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AIP AMDT: AIRAC AMDT 006/2024

Effective Date: **28 NOV 2024**

Publication date: 19 SEP 2024

1. Amendment content:**1.1 GEN 1.2**

- Public Health Measures Point 5. supplemented

1.2 GEN 2.2

- New ICAO abbreviations, PANS ABC updated

1.3 ENR 1.6

- Regulation of VFR flights in uncontrolled Airspace updated (Incorporation of A3601/24 PERM NOTAM)

1.4 ENR 1.3, ENR 2.2, ENR 4.4.1, ENR 6

- Crossborder operation between SEE FRA and Austrian part of SECSI FRA implemented, significant points updated
- Updated charts: ENR-6-LHCC-ERC, ENR-6-LHCC-FRA

1.5 AD 2-LHBP

- 2.4 - Fuelling facilities/capacity updated
- 2.8 - Taxiway P3 data updated
- 2.13 - Declared distances for taxiways inserted
- 2.20 - Airport Collaborative Decision making (A-CDM) added
- 2.22 – Flight Procedures Point 5. updated
- Updated charts: AD-2-LHBP-ADC, AD-2-LHBP-PDC-2

1.6 AD 2-LHDC

- 2.5 - Passenger facilities updated
- 2.9 - Surface Movement Guidance and control system and markings updated
- 2.17 - Air Traffic Airspaces - DEBRECEN CTR, DEBRECEN CTA1, DEBRECEN CTA2 - deleted
- 2.18 - Air Traffic Service TWR withdrawn
- 2.20 - Local Aerodrome regulations updated
- Updated charts: AD-2-LHDC-ADC, AD-2-LHDC-SID-04R, AD-2-LHDC-SID-22L, AD-2-LHDC-STAR-04R22L, AD-2-LHDC-ILS-OR-LOC-04R, AD-2-LHDC-NDB-22L, AD-2-LHDC-RNP-04R, AD-2-LHDC-RNP-22L, AD-2-LHDC-VAC

1.7 AD 2-LHPP

- 2.12 - Runway designators changed from 16 to 15 and from 34 to 33
- 2.2 - MAG VAR, AD Administration, address data changed
- 2.8 - Taxiway width, surface and strength updated
- 2.25 - New VSS Obstacles listed
- Updated charts: AD-2-LHPP-ADC, AD-2-LHPP-VAC
- New charts: AD-2-LHPP-AOCA-1533, AD-2-LHPP-ILS/LOC-33, AD-2-LHPP-NDB-15, AD-2-LHPP-RNP-15, AD-2-LHPP-RNP-33
- Deleted charts: AD-2-LHPP-AOCA-1634, AD-2-LHPP-ILS/LOC-34, AD-2-LHPP-NDB-16, AD-2-LHPP-RNP-16, AD-2-LHPP-RNP-34

1.8 AD 2-LHNY

- DEBRECEN CTR, DEBRECEN CTA1, DEBRECEN CTA2 - deleted from the charts
- Updated charts: AD-2-LHNY-SID-18, AD-2-LHNY-SID-36, AD-2-LHNY-STAR-1836

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:

A3601/24

SUP:

Nil

AIC:

Nil

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

Insert the following pages

GEN 0.2 - 3/4
 GEN 0.4 - 1/2
 GEN 0.4 - 3/4
 GEN 0.6 - 1/2
 GEN 0.6 - 3/4
 GEN 1.2 - 11/12
 GEN 1.2 - 13/14
 GEN 2.2 - 7/8
 GEN 2.2 - 9/10
 GEN 2.2 - 17/18
 GEN 2.2 - 21/22
 GEN 2.2 - 23/24
 GEN 3.2 - 1/2
 GEN 3.2 - 3/4
 GEN 3.2 - 5/6
 GEN 3.2 - 7/8
 GEN 3.2 - 9/10
 ENR 0.6 - 1/2
 ENR 1.3 - 1/2
 ENR 1.3 - 3/4
 ENR 1.6 - 5/6
 ENR 2.2 - 1/2
 ENR 4.4.1 - 1/2
 ENR 4.4.1 - 3/4
 ENR 4.4.1 - 5/6
 ENR 4.4.1 - 7/8
 ENR 6 - 1/2
 ENR 6 LHCC ERC - 1/2
 ENR 6 LHCC FRA - 1/2
 AD 0.6 - 1/2
 AD 0.6 - 3/4
 AD 0.6 - 5/6
 AD 0.6 - 7/8
 AD 1.1 - 1/2
 AD 2 LHBP - 1/2
 AD 2 LHBP - 3/4
 AD 2 LHBP - 5/6
 AD 2 LHBP - 7/8
 AD 2 LHBP - 13/14
 AD 2 LHBP - 15/16
 AD 2 LHBP - 17/18
 AD 2 LHBP - 19/20
 AD 2 LHBP - 21/22
 AD 2 LHBP - 23/24
 AD 2 LHBP - 25/26
 AD 2 LHBP - 27/28
 AD 2 LHBP - 29/30
 AD 2 LHBP - 31/32
 AD 2 LHBP - 33/34
 AD 2 LHBP - 35/36
 AD 2 LHBP - 37/38
 AD 2 LHBP - 39/40
 AD 2 LHBP ADC - 1/2
 AD 2 LHBP PDC/2 - 1/2
 AD 2 LHDC - 1/2
 AD 2 LHDC - 3/4
 AD 2 LHDC - 7/8
 AD 2 LHDC - 9/10
 AD 2 LHDC - 11/12
 AD 2 LHDC ADC - 1/2
 AD 2 LHDC SID 04R - 1/2
 AD 2 LHDC SID 22L - 1/2
 AD 2 LHDC STAR 04R/22L - 1/2
 AD 2 LHDC ILS/LOC 04R - 1/2
 AD 2 LHDC NDB 22L - 1/2
 AD 2 LHDC RNP 04R - 1/2
 AD 2 LHDC RNP 22L - 1/2
 AD 2 LHDC VAC - 1/2
 AD 2 LHNY SID 18 - 1/2
 AD 2 LHNY SID 36 - 1/2
 AD 2 LHNY STAR 1836 - 1/2
 AD 2 LHPP - 1/2
 AD 2 LHPP - 3/4
 AD 2 LHPP - 5/6
 AD 2 LHPP - 7/8
 AD 2 LHPP ADC - 1/2
 AD 2 LHPP AOCA 1533 - 1/2
 AD 2 LHPP ILS/LOC 33 - 1/2
 AD 2 LHPP NDB 15 - 1/2
 AD 2 LHPP RNP 15 - 1/2
 AD 2 LHPP RNP 33 - 1/2
 AD 2 LHPP VAC - 1/2

Remove the following pages

GEN 0.2 - 3/4	05 SEP 2024
GEN 0.4 - 1/2	05 SEP 2024
GEN 0.4 - 3/4	05 SEP 2024
GEN 0.6 - 1/2	05 SEP 2024
GEN 0.6 - 3/4	05 SEP 2024
GEN 1.2 - 11/12	05 SEP 2024
GEN 2.2 - 7/8	13 JUL 2023
GEN 2.2 - 9/10	13 JUL 2023
GEN 2.2 - 17/18	11 JUL 2024
GEN 2.2 - 21/22	13 JUL 2023
GEN 2.2 - 23/24	30 NOV 2023
GEN 3.2 - 1/2	06 OCT 2022
GEN 3.2 - 3/4	06 OCT 2022
GEN 3.2 - 5/6	11 JUL 2024
GEN 3.2 - 7/8	05 SEP 2024
GEN 3.2 - 9/10	11 JUL 2024
ENR 0.6 - 1/2	05 SEP 2024
ENR 1.3 - 1/2	23 FEB 2023
ENR 1.3 - 3/4	17 JUN 2021
ENR 1.6 - 5/6	17 JUN 2021
ENR 2.2 - 1/2	23 FEB 2023
ENR 4.4.1 - 1/2	24 MAR 2022
ENR 4.4.1 - 3/4	23 MAR 2023
ENR 4.4.1 - 5/6	14 JUL 2022
ENR 4.4.1 - 7/8	14 JUL 2022
ENR 6 - 1/2	06 OCT 2022
ENR 6 LHCC ERC - 1/2	11 JUL 2024
ENR 6 LHCC FRA - 1/2	23 FEB 2023
AD 0.6 - 1/2	05 SEP 2024
AD 0.6 - 3/4	05 SEP 2024
AD 0.6 - 5/6	05 SEP 2024
AD 0.6 - 7/8	05 SEP 2024
AD 1.1 - 1/2	05 SEP 2024
AD 2 LHBP - 1/2	16 MAY 2024
AD 2 LHBP - 3/4	05 SEP 2024
AD 2 LHBP - 5/6	30 NOV 2023
AD 2 LHBP - 7/8	13 JUL 2023
AD 2 LHBP - 13/14	05 SEP 2024
AD 2 LHBP - 15/16	05 SEP 2024
AD 2 LHBP - 17/18	30 NOV 2023
AD 2 LHBP - 19/20	21 MAR 2024
AD 2 LHBP - 21/22	21 MAR 2024
AD 2 LHBP - 23/24	30 NOV 2023
AD 2 LHBP - 25/26	05 SEP 2024
AD 2 LHBP - 27/28	21 MAR 2024
AD 2 LHBP - 29/30	21 MAR 2024
AD 2 LHBP - 31/32	30 NOV 2023
AD 2 LHBP - 33/34	30 NOV 2023
AD 2 LHBP - 35/36	30 NOV 2023
AD 2 LHBP - 37/38	05 SEP 2024
AD 2 LHBP - 39/40	05 SEP 2024
AD 2 LHBP ADC - 1/2	16 MAY 2024
AD 2 LHBP PDC/2 - 1/2	21 MAR 2024
AD 2 LHDC - 1/2	25 JAN 2024
AD 2 LHDC - 3/4	25 JAN 2024
AD 2 LHDC - 7/8	07 SEP 2023
AD 2 LHDC - 9/10	25 JAN 2024
AD 2 LHDC - 11/12	25 JAN 2024
AD 2 LHDC ADC - 1/2	21 MAR 2024
AD 2 LHDC SID 04R - 1/2	25 JAN 2024
AD 2 LHDC SID 22L - 1/2	25 JAN 2024
AD 2 LHDC STAR 04R22L - 1/2	25 JAN 2024
AD 2 LHDC ILS/LOC 04R - 1/2	25 JAN 2024
AD 2 LHDC NDB 22L - 1/2	25 JAN 2024
AD 2 LHDC RNP 04R - 1/2	21 MAR 2024
AD 2 LHDC RNP 22L - 1/2	25 JAN 2024
AD 2 LHDC VAC - 1/2	07 SEP 2023
AD 2 LHNY SID 18 - 1/2	25 JAN 2024
AD 2 LHNY SID 36 - 1/2	25 JAN 2024
AD 2 LHNY STAR 1836 - 1/2	25 JAN 2024
AD 2 LHPP - 1/2	21 MAR 2024
AD 2 LHPP - 3/4	01 DEC 2022
AD 2 LHPP - 5/6	21 MAR 2024
AD 2 LHPP - 7/8	01 DEC 2022
AD 2 LHPP ADC - 1/2	30 JAN 2020
AD 2 LHPP AOCA 1634 - 1/2	01 DEC 2022
AD 2 LHPP ILS/LOC 34 - 1/2	30 JAN 2020
AD 2 LHPP NDB 16 - 1/2	30 JAN 2020
AD 2 LHPP RNP 16 - 1/2	05 NOV 2020
AD 2 LHPP RNP 34 - 1/2	05 NOV 2020
AD 2 LHPP VAC - 1/2	06 OCT 2022

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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	
002/2024	08-Feb-2024	21-Mar-2024	
003/2024	04-Apr-2024	16-May-2024	
004/2024	02-May-2024	11-Jul-2024	
005/2024	25-Jul-2024	05-Sep-2024	
006/2024	19-Sep-2024	28-Nov-2024	

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

GEN 0.1 - 1	05 SEP 2024	GEN 1.7 - 12	01 DEC 2022	GEN 2.2 - 9	28 NOV 2024
GEN 0.1 - 2	05 SEP 2024	GEN 1.7 - 13	01 DEC 2022	GEN 2.2 - 10	28 NOV 2024
GEN 0.1 - 3	30 APR 2015	GEN 1.7 - 14	01 DEC 2022	GEN 2.2 - 11	13 JUL 2023
GEN 0.1 - 4	30 APR 2015	GEN 1.7 - 15	21 MAR 2024	GEN 2.2 - 12	13 JUL 2023
GEN 0.2 - 1	01 DEC 2022	GEN 1.7 - 16	21 MAR 2024	GEN 2.2 - 13	13 JUL 2023
GEN 0.2 - 2	01 DEC 2022	GEN 1.7 - 17	23 MAR 2023	GEN 2.2 - 14	13 JUL 2023
GEN 0.2 - 3	28 NOV 2024	GEN 1.7 - 18	23 MAR 2023	GEN 2.2 - 15	11 JUL 2024
GEN 0.2 - 4	28 NOV 2024	GEN 1.7 - 19	23 MAR 2023	GEN 2.2 - 16	11 JUL 2024
GEN 0.3 - 1	11 JUL 2024	GEN 1.7 - 20	23 MAR 2023	GEN 2.2 - 17	28 NOV 2024
GEN 0.3 - 2	11 JUL 2024	GEN 1.7 - 21	23 MAR 2023	GEN 2.2 - 18	28 NOV 2024
GEN 0.4 - 1	28 NOV 2024	GEN 1.7 - 22	23 MAR 2023	GEN 2.2 - 19	13 JUL 2023
GEN 0.4 - 2	28 NOV 2024	GEN 1.7 - 23	23 MAR 2023	GEN 2.2 - 20	13 JUL 2023
GEN 0.4 - 3	28 NOV 2024	GEN 1.7 - 24	23 MAR 2023	GEN 2.2 - 21	28 NOV 2024
GEN 0.4 - 4	28 NOV 2024	GEN 1.7 - 25	23 MAR 2023	GEN 2.2 - 22	28 NOV 2024
GEN 0.5 - 1	30 APR 2015	GEN 1.7 - 26	23 MAR 2023	GEN 2.2 - 23	28 NOV 2024
GEN 0.5 - 2	30 APR 2015	GEN 1.7 - 27	23 MAR 2023	GEN 2.2 - 24	28 NOV 2024
GEN 0.6 - 1	28 NOV 2024	GEN 1.7 - 28	23 MAR 2023	GEN 2.2 - 25	13 JUL 2023
GEN 0.6 - 2	28 NOV 2024	GEN 1.7 - 29	23 MAR 2023	GEN 2.2 - 26	13 JUL 2023
GEN 0.6 - 3	28 NOV 2024	GEN 1.7 - 30	23 MAR 2023	GEN 2.2 - 27	13 JUL 2023
GEN 0.6 - 4	28 NOV 2024	GEN 1.7 - 31	23 MAR 2023	GEN 2.2 - 28	13 JUL 2023
GEN 1.1 - 1	05 SEP 2024	GEN 1.7 - 32	23 MAR 2023	GEN 2.3 - 1	11 JUL 2024
GEN 1.1 - 2	05 SEP 2024	GEN 1.7 - 33	23 MAR 2023	GEN 2.3 - 2	11 JUL 2024
GEN 1.1 - 3	06 OCT 2022	GEN 1.7 - 34	23 MAR 2023	GEN 2.3 - 3	24 MAR 2022
GEN 1.1 - 4	06 OCT 2022	GEN 1.7 - 35	05 SEP 2024	GEN 2.3 - 4	24 MAR 2022
GEN 1.2 - 1	23 FEB 2023	GEN 1.7 - 36	05 SEP 2024	GEN 2.4 - 1	05 SEP 2024
GEN 1.2 - 2	23 FEB 2023	GEN 1.7 - 37	30 NOV 2023	GEN 2.4 - 2	05 SEP 2024
GEN 1.2 - 3	05 SEP 2024	GEN 1.7 - 38	30 NOV 2023	GEN 2.4 - 3	05 SEP 2024
GEN 1.2 - 4	05 SEP 2024	GEN 1.7 - 39	30 NOV 2023	GEN 2.4 - 4	05 SEP 2024
GEN 1.2 - 5	05 SEP 2024	GEN 1.7 - 40	30 NOV 2023	GEN 2.5 - 1	25 FEB 2021
GEN 1.2 - 6	05 SEP 2024	GEN 1.7 - 41	30 NOV 2023	GEN 2.5 - 2	25 FEB 2021
GEN 1.2 - 7	05 SEP 2024	GEN 1.7 - 42	30 NOV 2023	GEN 2.6 - 1	25 FEB 2021
GEN 1.2 - 8	05 SEP 2024	GEN 1.7 - 43	30 NOV 2023	GEN 2.6 - 2	25 FEB 2021
GEN 1.2 - 9	05 SEP 2024	GEN 1.7 - 44	30 NOV 2023	GEN 2.6 - 3	25 FEB 2021
GEN 1.2 - 10	05 SEP 2024	GEN 1.7 - 45	30 NOV 2023	GEN 2.6 - 4	25 FEB 2021
GEN 1.2 - 11	28 NOV 2024	GEN 1.7 - 46	30 NOV 2023	GEN 2.7 - 1	25 FEB 2021
GEN 1.2 - 12	28 NOV 2024	GEN 1.7 - 47	30 NOV 2023	GEN 2.7 - 2	25 FEB 2021
GEN 1.2 - 13	28 NOV 2024	GEN 1.7 - 48	30 NOV 2023	GEN 2.7 - 3	23 APR 2020
GEN 1.2 - 14	28 NOV 2024	GEN 1.7 - 49	30 NOV 2023	GEN 2.7 - 4	23 APR 2020
GEN 1.3 - 1	23 APR 2020	GEN 1.7 - 50	30 NOV 2023	GEN 3.1 - 1	19 MAY 2022
GEN 1.3 - 2	23 APR 2020	GEN 1.7 - 51	30 NOV 2023	GEN 3.1 - 2	19 MAY 2022
GEN 1.4 - 1	31 MAR 2016	GEN 1.7 - 52	30 NOV 2023	GEN 3.1 - 3	25 JAN 2024
GEN 1.4 - 2	31 MAR 2016	GEN 1.7 - 53	30 NOV 2023	GEN 3.1 - 4	25 JAN 2024
GEN 1.5 - 1	30 NOV 2023	GEN 1.7 - 54	30 NOV 2023	GEN 3.2 - 1	28 NOV 2024
GEN 1.5 - 2	30 NOV 2023	GEN 1.7 - 55	30 NOV 2023	GEN 3.2 - 2	28 NOV 2024
GEN 1.6 - 1	04 NOV 2021	GEN 1.7 - 56	30 NOV 2023	GEN 3.2 - 3	28 NOV 2024
GEN 1.6 - 2	04 NOV 2021	GEN 1.7 - 57	30 NOV 2023	GEN 3.2 - 4	28 NOV 2024
GEN 1.6 - 3	04 NOV 2021	GEN 1.7 - 58	30 NOV 2023	GEN 3.2 - 5	28 NOV 2024
GEN 1.6 - 4	04 NOV 2021	GEN 1.7 - 59	30 NOV 2023	GEN 3.2 - 6	28 NOV 2024
GEN 1.6 - 5	04 NOV 2021	GEN 1.7 - 60	30 NOV 2023	GEN 3.2 - 7	28 NOV 2024
GEN 1.6 - 6	04 NOV 2021	GEN 1.7 - 61	30 NOV 2023	GEN 3.2 - 8	28 NOV 2024
GEN 1.6 - 7	04 NOV 2021	GEN 1.7 - 62	30 NOV 2023	GEN 3.2 - 9	28 NOV 2024
GEN 1.6 - 8	04 NOV 2021	GEN 1.7 - 63	30 NOV 2023	GEN 3.2 - 10	28 NOV 2024
GEN 1.7 - 1	01 DEC 2022	GEN 1.7 - 64	30 NOV 2023	GEN 3.3 - 1	25 FEB 2021
GEN 1.7 - 2	01 DEC 2022	GEN 1.7 - 65	30 NOV 2023	GEN 3.3 - 2	25 FEB 2021
GEN 1.7 - 3	14 JUL 2022	GEN 1.7 - 66	30 NOV 2023	GEN 3.3 - 3	05 SEP 2024
GEN 1.7 - 4	14 JUL 2022	GEN 2.1 - 1	25 JAN 2024	GEN 3.3 - 4	05 SEP 2024
GEN 1.7 - 5	01 DEC 2022	GEN 2.1 - 2	25 JAN 2024	GEN 3.4 - 1	30 NOV 2023
GEN 1.7 - 6	01 DEC 2022	GEN 2.2 - 1	13 JUL 2023	GEN 3.4 - 2	30 NOV 2023
GEN 1.7 - 7	01 DEC 2022	GEN 2.2 - 2	13 JUL 2023	GEN 3.4 - 3	30 NOV 2023
GEN 1.7 - 8	01 DEC 2022	GEN 2.2 - 3	13 JUL 2023	GEN 3.4 - 4	30 NOV 2023
GEN 1.7 - 9	01 DEC 2022	GEN 2.2 - 4	13 JUL 2023	GEN 3.4 - 5	30 NOV 2023
GEN 1.7 - 10	01 DEC 2022	GEN 2.2 - 5	13 JUL 2023	GEN 3.4 - 6	30 NOV 2023
GEN 1.7 - 11	01 DEC 2022	GEN 2.2 - 6	13 JUL 2023	GEN 3.5 - 1	23 MAR 2023
		GEN 2.2 - 7	28 NOV 2024	GEN 3.5 - 2	23 MAR 2023
		GEN 2.2 - 8	28 NOV 2024	GEN 3.5 - 3	23 MAR 2023

GEN 3.5 - 4	23 MAR 2023	ENR 1.10 - 5
GEN 3.5 - 5	23 MAR 2023	ENR 1.10 - 6
GEN 3.5 - 6	23 MAR 2023	ENR 1.10 - 7
GEN 3.5 - 7	23 MAR 2023	ENR 1.10 - 8
GEN 3.5 - 8	23 MAR 2023	ENR 1.10 - 9
GEN 3.5 - 9	23 MAR 2023	ENR 1.10 - 10
GEN 3.5 - 10	23 MAR 2023	ENR 1.11 - 1
GEN 3.5 - 11	23 MAR 2023	ENR 1.11 - 2
GEN 3.5 - 12	23 MAR 2023	ENR 1.12 - 1
GEN 3.6 - 1	25 FEB 2021	ENR 1.12 - 2
GEN 3.6 - 2	25 FEB 2021	ENR 1.12 - 3
GEN 3.6 - 3	06 FEB 2014	ENR 1.12 - 4
GEN 3.6 - 4	06 FEB 2014	ENR 1.12 - 5
GEN 4.1 - 1	23 MAR 2023	ENR 1.12 - 6
GEN 4.1 - 2	23 MAR 2023	ENR 1.13 - 1
GEN 4.2 - 1	24 MAY 2018	ENR 1.13 - 2
GEN 4.2 - 2	24 MAY 2018	ENR 1.14 - 1
GEN 4.2 - 3	22 JUN 2017	ENR 1.14 - 2
GEN 4.2 - 4	22 JUN 2017	ENR 1.14 - 3

PART 2 - EN-ROUTE (ENR)

ENR 0.1 - 1	03 JUL 2008	ENR 1.14 - 4
ENR 0.1 - 2	03 JUL 2008	ENR 1.14 - 5
ENR 0.2 - 1	03 JUL 2008	ENR 1.14 - 6
ENR 0.2 - 2	03 JUL 2008	ENR 1.14 - 7
ENR 0.3 - 1	03 JUL 2008	ENR 1.14 - 8
ENR 0.3 - 2	03 JUL 2008	ENR 2.1 - 1
ENR 0.4 - 1	03 JUL 2008	ENR 2.1 - 2
ENR 0.4 - 2	03 JUL 2008	ENR 2.1 - 3
ENR 0.5 - 1	03 JUL 2008	ENR 2.1 - 4
ENR 0.5 - 2	03 JUL 2008	ENR 2.1 - 5
ENR 0.6 - 1	28 NOV 2024	ENR 2.1 - 6
ENR 0.6 - 2	28 NOV 2024	ENR 2.2 - 1
ENR 1.1 - 1	05 SEP 2024	ENR 2.2 - 2
ENR 1.1 - 2	05 SEP 2024	ENR 2.2 - 3
ENR 1.1 - 3	13 JUL 2023	ENR 2.2 - 4
ENR 1.1 - 4	13 JUL 2023	ENR 2.2 - 5
ENR 1.2 - 1	01 DEC 2022	ENR 2.2 - 6
ENR 1.2 - 2	01 DEC 2022	ENR 2.2 - 7
ENR 1.2 - 3	01 DEC 2022	ENR 2.2 - 8
ENR 1.2 - 4	01 DEC 2022	ENR 3.1 - 1
ENR 1.3 - 1	28 NOV 2024	ENR 3.1 - 2
ENR 1.3 - 2	28 NOV 2024	ENR 3.2 - 1
ENR 1.3 - 3	28 NOV 2024	ENR 3.2 - 2
ENR 1.3 - 4	28 NOV 2024	ENR 3.3 - 1
ENR 1.3 - 5	17 JUN 2021	ENR 3.3 - 2
ENR 1.3 - 6	17 JUN 2021	ENR 3.4 - 1
ENR 1.4 - 1	23 MAR 2023	ENR 3.4 - 2
ENR 1.4 - 2	23 MAR 2023	ENR 4.1 - 1
ENR 1.4 - 3	23 MAR 2023	ENR 4.1 - 2
ENR 1.4 - 4	23 MAR 2023	ENR 4.2 - 1
ENR 1.5 - 1	17 JUN 2021	ENR 4.2 - 2
ENR 1.5 - 2	17 JUN 2021	ENR 4.3 - 1
ENR 1.6 - 1	19 MAY 2022	ENR 4.3 - 2
ENR 1.6 - 2	19 MAY 2022	ENR 4.4 - 1
ENR 1.6 - 3	17 JUN 2021	ENR 4.4 - 2
ENR 1.6 - 4	17 JUN 2021	ENR 4.4.1 - 1
ENR 1.6 - 5	28 NOV 2024	ENR 4.4.1 - 2
ENR 1.6 - 6	28 NOV 2024	ENR 4.4.1 - 3
ENR 1.6 - 7	17 JUN 2021	ENR 4.4.1 - 4
ENR 1.6 - 8	17 JUN 2021	ENR 4.4.1 - 5
ENR 1.7 - 1	17 JUN 2021	ENR 4.4.1 - 6
ENR 1.7 - 2	17 JUN 2021	ENR 4.4.1 - 7
ENR 1.7 - 3	17 JUN 2021	ENR 4.4.1 - 8
ENR 1.7 - 4	17 JUN 2021	ENR 4.5 - 1
ENR 1.8 - 1	17 JUN 2021	ENR 4.5 - 2
ENR 1.8 - 2	17 JUN 2021	ENR 5.1 - 1
ENR 1.9 - 1	19 MAY 2022	ENR 5.1 - 2
ENR 1.9 - 2	19 MAY 2022	ENR 5.1 - 3
ENR 1.9 - 3	26 MAR 2020	ENR 5.1 - 4
ENR 1.9 - 4	26 MAR 2020	ENR 5.2 - 1
ENR 1.9 - 5	28 JAN 2021	ENR 5.2 - 2
ENR 1.9 - 6	28 JAN 2021	ENR 5.2 - 3
ENR 1.10 - 1	07 SEP 2023	ENR 5.2 - 4
ENR 1.10 - 2	07 SEP 2023	ENR 5.3 - 1
ENR 1.10 - 3	01 DEC 2022	ENR 5.3 - 2
ENR 1.10 - 4	01 DEC 2022	ENR 5.4 - 1

01 DEC 2022	ENR 5.6 - 2	17 JUN 2021
01 DEC 2022	ENR 5.6 - 3	05 SEP 2024
05 SEP 2024	ENR 5.6 - 4	05 SEP 2024
05 SEP 2024	ENR 6 - 1	28 NOV 2024
11 JUL 2024	ENR 6 - 2	28 NOV 2024
11 JUL 2024	ENR 6-LHCC-ERC - 1	28 NOV 2024
13 JUL 2023	ENR 6-LHCC-ERC - 2	28 NOV 2024
13 JUL 2023	ENR 6-LHCC-LINKS - 1	23 MAR 2023
20 SEP 2012	ENR 6-LHCC-LINKS - 2	23 MAR 2023
20 SEP 2012	ENR 6-LHCC-LINKS - 3	23 MAR 2023
05 FEB 2015	ENR 6-LHCC-LINKS - 4	23 MAR 2023
05 FEB 2015	ENR 6-LHCC-FRA - 1	28 NOV 2024
24 MAY 2018	ENR 6-LHCC-FRA - 2	28 NOV 2024
24 MAY 2018	ENR 6-LHCC-SECTOR - 1	13 JUL 2023
03 JUL 2008	ENR 6-LHCC-SECTOR - 2	13 JUL 2023
03 JUL 2008	ENR 6-LHCC-FIS - 1	06 OCT 2022
22 APR 2021	ENR 6-LHCC-FIS - 2	06 OCT 2022
22 APR 2021	ENR 6-LHCC-PRD - 1	21 MAR 2024
03 JUL 2008	ENR 6-LHCC-PRD - 2	21 MAR 2024
03 JUL 2008	ENR 6-LHCC-TRA - 1	21 MAR 2024
03 JUL 2008	ENR 6-LHCC-TRA - 2	21 MAR 2024
03 JUL 2008	ENR 6-LHCC-SPORT - 1	21 MAR 2024
03 JUL 2008	ENR 6-LHCC-SPORT - 2	21 MAR 2024
03 JUL 2008	ENR 6-LHCC-FAUNA - 1	06 OCT 2022
05 SEP 2024	ENR 6-LHCC-FAUNA - 2	06 OCT 2022

PART 3 - AERODROMES (AD)

AD 0.1 - 1	03 JUL 2008
AD 0.1 - 2	03 JUL 2008
AD 0.2 - 1	07 DEC 2017
AD 0.2 - 2	07 DEC 2017
AD 0.3 - 1	03 JUL 2008
AD 0.3 - 2	03 JUL 2008
AD 0.4 - 1	03 JUL 2008
AD 0.4 - 2	03 JUL 2008
AD 0.5 - 1	07 DEC 2017
AD 0.5 - 2	07 DEC 2017
AD 0.6 - 1	28 NOV 2024
AD 0.6 - 2	28 NOV 2024
AD 0.6 - 3	28 NOV 2024
AD 0.6 - 4	28 NOV 2024
AD 0.6 - 5	28 NOV 2024
AD 0.6 - 6	28 NOV 2024
AD 0.6 - 7	28 NOV 2024
AD 0.6 - 8	28 NOV 2024
AD 1.1 - 1	28 NOV 2024
AD 1.1 - 2	28 NOV 2024
AD 1.2 - 1	21 MAR 2024
AD 1.2 - 2	21 MAR 2024
AD 1.3 - 1	05 SEP 2024
AD 1.3 - 2	05 SEP 2024
AD 1.4 - 1	28 JAN 2021
AD 1.4 - 2	28 JAN 2021
AD 1.5 - 1	05 SEP 2024
AD 1.5 - 2	05 SEP 2024
AD 2-LHBC - 1	11 JUL 2024
AD 2-LHBC - 2	11 JUL 2024
AD 2-LHBC - 3	01 DEC 2022
AD 2-LHBC - 4	01 DEC 2022
AD 2-LHBC - 5	01 DEC 2022
AD 2-LHBC - 6	01 DEC 2022
AD 2-LHBC - 7	11 JUL 2024
AD 2-LHBC - 8	11 JUL 2024
AD 2-LHBC-ADC - 1	11 JUL 2024
AD 2-LHBC-ADC - 2	11 JUL 2024
AD 2-LHBC-AOCA-17L35R - 1	11 JUL 2024
AD 2-LHBC-AOCA-17L35R - 2	11 JUL 2024
AD 2-LHBC-SID-17L - 1	11 JUL 2024
AD 2-LHBC-SID-17L - 2	11 JUL 2024
AD 2-LHBC-SID-17L - 3	11 JUL 2024
AD 2-LHBC-SID-17L - 4	11 JUL 2024
AD 2-LHBC-SID-35R - 1	11 JUL 2024
AD 2-LHBC-SID-35R - 2	11 JUL 2024
AD 2-LHBC-STAR-17L35R - 1	05 SEP 2024
AD 2-LHBC-STAR-17L35R - 2	05 SEP 2024
AD 2-LHBC-NDB-17L - 1	11 JUL 2024
AD 2-LHBC-NDB-17L - 2	11 JUL 2024
AD 2-LHBC-NDB-35R - 1	11 JUL 2024
AD 2-LHBC-NDB-35R - 2	11 JUL 2024
AD 2-LHBC-RNP-17L - 1	11 JUL 2024

