

## HUNGARY

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AIP AMDT: AIRAC AMDT 004/2024

Effective Date: **11 JUL 2024**  
Publication Date: 02 MAY 2024

**1. Amendment content:****1.1 ENR 2.2, ENR 1.10, GEN 2.2, GEN 2.3**

- New airspace LHNPZ1 created for preventing inappropriate flight planning close to FIR border.
- Updated chart: ENR-6-LHCC-ERC

**1.2 AD 1.1**

- General conditions for aircraft carrying weapons updated (incorporation of NOTAM A1770/24).

**1.3 AD 2 LHBC**

- All flight procedures have been reviewed. MAG VAR updated.
- AD 2.25 Obstacles penetrating VSS inserted.
- New charts: AD-2-LHBC-AOCA-17L35R, AD-2-LHBC-SID-17L, AD-2-LHBC-SID-35R, AD-2-LHBC-STAR-17L35R
- Updated charts: AD-2-LHBC-ADC, AD-2-LHBC-NDB-17L, AD-2-LHBC-NDB-35R, AD-2-LHBC-RNP-17L, AD-2-LHBC-RNP-35R, AD-2-LHBC-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:**

A1770/24

**SUP:**

Nil

**AIC:**

Nil

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



<b>AIRAC AIP AMENDMENT</b>			
<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	
002/2024	08-Feb-2024	21-Mar-2024	
003/2024	04-Apr-2024	16-May-2024	
004/2024	02-May-2024	11-Jul-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	AIP SUP 001/2024
005/2023	Debrecen International Airport (LHDC) instrument approach procedures	AD 2 LHDC	27 NOV 2023 - 31 MAR 2024	
006/2023	Penetrating the Obstacle Limitation Surface of LHBP airport due to activated crane garden next to Terminal 2 areas	AD 2 LHBP	07 DEC 2023 - 14 OCT 2024	
001/2024	Debrecen International Airport (LHDC) Demolition works	AD 2 LHDC	04 FEB 2024 - 31 MAR 2024	
002/2024	Debrecen International Airport (LHDC) Demolition works	AD 2 LHDC	02 MAY 2024 - 30 JUN 2024	

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## GEN 0.4 CHECKLIST OF AIP PAGES

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AD 2-LHBC-RNP-17L - 2	11 JUL 2024
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AD 2-LHBP - 18	30 NOV 2023	AD 2-LHBP-VAC - 1	16 MAY 2024	AD 2-LHPP-VAC - 2	06 OCT 2022
AD 2-LHBP - 19	21 MAR 2024	AD 2-LHBP-VAC - 2	16 MAY 2024	AD 2-LHPR - 1	07 SEP 2023
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AD 2-LHBP - 24	30 NOV 2023	AD 2-LHDC - 5	25 JAN 2024	AD 2-LHPR - 6	27 JAN 2022
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MNPS	Minimum navigation performance specifications
MNT	Monitor or monitoring or monitored
MNTN	Maintain
MOA	Military operating area
MOC	Minimum obstacle clearance (required)
MOCA	Minimum obstacle clearance altitude
MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports e.g. MODRA = moderate rain)
MON	Above mountains
MON	Monday
MOPS	†Minimum operational performance standards
MOV	Move or moving or movement
MPS	Metres per second
MRA	Minimum reception altitude
MRG	Medium range
MRP	ATS MET reporting point
MS	Minus
MSA	Minimum sector altitude
MSAS	†(to be pronounced “EM-SAS”) Multifunctional transport satellite (MTSAT) satellite-based augmentation system
MSAW	Minimum safe altitude warning
MSG	Message
MSH	Middle latitudes southern hemisphere
MSL	Mean sea level
MSR	#Message ... (transmission identification) has been misrouted (to be used in AFS as a procedure signal)
MSSR	Monopulse secondary surveillance radar
MT	Mountain
MTOM	Maximum take-off mass
MTMA	+Military TMA
MTOW	+Maximum take-off weight
MTSAT	+Multifunctional transport satellite
MTU	Metric units
MTW	Mountain waves
MVA	+Minimum vectoring altitude
MVDF	Medium and very high frequency direction-finding stations (at the same location)
MWO	Meteorological watch office
MX	Mixed type of ice formation (white and clear)

N	
N	No distinct tendency (in RVR during previous 10 minutes)
N	North or Northern latitude
NADP	Noise Abatement Departure Procedure
NAS	+National Ambulance Service
NASARS	+National Air Search and Rescue System
NASC	†National AIS system centre
NAT	North Atlantic
NATO	+North Atlantic Treaty Organisation
NAV	Navigation
NAVAID	Navigation aid
NB	Northbound
NBFR	Not before
NC	No change
NCD	No cloud detected (used in automated METAR/SPECI)
NDB	‡Non-directional radio beacon
NDGDM	+National Directorate General for Disaster Management
NDV	No directional variations available (used in automated METAR/SPECI)
NE	North-east
NEB	North-eastbound
NEG	No or negative or permission not granted or that is not correct
NGT	Night
NIL	*†None or I have nothing to send to you
NLA	+National Light Aviation
NM	Nautical miles
NML	Normal
NN	No name, unnamed
NNE	North-north-east
NNW	North-north-west
NO	No (negative) (to be used in AFS as a procedure signal)
NOF	International NOTAM office
NON	+Designation of non-modulated
NPH	+National Police Headquarters
NONSTD	Non-standard
NOSIG	†No significant change (used in trend-type landing forecasts)
NONFUA	+Not subject to Flexible use of airspace
NOTAM	†A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.
NOTAMC	Cancelling NOTAM
NOTAMN	New NOTAM
NOTAMR	Replacing NOTAM
NOV	November
NOZ	‡Normal operating zone
NPA	Non-precision approach
NPZ	+Non-standard Planning Zone
NR	Number
NRH	No reply heard
NS	Nimbostratus
NS	+Non-Scheduled
NSC	Nil significant cloud
NSE	Navigation system error
NSW	Nil significant weather
NTL	National
NTZ	‡No transgression zone
NW	North-west

**AIP HUNGARY**

NWB North-westbound  
NXT Next

**O**

OAC Oceanic area control centre  
OAS Obstacle assessment surface  
OAT +Operational Air Traffic  
OBS Observe or observed or observation  
OBSC Obscure or obscured or obscuring  
OBST Obstacle  
OCA Obstacle clearance altitude  
OCA Oceanic control area  
OCC Occulting (light)  
OCH Obstacle clearance height  
OCNL Occasional or occasionally  
OCS Obstacle clearance surface  
OCT October  
OFZ Obstacle free zone  
OGN Originate (to be used in AFS as a procedure signal)  
OHD Overhead  
OIS Obstacle identification surface  
OK \*We agree or It is correct (to be used in AFS as a procedure signal)  
OL +Operating License - according to EC Regulation 1008/2008  
OLDI †On-line data interchange  
OM Outer marker  
OPA Opaque, white type of ice formation  
OPC Control indicated is operational control  
OPMET †Operational meteorological (information)  
OPN Open or opening or opened  
OPR Operator or operate or operative or operating or operational  
OPS †Operations  
O/R On request  
ORD Order  
OSV Ocean station vessel  
OTP On top  
OTS Organized track system  
OUBD Outbound  
OVC Overcast

**P**

P Maximum value of wind speed or runway visual range ... (followed by figures in METAR/SPECI and TAF)  
P +Private  
P Prohibited area ... (followed by identification)  
PA Precision approach  
PALS Precision approach lighting system (specify category)  
PANS Procedures for air navigation services  
PAPI †Precision approach path indicator  
PAR ‡Precision approach radar  
PARL Parallel  
PATC Precision approach terrain chart ... (followed by name/title)  
PAX Passenger(s)  
PBC Performance-based communication  
PBN Performance-based navigation  
PBS Performance-based surveillance  
PCD Proceed or proceeding  
PCL Pilot-controlled lighting

PCN	Pavement classification number
PCT	Per cent
PDC	‡Pre-departure clearance
PDC	+Parking and Docking Chart
PDF	+Portable Document Format
PDG	Procedure design gradient
PER	Performance
PERM	Permanent
PIB	Pre-flight information bulletin
PJE	Parachute jumping exercise
PL	Ice pellets
PLA	Practice low approach
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust/sand whirls (dust devils)
P2	+Prognostic chart for 200 HPA
P3	+Prognostic chart for 300 HPA
P5	+Prognostic chart for 500 HPA
P7	+Prognostic chart for 700 HPA
P85	+Prognostic chart for 850 HPA
Psw	+Prognostic chart of significant weather
PTrVM	+Prognostic tropopause and maximum wind chart
POB	Persons on board
PON	+Pulse modulation, designation of emissions
POSS	Possible
PPI	Plan position indicator
PPR	Prior permission required
PPSN	Present position
PRFG	Aerodrome partially covered by fog
PRI	Primary
PRKG	Parking
PRM	+Persons with reduced mobility
PROB	†Probability
PROC	Procedure
PROP	Propeller
PROV	Provisional
PRP	Point-in-space reference point
PS	Plus
PSG	Passing
PSN	Position
PSP	Pierced steel plank
PSR	‡Primary surveillance radar
PSYS	Pressure system(s)
PTN	Procedure turn
PTS	Polar track structure
PWR	Power

**GEN 2.3 CHART SYMBOLS**

**1. GENERAL SYMBOLS**

**Figure 1. Aerodromes**

	Aerodrome, runway pattern
	Civil aerodrome
	Military aerodrome
	Abandoned or closed aerodrome
	Heliport, aerodrome for the exclusive use of helicopters

**Figure 2. Radio navigation aids**

	Basic radio navigation aid symbol
	Non-directional radio beacon (NDB)
	VHF omnidirectional radio range (VOR)
	Distance measuring equipment (DME)
	Collocated VOR and DME radio navigation aids (VOR/DME)
	Compass rose
	VOR radial (degree); DME distance (NM)
	Radio marker beacon
	Instrument landing system (ILS) course <i>(Instrument Approach Chart)</i>

**Profiles for radio navigation aids**  
*(Instrument Approach Chart)*

ILS with course, descent gradient, angle

Distances between the beacons (NM)

RWY

Crossing altitude (height) in ft

**Navaid labels**

TAPIOSAP VOR/DME 115.90/CH106X TPS N47 29 35.7 E019 26 46.4 833 ft	LOC 110.10 DCN N47 29 53.5 E021 37 49.6 GP/DME CH38X DCN N4 29 02.6 E021 36 1 .8 387 ft	VOR 117 30 BUD DME CH120X BUD NDB 335 BDF LOC 109.15 BPL
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Navaid name

Type of navaid, frequency

Identification

Geographical coordinates

Type of navaid, frequency, identification

Geographical coordinates

DME antenna elevation

Figure 3. Air traffic services

	Flight information region (FIR)
	Terminal control area (TMA/MTMA), Control area (CTA)
	Control zone (CTR/MCTR)
	Free route airspace (FRA)
	Traffic information zone (TIZ)
	Radio and Transponder mandatory zone (RMZ, TMZ)
	Aerial sporting and recreational activities (Aerobatics area, Glider area; Drop zone) with designator and vertical limits
	Bird migration and areas with sensitive fauna with designator and vertical limits
	Significant point (Compulsory; On request) with name-codes, geographical coordinates and FRA relevance ( <i>Enroute Chart - ICAO</i> )
	Final approach fix (FAF), Final approach point (FAP)
	Altitudes levels ("At or above"; "At or below"; "At"; "Window")
	Waypoint (On request fly-by; Compulsory fly-by; On request flyover)
	Terminal route segment - instrument with designator, length (NM), course
	Scale-break on route; Missed approach track
	Holding pattern with altitude and course

Figure 4. Air restrictions

	Prohibited area with designator and vertical limits (Where lower limit is not indicated: GND)
	Restricted area with designator and vertical limits (Where lower limit is not indicated: GND)
	Danger area with designator and vertical limits (Where lower limit is not indicated: GND)
	Temporary reserved airspace with designator and vertical limits ( <i>Enroute Chart - ICAO; Visual Approach Charts - ICAO</i> )
	Non-standard planning zone with designator and vertical limits

**GEN 2.4 LOCATION INDICATORS**

The location indicators marked with an asterisk (\*) can't be used in the address component of AFS messages.

<b>ENCODE</b>	
<i>Location</i>	<i>Indicator</i>
ATKAR-GYONGYOSHALASZ	LHAK*
FOLDES AIRFIELD	LHJT*
BALATONKERESZTUR	LHBK*
BALLOSZOG	LHBL*
BATONYTERENYE	LHBT*
BEKESCSABA	LHBC
BIHAR AIRPORT	LHBI*
BODMER-FELCSUT	LHFC*
BONY	LHBY*
BORGOND	LHBD*
FARKASHEGY	LHFH*
BUDAORS	LHBS
BUDAPEST/LISZT FERENC INTERNATIONAL AIRPORT	LHBP
BUK-FURDO	LHBF*
CEGLED	LHCL*
DAKA	LHDA*
DEBRECEN INTERNATIONAL AIRPORT	LHDC
DUNAKESZI	LHDK*
DUNAUJVAROS	LHDV*
EGER	LHER*
ID. RUBIK ERNO	LHEM*
PIUSZ-PUSZTA	LHFP*
FERTOSZENTMIKLOS	LHFM
GODOLLO	LHGD*
GYONGYOS	LHGY*
GYOR/PER	LHPR
GYORUJBARAT	LHGU*
GYURO	LHGR*
HAJDUSZOBOSZLO	LHHO*
HAJMASKER	LHHK*
HARMASHATARHEGY	LHHH*
HEVIZ-BALATON AIRPORT	LHSM
HODMEZOVASARHELY	LHHM*
JAKABSZALLAS	LHJK*
KADARKUT	LHKT*
KALOCSA-FOKTO	LHKA*

<b>DECODE</b>	
<i>Indicator</i>	<i>Location</i>
LHAK*	ATKAR-GYONGYOSHALASZ
LHBA*	PLANGI AIRPORT
LHBC	BEKESCSABA
LHBD*	BORGOND
LHBF*	BUK-FURDO
LHBI*	BIHAR AIRPORT
LHBK*	BALATONKERESZTUR
LHBL*	BALLOSZOG
LHBP	BUDAPEST/LISZT FERENC INTERNATIONAL AIRPORT
LHBS	BUDAORS
LHBT*	BATONYTERENYE
LHBY*	BONY
LHCL*	CEGLED
LHDA*	DAKA
LHDC	DEBRECEN INTERNATIONAL AIRPORT
LHDK*	DUNAKESZI
LHDV*	DUNAUJVAROS
LHEM*	ID. RUBIK ERNO
LHER*	EGER
LHFC*	BODMER-FELCSUT
LHFH*	FARKASHEGY
LHFM	FERTOSZENTMIKLOS
LHFP*	PIUSZ-PUSZTA
LHGD*	GODOLLO
LHGR*	GYURO
LHGU*	GYORUJBARAT
LHGY*	GYONGYOS
LHHH*	HARMASHATARHEGY
LHHK*	HAJMASKER
LHHM*	HODMEZOVASARHELY
LHHO*	HAJDUSZOBOSZLO
LHJK*	JAKABSZALLAS
LHJT*	FOLDES AIRFIELD
LHKA*	KALOCSA-FOKTO
LHKC*	KECEL
LHKD*	KECSKED

