available up to AIRBUS 321NEO type aircraft. Coordinated by aerodrome operator Email:ops@debrecenairport.com Phone:(+36) 30-418-9725
4	Remarks	Trained personnel required to provide RFFS category: minimum 10 / shift

LHDC AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	3 snow sweeper-plough-blowers, 2 snow ploughs, 1 de-icing spreader
2	Clearance priorities	RWY, TWY A, APRON, TWY B



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	-
		B	18	CONC	PCN 60R/B/W/T	-
3	Altimeter checkpoint location and elevation	Location: at RWY THR Elevation: THR RWY 04R 108.2 M THR RWY 22L 109.8 M				
4	VOR checkpoints	Nil				
5	INS checkpoints	Nil				
6	Remarks	Nil				

LHDC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiway center line markings are available from THR to aircraft parking stands.
2	RWY and TWY markings and LGT	RWY: THR, designator, center line, side stripe, TDZ, aiming point, displaced THR markings and threshold, RWY edge, RWY end, THR ID lights TWY: Center line, enhanced center line, runway holding position, side stripe markings on all TWYs
3	Stop bars	Nil
4	Remarks	Taxiway 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; 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 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
04R	47.93° GEO	2500 x 40	53/R/B/W/T, CONC	472852.99N 0213610.79E 472947.22N 0213739.45E 41 M	108.2 M TDZ 108.5 M
22L	227.93° GEO	2500 x 40	53/R/B/W/T, CONC	472940.74N 0213728.85E 472852.99N 0213610.79E 41 M	110 M
04L	Nil	Nil	Nil	Nil	Nil
22R	Nil	Nil	Nil	Nil	Nil

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

LHDC AD 2.13 DECLARED DISTANCES

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

LHDC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT)	TDZ LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
04R	CAT 1 Barette 900 M LIH	GRN, WBAR not available	PAPI 3° (16.85 M)	Nil	Nil	2500 M 60 M WHI / YEL LIH	RED	Nil	Nil
22L	Nil	GRN, WBAR not available THR identification flashing lights	PAPI 3° (15.98 M)	Nil	Nil	2500 M 60 M RED / WHI / YEL LIH	RED	Nil	Nil

LHDC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

LHDC AD 2.20 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 11 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 55 km/h (30 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 overflowed during take off and landing.

2. NOISE PREFERENTIAL RUNWAY

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

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

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

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 Departure Chart - Instrument (SID) - ICAO	AD 2-LHDC-SID-04R
	AD 2-LHDC-SID-22L
Standard Arrival Chart - Instrument (STAR) - ICAO	AD 2-LHDC-STAR-04R22L
Instrument Approach Chart - ICAO	AD 2-LHDC-ILS/LOC-04R
	AD 2-LHDC-NDB-22L
	AD 2-LHDC-RNP-04R
	AD 2-LHDC-RNP-22L
Visual Approach Chart - ICAO	AD 2-LHDC-VAC

LHDC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Obstacle penetrating VSS	Affected procedures	Affected OAC/H
LHDC_AREA4_P_001	AD_2-LHDC-ILS-LOC-04R AD_2-LHDC-RNP-04R	NIL
LHDC_AREA2C_P_952	AD_2-LHDC-RNP-22L (except LPV minima)	NIL

AERODROME CHART - ICAO

RWY	DIRECTION	THR	BEARING	STRENGTH	TORA	TODA	ASDA	LDA
04R	042°	N47 28 53, E021 36 11	PCN 53/R/B/W/T		2500	2500	2500	2500
22L	222°	N47 29 41, E021 37 29	PCN 53/R/B/W/T		2500	2500	2500	2200
04L	NIL - UNDER CONSTRUCTION							
22R	NIL - UNDER CONSTRUCTION							

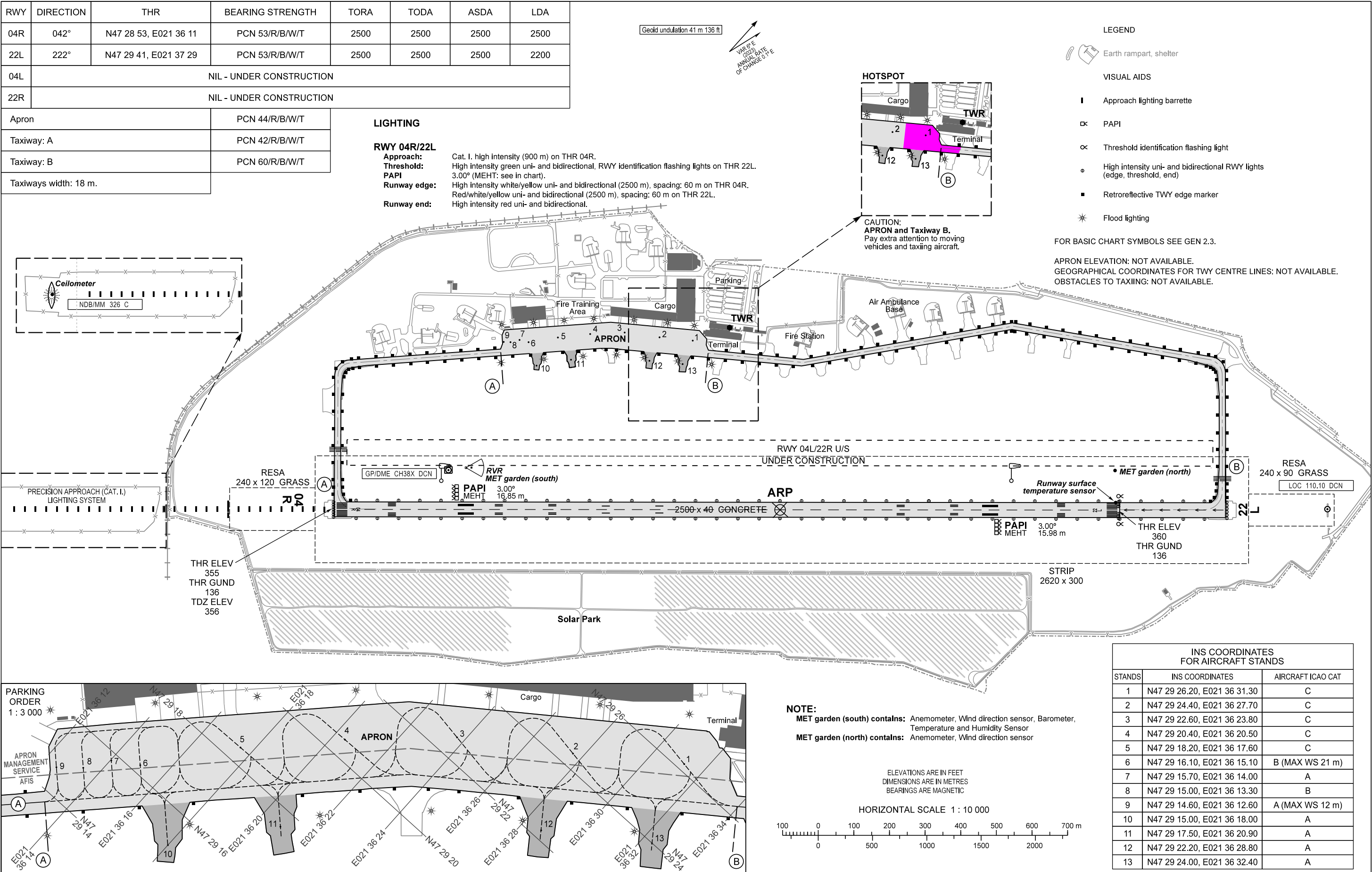
Apron	PCN 44/R/B/W/T
Taxiway: A	PCN 42/R/B/W/T
Taxiway: B	PCN 60/R/B/W/T
Taxiways width: 18 m.	

ARP
N47 29 20
E021 36 55

AERODROME ELEV 361

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

DEBRECEN

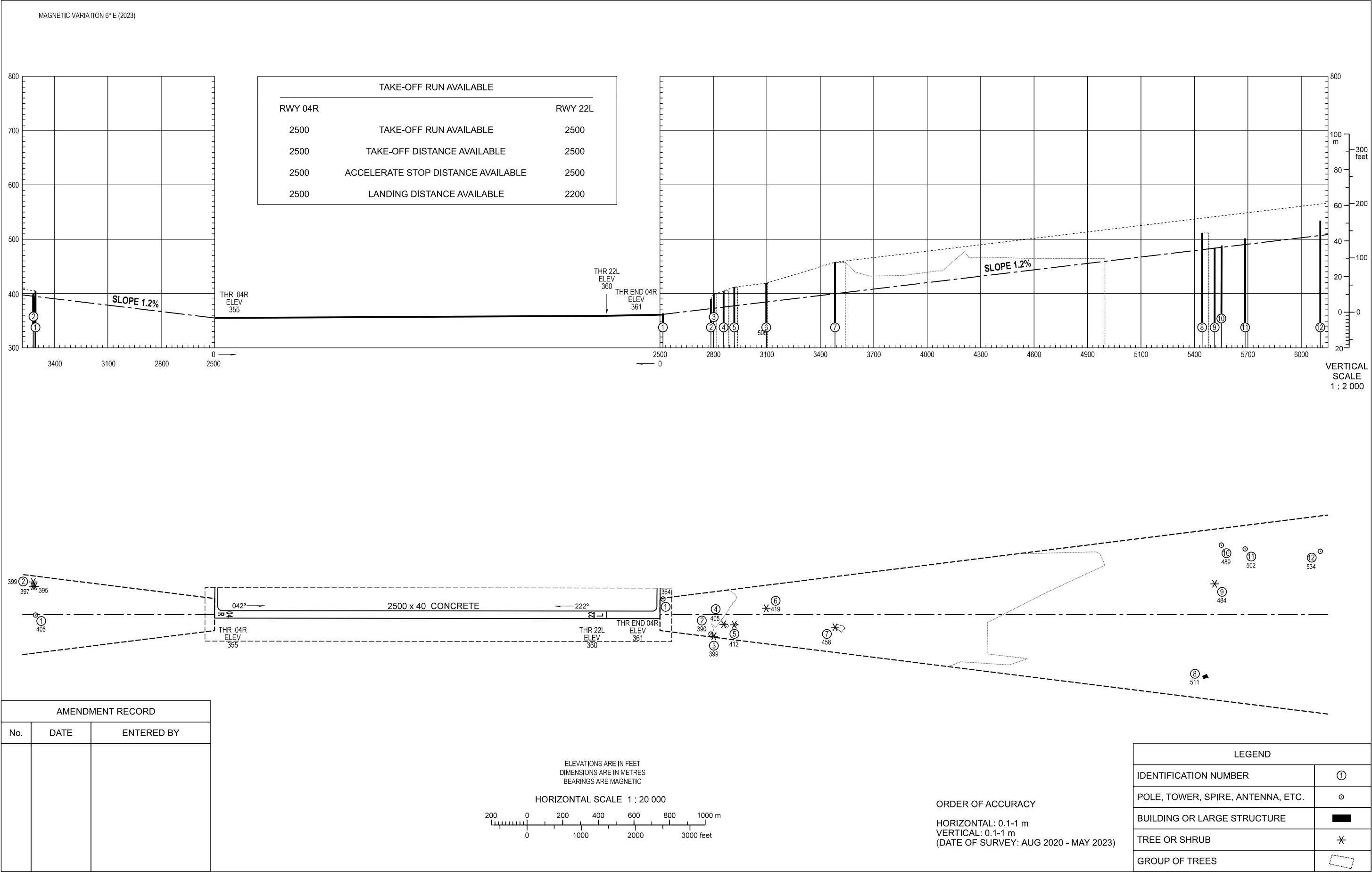


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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DEBRECEN
RWY 04R/22L



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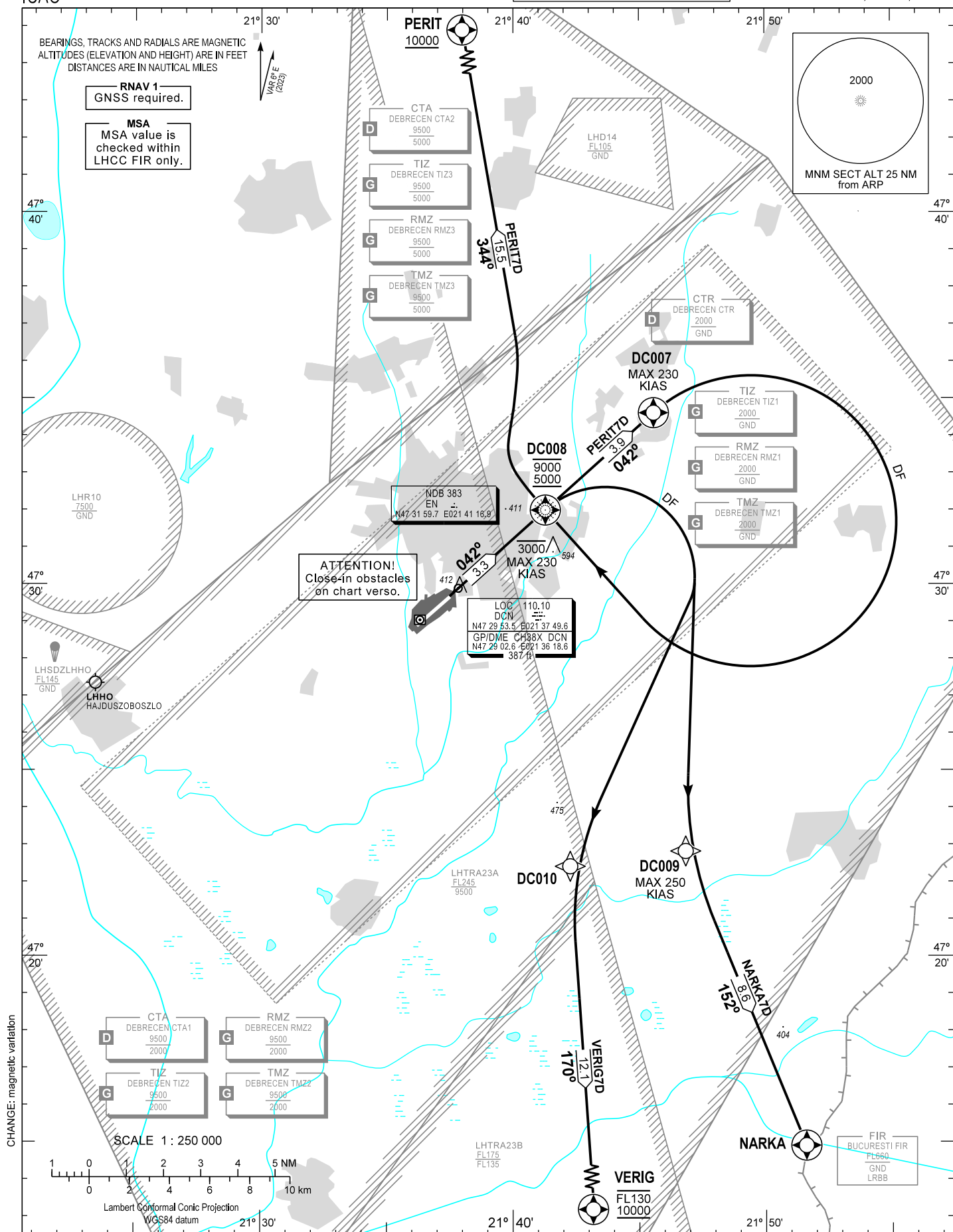
AIP HUNGARY