AIP HUNGARY

AD 2-LHBC-RNP-17L - 2	11 JUL 2024	AD 2-LHBP-ATCSMAC - 1	28 JAN 2021	AD 2-LHNY-RNP-Z-36 - 2	25 JAN 2024
AD 2-LHBC-RNP-35R - 1	11 JUL 2024	AD 2-LHBP-ATCSMAC - 2	28 JAN 2021	AD 2-LHNY-VAC - 1	06 OCT 2022
AD 2-LHBC-RNP-35R - 2	11 JUL 2024	AD 2-LHBP-ILS/LOC-13L - 1	30 NOV 2023	AD 2-LHNY-VAC - 2	06 OCT 2022
AD 2-LHBC-VAC - 1	11 JUL 2024	AD 2-LHBP-ILS/LOC-13L - 2	30 NOV 2023	AD 2-LHPP - 1	28 NOV 2024
AD 2-LHBC-VAC - 2	11 JUL 2024	AD 2-LHBP-ILS/LOC-13R - 1	30 NOV 2023	AD 2-LHPP - 2	28 NOV 2024
AD 2-LHBP - 1	28 NOV 2024	AD 2-LHBP-ILS/LOC-13R - 2	30 NOV 2023	AD 2-LHPP - 3	28 NOV 2024
AD 2-LHBP - 2	28 NOV 2024	AD 2-LHBP-ILS/LOC-31L - 1	30 NOV 2023	AD 2-LHPP - 4	28 NOV 2024
AD 2-LHBP - 3	28 NOV 2024	AD 2-LHBP-ILS/LOC-31L - 2	30 NOV 2023	AD 2-LHPP - 5	28 NOV 2024
AD 2-LHBP - 4	28 NOV 2024	AD 2-LHBP-ILS/LOC-31R - 1	30 NOV 2023	AD 2-LHPP - 6	28 NOV 2024
AD 2-LHBP - 5	28 NOV 2024	AD 2-LHBP-ILS/LOC-31R - 2	30 NOV 2023	AD 2-LHPP - 7	28 NOV 2024
AD 2-LHBP - 6	28 NOV 2024	AD 2-LHBP-RNP-13L - 1	30 NOV 2023	AD 2-LHPP - 8	28 NOV 2024
AD 2-LHBP - 7	28 NOV 2024	AD 2-LHBP-RNP-13L - 2	30 NOV 2023	AD 2-LHPP-ADC - 1	28 NOV 2024
AD 2-LHBP - 8	28 NOV 2024	AD 2-LHBP-RNP-13R - 1	30 NOV 2023	AD 2-LHPP-ADC - 2	28 NOV 2024
AD 2-LHBP - 9	13 JUL 2023	AD 2-LHBP-RNP-13R - 2	30 NOV 2023	AD 2-LHPP-AOCA-1533 - 1	28 NOV 2024
AD 2-LHBP - 10	13 JUL 2023	AD 2-LHBP-RNP-31L - 1	30 NOV 2023	AD 2-LHPP-AOCA-1533 - 2	28 NOV 2024
AD 2-LHBP - 11	05 SEP 2024	AD 2-LHBP-RNP-31L - 2	30 NOV 2023	AD 2-LHPP-ILS/LOC-33 - 1	28 NOV 2024
AD 2-LHBP - 12	05 SEP 2024	AD 2-LHBP-RNP-Y-31R - 1	06 OCT 2022	AD 2-LHPP-ILS/LOC-33 - 2	28 NOV 2024
AD 2-LHBP - 13	28 NOV 2024	AD 2-LHBP-RNP-Y-31R - 2	06 OCT 2022	AD 2-LHPP-NDB-15 - 1	28 NOV 2024
AD 2-LHBP - 14	28 NOV 2024	AD 2-LHBP-RNP-Z-31R - 1	30 NOV 2023	AD 2-LHPP-NDB-15 - 2	28 NOV 2024
AD 2-LHBP - 15	28 NOV 2024	AD 2-LHBP-RNP-Z-31R - 2	30 NOV 2023	AD 2-LHPP-RNP-15 - 1	28 NOV 2024
AD 2-LHBP - 16	28 NOV 2024	AD 2-LHBP-VOR-13L - 1	30 NOV 2023	AD 2-LHPP-RNP-15 - 2	28 NOV 2024
AD 2-LHBP - 17	28 NOV 2024	AD 2-LHBP-VOR-13L - 2	30 NOV 2023	AD 2-LHPP-RNP-33 - 1	28 NOV 2024
AD 2-LHBP - 18	28 NOV 2024	AD 2-LHBP-VOR-31R - 1	30 NOV 2023	AD 2-LHPP-RNP-33 - 2	28 NOV 2024
AD 2-LHBP - 19	28 NOV 2024	AD 2-LHBP-VOR-31R - 2	30 NOV 2023	AD 2-LHPP-VAC - 1	28 NOV 2024
AD 2-LHBP - 20	28 NOV 2024	AD 2-LHBP-VAC - 1	16 MAY 2024	AD 2-LHPP-VAC - 2	28 NOV 2024
AD 2-LHBP - 21	28 NOV 2024	AD 2-LHBP-VAC - 2	16 MAY 2024	AD 2-LHPR - 1	05 SEP 2024
AD 2-LHBP - 22	28 NOV 2024	AD 2-LHDC - 1	28 NOV 2024	AD 2-LHPR - 2	05 SEP 2024
AD 2-LHBP - 23	28 NOV 2024	AD 2-LHDC - 2	28 NOV 2024	AD 2-LHPR - 3	05 SEP 2024
AD 2-LHBP - 24	28 NOV 2024	AD 2-LHDC - 3	28 NOV 2024	AD 2-LHPR - 4	05 SEP 2024
AD 2-LHBP - 25	28 NOV 2024	AD 2-LHDC - 4	28 NOV 2024	AD 2-LHPR - 5	27 JAN 2022
AD 2-LHBP - 26	28 NOV 2024	AD 2-LHDC - 5	25 JAN 2024	AD 2-LHPR - 6	27 JAN 2022
AD 2-LHBP - 27	28 NOV 2024	AD 2-LHDC - 6	25 JAN 2024	AD 2-LHPR - 7	01 DEC 2022
AD 2-LHBP - 28	28 NOV 2024	AD 2-LHDC - 7	28 NOV 2024	AD 2-LHPR - 8	01 DEC 2022
AD 2-LHBP - 29	28 NOV 2024	AD 2-LHDC - 8	28 NOV 2024	AD 2-LHPR-ADC - 1	07 SEP 2023
AD 2-LHBP - 30	28 NOV 2024	AD 2-LHDC - 9	28 NOV 2024	AD 2-LHPR-ADC - 2	07 SEP 2023
AD 2-LHBP - 31	28 NOV 2024	AD 2-LHDC - 10	28 NOV 2024	AD 2-LHPR-AOCA-1129 - 1	01 DEC 2022
AD 2-LHBP - 32	28 NOV 2024	AD 2-LHDC - 11	28 NOV 2024	AD 2-LHPR-AOCA-1129 - 2	01 DEC 2022
AD 2-LHBP - 33	28 NOV 2024	AD 2-LHDC - 12	28 NOV 2024	AD 2-LHPR-SID-11 - 1	13 JUL 2023
AD 2-LHBP - 34	28 NOV 2024	AD 2-LHDC-ADC - 1	28 NOV 2024	AD 2-LHPR-SID-11 - 2	13 JUL 2023
AD 2-LHBP - 35	28 NOV 2024	AD 2-LHDC-ADC - 2	28 NOV 2024	AD 2-LHPR-SID-29 - 1	13 JUL 2023
AD 2-LHBP - 36	28 NOV 2024	AD 2-LHDC-AOCA-04R22L - 1	25 JAN 2024	AD 2-LHPR-SID-29 - 2	13 JUL 2023
AD 2-LHBP - 37	28 NOV 2024	AD 2-LHDC-AOCA-04R22L - 2	25 JAN 2024	AD 2-LHPR-ILS/LOC-29 - 1	14 JUL 2022
AD 2-LHBP - 38	28 NOV 2024	AD 2-LHDC-SID-04R - 1	28 NOV 2024	AD 2-LHPR-ILS/LOC-29 - 2	14 JUL 2022
AD 2-LHBP - 39	28 NOV 2024	AD 2-LHDC-SID-04R - 2	28 NOV 2024	AD 2-LHPR-RNP-11 - 1	14 JUL 2022
AD 2-LHBP - 40	28 NOV 2024	AD 2-LHDC-SID-22L - 1	28 NOV 2024	AD 2-LHPR-RNP-11 - 2	14 JUL 2022
AD 2-LHBP-ADC - 1	28 NOV 2024	AD 2-LHDC-SID-22L - 2	28 NOV 2024	AD 2-LHPR-RNP-29 - 1	14 JUL 2022
AD 2-LHBP-ADC - 2	28 NOV 2024	AD 2-LHDC-STAR-04R22L - 1	28 NOV 2024	AD 2-LHPR-RNP-29 - 2	14 JUL 2022
AD 2-LHBP-TAXI-ARR - 1	25 JAN 2024	AD 2-LHDC-STAR-04R22L - 2	28 NOV 2024	AD 2-LHPR-VOR-11 - 1	14 JUL 2022
AD 2-LHBP-TAXI-ARR - 2	25 JAN 2024	AD 2-LHDC-ILS/LOC-04R - 1	28 NOV 2024	AD 2-LHPR-VOR-11 - 2	14 JUL 2022
AD 2-LHBP-TAXI-DEP - 1	25 JAN 2024	AD 2-LHDC-ILS/LOC-04R - 2	28 NOV 2024	AD 2-LHPR-VOR-29 - 1	14 JUL 2022
AD 2-LHBP-TAXI-DEP - 2	25 JAN 2024	AD 2-LHDC-NDB-22L - 1	28 NOV 2024	AD 2-LHPR-VOR-29 - 2	14 JUL 2022
AD 2-LHBP-PDC/1 - 1	25 JAN 2024	AD 2-LHDC-NDB-22L - 2	28 NOV 2024	AD 2-LHPR-VAC - 1	25 JAN 2024
AD 2-LHBP-PDC/1 - 2	25 JAN 2024	AD 2-LHDC-RNP-04R - 1	28 NOV 2024	AD 2-LHPR-VAC - 2	25 JAN 2024
AD 2-LHBP-PDC/2 - 1	28 NOV 2024	AD 2-LHDC-RNP-04R - 2	28 NOV 2024	AD 2-LHSM - 1	13 JUL 2023
AD 2-LHBP-PDC/2 - 2	28 NOV 2024	AD 2-LHDC-RNP-22L - 1	28 NOV 2024	AD 2-LHSM - 2	13 JUL 2023
AD 2-LHBP-PDC/3 - 1	21 MAR 2024	AD 2-LHDC-RNP-22L - 2	28 NOV 2024	AD 2-LHSM - 3	01 DEC 2022
AD 2-LHBP-PDC/3 - 2	21 MAR 2024	AD 2-LHDC-VAC - 1	28 NOV 2024	AD 2-LHSM - 4	01 DEC 2022
AD 2-LHBP-PDC/4 - 1	21 MAR 2024	AD 2-LHDC-VAC - 2	28 NOV 2024	AD 2-LHSM - 5	19 MAY 2022
AD 2-LHBP-PDC/4 - 2	21 MAR 2024	AD 2-LHNY - 1	01 DEC 2022	AD 2-LHSM - 6	19 MAY 2022
AD 2-LHBP-AOCA-13L31R - 1	28 JAN 2021	AD 2-LHNY - 2	01 DEC 2022	AD 2-LHSM - 7	13 JUL 2023
AD 2-LHBP-AOCA-13L31R - 2	28 JAN 2021	AD 2-LHNY - 3	22 APR 2021	AD 2-LHSM - 8	13 JUL 2023
AD 2-LHBP-AOCA-13R31L - 1	28 JAN 2021	AD 2-LHNY - 4	22 APR 2021	AD 2-LHSM - 9	30 NOV 2023
AD 2-LHBP-AOCA-13R31L - 2	28 JAN 2021	AD 2-LHNY - 5	25 JAN 2024	AD 2-LHSM - 10	30 NOV 2023
AD 2-LHBP-PATC-13L31R - 1	13 JUL 2023	AD 2-LHNY - 6	25 JAN 2024	AD 2-LHSM-ADC - 1	12 AUG 2021
AD 2-LHBP-PATC-13L31R - 2	13 JUL 2023	AD 2-LHNY - 7	23 MAR 2023	AD 2-LHSM-ADC - 2	12 AUG 2021
AD 2-LHBP-PATC-13R31L - 1	13 JUL 2023	AD 2-LHNY - 8	23 MAR 2023	AD 2-LHSM-AOCA-1634 - 1	01 DEC 2022
AD 2-LHBP-PATC-13R31L - 2	13 JUL 2023	AD 2-LHNY - 9	25 JAN 2024	AD 2-LHSM-AOCA-1634 - 2	01 DEC 2022
AD 2-LHBP-SID-13L - 1	27 JAN 2022	AD 2-LHNY - 10	25 JAN 2024	AD 2-LHSM-SID-16 - 1	12 AUG 2021
AD 2-LHBP-SID-13L - 2	27 JAN 2022	AD 2-LHNY-ADC - 1	22 APR 2021	AD 2-LHSM-SID-16 - 2	12 AUG 2021
AD 2-LHBP-SID-13R - 1	27 JAN 2022	AD 2-LHNY-ADC - 2	22 APR 2021	AD 2-LHSM-SID-34 - 1	12 AUG 2021
AD 2-LHBP-SID-13R - 2	27 JAN 2022	AD 2-LHNY-SID-18 - 1	28 NOV 2024	AD 2-LHSM-SID-34 - 2	12 AUG 2021
AD 2-LHBP-SID31L - 1	06 OCT 2022	AD 2-LHNY-SID-18 - 2	28 NOV 2024	AD 2-LHSM-STAR-1634 - 1	30 NOV 2023
AD 2-LHBP-SID31L - 2	06 OCT 2022	AD 2-LHNY-SID-36 - 1	28 NOV 2024	AD 2-LHSM-STAR-1634 - 2	30 NOV 2023
AD 2-LHBP-SID31R - 1	27 JAN 2022	AD 2-LHNY-SID-36 - 2	28 NOV 2024	AD 2-LHSM-ILS/LOC-16 - 1	12 AUG 2021
AD 2-LHBP-SID31R - 2	27 JAN 2022	AD 2-LHNY-STAR-1836 - 1	28 NOV 2024	AD 2-LHSM-ILS/LOC-16 - 2	12 AUG 2021
AD 2-LHBP-STAR-13L13R - 1	27 JAN 2022	AD 2-LHNY-STAR-1836 - 2	28 NOV 2024	AD 2-LHSM-NDB-16 - 1	12 AUG 2021
AD 2-LHBP-STAR-13L13R - 2	27 JAN 2022	AD 2-LHNY-RNP-Y-18 - 1	25 JAN 2024	AD 2-LHSM-NDB-16 - 2	12 AUG 2021
AD 2-LHBP-STAR-31L31R - 1	27 JAN 2022	AD 2-LHNY-RNP-Y-18 - 2	25 JAN 2024	AD 2-LHSM-NDB-34 - 1	12 AUG 2021
AD 2-LHBP-STAR-31L31R - 2	27 JAN 2022	AD 2-LHNY-RNP-Y-36 - 1	25 JAN 2024	AD 2-LHSM-NDB-34 - 2	12 AUG 2021
AD 2-LHBP-TMA - 1	21 MAR 2024	AD 2-LHNY-RNP-Y-36 - 2	25 JAN 2024	AD 2-LHSM-RNP-16 - 1	30 NOV 2023
AD 2-LHBP-TMA - 2	21 MAR 2024	AD 2-LHNY-RNP-Z-18 - 1	25 JAN 2024	AD 2-LHSM-RNP-16 - 2	30 NOV 2023
AD 2-LHBP-HLDG - 1	28 JAN 2021	AD 2-LHNY-RNP-Z-18 - 2	25 JAN 2024	AD 2-LHSM-RNP-34 - 1	30 NOV 2023
AD 2-LHBP-HLDG - 2	28 JAN 2021	AD 2-LHNY-RNP-Z-36 - 1	25 JAN 2024	AD 2-LHSM-RNP-34 - 2	30 NOV 2023

AD 2-LHSM-VAC - 1	14 JUL 2022
AD 2-LHSM-VAC - 2	14 JUL 2022
AD 2-LHUD - 1	13 JUL 2023
AD 2-LHUD - 2	13 JUL 2023
AD 2-LHUD - 3	01 DEC 2022
AD 2-LHUD - 4	01 DEC 2022
AD 2-LHUD - 5	06 DEC 2018
AD 2-LHUD - 6	06 DEC 2018
AD 2-LHUD - 7	05 SEP 2024
AD 2-LHUD - 8	05 SEP 2024
AD 2-LHUD-ADC - 1	01 DEC 2022
AD 2-LHUD-ADC - 2	01 DEC 2022
AD 2-LHUD-AOCA-16R34L - 1	22 APR 2021
AD 2-LHUD-AOCA-16R34L - 2	22 APR 2021
AD 2-LHUD-VAC - 1	21 MAR 2024
AD 2-LHUD-VAC - 2	21 MAR 2024

GEN 0.6 TABLE OF CONTENTS TO PART 1

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

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES	GEN 1.1 - 1
1. Aviation Authorities	GEN 1.1 - 1
2. Meteorology	GEN 1.1 - 1
3. Customs	GEN 1.1 - 2
4. Frontier Guard	GEN 1.1 - 2
5. Health	GEN 1.1 - 2
6. Enroute charges	GEN 1.1 - 2
7. Agricultural quarantine - Veterinary Hygiene	GEN 1.1 - 3
8. Aircraft accident investigation	GEN 1.1 - 3
GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT	GEN 1.2 - 1
1. General	GEN 1.2 - 1
2. International Scheduled Flights	GEN 1.2 - 4
3. International Non-Scheduled Flights	GEN 1.2 - 7
4. Approval of Private Flights	GEN 1.2 - 11
5. Public Health Measures	GEN 1.2 - 11
6. Approval of State Flights	GEN 1.2 - 12
GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW	GEN 1.3 - 1
1. Customs Regulations	GEN 1.3 - 1
2. Immigration requirements	GEN 1.3 - 1
3. Public health regulations	GEN 1.3 - 1
4. Security regulations	GEN 1.3 - 1
GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO	GEN 1.4 - 1
1. Customs requirements concerning cargo and other articles	GEN 1.4 - 1
2. Agricultural quarantine requirements	GEN 1.4 - 1
3. Veterinary Hygiene requirements	GEN 1.4 - 1
GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS	GEN 1.5 - 1
1. General	GEN 1.5 - 1
2. Special equipment to be carried	GEN 1.5 - 1
3. Equipment to be carried on all types of flight	GEN 1.5 - 1
4. Radio equipment requirements	GEN 1.5 - 1
5. Requirements for FM Broadcast Immunity of airborne receivers	GEN 1.5 - 1
6. RVSM operation	GEN 1.5 - 2
7. ACAS II REQUIREMENTS	GEN 1.5 - 2
8. Mode S Procedures – Display of Downlinked Aircraft Parameters (DAPs)	GEN 1.5 - 2
GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS	GEN 1.6 - 1
1. Legal acts of the European Union	GEN 1.6 - 1
2. National regulations	GEN 1.6 - 2
3. International agreements	GEN 1.6 - 6
GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES	GEN 1.7 - 1

GEN 2 TABLES AND CODES

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

GEN 3 SERVICES

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

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

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

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

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

The request for the permission shall include:

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

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

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

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

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

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

4. APPROVAL OF PRIVATE FLIGHTS

4.1 Private flights landing at or departing from international aerodromes listed in part [AD 1.4](#), as well as transit flights across Hungarian airspace with foreign civil aircraft registered in a State that is a Contracting Party to the Chicago Convention, may be made without prior permission.

4.2 In the case of landing or take-off planned at any of the commercial aerodromes listed in part [AD 1.4](#), the target dates necessary for the provision of customs, security, police and immigration services shall be taken into account. In such cases the prior notification described in [para 1.2](#) is necessary. The provision of the above services shall be requested by the operator of the aerodrome.

4.3 Documentary requirements for clearance of aircraft

See [para 2.4](#)

5. PUBLIC HEALTH MEASURES

At present, no public health measures are required to be carried out in respect of aircraft entering the territory of Hungary. When the need arises, special measures are taken. The International Sanitary Regulations of 25 MAY 1951 adopted by the 4th World Health Assembly current edition apply: International Health Regulation (2005).

In case of reporting a patient who presents symptoms on the airplane, health care service in contract with the airport examines, takes care of the patient and arranges the transportation to the hospital if needed. If a communicable disease is suspected based on the symptoms or other information, staff of Budapest City Government Office of Public Health Department responsible for IHR tasks of points of entry is in charge. Safety standards of the airport are taken into account when implementing measures ordered in Ministerial Decree 18/1998 (VI. 3.) on Epidemiological Measures for Preventing Communicable Diseases and Outbreaks.

In case if the flight crew of an en-route aircraft identifies a suspected case(s) of communicable disease, or other public health risk, on board the aircraft, shall promptly notify the ATS unit with which the pilot is communicating, the following information listed below:

- a. aircraft identification;
- b. departure aerodrome;

- c. destination aerodrome;
- d. estimated time of arrival;
- e. number of persons on board;
- f. number of suspected case(s) on board; and
- g. nature of the public health risk, if known.

6. APPROVAL OF STATE FLIGHTS

6.1 Operations of foreign State aircraft (for use or disposal of a military-, police- or customs organisations) as well as of intergovernmental agencies within the territory of Hungary, with the exception of NATO and EU member States, are subject to approval by the Ministry of Foreign Affairs and Trade and the CAA.

- Single flight clearance: Application shall be submitted at least 15 days prior entry to the Hungarian airspace via diplomatic channel to the Ministry of Foreign Affairs and Trade of Hungary. (The application form see [para 6.7](#))
- Multiple flight (Annual) clearance: On the basis of international agreement or reciprocity application shall be submitted to the Ministry of Foreign Affairs and Trade of Hungary at least 90 days prior the first entry to the Hungarian airspace via diplomatic channels. This clearance may be valid for a maximum of 12 months. (The application form see [para 6.7](#))
- Carrying weapons, ammunition, ECM or optical equipment or other dangerous goods: Use of the Hungarian airspace by foreign state aircraft carrying weapons, ammunition, ECM or optical equipment or other dangerous goods (in accordance with the Technical Instructions ICAO Doc. 9284-AN/905 and the 3. § (3) of Government Decree No. 4/1998 on usage of Hungarian airspace), can be executed solely on the basis of single entry clearance.

6.2 Approval or rejection will be issued to the applicant by the Ministry of Foreign Affairs and Trade with the consent of the CAA.

6.3 State aircraft of NATO and EU member states may operate based on the submitted Flight Plan.

6.4 The application shall contain the following information:

- a. the type, nationality and registration sign of the aircraft;
- b. the name of the operator of the aircraft;
- c. place of the departure, the planned route of the flight and destination aerodrome;
- d. the date and time of departure and arrival and the estimated time of arrival at the State boundaries;
- e. time of departure of the return flight (in the case of a Hungarian aerodrome);
- f. purpose of flight and number of persons on board, type of cargo (dangerous goods, ECM or optical equipment);
- g. liability insurance valid for Hungary, as well as, information relating to valid insurance covering damage liability to third parties on the ground;
- h. demand for ground handling at the aerodrome.

It is advised that the state aircraft operator provide the Authority with evidence of validation of its security programme, if applicable.

6.5 State flights with destination/departure Budapest Liszt Ferenc International Airport also have to be coordinated in advance with the Airside Operations Department ([para 2.6](#)).

6.6 Use of military aerodrome [AD 1.4 para 4](#).

Prior permission request shall be submitted at least 7 days prior the planned day of landing. The request must contain the following data:

- aircraft type, registration, call sign
- date of the flight,
- planned landing and departure time
- purpose of the flight.

- 6.7** For application forms, visit the home page of MIL AIP part GEN 1.2:
URL:<https://www.ket.hm.gov.hu>

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DFTI	Distance from touch down indicator
DGCA	+Director General of Civil Aviation
DH	Decision height
DHDG	+Downlinked Magnetic Heading
DIAS	+Downlinked Indicated Air Speed
DIF	Diffuse
DIST	Distance
DIV	Divert or diverting
DLA	Delay or delayed
DLA	Delay (message type designator)
DLIC	Data link initiation capability
DLY	Daily
DMACH	+Downlinked Mach Number
DME	‡Distance measuring equipment
DNG	Danger or dangerous
DOF	Date of flight
DOM	Domestic
DP	Dew point temperature
DPT	Depth
DR	Dead reckoning
DR	Low drifting ... (followed by DU = dust, SA = sand or SN = snow)
DRC	+Downlinked Rate of Climb/Descend
DRG	During
DS	Duststorm
DSB	Double sideband
DSFL	+Downlinked Selected Flight Level
DTAM	Descend to and maintain
DTG	Date-time group
DTHR	Displaced runway threshold
DTRT	Deteriorate or deteriorating
DTW	Dual tandem wheels
DU	Dust
DUC	Dense upper cloud
DUPE	#This is a duplicate message (to be used in AFS as a procedure signal)
DUR	Duration
DVD	+Digital Versatile Disc
DVOR	Doppler VOR
DW	Dual wheels
DZ	Drizzle

E

E	East or eastern longitude
EASA	+European Aviation Safety Agency
EAT	Expected approach time
EB	Eastbound
ECAA	+European Common Aviation Area
EDA	Elevation differential area
EDTO	Extended diversion time operations
EEE	#Error (to be used in AFS as a procedure signal)
EET	Estimated elapsed time
EFC	Expect further clearance
EFIS	†(to be pronounced “EE-FIS”) Electronic flight instrument system
eFPL	Filed flight plan exchanged via flight and flow — information for a collaborative environment (FF-ICE) services
EFTA	+European Free Trade Association
EGM	+Earth Gravitational Model 1996
EGNOS	†(to be pronounced “EGG-NOS”) European geostationary navigation overlay service
EHF	Extremely high frequency (30 000 to 300 000 MHZ)
EHS	+Enhanced Surveillance
ELBA	†Emergency location beacon — aircraft
ELEV	Elevation
ELR	Extra long range
ELS	+Elementary Surveillance
ELT	Emergency locator transmitter
EM	Emission
EMBD	Embedded in a layer (to indicate cumulonimbus embedded in layers of other clouds)
EMERG	Emergency
EN	+English
END	Stop-end (related to RVR)
ENE	East-north-east
ENG	Engine
ENR	En route
ENRC	En route chart ... (followed by name/title)
EOBT	Estimated off-block time
EoECT	+End of evening civil twilight
EQN	Equatorial latitudes northern hemisphere
EQPT	Equipment
EQS	Equatorial latitudes southern hemisphere
ER	*Here...or herewith
ESE	East-south-east
EST	Estimate or estimated or estimation (message type designator)
ETA	*‡Estimated time of arrival or estimating arrival
ETD	‡Estimated time of departure or estimating departure
ETO	Estimated time over significant point
EU	+European Union
EUR	+Euros
EUR RODEX	European regional OPMET data exchange
EV	Every
EVS	Enhanced vision system
EXC	Except
EXER	Exercises or exercising or to exercise
EXP	Expect or expected or expecting
EXTD	Extend or extending or extended

F

F	Fixed
FA	Course from a fix to an altitude
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FANS	+Future Data Link
FAP	Final approach point
FAS	Final approach segment
FATO	Final approach and take-off area
FAX	Facsimile transmission
FAWP	+Final approach waypoint
FBL	Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBLRA = light rain)
FC	Funnel cloud (tornado or waterspout)
FCST	Forecast
FCT	Friction coefficient
FDPS	Flight data processing system
FEB	February
FEW	Few
FFR	+Flood, Fire, Relief
FG	Fog
FIC	Flight information centre
FIR	±Flight information region
FIS	Flight information service
FISA	Automated flight information service
FL	Flight level
FLD	Field
FLG	Flashing
FLR	Flares
FLT	Flight
FLTCK	Flight check
FLUC	Fluctuating or fluctuation or fluctuated
FLW	Follow(s) or following
FLY	Fly or flying
FM	Course from a fix to manual termination (used in navigation database coding)
FM	From
FM	From ... (followed by time at which weather change is forecast to begin)
FMP	+Flow management position
FMC	Flight management computer
FMS	±Flight management system
FMU	Flow management unit
FNA	Final approach
FOD	+Foreign Object Debris
FPAP	Flight path alignment point
FPL	Filed flight plan exchanged via aeronautical fixed service (AFS)
FPM	Feet per minute
FPR	Flight plan route
FR	Fuel remaining
FRA	+Free Route Airspace
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT	†Front (relating to weather)
FROST	†Frost (used in aerodrome warnings)
FRQ	Frequent
FSL	Full stop landing

FSS	Flight service station
FST	First
FT	Feet (dimensional unit)
FTE	Flight technical error
FTP	Fictitious threshold point
FTT	Flight technical tolerance
FU	Smoke
FUA	+Flexible use of airspace
FZ	Freezing
FZDZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain

G

G	Green
G	Variations from the mean wind speed (gusts) ... (followed by figures in METAR/SPECI and TAF)
GA	General aviation
GA	Go ahead, resume sending (to be used in AFS as a procedure signal)
G/A	Ground-to-air
G/A/G	Ground-to-air and air-to-ground
GAGAN	†GPS and geostationary earth orbit augmented navigation
GAIN	Airspeed or headwind gain
GAMET	Area forecast for low-level flights
GARP	GBAS azimuth reference point
GAT	+General air traffic
GBAS	†(to be pronounced "GEE-BAS") Ground-based augmentation system
GCA	‡Ground controlled approach system or ground controlled approach
GDCA	+General Directorate of Civil Aviation
GEN	General
GEO	Geographic or true
GES	Ground earth station
GLD	Glider
GLONASS	†(to be pronounced "GLO-NAS") Global orbiting navigation satellite system
GLS	‡GBAS landing system
GMC	Ground movement chart ... (followed by name/title)
GND	Ground
GNDCK	Ground check
GNSS	‡Global navigation satellite system
GOV	Government
GP	Glide path
GPA	Glide path angle
GPIP	Glide path intercept point
GPS	‡Global positioning system
GPU	Ground power unit
GPWS	‡Ground proximity warning system
GR	Hail
GRAS	†(to be pronounced "GRASS") Ground-based regional augmentation system
GRASS	Grass landing area
GRF	+Global Reporting Format
GRIB	Processed meteorological data in the form of grid point values expressed in binary form (meteorological code)
GRN	+Green
GRVL	Gravel
GS	Ground speed
GS	Small hail and/or snow pellets
GUND	Geoid undulation

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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
PFP	Preliminary flight plan
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

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RTHL	Runway threshold light(s)
RTN	Return or returned or returning
RTODAH	Rejected take-off distance available, helicopter
RTS	Return to service
RTT	Radioteletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVA	Radar vectoring area
RVR	±Runway visual range
RVSM	±Reduced vertical separation minimum (300 m (1 000 ft) between FL 290 and FL 410)
RWY	Runway

S

S	+Scheduled
S	South or Southern latitude
S	State of the sea ... (followed by figures in METAR/SPECI)
S6	+6-hourly surface synoptic chart
SA	Sand
SALS	Simple approach lighting system
SAN	Sanitary
SAR	Search and rescue
SARPS	Standards and Recommended Practices (ICAO)
SAT	Saturday
SATCOM	†Satellite communication (used only when referring generally to both voice and data satellite communication or only data satellite communication)
SATVOICE	†Satellite voice communication
SB	Southbound
SBAS	†(to be pronounced "ESS-BAS") Satellite-based augmentation system
SC	Stratocumulus
SCR	+Schedule Clearance Request
SCT	Scattered
SD	Standard deviation
SDBY	Stand by
SDF	Step down fix
SE	South-east
SEA	Sea (used in connection with sea-surface temperature and state of the sea)
SEB	South-eastbound
SEC	Seconds
SECN	Section
SECT	Sector
SECSI FRA	+South East Common Sky Initiative Free Route Airspace
SEE FRA	+South-East Europe Free Route Airspace
SELCAL	†Selective calling system
SEP	September
SER	Service or servicing or served
SERA	+Standardised European Rules of the Air
SEV	Severe (used to qualify icing and turbulence reports)
SFC	Surface
SFT	+Surface Friction Tester
SG	Snow grains
SGL	Signal
SH	Showers ... (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g SHRASN = showers of rain and snow)
SHF	Super high frequency (3 000 to 30 000 MHz)
SI	International system of units
SID	†Standard instrument departure
SIF	Selective identification feature

SIG	Significant
SIGMET	†Information concerning en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations
SIMUL	Simultaneous or simultaneously
SIWL	Single isolated wheel load
SKED	Schedule or scheduled
SLAP	+Slot allocation procedure
SLP	Speed limiting point
SLT	+Slot allocation message
SLW	Slow
SMA	+Schedule Movement Advice
SMC	Surface movement control
SMR	Surface movement radar
SN	Snow
SNOCLO	Aerodrome closed due to snow (used in METAR/SPECI)
SNOWTAM	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format
SOC	Start of climb
SPECI	†Aerodrome special meteorological report (in meteorological code)
SPECIAL	†Local special meteorological report (in abbreviated plain language)
SPI	Special position indicator
SPL	Supplementary flight plan (message type designator)
SPOC	SAR point of contact
SPOT	†Spot wind
SQ	Squall
SQL	Squall line
SR	Sunrise
SRA	Surveillance radar approach
SRE	Surveillance radar element of precision approach radar system
SRG	Short range
SRR	Search and rescue region
SRQ	+Slot request message
STRY	Secondary
SS	Sandstorm
SS	Sunset
SSB	Single sideband
SSE	South-south-east
SSIM	+Standard Schedules Information Manual
SSR	‡Secondary surveillance radar
SST	Supersonic transport
SSW	South-south-west
ST	Stratus
STA	Straight-in approach
STANAG	+Standardization Agreement
STAR	†Standard instrument arrival
STD	Standard
STF	Stratiform
STN	Station
STNR	Stationary
STOL	Short take-off and landing
STS	Status
STWL	Stopway light(s)
SUBJ	Subject to
SUN	Sunday
SUP	Supplement (AIP supplement)
SUPPS	Regional supplementary procedures
SVC	Service (message type only)

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SVCBL	Serviceable
SW	South-west
SWB	South-westbound
SWH	+High Level Significant Weather Chart (FL 250 - FL 450)
SWL	+Low Level Significant Weather Chart (Surface - FL 100)
SWM	+Medium Level Significant Weather Chart (FL 100 - FL 250)
SWX	Space weather
SWXC	Space weather centre
SWY	Stopway

T

T	Temperature
T	... True (preceded by a bearing to indicate reference to True North)
TA	Traffic advisory
TA	Transition altitude
TAA	Terminal arrival altitude
TACAN	†UHF tactical air navigation aid
TAF	†Aerodrome forecast (in meteorological code)
TA/H	Turn at an altitude/height
TAIL	†Tail wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing or taxi
TC	Tropical cyclone
TCA	+Area of responsibility of TMA sector
TCAC	Tropical cyclone advisory centre
TCAS	+Traffic Collision Avoidance System
TCAS RA	†(to be pronounced "TEE-CAS-AR-AY") Traffic alert and collision avoidance system resolution advisory
TCH	Threshold crossing height
TCO	+Third Country Operators
TCP	+Transfer of control point
TCU	Towering cumulus
TDA	+Area of responsibility of BUDAPEST DIRECTOR
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO	†Temporary or temporarily
TF	Track to fix
TFC	Traffic
TGL	Touch-and-go landing
TGL	+Temporary Guidance Leaflet
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIBA	†Traffic information broadcast by aircraft
TIL	†Until
TIP	Until past ... (followed by place)
TIZ	+Traffic Information Zone
TKOF	Take-off
TL	Till ... (followed by time by which weather change is forecast to end)
TLOF	Touchdown and lift-off area
TMA	‡Terminal control area
TMZ	+Transponder Mandatory Zone
TN	Minimum temperature ... (followed by figures in TAF)
TNA	Turn altitude

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

GEN 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE SERVICE(S)

- 1.1.** The aeronautical charts for the territory of Hungary are published by HungaroControl, Hungarian Air Navigation Services Private Limited Company. The charts are provided by the Publications and Static Data Provision Unit of the AIS.
- 1.2.** Publication and Static Data Provision Unit:
Post: H-1185 Budapest, Iglo utca 33-35. Hungary
Phone: (+361) 293-4459
Phone: (+361) 293-4458
Phone: (+361) 293-4144
Fax: NIL
Email: pubsdo@hungarocontrol.hu
AFS: NIL
URL: <http://ais.hungarocontrol.hu>
- 1.3.** The aeronautical charts published in the Hungarian AIP are produced in accordance with the provisions contained in ICAO Annex 4 - Aeronautical Charts with the provisions set forth in ICAO Aeronautical Charts Manual (Doc 8697), with the differences listed in subsection [GEN 1.7](#).
- 1.4.** Hours of Service: normal business hours.

2. MAINTENANCE OF CHARTS

- 2.1.** The aeronautical charts included in the AIP are regularly kept up-to-date or are replaced by the amendments to the AIP. Significant amendments or revisions in aeronautical information to aeronautical chart 1:500 000 are also included in the AIP and may be promulgated by NOTAM, if appropriate. Information concerning new maps and charts will be notified by AIC.
- 2.2.** Items of information found to be incorrect after publication, are immediately corrected by NOTAM if they are of operational significance, attention is drawn to the particular chart affected.
- 2.3.** Revision of the aeronautical information on all charts is a continuous process and amended reprints are published as regularly as production resources permit. Topographical and hydro graphical information portrayed are also revised when necessary.

3. PURCHASE ARRANGEMENTS

- 3.1.** The charts as listed under may be obtained from:
HungaroControl AIS
Post: H-1185 Budapest, Iglo utca 33-35. Hungary
Phone: (+361) 293-4354
Phone: (+361) 293-4471
Fax: (+361) 293-4239
Email: ais@hungarocontrol.hu
AFS: NIL
URL: <http://ais.hungarocontrol.hu>

4. AERONAUTICAL CHART SERIES AVAILABLE

- 4.1.** The following types of charts are published and available at present:
1. Aeronautical Chart - ICAO 1:500 000

2. En route Chart - ICAO
3. Compulsory and Plannable Links - Index Chart
4. Free Route Airspace (FRA) - Index Chart
5. ATC Sectors - Index Chart
6. Prohibited, Restricted and Danger Areas Chart - Index Chart
7. Temporary Reserved Airspaces - Index Chart
8. Aerodrome Chart - ICAO
9. Aircraft Parking/Docking Charts - ICAO
10. Aerodrome Obstacle Chart - ICAO Type A (Operating Limitations)
11. Precision Approach Terrain Chart - ICAO
12. Standard Departure Chart - Instrument (SID) - ICAO
13. Standard Arrival Chart - Instrument (STAR) - ICAO
14. Budapest TMA - Index Chart
15. Holding Procedures - Index Chart
16. ATC Surveillance Minimum Altitude Chart - ICAO
17. Instrument Approach Chart - ICAO
18. Visual Approach Chart - ICAO
19. FIS Sectors - Index Chart
20. Taxi Procedures for Arriving / Departing Aircraft - Index Chart
21. Areas With Sensitive Fauna - Index Chart
22. Aerial Sporting and Recreational Activities - Index Chart

A general description and explanation of the intended use of aeronautical charts listed above are given in para 4.2.

The following charts are not produced:

- Aerodrome Ground Movement Chart – ICAO
- Aerodrome Terrain and Obstacle Chart – ICAO (Electronic)
- Area Chart – ICAO (departure and transit routes)
- Area Chart – ICAO (arrival and transit routes)
- Bird concentrations in the vicinity of the aerodrome

4.2 General description of each series

4.2.1 Aeronautical Chart - ICAO 1:500 000

This coloured chart is produced in Lambert conformal conic projection and consists of one sheet.

The chart covers the area of 4540N to 4840N and from 1600E to 2300E. The topographic basis of the chart comprises built-up areas, railroads, roads, hydrography, topography, significant landmarks and political boundaries.

The aeronautical overprint includes the structure of airspaces, aerodromes, radio navigation facilities with names, frequencies and identification, known obstacles, area minimum altitudes and isogonal information. This chart is designed to serve as a basic aeronautical chart for low speed visual air navigation and for preflight planning of operations.

4.2.2 En route Chart - ICAO

The function of these charts is to facilitate the task of flight crews in navigating by radio aids and significant points, during flights within the Budapest FIR. The charts contain all the information relevant to the structure of controlled and uncontrolled airspaces, and the radio navigation facilities, type of service, identification,

frequencies, and position coordinates.

4.2.3 Compulsory and plannable links - Index Chart

This chart portrays the information stated in section [ENR 1.3 para 4.4.4](#) Flight planning procedures for departing and arriving flights, depicting the available flight planning possibilities within the Hungarian FIR.

4.2.4 Free Route Airspace (FRA) - Index Chart

This chart is designed to visualize the horizontal and vertical boundaries of FIRs involved in the cross-border Free Route Airspace Hungary is participating.

4.2.5 ATC Sectors - Index Chart

The chart portrays the sectors used within LHCC FIR compared to the political border with vertical and horizontal limits visualizing all the delegated airspace parts and the respective responsible ATC units.

4.2.6 Prohibited, Restricted and Danger Areas Chart - Index Chart

The chart relevant to the ATS airspaces shown on the en route chart are depicted with their identification and vertical limit on a separate sheet to avoid congestion on these charts.

4.2.7 Temporary Reserved Airspaces - Index Chart

The primary function of this type of chart is to provide information on military exercises areas (TRAs) with their identification and vertical limit.

4.2.8 Aerodrome Chart - ICAO

These charts provide information on the movement area of public aerodromes (runways, taxiways, aprons and aircraft stands) and portrays the site of major flight operation facilities.

4.2.9 Aircraft Parking/Docking Chart - ICAO

These charts give more detailed information on the parking areas and procedures. It provides a more detailed of parts of the aerodrome chart above.

4.2.10 Aerodrome Obstacle Chart - ICAO Type A (Operating Limitations)

These charts show the obstacles in the final approach/take-off flight path areas. It is shown in plan and profile view.

4.2.11 Precision Approach Terrain Chart - ICAO

These charts provide detailed terrain profile information of the final approach areas so as to enable aircraft operators to assess the effect of the terrain on decision height determination by the use of radio altimeters.

4.2.12 Standard Departure Chart - Instrument (SID) - ICAO

These charts provide flight crew with information to enable them to comply with the designed standard departure route from the take-off to the en route phase of flight. Each chart includes relevant aeronautical information as well as the textual description of the designated SID routes.

4.2.13 Standard Arrival Chart - Instrument (STAR) - ICAO

These charts provide flight crew with information to enable them to comply with the designed standard arrival route from the en-route phase of flight to the landing. Each chart includes relevant aeronautical information as well as the textual description of the designated standard arrival routes.

4.2.14 Budapest TMA - Index Chart

The chart is designed to display all the additional sporting airspaces and overlapping military MTMAs within the Budapest TMA with horizontal and vertical limits and the other possible restricted and danger areas within the region.

4.2.15 Holding procedures - Index Chart

This chart is to provide visual guidance of all the holding procedures within the Budapest TMA.

4.2.16 ATC Surveillance Minimum Altitude Chart - ICAO

This supplementary chart provides information that will enable flight crews to monitor and cross-check

altitudes assigned by a controller using an ATS surveillance system.

