

AERODROME CHART - ICAO

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

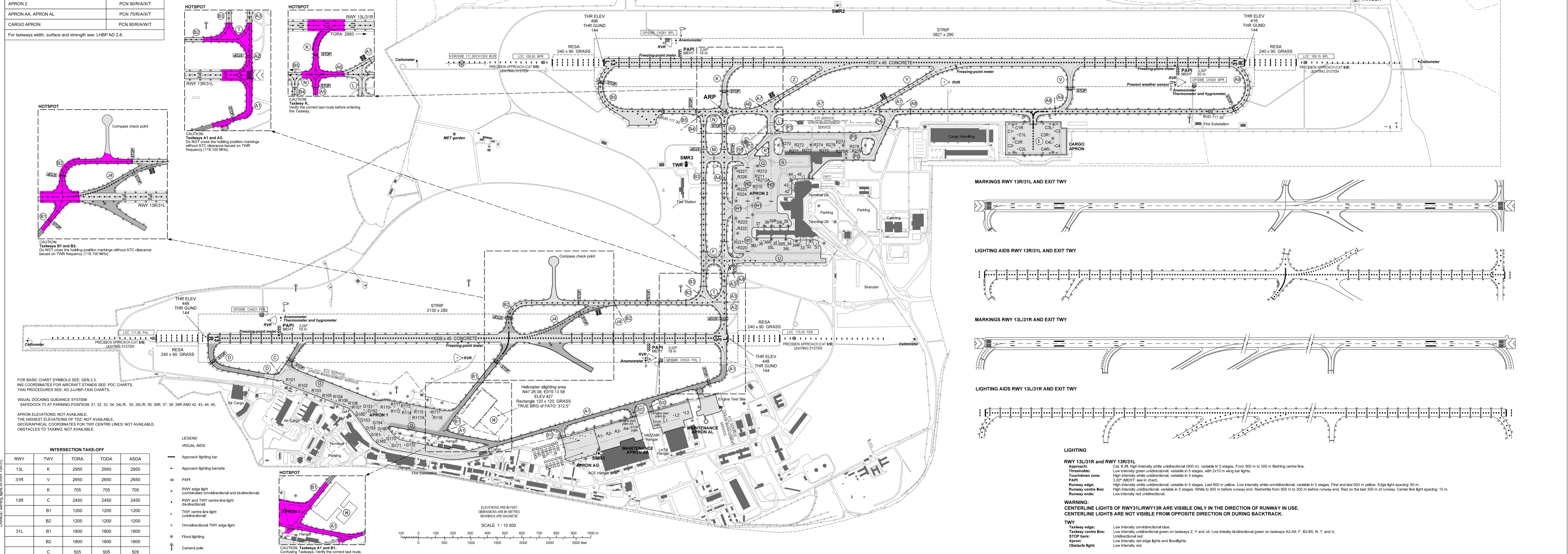
APRON 1, APRON AG	PCN 60/R/A/X/T
APRON 2	PCN 90/R/A/X/T
APRON AA, APRON AL	PCN 75/R/A/X/T
CARGO APRON	PCN 80/R/A/W/T

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

ARP
N47 26 22
E019 15 43
AERODROME ELEV 496

BUDAPEST APP	122.975	BUDAPEST TOWER	118.100	BUDAPEST APRON	122.440
	123.860	BUDAPEST GROUND	121.810	ATIS	132.380
	119.510	BUDAPEST DELIVERY	134.540	ATIS (BUD VOR)	117.300
BUDAPEST INFORMATION (NORTH)			119.350		