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

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

DEBRECEN
RNAV RWY 04R
NARKA7D, PERIT7D, VERIG7D



AD 2 LHDC STANDARD DEPARTURE CHART INSTRUMENT RWY 04R

NAME	PROCEDURE	ALTIMETER SETTING	CLIMBING	R/T FAILURE
PERIT7D	To DC008 climb on course 042°, at or below 3000. To DC007 on course 042°, maximum speed 230 KIAS. Turn right direct to DC008, between 5000 and 9000. To PERIT at or above 10000. In order to reach exit altitude and avoid LHD14 min. PDG 5.9% up to FL110.	When passing 9000 change altimeter setting for Budapest QNH provided by DEBRECEN TWR/INFO or BUDAPEST INFORMATION.	After departure climb initially 10000. Further climb only by ATC.	If a departing controlled aircraft having acknowledged an initial or intermediate clearance to climb to a level other than the one specified in the filed FPL for the en-route phase and no time or geographical limit was included in the clearance, should climb and maintain the level to which it was cleared for 7 minutes and then should climb to the level included in the filed FPL unless the cruising level was definitely specified in the en-route clearance. If the last acknowledged clearance includes lower altitude than 10000 without time or geographical limit then the aircraft should climb and maintain 10000 for 7 min. and then climb to the appropriate cruising level as above.
NARKA7D	To DC008 climb on course 042°, at or below 3000, maximum speed 230 KIAS. Turn right direct to DC009, maximum speed 250 KIAS. To NARKA. In order to reach exit altitude min. PDG 7.4% up to 10000. In order to avoid obstacles min. PDG 3.3% up to 10000.			
VERIG7D	To DC008 climb on course 042°, at or below 3000, maximum speed 230 KIAS. Turn right direct to DC010, to VERIG between 10000 and FL130. In order to reach exit altitude min. PDG 5.5% up to 10000.			

Recommended navaid: EN NDB.

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
DC008	N47 31 59.7	E021 41 17.0
DC007	N47 34 36.6	E021 45 34.6
DC009	N47 22 49.4	E021 46 50.0
DC010	N47 22 24.9	E021 42 15.8

CLOSE-IN OBSTACLES 3.3%

Name	Latitude	Latitude	Type	Elevation (at top) (FT)	Height (M)
LHDC_AREA2B_P_673	N47 30 03.12	E021 37 52.75	TREE	419	15
LHDC_AREA2C_P_704	N47 29 48.52	E021 37 54.70	TREE	403	12
LHDC_AREA2C_P_952	N47 29 47.64	E021 37 53.13	TREE	411	14.4
LHDC_AREA2B_P_953	N47 29 47.70	E021 37 51.10	TREE	398	10.3
LHDC_AREA2B_L_197_004	N47 29 48.68	E021 37 54.36	CATENARY	399	10.9
LHDC_AREA2B_L_197_005	N47 29 47.63	E021 37 54.51	CATENARY	399	10.9
LHDC_AREA2B_S_244_001	N47 29 55.32	E021 37 56.03	TREE	412	14
LHDC_AREA2B_S_244_002	N47 29 54.89	E021 37 56.09	TREE	412	14
LHDC_AREA2B_S_244_003	N47 29 54.62	E021 37 56.58	TREE	412	14
LHDC_AREA2B_S_244_004	N47 29 55.34	E021 37 56.69	TREE	412	14
LHDC_AREA2B_S_247_001	N47 29 52.03	E021 37 58.72	TREE	412	14.3
LHDC_AREA2B_S_247_002	N47 29 52.07	E021 37 59.49	TREE	412	14.3
LHDC_AREA2B_S_247_003	N47 29 52.42	E021 37 59.45	TREE	412	14.3
LHDC_AREA2B_S_247_004	N47 29 52.38	E021 37 58.68	TREE	412	14.3
LHDC_AREA2B_S_248_001	N47 29 51.51	E021 37 59.73	TREE	423	17.2
LHDC_AREA2B_S_248_002	N47 29 51.98	E021 37 59.65	TREE	423	17.2
LHDC_AREA2B_S_248_003	N47 29 51.94	E021 37 59.11	TREE	423	17.2
LHDC_AREA2B_S_248_004	N47 29 51.47	E021 37 59.19	TREE	423	17.2
LHDC_AREA2C_S_258_001	N47 29 50.82	E021 38 05.07	TREE	419	15.9
LHDC_AREA2C_S_280_003	N47 30 01.46	E021 37 45.16	TREE	421	16.7
LHDC_AREA2C_S_284_001	N47 29 54.35	E021 38 15.36	TREE	455	25.3
LHDC_AREA2B_S_485_005	N47 30 06.82	E021 38 16.59	TREE	458	24.5
LHDC_AREA2C_S_501_002	N47 29 46.68	E021 37 50.89	BUILDING	391	8.3

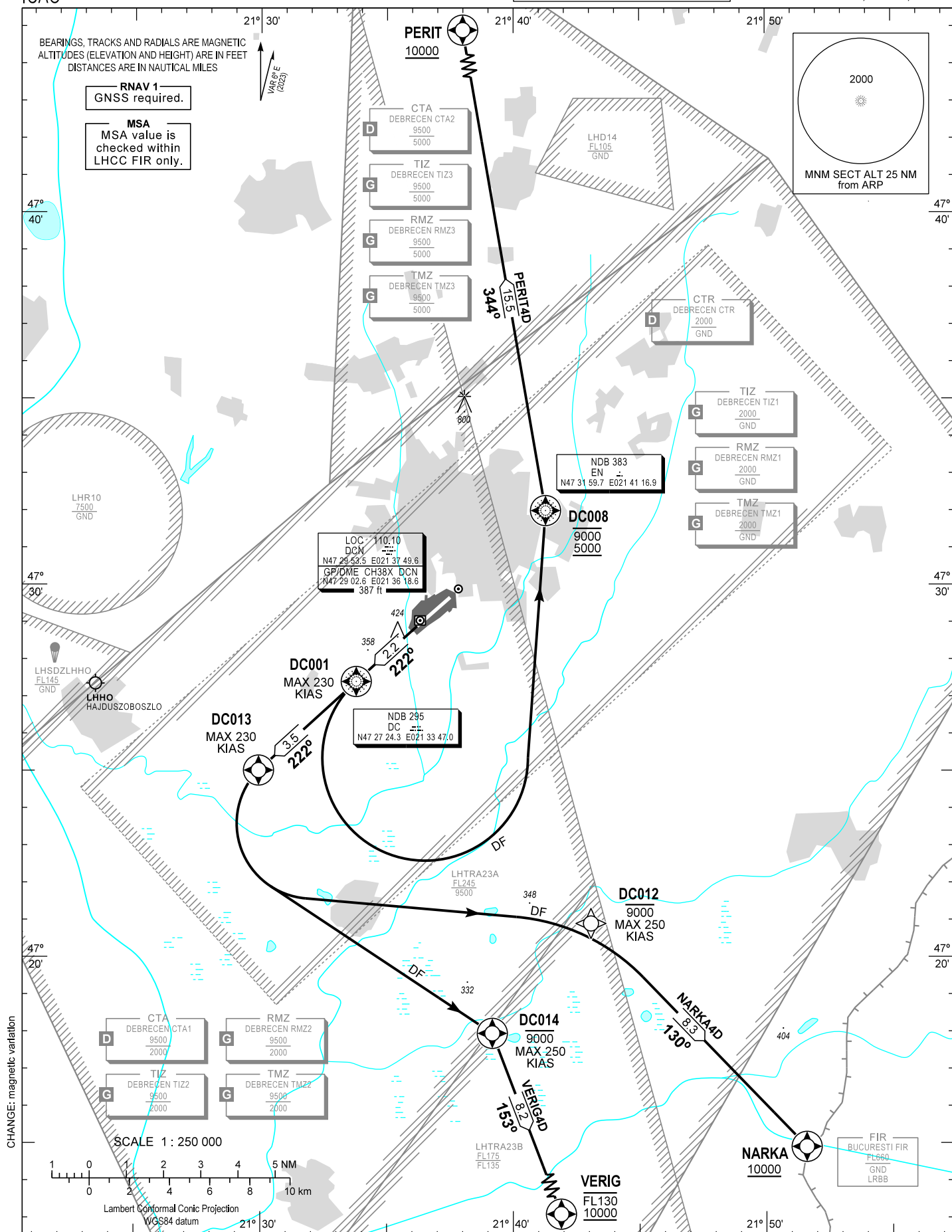
AIP HUNGARY

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

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

DEBRECEN
RNAV RWY 22L
NARKA4D, PERIT4D, VERIG4D



AD 2 LHDC STANDARD DEPARTURE CHART INSTRUMENT RWY 22L

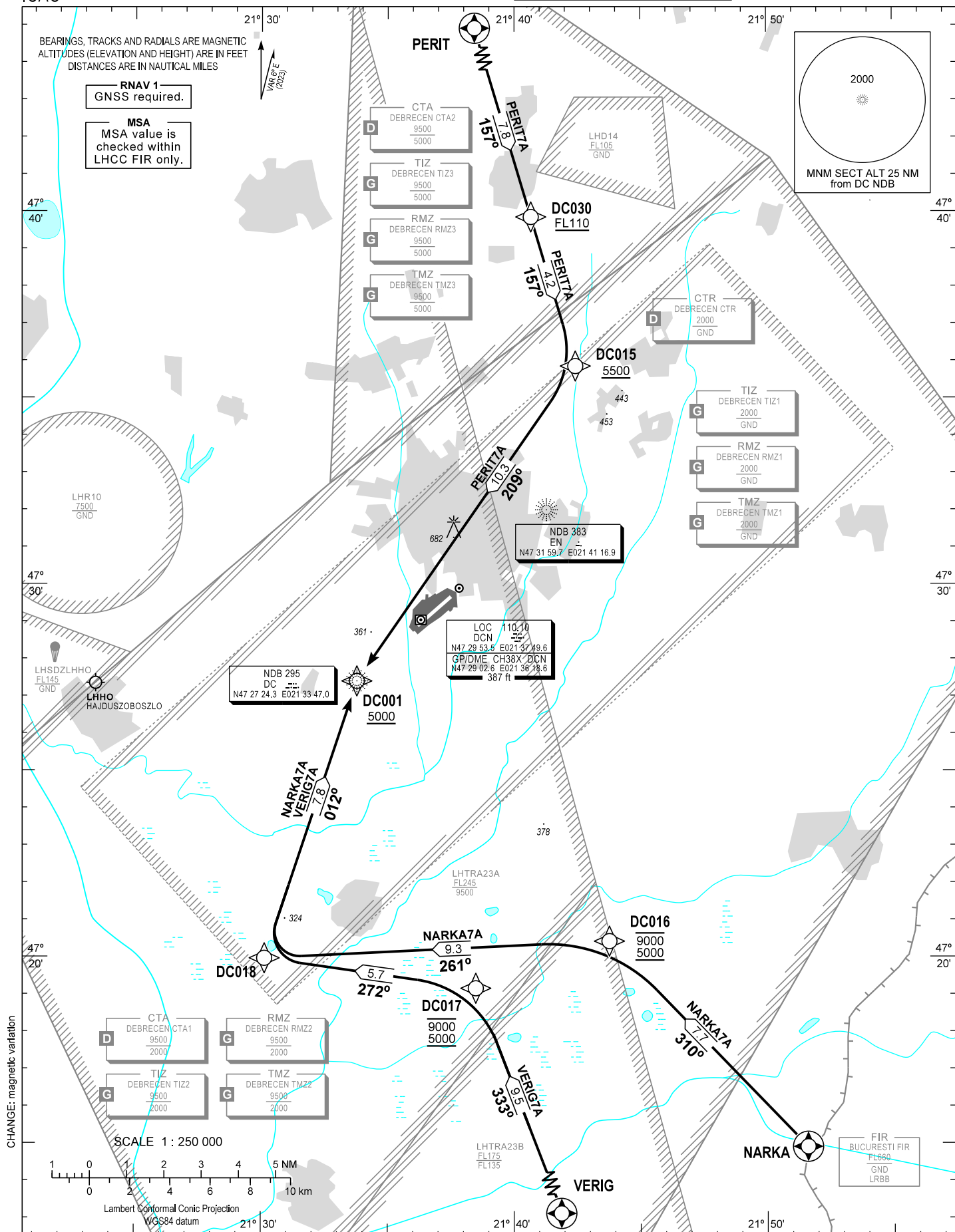
NAME	PROCEDURE	ALTIMETER SETTING	CLIMBING	R/T FAILURE
PERIT4D	To <u>DC001</u> climb on course 222°, maximum speed 230 KIAS. Turn left direct to <u>DC008</u> , between 5000 and 9000. To <u>PERIT</u> at or above 10000. In order to reach exit altitude and avoid LHD14 min. PDG 6.2% up to FL110.	When passing 9000 change altimeter setting for Budapest QNH provided by DEBRECEN TWR/INFO or BUDAPEST INFORMATION.	After departure climb initially 10000. Further climb only by ATC.	If a departing controlled aircraft having acknowledged an initial or intermediate clearance to climb to a level other than the one specified in the filed FPL for the en-route phase and no time or geographical limit was included in the clearance, should climb and maintain the level to which it was cleared for 7 minutes and then should climb to the level included in the filed FPL unless the cruising level was definitely specified in the en-route clearance. If the last acknowledged clearance includes lower altitude than 10000 without time or geographical limit then the aircraft should climb and maintain 10000 for 7 min. and then climb to the appropriate cruising level as above.
NARKA4D	To <u>DC013</u> climb on course 222°, maximum speed 230 KIAS. Turn left direct to <u>DC012</u> , at or below 9000, maximum speed 250 KIAS. To <u>NARKA</u> , at or above 10000. In order to reach exit altitude min. PDG 6.7% up to 10000.			
VERIG4D	To <u>DC013</u> climb on course 222° , maximum speed 230 KIAS. Turn left direct to <u>DC014</u> , at or below 9000, maximum speed 250 KIAS. To <u>VERIG</u> , between 10000 and FL130. In order to reach exit altitude min. PDG 6.5% up to 10000.			