4.2.17 Instrument Approach Chart - ICAO

These charts are produced for each IAP available at aerodromes.

4.2.18 Visual Approach Chart - ICAO

The primary function of these charts is to provide information on the visual approach procedures available at aerodromes published in Part AD 2. The holding patterns and minimum holding altitudes associated with the approach procedures are shown.

4.2.19 FIS Sectors - Index Chart

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

4.2.20 Taxi Procedures for Arriving / Departing Aircraft - Index Chart

The primary function of this chart is to show visually the expected movement within the aerodrome from a parking position to a runway or vice versa.

4.2.21 Areas With Sensitive Fauna - Index Chart

The primary function of this chart is to show the sensitive faunas and bird migration areas in the LHCC FIR.

4.2.22 Aerial Sporting and Recreational Activities - Index Chart

The chart portrays the regions of LHCC FIR where sporting and recreational flying is announced.

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 2251-A	21 MAR 2024
Enroute Chart - ICAO	1:1 000 000	Hungary ENR 6-LHCC-ERC	28 NOV 2024
Compulsory and Plannable Links - Index Chart (See ENR 1.3)	Nil	Hungary ENR 6-LHCC-LINKS	23 MAR 2023
Free Route Airspace (FRA) – Index Chart	1:6 250 000	Hungary ENR 6-LHCC-FRA	28 NOV 2024
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	21 MAR 2024
Temporary Reserved Airspaces - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-TRA	21 MAR 2024
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	21 MAR 2024
Aerodrome Chart - ICAO	1:10 000	Békéscsaba AD 2-LHBC-ADC	11 JUL 2024
	1:10 000	Budapest/Liszt Ferenc International Airport AD 2-LHBP-ADC	28 NOV 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	28 NOV 2024
	1:7 500	Nyíregyháza AD 2-LHNY-ADC	22 APR 2021
	1:10 000	Pécs/Pogány AD 2-LHPP-ADC	28 NOV 2024
	1:10 000	Győr/Pér AD 2-LHPR-ADC	07 SEP 2023
	1:10 000	Hévíz/Balaton AD 2-LHSM-ADC	12 AUG 2021
		Szeged	

Title of series	Scale	Name and/or number	Date of latest revision
Aircraft Parking/Docking Chart - ICAO	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	28 NOV 2024
	1:5 000	AD 2-LHBP-PDC/3	21 MAR 2024
Aerodrome Obstacle Chart - ICAO - Type A (Operating Limitations)	1:5 000	AD 2-LHBP-PDC/4	21 MAR 2024
		Békéscsaba	
	1:15 000	AD 2-LHBC-AOCA-17L35R	11 JUL 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-1533	28 NOV 2024
		Győr/Pér	
Precision Approach Terrain Chart - ICAO	1:12 500	AD 2-LHPR-AOCA-1129	01 DEC 2022
		Hévíz/Balaton	
	1:20 000	AD 2-LHSM-AOCA-1634	01 DEC 2022
		Szeged	
	1:10 000	AD 2-LHUD-AOCA-16R34L	22 APR 2021
Standard Departure Chart - Instrument (SID) - ICAO		Budapest/Liszt Ferenc International Airport	
	1:2 500	AD 2-LHBP-PATC-13L31R	13 JUL 2023
	1:2 500, 1:5 000	AD 2-LHBP-PATC-13R31L	13 JUL 2023
Standard Departure Chart - Instrument (SID) - ICAO		Békéscsaba	
	1:225 000	AD 2-LHBC-SID-17L	11 JUL 2024
	1:225 000	AD 2-LHBC-SID-35R	11 JUL 2024
		Budapest/Liszt Ferenc International Airport	
	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
		Debrecen	
	1:250 000	AD 2-LHDC-SID-04R	28 NOV 2024
	1:250 000	AD 2-LHDC-SID-22L	28 NOV 2024
		Nyíregyháza	
Standard Departure Chart - Instrument (SID) - ICAO	1:250 000	AD 2-LHNY-SID-18	28 NOV 2024
	1:250 000	AD 2-LHNY-SID-36	28 NOV 2024
		Győr/Pér	

Title of series	Scale	Name and/or number	Date of latest revision
	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
Standard Arrival Chart - Instrument (STAR) - ICAO		Békéscsaba	
	1:225 000	AD 2-LHBC-STAR-17L35R	05 SEP 2024
		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	28 NOV 2024
		Hévíz/Balaton	
	1:250 000	AD 2-LHSM-STAR-1634	30 NOV 2023
		Nyíregyháza	
	1:250 000	AD 2-LHNY-STAR-1836	28 NOV 2024
Budapest TMA - Index Chart		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-TMA	21 MAR 2024
Holding Procedures - Index Chart		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-HLDG	28 JAN 2021
ATC Surveillance Minimum Altitude Chart - ICAO		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-ATCSMAC	28 JAN 2021
Instrument Approach Chart - ICAO		Békéscsaba	
	1:275 000	AD 2-LHBC-NDB 17L	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
		Budapest/Liszt Ferenc International Airport	
	1:300 000	AD 2-LHBP-ILS/LOC-13L	30 NOV 2023
	1:300 000	AD 2-LHBP-ILS/LOC-13R	30 NOV 2023
	1:300 000	AD 2-LHBP-ILS/LOC-31L	30 NOV 2023
	1:300 000	AD 2-LHBP-ILS/LOC-31R	30 NOV 2023
	1:300 000	AD 2-LHBP-RNP-13L	30 NOV 2023
	1:300 000	AD 2-LHBP-RNP-13R	30 NOV 2023
	1:300 000	AD 2-LHBP-RNP-31L	30 NOV 2023
	1:300 000	AD 2-LHBP-RNP-Y-31R	06 OCT 2022
	1:300 000	AD 2-LHBP-RNP-Z-31R	30 NOV 2023
	1:300 000	AD 2-LHBP-VOR-13L	30 NOV 2023
	1:300 000	AD 2-LHBP-VOR-31R	30 NOV 2023
		Debrecen	

Title of series	Scale	Name and/or number	Date of latest revision
	1:250 000	AD 2-LHDC-ILS/LOC-04R	28 NOV 2024
	1:250 000	AD 2-LHDC-NDB-22L	28 NOV 2024
	1:250 000	AD 2-LHDC-RNP-04R	28 NOV 2024
	1:250 000	AD 2-LHDC-RNP-22L	28 NOV 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			
	1:250 000	AD 2-LHPP-ILS/LOC-33	28 NOV 2024
	1:250 000	AD 2-LHPP-NDB-15	28 NOV 2024
	1:250 000	AD 2-LHPP-RNP-15	28 NOV 2024
	1:250 000	AD 2-LHPP-RNP-33	28 NOV 2024
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	11 JUL 2024
	Budapest/Liszt Ferenc International Airport		
	1:150 000	AD 2-LHBP-VAC	16 MAY 2024
	Debrecen		
	1:150 000	AD 2-LHDC-VAC	28 NOV 2024
	Nyíregyháza		
	1:150 000	AD 2-LHNY-VAC	06 OCT 2022
	Pécs/Pogány		
	1:150 000	AD 2-LHPP-VAC	28 NOV 2024
	Győr/Pér		
	1:150 000	AD 2-LHPR-VAC	25 JAN 2024
	Hévíz/Balaton		
	1:150 000	AD 2-LHSM-VAC	14 JUL 2022
	Szeged		
	1:150 000	AD 2-LHUD-VAC	21 MAR 2024

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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ENR 0.6 TABLE OF CONTENTS TO PART 2

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

ENR 1 GENERAL RULES AND PROCEDURES

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

ENR 1.13 UNLAWFUL INTERFERENCE	ENR 1.13 - 1
1. General.....	ENR 1.13 - 1
2. Procedures	ENR 1.13 - 1
ENR 1.14 AIR TRAFFIC INCIDENTS	ENR 1.14 - 1
1. Definition of air traffic incidents.....	ENR 1.14 - 1
2. Use of the "Air Traffic Incident Reporting Form".....	ENR 1.14 - 1
3. Reporting procedures (including in-flight procedures).....	ENR 1.14 - 1
4. Purpose of reporting and handling of the form	ENR 1.14 - 2
 ENR 2 AIR TRAFFIC SERVICES AIRSPACE	
ENR 2.1 FIR, UIR, TMA AND CTA	ENR 2.1 - 1
1. FIR, CTA, TMA	ENR 2.1 - 1
2. Military TMAs AND CTRs (MTMA/MCTR).....	ENR 2.1 - 4
ENR 2.2 OTHER REGULATED AIRSPACE	ENR 2.2 - 1
1. RMZ/TMZ airspaces	ENR 2.2 - 1
2. Other types of regulated airspaces	ENR 2.2 - 2
 ENR 3 ATS ROUTES	
ENR 3.1 CONVENTIONAL NAVIGATION ROUTES	ENR 3.1 - 1
ENR 3.2 AREA NAVIGATION ROUTES.....	ENR 3.2 - 1
ENR 3.3 OTHER ROUTES.....	ENR 3.3 - 1
ENR 3.4 EN-ROUTE HOLDING	ENR 3.4 - 1
1. Holding procedures within Budapest TMA.....	ENR 3.4 - 1
 ENR 4 RADIO NAVIGATION AIDS/SYSTEMS	
ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE.....	ENR 4.1 - 1
ENR 4.2 SPECIAL NAVIGATION SYSTEMS	ENR 4.2 - 1
ENR 4.3 GLOBAL NAVIGATION SATELITE SYSTEM (GNSS).....	ENR 4.3 - 1
ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS	ENR 4.4 - 1
ENR 4.4.1 NAME-CODE DESIGNATORS FOR FRA SIGNIFICANT POINTS.....	ENR 4.4.1 - 1
ENR 4.5 AERONAUTICAL GROUND LIGHTS - EN-ROUTE.....	ENR 4.5 - 1
 ENR 5 NAVIGATION WARNINGS	
ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS	ENR 5.1 - 1
1. Prohibited Areas	ENR 5.1 - 1
2. Restricted Areas	ENR 5.1 - 1
3. Danger Areas	ENR 5.1 - 2
ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ).....	ENR 5.2 - 1
1. Temporary Reserved Airspaces	ENR 5.2 - 1
2. Air defence identification zone	ENR 5.2 - 4
ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS.....	ENR 5.3 - 1
ENR 5.4 AIR NAVIGATION OBSTACLES.....	ENR 5.4 - 1
ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES	ENR 5.5 - 1
1. Aerobatics area	ENR 5.5 - 1
2. Glider areas.....	ENR 5.5 - 1
3. Drop zones	ENR 5.5 - 4
ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA	ENR 5.6 - 1
1. Bird migration	ENR 5.6 - 1
2. Areas with sensitive fauna.....	ENR 5.6 - 1
ENR 6 EN-ROUTE CHARTS.....	ENR 6 - 1
ENROUTE CHART - ICAO	ENR 6-LHCC-ERC - 1
COMPULSORY AND PLANNABLE LINKS - INDEX CHART (SEE ENR 1.3)	ENR 6-LHCC-LINKS - 2
FREE ROUTE AIRSPACE (FRA) – INDEX CHART	ENR 6-LHCC-FRA - 1
ATC SECTORS - INDEX CHART	ENR 6-LHCC-SECTOR - 1
FIS SECTORS - INDEX CHART	ENR 6-LHCC-FIS - 1
PROHIBITED, RESTRICTED AND DANGER AREAS	ENR 6-LHCC-PRD - 1
TEMPORARY RESERVED AIRSPACES - INDEX CHART	ENR 6-LHCC-TRA - 1
AERIAL SPORTING AND RECREATIONAL ACTIVITIES - INDEX CHART	ENR 6-LHCC-SPORT - 1
AREAS WITH SENSITIVE FAUNA - INDEX CHART.....	ENR 6-LHCC-FAUNA - 1

ENR 1.3 INSTRUMENT FLIGHT RULES

1. RULES APPLICABLE TO ALL IFR FLIGHTS**1.1 Aircraft equipment**

Commercial air transport aircraft operating in the airspace of Hungary have to adhere to the provisions of ICAO Annex 6 - Operation of Aircraft - Part 1, Chapter 6 - Aeroplane Instruments, Equipment and Flight Documents - and Chapter 7 - Aeroplane Communication and Navigation Equipment, and Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.

1.2 Minimum flight altitudes

The AMAs depicted on chart [ENR 6-LHCC-ERC](#) have been determined so as to ensure at least 1 000 FT vertical clearance above the highest obstacle.

When determining the flight altitude, the navigational accuracy which can be achieved on the relevant route segment shall be taken into account, having due regard to the navigational facilities available on the ground and on board of the aircraft.

The minimum flight altitude for IFR flights in uncontrolled airspace is 4 000 FT (1 200 M) AMSL.

1.3 RNAV 5 Contingency Procedures

Prior to and during RNAV or Free Route flights operators shall verify the correct functioning of the aircraft RNAV systems. This includes:

- a. the flight route complies with ATC clearance, and
- b. the aircraft navigation capability complies with at least RNAV 5 specification.

Subsequent ATC action in respect of that aircraft will be dependent upon the nature of the reported failure and the overall traffic situation. Continued operation in accordance with the current ATC clearance may be possible in many situations. When this cannot be achieved, a revised clearance may be required to revert to VOR/DME navigation. ATC may also provide the aircraft with radar vectors until the aircraft is capable of resuming its own navigation.

Operators of such aircraft, where a failure or degradation is detected before departure, shall not insert designators „S” or „R” in Item 10 of the flight plan. Since such flights require special ATC handling, Item 10 shall contain the designator „Z” and Item 18 of the flight plan shall contain „NAV/RNAVINOP”.

For such aircraft experiencing a failure or degradation of the RNAV system below RNAV 5, the phrase „UNABLE RNAV DUE EQUIPMENT” shall be included by the pilot immediately following the aircraft call sign, whenever initial contact on the ATC frequency is established.

2. RULES APPLICABLE TO IFR FLIGHTS WITHIN CONTROLLED AIRSPACE

- IFR flights shall comply with the provisions of Commission Implementing Regulation (EU) No. 923/2012 (SERA), point SERA.5020 when operating in controlled airspace.
- An IFR flight operating in controlled airspace shall be flown at a cruising level selected from the tables of cruising levels shown in [ENR 1.7.5](#), according to its planned track, except as otherwise instructed by ATC.

3. RULES APPLICABLE TO IFR FLIGHTS OUTSIDE CONTROLLED AIRSPACE**3.1 Cruising levels**

During the en route portion of the flight, the cruising levels selected as prescribed in point 2 above, shall be maintained.

3.2 Communications

All IFR flights leaving the CTR or TIZ shall maintain a continuous listening watch and establish two-way radio communications on the appropriate radio frequency of the FIC.

3.3 Position reports

Aircraft shall make position reports at designated reporting points (if any) and at other occasions, as instructed by FIC.

Irrespective of the applicable rules, the FIC shall be notified:

- if an aircraft is compelled to divert from its flight plan route by more than 5 KM;
- if an estimated time over the FIR boundary is different by + 5 minutes from the one communicated to the FIC earlier;
- if it intends to change from IFR to VFR or vice versa;
- if departing from a non-AFIS aerodrome;

4. FREE ROUTE AIRSPACE (FRA) GENERAL PROCEDURES

4.1 Area of application

4.1.1 Within Budapest CTA FRA is available H24 from 9500 FT AMSL to FL660 as follows:

Budapest CTA, as published in ENR 2.2., is integral part of:

4.1.1.1 SEE FRA (South East Europe FRA) encompasses the FRAs within București CTA, Budapest CTA, Bratislava CTA, Sofia CTA, Chisinau CTA and Praha CTA.

4.1.2 For flight planning within SEE FRA see [ENR 1.3 section 4.4 Flight Planning \(Item 15\)](#)

4.1.3 Budapest FIR uncontrolled airspace from 4000 FT AMSL to 9500 FT AMSL is a free route airspace. For flight planning see [ENR 1.3 section 4.4 Flight Planning \(Item 15\)](#)

4.1.4 Crossborder operation between SEE FRA and Austrian part of SECSI FRA as described in AIP Austria ENR 2.2. and shown in ENR 6. For flight planning see [ENR 1.3 section 4.4 Flight Planning \(Item 15\)](#).

4.2 Flight Procedures

4.2.1 General requirements within SEE FRA

4.2.1.1 Aircraft other than State aircraft, shall comply with the aircraft equipment requirements published in [GEN 1.5](#).

4.2.1.2 Airspace users will be able to plan user-preferred trajectories using significant points - five-letter name-codes, and/or en-route radio navigation aids published in ENR 4.4, [ENR 4.4.1](#) and [ENR 4.1](#), in AIP Bulgaria, AIP Hungary, AIP Slovakia, AIP Romania, AIP Moldova and AIP Czech Republic. Segments between the significant points shall be defined by means of DCT (Direct) instructions. There is no restriction on the maximum DCT distance.

4.2.1.3 The use of an unpublished point defined by geographical coordinates or by bearing and distance is not allowed.

4.2.1.4 FRA relevant significant points and en-route radio navigation aids published in AIP Bulgaria, AIP Hungary, AIP Romania and/or AIP Slovakia in ENR 4.1. and in ENR 4.4 or ENR 4.4.1 as appropriate are considered (where indicated so) as:

- FRA Horizontal entry (E),
- FRA Horizontal exit (X),
- FRA Intermediate (I),
- FRA Arrival Connecting (A),
- FRA Departure Connecting (D) points.

4.2.1.5 Overflight traffic shall be planned directly between FRA Horizontal entry and FRA Horizontal exit points and at least via one published FRA significant point within CTAs concerned. There is no restriction on the number of FRA intermediate points that may be used.

4.2.1.6 Flights arriving or departing from airports located within the FRA area or in the close vicinity are eligible for free route operations and shall be planned in accordance with the [ENR 1.3 section 4.4 Flight Planning \(Item 15\)](#).

4.2.2 Overflying traffic

4.2.2.1 Overflight traffic within SEE FRA shall be planned directly between FRA entry, FRA exit and FRA intermediate points.

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4.2.2.2 Exceptions to this rule are exist when the DCT segments which are not available are announced in accordance with paragraph 4.5 below.

4.2.2.3 Traffic within SEE FRA proceeding inbound or outbound airports located in close vicinity of LHCC FIR shall be planned in accordance with 4.2.2.1 above and paragraph 4.4 below also using the relevant FRA Arrival Connecting and FRA Departure Connecting points. Airports in close vicinity of LHCC FIR are considered to be: LOWW and LZIB.

4.2.3 Access to/from airports and terminal airspace

4.2.3.1 Flights arriving at or departing from airports located within Budapest FIR are eligible for free route operations and shall be planned in accordance with the paragraphs below.

4.2.3.2 In case of RNAV-capable departing flight from an airport where standard instrument departures procedures (SIDs) or departure connecting routes are published, flights shall be planned directly from the SID final waypoint or the last point of the departure connecting route to the FRA Horizontal exit or FRA Intermediate point.

4.2.3.3 In case of RNAV-capable arriving flight to an airport where standard instrument arrival procedures (STARs) are published, flights shall be planned directly from the FRA Horizontal entry or FRA Intermediate point to the first point STAR or first point of the FRA Arrival connecting route.

4.2.3.4 The SID/STAR shall not be indicated in the filed route of the FPLs.

4.2.3.5 Where SIDs are not published, the flights shall be planned DCT to the FRA Horizontal exit or FRA Intermediate point.

4.2.3.6 Where STARs are not published, the flights shall be planned DCT from the FRA Horizontal entry or FRA Intermediate point to the airport.

4.2.4 Cross-Border Applications

4.2.4.1 The planning of DCT segments across the SEE FRA borders (cross border DCT) is allowed. See [ENR-2.2](#).

4.2.4.2 The planning of DCT segments that are partially outside the lateral limits of SEE FRA (multiple re-entry segments) is not allowed.

4.3 Airspace Reservation within Budapest CTA

4.3.1 Re-routing Special Areas

4.3.1.1 Flights may be planned through active TRAs or danger areas.

4.3.2 Promulgation of route extension

4.3.2.1 In the case where there is no availability to cross the active reserved area, occasionally:

- a. a flight may be instructed to proceed to one of the five significant points which are published in [ENR 4.4.1](#) as an FRA intermediate point, with the remark e.g.: "in case TRA 32/33 active";
- b. tactical radar vectoring may be applied in order to ensure an additional safety margin between active TRA boundaries and flight trajectories. It is expected that the average extension to be considered by aircraft operators will be approximately 5 NM and in exceptional circumstances, not more than 10 NM.

4.3.2.2 Restrictions on the maximum DCT distance inserted in the flight plan will not be enforced.

4.4 Flight Planning (Item 15)

4.4.1 General

4.4.1.1 In case of more than 30 minutes of flying time or 200 NM (370 KM), an FRA intermediate point may be inserted at which a change of speed, flight level, track, or flight rules are planned. Flights within SEE FRA planning of DCT (cross border DCTs) require at least one published FRA significant point within each CTA. There is no restriction on the number of FRA intermediate points that may be used.

4.4.1.2 Flights between Budapest CTA and Austrian part of SECSI FRA planning of DCT (cross border DCTs) require at least one published FRA significant point within each FIR. FRA boundary intermediate points are not mandatory for flight planning.

4.4.1.3 The use of an unpublished point defined by geographical coordinates or by bearing and distance is not allowed.

4.4.1.4 The planning of DCT segments closer than 3 NM to the Budapest CTA or multiple re-entry segments are

not allowed.

4.4.2 ATS Route Network

ATS route network within Budapest CTA is not available.

4.4.3 Flight Level Orientation Scheme

4.4.3.1 Cruising levels must be planned in accordance with AIP Hungary [ENR 1.7](#) and the information provided in the column "Remarks/Usage" in [ENR 4.1](#) and [ENR 4.4.1](#). The direction of cruising levels (EVEN or ODD) must be chosen depending on the direction of the flight level required over the FRA Horizontal entry and FRA Horizontal exit points as described in the following table:

Direction of Cruising levels		
FLs over FRA entry point	FLs over FRA exit point	FLs inside FRA
EVEN	EVEN	FLs for all DCT segments
ODD	ODD	FLs for all DCT segments
EVEN	ODD	A change from EVEN to ODD FLs must be planned inside FRA
ODD	EVEN	A change from ODD to EVEN FLs must be planned inside FRA

Note: ODD is the direction of *IFR* cruising levels with a magnetic track between 000° and 179° while EVEN is the direction of *IFR* cruising levels with a magnetic track between 180° and 359°, as described in the table of cruising levels in [ENR 1.7](#).

4.4.3.2 Cruising levels must also be planned in accordance with the adjacent ATS route network and/or FRA Flight Level Orientation Scheme.

4.4.4 Flight Planning procedures for departing and arriving flights from/to significant airports

4.4.4.1 Flight Planning of any departing flights shall comply with the following procedures:

Airport	Working time	Mandatory connecting routes / Point	Mandatory Exit point (X)	Flight Plan examples (Item 15)	Remark
LHBP	H24	WITRI - MIZOL - IBLIZ	NIL	WITRI DCT MIZOL DCT IBLIZ	See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
LHBP	H24	VETIK	NIL		See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
LHBP	H24	GAZDA - MAVIR	NIL	GAZDA DCT MAVIR	Above FL 135 See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
LHBP	H24	FAHAZ - KEROP	KEROP	FAHAZ DCT KEROP	
LHBP	H24	DUZLA - VEBAL	VEBAL	DUZLA DCT VEBAL	
LHBP	H24	DUZLA - BAREB	BAREB	DUZLA DCT BAREB	
LHBP	H24	DUZLA - OSDUK	OSDUK	DUZLA DCT OSDUK	
LHBP	H24	GILEP - ZOLKU	SUNIS, ARSIN, ABETI, BEGLA	GILEP DCT ZOLKU DCT BEGLA	
LHBP	H24	GILEP	NATEX, XOMBA	GILEP DCT NATEX	Only for ARR LOWW
LOWW	H24	ALAMU - EPARI	NIL		See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD

2. SECONDARY SURVEILLANCE RADAR (SSR)

2.1 General

2.1.1 Within Budapest FIR the following flights shall be carried out with operating SSR transponder.

- a. all IFR flights,
- b. VFR flights operating in controlled airspace,
- c. night VFR flights,
- d. international VFR flights,
- e. cloud flying glider flights,
- f. VFR flights in the uncontrolled airspace between 4000 feet (1200 M) and 9500 feet (2900 M) AMSL, except non-power driven aircraft with prior notification to the FIC and aircraft operating in glider area,
- g. VFR flights in the TIZ airspaces, except non-power driven aircraft.

2.1.2 Pilots of aircraft equipped with Mode "C" or "S" transponder shall operate so that it provides at least Mode "C" transmission unless ATS units specifically direct otherwise.

Note: The tolerance value of level indications for ATS units is 300 feet. When a discrepancy is in excess of this tolerance value, the ATS units may request to stop Mode "C" transmission. If switching off Mode "C" transmission interrupts the operation of the transponder on Mode "A" as well, the relevant ATS unit shall be notified.

2.1.3 Except as provided for below, pilots shall operate transponders and select modes and codes in accordance with ATC instructions. Pilots who have already received specific instructions from ATC concerning the setting of the transponder shall, when entering Budapest FIR, maintain that setting until otherwise instructed.

2.1.4 Pilots who have not received specific instructions from ATC concerning the setting of the transponder, shall operate the transponder as stated in the following:

- flights within controlled airspace Mode A/C, code 2000;
- flights within uncontrolled airspace Mode A/C, code:
 - Aeroplanes: code 7000;
 - Helicopters: code 7001;
 - Gliders: code 7002;
 - Lighter than air aircraft: code 7003.

2.1.5 After selection of mode, code the transponder should be switched ON as late as practicable prior to take-off and it should be switched OFF or STAND-BY as soon as practicable after landing, without waiting for instruction to do so.

2.2 Emergency procedures

2.2.1 If the pilot of an aircraft encountering a state of emergency has previously been instructed by ATC to operate the transponder on a specific Code, this Code setting usually shall be maintained until otherwise instructed. See para below.

2.2.2 Notwithstanding the procedure in para above a pilot may select Mode A/C, code 7700, whenever the nature of the emergency is such that this appears to be the most suitable course action.

2.3 Air-ground communication failure and unlawful interference procedures

2.3.1 Radio communication failure procedure

[See para 1.3.2](#) above.

2.3.2 Transponder failure

- a. Prior to departure

In cases where a transponder has failed and definitely cannot be restored prior to departure, permission to perform the flight without SSR must be obtained from the appropriate ATC unit before departure to the nearest aerodrome where the transponder can be fixed. ([See ENR 1.6.](#))

In such cases the letter "N" shall be inserted in item 10 of the ICAO flight plan.

b. After departure

In cases where a transponder failure occurs during flight pilots may expect that ATC units will endeavour to provide continuation of the flight to the aerodrome of first intended landing in accordance with the flight plan. When the traffic situation is such that the flight cannot be continued with a transponder failure ATC may request that the aircraft returns to the departure aerodrome or divert to the nearest suitable aerodrome. After landing pilots shall make every effort to have the transponder restored to normal operation. If repair cannot be effected, pilots shall comply with the provisions in item a.) above.

2.3.3 Unlawful interference procedure

See ENR 1.13

2.4 The system of SSR code assignment

SSR Codes will be assigned in accordance with the European Code Assignment Plan, which is based on the Origination Region Code Assignment Method (ORCAM) and Mode 'S' Elementary Surveillance (ELS) conspicuity code assignment (A1000).

2.5 Voice and CPDLC position reporting requirements

See para 1.4 above.

2.6 Graphic portrayal of the area of SSR coverage

See Figure 2.

Figure 2. Radar coverage (SSR)



ENR 2.2 OTHER REGULATED AIRSPACE**1. RMZ/TMZ AIRSPACES**

According to SERA.6005, before entering a radio mandatory zone, an initial call containing the designation of the station being called, call sign, type of aircraft, position, level, the intentions of the flight and other information as prescribed by the competent authority, shall be made by pilots on the appropriate communication channel.

ID / Name Lateral limits	Upper limit Lower limit	Time of activity	Remarks
1	2	3	4
LHDCRMZ1 / DEBRECEN RMZ1 and LHDCTMZ1 / DEBRECEN TMZ1 473908N 0214744E - 473338N 0215503E - 471843N 0213038E - 472433N 0212252E - 473908N 0214744E	2000 FT ALT / GND	H24	Published AFIS frequency shall be used ICAO class "G"
LHDCRMZ2 / DEBRECEN RMZ2 and LHDCTMZ2 / DEBRECEN TMZ2 474127N 0215009E - 473102N 0220059E - 471020N 0214329E - 471154N 0212611E - 472402N 0211743E - 473243N 0213243E - 474127N 0215009E	9500 FT ALT / 2000 FT ALT	H24	Published AFIS frequency shall be used ICAO class "G"
LHDCRMZ3 / DEBRECEN RMZ3 and LHDCTMZ3 / DEBRECEN TMZ3 474718N 0213722E - 474127N 0215009E - 473243N 0213243E - 474559N 0213339E - 474718N 0213722E	9500 FT ALT / 5000 FT ALT	H24	Published AFIS frequency shall be used ICAO class "G"
LHNYRMZ1 / NYIREGYHAZA RMZ1 A circle radius 10 KM centered on 475856N 0214100E	9500 FT ALT / GND	H24	Published AFIS frequency shall be used ICAO class "G"
LHNYRMZ2 / NYIREGYHAZA RMZ2 474718N 0213722E - 474559N 0213339E - 475748N 0212210E - 480443N 0212351E - 480930N 0212630E - 481220N 0213300E - 481319N 0215025E - 475800N 0215800E - 474630N 0214600E - 474718N 0213722E	9500 FT ALT / GND	H24	Published AFIS frequency shall be used ICAO class "G"
LHSMRMZ1 / SARMELLEK RMZ1 and LHSMTMZ1 / SARMELLEK TMZ1 465232N 0170443E - 465233N 0171252E - 464035N 0171331E - 463224N 0171903E - 462847N 0171750E - 462659N 0170752E - 463919N 0170630E - 465010N 0165907E - 465232N 0170443E	2000 FT ALT / GND	H24	Published AFIS frequency shall be used ICAO class "G"
LHSMRMZ2 / SARMELLEK RMZ2 and LHSMTMZ2 / SARMELLEK TMZ2 465211N 0164912E - 465233N 0171252E - 463423N 0171944E - 462847N 0171750E - 462539N 0170031E - 465211N 0164912E	9500 FT ALT / 2000 FT ALT	H24	Published AFIS frequency shall be used ICAO class "G"

2. OTHER TYPES OF REGULATED AIRSPACES

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and cond. of use Hours of service	Remarks
1	2	3	4
SEE FRA (South-East Europe Free Route Airspace) 480024N 0170939E - along Wien FIR / Bratislava FIR boundary to 483700N 0165625E - along Praha FIR / Wien FIR boundary to 484618N 0135022E - along München FIR / Praha FIR boundary to 505214N 0144924E - along Praha FIR / Warszawa FIR to 493102N 0185103E - along Warszawa FIR / Bratislava FIR boundary to 490517N 0223357E - along L'viv FIR/Kyiv UIR boundary / Bratislava FIR boundary to 482412N 0220919E - along Budapest FIR / L'viv FIR/Kyiv UIR boundary to 475733N 0225422E - along Bucureşti FIR / L'viv FIR/Kyiv UIR boundary to 481502N 0263725E - along border between states of Moldova / Ukraine to 452824N 0281218E - along Bucureşti FIR / Odesa FIR/Kyiv UIR boundary to 451300N 0294000E - 450900N 0295800E - 443000N 0301600E - 441500N 0302400E - 434100N 0303200E - 424800N 0304500E - 420700N 0290000E - 415900N 0281900E - 415900N 0280200E - along Sofia FIR / Istanbul FIR boundary to 414311N 0262143E - along Sofia FIR / Athinai FIR/Hellas UIR boundary to 412048N 0225641E - along Sofia FIR / Skopje FIR boundary to 421844N 0222136E - along Sofia FIR / Beograd FIR/UIR boundary to 441256N 0224034E - along Bucureşti FIR / Beograd FIR/UIR boundary to 460702N 0201602E - along Budapest FIR / Beograd FIR/UIR boundary to 455515N 0185324E - along Budapest FIR / Zagreb FIR/UIR boundary to 462901N 0163358E - along Budapest FIR / Ljubljana FIR boundary to 465209N 0160650E - along Budapest FIR / Wien FIR boundary to 480024N 0170939E FL 245 - FL 660 in the Bratislava CTA 9 500 FT AMSL - FL 660 in the Budapest CTA FL 105 - FL 660 in the Bucureşti CTA FL 175 - FL 660 in the Sofia CTA FL 095 - FL 660 in the Chisinau CTA FL 095 - FL 660 in the Praha CTA C	Bratislava ACC within the Bratislava CTA Budapest ACC within the Budapest CTA Bucureşti ACC within the Bucureşti CTA Sofia ACC within the Sofia CTA Chisinau ACC within the Chisinau CTA Praha ACC within the Praha CTA	Bratislava Radar EN, SK H24 Budapest Radar EN H24 Bucureşti Radar Bucureşti Control EN, RO H24 Sofia Control EN H24 Chisinau Control EN H24 Praha Radar CZ, EN H24	See ENR 1.3 for FRA general procedures See ENR-2.1 for Frequencies SEE FRA crossborder operation between Austrian part of SECSI FRA as described in AIP Austria ENR 2.2. and shown in ENR 6

ENR 4.4.1 NAME-CODE DESIGNATORS FOR FRA SIGNIFICANT POINTS

Legend for FRA relevance: (E) = "Horizontal Entry point", (X) = "Horizontal Exit point", (I) = "Intermediate point", (A) = "Arrival Connecting point", (D) = "Departure Connecting point".