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

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

## 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	<b>Hungary</b> 2252-B 2251A	24 MAR 2022
Enroute Chart - ICAO	1:1 000 000	<b>Hungary</b> ENR 6-LHCC-ERC	11 JUL 2024
Compulsory and Plannable Links - Index Chart (See ENR 1.3)	Nil	<b>Hungary</b> ENR 6-LHCC-LINKS	23 MAR 2023
South East Europe Free Route Airspace (SEE FRA) - Index Chart	1:6 250 000	<b>Hungary</b> ENR 6-LHCC-FRA	23 FEB 2023
ATC Sectors - Index Chart	1:2 200 000	<b>Hungary</b> ENR 6-LHCC-SECTOR	13 JUL 2023
FIS Sectors - Index Chart	1:2 200 000	<b>Hungary</b> ENR 6-LHCC-FIS	06 OCT 2022
Prohibited, Restricted and Danger Areas - Index Chart	1:1 500 000	<b>Hungary</b> ENR 6-LHCC-PRD	21 MAR 2024
Temporary Reserved Airspaces - Index Chart	1:1 500 000	<b>Hungary</b> ENR 6-LHCC-TRA	21 MAR 2024
Areas With Sensitive Fauna - Index Chart	1:1 500 000	<b>Hungary</b> ENR 6-LHCC-FAUNA	06 OCT 2022
Aerial Sporting and Recreational Activities - Index Chart	1:1 500 000	<b>Hungary</b> ENR 6-LHCC-SPORT	21 MAR 2024
Aerodrome Chart - ICAO	1:10 000	<b>Békéscsaba</b> AD 2-LHBC-ADC	11 JUL 2024
	1:10 000	<b>Budapest/Liszt Ferenc International Airport</b> AD 2-LHBP-ADC	16 MAY 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	<b>Debrecen</b> AD 2-LHDC-ADC	21 MAR 2024
	1:7 500	<b>Nyíregyháza</b> AD 2-LHNY-ADC	22 APR 2021
	1:10 000	<b>Pécs/Pogány</b> AD 2-LHPP-ADC	30 JAN 2020
	1:10 000	<b>Győr/Pér</b> AD 2-LHPR-ADC	07 SEP 2023
	1:10 000	<b>Hévíz/Balaton</b> AD 2-LHSM-ADC	12 AUG 2021

Title of series	Scale	Name and/or number	Date of latest revision
		<b>Szeged</b>	
	1:10 000	AD 2-LHUD-ADC	01 DEC 2022
Aircraft Parking/Docking Chart - ICAO		<b>Budapest/Liszt Ferenc International Airport</b>	
	1:5 000	AD 2-LHBP-PDC/1	25 JAN 2024
	1:5 000	AD 2-LHBP-PDC/2	21 MAR 2024
	1:5 000	AD 2-LHBP-PDC/3	21 MAR 2024
	1:5 000	AD 2-LHBP-PDC/4	21 MAR 2024
Aerodrome Obstacle Chart - ICAO - Type A (Operating Limitations)		<b>Békéscsaba</b>	
	1:15 000	AD 2-LHBC-AOCA-17L35R	11 JUL 2024
		<b>Budapest/Liszt Ferenc International Airport</b>	
	1:20 000	AD 2-LHBP-AOCA-13L31R	28 JAN 2021
	1:20 000	AD 2-LHBP-AOCA-13R31L	28 JAN 2021
		<b>Debrecen</b>	
	1:20 000	AD 2-LHDC-AOCA-04R22L	25 JAN 2024
		<b>Pécs/Pogány</b>	
	1:15 000	AD 2-LHPP-AOCA-1634	01 DEC 2022
		<b>Győr/Pér</b>	
	1:12 500	AD 2-LHPR-AOCA-1129	01 DEC 2022
		<b>Hévíz/Balaton</b>	
	1:20 000	AD 2-LHSM-AOCA-1634	01 DEC 2022
		<b>Szeged</b>	
	1:10 000	AD 2-LHUD-AOCA-16R34L	22 APR 2021
Precision Approach Terrain Chart - ICAO		<b>Budapest/Liszt Ferenc International Airport</b>	
	1:2 500	AD 2-LHBP-PATC-13L31R	13 JUL 2023
	1:2 500, 1:5 000	AD 2-LHBP-PATC-13R31L	13 JUL 2023
Standard Departure Chart - Instrument (SID) - ICAO		<b>Békéscsaba</b>	
	1:225 000	AD 2-LHBC-SID-17L	11 JUL 2024
	1:225 000	AD 2-LHBC-SID-35R	11 JUL 2024
		<b>Budapest/Liszt Ferenc International Airport</b>	
	1:700 000	AD 2-LHBP-SID-13L	27 JAN 2022
	1:700 000	AD 2-LHBP-SID-13R	27 JAN 2022
	1:700 000	AD 2-LHBP-SID-31L	06 OCT 2022
	1:700 000	AD 2-LHBP-SID-31R	27 JAN 2022
		<b>Debrecen</b>	
	1:250 000	AD 2-LHDC-SID-04R	25 JAN 2024
	1:250 000	AD 2-LHDC-SID-22L	25 JAN 2024
		<b>Nyíregyháza</b>	
	1:250 000	AD 2-LHNY-SID-18	25 JAN 2024
	1:250 000	AD 2-LHNY-SID-36	25 JAN 2024

Title of series	Scale	Name and/or number	Date of latest revision
		<b>Győr/Pér</b>	
	1:250 000	AD 2-LHPR-SID-11	13 JUL 2023
	1:250 000	AD 2-LHPR-SID-29	13 JUL 2023
		<b>Hévíz/Balaton</b>	
	1:250 000	AD 2-LHSM-SID-16	12 AUG 2021
	1:250 000	AD 2-LHSM-SID-34	12 AUG 2021
Standard Arrival Chart - Instrument (STAR) - ICAO		<b>Békéscsaba</b>	
	1:225 000	AD 2-LHBC-STAR-17L35R	11 JUL 2024
		<b>Budapest/Liszt Ferenc International Airport</b>	
	1:700 000	AD 2-LHBP-STAR-13L13R	27 JAN 2022
	1:700 000	AD 2-LHBP-STAR-31L31R	27 JAN 2022
		<b>Debrecen</b>	
	1:250 000	AD 2-LHDC-STAR-04R22L	25 JAN 2024
		<b>Hévíz/Balaton</b>	
	1:250 000	AD 2-LHSM-STAR-1634	30 NOV 2023
		<b>Nyíregyháza</b>	
	1:250 000	AD 2-LHNY-STAR-1836	25 JAN 2024
Budapest TMA - Index Chart		<b>Budapest/Liszt Ferenc International Airport</b>	
	1:700 000	AD 2-LHBP-TMA	21 MAR 2024
Holding Procedures - Index Chart		<b>Budapest/Liszt Ferenc International Airport</b>	
	1:700 000	AD 2-LHBP-HLDG	28 JAN 2021
ATC Surveillance Minimum Altitude Chart - ICAO		<b>Budapest/Liszt Ferenc International Airport</b>	
	1:700 000	AD 2-LHBP-ATCSMAC	28 JAN 2021
Instrument Approach Chart - ICAO		<b>Békéscsaba</b>	
	1:275 000	AD 2-LHBC-NDB 17L	11 JUL 2024
	1:275 000	AD 2-LHBC-NDB 35R	11 JUL 2024
	1:275 000	AD 2-LHBC-RNP 17L	11 JUL 2024
	1:275 000	AD 2-LHBC-RNP 35R	11 JUL 2024
		<b>Budapest/Liszt Ferenc International Airport</b>	
	1:300 000	AD 2-LHBP-ILS/LOC-13L	30 NOV 2023
	1:300 000	AD 2-LHBP-ILS/LOC-13R	30 NOV 2023
	1:300 000	AD 2-LHBP-ILS/LOC-31L	30 NOV 2023
	1:300 000	AD 2-LHBP-ILS/LOC-31R	30 NOV 2023
	1:300 000	AD 2-LHBP-RNP-13L	30 NOV 2023
	1:300 000	AD 2-LHBP-RNP-13R	30 NOV 2023
	1:300 000	AD 2-LHBP-RNP-31L	30 NOV 2023
	1:300 000	AD 2-LHBP-RNP-Y-31R	06 OCT 2022
	1:300 000	AD 2-LHBP-RNP-Z-31R	30 NOV 2023
	1:300 000	AD 2-LHBP-VOR-13L	30 NOV 2023
	1:300 000	AD 2-LHBP-VOR-31R	30 NOV 2023

Title of series	Scale	Name and/or number	Date of latest revision
		<b>Debrecen</b>	
	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	21 MAR 2024
	1:250 000	AD 2-LHDC-RNP-22L	25 JAN 2024
		<b>Nyíregyháza</b>	
	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
		<b>Pécs/Pogány</b>	
	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
		<b>Győr/Pér</b>	
	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
		<b>Hévíz/Balaton</b>	
	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		<b>Békéscsaba</b>	
	1:150 000	AD 2-LHBC-VAC	11 JUL 2024
		<b>Budapest/Liszt Ferenc International Airport</b>	
	1:150 000	AD 2-LHBP-VAC	16 MAY 2024
		<b>Debrecen</b>	
	1:150 000	AD 2-LHDC-VAC	07 SEP 2023
		<b>Nyíregyháza</b>	
	1:150 000	AD 2-LHNY-VAC	06 OCT 2022
		<b>Pécs/Pogány</b>	
	1:150 000	AD 2-LHPP-VAC	06 OCT 2022
		<b>Győr/Pér</b>	
	1:150 000	AD 2-LHPR-VAC	25 JAN 2024
		<b>Hévíz/Balaton</b>	
	1:150 000	AD 2-LHSM-VAC	14 JUL 2022
		<b>Szeged</b>	
	1:150 000	AD 2-LHUD-VAC	21 MAR 2024

**AIP HUNGARY**

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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

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

NIL

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Country	FIR/UIR	ICAO	Country code
Norway	Norway	ENOR	EN
	Bodo - Oceanic	ENOB	EN
	Trondheim	ENTR	EN
Poland	Warsaw	EPWW	EP
Portugal	Lisbon	LPPC	LP
	Santa Maria	LPPO	LP
Romania	Bucharest	LRBB	LR
Slovak Republic	Bratislava	LZBB	LZ
Slovenia	Ljubljana	LJLA	LJ
Spain	Barcelona	LECB	LE
	Madrid	LECM	LE
	Canarias	GCCC	LE
Sweden	Sweeden	ESSA	ES
Switzerland	Switzerland	LSAS	LS
Turkey	Ankara	LTAA	LT
	Istanbul	LTBB	LT
Ukraine	L'Viv	UKLV	UK
	Kyiv	UKBV	UK
	Dnipropetrosk	UKDV	UK
	Odessa	UKOV	UK
United Kingdom	Sinferopol	UKFV	UK
	London	EGTT	EG
Serbia and Montenegro	Scottish	EGPX	EG
	Belgrade	LYBA	LY

## 1.10 General information about Non-standard Planning Zones

To manage the operationally sensitive areas, Non-standard Planning Zones (NPZ-s) are published. An NPZ is a defined airspace volume within which the planning of FRA DCT trajectories is either not allowed or allowed only for exceptions as described.

Airspace users can avoid these areas by planning via appropriate FRA Points or according to described conditions. Planning a DCT through the published NPZ will cause a reject message (REJ) by IFPS except where the set conditions are met. For complete NPZ source information see RAD.

## 2. REPETITIVE FLIGHT PLAN SYSTEM

### 2.1 General

2.1.1 Repetitive flight plans shall be submitted for regular operations as far as possible.

2.1.2 When using repetitive flight plans for flights affecting Budapest FIR, the procedures of ICAO Doc 4444 ATM/501 Chapter 16, para 16.4. and Doc 7030 and the following regulations shall be applied.

2.1.3 RPLs, for flights affecting Budapest FIR shall be filed solely with EUROCONTROL at the CFMU, Brussels, in accordance with the requirements and procedures detailed herein. Distribution of RPL data to ATS Units in Budapest FIR is provided by the EUROCONTROL.

2.1.4 RPLs for flights having a route portion outside the Zone shall continue to be submitted in parallel to EUROCONTROL and to the National Authorities of those external States in accordance with existing procedures (see paragraph 2.5.2.). It should be noted in particular that ALL affected National Administrations outside the zone which are on the route of the flights MUST have agreed to the use of RPLs.

*Note: List of FIRs participating in IFPS zone: [See ENR 1.10 para 1.9](#)*

2.1.5 Attention is drawn to the fact that the Shanwick (EGGX) and Santa Maria (LPPO) OACCs are NOT within the IFPS Zone.

## 2.2 Types of submission

2.2.1 RPL data submission may be in the form of a New List or a Revised List.

2.2.2 A New List (NLST) is a submission that contains ONLY new information (typically the start of a new Winter or Summer period).

2.2.3 A Revised List (RLST) is a submission that contains revised information to a previously submitted list. This revised or amended information could be a combination of any of the following: changes, cancellations or additional new flights.

## 2.3 RPL submission criteria

2.3.1 An NLST must be received by EUROCONTROL with a minimum of 14 days before the intended first flight.

2.3.2 An RLST must be received by EUROCONTROL such that:

- a. there is a minimum of 7 working days (see 2.6.2 below) between reception of the file by EUROCONTROL and the activation of the first flight affected by the amendment, and
- b. there must be two Mondays between reception of the file and the activation of the first flight affected by the amendment.

## 2.4 RPL submission procedure

2.4.1 RPLs may be submitted in any of the following formats:

- IFPS RPL format (former DBO/DBE format) - via diskette, SITATEX or electronic file transfer
- ICAO format (hard copy) - on paper (ICAO Doc 4444)

2.4.2 Details of IFPS RPL format may be found in the IFPS User Manual section of the CFMU Handbook. Copies can be obtained from the EUROCONTROL Library at the address. See: [2.6.3](#)

2.4.3 On receipt of an RPL file, EUROCONTROL will send the following acknowledgement of receipt by SITA or Fax as appropriate.

### Example of ACKNOWLEDGEMENT of reception sent to RPL Originators (SITA or FAX)

ZCZC 001 251220

QN

MADWEZZ

BRUER7X

ddhhmm

FROM:

EUROCONTROL/CFMU

TO:

ZZZ

ATTN:

Mrs. Brown

SUBJ:

ACK OF YR RPL SUBMISSION 96-01

Nr.RPL:

12

- INITIAL CHECK OF FORMAT OK.

- FURTHER PROCESSING IN PROGRESS. WE WILL CONTACT YOU IF NECESSARY

BRGDS

D.TAYLOR/RPL TEAM

2.4.4 If NO acknowledgement is received from EUROCONTROL within 2 working days of dispatch, the originator MUST contact the RPL Team to confirm that the file has been received.

2.4.5 Following the acknowledgement the RPL Team will process the file and will contact the originator again ONLY if there are any problems, such as the route or validity periods. It follows, therefore, that if no subsequent query is initiated by EUROCONTROL, the originator can assume that the file has been successfully processed into the RPL database.

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**2.4.6** Any change to the address or contact number of the Aircraft Operator (for example, a change of contact number/address for obtaining supplementary information) must be advised to the RPL Team immediately.

**2.4.7** EUROCONTROL is able to accept RPL data which covers more than one Winter/Summer period but Originators must ensure that any such data is amended to reflect any changes of the clock (i.e. to reflect Summer/Winter time).

**2.5 Specific EUROCONTROL requirements for RPL operation**

**2.5.1** The basic principles for the submission of Repetitive Flight Plans are contained in ICAO Docs 4444/501 and 7030. The following paragraphs detail the differences between the ICAO Standard and the EUROCONTROL requirement, which permits a more flexible approach within the basic rules. Full details are contained in the IFPS User Manual section of the CFMU Handbook.

**2.5.2** RPLs shall cover the entire flight from the departure aerodrome to the destination aerodrome. Therefore, an RPL shall be submitted by the flight plan originator for the entire route. A mixture of both RPL and FPL message shall not be permitted. RPL procedures shall be applied ONLY when ALL ATS authorities concerned with the flights have agreed to accept RPLs. In this respect, all States of the IFPS zone accept RPLs. It is the responsibility of the AO to ensure that RPLs for flights which are partly outside the zone are properly coordinated and addressed to the relevant external ATS authorities.

**2.5.3** For EUROCONTROL purposes an RLST may be submitted which contains only changes, cancellations and additions (i.e. "-" and "+"). Details of unchanged flights (i.e. "blanks") are not required.

**2.5.4** The "-" must come before the "+".

**2.5.5** For a cancellation or change, the "-" must be an exact duplicate of the original "+" that it is to cancel, in order for it to be accepted by the RPL processing system.

**2.5.6** The NLSTs and RLSTs are to be numbered in sequence as this enables EUROCONTROL to ensure that the lists are entered into the RPL database in the correct order. It also provides a double check for possible missing submissions. The first NLST of the season should be numbered 001 and each following list, regardless of whether it is a NLST or RLST, is to be numbered in sequence.