Recommended navaid: DC NDB.

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
DC001	N47 27 24.2	E021 33 46.9
DC008	N47 31 59.7	E021 41 17.0
DC012	N47 20 54.3	E021 43 04.4
DC013	N47 25 01.3	E021 29 54.9
DC014	N47 17 57.2	E021 39 10.3

AIP HUNGARY

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) -
ICAOTRANSITION ALTITUDE
10000DEBRECEN TOWER 125.910
DEBRECEN INFO 125.910
BUDAPEST INFORMATION (EAST) 133.000DEBRECEN
RNAV RWY 04R / 22L
NARKA7A, PERIT7A, VERIG7A

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

NAME	PROCEDURE	RESTRICTIONS	DESCENT	R/T FAILURE
PERIT7A	To DC030 at or above FL110. To DC015 at or above 5500. To DC001 at or above 5000.	Max 250 KIAS	When passing a fix, facility or waypoint, descent have to be initiated without delay to the lowest authorized level (depicted on the chart or by ATC) of the following segment.	If an arriving controlled aircraft experiencing R/T failure, it shall follow the STAR to 5000, fly a standard entry into the DC holding and 1 more holding pattern, after which a basic instrument approach procedure shall be initiated according to the known wind direction.
NARKA7A	To DC016 between 5000 and 9000. To DC018, to DC001 at or above 5000.			
VERIG7A	To DC017 between 5000 and 9000. To DC018, to DC001 at or above 5000.			

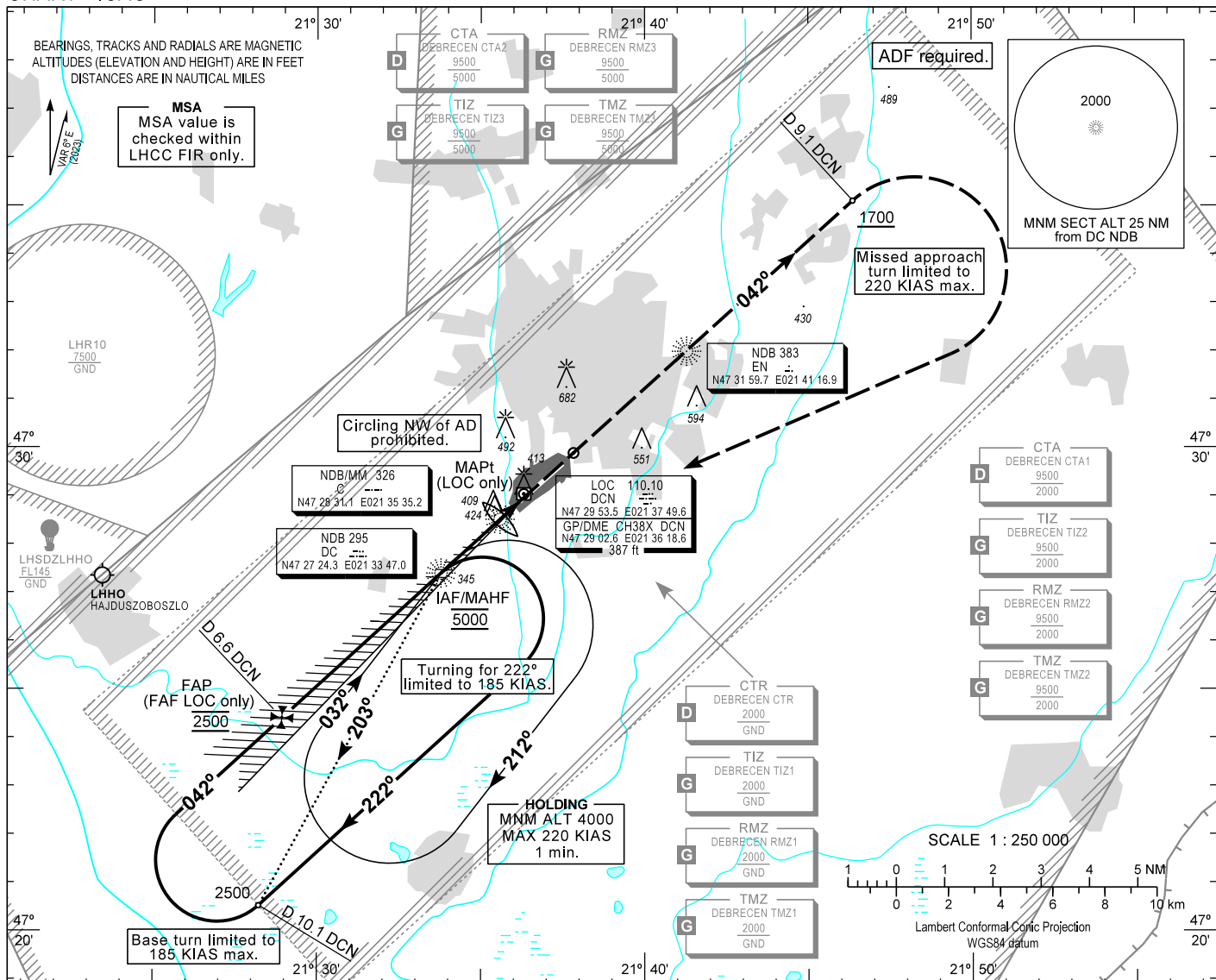
WAYPOINT COORDINATES

WP ID	Latitude	Longitude
NARKA	N47 14 54.5	E021 51 35.8
PERIT	N47 47 18.0	E021 37 22.0
VERIG	N47 10 20.0	E021 43 29.0
DC001	N47 27 24.2	E021 33 46.9
DC015	N47 35 51.1	E021 42 25.6
DC016	N47 20 25.3	E021 43 45.6
DC017	N47 19 09.5	E021 38 29.2
DC018	N47 19 58.2	E021 30 08.1
DC030	N47 39 51.1	E021 40 39.8

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

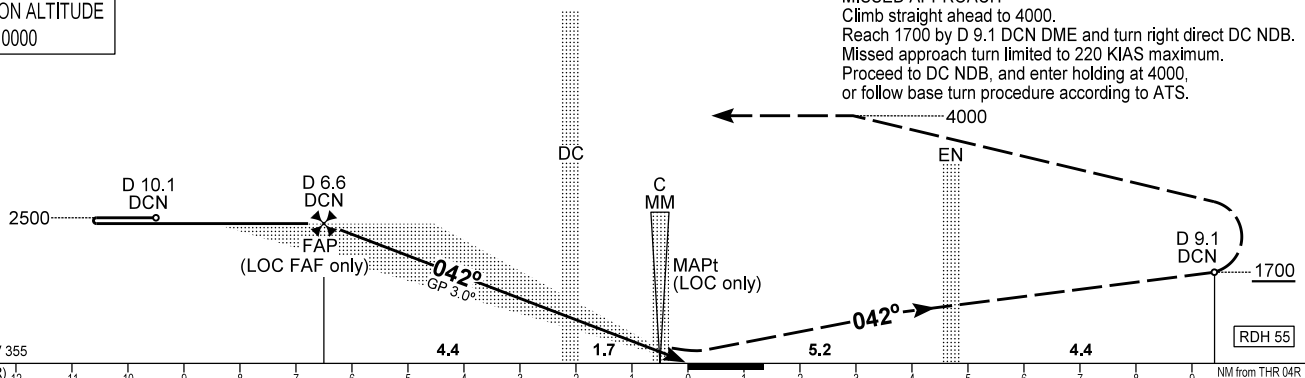
DEBRECEN TOWER	125.910
DEBRECEN INFO	125.910
BUDAPEST INFORMATION (EAST)	133.000

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



TRANSITION ALTITUDE	10000
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MISSED APPROACH
Climb straight ahead to 4000.
Reach 1700 by D 9.1 DCN DME and turn right direct DC NDB.
Missed approach turn limited to 220 KIAS maximum.
Proceed to DC NDB, and enter holding at 4000,
or follow base turn procedure according to ATS.



THR 04R ELEV 355

(THR RWY 04R) 12

OCA (OCH)			A	B	C	D	DME DCN / THR RWY 04R		NM	6.0	5.0	4.0	3.0	2.0	1.0
STRAIGHT-IN APPROACH	Cat. I.	Press. ALT	544 (189)	555 (200)	564 (209)	574 (219)	ALTITUDE		ft	2310	1990	1670	1360	1040	730
	LOC only		670 (320)				Timing not authorized to define the MAPt.								
CIRCLING APPROACH SE of AD only		ft AMSL	850	860	990	1050	GROUND SPEED		kt	80	100	120	140	160	180
		VIS. m	1900	2800	3700	4600	FAP/FAF - RW04R (6.6 NM)		MIN:sec	4:56	3:57	3:17	2:49	2:28	2:12
							Rate of descent (326 ft/NM)		ft/min	430	540	650	760	870	980

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

ILS approach from DC NDB (Holding):

Initial altitude: 5000.

When crossing DC NDB holding fix turn right to heading 222° (185 KIAS max.) and descend to 2500.

Fly outbound and after 2.5 min. or at D 10.1 DCN DME, whichever is earlier turn right (185 KIAS max.) to intercept DCN LOC 042°.

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

Base turn ILS approach from DC NDB:

Available at ATC discretion only.

When crossing DC NDB fly outbound on track 203° (QDR 203°) and descend to 2500.

At D 10.1 DCN DME turn right (185 KIAS max.) to intercept DCN LOC 042°, then follow ILS.

Holding procedure:

Holding fix: DC NDB.

Right hand holding pattern.

Maximum speed: 220 KIAS

Inbound track: 032°

Outbound track: 212°

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

Outbound timing: 1 min.

Minimum holding altitude: 5000

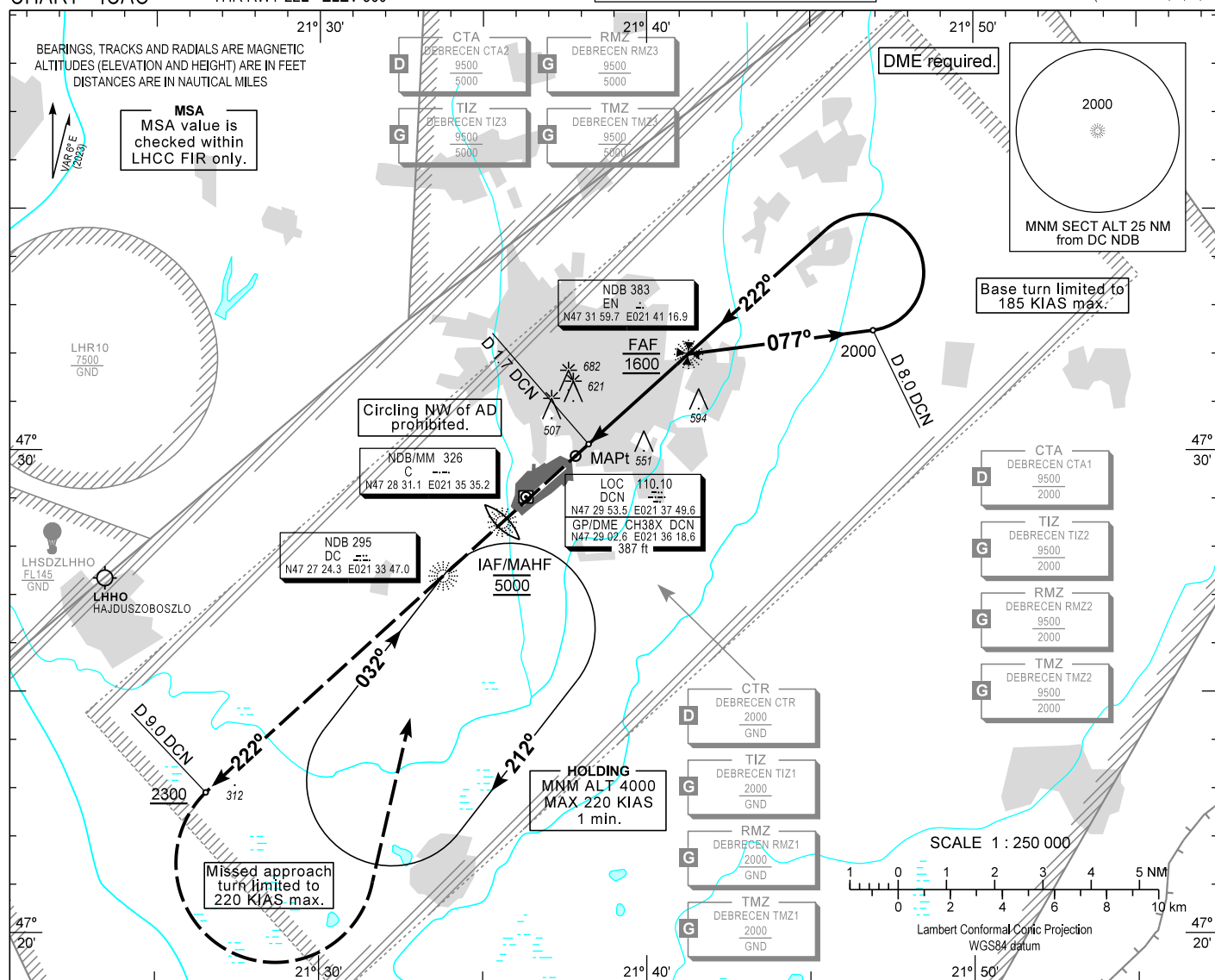
4000 for Missed Approach

INSTRUMENT
APPROACH
CHART - ICAO

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

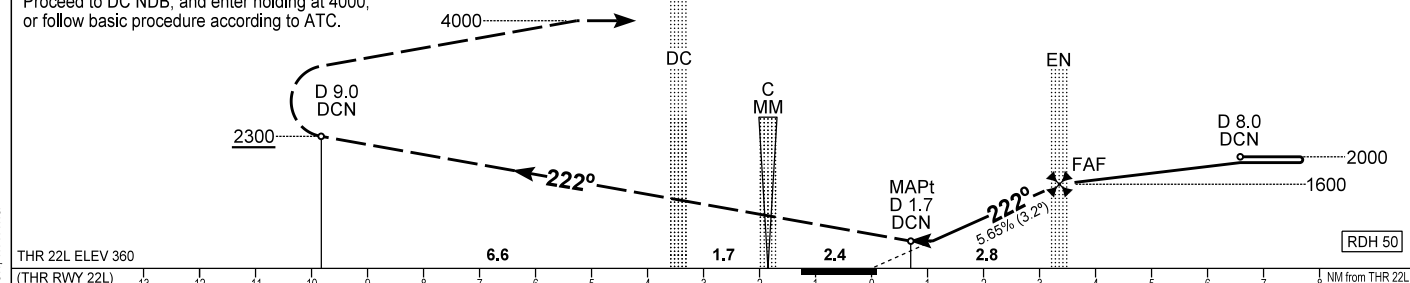
DEBRECEN TOWER	125.910
DEBRECEN INFO	125.910
BUDAPEST INFORMATION (EAST)	133.000