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
ABETI	474040N 0170046E	Nil	(I)	Nil
ABONY	471615N 0195845E	Nil	(I)	Nil
ABULI	482903N 0202912E	Nil	(I) FL245-FL660	Nil
			(X) 9500 FT AMSL-FL245	EVEN FLs for all exiting aircraft
ALAMU	474413N 0181948E	Nil	(I) FL245-FL660	Nil
			(E) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft
AMRAX	480529N 0192158E	Nil	(I) FL245-FL660	Nil
			(X) 9500 FT AMSL-FL245	EVEN FLs for all exiting aircraft
ANIWE	480930N 0212630E	Nil	Nil	LHNY TIZ2/RMZ2 ENTRY/EXIT point
ARSIN	473402N 0164513E	Nil	(ID)	(D): LOWW See AIP Austria
BABIT	455554N 0185544E	Nil	(EX)	EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft
BABOX	465345N 0194059E	Nil	(D)	Final point of the SID procedure for LHKE, (D): LHKE
BADOR	473425N 0220629E	Nil	(I) FL105-FL660	Nil
			(X) 9500 FT AMSL-FL105	Nil
BADOV	480116N 0184857E	Nil	(D)	Final Point of the SID procedure for LHBP, (D): LHBP, LHKE, LH TL
BALAP	480405N 0191500E	Nil	(I) FL245-FL660	Nil
			(E) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft
BALUX	472027N 0190746E	Nil	(IA)	Mandatory waypoint for LOWW/LZIB ARR except from KEKED. Mandatory waypoint for LZIB ARR. See also ENR 6-LHCC-LINKS chart, (A): LOWW, LZIB
BAREB	454446N 0182448E	Nil	(EXD)	Mandatory waypoint for DEP LHBP, EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft, (D): LHBP

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
BEGLA	474951N 0170652E	Nil	(I)	Nil
BETED	480500N 0201400E	Nil	(I)	First way point of the STAR for LHBP
BINKU	465534N 0202733E	Nil	(D)	Final Point of the SID procedure for LHKE, (D): LHKE
BODZA	473333N 0182549E	Nil	(I)	Mandatory waypoint for ARR LZIB
BOKSI	463807N 0194951E	Nil	(A)	First way point of the STAR for LHKE, (A): LHKE
BUDOP	464115N 0212948E	Nil	(I) FL105-FL660	Nil
			(EX) 9500 FT AMSL-FL105	Nil
BUZRA	471651N 0190346E	Nil	(I)	Only available and mandatory for DEP/ARR LH TL
DEGET	462937N 0211602E	Nil	(I) FL175-FL660	Nil
			(E) 9500 FT AMSL-FL175	EVEN FLs for all entering aircraft
DEMOP	481029N 0200325E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft
DIMLO	464101N 0162522E	Nil	(I) FL125-FL660	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft, Mandatory waypoint for DEP LOWW. See also ENR 6-LHCC-LINKS chart, (D): LOWW (AD): LJMB See AIP Slovenia
			(EX) 9500 FT AMSL-FL125; (AD): LJMB	
DODAR	471252N 0193139E	Nil	(I)	Nil
DUZLA	465725N 0184349E	Nil	(I)	Final point of the SID procedure for LHBP
EBAMO	464956N 0193533E	Nil	(A)	First way point of the STAR for LHBP, (A): LHBP
EBORO	462121N 0195915E	Nil	(I)	Nil
EDEMU	481028N 0194829E	Nil	(A)	First way point of the STAR for LHBP, (A): LHBP
EMBUT	472436N 0185409E	Nil	(I)	Only available and mandatory for DEP/ARR LH TL
EPARI	474111N 0185841E	Nil	(ID)	Mandatory waypoint for LOWW DEP entering BUDAPEST CTA via ALAMU. See also ENR 6-LHCC-LINKS chart (D): LOWW

AIP HUNGARY

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
ERGOM	474830N 0184359E	Nil	(I) FL245-FL660	Nil
			(E) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft
ERGUZ	470304N 0194835E	Nil	(I)	Only available and mandatory for DEP/ARR LHKE
ETARO	473000N 0190000E	Nil	(I)	Nil
ETNOG	473938N 0215812E	Nil	(I)	Nil
FAHAZ	465319N 0190255E	Nil	(I)	Final point of the SID procedure for LHBP
FOGRE	472945N 0200720E	Nil	(I)	Only available and mandatory for DEP/ARR LHKE
GASNA	475359N 0170759E	Nil	Nil	Nil
GAZDA	464819N 0192349E	Nil	(I)	Final point of the SID procedure for LHBP
GELKA	480605N 0201359E	Nil	(I)	Nil
GEMTO	480800N 0223540E	Nil	(X)	ODD FLs for all exiting aircraft
GILEP	472900N 0181532E	Nil	(ID)	Final point of the SID procedure for LHBP, Mandatory waypoint for DEP LHBP. See also ENR 6-LHCC-LINKS chart. (D): LHBP
GITAS	470317N 0181027E	Nil	(I)	Nil
GOTAR	465952N 0161329E	Nil	(IAD)	(AD): LOWG See AIP Austria
IBLIZ	481844N 0204629E	Nil	(ID)	Mandatory waypoint for DEP LHBP. See also ENR 6-LHCC-LINKS chart. (D): LHBP
ILHAK	465807N 0192226E	Nil	(I)	Only available and mandatory for DEP/ARR LHKE
INVED	460928N 0202405E	Nil	(I) FL175-FL660	Nil
			(X) 9500 FT AMSL-FL175	ODD FLs for all exiting aircraft
JOZEP	471121N 0184425E	Nil	(IA)	Mandatory waypoint for ARR LZIB, Holding point for ARR LHBP, See also ENR 6-LHCC-LINKS chart, (A): LZIB
KARIL	474738N 0222632E	Nil	(I) FL105-FL660	Nil
			(EX) 9500 FT AMSL-FL105	Nil

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
KEKED	483123N 0211729E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
KENIN	482142N 0215538E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
KEROP	461104N 0194148E	Nil	(XD)	Mandatory waypoint for DEP LHBP, ODD FLs for all exiting aircraft, (D): LHBP
KEZAL	470913N 0201353E	Nil	(A)	First way point of the STAR for LHBP, See also ENR 6-LHCC-LINKS chart, (A): LHBP
KOLUM	482616N 0210429E	Nil	(A)	First waypoint of the STAR/transition procedure for LZKZ See AIP Slovakia, (A): LZKZ
KOPRY	461425N 0165746E	Nil	(EXA)	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft, (A): LHBP
KOVEK	475050N 0203010E	Nil	(I)	Nil
KUSIS	475218N 0222302E	Nil	(I)	For tactical re-routing in case TRA 32/33 active
KUVEX	475430N 0172615E	Nil	Nil	Nil
LAHOR	474954N 0194341E	Nil	(I)	Holding point for ARR LHBP
LATOF	481642N 0204802E	Nil	(AD)	Final point of the SID procedure for LZKZ, First waypoint of the STAR for LZKZ, (AD): LZKZ
LITKU	481350N 0193555E	Nil	(I) FL245-FL660	Final point of the SID procedure for LHBP
			(XD) 9500 FT AMSL-FL245	Final point of the SID procedure for LHBP, EVEN FLs for all exiting aircraft, (D): LHBP
LONLA	482024N 0221911E	Nil	(EX)	EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft
LUVEL	464600N 0212010E	Nil	(I)	For tactical re-routing in case TRA 32/33 active
MAVIR	462354N 0194931E	Nil	(ID)	Mandatory waypoint for DEP LHBP, Final point of the SID procedure for LHKE, (D): LHKE, LHBP

AIP HUNGARY

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
MEGIK	471230N 0215140E	Nil	(I) FL105-FL660	Nil
			(E) 9500 FT AMSL-FL105	Nil
MIZOL	481215N 0201432E	Nil	(I)	Mandatory waypoint for DEP LHBP
MOPUG	460949N 0204229E	Nil	(I) FL175-FL660	Nil
			(E) 9500 FT AMSL-FL175	EVEN FLs for all entering aircraft
NALOX	465211N 0164912E	Nil	(IAD)	Final point of the SID procedure for LHSM / First waypoint of the STAR for LHSM, (AD): LHSM, (D): LOWW
NARKA	471454N 0215136E	Nil	(I) FL105-FL660	Nil
			(EX) 9500 FT AMSL-FL105	Nil
NATEX	474449N 0173000E	Nil	(I) FL245-FL660	(A): LOWW See AIP Austria
			(A) 9500 FT AMSL - FL245	
NEKIN	462426N 0164212E	Nil	(X)	Nil
NIKAB	463709N 0173244E	Nil	(I)	Nil
NIPUR	474302N 0200047E	Nil	(I)	For tactical re-routing in case TRA 32/33 active
NOHAT	464840N 0163735E	Nil	(ID)	Mandatory waypoint for DEP LOWW, See also ENR 6-LHCC-LINKS chart, (D): LOWW
NORAH	473658N 0194829E	Nil	(I)	Nil
OGVUN	472306N 0175120E	Nil	(IAD)	Mandatory waypoint for ARR LHBP, Final point of the SID procedure for LHPA / First waypoint of the STAR for LHPA, (AD): LHPA
OKORA	464559N 0182217E	Nil	(I)	Nil
OLATI	465914N 0172845E	Nil	(I)	Nil
ONNIS	475800N 0215800E	Nil	Nil	LHNY TIZ2/RMZ2 ENTRY/EXIT point
OSDUK	454715N 0180801E	Nil	(XD)	Mandatory waypoint for DEP LHBP, ODD FLs for all exiting aircraft, (D): LHBP
OSLEN	464336N 0202145E	Nil	(A)	First waypoint of the STAR for LHKE, (A): LHKE

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
PARAK	460950N 0200539E	Nil	(EXA)	Mandatory waypoint for ARR LHBP, EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft, (A): LHBP
PATAK	480423N 0190738E	Nil	(I) FL245-FL660	Nil
			(X) 9500 FT AMSL-FL245	EVEN FLs for all exiting aircraft
PEJKO	473730N 0195136E	Nil	(I)	Only available and mandatory for DEP/ARR LHKE
PERIT	474718N 0213722E	Nil	(IAD)	First waypoint of the STAR for LHDC, Final point of the SID procedure for LHDC, (AD): LHDC
PESAT	474254N 0170311E	Nil	(I)	Nil
PIDON	460720N 0180410E	Nil	(IAD)	First waypoint of the STAR for LHPP, Final Point of the SID procedure for LHPP, (AD): LHPP
PITOK	481929N 0202218E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
PUCOG	472456N 0183531E	Nil	(I)	Mandatory waypoint for ARR LZIB
PUSTA	470908N 0184432E	Nil	(I)	Nil
RAKFA	471140N 0182740E	Nil	(I)	Nil
RIGSA	480952N 0204506E	Nil	(IA)	Mandatory waypoint for ARR LHBP. See also ENR 6-LHCC-LINKS chart, (A): LHBP
ROMKA	481319N 0215025E	Nil	(I)	Mandatory in case of LHTRA32B and LHTRA33B active
SASAL	471705N 0162828E	Nil	(I)	Nil
SIRDU	471517N 0171955E	Nil	(IAD)	Mandatory waypoint for ARR LHBP, Mandatory waypoint for DEP LZIB via VAMOG, See also ENR 6-LHCC-LINKS chart, (A): LHBP, (D): LZIB
SOGMO	463637N 0174103E	Nil	(I)	Nil
SOPRO	473516N 0164809E	Nil	(EX)	Only below 9500 FT AMSL, ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft



AIP HUNGARY

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
STEIN	472539N 0163559E	Nil	(ID)	(D): LOWW See AIP Austria
SUBES	472516N 0172536E	Nil	(I)	Nil
SUFAX	481336N 0212349E	Nil	(AD)	Final point of the SID procedure for LZKZ, First waypoint of the STAR for LZKZ, (AD): LZKZ
SUNIS	470831N 0162059E	Nil	(I)	Nil
SUNOR	462847N 0171750E	Nil	(AD)	Final point of the SID procedure for LHSM, First waypoint of the STAR for LHSM, (AD): LHSM
TEGRI	461546N 0210616E	Nil	(I) FL175-FL660	Nil
			(X) 9500 FT AMSL-FL175	ODD FLs for all exiting aircraft
TEKNO	473726N 0172432E	Nil	(I)	Nil
TONDO	460250N 0192121E	Nil	(E)	EVEN FLs for all entering aircraft
TORNO	473223N 0182924E	Nil	(IA)	Mandatory waypoint for ARR LOWW, LZIB. See also ENR 6-LHCC-LINKS chart. (A): LOWW, LZIB
ULZAK	465939N 0183401E	Nil	(I)	First waypoint of the STAR for LHBP
UVERA	471200N 0202547E	Nil	(I)	For tactical re-routing in case TRA 32/33 active
VAJDI	472232N 0181709E	Nil	(I)	First waypoint of the STAR for LHBP
VAMOG	474714N 0173945E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
VEBAL	455929N 0171748E	Nil	(EXD)	Mandatory waypoint for DEP LHBP, ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft, (D): LHBP
VEBOS	471823N 0183814E	Nil	(I)	Nil
VERIG	471020N 0214329E	Nil	(IAD)	First waypoint of the STAR for LHDC Final point of the SID procedure for LHDC, (AD): LHDC

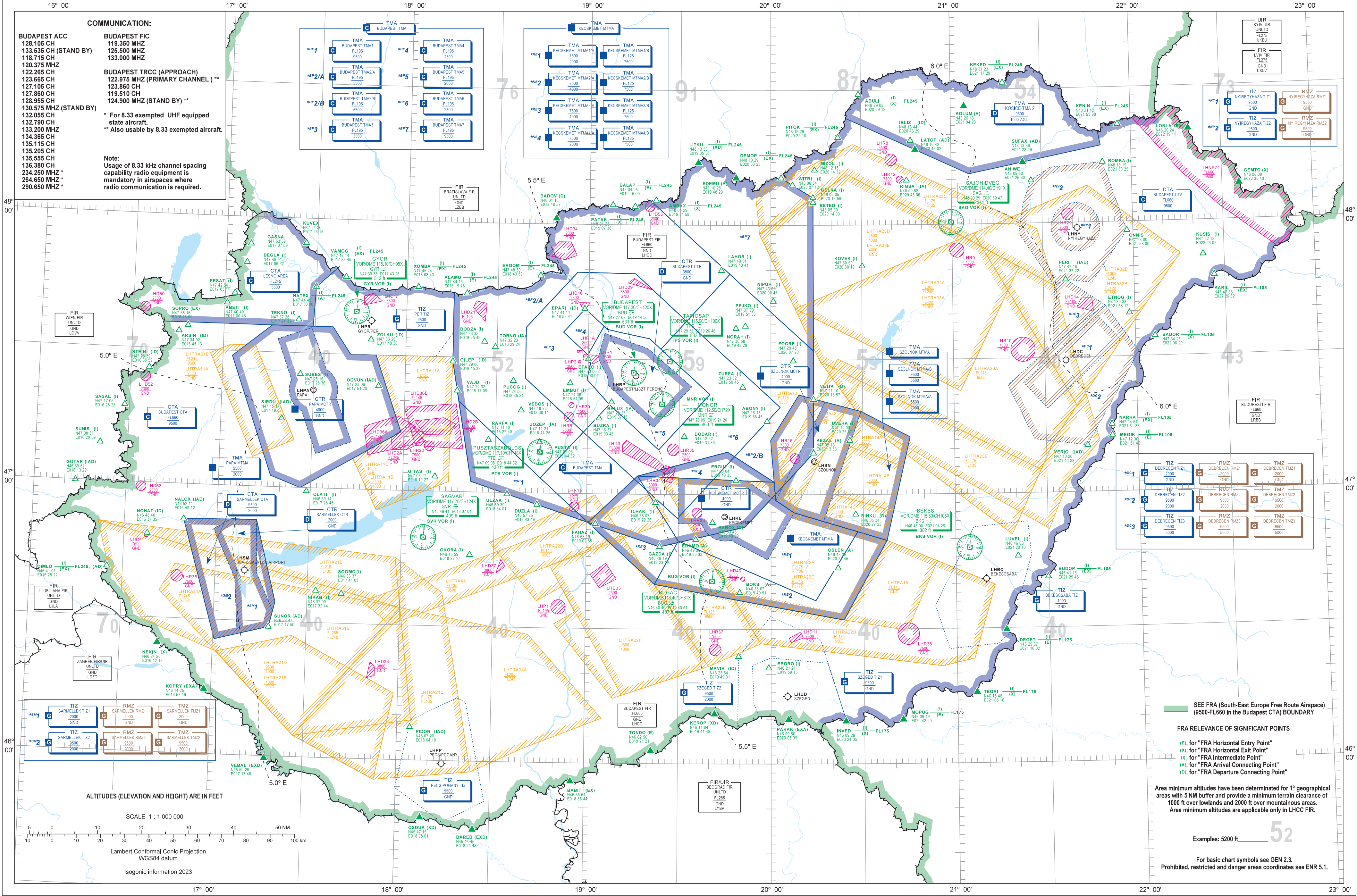
Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
VETIK	472110N 0201357E	Nil	(D)	Final point of the SID procedure for LHBP, (D): LHBP
WITRI	480854N 0200712E	Nil	(I)	Final point of the SID procedure for LHBP
XOMBA	474524N 0180343E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	Mandatory waypoint for ARR LZIB, See also ENR 6-LHCC-LINKS chart, ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
ZOLKU	473326N 0174830E	Nil	(ID)	Mandatory waypoint for DEP LHBP via GILEP, See also ENR 6-LHCC-LINKS chart, (D): LHBP
ZURFA	472352N 0195045E	Nil	(I)	Holding point for ARR LHBP

ENR 6 EN-ROUTE CHARTS

Title	Page
Enroute Chart - ICAO	ENR 6-LHCC-ERC
Compulsory and Plannable Links - Index Chart (See ENR 1.3)	ENR 6-LHCC-LINKS
Free Route Airspace (FRA) - Index Chart	ENR 6-LHCC-FRA
ATC Sectors - Index Chart	ENR 6-LHCC-SECTOR
FIS Sectors - Index Chart	ENR 6-LHCC-FIS
Prohibited, Restricted and Danger Areas - Index Chart	ENR 6-LHCC-PRD
Temporary Reserved Airspaces - Index Chart	ENR 6-LHCC-TRA
Aerial Sporting and Recreational Activities - Index Chart	ENR 6-LHCC-SPORT
Areas With Sensitive Fauna - Index Chart	ENR 6-LHCC-FAUNA

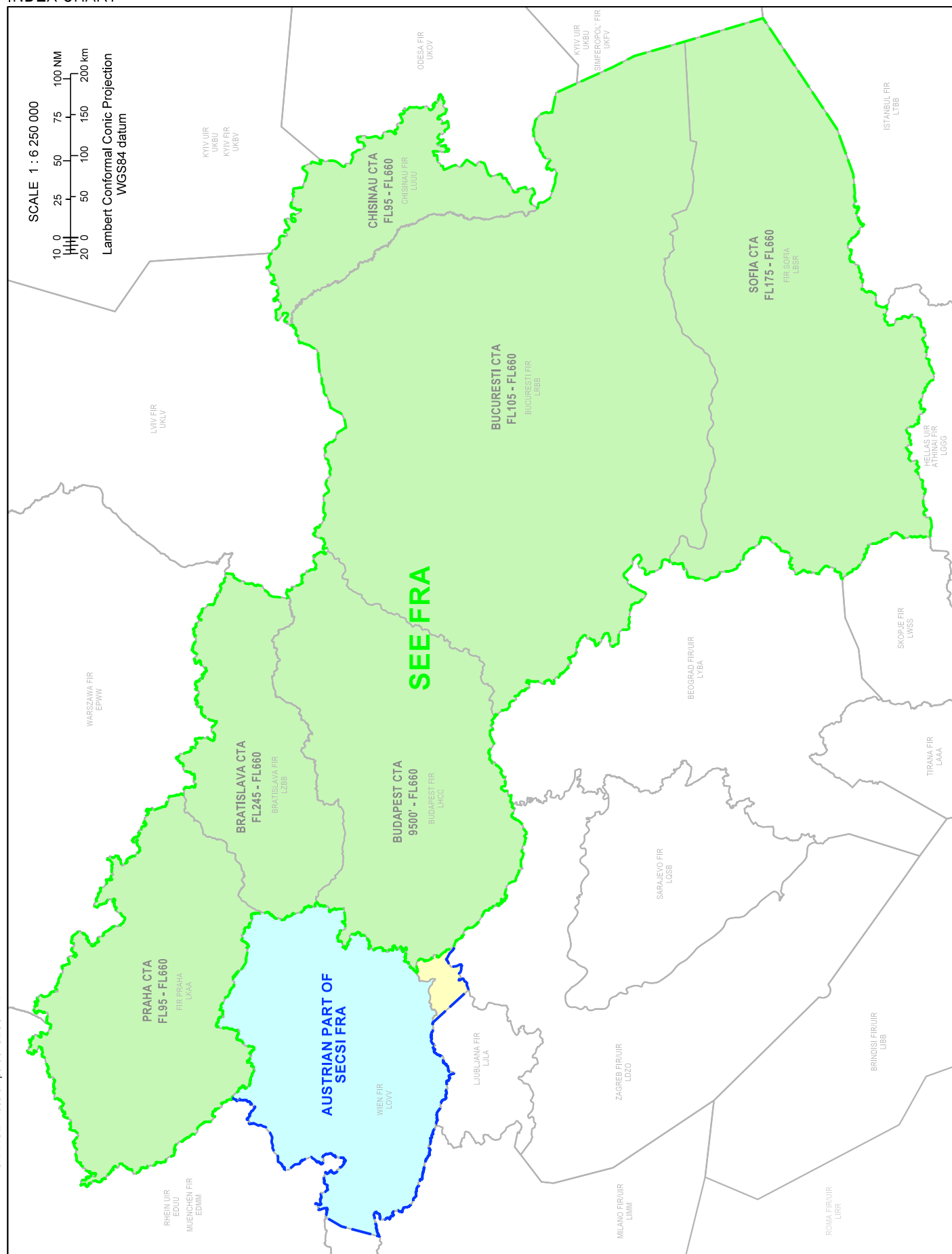
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ENROUTE
CHART - ICAO



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AD 0.6 TABLE OF CONTENTS TO PART 3

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

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

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

AD 2 AERODROMES**LHBC BÉKÉSCSABA**

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

LHBC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHBC - 8
AERODROME CHART - ICAO	AD 2-LHBC-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A (OPERATING LIMITATIONS)	AD 2-LHBC-AOCA-17L35R - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBC-SID-17L - 2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBC-SID-35R - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHBC-STAR-17L35R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBC-NDB-17L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBC-NDB-35R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBC-RNP-17L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBC-RNP-35R - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHBC-VAC - 1

LHBP BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

LHBP AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2-LHBP - 1
LHBP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHBP - 1
LHBP AD 2.3 OPERATIONAL HOURS	AD 2-LHBP - 1
LHBP AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHBP - 2
LHBP AD 2.5 PASSENGER FACILITIES	AD 2-LHBP - 2
LHBP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHBP - 3
LHBP AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN	AD 2-LHBP - 3
LHBP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHBP - 4
LHBP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHBP - 6
LHBP AD 2.10 AERODROME OBSTACLES	AD 2-LHBP - 6
LHBP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHBP - 6
LHBP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHBP - 7
LHBP AD 2.13 DECLARED DISTANCES	AD 2-LHBP - 8
LHBP AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2-LHBP - 8
LHBP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2-LHBP - 9
LHBP AD 2.16 HELICOPTER LANDING AREA	AD 2-LHBP - 9
LHBP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHBP - 9
LHBP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHBP - 10
LHBP AD 2.19 RADIO NAVIGATION AND LANDING AIDS	AD 2-LHBP - 11
LHBP AD 2.20 LOCAL AERODROME REGULATIONS	AD 2-LHBP - 12
1. En route clearance issuance and CTOT-related procedures	AD 2-LHBP - 12
2. Start-up, push-back and power-back procedures	AD 2-LHBP - 12
3. Taxi Procedures	AD 2-LHBP - 15
4. Operation of docking system at Terminal 2A, B	AD 2-LHBP - 18
5. The rules of engine testing	AD 2-LHBP - 19
6. Planning, authorisation and execution of training, calibration, demonstration or certification flights	AD 2-LHBP - 21
LHBP AD 2.21 NOISE ABATEMENT PROCEDURES	AD 2-LHBP - 22
1. General provisions	AD 2-LHBP - 22
2. Selection of Runway-In-Use	AD 2-LHBP - 23
3. Noise Abatement Arrivals	AD 2-LHBP - 24
4. Noise Abatement Departures	AD 2-LHBP - 25
5. Nighttime traffic restrictions	AD 2-LHBP - 25
6. Restrictions on the use of Auxiliary Power Unit (APU)	AD 2-LHBP - 25
7. Exception	AD 2-LHBP - 26
LHBP AD 2.22 FLIGHT PROCEDURES	AD 2-LHBP - 26
1. Limitations for arriving traffic	AD 2-LHBP - 26
2. Handling the arriving traffic in Budapest TMA	AD 2-LHBP - 26
3. Instrument Approach Procedures for Budapest Liszt Ferenc International Airport	AD 2-LHBP - 26
4. Departure Procedures	AD 2-LHBP - 28
5. Procedures for VFR flights within Budapest TMA and in Budapest CTR	AD 2-LHBP - 29
6. Additional Information	AD 2-LHBP - 30
7. Waypoint coordinates	AD 2-LHBP - 31
LHBP AD 2.23 ADDITIONAL INFORMATION	AD 2-LHBP - 34
1. Ground Handling Organisations	AD 2-LHBP - 34
2. Supervision of the Aerodrome	AD 2-LHBP - 34
3. Automatic Terminal Information Service (ATIS) Broadcasts	AD 2-LHBP - 35

4. Bird flocks and bird migrations	AD 2-LHBP - 35
5. General Aviation Flight Handling	AD 2-LHBP - 36
6. Remote Aerodrome ATC Service	AD 2-LHBP - 37
LHBP AD 2.24 CHARTS RELATED TO THE AERODROME	AD 2-LHBP - 38
LHBP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHBP - 39
AERODROME CHART - ICAO	AD 2-LHBP-ADC - 1
TAXI PROCEDURES FOR ARRIVING AIRCRAFT - INDEX CHART	AD 2-LHBP-TAXI-ARR - 1
TAXI PROCEDURES FOR DEPARTING AIRCRAFT - INDEX CHART	AD 2-LHBP-TAXI-DEP - 1
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-LHBP-PDC/1 - 1
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-LHBP-PDC/2 - 1
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-LHBP-PDC/3 - 1
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-LHBP-PDC/4 - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHBP-AOCA-13L31R - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHBP-AOCA-13R31L - 1
PRECISION APPROACH TERRAIN CHART - ICAO	AD 2-LHBP-PATC-13L31R - 1
PRECISION APPROACH TERRAIN CHART - ICAO	AD 2-LHBP-PATC-13R31L - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID-13L - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID-13R - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID31L - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID31R - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHBP-STAR-13L13R - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHBP-STAR-31L31R - 1
BUDAPEST TMA - INDEX CHART	AD 2-LHBP-TMA - 1
HOLDING PROCEDURES - INDEX CHART	AD 2-LHBP-HLDG - 1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO	AD 2-LHBP-ATCSMAC - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-13L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-13R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-31L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-31R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-13L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-13R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-31L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-Y-31R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-Z-31R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-VOR-13L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-VOR-31R - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHBP-VAC - 1

LHDC DEBRECEN INTERNATIONAL AIRPORT

LHDC AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2-LHDC - 1
LHDC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHDC - 1
LHDC AD 2.3 OPERATIONAL HOURS	AD 2-LHDC - 1
LHDC AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHDC - 2
LHDC AD 2.5 PASSENGER FACILITIES	AD 2-LHDC - 2
LHDC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHDC - 2
LHDC AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING,	
AND SNOW PLAN	AD 2-LHDC - 2
LHDC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHDC - 3
LHDC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHDC - 3
LHDC AD 2.10 AERODROME OBSTACLES	AD 2-LHDC - 3
LHDC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHDC - 4
LHDC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHDC - 5
LHDC AD 2.13 DECLARED DISTANCES	AD 2-LHDC - 5
LHDC AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2-LHDC - 6
LHDC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2-LHDC - 6
LHDC AD 2.16 HELICOPTER LANDING AREA	AD 2-LHDC - 7
LHDC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHDC - 7
LHDC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHDC - 8
LHDC AD 2.19 RADIO NAVIGATION AND LANDING AIDS	AD 2-LHDC - 8
LHDC AD 2.20 LOCAL AERODROME REGULATIONS	AD 2-LHDC - 9

LHDC AD 2.21	NOISE ABATEMENT PROCEDURES	AD 2-LHDC - 9
1.	General	AD 2-LHDC - 9
2.	Noise preferential runway	AD 2-LHDC - 9
3.	RESTRICTIONS ON THE USE OF AUXILIARY POWER UNIT (APU)	AD 2-LHDC - 9
4.	RULES FOR TRAINING, CALIBRATION AND TECHNICAL TEST FLIGHTS	AD 2-LHDC - 9
LHDC AD 2.22	FLIGHT PROCEDURES	AD 2-LHDC - 10
1.	GENERAL	AD 2-LHDC - 10
2.	Procedures for flights during the operation of aerodrome flight information service (AFIS)	AD 2-LHDC - 10
LHDC AD 2.23	ADDITIONAL INFORMATION	AD 2-LHDC - 11
1.	Ground Handling Organisations	AD 2-LHDC - 11
2.	Supervision of the aerodrome	AD 2-LHDC - 11
3.	Bird flocks and bird migrations	AD 2-LHDC - 11
LHDC AD 2.24	CHARTS RELATED TO THE AERODROME	AD 2-LHDC - 12
LHDC AD 2.25	VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHDC - 12
	AERODROME CHART - ICAO	AD 2-LHDC-ADC - 1
	AERODROME OBSTACLE CHART - ICAO	
	TYPE A OPERATING LIMITATIONS	AD 2-LHDC-AOCA-04R22L - 1
	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHDC-SID-04R - 1
	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHDC-SID-22L - 1
	STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHDC-STAR-04R22L - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-ILS/LOC-04R - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-NDB-22L - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-RNP-04R - 1
	INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-RNP-22L - 1
	VISUAL APPROACH CHART - ICAO	AD 2-LHDC-VAC - 1

LHNY NYÍREGYHÁZA

LHNY AD 2.1	AERODROME LOCATION INDICATOR AND NAME	AD 2-LHNY - 1
LHNY AD 2.2	AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHNY - 1
LHNY AD 2.3	OPERATIONAL HOURS	AD 2-LHNY - 1
LHNY AD 2.4	HANDLING SERVICES AND FACILITIES	AD 2-LHNY - 2
LHNY AD 2.5	PASSENGER FACILITIES	AD 2-LHNY - 2
LHNY AD 2.6	RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHNY - 2
LHNY AD 2.7	RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN	AD 2-LHNY - 2
LHNY AD 2.8	APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHNY - 3
LHNY AD 2.9	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHNY - 3
LHNY AD 2.10	AERODROME OBSTACLES	AD 2-LHNY - 3
LHNY AD 2.11	METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHNY - 3
LHNY AD 2.12	RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHNY - 4
LHNY AD 2.13	DECLARED DISTANCES	AD 2-LHNY - 4
LHNY AD 2.14	APPROACH AND RUNWAY LIGHTING	AD 2-LHNY - 5
LHNY AD 2.15	OTHER LIGHTING AND SECONDARY POWER SUPPLY	AD 2-LHNY - 5
LHNY AD 2.16	HELICOPTER LANDING AREA	AD 2-LHNY - 5
LHNY AD 2.17	AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHNY - 6
LHNY AD 2.18	AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHNY - 6
LHNY AD 2.19	RADIO NAVIGATION AND LANDING AIDS	AD 2-LHNY - 7
LHNY AD 2.20	LOCAL AERODROME REGULATIONS	AD 2-LHNY - 7
LHNY AD 2.21	NOISE ABATEMENT PROCEDURES	AD 2-LHNY - 7
LHNY AD 2.22	FLIGHT PROCEDURES	AD 2-LHNY - 8
1.	GENERAL	AD 2-LHNY - 8
2.	PROCEDURES FOR FLIGHTS DURING THE OPERATION OF AERODROME FLIGHT INFORMATION SERVICE (AFIS)	AD 2-LHNY - 8
3.	WAYPOINT COORDINATES	AD 2-LHNY - 9
LHNY AD 2.23	ADDITIONAL INFORMATION	AD 2-LHNY - 9
1.	SUPERVISION OF THE AERODROME	AD 2-LHNY - 9
2.	BIRD FLOCKS AND BIRD MIGRATIONS	AD 2-LHNY - 9
LHNY AD 2.24	CHARTS RELATED TO THE AERODROME	AD 2-LHNY - 10
LHNY AD 2.25	VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHNY - 10
	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
LHPP AD 2.3 OPERATIONAL HOURS	AD 2-LHPP - 1
LHPP AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHPP - 2
LHPP AD 2.5 PASSENGER FACILITIES	AD 2-LHPP - 2
LHPP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHPP - 2
LHPP AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN.....	AD 2-LHPP - 3
LHPP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA.....	AD 2-LHPP - 3
LHPP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHPP - 3
LHPP AD 2.10 AERODROME OBSTACLES	AD 2-LHPP - 3
LHPP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED.....	AD 2-LHPP - 4
LHPP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS.....	AD 2-LHPP - 4
LHPP AD 2.13 DECLARED DISTANCES.....	AD 2-LHPP - 5
LHPP AD 2.14 APPROACH AND RUNWAY LIGHTING.....	AD 2-LHPP - 5
LHPP AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY	AD 2-LHPP - 5
LHPP AD 2.16 HELICOPTER LANDING AREA.....	AD 2-LHPP - 5
LHPP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHPP - 6
LHPP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHPP - 6
LHPP AD 2.19 RADIO NAVIGATION AND LANDING AIDS	AD 2-LHPP - 6
LHPP AD 2.20 LOCAL AERODROME REGULATIONS	AD 2-LHPP - 7
LHPP AD 2.21 NOISE ABATEMENT PROCEDURES	AD 2-LHPP - 7
LHPP AD 2.22 FLIGHT PROCEDURES	AD 2-LHPP - 7
LHPP AD 2.23 ADDITIONAL INFORMATION.....	AD 2-LHPP - 7
LHPP AD 2.24 CHARTS RELATED TO THE AERODROME	AD 2-LHPP - 7
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-1533 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-ILS/LOC-33 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-NDB-15 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-RNP-33 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-RNP-15 - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHPP-VAC - 1

LHPR GYŐR/PÉR

LHPR AD 2.1 AERODROME LOCATION INDICATOR AND NAME.....	AD 2-LHPR - 1
LHPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA.....	AD 2-LHPR - 1
LHPR AD 2.3 OPERATIONAL HOURS	AD 2-LHPR - 1
LHPR AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHPR - 2
LHPR AD 2.5 PASSENGER FACILITIES	AD 2-LHPR - 2
LHPR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHPR - 2
LHPR AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN.....	AD 2-LHPR - 3
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 - 4
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
LHPR AD 2.16 HELICOPTER LANDING AREA	AD 2-LHPR - 6

LHPR AD 2.17AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHPR - 6
LHPR AD 2.18ATS COMMUNICATION FACILITIES	AD 2-LHPR - 7
LHPR AD 2.19RADIO NAVIGATION AND LANDING AIDS.....	AD 2-LHPR - 7
LHPR AD 2.20LOCAL AERODROME REGULATIONS	AD 2-LHPR - 7
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
1. General.....	AD 2-LHPR - 8
LHPR AD 2.24CHARTS RELATED TO AN AERODROME.....	AD 2-LHPR - 8
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

LHSM AD 2.1AERODROME LOCATION INDICATOR AND NAME.....	AD 2-LHSM - 1
LHSM AD 2.2AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHSM - 1
LHSM AD 2.3OPERATIONAL HOURS.....	AD 2-LHSM - 1
LHSM AD 2.4HANDLING SERVICES AND FACILITIES	AD 2-LHSM - 2
LHSM AD 2.5PASSENGER FACILITIES.....	AD 2-LHSM - 2
LHSM AD 2.6RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHSM - 2
LHSM AD 2.7RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN	AD 2-LHSM - 3
LHSM AD 2.8APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHSM - 3
LHSM AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS.....	AD 2-LHSM - 3
LHSM AD 2.10AERODROME OBSTACLES	AD 2-LHSM - 4
LHSM AD 2.11METEOROLOGICAL INFORMATION PROVIDED.....	AD 2-LHSM - 4
LHSM AD 2.12RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHSM - 4
LHSM AD 2.13DECLARED DISTANCES	AD 2-LHSM - 5
LHSM AD 2.14APPROACH AND RUNWAY LIGHTING	AD 2-LHSM - 5
LHSM AD 2.15OTHER LIGHTING AND SECONDARY POWER SUPPLY.....	AD 2-LHSM - 5
LHSM AD 2.16HELICOPTER LANDING AREA	AD 2-LHSM - 6
LHSM AD 2.17AIR TRAFFIC SERVICES AIRSPACE.....	AD 2-LHSM - 6
LHSM AD 2.18AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHSM - 6
LHSM AD 2.19RADIO NAVIGATION AND LANDING AIDS	AD 2-LHSM - 7
LHSM AD 2.20LOCAL AERODROME REGULATIONS.....	AD 2-LHSM - 7
LHSM AD 2.21NOISE ABATEMENT PROCEDURES.....	AD 2-LHSM - 7
LHSM AD 2.22FLIGHT PROCEDURES.....	AD 2-LHSM - 7
1. Procedures for flights during operation of air traffic control (ATC).....	AD 2-LHSM - 7
2. Procedures for flights during the operation of aerodrome flight information service (AFIS).....	AD 2-LHSM - 9
LHSM AD 2.23ADDITIONAL INFORMATION.....	AD 2-LHSM - 9
LHSM AD 2.24CHARTS RELATED TO THE AERODROME	AD 2-LHSM - 10
LHSM AD 2.25VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHSM - 10
AERDROME CHART - ICAO	AD 2-LHSM-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A (OPERATING LIMITATIONS)	AD 2-LHSM-AOCA-1634 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHSM-SID-16 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHSM-SID-34 - 1
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
LHUD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHUD - 5
LHUD AD 2.13 DECLARED DISTANCES	AD 2-LHUD - 5
LHUD AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2-LHUD - 6
LHUD AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY	AD 2-LHUD - 6
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 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 IIIB

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 33 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

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	BP Europa SE Hungary Branch Aviation Business Manager Hungary: Phone:(+361) 296-6623 Phone:(+36) 30-933-5319 Phone:(+36) 30-931-5119 Fax:(+361) 296-6623 Email:zsolt.alberti@ec1.bp.comNO CREDIT CARD ACCEPTED! Sales Manager Airport Fuel Supply LLC Phone:(+361) 296-6933 Phone:(+36) 70-797-1239 Email:fuel.sales@bud.huNO 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: in the city
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
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LHBP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A9
2	Rescue equipment	5+1 reserve Rosenbauer Panther 6X6 – 73 000 L water, 9000 L foam, 1450 KG dry chemical powder, 1 Mercedes Rosenbauer Atego TLF400 – 4000 L water, 400 L foam
3	Capability for removal of disabled aircraft	Capability for removal of disabled aircraft is available up to ICAO CODE E aircraft. Coordinated by airport operator. Lifting bags and hydraulic jacks are available
4	Remarks	Trained personnel: 21/87. In case of expected aircraft incident or accident the aerodrome operator may introduce limitations to the arrival and departure traffic, due to fire-fighting capacity available. Expected delays will be announced by the appropriate ATC unit. Contact of the aerodrome coordinator for the removal of disabled aircraft: AODM Tel:(+36) 30-684-0084

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

1	Types of clearing equipment	17 snow ploughs/sweepers, 6 snow blowers, 2 solid/liquid spreaders, 1 liquid collecting sweeper, 2 friction testers
2	Clearance priorities	1. RWY 13L/31R; 2. RWY 13R/31L; 3. Main TWYs-A and B; 4. other TWYs and Aprons
3	Use of material for movement area surface treatment	UREA, KFOR-Liquid, KFOR-Solid
4	Specially prepared winter runways	No specially prepared winter runways
5	Remarks	See AD 1.2.