BUDAPEST/LISZT FERENC

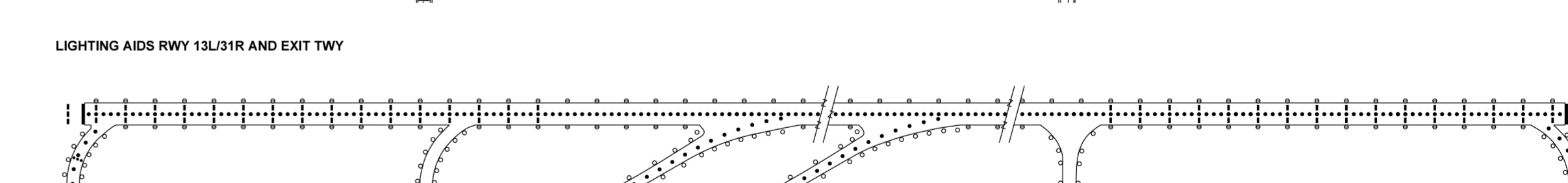
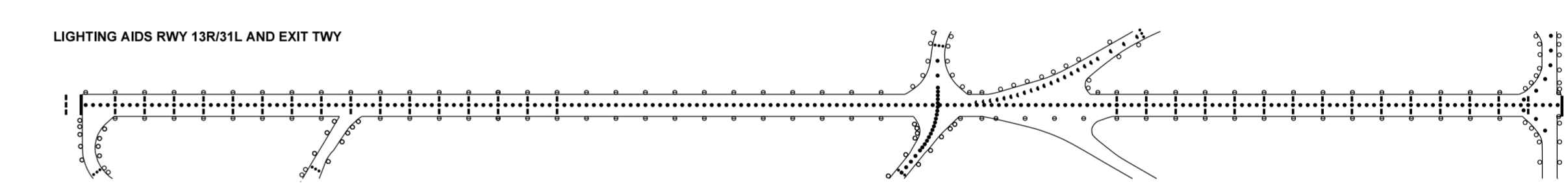
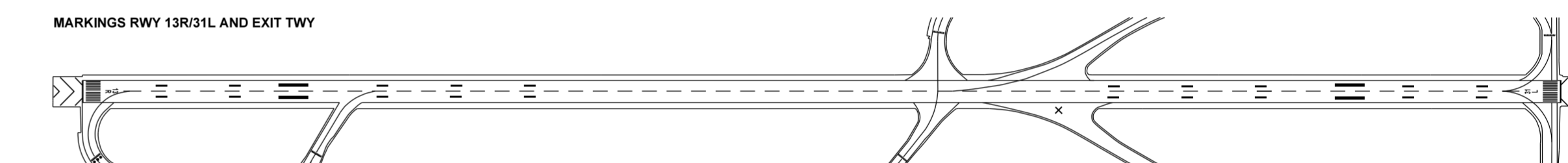
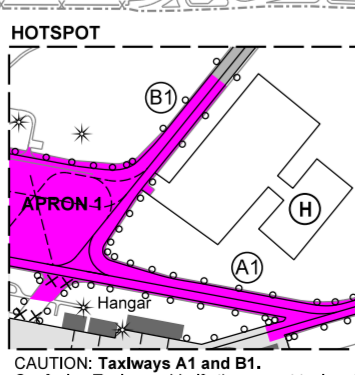


FOR BASIC CHART SYMBOLS SEE: GEN 2.3.
INS COORDINATES FOR AIRCRAFT STANDS SEE: PDC CHARTS.
TAXI PROCEDURES SEE: AD 2-LHBP-TAXI CHARTS.

APRON ELEVATIONS: NOT AVAILABLE.
THE HIGHEST ELEVATIONS OF TDZ: NOT AVAILABLE.
GEOGRAPHICAL COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE.
OBSTACLES TO TAXIING: NOT AVAILABLE.

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

- LEGEND
- Approach lighting bar
 - Approach lighting barrette
 - ⊕ PAPI
 - RWY edge light (combined omnidirectional and bi-directional)
 - RWY and TWY centre line light (bi-directional)
 - TWY centre line light (unidirectional)
 - Omnidirectional TWY edge light
 - * Flood lighting
 - † Camera pole



LIGHTING

RWY 13L/31R and RWY 13R/31L
 Approach: Cat. II/III, high intensity white unidirectional (900 m), variable in 5 stages. From 900 m to 300 m flashing centre line.
 Thresholds: Low intensity green unidirectional, variable in 5 stages, with 2x10 m wing bar lights.
 Touchdown zone: High intensity white unidirectional, variable in 5 stages.
 PAPI: 3.00° (MEHT: see in chart).
 Runway edge: High intensity white unidirectional, variable in 5 stages. Last 600 m yellow. Low intensity white omnidirectional, variable in 5 stages. First and last 600 m yellow. Edge light spacing: 60 m.
 Runway centre line: High intensity unidirectional, variable in 5 stages. White to 900 m before runway end. Red/white from 900 m to 300 m before runway end. Red on the last 300 m of runway. Center line light spacing: 15 m.
 Runway ends: Low intensity red unidirectional.

WARNING:
 CENTERLINE LIGHTS OF RWY31L/RWY13R ARE VISIBLE ONLY IN THE DIRECTION OF RUNWAY IN USE.
 CENTERLINE LIGHTS ARE NOT VISIBLE FROM OPPOSITE DIRECTION OR DURING BACKTRACK.

TWY
 Taxiway edge: Low intensity omnidirectional blue.
 Taxiway centre line: Low intensity unidirectional green on taxiways Z, Y and J4. Low intensity bi-directional green on taxiways A2-A9, F, B2-B5, N, T, and U.
 STOP bars: Unidirectional red.
 Apron: Low intensity red edge lights and floodlights.
 Obstacle light: Low intensity red.

THIS PAGE IS INTENTIONALLY LEFT BLANK