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



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

TRANSITION ALTITUDE
10000



CHANGE: magnetic variation, minima

OCA (OCH)		A	B	C	D	DME DCN		NM	4.0	3.0			
STRAIGHT-IN APPROACH		860 (500)				DIST THR / RWY 22L		NM	2.8	1.8			
CIRCLING APPROACH SE of AD only	ft AMSL	850	860	990	1050	ALTITUDE		ft	1380	1030			
	VIS. m	1900	2800	3700	4600	Timing not authorized to define the MAPt.							
						GROUND SPEED		kt	60	90	120	150	180
						FAF - MAPt 2.95 NM		MIN:sec	2:57	1:58	1:28	1:11	0:59

AD 2 LHDC INSTRUMENT APPROACH CHART NDB RWY 22L

NDB approach from DC NDB:

Initial altitude: 5000.
Proceed to EN NDB and descend to 2800 .
At EN NDB turn right to 077° and descend to 2000 .
Fly outbound to D 8.0 DCN DME and turn left to track 222° inbound EN NDB (185 KIAS max.).
Proceed to EN NDB and descend to 1600.
At EN NDB descend to 860 on track 222°.

Holding procedure:

Holding fix: DC NDB.
Right hand holding pattern.
Maximum speed: 220 KIAS
Inbound track: 032°
Outbound track: 212°
Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)
Outbound timing: 1 min.
Minimum holding altitude: 5000
4000 for Missed Approach

Final approach descent: 3.23°

AIP HUNGARY

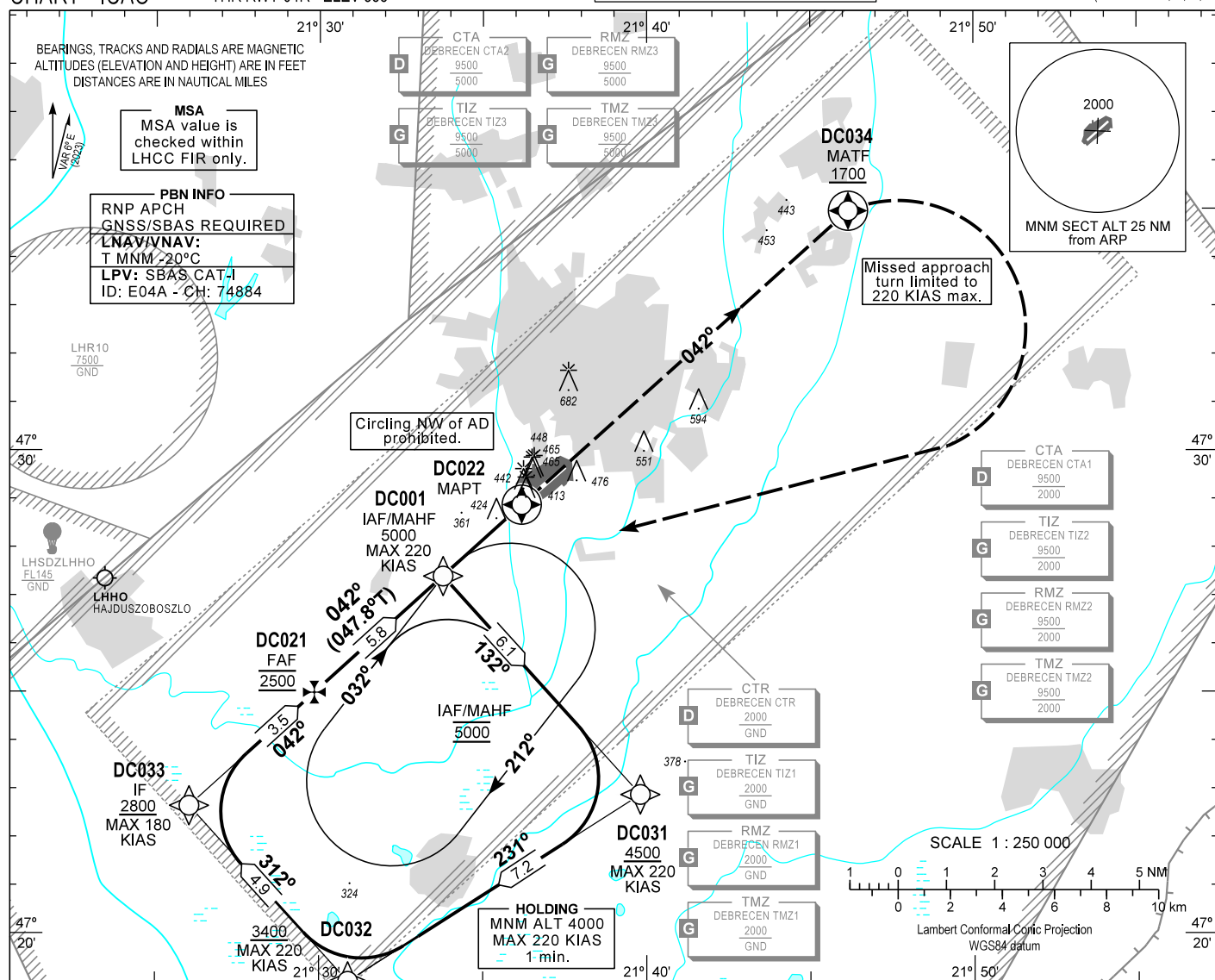
INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 361

HEIGHTS RELATED TO
THR RWY 04R - ELEV 355

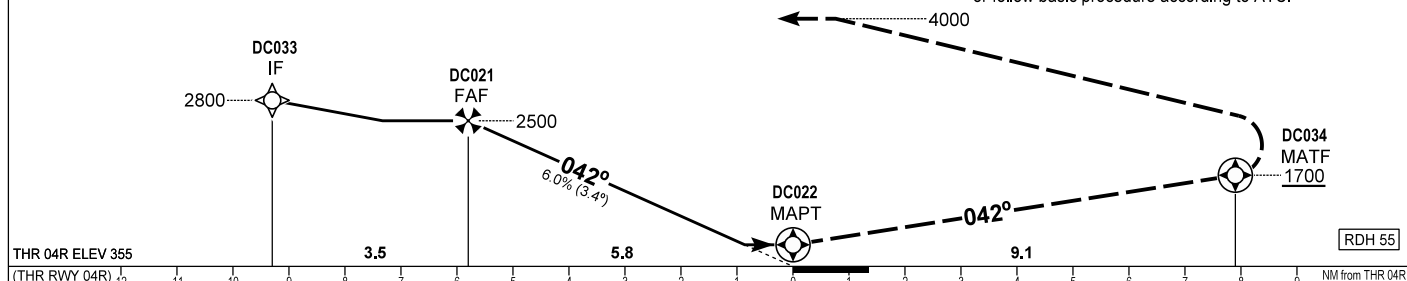
DEBRECEN TOWER 125.910
DEBRECEN INFO 125.910
BUDAPEST INFORMATION (EAST) 133.000

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



TRANSITION ALTITUDE
10000

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



OCA (OCH)		A	B	C	D	DIST THR / RWY 04R		NM	5.0	4.0	3.0	2.0	1.0	
STRAIGHT-IN APPROACH	LNAV	670 (310)	670 (310)	680 (320)	690 (330)	ALTITUDE		ft	2230	1870	1500	1140	770	
	LNAV/VNAV	578 (223)	591 (236)	625 (270)	636 (281)	Timing not authorized to define the MAPt.								
	LPV	550 (195)	562 (207)	573 (218)	584 (229)	GROUND SPEED		kt	60	90	120	150	180	
CIRCLING APPROACH SE of AD only		ft AMSL	850	860	990	1050	FAWP - MAWP 5.79 NM		MIN:sec	5:48	3:51	2:54	2:19	1:56
		VIS. m	1900	2800	3700	4600								

CHANGE: magnetic variation, min/max

AD 2 LHDC INSTRUMENT APPROACH CHART RNP RWY 04R

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

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

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS Provider	1 (ENGOS)
Airport identifier	LHDC
Runway	04R
Approach Performance Designator	0
Route indicator	
Reference Path Data Selector	0
Reference Path Identifier	E04A
LTP/FTP Latitude	472853.0100N
LTP/FTP Longitude	0213610.8700E
LTP/FTP Ellipsoidal Height (m)	149.2
FPAP Latitude	472947.3095N
FPAP Longitude	0213739.4325E
Threshold Crossing Height	55
TCH Units Selector	0
Glidepath Angle (degrees)	3.40
Course Width (m)	105.00
Length Offset (m)	0
HAL (m)	40.0
VAL (m)	35.0
Data Block	10 03 04 08 0C 44 08 00 01 34 30 05 24 76 60 14 EC 60 45 09 D4 19 37 A8 01 E5 B3 02 26 02 54 01 64 00 C8 AF 7B A3 F5 B4
Calculated CRC Value	7BA3F5B4
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	108.2

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
DC001	N47 27 24.2	E021 33 46.9
DC031	N47 22 52.9	E021 39 48.3
DC032	N47 19 00.5	E021 30 53.1
DC033	N47 22 38.8	E021 26 02.3
DC021	N47 24 59.7	E021 29 51.3
DC022	N47 28 53.0	E021 36 10.9
DC034	N47 34 58.0	E021 46 09.8
DC001	N47 27 24.2	E021 33 46.9

Holding procedure

Holding fix: DC001
Right hand holding pattern.
Maximum speed: 220 KIAS
Inbound track: 032°
Outbound track: 212°
Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)
Outbound times: 1 min.
Minimum holding altitude: 5000
4000 for Missed Approach

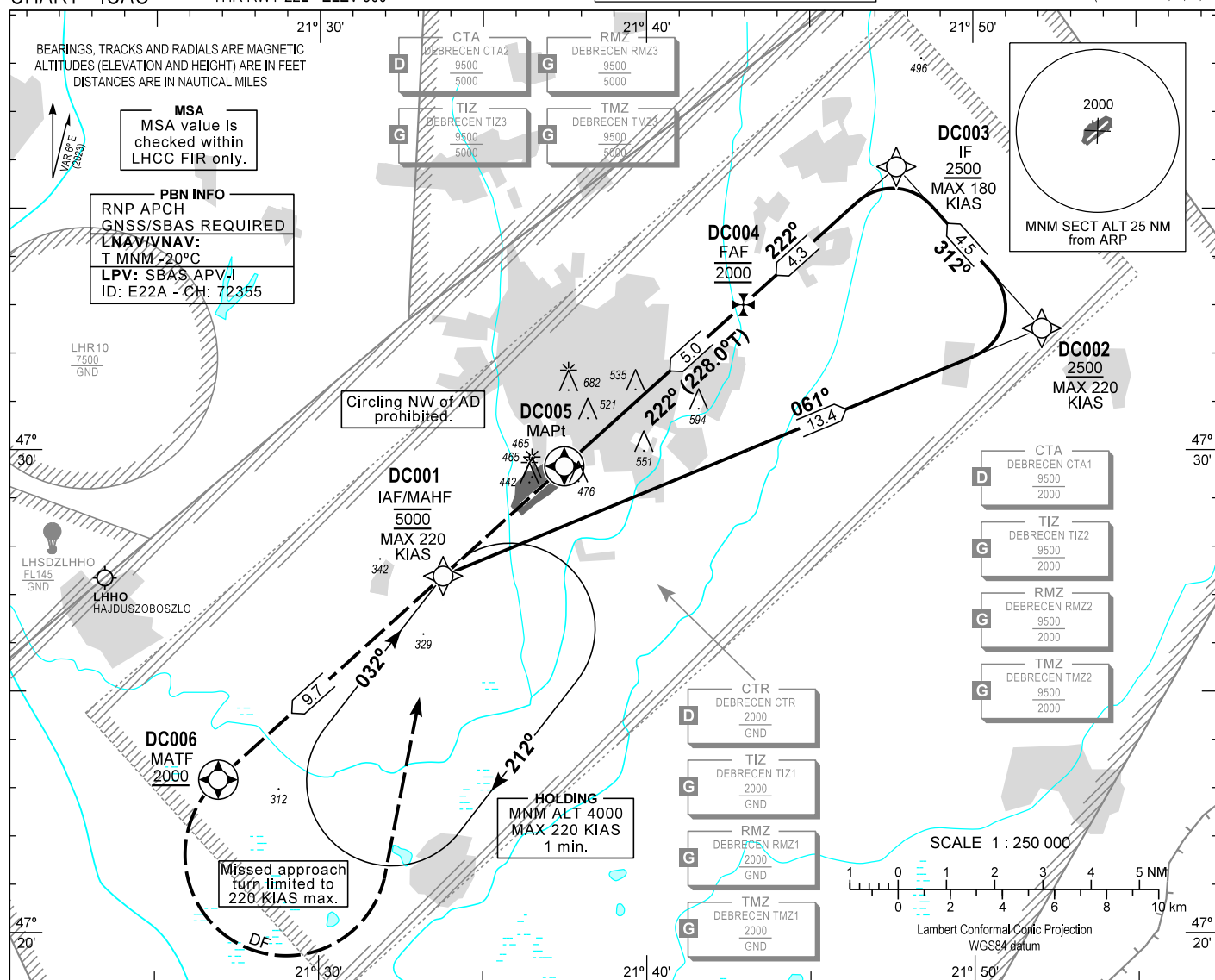
Final approach descent: 3.40°

INSTRUMENT APPROACH CHART - ICAO

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

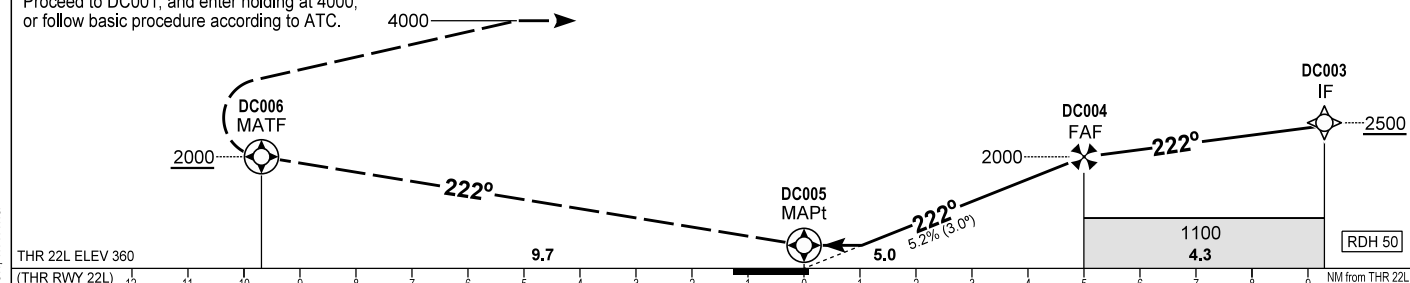
DEBRECEN TOWER	125.910
DEBRECEN INFO	125.910
BUDAPEST INFORMATION (EAST)	133.000