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

1	Apron surface and strength	Apron		Surface		Strength	
		APRON 1		CONC+ASPH		PCN 60/R/A/X/T	
		APRON 2		CONC		PCN 90/R/A/X/T	
		APRON AG		CONC		PCN 60/R/A/X/T	
		APRON AA		CONC		PCN 75/R/A/X/T	
		APRON AL		CONC		PCN 75/R/A/X/T	
		CARGO APRON		CONC		PCN 80/R/A/W/T	
2	Taxiway width, surface and strength	TWY ID	Width (M)	Surface	Strength	Max. Span (M)	Remark
		A1	18	Asphalt	PCN 90/F/A/X/T	35.99	The transverse slope is 1.55% in one section between M20 and M40, 1.57% in one section between M40 and RWY13R/31L
		A2	23	Concrete	PCN 90/R/A/X/T	75.00	-
		A3	23	Concrete	PCN 90/R/A/X/T	75.00	-
		A4	23	Concrete	PCN 90/R/A/X/T	64.99	-
		A5	23	Concrete	PCN 90/R/A/X/T	75.00	-
		A6	23	Concrete	PCN 90/R/A/X/T	75.00	-
		A7	23	Concrete	PCN 90/R/A/X/T	75.00	-
		A8	23	Concrete	PCN 90/R/A/X/T	75.00	The transverse slope is 1.51%, 1.53%, 1.55% in some parts
		A9	23	Concrete	PCN 90/R/A/X/T	75.00	The transverse slope is 1.51%, 1.55%, 1.56%, 1.58%, 1.73% in some parts
		B1	23	Asphalt	PCN 90/F/A/X/T	75.00	-
		B2	23	Concrete	PCN 90/R/A/X/T	75.00	The transverse slope is 1.58% in one section between J4 and RWY13R/31L, 1.60% in one section between J4 and B3, 1.65% in one section between J4 and B3
		B3	23	Concrete	PCN 90/R/A/X/T	75.00	-
		B4	23	Concrete	PCN 90/R/A/X/T	75.00	-
		B5	23	Concrete	PCN 90/R/A/X/T	75.00	The transverse slope is 1.52%, 1.59% in some parts
		C	23	Asphalt	PCN 90/F/A/X/T	68.50	-
		D	23	Asphalt	PCN 90/F/A/X/T	68.50	-
		E	23	Concrete	PCN 90/R/A/W/T	68.50	-
		F	23	Concrete	PCN 90/R/A/X/T	75.00	-

		G	Apron TL	CONC/ASPH	PCN 60/R/A/X/T	51.99/68.50	Behind stand R101-R114 / behind stand R115-R117
		H1	Apron TL	Concrete	PCN 90/R/A/X/T	64.99	-
		H2	Apron TL	Concrete	PCN 90/R/A/X/T	51.99	-
		J4	23	Asphalt	PCN 90/F/A/X/T	75.00	-
		K	23	Concrete	PCN 90/R/A/X/T	75.00	-
		L	Apron TL	Concrete	PCN 90/R/A/X/T	51.99	-
		M	23	Concrete	PCN 90/R/A/X/T	75.00	-
		N	23	Concrete	PCN 90/R/A/X/T	75.00	-
		P1	Apron TL	Concrete	PCN 90/R/A/X/T	51.99	-
		P2	Apron TL	Concrete	PCN 90/R/A/X/T	51.99	-
		P3	Apron TL	Concrete	PCN 90/R/A/X/T	35.99/68.50	Behind stand R270-R277 / behind stand R278-R279; Wingspan at or above than 65 M wingwalkers are provided on TWY P3
		P4	Apron TL	Concrete	PCN 90/R/A/X/T	64.99	-
		P5	Apron TL	Concrete	PCN 90/R/A/X/T	51.99	-
		Q	Apron TL	Concrete	PCN 90/R/A/X/T	51.99	-
		R	Apron TL	Concrete	PCN 90/R/A/X/T	51.99	-
		S	Apron TL	Concrete	PCN 90/R/A/X/T	35.99	-
		T	23	Concrete	PCN 90/R/A/X/T	75.00	-
		U	Apron TL	Concrete	PCN 90/R/A/X/T	35.99/64.99	Behind stand 31-33/between EXIT POINT and stand 34R
		V	23	Concrete	PCN 90/R/A/X/T	75.00	-
		W1	Apron TL	Concrete	PCN 90/R/A/X/T	35.99	-
		W2	Apron TL	Concrete	PCN 90/R/A/X/T	35.99	-
		Y	23	Concrete	PCN 90/R/A/X/T	75.00	The transverse slope is 1.63% in one section
		Z	23	Concrete	PCN 90/R/A/X/T	75.00	The transverse slope is 1.84% in one section
3	Altimeter checkpoint location and elevation	Location:		Apron 1 - See AD 2-LHBP-PDC/1 Apron 2 - See AD 2-LHBP-PDC/2 Apron AG, AA, AL - See AD 2-LHBP-PDC/3 Cargo Apron - See AD 2-LHBP-PDC/4			
		Elevation:		Apron 1: 426 FT (130 M) Apron 2: 466 FT (142 M) Apron AG, AA, AL: 423 FT (129 M) Cargo Apron: 436 FT (133 M)			
4	VOR checkpoints	VOR:	See ADC Chart				
5	INS checkpoints	INS:	See PDC Chart				
6	Remarks	On TWY curves and intersections oversteering method required for ACFT with wheelbase at or greater than 19.69 M.					

LHBP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Guide lines at Aprons. Nose in guidance at aircraft stands on Aprons. Sign boards at all intersections with TWY and RWY and at all holding positions.
2	RWY and TWY markings and LGT	RWY: Designator, THR, TDZ, centre line, edge, as appropriate. TWY: Centre line, holding positions on all TWYs.
3	Stop bars	Stop bars where appropriate.
4	Remarks	Nil

LHBP AD 2.10 AERODROME OBSTACLES

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

LHBP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology; 24 HR
4	Type of landing forecast Interval of issuance	TAF CODE; half hourly
5	Briefing/consultation provided	Consultation via phone or fax See GEN 3.5
6	Flight documentation Language(s) used	Charts, abbreviated plain language text; English, Hungarian
7	Charts and other information available for briefing or consultation	SWL, SWM-SWH, IS (FL 050, FL 100, FL 180, FL 240, FL 300, FL 340, FL 390); other information: GAMET
8	Supplementary equipment available for providing information	Telephone/Telefax
9	ATS Units provided with information	Budapest TWR; Budapest APP; Budapest ACC
10	Additional information	For VOLMET See GEN 3.5 para 7.

LHBP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

Designa tions RWY NR	Slope of RWY - SWY	SWY dimensi ons (M)	CWY dimensi ons (M)	Strip dimensions (M)	RESA dimensions (M) surface	Location of arresting system	OFZ	Re- marks
1	7	8	9	10	11	12	13	14
13R	0.00% / -0.48% / 0.00% / +0.16% / -0.45% / -0.62% / +0.76% / +0.88% 216 M / 419 M / 478 M / 453 M / 184 M / 557 M / 393 M / 309 M	Nil	Nil	3130 x 280	240 x 90 GRASS	Nil	See relevant Obstacle Charts	Nil
31L	-0.88% / -0.76% / +0.62% / +0.45% / -0.16% / 0.00% / +0.48% / 0.00% 309 M / 393 M / 557 M / 184 M / 453 M / 478 M / 419 M / 216 M	Nil	Nil	3130 x 280	240 x 90 GRASS	Nil	See relevant Obstacle Charts	Nil
13L	-0.60% / -0.85% / -0.20% 981 M / 2008 M / 718 M	Nil	Nil	3827 x 280	240 x 90 GRASS	Nil	See relevant Obstacle Charts	Nil
31R	+0.20% / +0.85% / +0.60% 718 M / 2008 M / 981 M	Nil	Nil	3827 x 280	240 x 90 GRASS	Nil	See relevant Obstacle Charts	Nil

LHBP AD 2.13 DECLARED DISTANCES

RWY/TWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
13R	3009	3009	3009	3009	No intersection take off from TWY J4
C	2450	2450	2450	Nil	Nil
B1	1200	1200	1200	Nil	Nil
B2	1200	1200	1200	Nil	Nil
31L	3009	3009	3009	3009	No intersection take off from TWY J4,C
B1	1800	1800	1800	Nil	Nil
B2	1800	1800	1800	Nil	Nil
13L	3707	3707	3707	3707	No intersection take off from TWY Z,Y,V
K	2950	2950	2950	Nil	Nil
31R	3707	3707	3707	3707	No intersection take off from TWY Y,Z,K
V	2650	2650	2650	Nil	Nil

LHBP 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
13R	CAT II/III 900 M LIH	GRN	PAPI 3° (19 M)	WHI	3009 M 15 M WHI/RED LIH	3009 M 60 M WHI/YEL	RED	Nil	Nil
31L	CAT II/III 900 M LIH	GRN	PAPI 3° (18 M)	WHI	3009 M 15 M WHI/RED LIH	3009 M 60 M WHI/YEL	RED	Nil	Nil
13L	CAT II/III 900 M LIH	GRN	PAPI 3° (19 M)	WHI	3 707 M 15 M WHI/RED LIH	3 707 M 60 M WHI/YEL	RED	Nil	Nil
31R	CAT II/III 900 M LIH	GRN	PAPI 3° (20 M)	WHI	3 707 M 15 M WHI/RED LIH	3 707 M 60 M WHI/YEL	RED	Nil	Nil

At parking positions R220-R223, R224-R227, start-up of engines and taxi out could be performed with the power-back procedure for prop and turbo prop aircraft, if the MTOW is not more than 36.000 KG as advised by Airfield Operations Service provided by the airport (Follow Me staff) The power-back procedure is not applicable when Low Visibility Procedures are in force or the published surface condition is POOR.

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

The start-up and push-back procedures from stand 31, 32, 44 are restricted. Engine start-up during the push-back procedure is allowed in idle power only and all ACFT after push back will be pulled forward to the brake away point. Brake away power is allowed at brake away point only.

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

Leaving the parking position using the power-back procedure shall be performed by following the visual signals of Marshaller. Aircraft following the start-up, push-back or power-back procedures should be ready for taxi within 4 minutes after off-block time.

- 2.4.** When engine start-up or power-back procedure is complete, request taxi clearance from Budapest Ground and indicate receipt of clearance to the ground staff. The disconnected ground staff will give approval to commence taxiing.

If an aircraft is unable to comply with the detailed conditions above or has to halt the start-up procedure due to technical or any other reasons, it shall immediately advise Budapest Ground.

Remark: generally, the connected ground staff are provided by the ground handling company. In special circumstances the Budapest Apron Management Service will provide the Marshaller for start-up and push-back procedures.

- 2.5.** Push and Hold procedures

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

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

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

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

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

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

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

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

- 2.6.** Airport Collaborative Decision making (A-CDM)

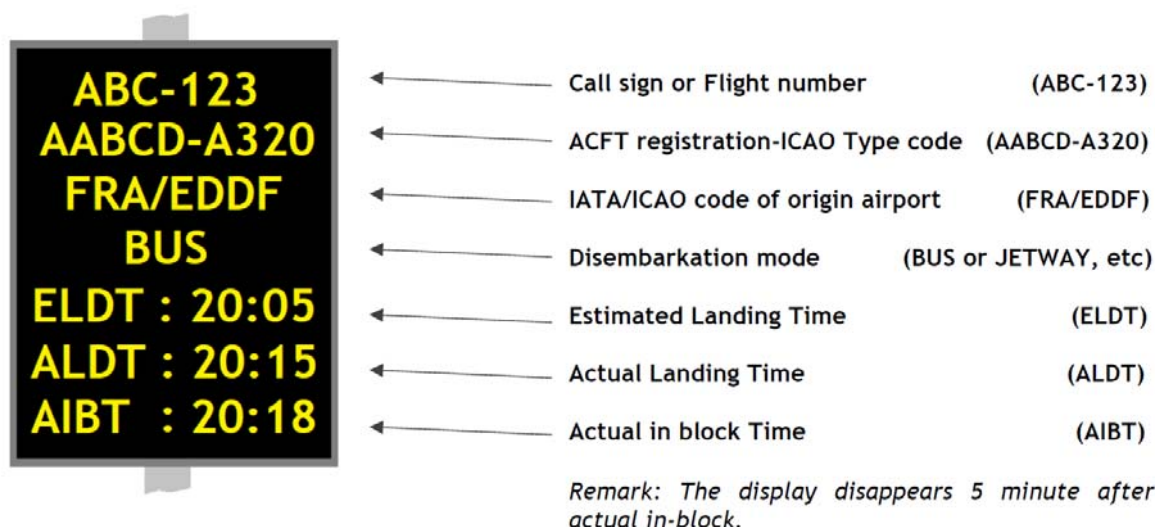
In preparation for future CDM operations, information displays have been installed at the following stand: 39L The display is operating in trail mode. Information for an arriving flight is displayed at the earliest 5 minutes before the expected arrival time.

The information for the departing flight is displayed as soon as it is available, but at the earliest TOBT minus 60 minutes or after the disappearance of the arriving flight information.

Functions and descriptions of A-CDM displays at LHBP /BUD

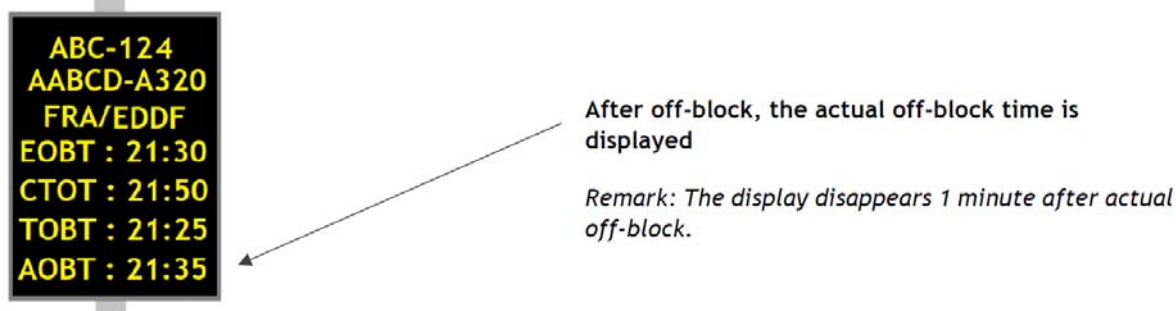
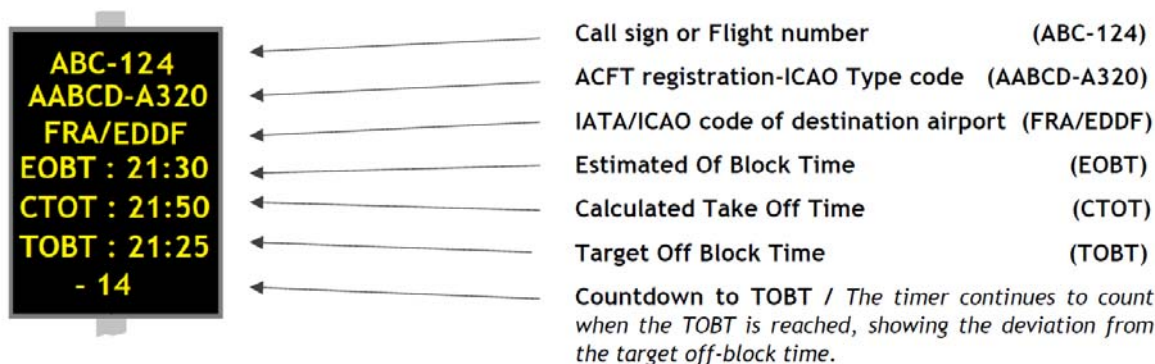
Information for an arriving flight is displayed at the earliest 5 minutes before the expected arrival time. (After each modification, the value flashes slowly for 2 minutes)

Data displayed for an arriving flight: (All times in UTC)



The information for the departing flight is displayed as soon as it is available, but at the earliest TOBT minus 60 minutes or after the disappearance of the arriving flight information. After each modification, the value flashes slowly for 2 minutes.

Data displayed for a departing flight: (All times in UTC)



3. TAXI PROCEDURES

3.1 Taxi clearances

Taxi clearances for preferred taxi routes will be given by the appropriate ATC unit (usually by Budapest Ground) based on the AD 2 LIST OF AVAILABLE TAXI CLEARANCES FOR ARRIVING / DEPARTING AIRCRAFT spreadsheets published on the charts AD 2-LHBP-TAXI-ARR-1/2 and AD 2-LHBP-TAXI-DEP-1/2 pages respectively, under AD 2.24 LHBP CHARTS RELATED TO THE AERODROME.

Crossing of the active RWY 13R/31L is only permitted with specific clearance. In the absence of a specific clearance to cross the active runway ahead, the aircraft shall not proceed beyond the relevant taxi holding point. Clearance for crossing the active runway is issued by Budapest Tower on 118.100 MHZ frequency.

3.2 Taxi procedures general

3.2.1 On Apron 1, 2 and Cargo Apron the FOLLOW ME service is not provided in normal circumstances. The service is only provided in special circumstances, as follows:

- The Apron Management or TWR consider it is necessary due to the complexity of the traffic situation,
- The aircraft is parking on an unpublished stand,
- The aircraft is ICAO Code "E" or "F",
- Surface markings on the apron can-not be or can barely be identified,
- Reported surface condition of the apron is POOR,
- The flight status is STATE or HEAD,
- General Aviation flights,
- In the case of air taxiing of rotary wing aircraft on the apron, except domestic police helicopter,
- If the SAFEDOCK T2 system is not operational,
- In case of RVR is less than 400 metres, and the designated taxi route (apron, or taxiway or both) is not equipped with centreline lights,
- On pilot request.

3.2.2 On Apron AG, taxiing is only allowed with a Marshaller.

On Apron AA and Apron AL, taxiing is not allowed. Only the towing of the aircraft is allowed between the stand and breakaway point.

The maximum taxi speed on the aprons shall not exceed 16 KT.

3.2.3 If departing or arriving aircraft must stop taxiing for any reason and it is necessary to open an external door(s), the aircraft shall report this to ATC. Except in cases of emergency, door(s) may only be opened in the presence of the border guards' personnel.

3.2.4 Taxiing aircraft have to maintain continuous radio contact with Budapest Ground or Budapest Tower while taxiing on the area.

3.2.5 ATC may activate stopbars to regulate traffic on the taxiways in any weather conditions. Taxiing aircraft shall stop in front of an active stopbar in all circumstances, regardless of the taxi clearance limit. Further taxiing is only allowed after the deactivation of the stopbar and in accordance with verbal clearance from ATC.

3.2.6 Taxi holding points are designated as follows:

Holding point	RWY	on TWY segment
A1	31L	A1
A2	31L	A2
A9	31R	A9
B1	13R/31L	B1
B2	13R/31L	B2
B5	13L	B5
C	13R	C

Holding point	RWY	on TWY segment
D	13R	D
K	13L	K
V	31R	V

See TWY segments on chart AD2-LHBP-ADC

When low visibility procedures are in force, the same holding points shall be used.

3.2.7 Apron exit points are designated as follows:

Terminal 1:

Exit point	Description
D	connection of Apron 1 and TWY D
C	connection of Apron 1 and TWY C
B1	connection of Apron 1 and TWY B1
A1	intersection of TWY A1 centreline and 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 B747-8I/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 Marshaller's instructions.

3.4 Taxi procedures for departing aircraft

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

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

3.4.1 Movement on the aprons

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

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

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

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

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

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

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

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

3.5.1 Procedures to be followed by pilots

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

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

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

Whenever the aircraft is capable of reporting Aircraft Identification (i.e. callsign used in flight), the Aircraft Identification should also be entered from the request for push-back or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

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

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

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

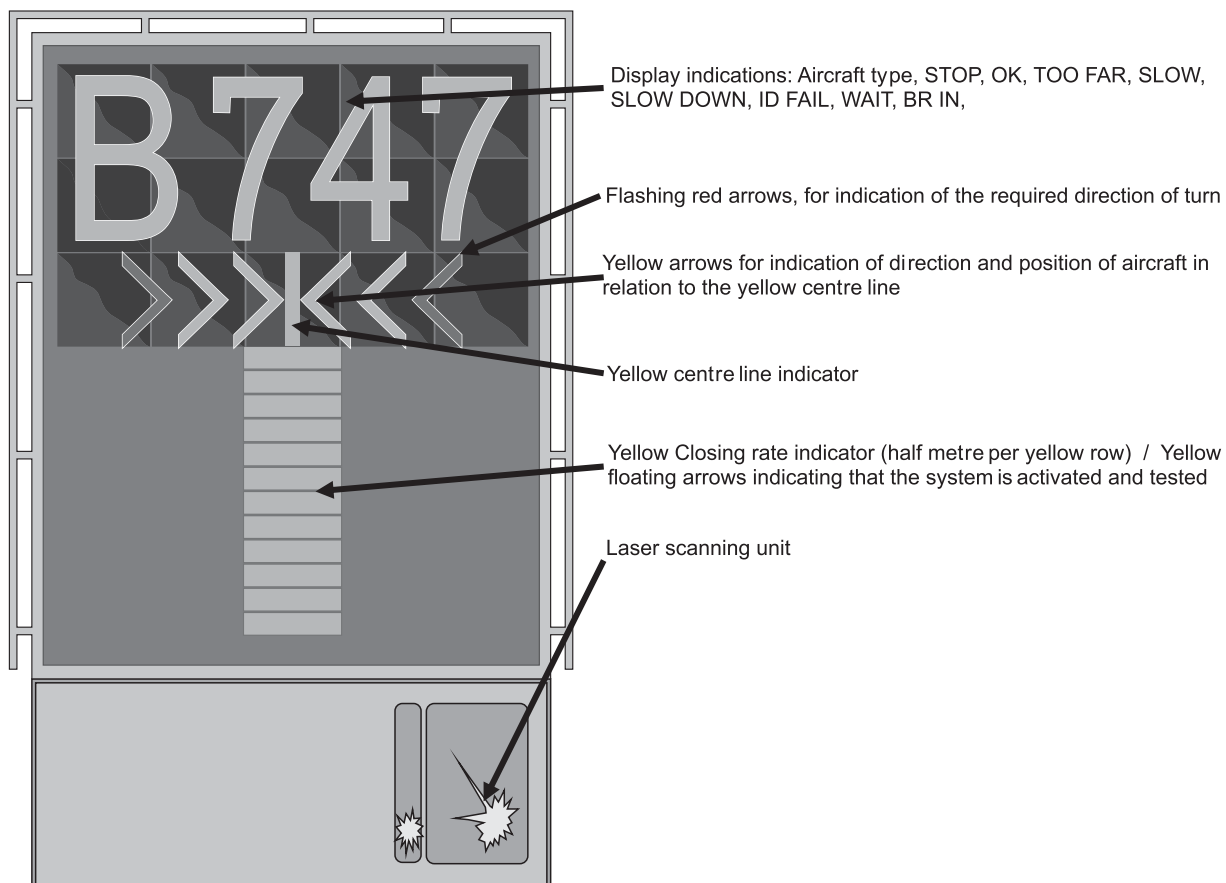
For aircraft taxiing without flight plan, Mode A code 2000 should be selected.

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

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

4.1 System description

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



4.2 Docking procedure

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

4.2.1 Warnings

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

5. THE RULES OF ENGINE TESTING

5.1 General

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

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

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

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

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

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

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

testing.

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

5.2 Permitting procedure

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

Email: airport.ops@bud.hu

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

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

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

5.3 Engine tests at idle power

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

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

5.4 Engine power tests

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

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

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

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

5.5 The operational rules of the engine test stand

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

The actual version can be found via the following route :

www.bud.hu -> Budapest Airport -> Download area -> Regulations -> Aerodrome Manual -> Volume II.

5.6 The fee payable for functional engine testing

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

6. PLANNING, AUTHORISATION AND EXECUTION OF TRAINING, CALIBRATION, DEMONSTRATION OR CERTIFICATION FLIGHTS**6.1 Planning and authorisation of training flights**

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

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

- On workdays between 2100 - 0500 (2000-0400);
- SAT, SUN and Public holidays between 1700 - 0700 (1600-0600).
- Training flights may not be authorised during single RWY operation.

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

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

6.1.4 Requests for the execution of training flights must be submitted earliest three (3) and latest one (1) calendar day in advance to Budapest Airport Ltd. Airport Operation Control Centre (AOCC):

Phone:(+361) 296-7421 or

Phone:(+361) 296-6914

Email:airport.ops@bud.hu

providing the following data:

- Aircraft registration marks and call sign,
- Aircraft type,
- The nature and the planned time of the exercise,
- Contact details of pilot in command (preferably mobile phone number).

6.1.5 Training flights initially authorised by the AOCC may be subject to ATC restrictions on the day of execution if this is warranted due to the traffic situation, weather conditions or technical failures. Pilot in command shall contact TWR before execution at Tel: (+361) 293-4600.

6.1.6 Maintenance organizations are obliged to inform the AOCC at least 24 hours prior to the planned time of certification flight about the planned time and the nature of flight.

6.1.7 In case of demonstration flights planned over the area of the airport, the organization responsible for the event must request consent from the AOCC to holding the event, prior to initiating the permitting procedure with the aviation authority.

When requesting consent, the following information shall be provided to the AOCC:

- Aircraft registration marks and call sign,
- Aircraft type,
- The nature, the planned time and duration of the demonstration flight,
- Contact details of pilot in command (preferably mobile phone number).

6.1.8 Only one training-, or calibration-, or demonstration or certification flight may be authorised in the CTR or in the TMA below 4 000 FT AMSL at any one time.

6.1.9 Rules on runway use for training flights and certification flights:

In case of runway direction 31

Training or certification flights may be authorized for RWY 31R.

Only Police helicopters training flights may be authorized on threshold 31L (even in case of operation with two runways), and technical flight tests only if runway 13L/31R is not available.

In case of runway direction 13

Training flights may not be authorised for RWY 13. Certification flights may be authorized for RWY 13R.

6.1.10 In case of demonstration flights, prior authority coordination and permitting is required with respect to runway use as well.

6.2 Execution of training, demonstration or certification flights

During training flights, with the exception of emergency cases, English RTF phraseologies shall be used.

Note: The English expressions of the different manoeuvres which can be made after the approaches are listed in [See 6.2.1 c\)](#) below.

6.2.1 Flight procedures can be expected:

a. For heavy and medium wake turbulence category aircraft:

Demonstration or certification flight			
RWY	Route	Altitude	Flight rule
31R/L	RWY HDG or RADAR VECTOR	2 500 FT AMSL - 4 000 FT AMSL	VFR/IFR
13R/L			

Training flights			
31R/L	RWY HDG or RADAR VECTOR	2 500 FT AMSL - 4 000 FT AMSL	VFR/IFR

Note: Deviation from the prescribed track and altitude is only allowed by ATC clearance.

b. For light wake turbulence category prop and turboprop aircraft:

Training flight			
RWY	Traffic circuit	Altitude	Flight rule
31R	RIGHT	min. 1 500 FT AMSL max. 2 500 FT AMSL	VFR
31L	LEFT		VFR

Note: Deviation from the prescribed track and altitude is only allowed by ATC clearance.

c. The pilot shall report the requested manoeuvre to the air traffic controller when flying downwind, before turning on to the base leg, and to the tower controller at the latest, during final approach if radio contact is established only there. The following expression can be used:

- continue on traffic circuit;
- full stop;
- touch-and-go;
- low approach.

LHBP AD 2.21 NOISE ABATEMENT PROCEDURES

1. GENERAL PROVISIONS

The aim of noise abatement procedures is to mitigate the impact of noise generated by aircraft at the airport and on the residential areas affected by landing and take-off procedures.

Budapest Ferenc Liszt International Airport may be used by aircraft which comply with the requirements prescribed by joint decree no. 18/1997 (X. 11.) of the Minister of Transport, Telecommunication and Water Affairs and of the Minister of Environmental Protection and Regional Development.

Only aircraft which comply with chapters 3, 4, 5, 6, 8, 10 and 11 of part II, volume I of annex 16 of the

Convention on International Civil Aviation signed on 7 December 1944 in Chicago (ICAO Convention), or with stricter requirements in terms of noise emissions than the aforementioned regulations, may use the airport on a regular basis.

The airline or aircraft operator planning to use the airport is obliged to send to the airport operator in advance the noise certification of its aircraft intending to use the airport. The noise certificate must be sent in advance by email or by fax to:

Email:aodm@bud.hu

Phone:(+361) 296-6890.

The selection of the runway to be used is performed by ATC on the basis of the regulations specified below.

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

2. SELECTION OF RUNWAY-IN-USE

The direction in which aircraft take off and land is determined by the speed and direction of the surface wind or by the preferential runway system.

The term “runway-in-use” is used to indicate the runway that - at a particular time - is considered by ATC to be the most suitable for use by the types of aircraft expected to land or take off according to the preferential runway system.

Normally, an aircraft will take off and land into the wind, unless safety, runway configuration or traffic conditions determine that a different direction is preferable. However, in selecting the runway-in-use, ATC shall also take into consideration other relevant factors such as the aerodrome traffic circuits, the length of the runway, the approach and landing aids available, meteorological conditions, aircraft performance, the existence of a preferential runway system and noise abatement.

Accepting a runway is a pilot's decision. If the pilot-in-command considers the runway-in-use not usable for the reason of safety, he shall request permission to use another runway. ATC will accept such request, provided that traffic and air safety conditions permit.

2.1 Noise preferential use of Runway System

2.1.1 Runway configuration scheme (normal operation)

	BTN 2300 - 0400 (2200-0300)	BTN 0400 - 0700 (0300-0600)	BTN 0700 - 2300 (0600-2200)
TAKE OFF	13L	13L	31L
LANDING	31R	13R	31R

2.1.2 Runway configuration scheme (single runway operation)

	BTN 2300 - 0400 (2200-0300)	BTN 0400 - 2300 (0300 to 2200)
TAKE OFF	13L or 13R	31R or 31L
LANDING	31R or 31L	31R or 31L

Times of RWY changeover are subject to flexibility in order to ensure transition in safe conditions. ATC will operate the changeover as close as possible from the indicated time, taking into account the traffic conditions.

2.1.3 In the case of RWY direction 31

In the case of all traffic arriving at Terminal 2 and ICAO Code E traffic arriving at Terminal 1, RWY 31R, and, in the case of ICAO Code A, B, C and D traffic arriving at Terminal 1, RWY 31L is to be used, but if traffic conditions require, RWY 31R can also be used for landing. In case of departing traffic, RWY 31L is to be used for take-off.

2.1.4 In the case of RWY direction 13

In case of arriving traffic, RWY 13R is to be used for landing. In the case of traffic departing from Terminal 2

and ICAO Code E traffic departing from Terminal 1, RWY 13L, and, in case of ICAO Code A, B, C and D traffic departing from Terminal 1, RWY 13R is to be used, but if traffic conditions require, RWY 13L is to be used for take-off.

2.2 Nighttime (between 2100 - 0500 (2000-0400)) – Operational regulations which differ from daytime

For noise protection reasons, primarily RWY 31R or RWY 13R are to be used by arriving traffic during the night, in compliance with the authority resolution on the designation of noise protection zones. Light turbulence category aircraft arriving for the Terminal 1 apron may also use RWY 31L for landing between 2100 - 2300 (2000-2200) and between 0400 - 0500 (0300-0400).

For noise protection reasons, between 2300 - 0400 (2200-0300), RWY 13L is to be used for take-off and RWY 31R is to be used for landing (reciprocal runway operation). In the case of RWY 13L/31R being closed during this period, RWY 13R is to be used for take-off and RWY 31L is to be used for landing.

Reciprocal runway operations are to be conducted with a tailwind component greater than 5 KT, up to a maximum 10 KT tailwind, or 15 KT crosswind component (including gusts) if the following conditions are met:

- May only be conducted on RWY 13L/31R
- The runway surface is dry and reported Runway Condition Code 6 (GOOD)
- Authorized only for ICAO WTC L and M aircraft
- For departure from RWY 13L take-off shall be planned from taxiway intersection B5 (full length)
- Authorized in VMC conditions only
- All CNS and AGL systems must be fully operational for the instrument approach in use, to the extent required by the prevailing weather conditions
- All runway end and rapid exit taxiways must be available for the runway in use.

Holding of arriving or departing aircraft can be expected occasionally up to 30 minutes between 2300 - 0400 (2200-0300).

2.3 Exceptions

Other than the cases specified in section 7, deviation from the basic rules on RWY use is only possible under the following circumstances:

- during the closure of one of the two RWYs due to maintenance works, or another unexpected event;
- in case of calibration flights;
- if no ILS approach is available on the runway selected on the basis of standard regulations.
- when the crosswind component exceeds 15 KT or more (gusts included);
- when the tailwind component exceeds 5 KT or more (gusts included);
- when wind shear has been reported or forecast, or when thunderstorms are expected to affect arriving or departing traffic;
- when pilots report excessive wind at higher altitudes resulting in go-arounds;
- when the runways are contaminated or when the reported Runway Condition Code is less than 6 (GOOD);
- for landing, when the ceiling is lower than 500 FT or the visibility is less than 1900 M;
- for departure, when the visibility is less than 1900 M;
- when alternative runways are successively requested by pilots for safety reasons.

Gust components are derived from the maximum three second average wind speed which occurred during the last ten minutes (or a shorter period in case of a marked discontinuity).

3. NOISE ABATEMENT ARRIVALS

- 3.1. With the exception of aircraft using visual flight rules (VFR) and calibration aircraft, primarily the instrument landing procedure of the highest available level shall be used during landing, except if the pilot of the aircraft expressly requests a lower level approach procedure. In case of the unrestricted availability of both runways and their navigation equipment, visual approach procedures may not be used on threshold 13L.

3.2. The noise abatement behaviour expected of aircraft pilots during arrivals is as follows:

- Prior to final approach, the last reported altitude must be maintained for as long as possible.
- The reduction of the speed of the aircraft and the release of the landing gear and of high lift devices must be planned so that the conditions for a stabilised approach and the appropriate approach speed are in place by 5 NM from the touchdown point, at the latest, on the final approach.
- Descent during final approach should be controlled so that increases to engine power can be avoided as much as possible.
- The use of reverse thrust should be limited to idle thrust, except if aviation safety considerations require the use of a higher level of thrust (e.g. if the RWY is wet or snowy).

4. NOISE ABATEMENT DEPARTURES

4.1. The use of taxiways for RWY 13L/31R for departing aircraft for noise abatement reasons:

- In the case of departure from RWY 13L, take-off shall be planned from taxiway intersection K.
- If a departing aircraft belonging to the medium or heavy turbulence category receives/is given RWY 31R for take-off, it must commence take-off from the end of the RWY, using TWY A9. If RWY 13R/31L is not available, a runway 31R take-off from taxiway intersection V may also be permitted for flow management reasons.

4.2. Noise abatement take-off procedures, specified in section 7 of part I. of ICAO Doc 8168-OPS/611 (PAN-OPS) Volume I. (5th edition, 2006), must be used during take-off, except if this is not recommended by the pilot of the aircraft or ATC due to foreseeable reasons (meteorological or aviation safety). If the noise abatement take-off cannot be executed due to foreseeable reasons, ATC must record this fact.

4.3. The noise abatement take-off procedure must be executed in accordance with the NADP procedures described in the appendix to chapter 3 of section 7 of part I. of ICAO Doc 8168-OPS/611 (PAN-OPS) Vol. I. (5th edition, 2006).

4.4. The altitude / speed constraints and the valid flight paths for take off, landing, arrival and departure procedures (SID/STAR) are specified on the maps in chapter AD 2 LHBP of the AIP.

4.5. Compliance with the SID procedure published in the AIP is mandatory for aircraft performing IFR flights up to an elevation of QNH 7 000 FT (2 150 M) AMSL in case of RWY direction 31 and up to QNH 4 000 FT (1 200 M) AMSL in case of RWY direction 13, except for turboprop and light turbulence category aircraft or aircraft requesting a cruise altitude of less than 9 500 FT.

5. NIGHTTIME TRAFFIC RESTRICTIONS

5.1. At nighttime, the number of movements of scheduled and non-scheduled commercial landings and take-offs may be planned as follows:

- 50 movements between 2100 - 0500 (2000-0400);
- Out of this, 6 movements between 2300 - 0400 (2200-0300).

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

6.1. Aircraft operators must act circumspectly regarding noise burdens arising from the use of auxiliary power units (APUs), in order to protect the area surrounding the airport:

- The operation of APUs must be stopped at the latest within 5 minutes of arrival on stands equipped with a ready-installed external power source, in operational condition;
- APUs may only be restarted for essential technical checks, or immediately prior to planned departure to ensure appropriate conditions in the passenger cabin and for electronic systems; maximum 5-30 minutes prior to passenger boarding, depending on the aircraft type;
- The operation of APUs is not permitted without the presence of trained specialist staff.

6.2. During nighttime, the duty airside manager (DAM) checks the airfield operational areas and warns the crews or the ground handling agent of aircraft breaching regulations on the use of APUs.

7. EXCEPTION

The restrictions listed in 1. – 6. do not apply to the following cases:

- If the aircraft is in an emergency;
- Movements of aircraft operating due to various exceptional purposes, such as for humanitarian purposes, emergency search and rescue operations, medical assistance, patient transportation and life-saving (including the transportation of organs for transplantation, blood plasma and medication), as well as for disaster relief operations;
- Aircraft participating in government flights, including movements for military, customs, law enforcement, fire-fighting, criminal investigation and national security purposes, as well as movements serving the transportation of heads of state and government on official visits;
- The restrictions also do not apply to exceptional cases when their enforcement would endanger aviation safety, under the given circumstances. The aviation safety justification must in all cases be attested by the party making reference to it.

LHBP AD 2.22 FLIGHT PROCEDURES

1. LIMITATIONS FOR ARRIVING TRAFFIC

1.1. Speed restriction:

- Speed 165 KIAS at 5 NM from the runway threshold.
- Speed limits apply at specified waypoints for track containment purposes.

1.1.1 Pilots who are unable to comply with these speed assignments, shall inform ATC accordingly.

1.2. Due to the limited airspace available, it is of importance that the approaches to the patterns and the holding procedures are carried out as precisely as possible. Pilots are strongly requested to inform ATC if, for any reason the approach and/or holding cannot be performed as required.

1.3. All arriving traffic to LHBP without RNP APCH capability should advise the appropriate ATC unit at first contact and request radar vectors for the relevant conventional approach.

2. HANDLING THE ARRIVING TRAFFIC IN BUDAPEST TMA

2.1. STAR procedures can be expected during peak traffic periods by ATC. In low traffic periods or in nighttime operations shortcuts may be expected.

2.2. To eliminate additional radio communication to clarify the navigational capability of aircraft, the phrase "UNABLE RNAV DUE EQUIPMENT" shall be included by the pilot immediately following the aircraft call sign, whenever initial contact on the Budapest Approach frequency is established.

2.3. Arriving aircraft experiencing radio communication failure shall set the transponder to code 7600 and:

- A. During a STAR procedure shall continue via the acknowledged full procedure with the relevant constraints, then complete the instrument approach for the runway in use.
- B. During a "direct to a waypoint" shall proceed to the acknowledged waypoint and join the remaining arrival route or instrument procedure with the relevant constraints, then complete the instrument approach for the runway in use.
- C. Prior to entering the Budapest TMA shall proceed to the TMA entry point according to the flight plan and continue via the STAR procedure with the relevant constraints, then complete the instrument approach for the runway in use.
- D. Without RNAV capability, prior to entering the Budapest TMA or under radar vectoring shall proceed to TPS VOR/DME and follow the standard VOR approach procedure then complete the final approach for the runway in use.

3. INSTRUMENT APPROACH PROCEDURES FOR BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

3.1 ILS operations

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

(ATIS and/or radiotelephony).

3.1.1 Facilities

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

3.1.2 ILS CAT III performance

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

3.2 ATC Procedures for Low Visibility Conditions

3.2.1 Runway(s) and associated equipment authorised for use when LVP are in effect, including for operations with operational credits with RVR less than 550 m, if applicable

Nil

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

Nil

3.2.3 Description of ground marking/lighting for use under LVP

Nil

3.2.4 Remarks

3.2.4.1 Preparation Phase PREP

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

3.2.4.2 Operation Phase, LVP 1.

When any RVR is 600 M or less and/or the cloud base is at 200 FT or below, in addition to 3.2.4.1 above, ATC will ensure that the ILS protection area (critical/sensitive) is clear of traffic before the landing aircraft reaches 2 NM from the TDZ.