**2.5.7** The numbering of the RPL submissions is done on line "0" (sender record) starting at character 37 of the diskette file and in field "E" of a ICAO hard copy file (on paper).

**2.5.8** To suspend an RPL the originator should send the information in the format [See ENR 1.10 para 2.7](#) However, originators should note that flights cannot be suspended for less than 3 days. If the suspension is for less than 3 days, individual daily cancellation messages must be sent by the originator to the IFPS in order not to waste ATC capacity by leaving "ghost" flights in the CFMU and ATC data bases.

**2.5.9** To cancel a RPL for a specific day, the originator need only send a normal ICAO CNL message to BOTH of the IFPS units (EUCHZMFP and EUCBZMFP or BRUEP7X and PAREP7X) and other external ATS Units as necessary. In respect of such flights, cancellation messages to the IFPS Units shall be submitted not earlier than 20 hours before the EOBT of the flight. The same rule applies for a change (CHG) or delay (DLA) message since at 20 hours before EOBT the RPL is transferred to the IFPS and the RPL effectively becomes an FPL.

**2.5.10** To recover any RPL which has been suspended for an undefined period, the originator must send the instruction in the format [See ENR 1.10 para 2.8](#)

**2.5.11** It is emphasized that the requirements specified in paragraphs [2.5.3](#), [2.5.5](#), [2.5.6](#), [2.5.7](#), [2.5.8](#), [2.5.9](#), [2.5.10](#) are not applicable to route portions outside the IFPS Zone.

**2.6 General information**

**2.6.1** RPL data at EUROCONTROL is handled by a dedicated section known as the RPL Team.

**2.6.2** The RPL Team working day is from 0800 to 1715 (European time) Monday to Friday, including Public Holidays but excluding 25 December. Originators of RPL data should take these operating hours into account when submitting RPL data to EUROCONTROL.

**2.6.3** RPL data files may be sent to EUROCONTROL by any of the following means of communication:

EUROCONTROL CFMU FDO/RPL Team

Post: Rue de la Fusee, 96 B -1130 Brussels, Belgium

SITA: BRUER7X

Fax: 32.2.729.9042

Phone:32.2.729.9847

Phone:32.2.729.9861

Phone:32.2.729.9866

**2.6.4** The use of hard copy via post is discouraged. Submission via diskette, SITATEX or electronic file transfer removes the chance of an RPL operator making any typographical errors when copying the data from the hard copy into the IFPS RPL system.

## 2.7 Suspension of RPLs

**2.7.1** To suspend an RPL/s, the RPL originator must send by SITA, FAX a letter to the EUROCONTROL RPL Office with an instruction with contains the following information:

Please suspend the following flights with effect from ddmm until ddmm.

AIRCRAFT-ID VAL-FROM VAL-UNTIL DAYS-OF-OPERATION ADEP EOBT ADES

Note:

- i. Flights can not be suspended for periods of less than 3 days
- ii. A suspension message shall be received by not less than 48 hours before the EOBT of the earliest affected flight/s. When sufficient notice cannot be given, individual CNL messages must be filed.
- iii. If the UNTIL is not filled in, then a Recovery message will have to be send.

**2.7.2** A RSUS message is an ADEXP message which has not been implemented in the RPL system. This message shall not be used. Originators should use the media and layout described above.

## 2.8 Recovery of RPLs

**2.8.1** To recover an RPL/s, the RPL originator must send by SITA, FAX a letter to the EUROCONTROL RPL Office with an instruction with contains the following information:

Please recover the following flights with effect from ddmm.

AIRCRAFT-ID VAL-FROM VAL-UNTIL DAYS-OF-OPERATION ADEP EOBT ADES

Note: A recovery message shall be received by not less than 48 hours before the EOBT of the earliest affected flight/s. When sufficient notice cannot be given, individual FPL messages must be filed.

**2.8.2** The RREC message is an ADEXP message which has not been implemented in the RPL system. This message shall not be used. Originators should use the media and layout described above.

## 3. CHANGES TO THE SUBMITTED FLIGHT PLAN

NIL

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Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / Purpose	Remarks
1	2	3	4	5
<b>KOSICE TMA 2</b> 482346N 0202459E along border HUNGARY_SLOVAKREPUBLIC - 482000N 0214901E - 481703N 0214953E - 481110N 0210551E - 482346N 0202459E 9500 FT ALT 1000 FT AGL D	KOSICE APP	KOSICE RADAR EN, SK	See AIP Slovakia	

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / Purpose	Remarks
1	2	3	4	5
<b>LESMO AREA</b> 474906N 0173651E - 474449N 0173000E - 473559N 0172918E - 473559N 0171554E - 473555N 0164005E along border AUSTRIA_HUNGARY - 480024N 0170939E along border HUNGARY_SLOVAKREPUBLIC - 474906N 0173651E FL 245 5500 FT ALT C	ATC and alerting service provided by Wien ATCC. SAR coordination and operation provided by the appropriate Hungarian authorities.			

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / Purpose	Remarks
1	2	3	4	5
<b>RUTOL BOX</b> 480214N 0184917E along border HUNGARY_SLOVAKREPUBLIC - 474551N 0182754E - 475117N 0182910E - 475729N 0183036E - 480214N 0184917E FL 195 9000 FT ALT C	ATS provided by Budapest ATCC. Search and rescue coordination and operations provided by appropriate authorities of the Slovak Republic.	BUDAPEST APPROACH EN H24		

ACC BUDAPEST sectors				
Sector group / Identification / Class of airspace	Sector name / Identification	Vertical limits	Lateral limits	Remarks
1	2	3	4	5
ACC BUDAPEST WEST (LHCCWEST) C	WEST LOW (LHCCWL)	9500 FT ALT - FL 305	480024N 0170939E 474227N 0170500E 473244N 0164214E 465952N 0161329E 465046N 0162019E 462901N 0163358E 472044N 0184313E 474413N 0181948E 474411.95N 0181943.5E along border HUNGARY_SLOVAKREPUBLIC 480024N 0170939E subtracted the BUDAPEST TMA and LESMO AREA airspaces	For units providing service in sector see AIP Hungary <a href="#">ENR 6-LHCC-SECTOR</a> chart.
	WEST MID (LHCCWM)	FL 305 - FL 345	480024N 0170939E 474227N 0170500E	
	WEST UPP (LHCCWU)	FL 345 - FL 365	473244N 0164214E 465952N 0161329E 465046N 0162019E	
	WEST HIGH (LHCCWH)	FL 365 - FL 375	462901N 0163358E 472044N 0184313E	
	WEST TOP (LHCCWT)	FL 375 - FL 385	474413N 0181948E 474411.95N 0181943.5E along border HUNGARY_SLOVAKREPUBLIC	
	WEST SUPERTOP (LHCCWST)	FL 385 - FL 660	480024N 0170939E	

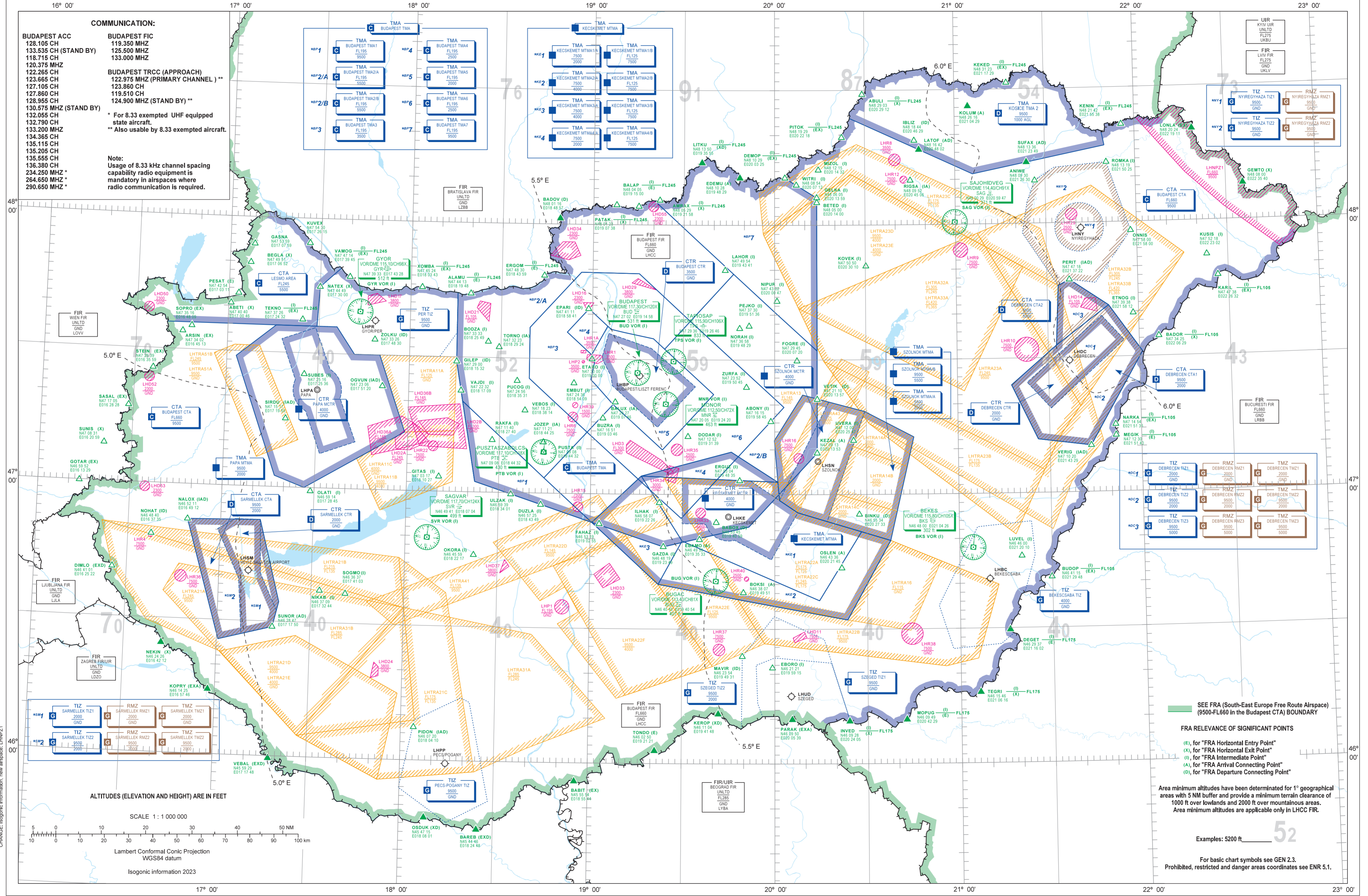
AIP HUNGARY

Sector group / Identification / Class of airspace	Sector name / Identification	Vertical limits	Lateral limits	Remarks
1	2	3	4	5
<b>ACC BUDAPEST NORTH</b> (LHCCNORTH) C	NORTH LOW (LHCCNL)	9500 FT ALT - FL 325	481029N 0200325E 470053N 0214037E 470008N 0214141E along border HUNGARY_ROMANIA 475733N 0225422E along border HUNGARY_UKRAINE 482411.92N 0220919.33E along border HUNGARY_SLOVAKREPUBLIC 481029N 0200325E subtracted the BUDAPEST TMA airspace	For units providing service in sector see AIP Hungary <a href="#">ENR 6-LHCC-SECTOR</a> chart.
	NORTH MID (LHCCNM)	FL 325 - FL 345	481029N 0200325E 470053N 0214037E	
	NORTH UPP (LHCCNU)	FL 345 - FL 365	470008N 0214141E along border HUNGARY_ROMANIA 475733N 0225422E along border	
	NORTH HIGH (LHCCNH)	FL 365 - FL 375	HUNGARY_UKRAINE 482411.92N 0220919.33E along border	
	NORTH TOP (LHCCNT)	FL 375 - FL 385	HUNGARY_SLOVAKREPUBLIC 481029N 0200325E	
	NORTH SUPERTOP (LHCCNST)	FL 385 - FL 660		

Non-standard planning zones (NPZ)		
Name and lateral limits	Vertical limits	Remarks
1	2	3
<b>LHNPZ1</b> 475325N 0224741E 475445N 0224514E 480256N 0222909E 481042N 0221630E 482301.61N 0220036.37E along border HUNGARY_SLOVAKREPUBLIC 482411.92N 0220919.33E along border HUNGARY_UKRAINE 475733.00N 0225422.00E along border HUNGARY_ROMANIA 475325N 0224741E	9500 FT ALT - FL 660	Zone within FRA preventing inappropriate flight planning close to FIR border.

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ENROUTE  
CHART - ICAO



**COMMUNICATION:**

**BUDAPEST ACC**  
128.105 CH  
133.535 CH (STAND BY)  
118.175 CH  
120.375 MHz  
122.265 CH  
123.790 CH  
127.105 CH  
127.860 CH  
128.955 CH  
130.575 MHz (STAND BY)  
132.055 CH  
132.790 CH  
133.200 MHz  
134.365 CH  
135.115 CH  
135.205 CH  
135.555 CH  
136.380 CH  
234.250 MHz \*  
264.650 MHz \*  
290.650 MHz \*

**BUDAPEST FIC**  
119.350 MHz  
125.500 MHz  
133.000 MHz

**BUDAPEST TRCC (APPROACH state aircraft)**  
122.975 MHz (PRIMARY CHANNEL) \*\*  
123.860 CH  
119.510 CH  
124.900 MHz (STAND BY) \*\*

\* For 8.33 exempted UHF equipped state aircraft.  
\*\* Also usable by 8.33 exempted aircraft.

Note:  
Usage of 8.33 kHz channel spacing capability radio equipment is mandatory in airspaces where radio communication is required.

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

**FRA RELEVANCE OF SIGNIFICANT POINTS**

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

Area minimum altitudes have been determined for 1° geographical areas with 5 NM buffer and provide a minimum terrain clearance of 1000 ft over lowlands and 2000 ft over mountainous areas. Area minimum altitudes are applicable only in LHCC FIR.

ALTITUDES (ELEVATION AND HEIGHT) ARE IN FEET

SCALE 1 : 1 000 000

Lambert Conformal Conic Projection  
WGS84 datum  
Isogonic information 2023

Examples: 5200 ft  
For basic chart symbols see GEN 2.3.  
Prohibited, restricted and danger areas coordinates see ENR 5.1.