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



MISSED APPROACH
Climb straight ahead to 4000.
Reach 2000 by DC006
and turn left direct DC001.
Missed approach turn limited to 220 KIAS maximum.
Proceed to DC001, and enter holding at 4000,
or follow basic procedure according to ATC. 40

TRANSITION ALTITUDE
10000



OCA (OCH)		A	B	C	D	DIST THR / RWY 22L		NM	5.0	4.0	3.0	2.0	
STRAIGHT-IN APPROACH	LNAV	790 (430)				ALTITUDE		ft	2000	1680	1360	1050	
	LNAV/VNAV	651 (291)	663 (303)	671 (311)	682 (322)	Timing not authorized to define the MAPt.							
	LPV	595 (235)	607 (247)	615 (255)	626 (266)	GROUND SPEED		kt	60	90	120	150	180
CIRCLING APPROACH SE of AD only	ft AMSL	850	860	990	1050	FAF - DC005 5.0 NM		min:sec	5:00	3:20	2:30	2:00	1:40
	VIS. m	1900	2800	3700	4600	Rate of descent (318.4 ft/NM)		ft/min	320	480	640	800	960

AD 2 LHDC INSTRUMENT APPROACH CHART RNP RWY 22L

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

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

SBAS FAS Data Block Coding Data

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

WAYPOINT COORDINATES

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

Holding procedure

Holding fix: DC001
Right hand holding pattern.
Maximum speed: 220 KIAS
Inbound track: 032°
Outbound track: 212°
Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)
Outbound times: 1 min.
Minimum holding altitude: 5000
4000 for Missed Approach

Final approach descent: 3.00°

LHNY AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type, LEN, INTST	THR LGT colour WBAR	VASIS (MEHT)	TDZ LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	E - SALS 420 M LIM	GRN	PAPI 3.2° (8.62 M)	Nil	Nil	1000 M 60 M WHI	RED	Nil	Nil
36	E - SALS 420 M LIM Sequence d flashing	GRN	PAPI 3.2° (8.62 M)	Nil	Nil	1000 M 60 M WHI	RED	Nil	Nil

LHNY AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	Nil
3	TWY edge and centre line lighting	Nil
4	Secondary power supply / switch-over time	Diesel generator unit; switch-over time is 15 seconds
5	Remarks	Nil

LHNY AD 2.16 HELICOPTER LANDING AREA

NIL

LHNY AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	NYIREGYHAZA TIZ1 A circle radius 10 KM centered on 475856N 0214100E	NYIREGYHAZA TIZ2 474718N 0213722E - 474559N 0213339E - 475748N 0212210E - 480443N 0212351E - 480930N 0212630E - 481220N 0213300E - 481319N 0215025E - 475800N 0215800E - 474630N 0214600E - 474718N 0213722E
2	Vertical limits	9500 FT ALT / GND	9500 FT ALT / GND
3	Airspace classification	G	G
4	ATS unit call sign Language(s)	Nyíregyháza Info English, Hungarian	
5	Transition altitude	10000 FT	
6	Hours of Applicability	As AD Administration	Operating on demand of Air Traffic requirements
7	Remarks	NYIREGYHAZA TIZ1 and NYIREGYHAZA TIZ2 shall not operate at the same time. NYIREGYHAZA TIZ2 and LHSDZLHNY airspaces shall not operate at the same time. During ATS Operational hours LHNY TIZ2 Operating on demand of Air Traffic requirements. Activation and deactivation of TIZ is reported at least 15 min ahead within Nyíregyháza RMZ by responsible ATS unit.	

LHNY AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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

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. Departing aircraft shall comply with the procedures included in the en route clearance given before take-off. In standard circumstances, en route clearance will be delivered by AFIS on the parking stand after start-up.

2.1.2 Arriving aircraft

IFR traffic can only execute published instrument approach, missed approach and holding procedures if TIZ2 is operating.

Arriving IFR traffic to LHNY without RNP APCH capability shall advise the AFIS at first contact and limited to Visual Approach with minimum meteorological visibility of 5 km, ceiling of 1500 ft (450 M) AGL and there is vertical visual reference to the ground.

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

Due to noise abatement consideration, circling is prohibited east of LHNY. Circling approach is available for Cat A procedures only.

2.2 VFR flights

When instrument approach is in progress all VFR aircraft operating within the TIZ2 will be advised to land or hold outside Nyíregyháza TIZ2.

3. WAYPOINT COORDINATES

Waypoint	Coordinates	Definitions	Waypoint	Coordinates	Definitions
NY180	475216.6N 0214118.5E		NY360	480548.3N 0214146.3E	
NY181	480236.7N 0214139.7E		NY361	475528.2N 0214125.0E	
NY182	480519.7N 0214145.3E		NY362	475245.2N 0214119.4E	
NY183	480515.5N 0214613.7E		NY363	475249.2N 0213652.1E	
NY184	480145.7N 0214606.2E		NY364	475619.0N 0213659.0E	
NY191	480422.5N 0214143.3E		NY371	475342.3N 0214121.4E	
NY192	480752.3N 0214150.5E		NY372	475012.5N 0214114.2E	
NY193	480746.7N 0214748.7E		NY373	475017.9N 0213518.1E	
NY194	480246.9N 0214737.8E		NY374	475517.6N 0213527.7E	

LHNY AD 2.23 ADDITIONAL INFORMATION**1. 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.

2. BIRD FLOCKS AND BIRD MIGRATIONS

The size of flocks of birds living near Nyíregyháza 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.

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 10 to 30 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.

Between MAR and OCT depending on weather conditions, storks fly through the airspace in small flocks, and settle temporarily on the airfield. Between OCT and MAR, also depending on weather conditions, rooks settle temporarily on the airfield and fly through the airspace of the airport mainly at dawn and dusk.

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

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

LHNY AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2-LHNY-ADC
Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHNY-SID-18
	AD 2-LHNY-SID-36
Standard Arrival Chart - Instrument (STAR) - ICAO	AD 2-LHNY-STAR-1836
Instrument Approach Chart - ICAO	AD 2-LHNY-RNP-Y-18
	AD 2-LHNY-RNP-Z-18
	AD 2-LHNY-RNP-Y-36
	AD 2-LHNY-RNP-Z-36
Visual Approach Chart - ICAO	AD 2-LHNY-VAC

LHNY AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Obstacle penetrating VSS	Affected procedures	Affected OCA/H
LHNY_AREA2_L_016_001	AD 2-LHNY-RNP-Y-36 (except LPV minima) AD 2-LHNY-RNP-Z-36 (except LPV minima)	NIL
LHNY_AREA2_P_020	AD 2-LHNY-RNP-Y-36 (except LPV minima) AD 2-LHNY-RNP-Z-36 (except LPV minima)	NIL
LHNY_AREA2_S_001_002	AD 2-LHNY-RNP-Y-36 (except LPV minima) AD 2-LHNY-RNP-Z-36 (except LPV minima)	NIL

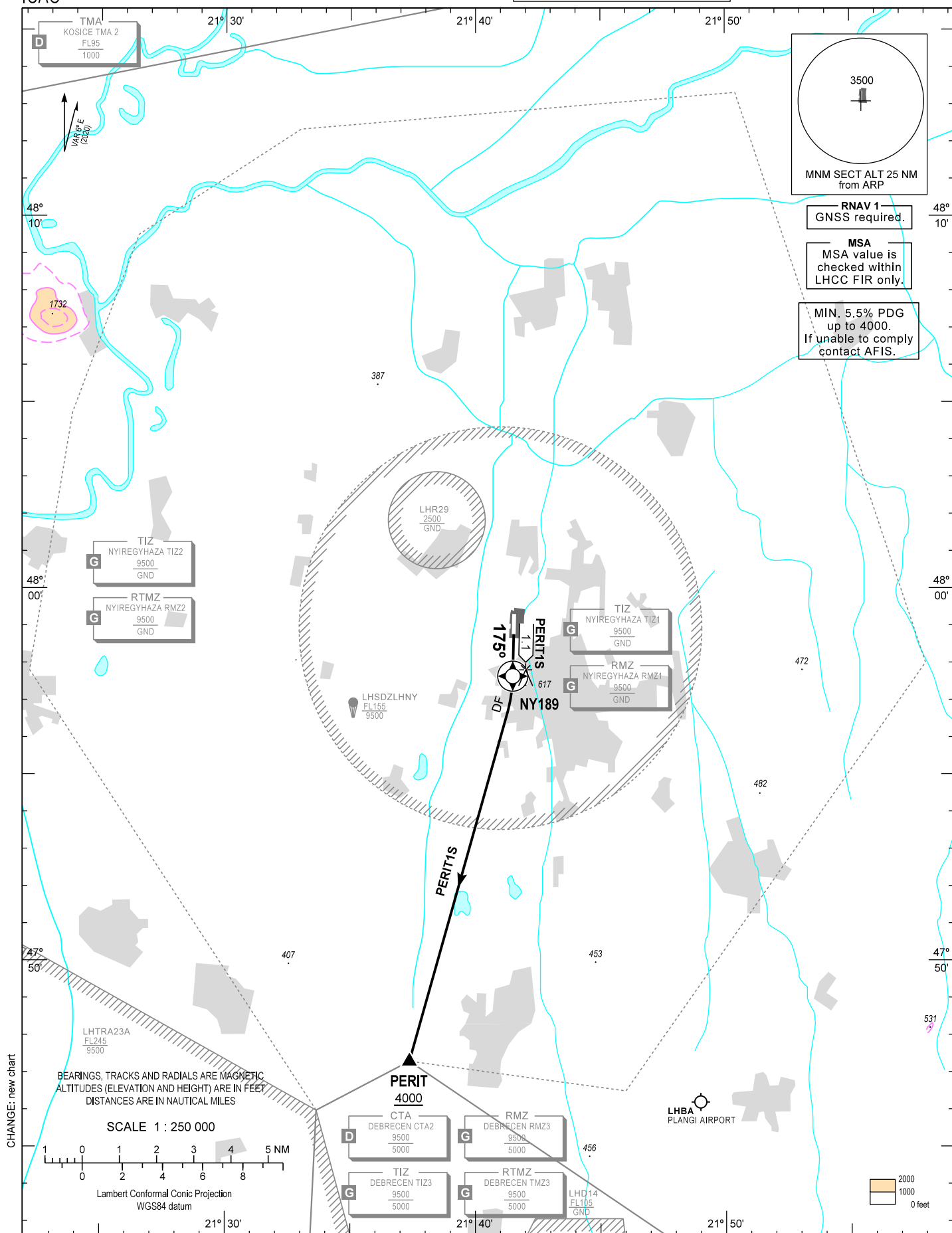
AIP HUNGARY

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

NYIREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000

NYIREGYHÁZA
RNAV RWY 18
PERIT1S



AD 2 LHNY STANDARD DEPARTURE CHART INSTRUMENT RWY 18

SID NAME	PROCEDURE
PERIT1S (PERIT ONE SIERRA DEPARTURE)	To NY189 climb on course 175°. Turn right direct to PERIT, cross PERIT at or above 4000. PDG in 5.5% due to airspace.