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

“ATTENTION! LOW VISIBILITY PROCEDURES IN FORCE”

3.2.4.3 Operation Phase, LVP2.

When any RVR is less than 400 M, in addition to 3.2.4.1 above, the ATC is responsible for preventing collisions between aircraft and other traffic on taxiways and intersections on the manoeuvring area. Aircraft will be advised of these procedures in an ATIS broadcast with the following expression:

“ATTENTION! LOW VISIBILITY PROCEDURES IN FORCE”

3.2.4.4 General procedures

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

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

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

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

3.3 Practice ILS approaches

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

“Request practice category II (or III) approach”

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

3.4 Precision Approach Terrain Charts

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

3.5 Obstacle clearance

OCA/H are published on the relevant IACs.

3.6 Instrument approaches

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

3.7 Visual Approach

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

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

3.8 Aerodrome Operating minima

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

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

3.9 Initiation of an approach to land

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

3.10 ATC procedures

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

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

4. DEPARTURE PROCEDURES

4.1 General

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

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

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

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

4.2 Standard Instrument Departures

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

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

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

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

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

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

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

5.1 General

Any VFR aircraft that intend to enter the Budapest CTR/TMA from uncontrolled airspace must establish radio communication with the Budapest Control Tower/Approach before crossing the CTR/TMA border to request entry clearance. If the aircraft is a helicopter it must be reported.

VFR aircraft entering or departing Budapest CTR flying at IAS 120 knots or less must avoid Budapest TMA and plan their flight below Budapest TMA.

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

- Valid flight plan has been filed; in case the flight executing special flight operations, the reason for special handling by ATS shall be included in 18. other information item of the flight plan;
- VMC are adequate (visibility 5 KM or more, ceiling 1 500 FT or more) and there is vertical visual reference to the ground;
- Two-way radio communication is possible. Information about the appropriate frequency may be obtained from Budapest Information;
- The aircraft is power-driven;
- The aircraft is equipped with transponder mode C, in case of landing at Budapest Liszt Ferenc Airport mode S. Exemption from this requirement may be granted by the appropriate ATC unit.

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

5.2.1 Designated VFR entry and exit points for flights to/from Budapest CTR:

DUNAMO: 472216N 0190534E

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

KEREPES: 473314N 0191619E

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

TAPIOSAP: 472936N 0192646E

(TPS VOR)

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

TSEPEL: 472740N 0190419E

(Csepel bridge – The N end of Csepel island)

MIKLOS: 473244N 0190239E

(Miklós square in Óbuda)

SIKATOR: 473426N 0190929E

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

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

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

5.2.2 Arriving aircraft

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

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

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

Except departing aircraft, entry into the final approach area designated within Budapest CTR (see VAC), is only allowed for aircraft landing at Budapest Liszt Ferenc International Airport or flights executing special operations listed below:

Flights performed by state aircraft, search and rescue flights, medical rescue flights, flights for the purpose of aerial fire-fighting, work flights, and flights performing aerial photography and aerial observation tasks.

Unmanned aircraft and unmanned state aircraft may operate in the final approach area under the conditions specified in the Government Decree on the use of Hungarian airspace.

Aerial work for photography and maintenance check flights operators shall coordinate with Budapest TWR Supervisor prior to execution. E-mail: TWR-SV@hungarocontrol.hu, Tel: (+361) 293-4600.

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

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

5.2.3 Departing aircraft

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

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

5.2.4 Taxiing

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

5.2.5 Communication failure procedures

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

6. ADDITIONAL INFORMATION

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

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

AIP HUNGARY

7. WAYPOINT COORDINATES

Way-point	Coordinates	Definitions
ALZUR	474433.2N 0185725.9E	
ATICO	471322.3N 0192410.5E	
BEREV	472414.9N 0193021.2E	
CATUZ	474033.0N 0190358.1E	
ECMAN	473231.5N 0185309.4E	
FUTNA	470908.2N 0194146.4E	
GIFRA	474447.6N 0184558.3E	
HUZTA	473629.4N 0184639.4E	
LUCLA	474146.3N 0193232.0E	
NICRA	472122.3N 0193457.8E	
OCRIT	472006.1N 0195643.4E	
ODVAS	471615.0N 0191934.7E	
OFENA	470946.0N 0194238.1E	
PUCOG	472456.2N 0183530.8E	
TORAZ	474409.7N 0184505.9E	
ULPAX	473132.2N 0191836.7E	
UTCON	471718.6N 0194127.0E	
WONTA	470919.2N 0193039.7E	
BP328	471918.7N 0192341.6E	
BP329	472149.1N 0192704.2E	
BP331	472233.1N 0192211.2E	
BP701	472317.9N 0192303.8E	
BP702	473517.0N 0194306.7E	
BP703	474718.5N 0192345.5E	
BP704	475805.1N 0190612.7E	
BP705	475617.6N 0193601.7E	
BP711	472158.6N 0192115.0E	
BP712	471125.5N 0190058.3E	
BP723	471517.9N 0185339.8E	
BP733	471821.5N 0190052.4E	
BP734	472225.0N 0185415.7E	
BP735	472716.6N 0184620.1E	
BP736	473546.6N 0183221.4E	
BP741	470615.0N 0193529.9E	
BP742	471256.1N 0192450.0E	
BP743	472331.2N 0190747.7E	
BP744	472732.0N 0190117.2E	
BP753	472417.0N 0191730.7E	

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

AIP HUNGARY

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

LHBP AD 2.23 ADDITIONAL INFORMATION

1. GROUND HANDLING ORGANISATIONS

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

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

All ground handling requests shall be submitted to Budapest Airport Zrt. Operations Department Operations Control Center (AOCC, airport.ops@bud.hu), in confirmation to the request information will be provided to the aircraft operator concerned on all prepared handling services available at the airport. Aircraft operator shall provide MTOW and noise data of the aircraft(s) planned for operation.

The ground handling of aircraft at the airport is provided by designated handling agencies, according to the "Agreement on the ground handling" signed or to be agreed between the former and the operator concerned.

The above as well as para (2) point c) of Government Decree No. 141/1995. (XI.30.) 21. §, regulate the order of ground handling, according to the following.

Ground handling organisations operate at Budapest Liszt Ferenc International Airport:

- Airport Service Budapest GH (pax/cargo/general aviation)
Duty Handling Manager AS GH:
Email:as.dhm@asaviation.hu
Phone:(+36) 20-243-0023
AFS:LHBPMAX
- Celebi Ground Handling Hungary (pax/cargo/general aviation)
Duty Handling Manager Celebi GH:
Email:dhm@celebiaviation.hu
Phone:(+36) 30-202-9048
- General Aviation of Celebi GH
Email:gat@celebiaviation.hu
Phone:(+36) 70-332-4044
Phone:(+361) 296-6292
- Menzies Aviation Hungary (pax/cargo)
Duty Handling Manager Menzies GH:
Email:bud.dom@menziesaviation.com
Phone:(+36) 20-220-3266

It is prohibited to refuel aircraft, when there is a risk of thunderstorm, or when the engines are running, or the engines or the passenger cabin are being air-conditioned with ground equipment.

2. SUPERVISION OF THE AERODROME

The movement areas at Budapest Liszt Ferenc International Airport are checked on a regular basis by the duty airside manager. The duty airside manager will advise the ATS units concerned about the prevailing conditions of the runways and other parts of the movement area.

The condition of runway pavement and friction characteristic is generally assessed under dry conditions using a self-wetting continuous friction measuring device.

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

Information on aerodrome conditions (including weather conditions) and limitations of available services and/or facilities will also be announced in ATIS broadcasts.

3. AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS) BROADCASTS

Station	Call sign/Identification	Channel	Operational Hours	Remark
Budapest	BUDAPEST TERMINAL INFORMATION	132.380 CH	H24	
		117.300 MHZ	H24	BUD TVOR

3.1 The content of ATIS broadcasts:

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

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

Notes:

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

4. BIRD FLOCKS AND BIRD MIGRATIONS

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

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

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

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

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

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

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

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

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

4.1 Bird Watch and Scaring Service

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

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

Airside Management

BUD International Airport Zrt.

Post:H-1185 Budapest, BUD International Airport

Phone:(+361) 296-5535

Fax:(+361) 296-8981

Email:airside.bud@bud.hu

4.2 Reporting a Bird Strike

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

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

Airside Management

BUD International Airport Zrt.

Post:H-1185 Budapest, BUD International Airport

Fax:(+361) 296-8981

Email:airside.bud@bud.hu

5. GENERAL AVIATION FLIGHT HANDLING

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

Email:airport.ops@bud.hu

Operation request shall comprise the following information:

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

- name of the operator.

The airport operator will confirm the times to the sender.

6. REMOTE AERODROME ATC SERVICE

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

LHBP AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2-LHBP-ADC
Appendix 1 to Aerodrome Chart - ICAO Taxi procedures for arriving aircraft (Parallel RWY operation)	AD 2-LHBP-TAXI-ARR
Appendix 2 to Aerodrome Chart - ICAO Taxi procedures for departing aircraft (Parallel RWY operation)	AD 2-LHBP-TAXI-DEP
Aircraft Parking/Docking Chart - ICAO	AD 2-LHBP-PDC-1
	AD 2-LHBP-PDC-2
	AD 2-LHBP-PDC-3
	AD 2-LHBP-PDC-4
Aerodrome Obstacle Chart - ICAO Type A Operating Limitations	AD 2-LHBP-AOCA-13L31R
	AD 2-LHBP-AOCA-13R31L
Precision Approach Terrain Chart - ICAO	AD 2-LHBP-PATC-13L/31R
	AD 2-LHBP-PATC-13R/31L
Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHBP-SID-13L
	AD 2-LHBP-SID-13R
	AD 2-LHBP-SID-31L
	AD 2-LHBP-SID-31R
Standard Arrival Chart - Instrument (STAR) - ICAO	AD 2-LHBP-STAR-13L13R
	AD 2-LHBP-STAR-31L31R
Budapest TMA - Index Chart	AD 2-LHBP-TMA
Holding Procedures - Index Chart	AD 2-LHBP-HLDG
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2-LHBP-ATCSMAC
Instrument Approach Chart - ICAO	AD 2-LHBP-ILS/LOC-13L
	AD 2-LHBP-ILS/LOC-13R
	AD 2-LHBP-ILS/LOC-31L
	AD 2-LHBP-ILS/LOC-31R
	AD 2-LHBP-RNP-13L
	AD 2-LHBP-RNP-13R
	AD 2-LHBP-RNP-31L
	AD 2-LHBP-RNP-Y-31R
	AD 2-LHBP-RNP-Z-31R
	AD 2-LHBP-VOR-13L
	AD 2-LHBP-VOR-31R
Visual Approach Chart - ICAO	AD 2-LHBP-VAC

LHBP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

RWY31L		
Obstacle penetrating VSS	Affected procedures	Affected OCA/H
LHBP_AREA2B_S_631_009	AD 2-LHBP-RNP-31L (except LPV minima)	NIL

RWY13R		
Obstacle penetrating VSS	Affected procedures	Affected OCA/H
LHBP_AREA2B_S_1197_005	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_1197_006	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_1197_007	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_027	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_028	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_029	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_030	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_031	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_032	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_033	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_034	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_035	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT C and D
LHBP_AREA2B_S_417_036	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT A, B, C and D
LHBP_AREA2B_S_417_039	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT A, B, C and D
LHBP_AREA2B_S_417_040	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_041	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_042	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT A, B, C and D
LHBP_AREA2B_S_417_043	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT A, B, C and D
LHBP_AREA2B_S_417_044	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_045	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_001	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_002	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_003	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_004	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_005	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_006	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_007	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_008	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_009	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_010	AD 2-LHBP-RNP-13R, AD 2-LHBP-ILS/LOC-13R	NIL
LHBP_AREA2B_S_629_011	AD 2-LHBP-RNP-13R, AD 2-LHBP-ILS/LOC-13R	NIL
LHBP_AREA2B_S_629_012	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_013	AD 2-LHBP-RNP-13R (except LPV minima)	NIL

RWY13R		
Obstacle penetrating VSS	Affected procedures	Affected OCA/H
LHBP_AREA2B_S_629_014	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_015	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_016	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_017	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_018	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_019	AD 2-LHBP-RNP-13R (except LPV minima)	NIL

RWY31R		
Obstacle penetrating VSS	Affected procedures	Affected OCA/H
Not applicable		

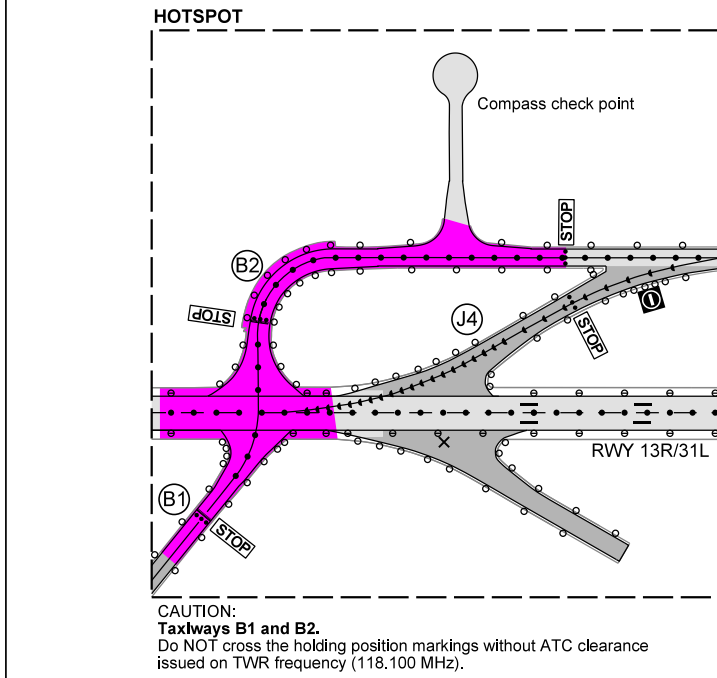
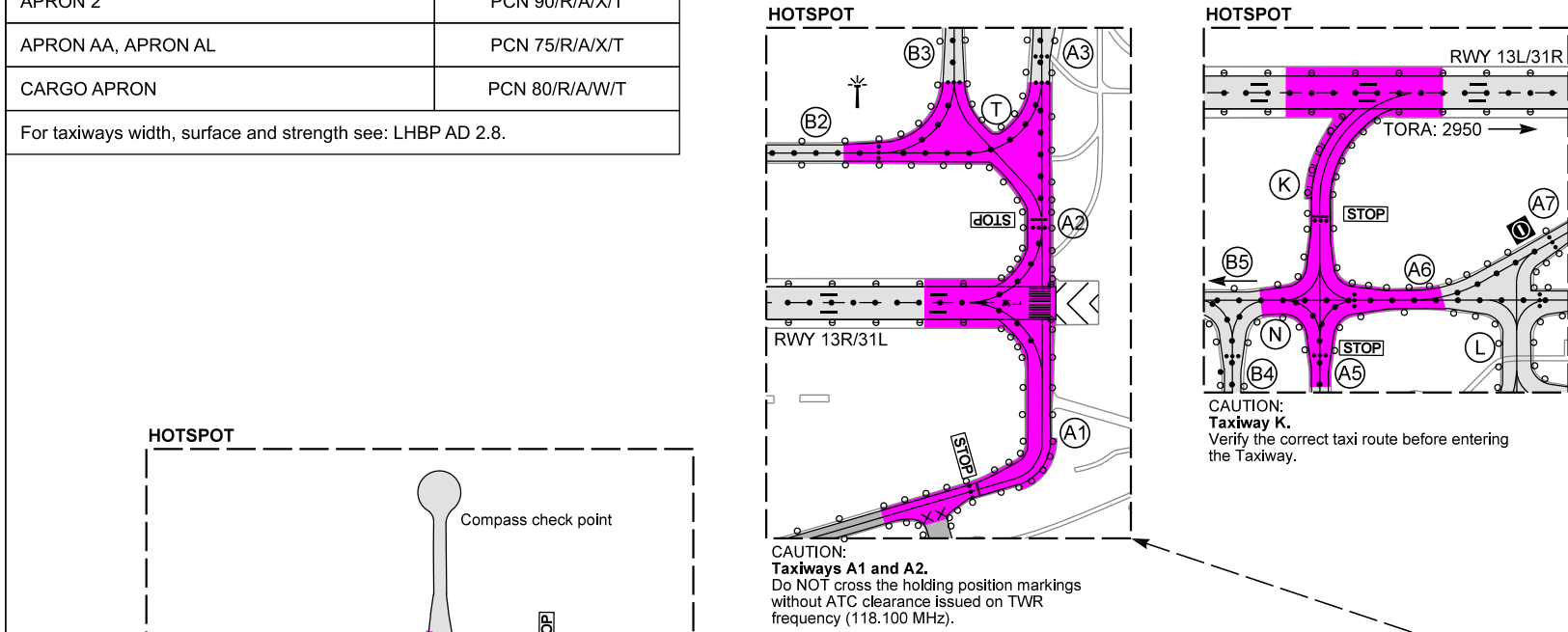
RWY13L		
Obstacle penetrating VSS	Affected procedures	Affected OCA/H
Not applicable		

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.

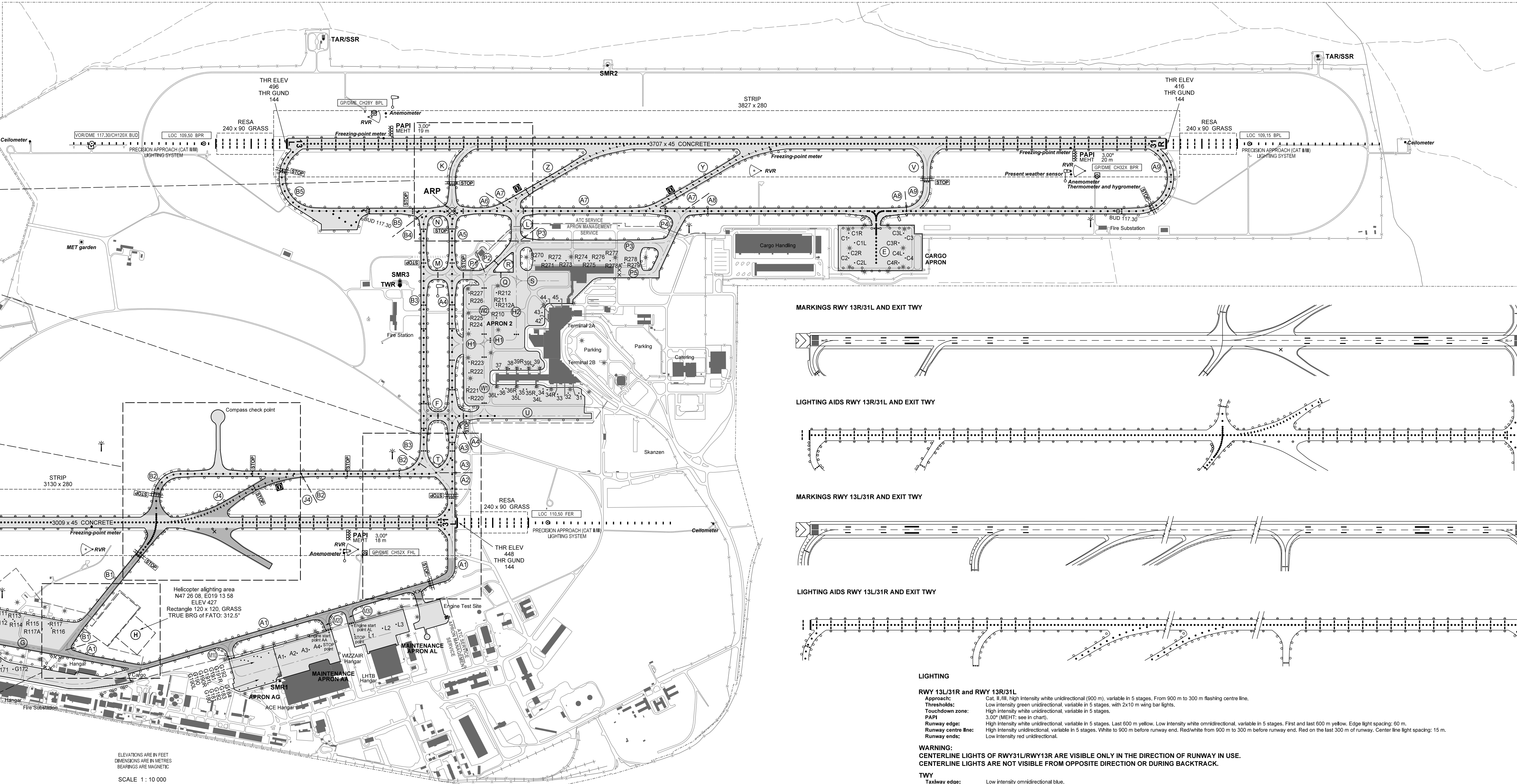
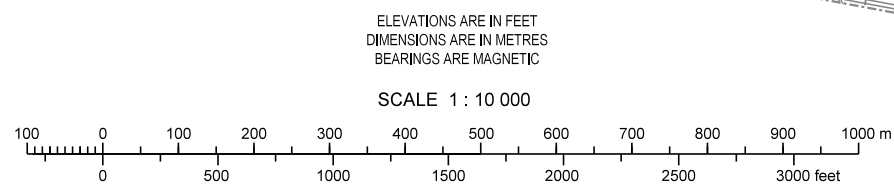
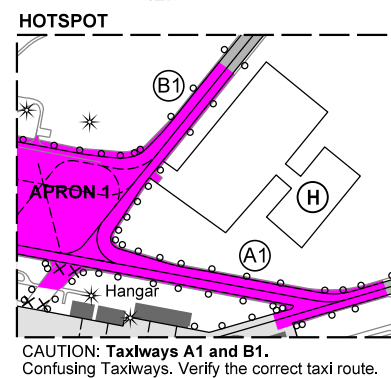


FOR BASIC CHART SYMBOLS SEE: GEN 2.3.
INS COORDINATES FOR AIRCRAFT STANDS SEE: PDC CHARTS.
TAXI PROCEDURES SEE: AD 2-LHBP-TAXI CHARTS.
VISUAL DOCKING GUIDANCE SYSTEM:
SAFEDOCK T2 AT PARKING POSITION: 31, 32, 33, 34, 34/LR, 35, 35/LR, 36, 36R, 37, 38, 39R AND 42, 43, 44, 45.
APRON ELEVATIONS: NOT AVAILABLE.
THE HIGHEST ELEVATIONS OF T2Z: NOT AVAILABLE.
GEOGRAPHICAL COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE.
OBSTACLES TO TAXING: NOT AVAILABLE.

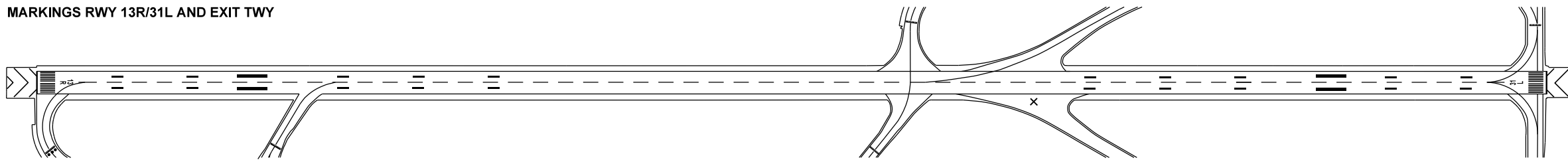
INTERSECTION TAKE-OFF				
RWY	TWY	TORA	TODA	ASDA
13L	K	2950	2950	2950
31R	V	2650	2650	2650
13R	C	2450	2450	2450
	B1	1200	1200	1200
	B2	1200	1200	1200
31L	B1	1800	1800	1800
	B2	1800	1800	1800

SEE ALSO LHBP AD 2.13 DECLARED DISTANCES

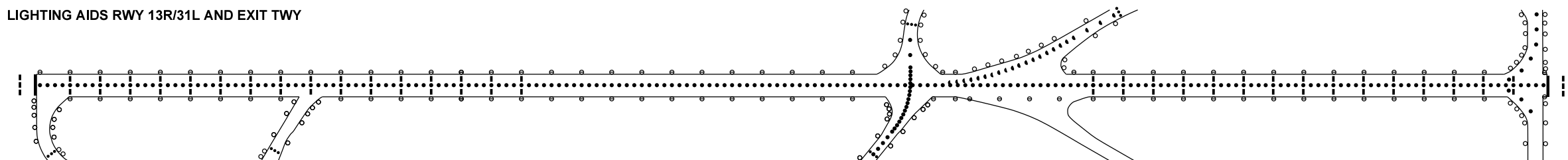
- LEGEND
- VISUAL AIDS
- Approach lighting bar
 - Approach lighting barrette
 - PAPI
 - RWY edge light (combined omnidirectional and bi-directional)
 - RWY and TWY centre line light (bi-directional)
 - TWY centre line light (unidirectional)
 - Omnidirectional TWY edge light
 - Flood lighting
 - Camera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



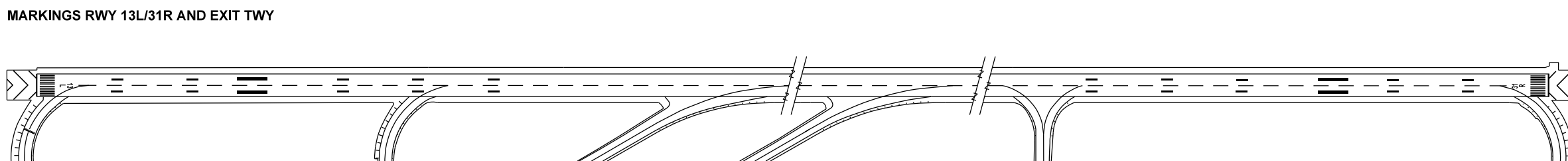
MARKINGS RWY 13R/31L AND EXIT TWY



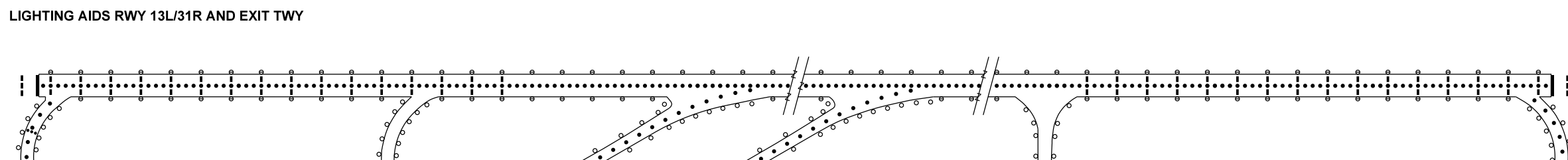
LIGHTING AIDS RWY 13R/31L AND EXIT TWY



MARKINGS RWY 13L/31R AND EXIT TWY



LIGHTING AIDS RWY 13L/31R AND EXIT TWY



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.

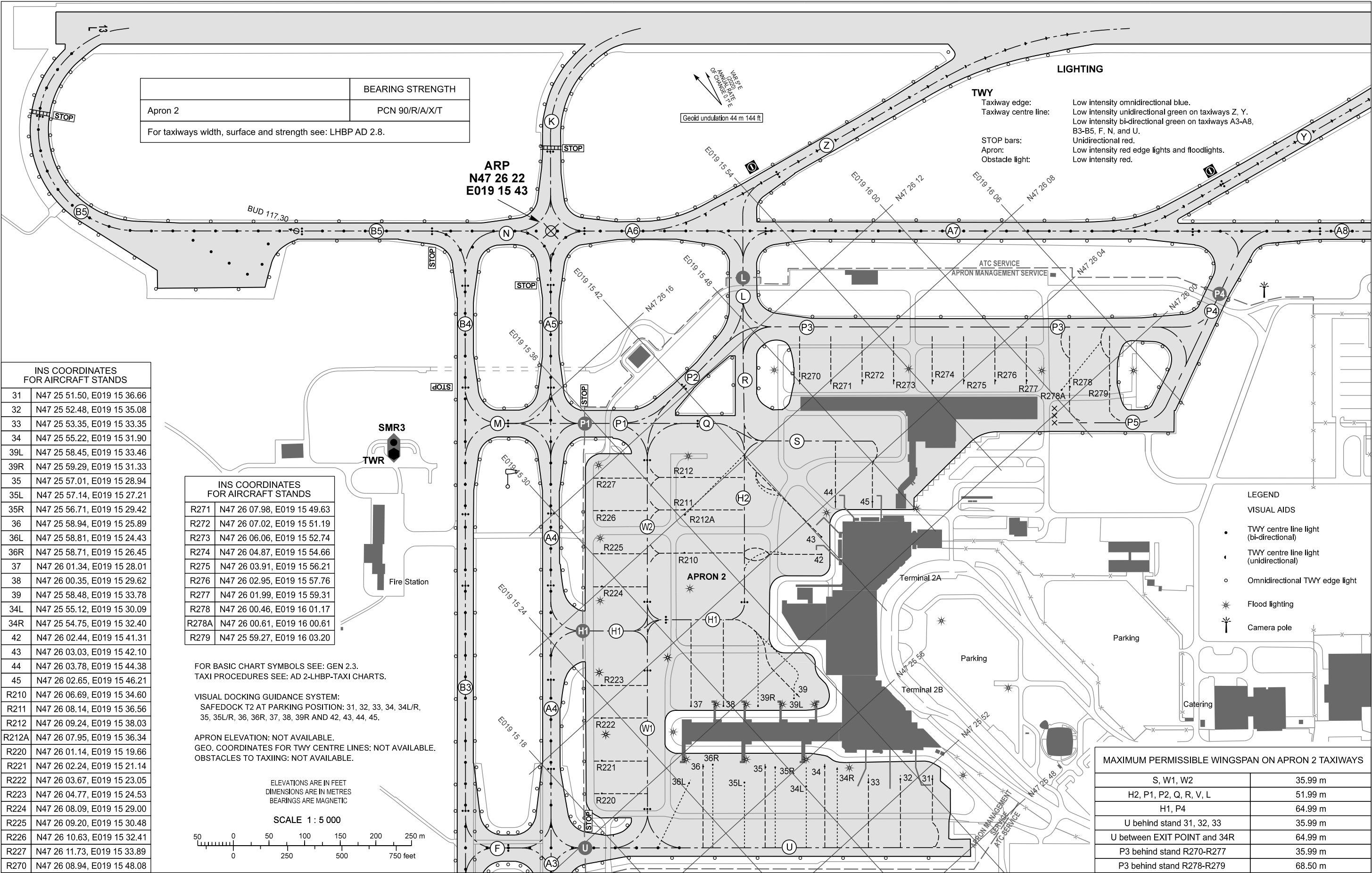
TWY
Taxiway edge: Low intensity omnidirectional blue.
Taxiway centre line: Low intensity unidirectional green on taxiways Z, Y and J4. Low intensity bi-directional green on taxiways A2-A9, F, B2-B5, N, T, and U.
STOP bars: Unidirectional red.
Apron: Low intensity red edge lights and floodlights.
Obstacle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

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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



INS COORDINATES FOR AIRCRAFT STANDS	
31	N47 25 51.50, E019 15 36.66
32	N47 25 52.48, E019 15 35.08
33	N47 25 53.35, E019 15 33.35
34	N47 25 55.22, E019 15 31.90
39L	N47 25 58.45, E019 15 33.46
39R	N47 25 59.29, E019 15 31.33
35	N47 25 57.01, E019 15 28.94
35L	N47 25 57.14, E019 15 27.21
35R	N47 25 56.71, E019 15 29.42
36	N47 25 58.94, E019 15 25.89
36L	N47 25 58.81, E019 15 24.43
36R	N47 25 58.71, E019 15 26.45
37	N47 26 01.34, E019 15 28.01
38	N47 26 00.35, E019 15 29.62
39	N47 25 58.48, E019 15 33.78
34L	N47 25 55.12, E019 15 30.09
34R	N47 25 54.75, E019 15 32.40
42	N47 26 02.44, E019 15 41.31
43	N47 26 03.03, E019 15 42.10
44	N47 26 03.78, E019 15 44.38
45	N47 26 02.65, E019 15 46.21
R210	N47 26 06.69, E019 15 34.60
R211	N47 26 08.14, E019 15 36.56
R212	N47 26 09.24, E019 15 38.03
R212A	N47 26 07.95, E019 15 36.34
R220	N47 26 01.14, E019 15 19.66
R221	N47 26 02.24, E019 15 21.14
R222	N47 26 03.67, E019 15 23.05
R223	N47 26 04.77, E019 15 24.53
R224	N47 26 08.09, E019 15 29.00
R225	N47 26 09.20, E019 15 30.48
R226	N47 26 10.63, E019 15 32.41
R227	N47 26 11.73, E019 15 33.89
R227	N47 26 08.94, E019 15 48.08

INS COORDINATES FOR AIRCRAFT STANDS	
R271	N47 26 07.98, E019 15 49.63
R272	N47 26 07.02, E019 15 51.19
R273	N47 26 06.06, E019 15 52.74
R274	N47 26 04.87, E019 15 54.66
R275	N47 26 03.91, E019 15 56.21
R276	N47 26 02.95, E019 15 57.76
R277	N47 26 01.99, E019 15 59.31
R278	N47 26 00.46, E019 16 01.17
R278A	N47 26 00.61, E019 16 00.61
R279	N47 25 59.27, E019 16 03.20

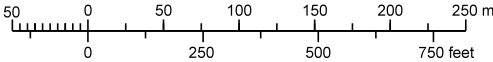
FOR BASIC CHART SYMBOLS SEE: GEN 2.3.
TAXI PROCEDURES SEE: AD 2-LHBP-TAXI CHARTS.

VISUAL DOCKING GUIDANCE SYSTEM:
SAFEDOCK T2 AT PARKING POSITION: 31, 32, 33, 34, 34L/R, 35, 35L/R, 36, 36R, 37, 38, 39R AND 42, 43, 44, 45.

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 APRON 2 TAXIWAYS	
S, W1, W2	35.99 m
H2, P1, P2, Q, R, V, L	51.99 m
H1, P4	64.99 m
U behind stand 31, 32, 33	35.99 m
U between EXIT POINT and 34R	64.99 m
P3 behind stand R270-R277	35.99 m
P3 behind stand R278-R279	68.50 m

CHANGE: maximum permissible wingspan

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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: AIRPORT1 and AIRPORT2, shuttle bus, taxi, rental car
4	Medical facilities	First aid at AD, hospital in the city
5	Bank and Post Office	In the city, within 5 km
6	Tourist Office	In the city
7	Remarks	Cash dispenser and exchange machine in the terminal building

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	Aircraft stand ID signs: Stand IDs are painted along the apron taxilane connecting TWY A and TWY B. TWY guide lines: Taxiway center line markings are available from THR to aircraft parking stands. Signs are installed at the junction of the RWY and TWYs and at the runway-holding positions. Visual docking/parking guidance system: Nil	
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 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	Nil
2	TLOF and/or FATO elevation M/FT	Nil
3	TLOF and FATO area dimensions, surface, strength, marking	Nil
4	True BRG of FATO	Nil
5	Declared distances available	Nil
6	APP and FATO lighting	Nil
7	Remarks	Nil

LHDC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	DEBRECEN TIZ1: 473908N 0214744E - 473338N 0215503E - 471843N 0213038E - 472433N 0212252E - 473908N 0214744E DEBRECEN TIZ2: 474127N 0215009E - 473102N 0220059E - 471020N 0214329E - 471154N 0212611E - 472402N 0211743E - 473243N 0213243E - 474127N 0215009E DEBRECEN TIZ3: 474718N 0213722E - 474127N 0215009E - 473243N 0213243E - 474559N 0213339E - 474718N 0213722E
2	Vertical limits	DEBRECEN TIZ1: 2 000 FT ALT / GND DEBRECEN TIZ2: 9 500 FT ALT / 2 000 FT ALT DEBRECEN TIZ3: 9 500 FT ALT / 5 000 FT ALT
3	Airspace classification	DEBRECEN TIZ1, DEBRECEN TIZ2 and DEBRECEN TIZ3: Class G
4	ATS unit call sign Language(s)	Debrecen Info English, Hungarian
5	Transition altitude	10 000 FT ALT
6	Hours of Applicability	As AD Administration
7	Remarks	AFIS (TIZ1 + TIZ2 + TIZ3) See AD 2-LHDC AD-2.3 Air Traffic Advisory Service is not AVBL in the class G airspace DEBRECEN TIZ1, TIZ2 and TIZ3. For information on related RMZ and TMZ airspaces, see See ENR 2.2

LHDC 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	Debrecen Info	125.910 CH Reserved: 132.965 CH	Nil	Nil	As AD Administration	Nil

LHDC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency(ies) Channel number(s)	Hours of operation	Coordinates of position of transmitting antenna	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L	EN	383 KHZ	H24	473159.7N 0214116.9E	Nil	Nil
L	C	326 KHZ	H24	472831.1N 0213535.2E	Nil	Nil
L	DC	295 KHZ	H24	472724.3N 0213347.0E	Nil	Nil
ILS 04R (CAT I)						
LLZ	DCN	110.1 MHZ	H24	472953.5N 0213749.6E	Nil	Nil
GP		334.4 MHZ	H24	472902.6N 0213618.6E	Nil	GP angle: 3°
PDME	DCN	CH 38X	H24	472902.6N 0213618.6E	118.1 M	DME shifted to THR 04R, DME Shift=320 M (0.17NM)
MM	Dashes	75 MHZ	H24	472831.1N 0213535.2E	Nil	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).

The maximum thrust a pilot may apply on the apron is the thrust required for taxiing while parking an arriving aircraft or taxiing a departing aircraft from the aircraft stand.