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<b>STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO</b> .....	<b>AD 2-LHBC-SID-35R - 1</b>
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<b>INSTRUMENT APPROACH CHART - ICAO</b> .....	<b>AD 2-LHBC-NDB-35R - 1</b>
<b>INSTRUMENT APPROACH CHART - ICAO</b> .....	<b>AD 2-LHBC-RNP-17L - 1</b>
<b>INSTRUMENT APPROACH CHART - ICAO</b> .....	<b>AD 2-LHBC-RNP-35R - 1</b>
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<b>AIRCRAFT PARKING/DOCKING CHART - ICAO .....</b>	<b>AD 2-LHBP-PDC/2 - 1</b>
<b>AIRCRAFT PARKING/DOCKING CHART - ICAO .....</b>	<b>AD 2-LHBP-PDC/3 - 1</b>
<b>AIRCRAFT PARKING/DOCKING CHART - ICAO .....</b>	<b>AD 2-LHBP-PDC/4 - 1</b>
<b>AERODROME OBSTACLE CHART - ICAO</b>	
<b>TYPE A OPERATING LIMITATIONS .....</b>	<b>AD 2-LHBP-AOCA-13L31R - 1</b>
<b>AERODROME OBSTACLE CHART - ICAO</b>	
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<b>PRECISION APPROACH TERRAIN CHART - ICAO .....</b>	<b>AD 2-LHBP-PATC-13R31L - 1</b>
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<b>STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO .....</b>	<b>AD 2-LHBP-SID-13R - 1</b>
<b>STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO .....</b>	<b>AD 2-LHBP-SID31L - 1</b>
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<b>INSTRUMENT APPROACH CHART - ICAO .....</b>	<b>AD 2-LHBP-ILS/LOC-13R - 1</b>
<b>INSTRUMENT APPROACH CHART - ICAO .....</b>	<b>AD 2-LHBP-ILS/LOC-31L - 1</b>
<b>INSTRUMENT APPROACH CHART - ICAO .....</b>	<b>AD 2-LHBP-ILS/LOC-31R - 1</b>
<b>INSTRUMENT APPROACH CHART - ICAO .....</b>	<b>AD 2-LHBP-RNP-13L - 1</b>
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<b>INSTRUMENT APPROACH CHART - ICAO .....</b>	<b>AD 2-LHBP-RNP-31L - 1</b>
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<b>INSTRUMENT APPROACH CHART - ICAO .....</b>	<b>AD 2-LHBP-RNP-Z-31R - 1</b>
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### LHDC DEBRECEN INTERNATIONAL AIRPORT

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3.	Bird flocks and bird migrations	AD 2-LHDC - 11
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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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<b>LHNY AD 2.3</b>	<b>OPERATIONAL HOURS</b>	<b>AD 2-LHNY - 1</b>
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<b>LHNY AD 2.7</b>	<b>RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN</b>	<b>AD 2-LHNY - 2</b>
<b>LHNY AD 2.8</b>	<b>APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA</b>	<b>AD 2-LHNY - 3</b>
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<b>LHNY AD 2.10</b>	<b>AERODROME OBSTACLES</b>	<b>AD 2-LHNY - 3</b>
<b>LHNY AD 2.11</b>	<b>METEOROLOGICAL INFORMATION PROVIDED</b>	<b>AD 2-LHNY - 3</b>
<b>LHNY AD 2.12</b>	<b>RUNWAY PHYSICAL CHARACTERISTICS</b>	<b>AD 2-LHNY - 4</b>
<b>LHNY AD 2.13</b>	<b>DECLARED DISTANCES</b>	<b>AD 2-LHNY - 4</b>
<b>LHNY AD 2.14</b>	<b>APPROACH AND RUNWAY LIGHTING</b>	<b>AD 2-LHNY - 5</b>
<b>LHNY AD 2.15</b>	<b>OTHER LIGHTING AND SECONDARY POWER SUPPLY</b>	<b>AD 2-LHNY - 5</b>
<b>LHNY AD 2.16</b>	<b>HELICOPTER LANDING AREA</b>	<b>AD 2-LHNY - 5</b>
<b>LHNY AD 2.17</b>	<b>AIR TRAFFIC SERVICES AIRSPACE</b>	<b>AD 2-LHNY - 6</b>
<b>LHNY AD 2.18</b>	<b>AIR TRAFFIC SERVICES COMMUNICATION FACILITIES</b>	<b>AD 2-LHNY - 6</b>
<b>LHNY AD 2.19</b>	<b>RADIO NAVIGATION AND LANDING AIDS</b>	<b>AD 2-LHNY - 7</b>
<b>LHNY AD 2.20</b>	<b>LOCAL AERODROME REGULATIONS</b>	<b>AD 2-LHNY - 7</b>
<b>LHNY AD 2.21</b>	<b>NOISE ABATEMENT PROCEDURES</b>	<b>AD 2-LHNY - 7</b>
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2.	BIRD FLOCKS AND BIRD MIGRATIONS	AD 2-LHNY - 9
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<b>LHNY AD 2.25</b>	<b>VISUAL SEGMENT SURFACE (VSS) PENETRATION</b>	<b>AD 2-LHNY - 10</b>
	AERODROME CHART - ICAO	AD 2-LHNY-ADC - 1
	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 2.5 PASSENGER FACILITIES.....	AD 2-LHPP - 2
LHPP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES.....	AD 2-LHPP - 2
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LHPP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA.....	AD 2-LHPP - 3
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LHPP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED.....	AD 2-LHPP - 4
LHPP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS.....	AD 2-LHPP - 4
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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
LHPP AD 2.16 HELICOPTER LANDING AREA.....	AD 2-LHPP - 5
LHPP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE.....	AD 2-LHPP - 6
LHPP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES.....	AD 2-LHPP - 6
LHPP AD 2.19 RADIO NAVIGATION AND LANDING AIDS.....	AD 2-LHPP - 6
LHPP AD 2.20 LOCAL AERODROME REGULATIONS.....	AD 2-LHPP - 7
LHPP AD 2.21 NOISE ABATEMENT PROCEDURES.....	AD 2-LHPP - 7
LHPP AD 2.22 FLIGHT PROCEDURES.....	AD 2-LHPP - 7
LHPP AD 2.23 ADDITIONAL INFORMATION.....	AD 2-LHPP - 7
LHPP AD 2.24 CHARTS RELATED TO THE AERODROME.....	AD 2-LHPP - 7
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 GYŐR/PÉR

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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
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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
LHPR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA.....	AD 2-LHPR - 3
LHPR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS.....	AD 2-LHPR - 3
LHPR AD 2.10 AERODROME OBSTACLES.....	AD 2-LHPR - 3
LHPR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED.....	AD 2-LHPR - 4
LHPR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS.....	AD 2-LHPR - 5
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 2.19RADIO NAVIGATION AND LANDING AIDS.....	AD 2-LHPR - 7
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LHPR AD 2.21NOISE ABATEMENT PROCEDURES .....	AD 2-LHPR - 7
LHPR AD 2.22FLIGHT PROCEDURES .....	AD 2-LHPR - 7
LHPR AD 2.23ADDITIONAL INFORMATION.....	AD 2-LHPR - 8
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LHPR AD 2.25VISUAL SEGMENT SURFACE (VSS) PENETRATION.....	AD 2-LHPR - 8
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 2.2AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA .....	AD 2-LHSM - 1
LHSM AD 2.3OPERATIONAL HOURS.....	AD 2-LHSM - 1
LHSM AD 2.4HANDLING SERVICES AND FACILITIES .....	AD 2-LHSM - 2
LHSM AD 2.5PASSENGER FACILITIES.....	AD 2-LHSM - 2
LHSM AD 2.6RESCUE AND FIRE FIGHTING SERVICES .....	AD 2-LHSM - 2
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LHSM AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS.....	AD 2-LHSM - 3
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LHSM AD 2.14APPROACH AND RUNWAY LIGHTING .....	AD 2-LHSM - 5
LHSM AD 2.15OTHER LIGHTING AND SECONDARY POWER SUPPLY.....	AD 2-LHSM - 5
LHSM AD 2.16HELICOPTER LANDING AREA .....	AD 2-LHSM - 6
LHSM AD 2.17AIR TRAFFIC SERVICES AIRSPACE.....	AD 2-LHSM - 6
LHSM AD 2.18AIR TRAFFIC SERVICES COMMUNICATION FACILITIES .....	AD 2-LHSM - 6
LHSM AD 2.19RADIO NAVIGATION AND LANDING AIDS .....	AD 2-LHSM - 7
LHSM AD 2.20LOCAL AERODROME REGULATIONS.....	AD 2-LHSM - 7
LHSM AD 2.21NOISE ABATEMENT PROCEDURES .....	AD 2-LHSM - 7
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2. Procedures for flights during the operation of aerodrome flight information service (AFIS).....	AD 2-LHSM - 9
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LHSM AD 2.24CHARTS RELATED TO THE AERODROME .....	AD 2-LHSM - 10
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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
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LHUD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS .....	AD 2-LHUD - 3
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LHUD AD 2.16 HELICOPTER LANDING AREA .....	AD 2-LHUD - 6
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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
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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 AERODROMES/HELIPORTS - INTRODUCTION

### AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE

#### 1. GENERAL CONDITIONS

Aircraft departing from or landing in the territory of Hungary during an international flight shall make the first landing or the final departure at an international or customs aerodrome ([See AD 1.3](#)).

*Note: At present time international flights may be carried out to/from Budapest Liszt Ferenc International Airport and - with prior notification of the aerodrome operator - at the following customs aerodromes: Békéscsaba, Debrecen, Hévíz-Balaton, Pécs-Pogány, Győr-Pér and Szeged. The use of the latter aerodromes as customs aerodrome shall be requested by the operator of the aerodrome from the Civil Aviation Authority (CAA).*

All private aerodromes have to be contacted prior the departure to arrange the arrival at the airport. Aircraft from Schengen countries are allowed to land at NTL airports provided that preliminary permission obtained from the aerodrome owner/operator ([See AD 1.3](#)).

Aircraft from/to non-Schengen countries are allowed to land or depart at/from NTL airports with the preliminary permission granted by the relevant county police of the airport location, obtained either by aircraft owner or NTL airport operator.

Aircraft carrying weapons, ammunition or dangerous goods shall plan to land at military aerodromes.

#### 2. USE OF MILITARY AIRBASES

The use of aerodromes for state flights by other than Hungarian state aircraft may be made – with the exception of the case of emergency – solely with the prior permission of the operator. The operator is the Hungarian Defence Forces Command – HDFC.

##### LHKE

##### HUNGARIAN DEFENCE FORCES 59th “SZENTGYÖRGYI DEZSŐ” AIRBASE

Post:H-6004 KECSKEMÉT PO Box 320.

Phone:(+36) 76-510-800

Fax:(+36) 76-510-833

Email:lhke.aro@mil.hu

##### LHSN

##### HUNGARIAN DEFENCE FORCES 86. SZOLNOK HELICOPTER BASE

Post:H-5008 Szolnok, PO Box 5.

Phone:(+36) 56-505-100

Fax:(+36) 56-505-177

Email:mh86heli@regiment.hu

##### LHPA

##### Hungarian Defence Forces Pápa Airbase

Post:H-8501 Pápa, PO Box 35.

Phone:(+36) 89-513-600

Fax:(+36) 89-513-632

Email:lhpa.boc@mil.hu

Prior permission request (PPR) shall be submitted at least 7 days prior the planned day of landing. The request must contain the following data: aircraft type, registration number, call sign, planned landing and departure time, purpose of flight.

### 3. LOW VISIBILITY PROCEDURES (LVP)

Aerodromes available for low visibility operation are as follows:

LHBP (see details in [AD 2-LHBP AD-2.19](#) and [AD 2-LHBP para 3.2](#))

- RWY 13R CAT IIIB
- RWY 31L CAT II
- RWY 13L CAT II
- RWY 31R CAT II

LHDC (see details in [AD 2-LHDC AD-2.19](#))

- RWY 04R CAT I

LHPP (see details in [AD 2-LHPP AD-2.19](#))

- RWY 34 CAT I

LHPR (see details in [AD 2-LHPR AD-2.19](#))

- RWY 29 CAT I

LHSM (see details in [AD 2-LHSM AD-2.19](#))

- RWY 16 CAT I

*Note 1: The operational procedures in low visibility conditions for CAT I operations at EU certified aerodromes (LHDC, LHPR and LHSM) can be obtained in details from Aerodrome Operator.*

### 4. AERODROME OPERATING MINIMA

1. The OCA(H) values are promulgated on the Instrument Approach Chart for each kind of approach procedure available for those categories of aircraft for which the procedure is designed.

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

### 5. OTHER INFORMATION

NIL

**AD 2 AERODROMES****LHBC - BÉKÉSCSABA****LHBC AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LHBC BÉKÉSCSABA

**LHBC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	464100N 0210945E In the geometrical centre of RWY 17L - 35R
2	Direction and distance from (city)	6 km, E from the centre of Békéscsaba
3	Elevation/Reference temperature	87 M / 28.5°C
4	Geoid undulation	45 M
5	MAG VAR/ annual change	6°E (2022) / 0.12° increasing
6	AD Administration, address, telephone, telefax, AFS	Post:BEKES AIRPORT Repuloter Mukodteto es Fejleszto Kft., 5600 Bekescsaba, hrsz 0296/8/A Phone:(+36) 66-547-240 Fax:(+36) 66-547-240 AFS:LHBCZPZX SITA:Nil Email:info@bekesairport.hu URL:http://www.bekesairport.hu Phone: (+36) 30-322-8881 (AFIS)
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Prior permission required.

**LHBC AD 2.3 OPERATIONAL HOURS**

1	AD Administration	0800 - SS (0700 - SS)
2	Customs and immigration	H24, PPR (24 hours)
3	Health and sanitation	As Administration
4	AIS Briefing Office	As Administration
5	ATS Reporting Office (ARO)	As Administration
6	MET Briefing Office	As Administration
7	ATS	As Administration
8	Fuelling	As Administration
9	Handling	As Administration
10	Security	H24
11	De-icing	NIL

12	Remarks	Availability of services outside operational hours on prior arrangement.
----	---------	--

### LHBC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	AVGAS-LL, A1
3	Fuelling facilities/capacity	1 petrol and 1 kerosene fuel station with 8000 and 32000 litres capacity.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Up to 15M wingspan
6	Repair facilities for visiting aircraft	LIMITED, SMALLER REPAIRS ONLY.
7	Remarks	Nil

### LHBC AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants in the city	In the city
3	Transportation	Taxi
4	Medical facilities	Firs aid at AD, hospital in the city
5	Bank and Post Office	In the city
6	Tourist Office	In the city
7	Remarks	Nil

### LHBC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A2 On request category A5. (PPR 24 hours)
2	Rescue equipment	1 ARFF vehicle, handheld fire-fighting equipment
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

### LHBC AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	Unimog 400 snow plow and sweeper.
2	Clearance priorities	Nil
3	Use of material for movement area surface treatment	Nil
4	Specially prepared winter runways	Nil
5	Remarks	Nil

**LHBC AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

Type of aid MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency(ies)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L	BC	400 KHZ	H24	463953.6N 0210954.3E		LI 35R
DVOR/DME (6)	BKS	115.8 MHZ 105X	H24	464759.9N 0210426.0E	92 M	DME COORD: 464759.9N 0210426.0E

**LHBC AD 2.20 LOCAL AERODROME REGULATIONS**

NIL

**LHBC AD 2.21 NOISE ABATEMENT PROCEDURES**

NIL

**LHBC AD 2.22 FLIGHT PROCEDURES**

NIL

**LHBC AD 2.23 ADDITIONAL INFORMATION**

NIL

**LHBC AD 2.24 CHARTS RELATED TO THE AERODROME**

Aerodrome Chart - ICAO	AD 2-LHBC-ADC
Aerodrome Obstacle Chart - ICAO Type A Operating Limitations	AD 2-LHBC-AOCA-17L35R

Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHBC-SID-17L
	AD 2-LHBC-SID-35R
Standard Arrival Chart - Instrument (STAR) - ICAO	AD 2-LHBC-STAR-17L35R
Instrument Approach Chart - ICAO	AD 2-LHBC-NDB-17L
	AD 2-LHBC-NDB-35R
	AD 2-LHBC-RNP-17L
	AD 2-LHBC-RNP-35R
Visual Approach Chart - ICAO	AD 2-LHBC-VAC

**LHBC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION**

RWY 35R		
Obstacle penetrating VSS	Affected procedures	Affected OCA/H
LHBC_AREA2C_S_149_005	AD 2-LHBC-NDB-35R AD 2-LHBC-RNP-35R (except LPV minima)	NIL
LHBC_AREA2B_S_170_003	AD 2-LHBC-NDB-35R AD 2-LHBC-RNP-35R (except LPV minima)	NIL
LHBC_AREA2B_S_170_002	AD 2-LHBC-NDB-35R AD 2-LHBC-RNP-35R (except LPV minima)	NIL
LHBC_AREA2B_S_169_012	AD 2-LHBC-NDB-35R AD 2-LHBC-RNP-35R (except LPV minima)	NIL
LHBC_AREA2B_S_169_014	AD 2-LHBC-NDB-35R AD 2-LHBC-RNP-35R	NIL
LHBC_AREA2B_S_169_013	AD 2-LHBC-NDB-35R AD 2-LHBC-RNP-35R (except LPV minima)	NIL
LHBC_AREA2B_S_169_009	AD 2-LHBC-NDB-35R AD 2-LHBC-RNP-35R (except LPV minima)	NIL
LHBC_AREA2B_S_169_015	AD 2-LHBC-NDB-35R AD 2-LHBC-RNP-35R	NIL
LHBC_AREA2B_S_169_008	AD 2-LHBC-NDB-35R AD 2-LHBC-RNP-35R (except LPV minima)	NIL
LHBC_AREA2B_S_169_007	AD 2-LHBC-NDB-35R AD 2-LHBC-RNP-35R (except LPV minima)	NIL
LHBC_AREA2B_S_169_006	AD 2-LHBC-NDB-35R AD 2-LHBC-RNP-35R (except LPV minima)	NIL
LHBC_AREA2B_S_169_016	AD 2-LHBC-NDB-35R AD 2-LHBC-RNP-35R	NIL
LHBC_AREA2B_S_169_005	AD 2-LHBC-NDB-35R AD 2-LHBC-RNP-35R	NIL