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
NY189	N47 57 38.6	E021 41 29.5
PERIT	N47 47 18.0	E021 37 22.0

CLOSE-IN OBSTACLES

Name	Latitude	Latitude	Type	Elevation (at top) (FT)	Height (M)
LHNY_AREA2_P_064	N47 58 37.287	E021 41 23.012	TREE	396	18,62
LHNY_AREA3_L_002_003	N47 58 39.137	E021 41 21.592	TREE	392	16,84
LHNY_AREA3_L_002_005	N47 58 39.732	E021 41 21.697	TREE	391	16,27
LHNY_AREA3_P_006	N47 58 41.533	E021 41 23.396	STORM_SYSTEM	377	2,72
LHNY_AREA3_P_007	N47 58 42.602	E021 41 23.424	STORM_SYSTEM	377	2,67
LHNY_AREA3_S_004_002	N47 58 43.851	E021 41 23.488	BUILDING	367	8,46
LHNY_AREA3_P_021	N47 58 44.092	E021 41 25.190	ELECTRICAL_EXIT_LIGHT	373	10,75
LHNY_AREA3_P_013	N47 58 44.108	E021 41 24.532	ELECTRICAL_EXIT_LIGHT	374	10,81
LHNY_AREA3_L_004_002	N47 58 44.790	E021 41 24.126	TREE	360	6,54
LHNY_AREA3_P_024	N47 58 44.816	E021 41 24.864	STORM_SYSTEM	363	7,40
LHNY_AREA3_P_026	N47 58 45.291	E021 41 24.877	STORM_SYSTEM	363	7,44
LHNY_AREA3_P_027	N47 58 45.651	E021 41 25.105	TREE	391	15,79

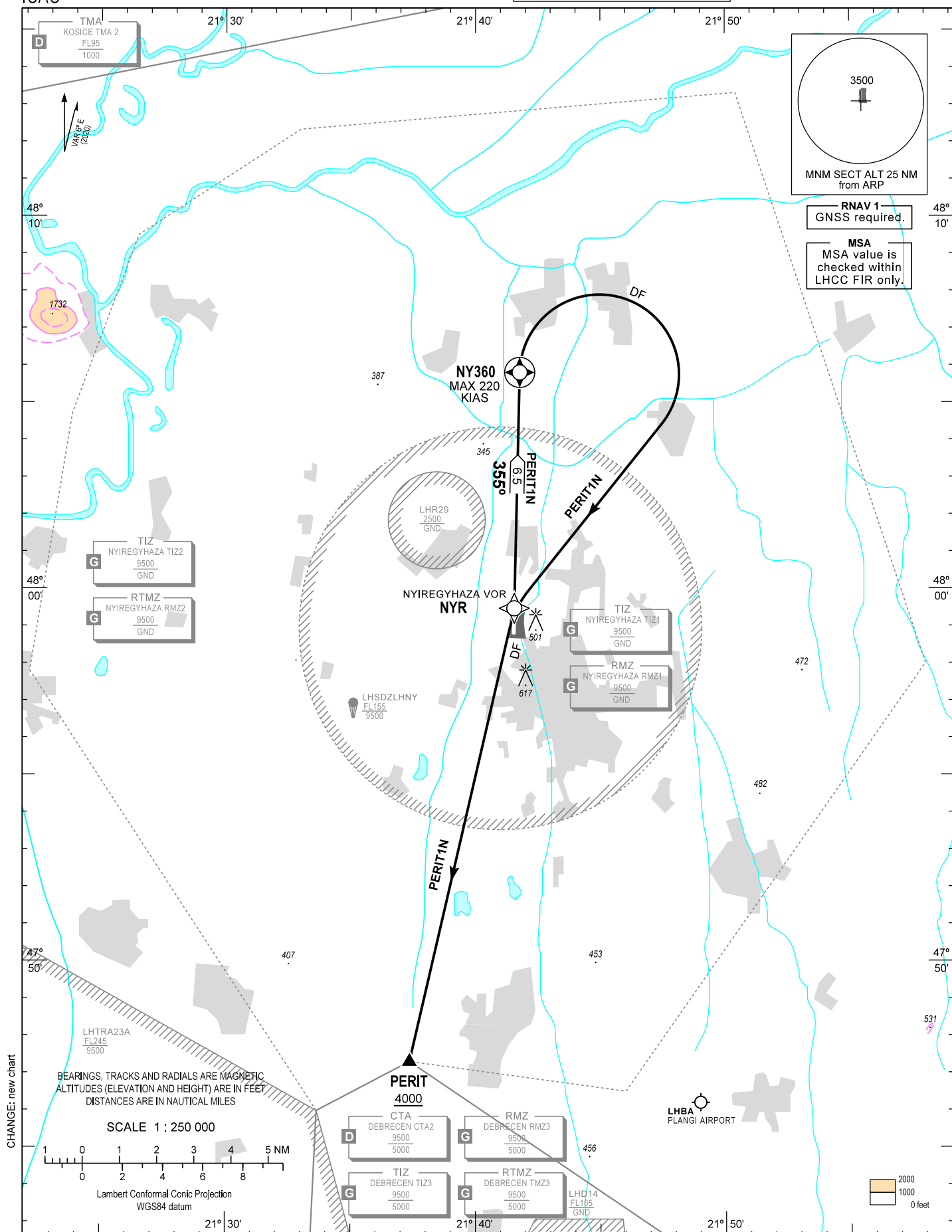
AIP HUNGARY

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

NYIREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000

NYIREGYHÁZA
RNAV RWY 36
PERIT1N



AD 2 LHNY STANDARD DEPARTURE CHART INSTRUMENT RWY 36

SID NAME	PROCEDURE
PERIT1N (PERIT ONE NOVEMBER DEPARTURE)	To NY360 climb on course 355°, max 220 KIAS. Turn right direct to NYR, direct to PERIT, cross PERIT at or above 4000.

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
NY360	N48 05 48.3	E021 41 46.3
NYR	N47 59 28.3	E021 41 33.2
PERIT	N47 47 18.0	E021 37 22.0

CLOSE-IN OBSTACLES

Name	Latitude	Latitude	Type	Elevation (at top) (FT)	Height (M)
LHNY_AREA2_L_011_001	N47 59 41.16	E021 41 37.94	TREE	417	23,24
LHNY_AREA2_L_011_002	N47 59 39.95	E021 41 38.24	TREE	413	22,23
LHNY_AREA2_P_059	N47 59 56.91	E021 41 17.54	TREE	451	31,77

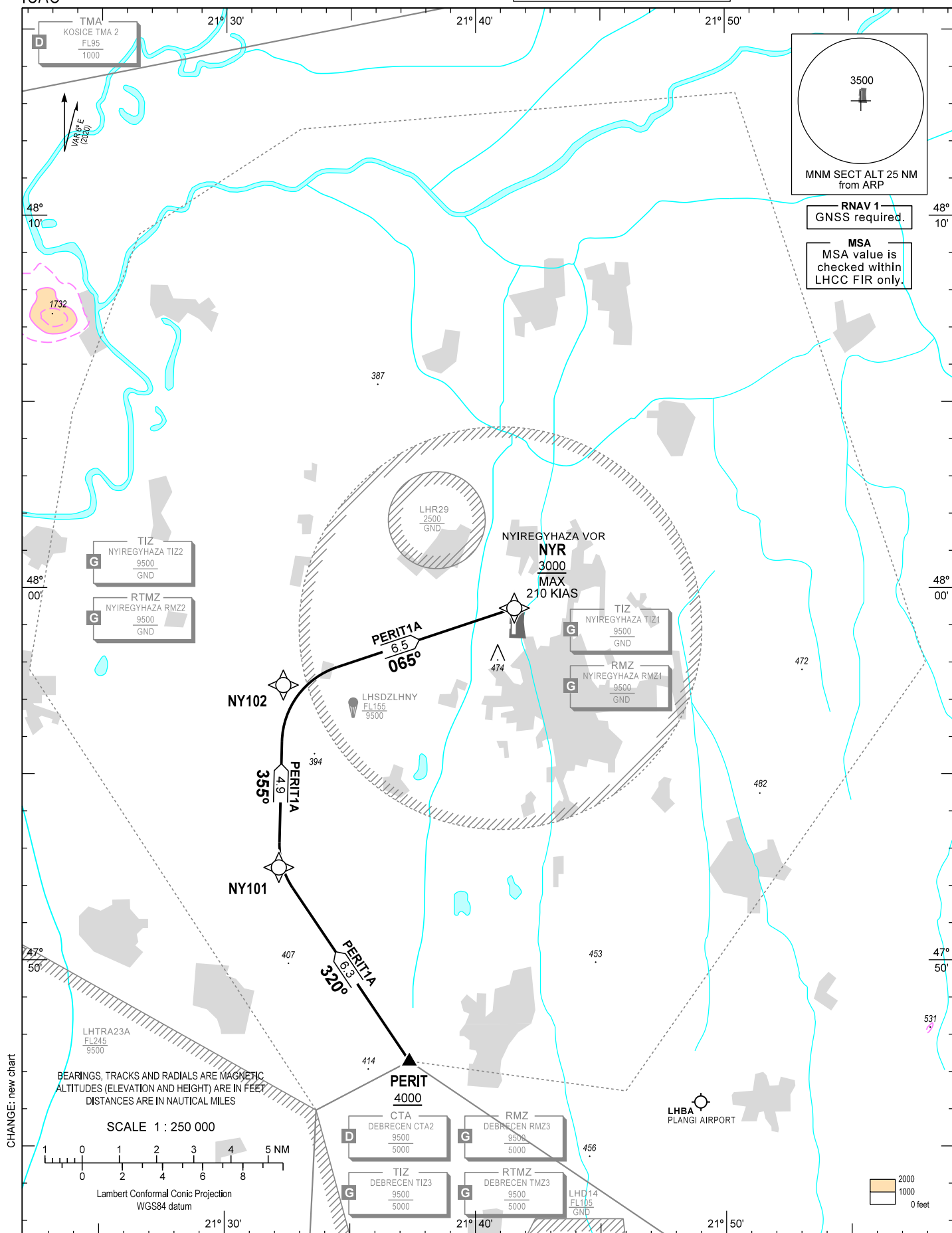
AIP HUNGARY

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) -
ICAO

TRANSITION ALTITUDE
10000

NYIREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000

NYIREGYHÁZA
RNAV RWY 18 /36
PERIT1A



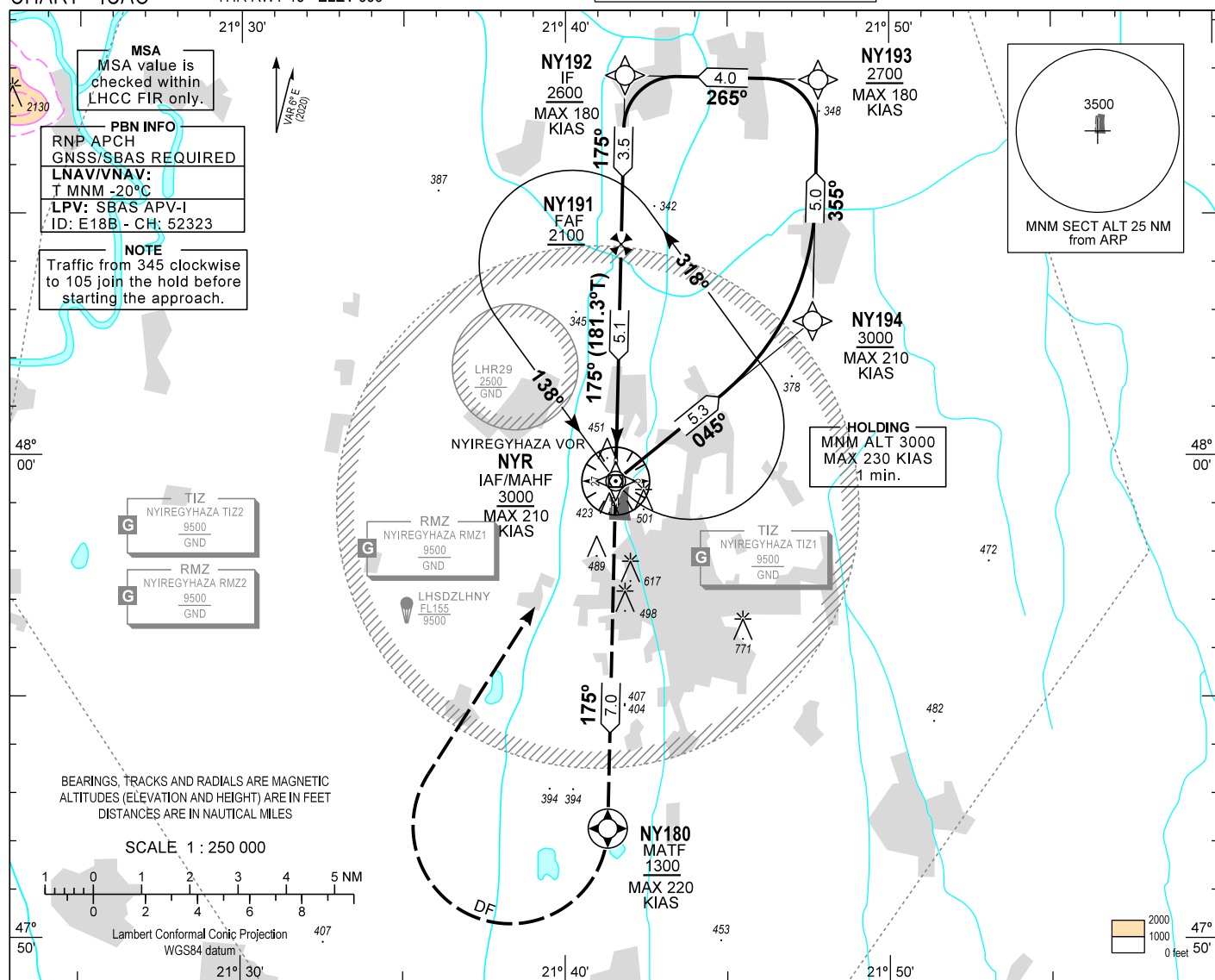
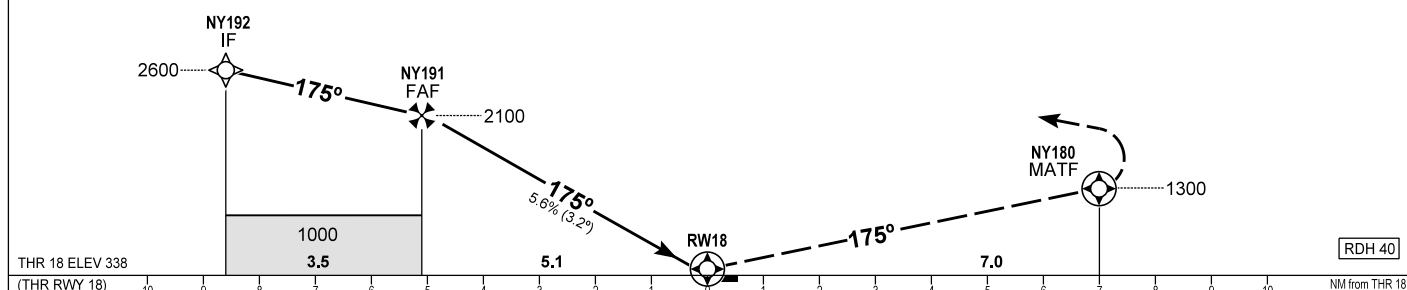
AD 2 LHNY STANDARD ARRIVAL CHART INSTRUMENT RWY 18 / 36

STAR NAME	PROCEDURE
PERIT1A (PERIT ONE ALPHA ARRIVAL)	From PERIT at or above 4000. To NY101, to NY102, to NYR at or above 3000, maximum speed 210 KIAS.