Before an aircraft may commence the start-up of engines, the pilot must indicate the instructions of the connected marshaller. In case of no ground-cockpit connection, visual signals shall be applied to pass information and warnings. Visual signals provided by the Marshaller during start-up are in line with those of ICAO Annex 2 Appendix 1, Marshalling Signals. The start-up procedure shall only be initiated on the instruction of the marshaller present. In case of multi-engine aircraft, separate approval to start-up should be requested for each engine from the marshaller. If the pilot is unable to get in contact with the marshaller, the pilot shall inform the AFIS of this issue and wait until marshaller assistance is provided.

LHDC AD 2.21 NOISE ABATEMENT PROCEDURES

1. GENERAL

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

2. NOISE PREFERENTIAL RUNWAY

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

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

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

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

4. RULES FOR TRAINING, CALIBRATION AND TECHNICAL TEST FLIGHTS

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

- weekdays: 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 completed take-off, 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							

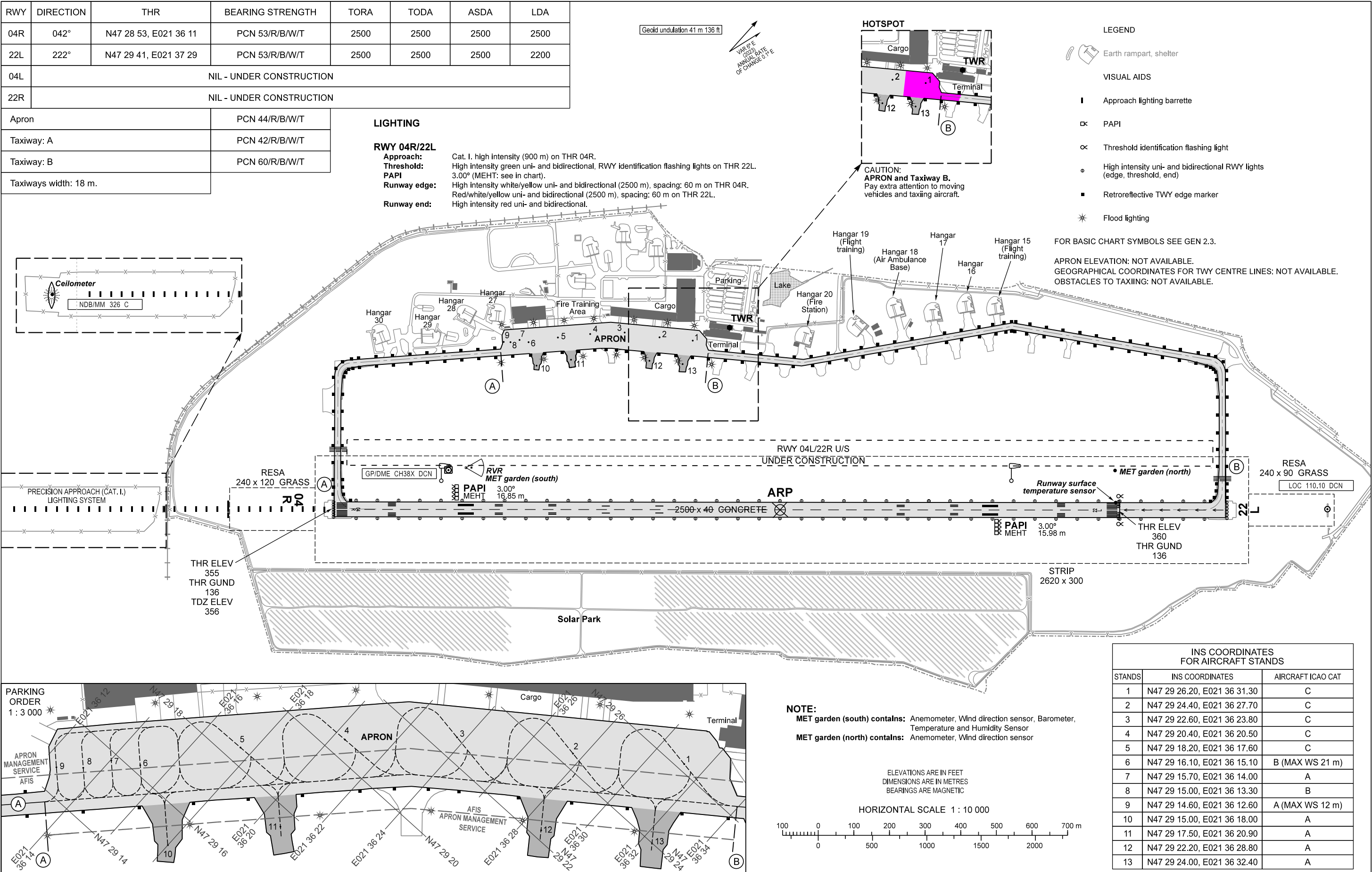
Apron	PCN 44/R/B/W/T
Taxiway: A	PCN 42/R/B/W/T
Taxiway: B	PCN 60/R/B/W/T
Taxiways width: 18 m.	

ARP
N47 29 20
E021 36 55

AERODROME ELEV 361

DEBRECEN INFO 125.910
BUDAPEST INFORMATION (EAST) 133.000

DEBRECEN

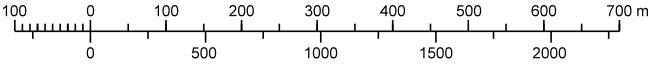


CHANGE: Air traffic service TWR withdrawn

NOTE:
MET garden (south) contains: Anemometer, Wind direction sensor, Barometer, Temperature and Humidity Sensor
MET garden (north) contains: Anemometer, Wind direction sensor

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

HORIZONTAL SCALE 1 : 10 000



INS COORDINATES FOR AIRCRAFT STANDS		
STANDS	INS COORDINATES	AIRCRAFT ICAO CAT
1	N47 29 26.20, E021 36 31.30	C
2	N47 29 24.40, E021 36 27.70	C
3	N47 29 22.60, E021 36 23.80	C
4	N47 29 20.40, E021 36 20.50	C
5	N47 29 18.20, E021 36 17.60	C
6	N47 29 16.10, E021 36 15.10	B (MAX WS 21 m)
7	N47 29 15.70, E021 36 14.00	A
8	N47 29 15.00, E021 36 13.30	B
9	N47 29 14.60, E021 36 12.60	A (MAX WS 12 m)
10	N47 29 15.00, E021 36 18.00	A
11	N47 29 17.50, E021 36 20.90	A
12	N47 29 22.20, E021 36 28.80	A
13	N47 29 24.00, E021 36 32.40	A

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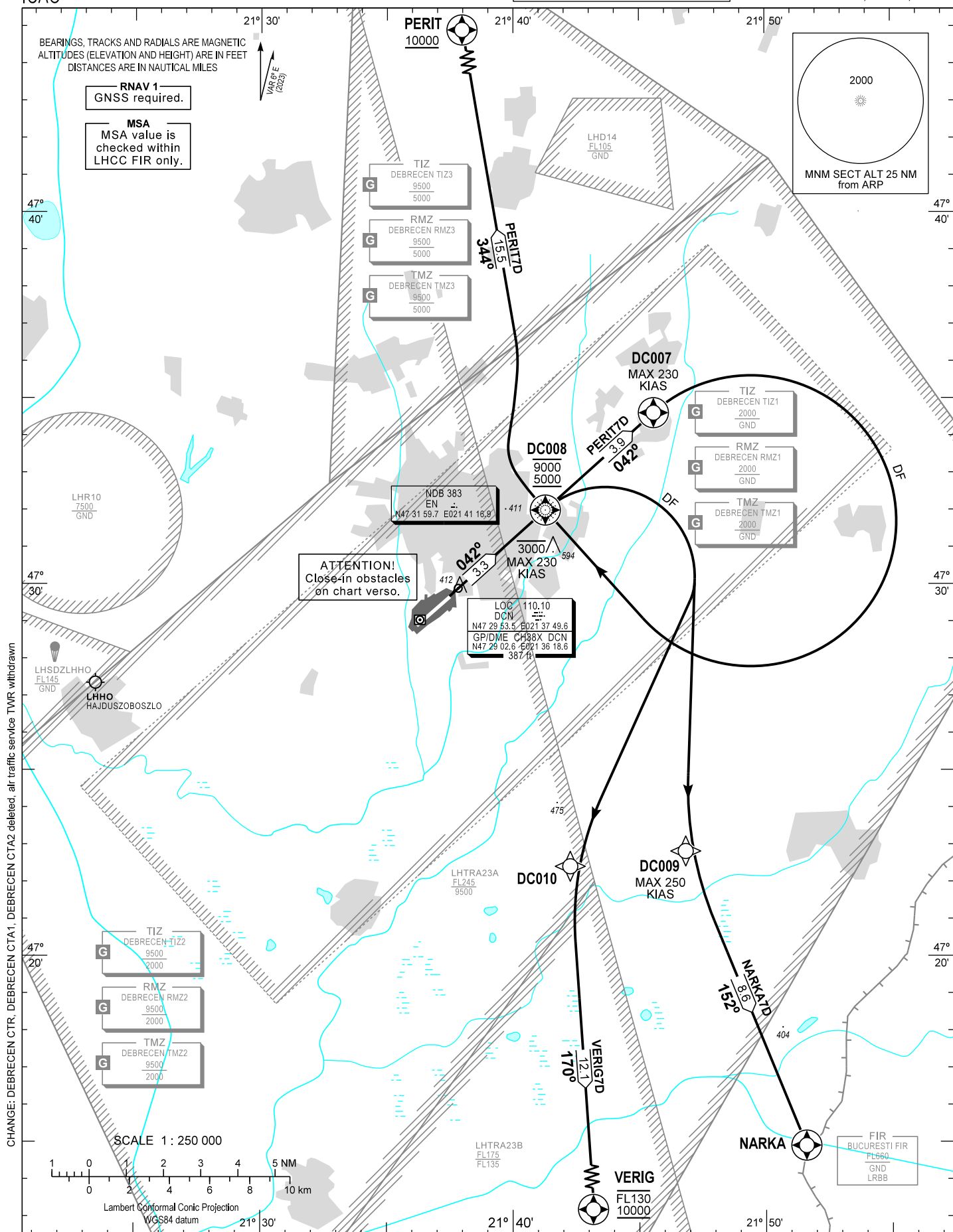
AIP HUNGARY

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

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

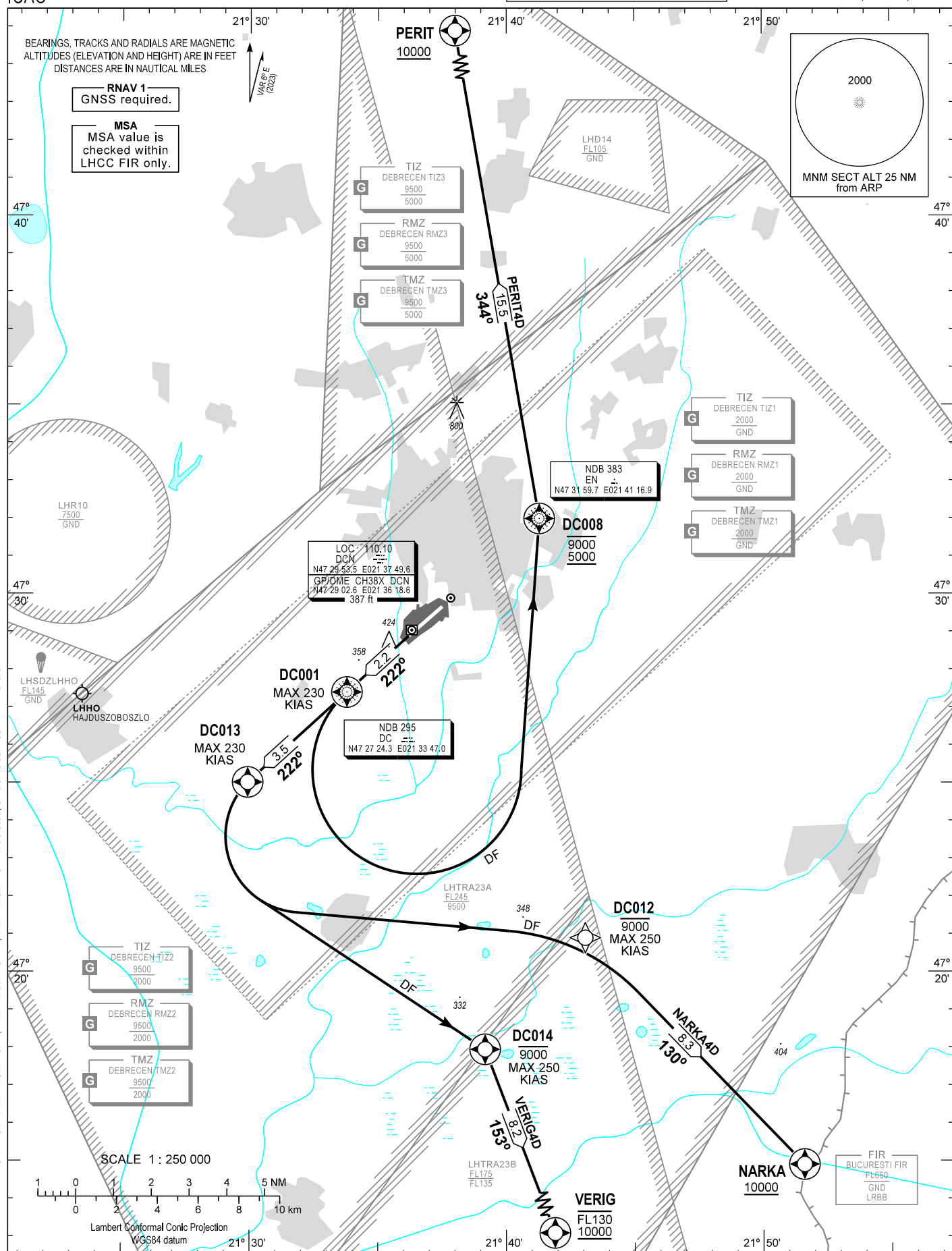
AIP HUNGARY

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

DEBRECEN 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 DC012, 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

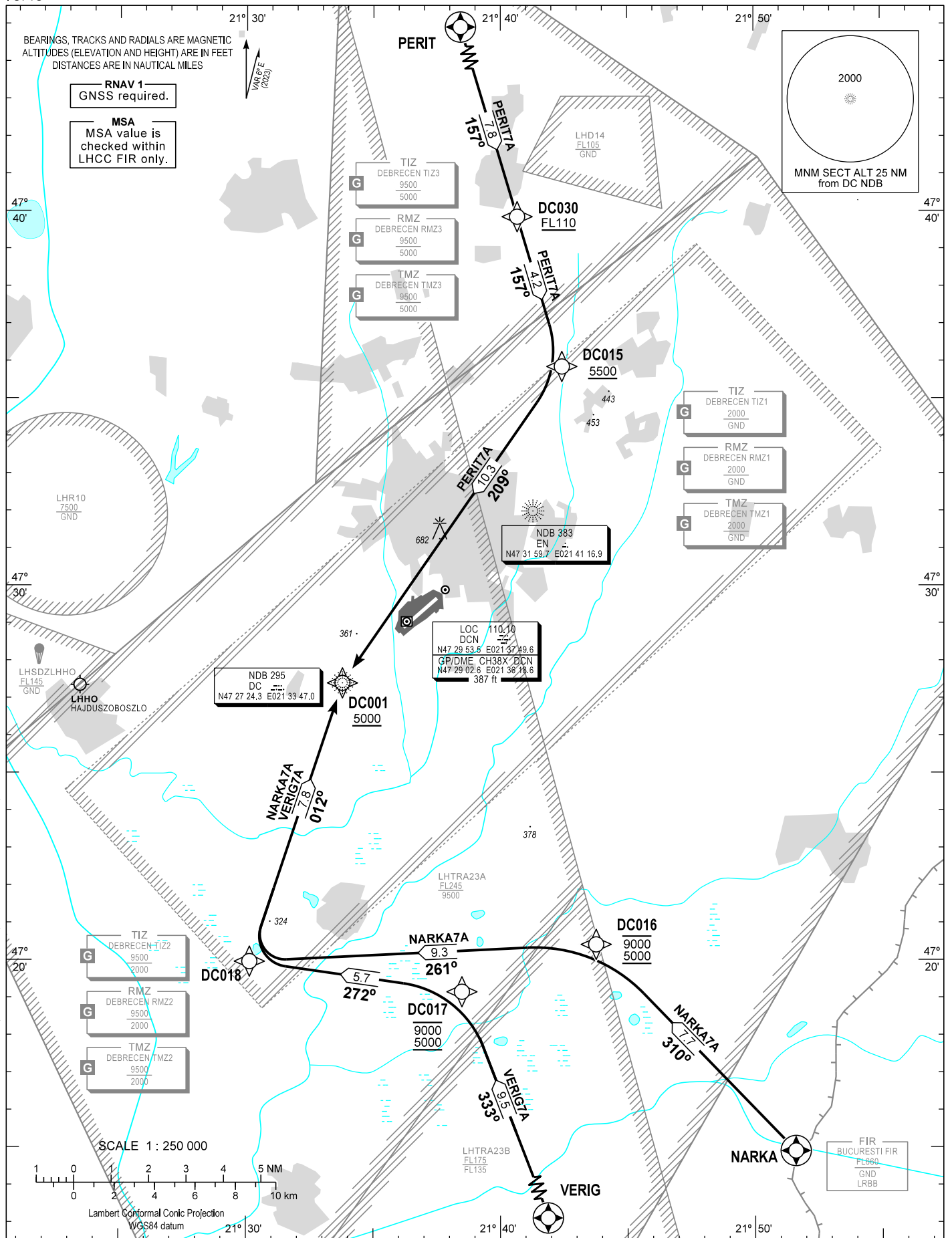
AIP HUNGARY

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) -
ICAO

TRANSITION ALTITUDE
10000

DEBRECEN INFO 125.910
BUDAPEST INFORMATION (EAST) 133.000

DEBRECEN
RNAV RWY 04R / 22L
NARKA7A, PERIT7A, VERIG7A



CHANGE: DEBRECEN CTR, DEBRECEN CTA1, DEBRECEN CTA2 deleted, air traffic service TWR withdrawn

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

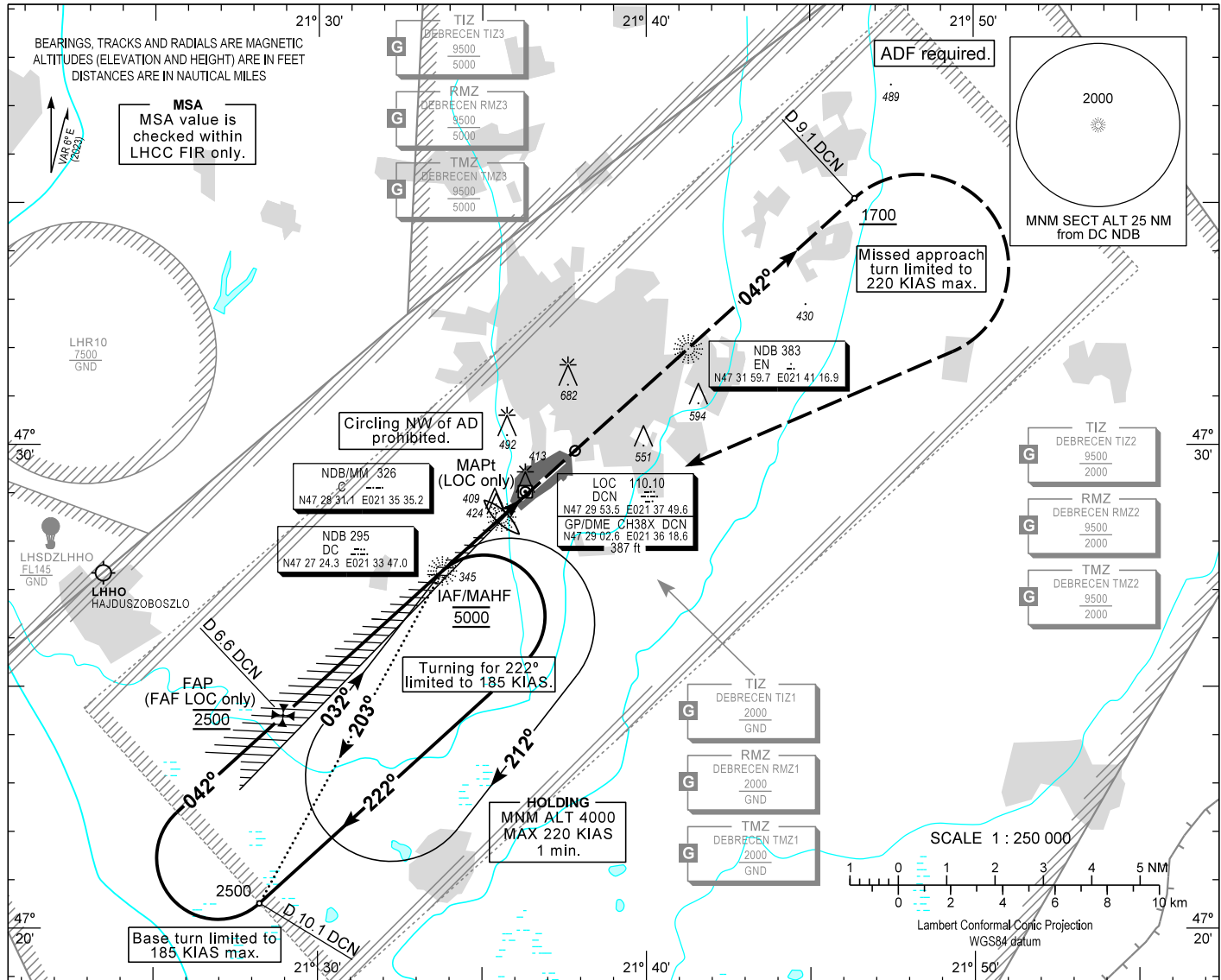
AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAO

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

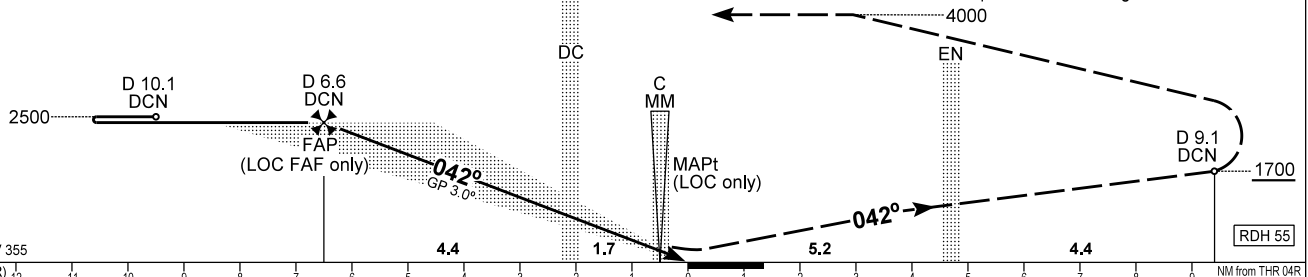
DEBRECEN INFO 125.910
BUDAPEST INFORMATION (EAST) 133.000

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



TRANSITION ALTITUDE
10000

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.



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 - RWY04R (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°

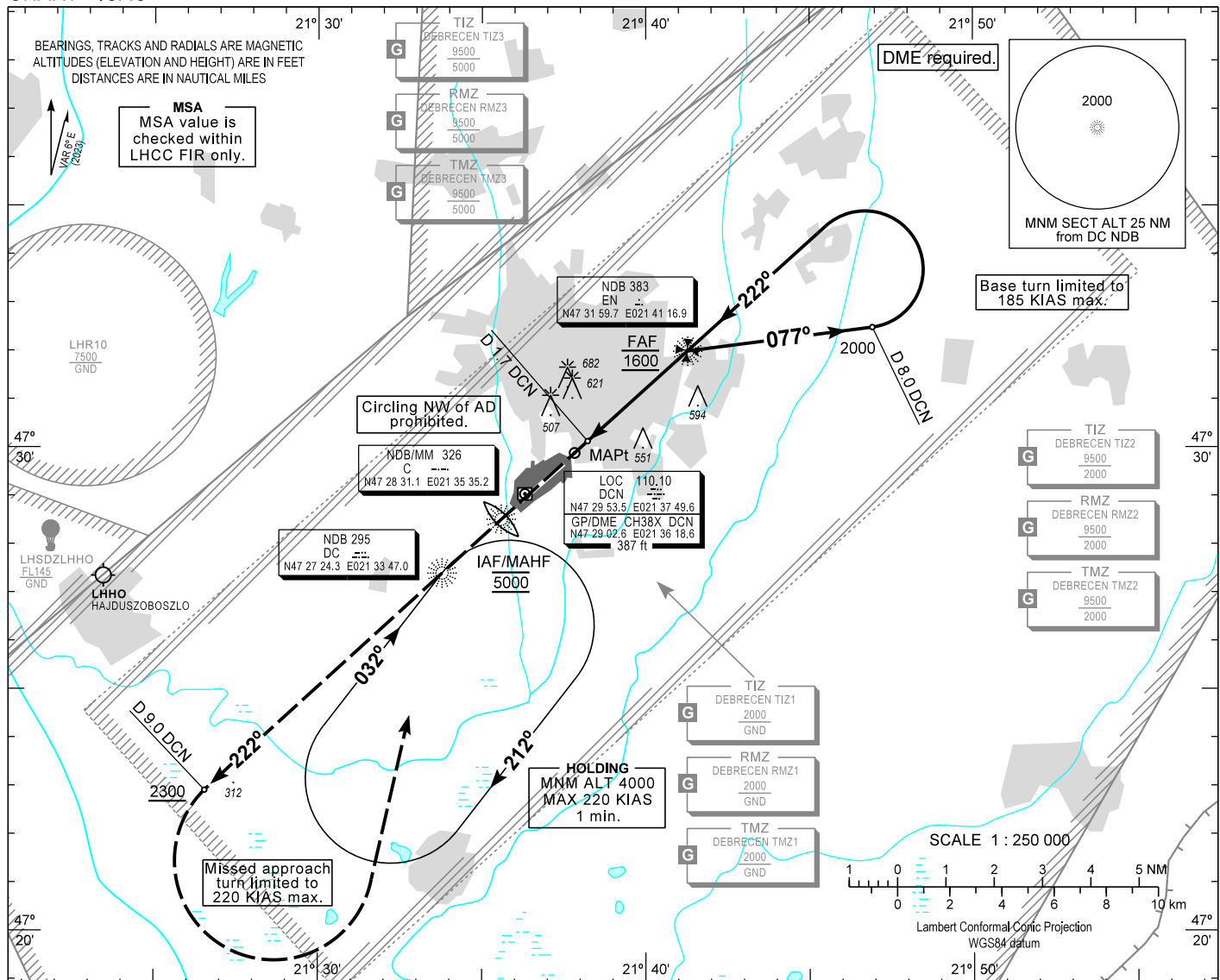
Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)

Outbound timing: 1 min.

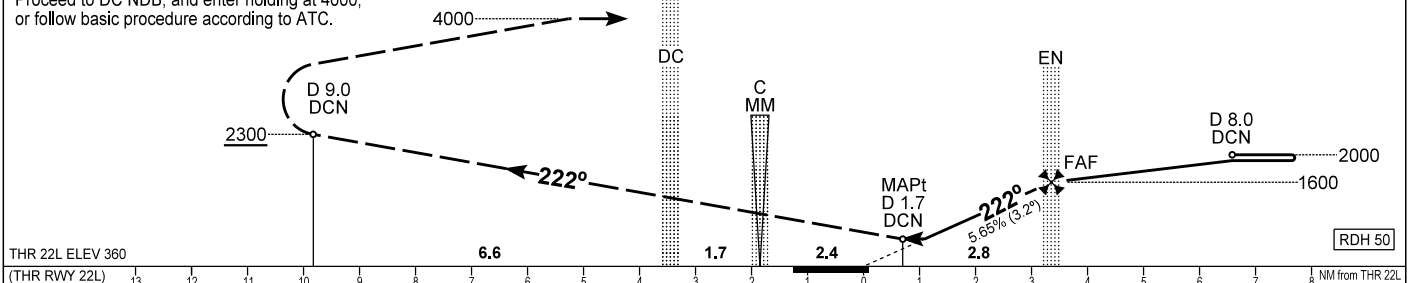
Minimum holding altitude: 5000

4000 for Missed Approach

AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 361
HEIGHTS RELATED TO
THR RWY 22L - ELEV 360DEBRECEN INFO 125.910
BUDAPEST INFORMATION (EAST) 133.000DEBRECEN
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

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

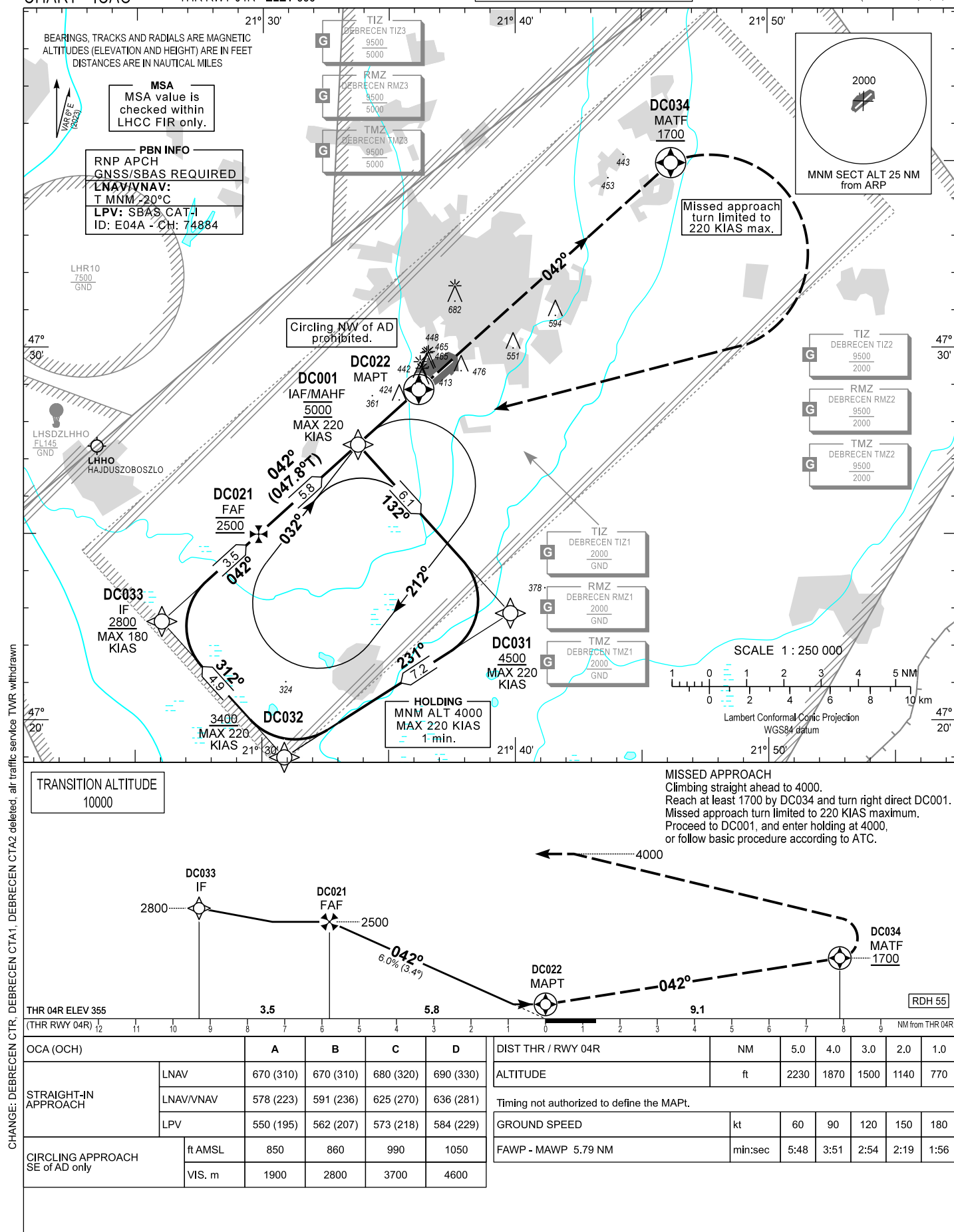
Final approach descent: 3.23°

INSTRUMENT
APPROACH
CHART - ICAO

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

DEBRECEN INFO	125.910
BUDAPEST INFORMATION (EAST)	133.000

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



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 00 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 58 36 6F 30
Calculated CRC Value	58366F30
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

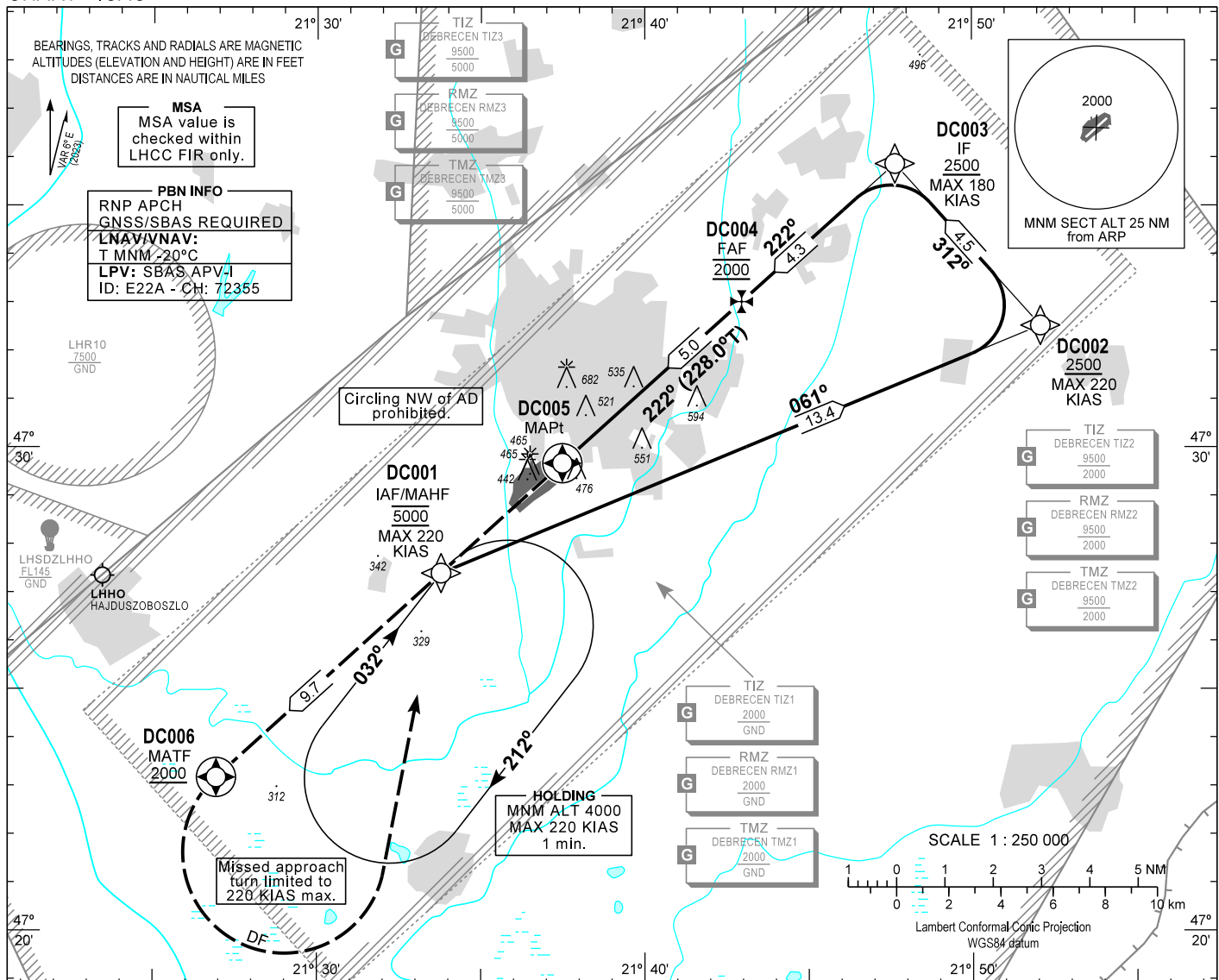
Final approach descent: 3.40°

INSTRUMENT APPROACH CHART - ICAO

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

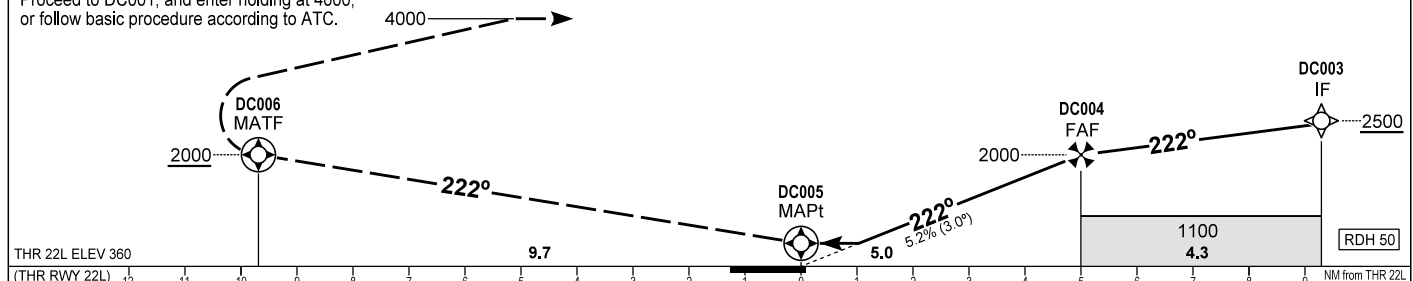
DEBRECEN INFO	125.910
BUDAPEST INFORMATION (EAST)	133.000