RWY 17L		
Obstacle penetrating VSS	Affected procedures	Affected OCA/H
Not applicable		

AIP HUNGARY

ARP  
N46 41 00  
E021 09 45  
AERODROME ELEV 286

BÉKÉSCSABA INFO 123.260  
BUDAPEST INFORMATION (EAST) 133.000

BÉKÉSCSABA

AERODROME CHART - ICAO

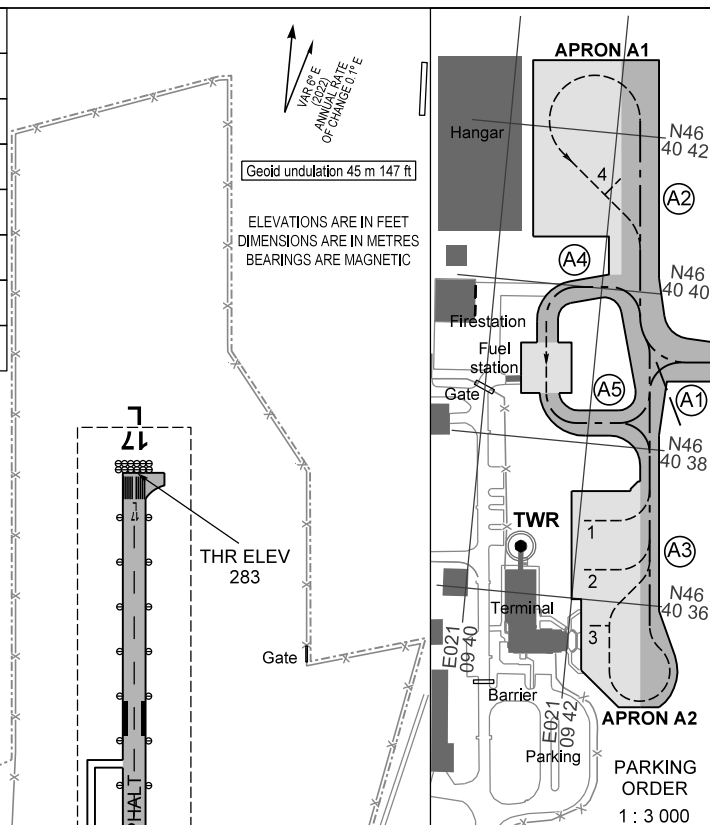
RWY	DIRECTION	THR	BEARING	STRENGTH
17L	169°	N46 41 21, E021 09 42		PCN 17/F/B/W/T
35R	349°	N46 40 39, E021 09 48		PCN 17/F/B/W/T
17R	169°	N46 40 59, E021 09 27		-
35L	349°	N46 40 33, E021 09 30		-
Apron A1				PCN 19/R/B/W/T
Apron A2				PCN 9/R/B/W/T
Taxiways				PCN 17/F/B/W/T
Taxiway width: A1, A2: 15 m; A3, A4, A5: 8 m.				

RWY	TORA	TODA	ASDA	LDA
17L	1300	1300	1300	1300
35R	1300	1300	1300	1300
17R	790	790	790	790
35L	790	790	790	790

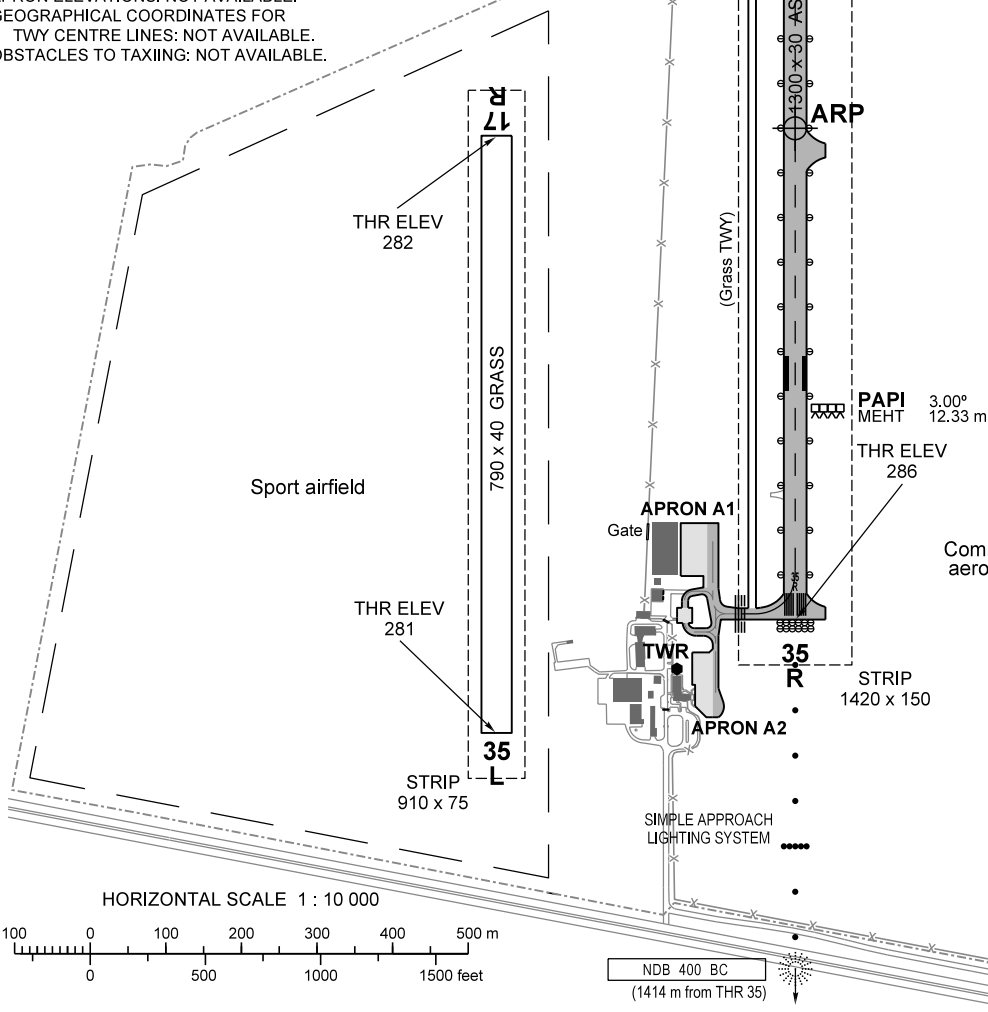
INS COORDINATES FOR AIRCRAFT STANDS	
1-4	NOT AVAILABLE

FOR BASIC CHART SYMBOLS SEE GEN 3.2.

THR GUND: NOT AVAILABLE.  
APRON ELEVATIONS: NOT AVAILABLE.  
GEOGRAPHICAL COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE.  
OBSTACLES TO TAXIING: NOT AVAILABLE.



CHANGE: magnetic variation, magnetic bearing of the RWY



LIGHTING

RWY 17L/35R

- Approach: SALS medium intensity (420 m) on THR 35R.
- Threshold: Green.
- PAPI: 3.00° (12.33 m).
- Runway edge: Medium intensity (1300 m), white, spacing: 59 m.
- Runway end: Red.

LEGEND

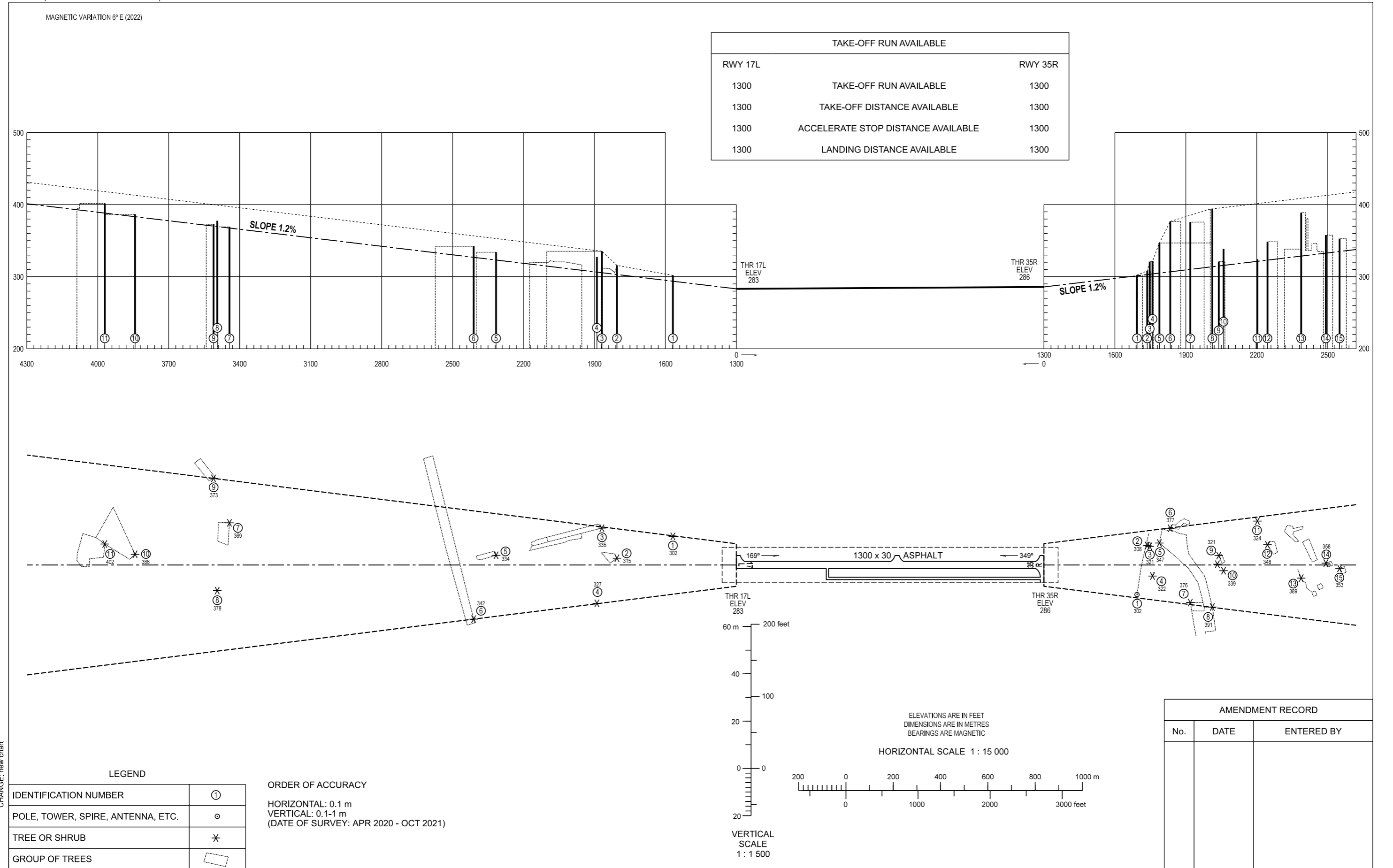
VISUAL AID

- Omnidirectional approach light
- ⊠ PAPI
- RWY lights (edge, -threshold, -end)

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AERODROME OBSTACLE CHART - ICAO  
TYPE A (OPERATING LIMITATIONS)

BÉKÉSCSABA  
RWY 17L/35R



CHANGE: new chart

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STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) -  
ICAO

TRANSITION ALTITUDE  
10000

BÉKÉSCSABA INFO 123.260  
BUDAPEST INFORMATION (EAST) 133.000

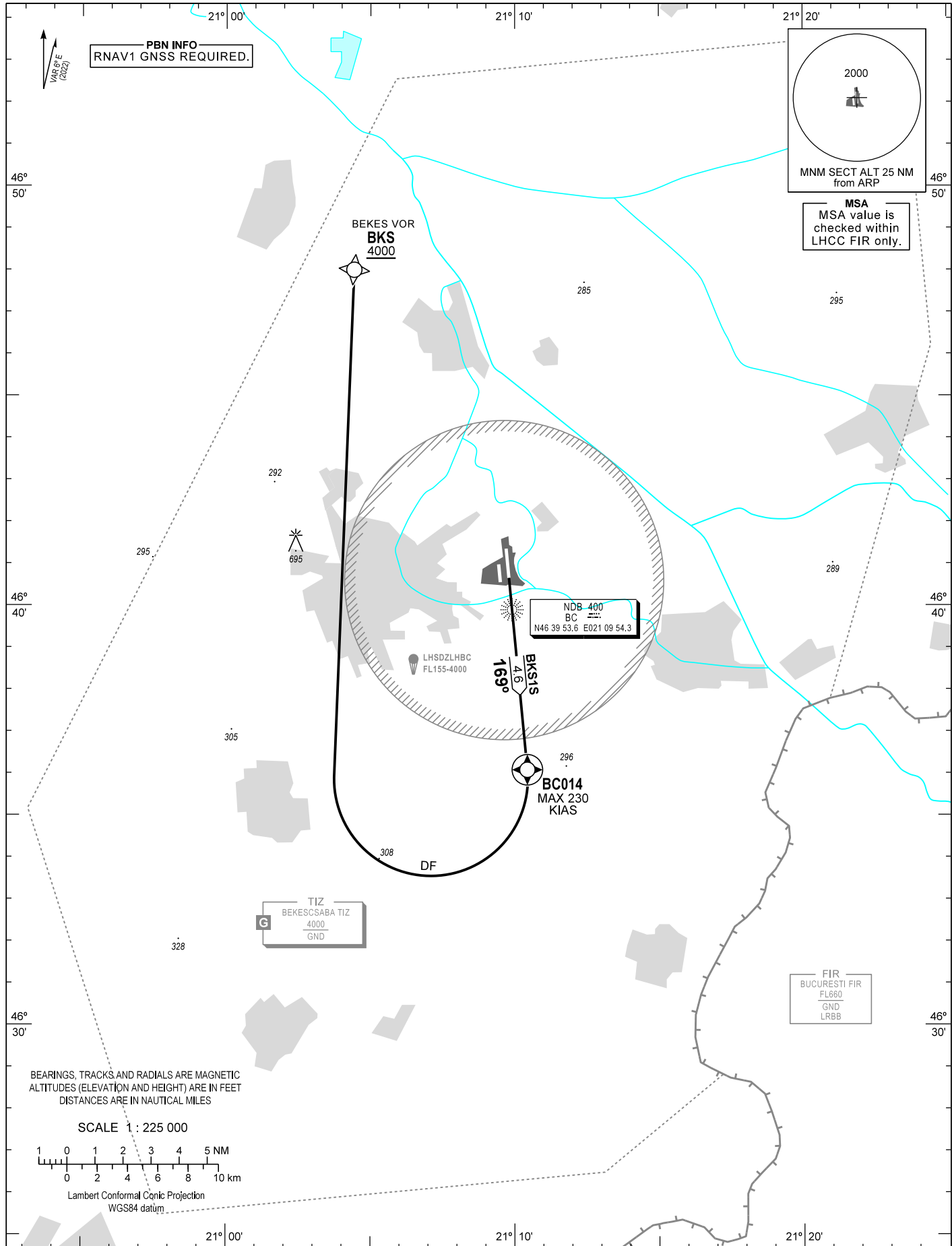
BÉKÉSCSABA  
RNAV RWY 17L  
BKSI1S

PBN INFO  
RNAV1 GNSS REQUIRED.

2000

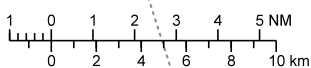
MNM SECT ALT 25 NM  
from ARP

MSA  
MSA value is  
checked within  
LHCC FIR only.



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

SCALE 1 : 225 000



Lambert Conformal Conic Projection  
WGS84 datum

CHANGE: new chart

AD 2 LHBC STANDARD DEPARTURE CHART INSTRUMENT RWY 17L

STAR NAME	PROCEDURE
<b>BKS1S</b> (BEKES ONE SIERRA DEPARTURE)	To BC014 climb on course 169°. Turn right direct to BKS, maximum turning speed 230 KIAS, cross BKS 4000 at or above.