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
PERIT	N47 47 18.0	E021 37 22.0
NY101	N47 52 30.0	E021 32 09.0
NY102	N47 57 24.0	E021 32 19.0
NYR	N47 59 28.3	E021 41 33.2

AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 338
HEIGHTS RELATED TO
THR RWY 18 - ELEV 338NYÍREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000NYÍREGYHÁZA
RNP Y RWY 18
(ACFT CAT B, C)TRANSITION ALTITUDE
10000MISSED APPROACH
Climb to NY180 at or above 1300.
Turn right direct to NYR and enter holding at or above 3000.
Maximum turning speed: 220 KIAS.

CHANGE: new minima	OCA (OCH)		B	C	DIST THR / RW18		NM	5.0	4.0	3.0	2.0	1.0
	STRAIGHT-IN APPROACH	LNAV	710 (380)		ALTITUDE		ft	2080	1740	1400	1060	720
		LNAV/VNAV	650 (312)	658 (320)								
		LPV	606 (268)	615 (277)								
					GROUND SPEED		kt	60	90	120	150	180
					FAF - RW18 5.1 NM		min:sec	5:04	3:23	2:32	2:02	1:41
					Rate of descent (340 ft/NM)		ft/min	340	510	680	850	1020

AD 2 LHNY INSTRUMENT APPROACH CHART RNP Y RWY 18

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	NYR	IAF				+3000	-210		RNP APCH
TF	NY194			051.0 T/5.3 NM		+3000	-210		RNP APCH
TF	NY193			001.4 T/5.0 NM		+2700	-180		RNP APCH
TF	NY192	IF		271.4 T/4.0 NM		+2600	-180		RNP APCH
TF	NY191	FAF		181.3 T/3.5 NM		+2100			RNP APCH
TF	RW18	LTP	Y	181.3 T/5.1 NM		+378		-3.2°	RNP APCH
TF	NY180	MATF	Y	181.3 T/7.0 NM		+1300	-220		RNP APCH
DF	NYR				R	+3000	-220		RNP APCH
HM	NYR	MAHF		144.0 T/ 1 min	L	+3000	-230		RNP APCH

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS Provider	1
Airport identifier	LHNY
Runway	18
Approach Performance Designator	0
Route indicator	Y
Reference Path Data Selector	0
Reference Path Identifier	E18B
LTP/FTP Latitude	475918.6500N
LTP/FTP Longitude	0214132.8800E
LTP/FTP Ellipsoidal Height (m)	143.3
FPAP Latitude	475823.7855N
FPAP Longitude	0214131.0025E
Threshold Crossing Height	40
TCH Units Selector	0
Glidepath Angle (degrees)	3.20
Course Width (m)	105.00
Length Offset (m)	696
HAL (m)	40.0
VAL (m)	50.0
Data Block	10 19 0E 08 0C 12 C8 00 02 38 31 05 F4 2C 98 14 A0 34 4F 09 99 19 5F 53 FE 55 F1 FF 90 01 40 01 64 57 C8 FA 7F 14 12 4F
Calculated CRC Value	7F14124F
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	103.0

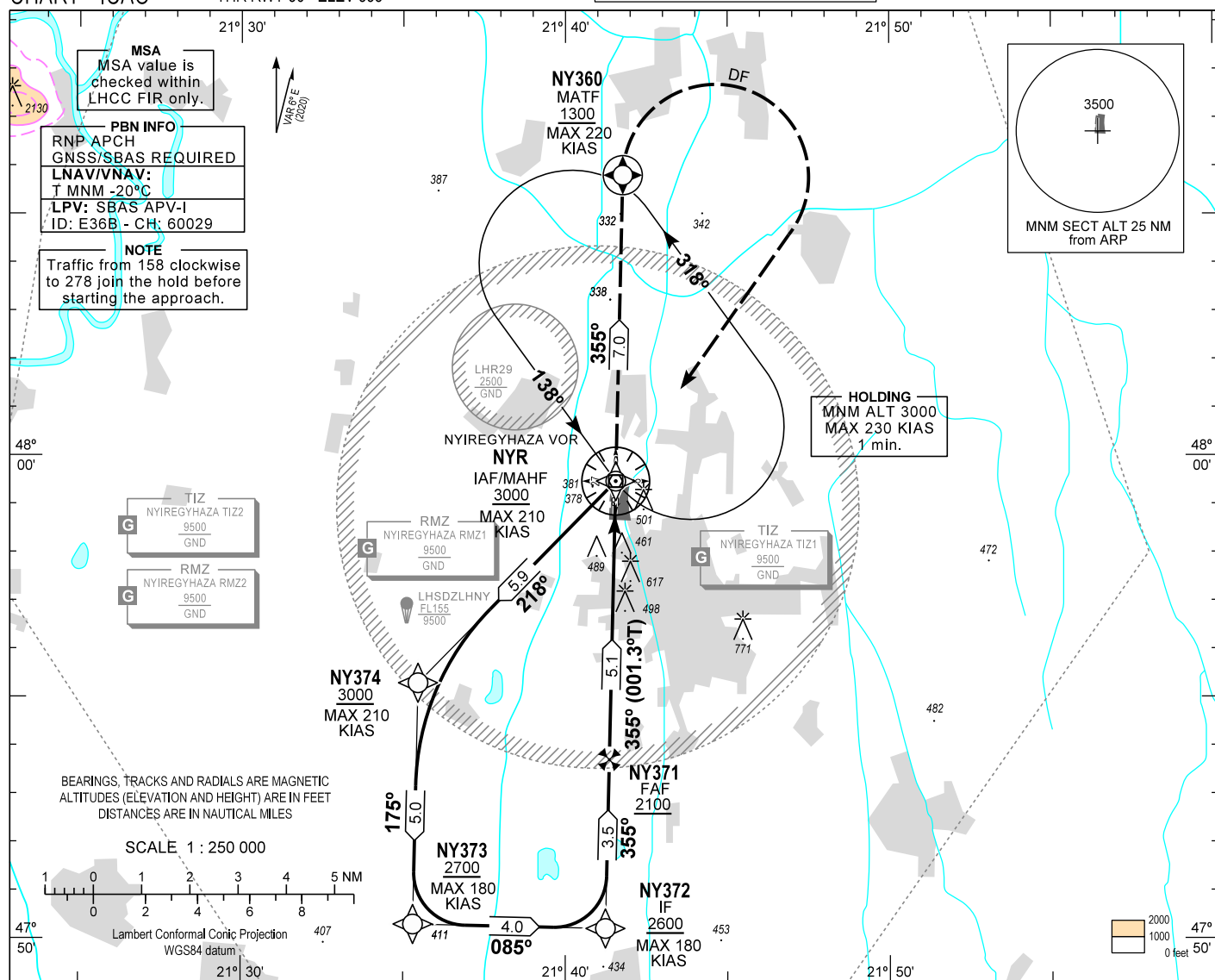
WAYPOINT COORDINATES

WP ID	Latitude	Longitude
NYR	N47 59 28.3	E021 41 33.2
NY194	N48 02 46.9	E021 47 37.8
NY193	N48 07 46.7	E021 47 48.7
NY192	N48 07 52.3	E021 41 50.5
NY191	N48 04 22.5	E021 41 43.3
RW18	N47 59 18.7	E021 41 32.9
NY180	N47 52 16.6	E021 41 18.5

Holding procedure

Holding fix:	NYR
Left hand holding pattern.	
Maximum speed:	230 KIAS
Inbound track:	138°
Outbound track:	318°
Rate of turn:	3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	3000

AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 338
HEIGHTS RELATED TO
THR RWY 36 - ELEV 338NYIREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000NYIREGYHÁZA
RNP Y RWY 36
(ACFT CAT B, C)

AD 2 LHNY INSTRUMENT APPROACH CHART RNP Y RWY 36

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	NYR	IAF				+3000	-210		RNP APCH
TF	NY374			224.4 T/5.9 NM		+3000	-210		RNP APCH
TF	NY373			181.2 T/5.0 NM		+2700	-180		RNP APCH
TF	NY372	IF		091.2 T/4.0 NM		+2600	-180		RNP APCH
TF	NY371	FAF		001.3 T/3.5 NM		+2100			RNP APCH
TF	RW36	LTP	Y	001.3 T/5.1 NM		+378		-3.2°	RNP APCH
TF	NY360	MATF	Y	001.3 T/7.0 NM		+1300	-220		RNP APCH
DF	NYR				R	+3000	-220		RNP APCH
HM	NYR	MAHF		144.0 T/1 min	L	+3000	-230		RNP APCH

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS Provider	1
Airport identifier	LHNY
Runway	36
Approach Performance Designator	0
Route indicator	Y
Reference Path Data Selector	0
Reference Path Identifier	E36B
LTP/FTP Latitude	475846.2200N
LTP/FTP Longitude	0214131.7700E
LTP/FTP Ellipsoidal Height (m)	143.3
FPAP Latitude	475941.0845N
FPAP Longitude	0214133.6480E
Threshold Crossing Height	40
TCH Units Selector	0
Glidepath Angle (degrees)	3.20
Course Width (m)	105.00
Length Offset (m)	696
HAL (m)	40.0
VAL (m)	50.0
Data Block	10 19 0E 08 0C 24 C8 00 02 36 33 05 98 2F 97 14 F4 2B 4F 09 99 19 A1 AC 01 AC 0E 00 90 01 40 01 64 57 C8 FA E0 12 7F 61
Calculated CRC Value	E0127F61
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	103.0

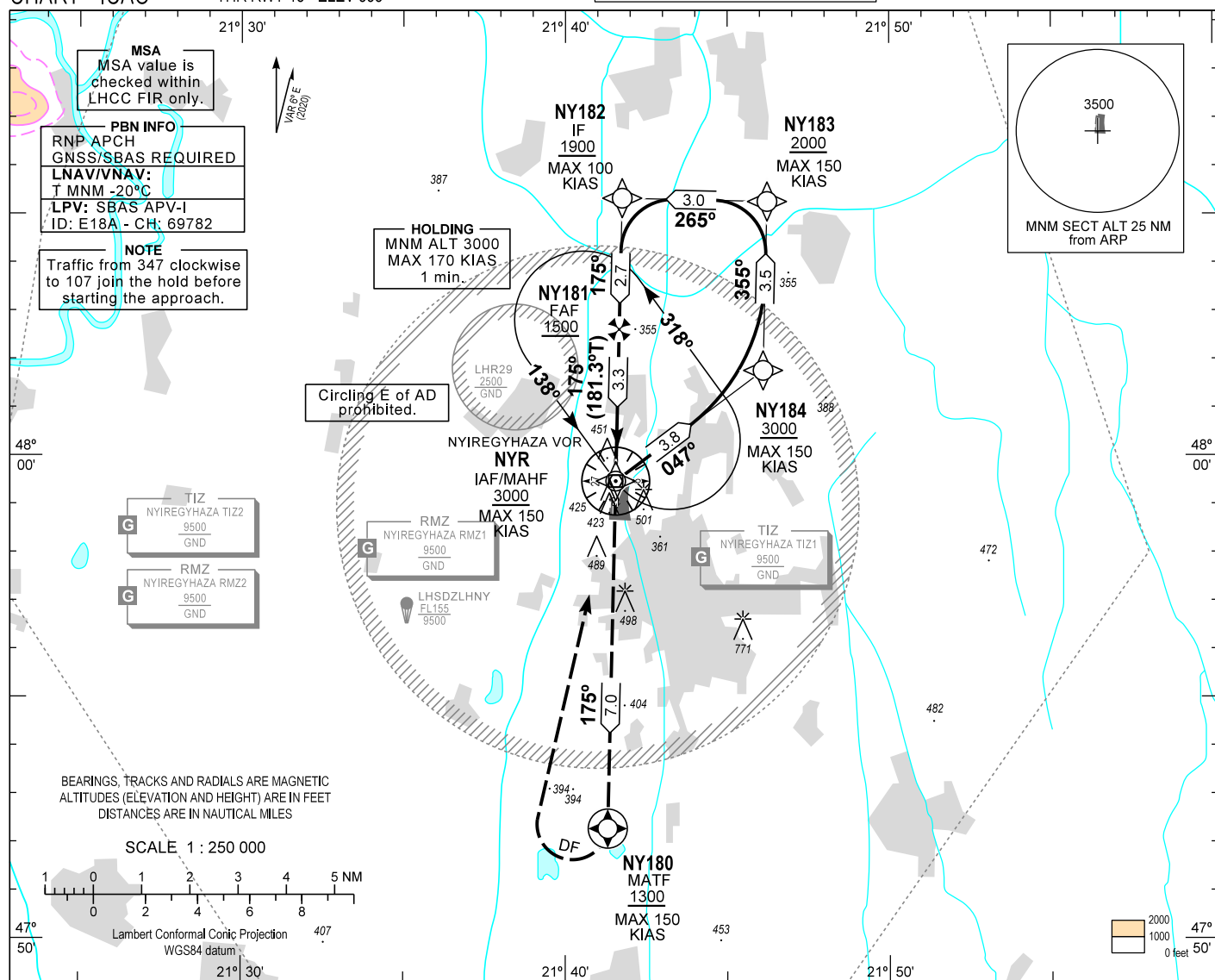
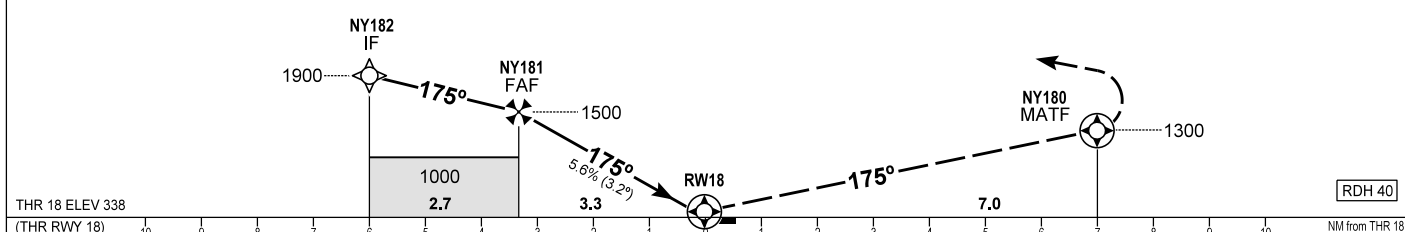
WAYPOINT COORDINATES

WP ID	Latitude	Longitude
NYR	N47 59 28.3	E021 41 33.2
NY374	N47 55 17.6	E021 35 27.7
NY373	N47 50 17.9	E021 35 18.1
NY372	N47 50 12.5	E021 41 14.2
NY371	N47 53 42.3	E021 41 21.4
RW36	N47 58 46.2	E021 41 31.8
NY360	N48 05 48.3	E021 41 46.3

Holding procedure

Holding fix:	NYR
Left hand holding pattern.	
Maximum speed:	230 KIAS
Inbound track:	138°
Outbound track:	318°
Rate of turn:	3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	3000

AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 338
HEIGHTS RELATED TO
THR RWY 18 - ELEV 338NYÍREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000NYÍREGYHÁZA
RNP Z RWY 18
(ACFT CAT A)TRANSITION ALTITUDE
10000MISSED APPROACH
Climb to NY180 at or above 1300.
Turn right direct to NYR and enter holding at or above 3000.
Maximum turning speed: 150 KIAS.

CHANGE: new minima	OCA (OCH)		A	DIST THR / RW18		NM	3.0	2.0	1.0	
	STRAIGHT-IN APPROACH	LNAV	710 (380)	ALTITUDE		ft	1400	1060	720	
		LNAV/VNAV	636 (298)							
		LPV	591 (253)							
	CIRCLING APPROACH W of AD only			GROUND SPEED		kt	60	80	100	
		ft AMSL		800	FAF - RW18 3.3 NM		min:sec	3:18	2:29	1:59
		VIS. m		1900	Rate of descent (340 ft/NM)		ft/min	340	450	570

AD 2 LHNY INSTRUMENT APPROACH CHART RNP Z RWY 18

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	NYR	IAF				+3000	-150		RNP APCH
TF	NY184			053.1 T/3.8 NM		+3000	-150		RNP APCH
TF	NY183			001.4 T/3.5 NM		+2000	-150		RNP APCH
TF	NY182	IF		271.4 T/3.0 NM		+1900	-100		RNP APCH
TF	NY181	FAF		181.3 T/2.7 NM		+1500			RNP APCH
TF	RW18	LTP	Y	181.3 T/3.3 NM		+378		-3.2°	RNP APCH
TF	NY180	MATF	Y	181.3 T/7.0 NM		+1300	-150		RNP APCH
DF	NYR				R	+3000	-150		RNP APCH
HM	NYR	MAHF		144.0 T/1 min	L	+3000	-170		RNP APCH

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS Provider	1
Airport identifier	LHNY
Runway	18
Approach Performance Designator	0
Route indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E18A
LTP/FTP Latitude	475918.6500N
LTP/FTP Longitude	0214132.8800E
LTP/FTP Ellipsoidal Height (m)	143.3
FPAP Latitude	475823.7855N
FPAP Longitude	0214131.0025E
Threshold Crossing Height	40
TCH Units Selector	0
Glidepath Angle (degrees)	3.20
Course Width (m)	105.00
Length Offset (m)	696
HAL (m)	40.0
VAL (m)	50.0
Data Block	10 19 0E 08 0C 12 D0 00 01 38 31 05 F4 2C 98 14 A0 34 4F 09 99 19 5F 53 FE 55 F1 FF 90 01 40 01 64 57 C8 FA 27 24 AE 08
Calculated CRC Value	2724AE08
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	103.0

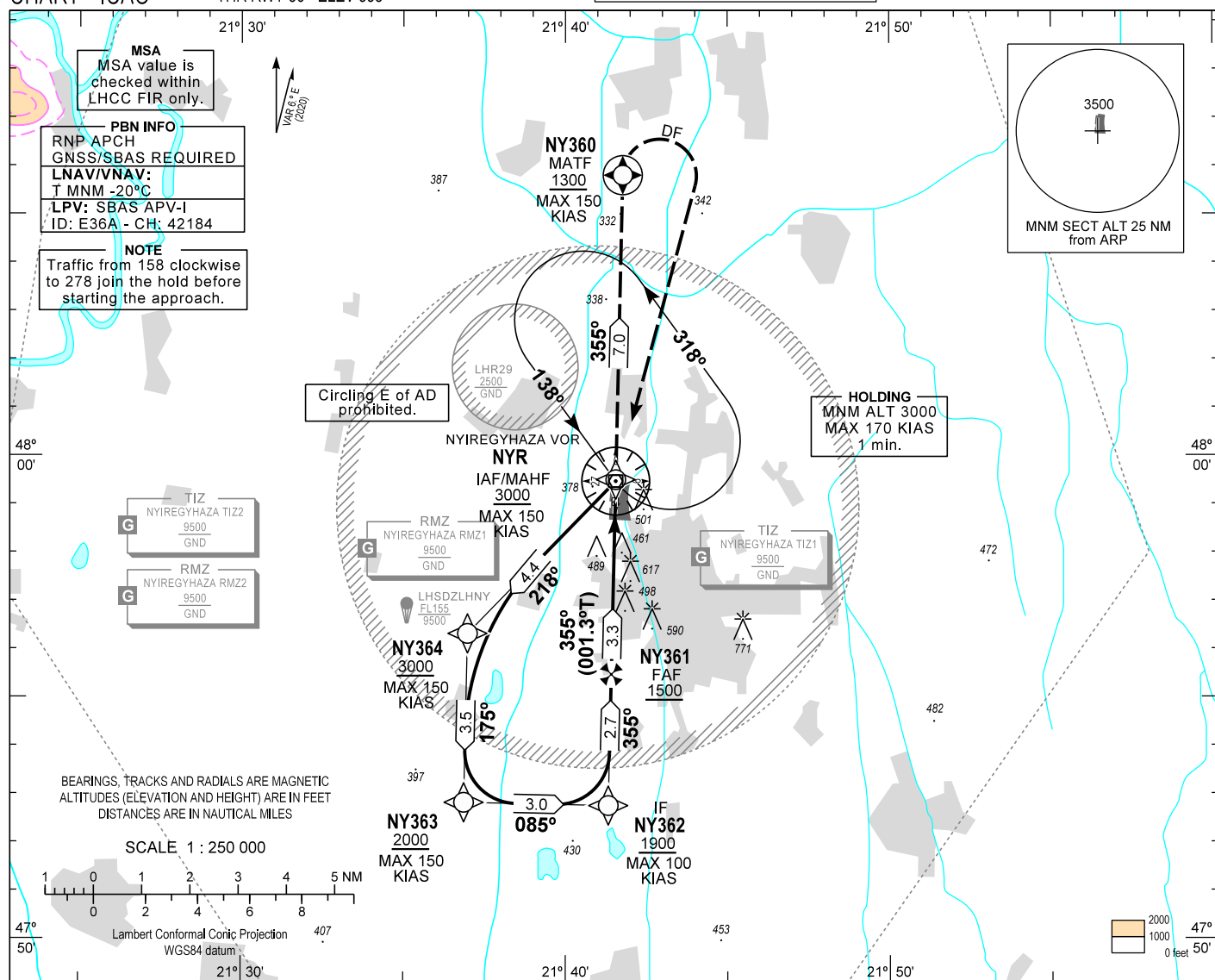
WAYPOINT COORDINATES

WP ID	Latitude	Longitude
NYR	N47 59 28.3	E021 41 33.2
NY184	N48 01 45.7	E021 46 06.2
NY183	N48 05 15.5	E021 46 13.7
NY182	N48 05 19.7	E021 41 45.3
NY181	N48 02 36.7	E021 41 39.7
RW18	N47 59 18.7	E021 41 32.9
NY180	N47 52 16.6	E021 41 18.5

Holding procedure

Holding fix:	NYR
Left hand holding pattern.	
Maximum speed:	170 KIAS
Inbound track:	138°
Outbound track:	318°
Rate of turn:	3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	3000

AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 338
HEIGHTS RELATED TO
THR RWY 36 - ELEV 338NYÍREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000NYÍREGYHÁZA
RNP Z RWY 36
(ACFT CAT A)

AD 2 LHNY INSTRUMENT APPROACH CHART RNP Z RWY 36

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	NYR	IAF				+3000	-150		RNP APCH
TF	NY364			224.2 T/4.4 NM		+3000	-150		RNP APCH
TF	NY363			181.3 T/3.5 NM		+2000	-150		RNP APCH
TF	NY362	IF		091.3 T/3.0 NM		+1900	-100		RNP APCH
TF	NY361	FAF		001.3 T/2.7 NM		+1500			RNP APCH
TF	RW36	LTP	Y	001.3 T/3.3 NM		+378		-3.2°	RNP APCH
TF	NY360	MATF	Y	001.3 T/7.0 NM		+1300	-150		RNP APCH
DF	NYR				R	+3000	-150		RNP APCH
HM	NYR	MAHF		144.0 T/1 min	L	+3000	-170		RNP APCH

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS Provider	1
Airport identifier	LHNY
Runway	36
Approach Performance Designator	0
Route indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E36A
LTP/FTP Latitude	475846.2200N
LTP/FTP Longitude	0214131.7700E
LTP/FTP Ellipsoidal Height (m)	143.3
FPAP Latitude	475941.0845N
FPAP Longitude	0214133.6480E
Threshold Crossing Height	40
TCH Units Selector	0
Glidepath Angle (degrees)	3.20
Course Width (m)	105.00
Length Offset (m)	696
HAL (m)	40.0
VAL (m)	50.0
Data Block	10 19 0E 08 0C 24 D0 00 01 36 33 05 98 2F 97 14 F4 2B 4F 09 99 19 A1 AC 01 AC 0E 00 90 01 40 01 64 57 C8 FA B8 22 C3 26
Calculated CRC Value	B822C326
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	103.0

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
NYR	N47 59 28.3	E021 41 33.2
NY364	N47 56 19.0	E021 36 59.0
NY363	N47 52 49.2	E021 36 52.1
NY362	N47 52 45.2	E021 41 19.4
NY361	N47 55 28.2	E021 41 25.0
RW36	N47 58 46.2	E021 41 31.8
NY360	N48 05 48.3	E021 41 46.3

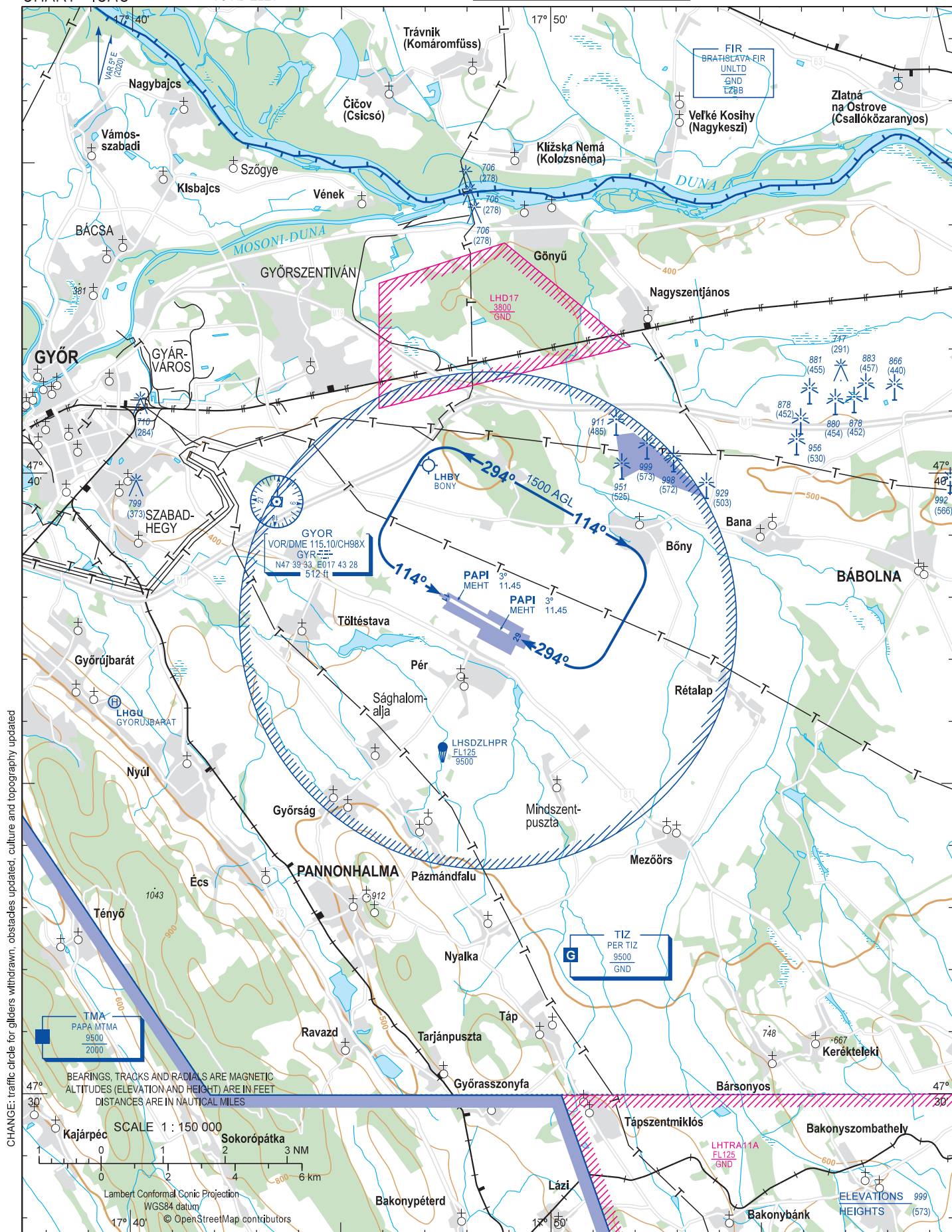
Holding procedure

Holding fix:	NYR
Left hand holding pattern.	
Maximum speed:	170 KIAS
Inbound track:	138°
Outbound track:	318°
Rate of turn:	3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	3000

VISUAL
APPROACH
CHART - ICAO

AERODROME ELEV 426
HEIGHTS RELATED
TO AD ELEV

PÉR INFO	129.910
BUDAPEST INFORMATION (WEST)	125.500



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