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
BC014	N46 36 04.7	E021 10 26.1
BKS	N46 47 59.9	E021 04 26.0

## CLOSE-IN OBSTACLES

Name	Latitude	Latitude	Type	Elevation (at top) (FT)	Height (M)
LHBC_AREA3_P_001	N46 40 35.913	E021 09 41.098	POWER_PLANT	311	4.22
LHBC_AREA3_P_001	N46 40 34.749	E021 09 42.387	ELECTRICAL_EXIT_LIGHT	323	11.93
LHBC_AREA3_P_002	N46 40 36.485	E021 09 40.757	ANTENNA	332	4.21
LHBC_AREA3_P_002	N46 40 36.577	E021 09 41.401	ELECTRICAL_EXIT_LIGHT	325	12.02
LHBC_AREA3_P_004	N46 40 36.668	E021 09 40.854	ANTENNA	330	3.54
LHBC_AREA3_P_007	N46 40 36.576	E021 09 41.393	ELECTRICAL_EXIT_LIGHT	324	11.96
LHBC_AREA3_P_009	N46 40 34.743	E021 09 42.395	ELECTRICAL_EXIT_LIGHT	323	11.94
LHBC_AREA3_P_012	N46 40 35.019	E021 09 41.449	MONUMENT	310	6.3
LHBC_AREA3_P_013	N46 40 35.020	E021 09 41.541	MONUMENT	310	6.23
LHBC_AREA3_P_014	N46 40 35.030	E021 09 41.642	MONUMENT	310	6.27
LHBC_AREA3_P_025	N46 40 36.743	E021 09 41.153	TREE	308	7.32
LHBC_AREA3_P_026	N46 40 36.884	E021 09 41.273	TREE	305	6.21
LHBC_AREA3_P_037	N46 40 37.514	E021 09 41.365	OTHER	306	6.41
LHBC_AREA3_S_002_001	N46 40 36.409	E021 09 40.694	CONTROL_TOWER	318	10.33
LHBC_AREA3_S_002_002	N46 40 36.365	E021 09 40.901	CONTROL_TOWER	318	10.33
LHBC_AREA3_S_002_003	N46 40 36.434	E021 09 41.094	CONTROL_TOWER	318	10.33
LHBC_AREA3_S_002_004	N46 40 36.577	E021 09 41.158	CONTROL_TOWER	318	10.33
LHBC_AREA3_S_002_005	N46 40 36.709	E021 09 41.057	CONTROL_TOWER	318	10.33
LHBC_AREA3_S_002_006	N46 40 36.753	E021 09 40.850	CONTROL_TOWER	318	10.33
LHBC_AREA3_S_002_007	N46 40 36.684	E021 09 40.658	CONTROL_TOWER	318	10.33
LHBC_AREA3_S_002_008	N46 40 36.541	E021 09 40.593	CONTROL_TOWER	318	10.33
LHBC_AREA3_S_003_003	N46 40 34.177	E021 09 40.029	TREE	367	25.52
LHBC_AREA3_S_003_004	N46 40 34.197	E021 09 40.617	TREE	367	25.52
LHBC_AREA3_S_003_005	N46 40 34.847	E021 09 40.882	TREE	367	25.52
LHBC_AREA3_S_003_006	N46 40 35.852	E021 09 40.591	TREE	367	25.52
LHBC_AREA3_S_005_004	N46 40 35.955	E021 09 40.284	TREE	347	19
LHBC_AREA3_S_010_003	N46 40 33.978	E021 09 39.903	TREE	321	11.67
LHBC_AREA3_S_010_004	N46 40 33.989	E021 09 40.066	TREE	322	11.85
LHBC_AREA3_S_010_005	N46 40 33.739	E021 09 40.099	TREE	323	12.28
LHBC_AREA3_S_010_006	N46 40 33.781	E021 09 40.454	TREE	325	12.88
LHBC_AREA3_S_010_007	N46 40 34.299	E021 09 40.443	TREE	362	24.25
LHBC_AREA3_S_010_008	N46 40 34.950	E021 09 40.641	TREE	354	21.8
LHBC_AREA3_S_010_009	N46 40 35.707	E021 09 40.597	TREE	353	21.17
LHBC_AREA3_S_010_010	N46 40 36.006	E021 09 40.563	TREE	341	17.41
LHBC_AREA2B_S_169_012	N46 40 23.73	E021 09 54.52	TREE	347	20.3
LHBC_AREA2B_S_169_013	N46 40 22.12	E021 09 54.36	TREE	347	20.3
LHBC_AREA2B_S_169_015	N46 40 21.41	E021 09 52.19	TREE	347	20.3
LHBC_AREA2C_P_146	N46 40 19.16	E021 10 00.31	TREE	362	24.9
LHBC_AREA2B_L_047_002	N46 40 03.70	E021 09 49.65	TREE	389	33.8
LHBC_AREA2B_L_047_003	N46 40 03.94	E021 09 50.26	TREE	389	33.8
LHBC_AREA2C_S_012_001	N46 40 32.66	E021 09 39.99	TREE	335	15.9
LHBC_AREA2C_S_012_002	N46 40 32.65	E021 09 40.52	TREE	335	15.9
LHBC_AREA2C_S_012_003	N46 40 32.99	E021 09 40.70	TREE	335	15.9
LHBC_AREA2C_S_012_004	N46 40 33.21	E021 09 40.28	TREE	335	15.9
LHBC_AREA2C_S_012_005	N46 40 33.01	E021 09 39.85	TREE	335	15.9
LHBC_AREA2C_S_141_008	N46 40 15.78	E021 10 07.61	TREE	377	30.3
LHBC_AREA2C_S_146_013	N46 40 21.44	E021 10 02.92	TREE	387	33
LHBC_AREA2C_S_146_014	N46 40 20.20	E021 10 02.67	TREE	387	33
LHBC_AREA2C_S_146_015	N46 40 19.47	E021 10 03.58	TREE	387	33
LHBC_AREA2C_S_146_016	N46 40 18.64	E021 10 02.04	TREE	387	33
LHBC_AREA2C_S_146_017	N46 40 18.19	E021 10 01.22	TREE	387	33
LHBC_AREA2C_S_146_018	N46 40 16.93	E021 10 03.44	TREE	387	33
LHBC_AREA2C_S_146_019	N46 40 15.78	E021 10 07.61	TREE	387	33
LHBC_AREA2C_S_147_017	N46 40 23.16	E021 10 03.06	TREE	344	20
LHBC_AREA2C_S_149_001	N46 40 21.24	E021 09 59.21	TREE	377	29.6
LHBC_AREA2C_S_149_002	N46 40 21.76	E021 09 58.38	TREE	377	29.6
LHBC_AREA2C_S_149_003	N46 40 22.29	E021 09 58.41	TREE	377	29.6
LHBC_AREA2C_S_149_004	N46 40 22.44	E021 09 57.65	TREE	377	29.6
LHBC_AREA2C_S_149_005	N46 40 21.31	E021 09 57.63	TREE	377	29.6
LHBC_AREA2C_S_149_006	N46 40 20.66	E021 09 58.93	TREE	377	29.6
LHBC_AREA2C_S_149_007	N46 40 19.88	E021 09 58.58	TREE	377	29.6

LHBC_AREA2C_S_149_008	N46 40 19.93	E021 09 59.45	TREE	377	29.6
LHBC_AREA2C_S_149_009	N46 40 20.70	E021 09 59.81	TREE	377	29.6
LHBC_AREA2C_S_150_001	N46 40 20.70	E021 09 59.81	TREE	350	21.4
LHBC_AREA2C_S_150_002	N46 40 21.15	E021 10 00.19	TREE	350	21.4
LHBC_AREA2C_S_150_003	N46 40 21.98	E021 10 00.36	TREE	350	21.4
LHBC_AREA2C_S_150_004	N46 40 22.54	E021 09 58.87	TREE	350	21.4
LHBC_AREA2C_S_150_005	N46 40 22.29	E021 09 58.41	TREE	350	21.4
LHBC_AREA2C_S_150_006	N46 40 21.76	E021 09 58.38	TREE	350	21.4
LHBC_AREA2C_S_150_007	N46 40 21.24	E021 09 59.21	TREE	350	21.4
LHBC_AREA2C_S_151_001	N46 40 18.64	E021 10 02.04	TREE	366	26.4
LHBC_AREA2C_S_151_002	N46 40 19.47	E021 10 03.58	TREE	366	26.4
LHBC_AREA2C_S_151_003	N46 40 20.20	E021 10 02.67	TREE	366	26.4
LHBC_AREA2C_S_151_004	N46 40 20.55	E021 10 01.60	TREE	366	26.4
LHBC_AREA2C_S_151_005	N46 40 21.15	E021 10 00.19	TREE	366	26.4
LHBC_AREA2C_S_151_006	N46 40 20.70	E021 09 59.81	TREE	366	26.4
LHBC_AREA2C_S_151_007	N46 40 19.93	E021 09 59.45	TREE	366	26.4
LHBC_AREA2B_S_169_009	N46 40 22.04	E021 09 57.22	TREE	347	20.3
LHBC_AREA2B_S_169_010	N46 40 22.90	E021 09 57.19	TREE	347	20.3
LHBC_AREA2B_S_169_011	N46 40 23.53	E021 09 57.38	TREE	347	20.3
LHBC_AREA2B_S_169_014	N46 40 22.07	E021 09 52.56	TREE	347	20.3
LHBC_AREA2B_S_170_001	N46 40 16.76	E021 09 42.66	TREE	376	29.1
LHBC_AREA2B_S_170_002	N46 40 17.01	E021 09 43.57	TREE	376	29.1
LHBC_AREA2B_S_170_003	N46 40 18.74	E021 09 43.32	TREE	376	29.1
LHBC_AREA2B_S_170_004	N46 40 18.44	E021 09 41.70	TREE	376	29.1
LHBC_AREA2B_S_170_005	N46 40 16.76	E021 09 41.89	TREE	376	29.1
LHBC_AREA2C_S_171_001	N46 40 15.68	E021 09 42.85	TREE	391	33.9
LHBC_AREA2C_S_171_002	N46 40 16.76	E021 09 42.66	TREE	391	33.9
LHBC_AREA2C_S_171_003	N46 40 16.76	E021 09 41.89	TREE	391	33.9
LHBC_AREA2C_S_171_004	N46 40 18.44	E021 09 41.70	TREE	391	33.9
LHBC_AREA2C_S_171_005	N46 40 17.85	E021 09 38.42	TREE	391	33.9
LHBC_AREA2C_S_171_006	N46 40 17.53	E021 09 36.89	TREE	391	33.9
LHBC_AREA2C_S_171_023	N46 40 16.32	E021 09 37.79	TREE	391	33.9
LHBC_AREA2C_S_171_024	N46 40 14.91	E021 09 38.22	TREE	391	33.9
LHBC_AREA2C_S_173_021	N46 40 14.40	E021 09 35.47	TREE	368	28.2
LHBC_AREA2C_S_173_022	N46 40 14.91	E021 09 38.22	TREE	368	28.2
LHBC_AREA2C_S_173_023	N46 40 16.32	E021 09 37.79	TREE	368	28.2



AD 2 LHBC STANDARD DEPARTURE CHART INSTRUMENT RWY 35R

STAR NAME	PROCEDURE
<b>BKS1N</b> (BEKES ONE NOVEMBER DEPARTURE)	To BC019 climb on course 349°. Turn right direct to BC001. Turn right direct to BKS. Cross BKS 4000 at or above. Maximum turning speeds 230 KIAS.

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
BC019	N46 45 56.1	E021 09 03.8
BC001	N46 39 53.6	E021 09 54.3
BKS	N46 47 59.9	E021 04 26.0

STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) -  
ICAO

TRANSITION ALTITUDE  
10000

BÉKÉSCSABA INFO 123.260  
BUDAPEST INFORMATION (EAST) 133.000

BÉKÉSCSABA  
RNAV RWY 17L  
BKS1A

PBN INFO  
RNAV1 GNSS REQUIRED.

2000  
MNM SECT ALT 25 NM  
from ARP

MSA  
MSA value is  
checked within  
LHCC FIR only.

BEKES VOR  
BKS  
4000

BC001  
4000  
MAX 230  
KIAS

LHSDZLHBC  
FL155-4000

TIZ  
BEKESCSABA TIZ  
4000  
GND

FIR  
BUCURESTI FIR  
FL660  
GND  
LRBB

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

SCALE 1 : 225 000



Lambert Conformal Conic Projection  
WGS84 datum

CHANGE: new chart

**AD 2 LHBC STANDARD ARRIVAL CHART INSTRUMENT RWY 17L / 35R**

STAR NAME	PROCEDURE
<b>BKS1A</b> (BEKES ONE ALFA ARRIVAL)	From BKS at or above 4000. To BC001 at or above 4000, maximum speed 230 KIAS.

**WAYPOINT COORDINATES**

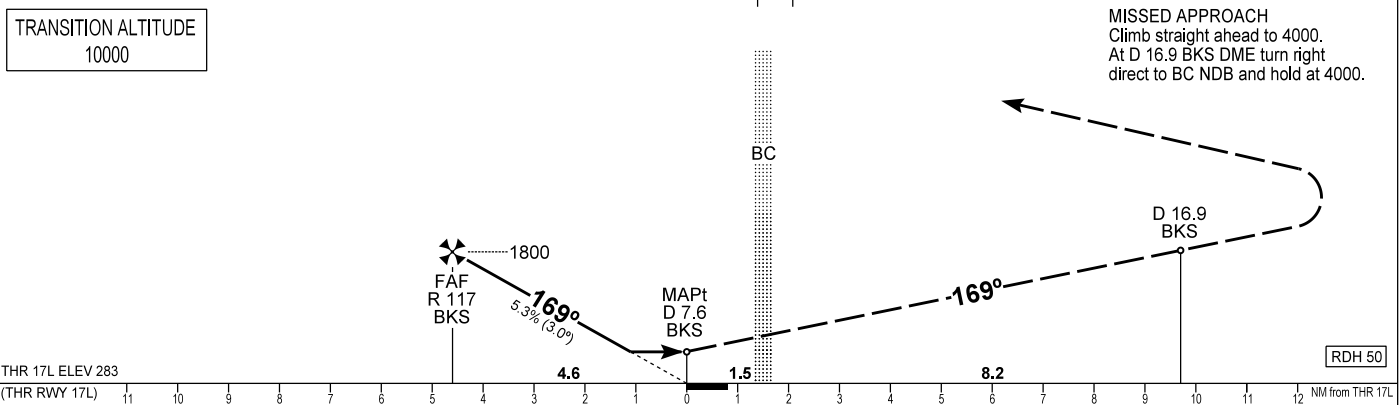
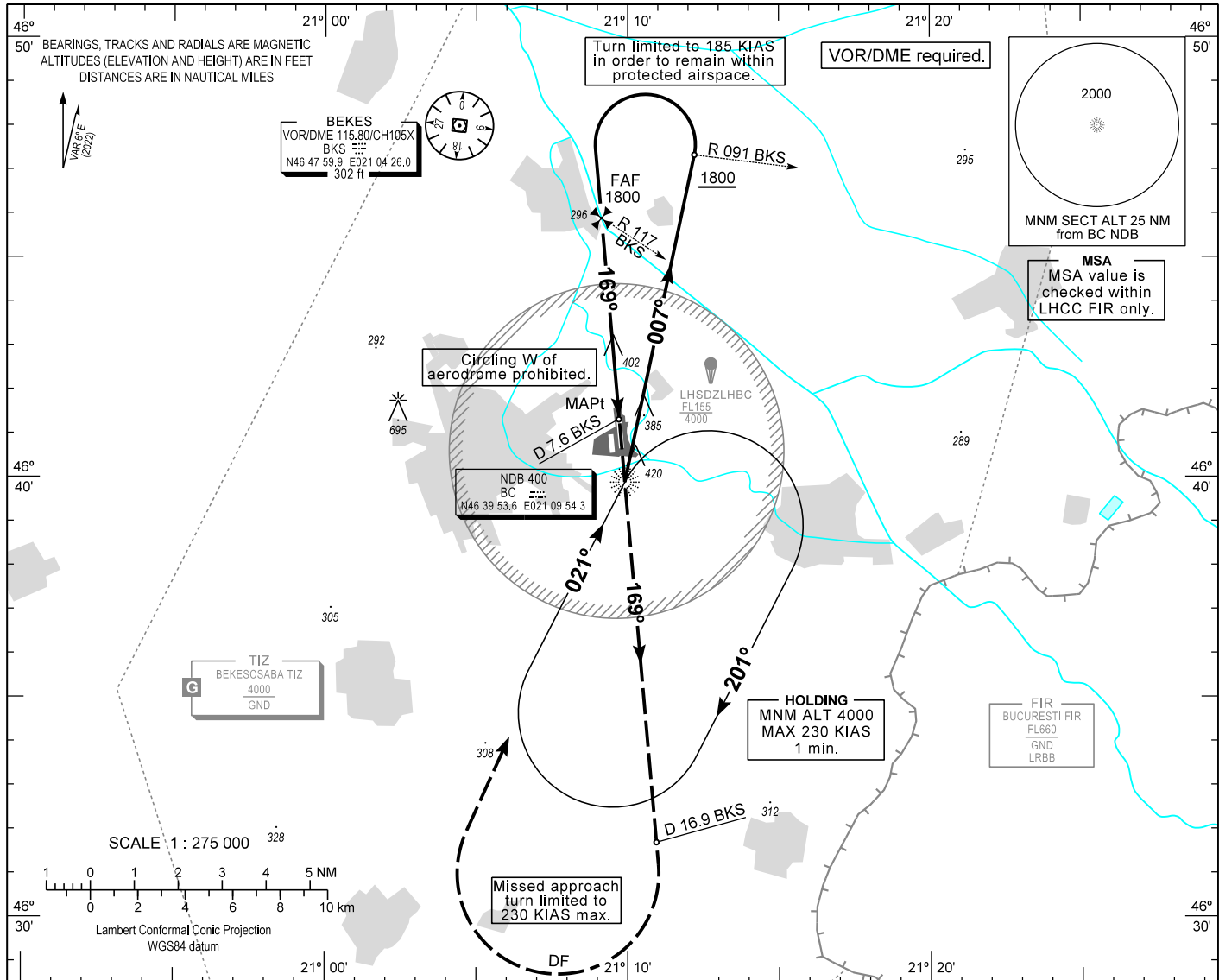
WP ID	Latitude	Longitude
BKS	N46 47 59.9	E021 04 26.0
BC001	N46 39 53.6	E021 09 54.3

AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO  
AERODROME ELEV 286  
HEIGHTS RELATED TO THR RWY 17L - ELEV 283

BÉKÉSCSABA INFO 123.260  
BUDAPEST INFORMATION (EAST) 133.000

BÉKÉSCSABA NDB RWY 17L  
(ACFT CAT A, B, C, D)



OCA (OCH)		A	B	C	D	Timing not authorized to define the MAPt.							
STRAIGHT-IN APPROACH		650 (370)				GS	kt	60	90	120	150	180	
CIRCLING APPROACH W of aerodrome		ft AMSL	720	780	880	980	FAF - MAPt 4.62 NM	min:sec	4:38	3:05	2:19	1:51	1:33
Not authorized.		VIS. m	1900	2800	3700	4600	Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

CHANGE: magnetic variation, minima

## AD 2 LHBC INSTRUMENT APPROACH CHART NDB RWY 17L

### NDB approach procedure:

Initial altitude: 4000.  
Leave BC NDB on QDR 007 BC and descend to 1800 or above.  
When crossing R 091 BKS VOR turn left (185 KIAS max.) and intercept QDM 169 BC (final track).  
When crossing R 117 BKS VOR (FAF) descend to published minimum altitude .

### Holding procedure:

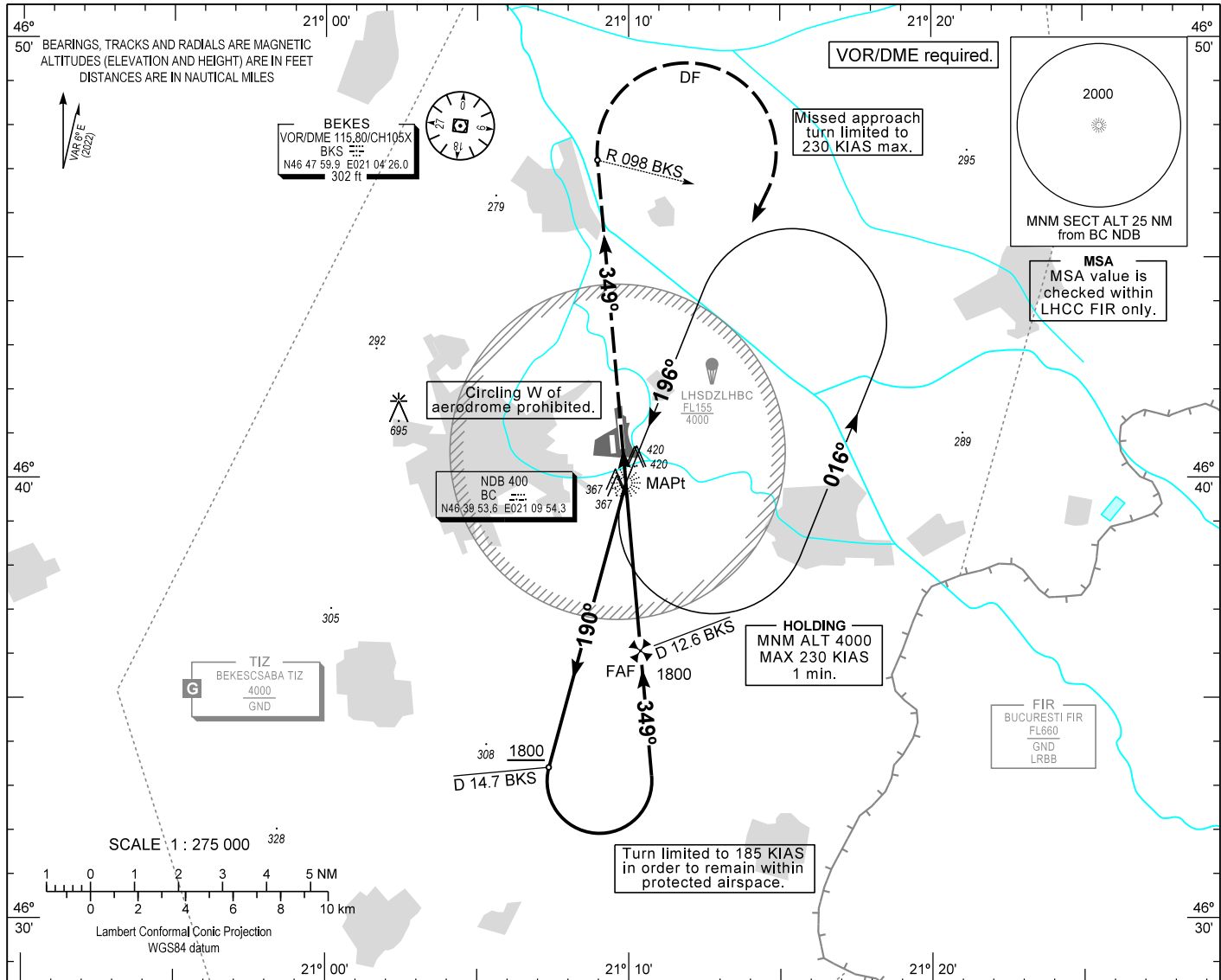
Holding fix: BC NDB.  
Right hand holding pattern.  
Maximum speed: 230 KIAS  
Inbound track: 021°  
Outbound track: 201°  
Rate of turn: 3°/sec. or 25° bank angle  
(whichever requires lesser bank)  
Outbound timing: 1 min.  
Minimum holding altitude: 4000

AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO  
AERODROME ELEV 286  
HEIGHTS RELATED TO THR RWY 35R - ELEV 286

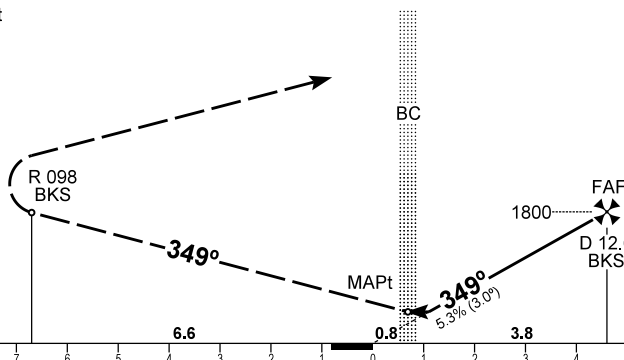
BÉKÉSCSABA INFO 123.260  
BUDAPEST INFORMATION (EAST) 133.000

BÉKÉSCSABA  
NDB RWY 35R  
(ACFT CAT A, B, C, D)



MISSED APPROACH  
Climb straight ahead to 4000.  
When crossing R 098 BKS VOR turn right  
direct to BC NDB and hold at 4000.

TRANSITION ALTITUDE  
10000



RDH 50

CHANGE: magnetic variation, minima

THR 35R ELEV 286 (THR RWY 35R)	11	10	9	8	7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	8	9	10	11	12					
OCA (OCH)	A				B				C				D				Timing not authorized to define the MAPt.												
STRAIGHT-IN APPROACH	620 (340)																												
CIRCLING APPROACH W of aerodrome Not authorized.	ft AMSL	720	780	880	980	GS																		kt	60	90	120	150	180
	VIS. m	1900	2800	3700	4600	FAF - MAPt 3.85 NM																		min:sec	3:51	2:34	1:56	1:32	1:17
Rate of descent (319 ft/NM)																								ft/min	320	480	640	800	960

## AD 2 LHBC INSTRUMENT APPROACH CHART NDB RWY 35R

### NDB approach procedure:

Initial altitude: 4000.  
Leave BC NDB on QDR 190 BC and descend to 1800 or above.  
At D 14.7 BKS DME turn left (185 KIAS max.) and intercept QDM 349 BC (final track), descend to 1800.  
At D 12.6 BKS DME (FAF) descend to published minimum altitude.

### Holding procedure:

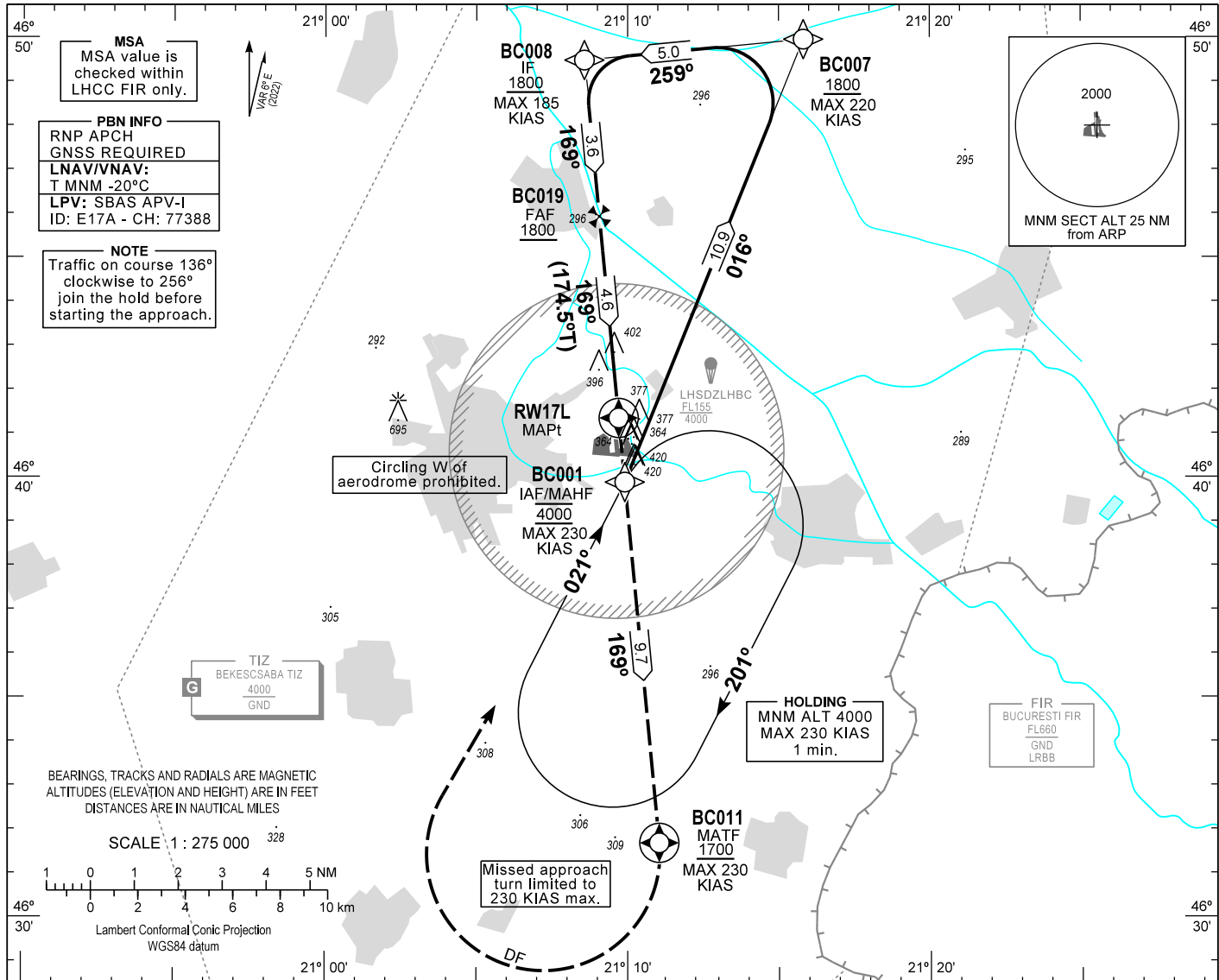
Holding fix: BC NDB.  
Left hand holding pattern.  
Maximum speed: 230 KIAS  
Inbound track: 196°  
Outbound track: 016°  
Rate of turn: 3°/sec. or 25° bank angle  
(whichever requires lesser bank)  
Outbound timing: 1 min.  
Minimum holding altitude: 4000

AIP HUNGARY

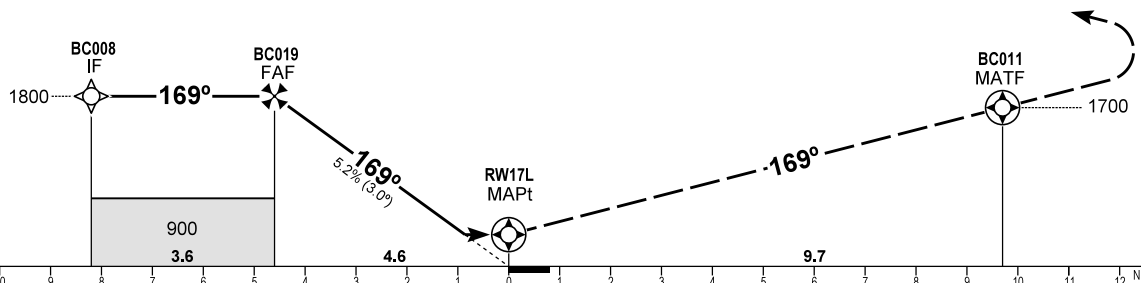
INSTRUMENT APPROACH CHART - ICAO  
AERODROME ELEV 286  
HEIGHTS RELATED TO THR RWY 17L - ELEV 283

BÉKÉSCSABA INFO 123.260  
BUDAPEST INFORMATION (EAST) 133.000

BÉKÉSCSABA  
RNP RWY 17L  
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE  
10000



CHANGE: magnetic variation, minima

OCA (OCH)		A	B	C	D	DIST THR / RWY17L							
						NM	4.0	3.0	2.0	1.0			
STRAIGHT-IN APPROACH	LNAV	650(370)				ALTITUDE							
	LNAV/VNAV	526 (243)	539 (256)	547 (264)	557 (274)	ft	1610	1290	970	650			
	LPV	511 (228)	523 (240)	531 (248)	542 (259)	Timing not authorized to define the MAPt.							
CIRCLING APPROACH W of aerodrome	ft AMSL	720	780	880	980	GROUND SPEED		kt	60	90	120	150	180
	VIS. m	1900	2800	3700	4600	FAF - RWY17L 4.6 NM		min:sec	4:36	3:04	2:18	1:51	1:32
Not authorized.						Rate of descent (319 ft/NM)		ft/min	320	480	640	800	960

### AD 2 LHBC INSTRUMENT APPROACH CHART RNP RWY 17L

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	BC001	IAF				@4000	-230		RNP APCH
TF	BC007			021.9 T/10.9 NM		+1800	-220		RNP APCH
TF	BC008	IF		264.6 T/5.0 NM	L	+1800	-185		RNP APCH
TF	BC019	FAF		174.5 T/3.6 NM		+1800			RNP APCH
TF	RW17L	MAPt	Y	174.5 T/4.6 NM		+333		-3.0°	RNP APCH
TF	BC011	MATF	Y	174.5 T/9.7 NM		+1700	-230		RNP APCH
DF	BC001				R	@4000	-230		RNP APCH
HM	BC001	MAHF		027.0T/1 min	R	@4000	-230		RNP APCH

**SBAS FAS Data Block Coding Data**

**FAS-DB (CRC wrapped data)**

Operation type	0
SBAS Provider	1
Airport identifier	LHBC
Runway	17L
Approach Performance Designator	0
Route indicator	
Reference Path Data Selector	0
Reference Path Identifier	E17A
LTP/FTP Latitude	464121.1000N
LTP/FTP Longitude	0210942.1500E
LTP/FTP Ellipsoidal Height (m)	131.3
FPAP Latitude	464026.4580N
FPAP Longitude	0210949.7505E
Threshold Crossing Height	50
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (m)	105.00
Length Offset (m)	400
HAL (m)	40.0
VAL (m)	50.0
Data Block	10 03 02 08 0C D1 00 00 01 37 31 05 98 6D 09 14 0C E5 14 09 21 19 1C 55 FE 61 3B 00 F4 01 2C 01 64 32 C8 FA 61 91 20 84
Calculated CRC Value	61912084
<b>FAS-DB (not CRC wrapped data)</b>	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	86.3

**WAYPOINT COORDINATES**

WP ID	Latitude	Longitude
BC001	N46 39 53.6	E021 09 54.3
BC007	N46 49 57.8	E021 15 49.1
BC008	N46 49 29.4	E021 08 34.1
BC019	N46 45 56.1	E021 09 03.8
RW17L	N46 41 21.1	E021 09 42.2
BC011	N46 31 41.3	E021 11 02.5

**Holding procedure**

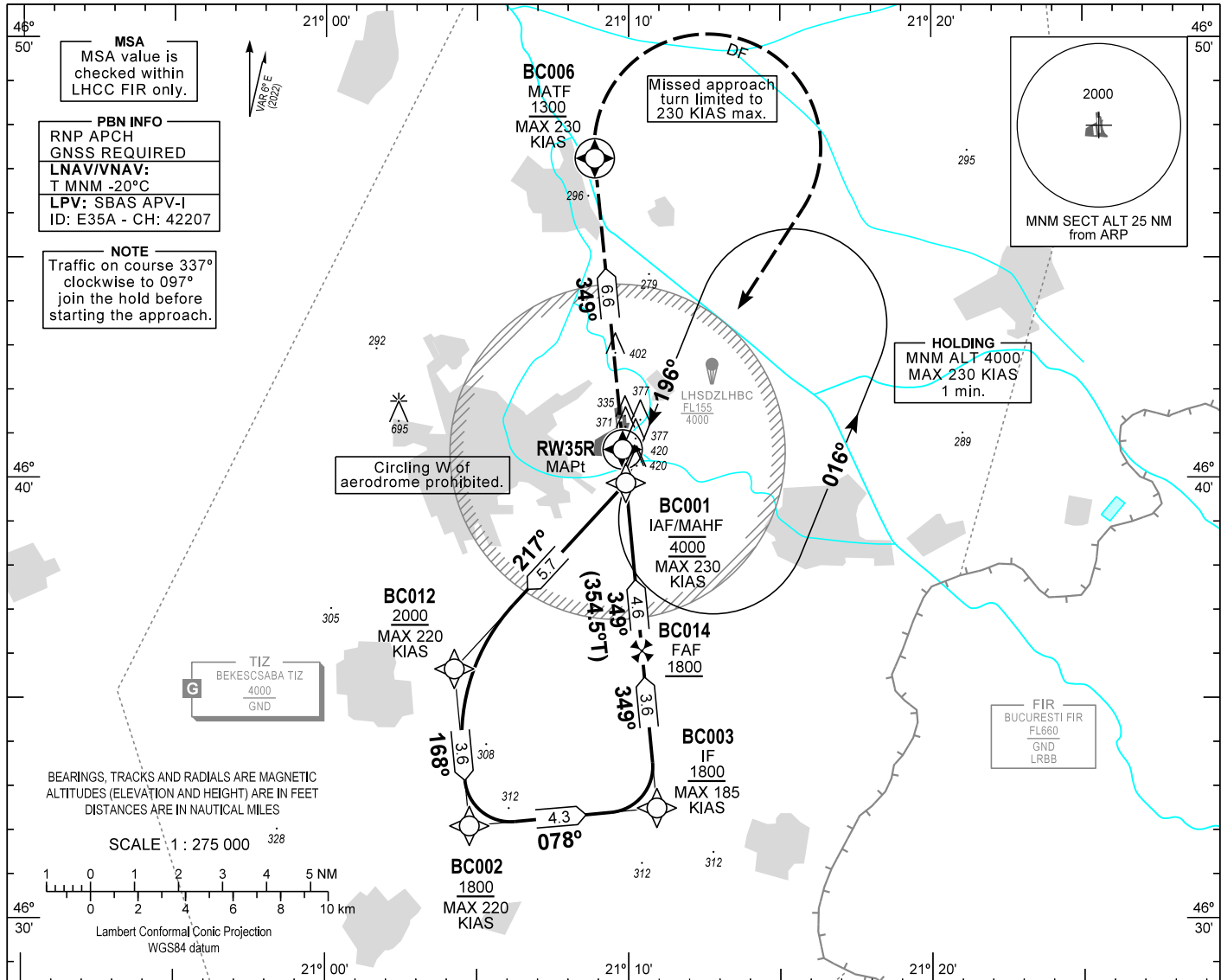
Holding fix: BC001  
 Right hand holding pattern.  
 Maximum speed: 230 KIAS  
 Inbound track: 021°  
 Outbound track: 201°  
 Rate of turn: 3°/sec. or 25° bank angle  
 (whichever requires lesser bank)  
 Outbound times: 1 min.  
 Minimum holding altitude: 4000

AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO  
AERODROME ELEV 286  
HEIGHTS RELATED TO THR RWY 35R - ELEV 286

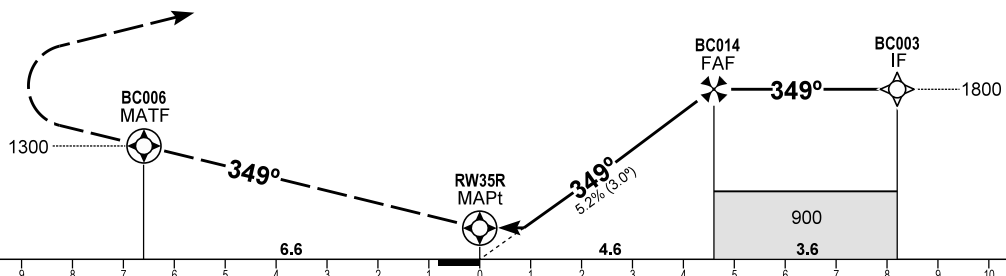
BÉKÉSCSABA INFO 123.260  
BUDAPEST INFORMATION (EAST) 133.000

BÉKÉSCSABA  
RNP RWY 35R  
(ACFT CAT A, B, C, D)



**MISSED APPROACH**  
Climb to BC006 at or above 1300.  
Turn right direct to BC001 and hold at 4000.  
Maximum turning speed: 230 KIAS.

TRANSITION ALTITUDE  
10000



RDH 50

CHANGE: magnetic variation, minima

OCA (OCH)		A	B	C	D	DIST THR / RW35R							
						NM	4.0	3.0	2.0	1.0			
STRAIGHT-IN APPROACH	LNAV	670 (390)				ALTITUDE							
	LNAV/VNAV	552 (266)	564 (278)	573 (287)	583 (297)	ft	1610	1290	970	650			
	LPV	552 (266)	564 (278)	573 (287)	583 (297)	Timing not authorized to define the MAPt.							
CIRCLING APPROACH W of aerodrome	ft AMSL	720	780	880	980	GROUND SPEED		kt	60	90	120	150	180
	Not authorized.	VIS. m	1900	2800	3700	4600	FAF - RW35R 4.6 NM		min:sec	4:36	3:04	2:18	1:51
						Rate of descent (319 ft/NM)		ft/min	320	480	640	800	960

### AD 2 LHBC INSTRUMENT APPROACH CHART RNP RWY 35R

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	BC001	IAF				@4000	-230		RNP APCH
TF	BC012			222.7 T/5.7 NM		+2000	-220		RNP APCH
TF	BC002			174.5 T/3.6 NM		+1800	-220		RNP APCH
TF	BC003	IF		084.5 T/4.3 NM		+1800	-185		RNP APCH
TF	BC014	FAF		354.6 T/3.6 NM		+1800			RNP APCH
TF	RW35R	MAPt	Y	354.5 T/4.6 NM		+336		-3.0°	RNP APCH
TF	BC006	MATF	Y	354.5 T/6.6 NM		+1300	-230		RNP APCH
DF	BC001				R	@4000	-230		RNP APCH
HM	BC001	MAHF		202.0 T/1 min	L	@4000	-230		RNP APCH

**SBAS FAS Data Block Coding Data**

**FAS-DB (CRC wrapped data)**

Operation type	0
SBAS Provider	1
Airport identifier	LHBC
Runway	35R
Approach Performance Designator	0
Route indicator	
Reference Path Data Selector	0
Reference Path Identifier	E35A
LTP/FTP Latitude	464039.1900N
LTP/FTP Longitude	0210947.9800E
LTP/FTP Ellipsoidal Height (m)	132.1
FPAP Latitude	464133.8315N
FPAP Longitude	0210940.3785E
Threshold Crossing Height	50
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (m)	105.00
Length Offset (m)	400
HAL (m)	40.0
VAL (m)	50.0
Data Block	10 03 02 08 0C 63 00 00 01 35 33 05 2C 26 08 14 98 12 15 09 29 19 E3 AA 01 9D C4 FF F4 01 2C 01 64 32 C8 FA 2F 23 E0 FB
Calculated CRC Value	2F23E0FB
<b>FAS-DB (not CRC wrapped data)</b>	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	87.1

**WAYPOINT COORDINATES**

WP ID	Latitude	Longitude
BC001	N46 39 53.6	E021 09 54.3
BC012	N46 35 40.1	E021 04 15.2
BC002	N46 32 06.3	E021 04 45.2
BC003	N46 32 30.8	E021 10 55.7
BC014	N46 36 04.7	E021 10 26.1
RW35R	N46 40 39.2	E021 09 48.0
BC006	N46 47 15.8	E021 08 52.8

**Holding procedure**

Holding fix: BC001  
 Left hand holding pattern.  
 Maximum speed: 230 KIAS  
 Inbound track: 196°  
 Outbound track: 016°  
 Rate of turn: 3°/sec. or 25° bank angle (whichever requires lesser bank)  
 Outbound times: 1 min.  
 Minimum holding altitude: 4000

AIP HUNGARY

VISUAL  
APPROACH  
CHART - ICAO

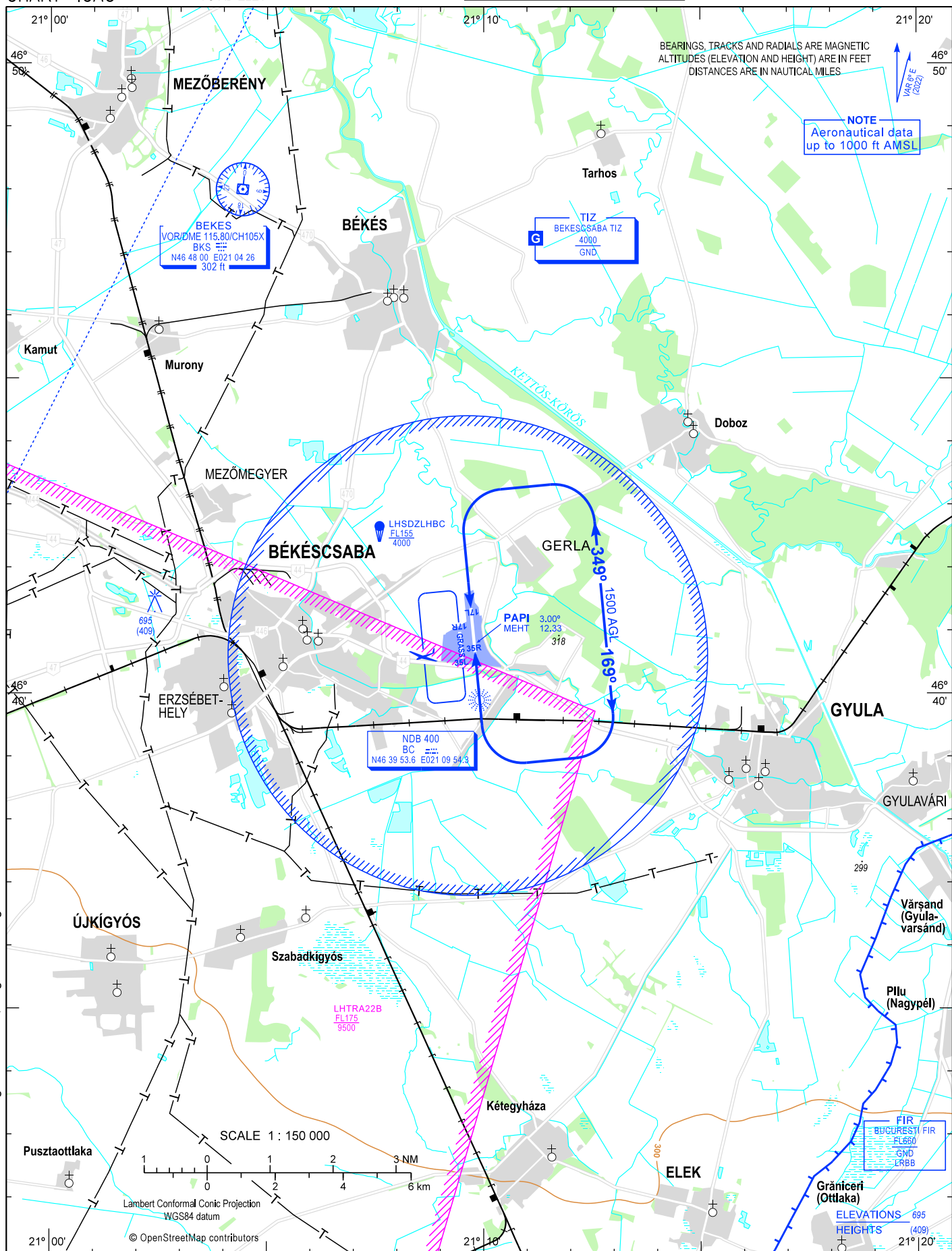
AERODROME ELEV 286  
HEIGHTS RELATED  
TO AD ELEV

BÉKÉSCSABA INFO 123.260  
BUDAPEST INFORMATION (EAST) 133.000

BÉKÉSCSABA

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

NOTE  
Aeronautical data  
up to 1000 ft AMSL



CHANGE: magnetic variation, magnetic bearing of the traffic circuit

SCALE 1 : 150 000

Lambert Conformal Conic Projection  
WGS84 datum

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