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

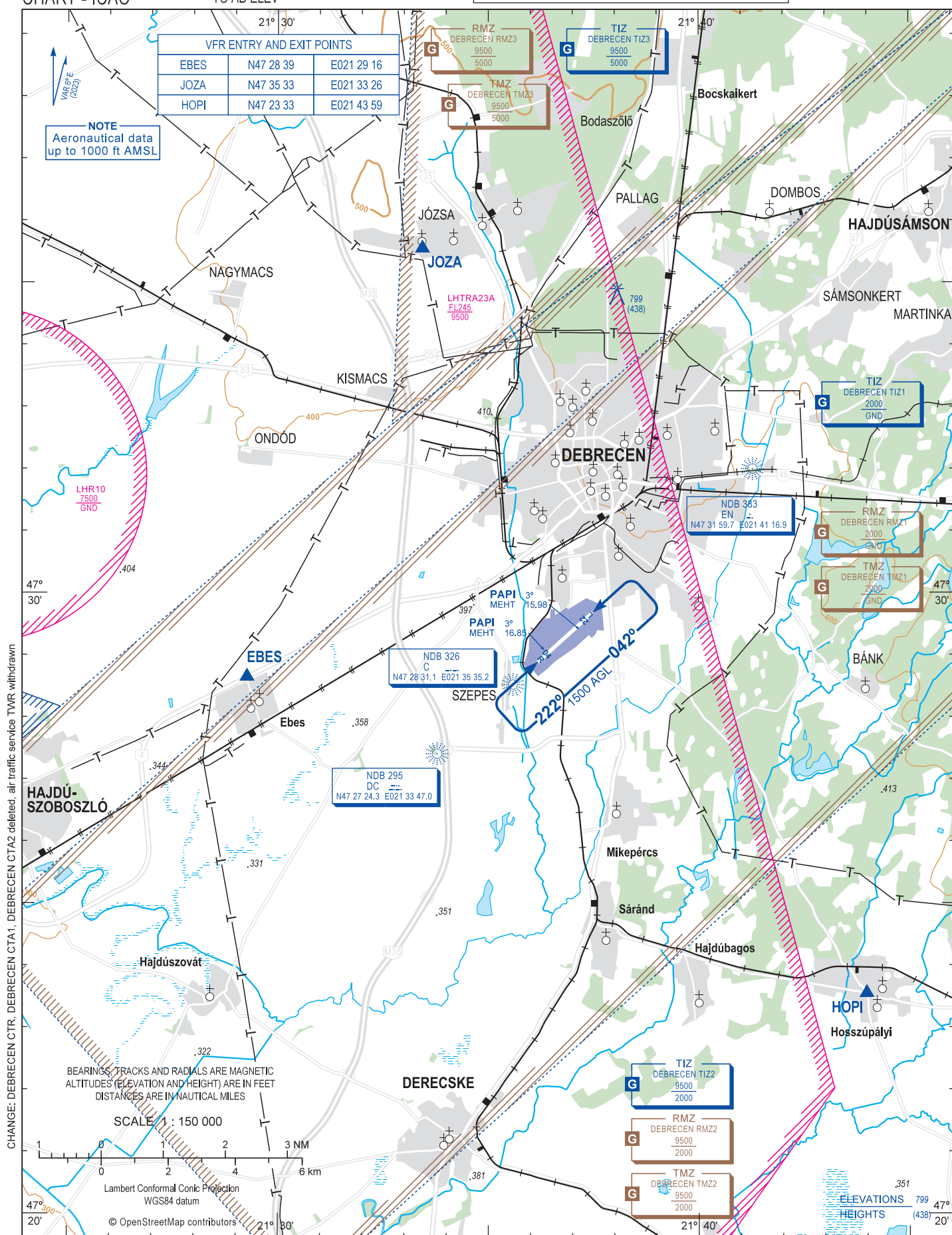
Holding fix: DC001
Right hand holding pattern.
Maximum speed: 220 KIAS
Inbound track: 032°
Outbound track: 212°
Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)
Outbound times: 1 min.
Minimum holding altitude: 5000
4000 for Missed Approach

Final approach descent: 3.00°

AIP HUNGARY

VISUAL
APPROACH
CHART - ICAOAERODROME ELEV 361
HEIGHTS RELATED
TO AD ELEVDEBRECEN INFO 125.910 (Reserved: 132.965)
BUDAPEST INFORMATION (EAST) 133.000

DEBRECEN



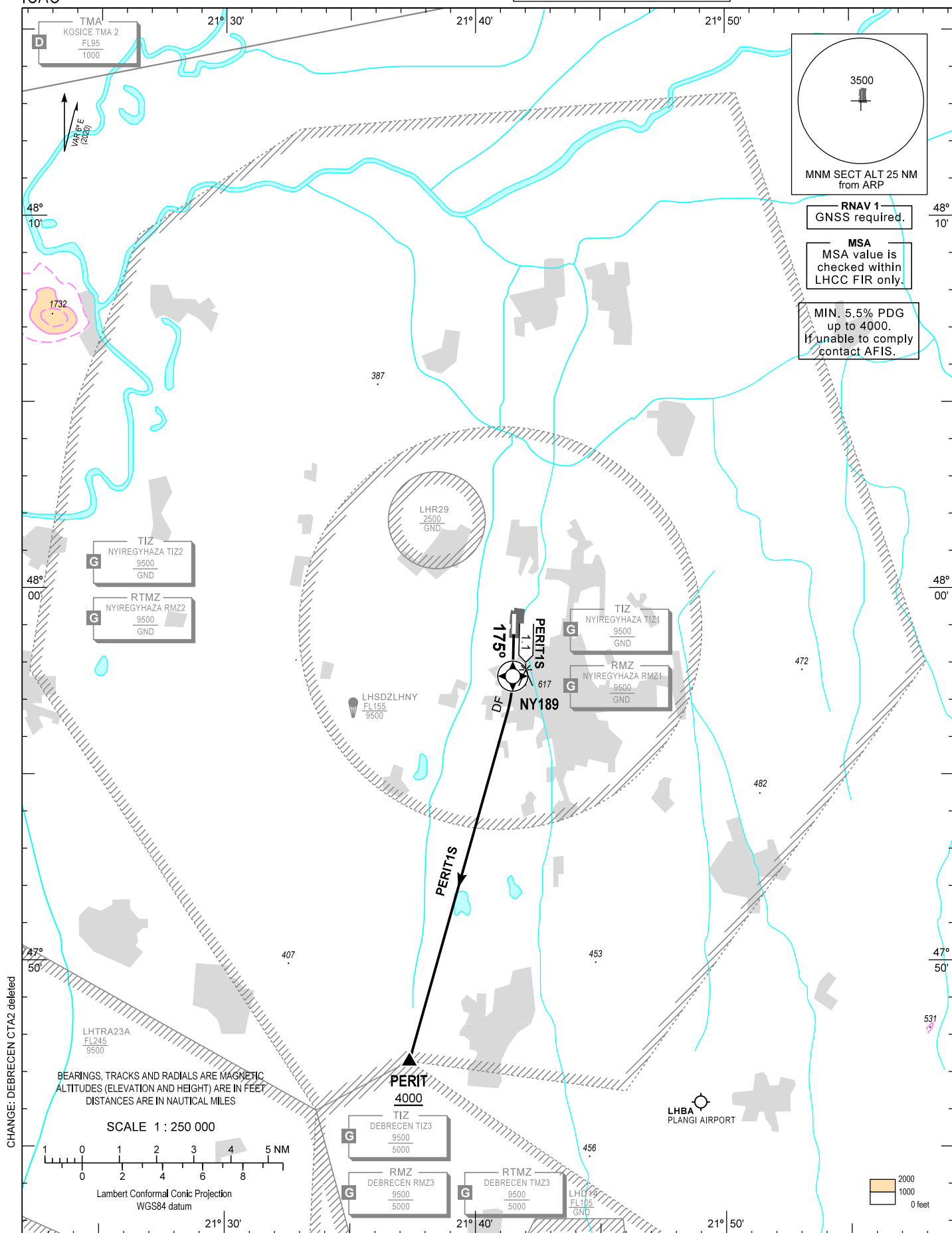
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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

NYIREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000

NYIREGYHÁZA
RNAV RWY 18
PERIT1S



CHANGE: DEBRECEN CTA2 deleted

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

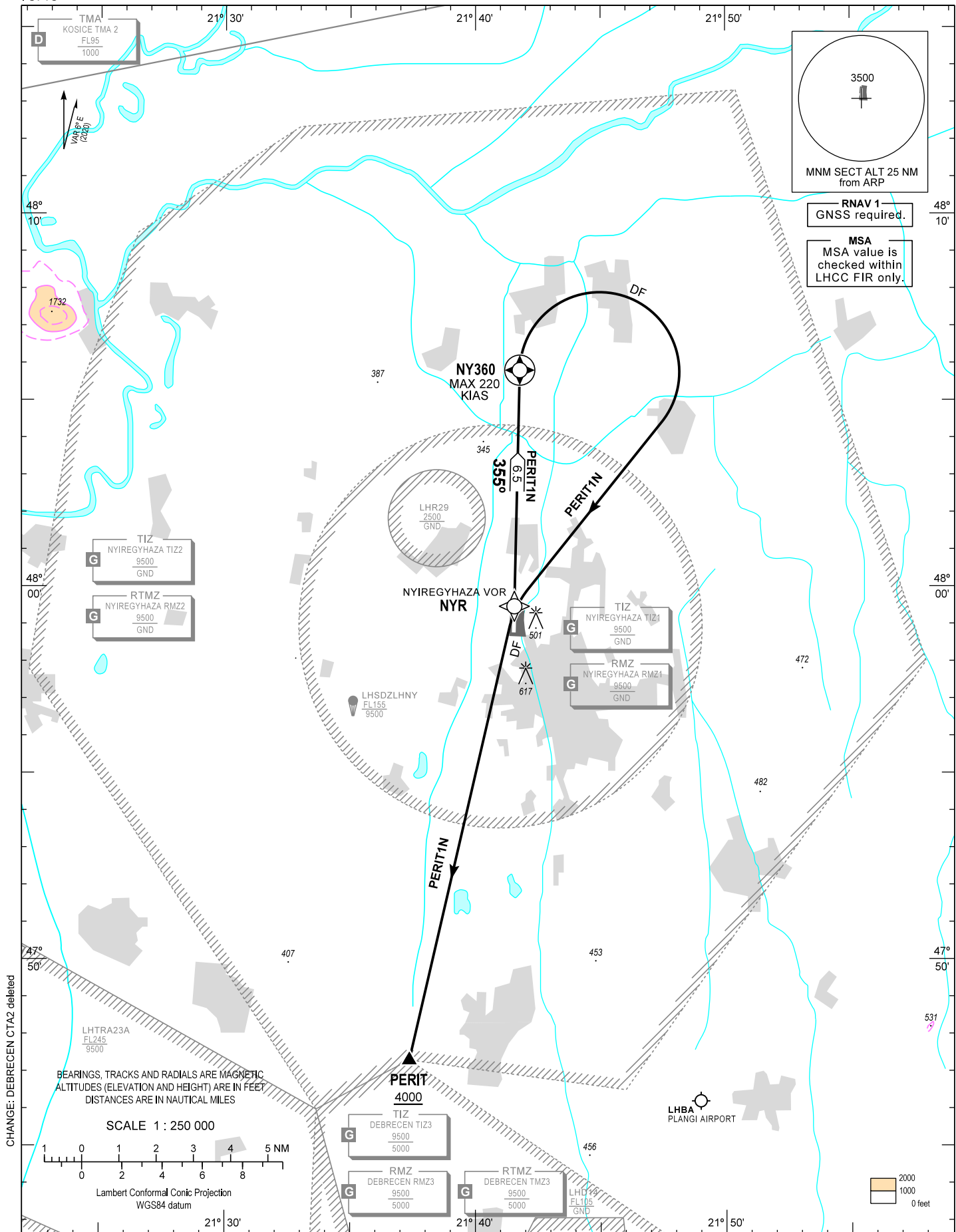
Name	Latitude	Latitude	Type	Elevation (at top) (FT)	Height (M)
LHNY_AREA2_P_064	N47 58 37.287	E021 41 23.012	TREE	396	18,62
LHNY_AREA3_L_002_003	N47 58 39.137	E021 41 21.592	TREE	392	16,84
LHNY_AREA3_L_002_005	N47 58 39.732	E021 41 21.697	TREE	391	16,27
LHNY_AREA3_P_006	N47 58 41.533	E021 41 23.396	STORM_SYSTEM	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

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

NYIREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000

NYIREGYHÁZA
RNAV RWY 36
PERIT1N



CHANGE: DEBRECEN CTA2 deleted

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

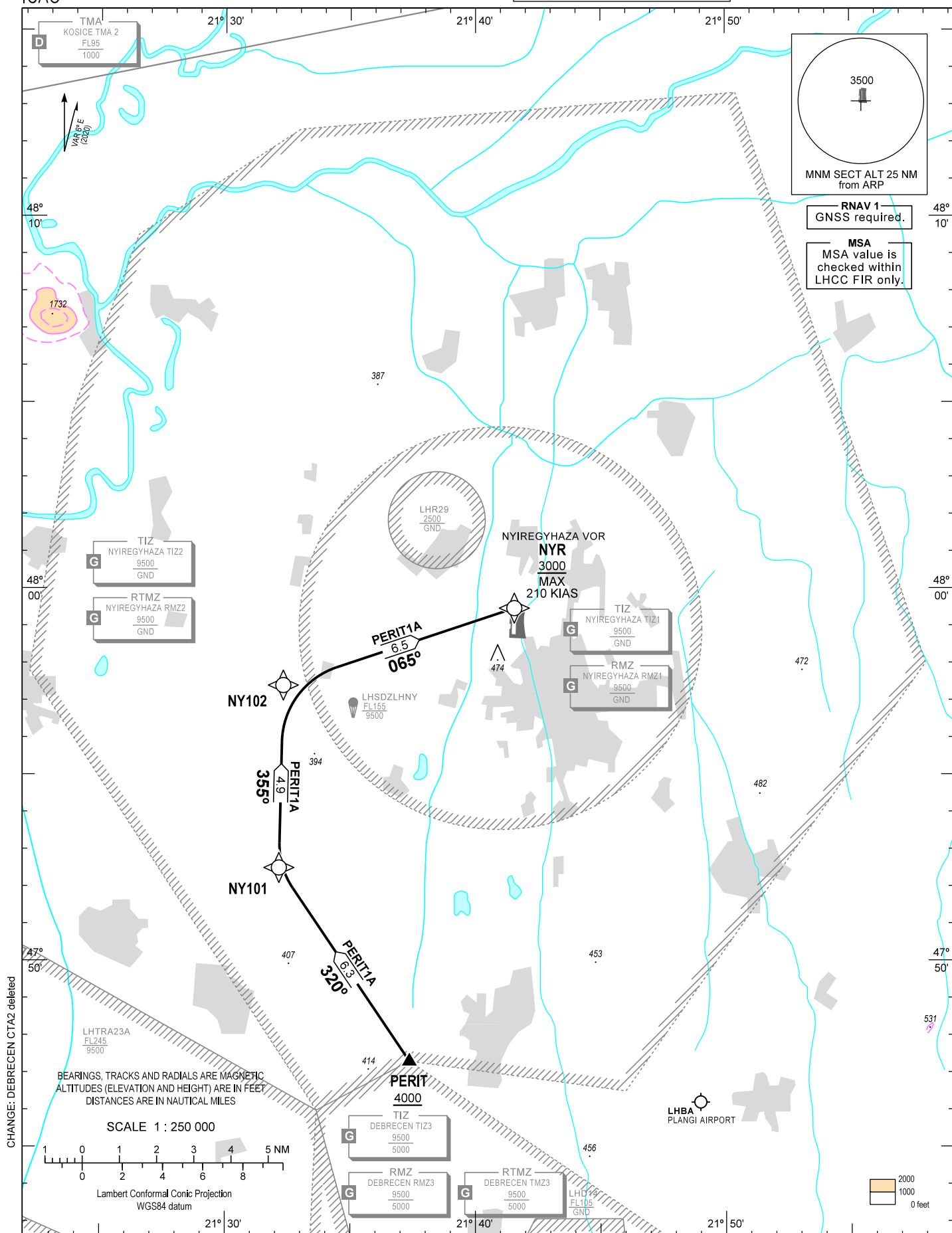
AIP HUNGARY

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

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

LHPP PÉCS/POGÁNY

LHPP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	455921N 0181432E, at the geometrical centre of the RWY
2	Direction and distance from (city)	9 KM SSE from the centre of Pécs
3	Elevation/Reference temperature	198 M / 27.4°C
4	MAG VAR/ annual change	5° E (2024) / 0.1° increasing
5	AD Administration, address, telephone, telefax, AFS	Post:Pecs/Poganyi Repuloteret Mukodteto Kft. H-7666 Pogany, Repuloter 08/9 Phone:(+36) 72-526-140 AFS:LHPPZPZX SITA:PEVOPXH Email:info@airportpecs.hu; fly@airportpecs.hu URL:www.airportpecs.hu
6	Types of traffic permitted (IFR/VFR)	IFR-VFR
7	Remarks	Nil

LHPP AD 2.3 OPERATIONAL HOURS

1	AD Administration	MAY 01 - AUG 31 MON, TUE, WED, THU, FRI: 0800 - 1800 (0700-1700) SAT, SUN, Legal Holiday: 0900 - 1700 (0800-1600) MAR 01 - APR 30, SEP 01 - OCT 31 MON, TUE, WED, THU, FRI: 0800 - 1600 (0700-1500) SAT, SUN, Legal Holiday: 0900 - 1500 (0800-1400) NOV 01 - FEB 28 MON, TUE, WED, THU, FRI: 0800 - 1400 SAT, SUN, Legal Holiday: 0900 - 1300 (PPR 0500 - 2100)
2	Customs and immigration	3 workdays prior request required for flights outside the Schengen Region departing/arriving to/from LHPP. Further information: Phone:(+36) 72-526-156 Email:info@airportpecs.hu
3	Health and sanitation	Nil
4	AIS Briefing Office	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	H24

7	ATS	AFIS JAN-FEB: 0800-1400 (0700-1300) MAR: 0800-1600 (0700-1500) APR-SEP: 0730-SS-30 (0630-SS-30) OCT: 0800-1600 (0700-1500) NOV-DEC: 0800-1400 (0700-1300)
8	Fuelling	As Administration
9	Handling	As Administration
10	Security	H24
11	De-icing	As Administration
12	Remarks	Nil

LHPP AD 2.4 HANDLING SERVICES AND FACILITIES

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

LHPP AD 2.5 PASSENGER FACILITIES

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

LHPP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

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

1	Types of clearing equipment	1 snow plough and sweeper, 1 carbamid spreader
2	Clearance priorities	RWY, TWYs, Apron 1, Apron 2
3	Use of material for movement area surface treatment	Nil
4	Specially prepared winter runways	Nil
5	Remarks	Nil

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

1	Apron surface and strength	Surface: CONC Strength: Apron 1: 35/R/B/W/T Apron 2: 37/R/B/W/T
2	Taxiway width, surface and strength	Width: TWY A: 15 M TWY A1: 10 M Surface: asphalt Strength: TWY A and A1: 37/F/C/W/T
3	Altimeter checkpoint location and elevation	Location: Nil Elevation:
4	VOR checkpoints	Nil
5	INS checkpoints	Nil
6	Remarks	Turning bay at threshold RWY 33. (43.30 M X 8.54 M)

LHPP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

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

LHPP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology Periods of validity: 9 HRs, Interval of issuance: 3 HRs in operational hours of aerodrome
4	Type of landing forecast Interval of issuance	Nil
5	Briefing/consultation provided	Written briefing: https://aviation.met.hu Consultation via phone: +36-90-603-421 Consultation via e-mail: rvo@met.hu (HMS) See GEN 3.5
6	Flight documentation Language(s) used	Charts, abbreviated plain language text Hungarian, English
7	Charts and other information available for briefing or consultation	Charts, aerodrome reports and forecasts in EUR region, area forecasts, MET. observations and warnings in Budapest FIR
8	Supplementary equipment available for providing information	Telephone/Telefax
9	ATS Units provided with information	Budapest FIC (on request); AFIS (on request)
10	Additional information	Nil

LHPP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
15	157.53° GEO	1500 x 30	38/F/B/W/T ASPH	455943.62N 0181418.32E 455858.74N 0181444.95E 44.7 M	198 M
33	337.53° GEO	1500 x 30	38/F/B/W/T ASPH	455858.74N 0181444.95E 455943.62N 0181418.32E 44.7 M	195.1 M

Designations RWY NR	Slope of RWY - SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M) surface	Location of arresting system	OFZ	Remarks
1	7	8	9	10	11	12	13	14
15	-0.10%/-0.87%	Nil	Nil	1620 x 300	360 x 90 grass	Nil	Nil	Nil
33	+0.87%/+0.10 %	Nil	Nil	1620 x 300	360 x 90 grass	Nil	Nil	Nil



LHPP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
15	1500	1500	1500	1500	Nil
33	1500	1500	1500	1500	Nil

LHPP 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
15	SALS 420 M LIM	Green	3.36° (15 M)	Nil	Nil	1500 M 60 M White/Yellow LIH	RED	Nil	Nil
33	CAT1 barrette 900 M LIH	Green	3° (17 M)	Nil	Nil	1500 M 60 M White/Yellow LIH	RED	Nil	Nil

LHPP 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	TWY edge lighting on TWY A, in 102 M length
4	Secondary power supply	GPU diesel ground power unit (152 kW, 10-hour operating time)
5	Remarks	Retroreflective edge markers on the other section of TWY A and Aprons

LHPP AD 2.16 HELICOPTER LANDING AREA

NIL

LHPP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	PECS-POGANY TIZ 454614N 0181508E - 455106N 0182820E - 461304N 0182154E - 461402N 0181906E - 460854N 0180424E - 455347N 0175950E - 454614N 0181508E
2	Vertical limits	9500 FT ALT GND
3	Airspace classification	G
4	ATS unit call sign Language(s)	Pogány Info EN, HU
5	Transition altitude	10000 FT AMSL
6	Hours of applicability	As ATS Administration
7	Remarks	Air Traffic Advisory Service is not AVBL in the class G airspace LHPP TIZ.

LHPP 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	Pogány Info	126.915 CH	Nil	Nil	As ATS Administration	Nil

LHPP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency(ies)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L	PP	412 KHZ	H24	460021.0N 0181358.0E		Nil
ILS 33 (CAT I)						
LLZ	PCS	108.35 MHZ	H24	455952.2N 0181413.3E		
GP		333.95 MHZ	H24	455905.3N 0181434.9E		GP angle: 3°
DME	PCS	20Y	H24	455905.3N 0181434.9E	196 M	

LHPP AD 2.20 LOCAL AERODROME REGULATIONS

The village of Pogány must be avoided by all engine propelled aircraft, except aircraft making instrument approach for RWY 33.

Local training flights outside opening hours allowed only for contracted partners or on 24 hours prior request.

LHPP AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

LHPP AD 2.22 FLIGHT PROCEDURES

See attached instrument approach chart.

LHPP AD 2.23 ADDITIONAL INFORMATION

NIL

LHPP AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2 LHPP-ADC
Aerodrome Obstacle Chart - ICAO Type A Operating Limitations	AD 2-LHPP-AOCA-1533
Instrument Approach Chart - ICAO	AD 2-LHPP-ILS/LOC-33
	AD 2-LHPP-NDB-15
	AD 2-LHPP-RNP-15
	AD 2-LHPP-RNP-33
Visual Approach Chart - ICAO	AD 2-LHPP-VAC

LHPP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

RWY15		
Obstacle penetrating VSS	Affected procedures	Affected OCA/H
LHPP_AREA2B_P_036	AD 2-LHPP-NDB-15, AD 2-LHPP-RNP-15 (except LPV minima)	NIL
LHPP_AREA2B_P_035	AD 2-LHPP-NDB-15, AD 2-LHPP-RNP-15 (except LPV minima)	NIL

RWY33		
Obstacle penetrating VSS	Affected procedures	Affected OCA/H
Not applicable		

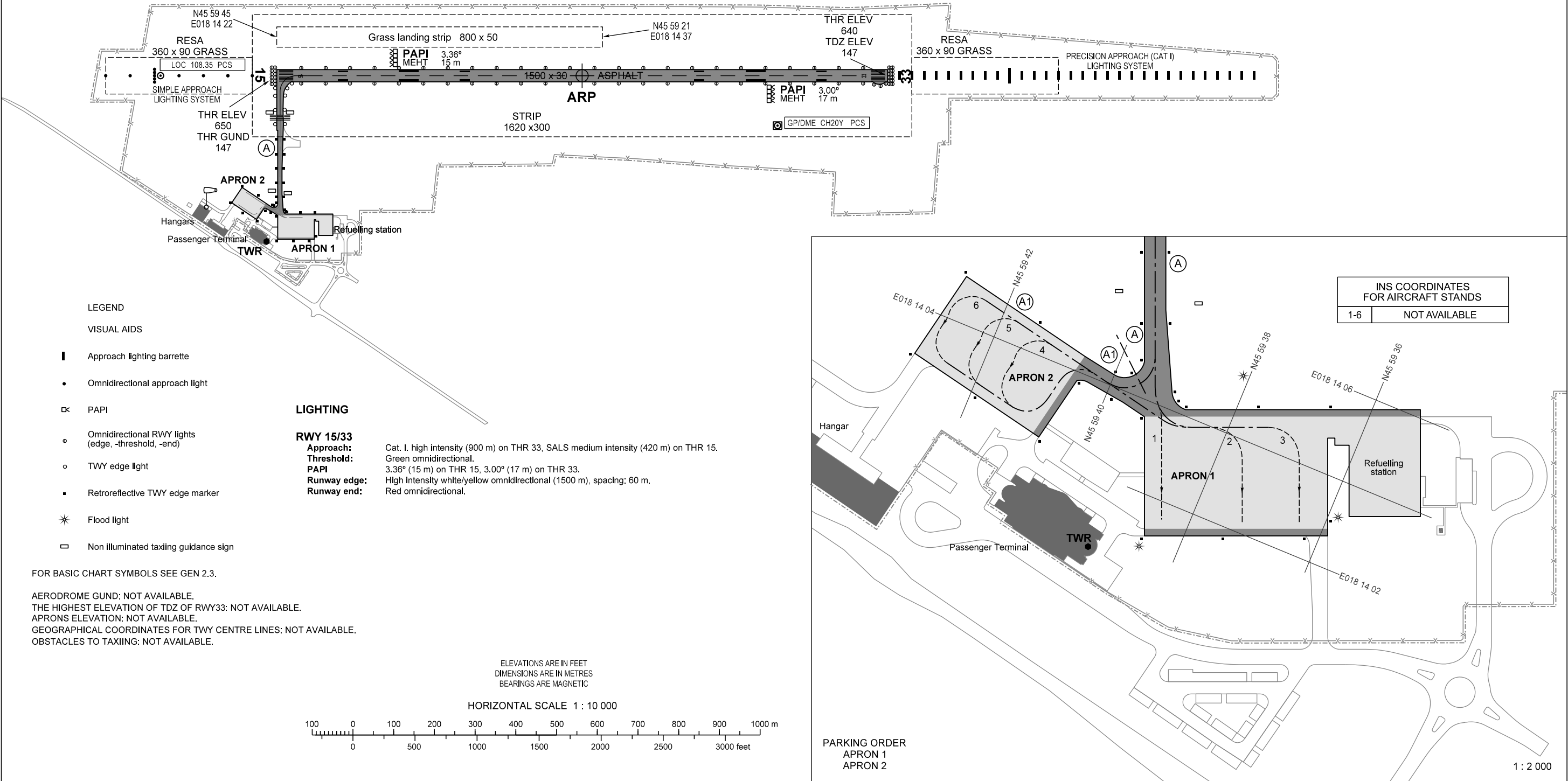
AERODROME CHART - ICAO

RWY	DIRECTION	THR	BEARING STRENGTH	TORA	TODA	ASDA	LDA
15	153°	N45 59 44, E018 14 18	PCN 38/F/B/W/T	1500	1500	1500	1500
33	333°	N45 58 59, E018 14 45	PCN 38/F/B/W/T	1500	1500	1500	1500
Apron 1			PCN 35/R/B/W/T				
Apron 2			PCN 37/R/B/W/T				
Taxiways			PCN 37/F/C/W/T				
Taxiway width: A: 15 m; A1: 10 m.							
Remark: Turning bay at threshold RWY33 (43.30 m x 8.54 m).							

AERODROME ELEV 651

POGÁNY INFO	126.915
BUDAPEST INFORMATION (WEST)	125.500

PÉCS/POGÁNY

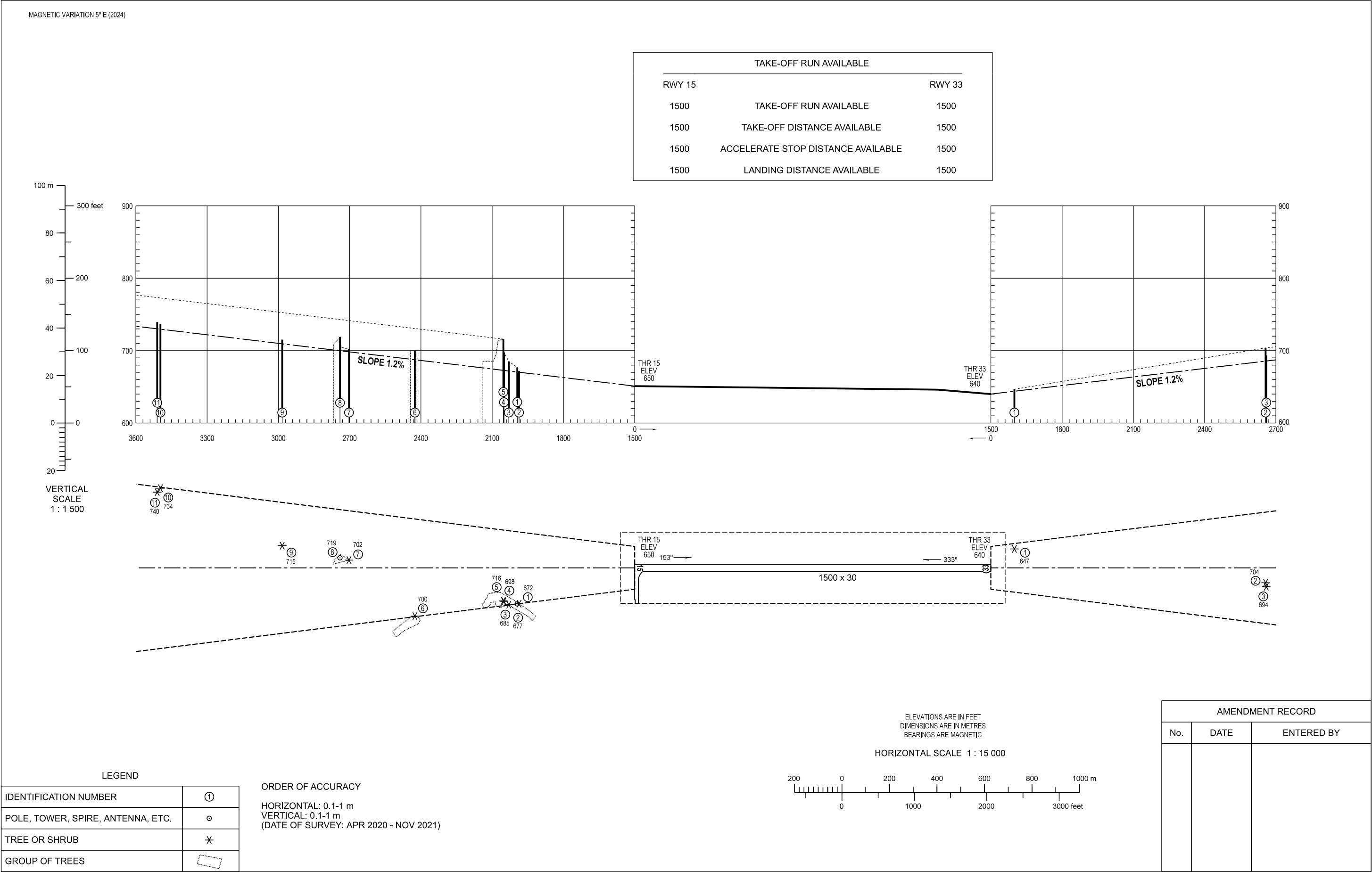


CHANGE: RWY designator, RWY magnetic bearing, MAG VAR, position of transmitting antenna

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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

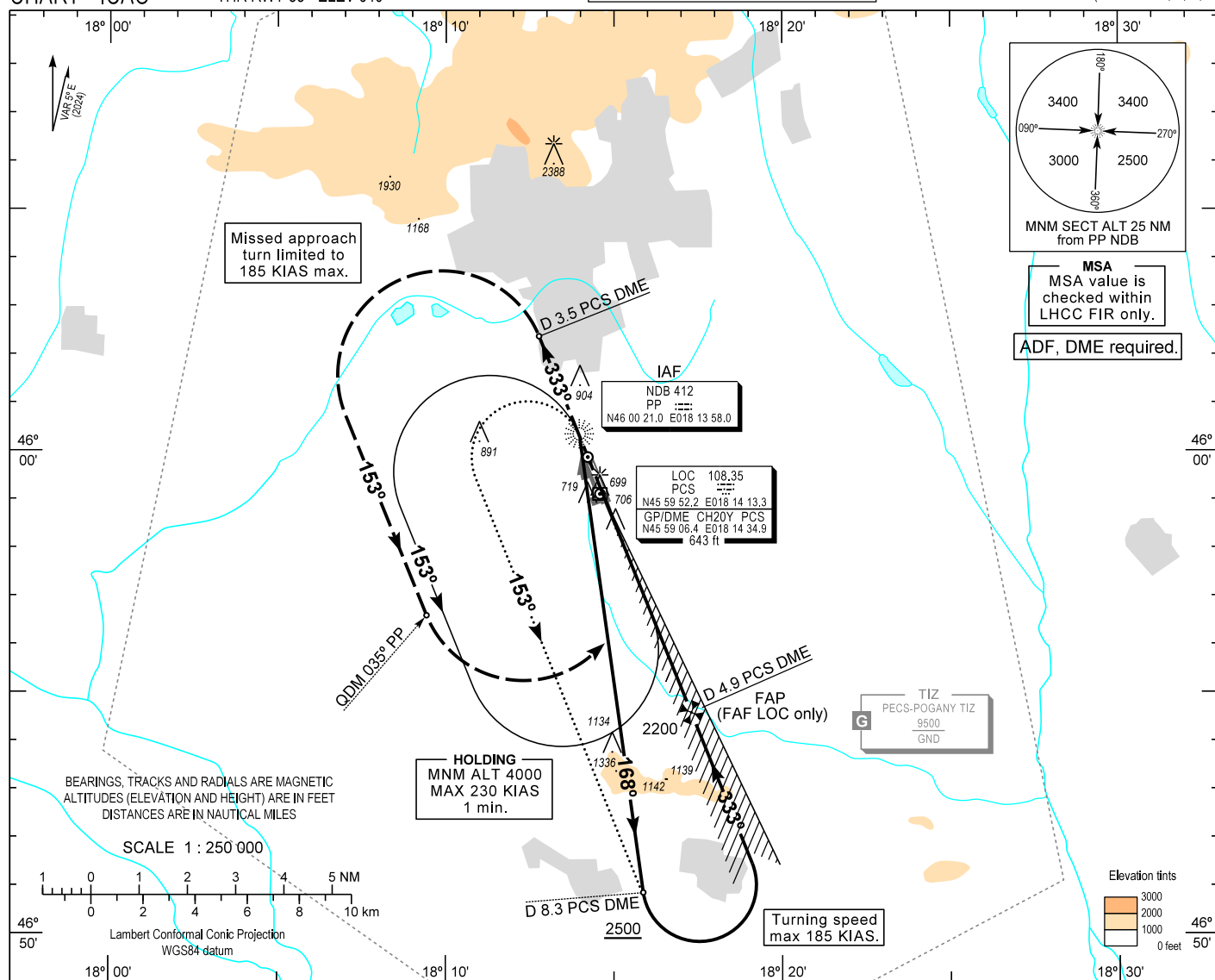
PÉCS/POGÁNY
RWY 15/33



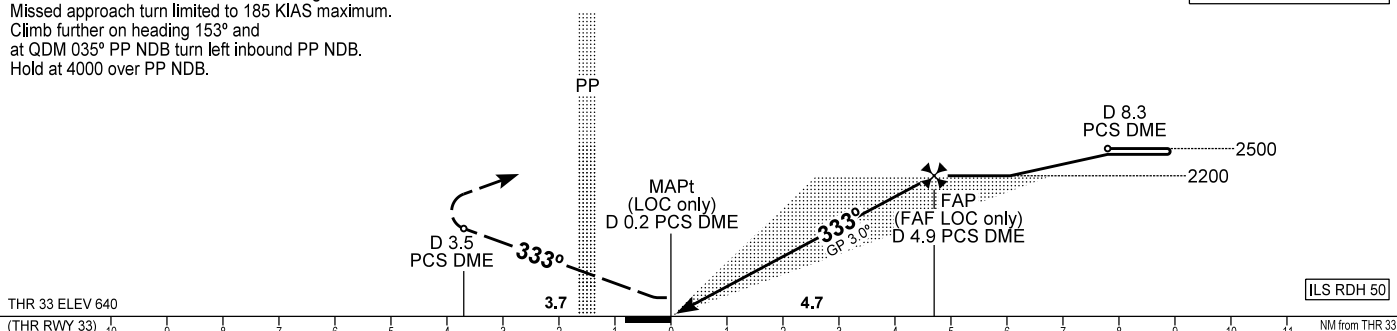
CHANGE: RWY designator, RWY magnetic bearing, MAG VAR

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INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 651
HEIGHTS RELATED TO
THR RWY 33 - ELEV 640POGÁNY INFO 126.915
BUDAPEST INFORMATION (WEST) 125.500PÉCS/POGÁNY
ILS or LOC RWY 33
(ACFT CAT A, B, C, D)

MISSED APPROACH
Climb straight ahead to 4000.
At D 3.5 PCS DME and turn left to heading 153°.
Missed approach turn limited to 185 KIAS maximum.
Climb further on heading 153° and
at QDM 035° PP NDB turn left inbound PP NDB.
Hold at 4000 over PP NDB.

TRANSITION ALTITUDE
10000

[ILS RDH 50]

OCA (OCH)			A	B	C	D	DME PCS			NM	4.0	3.0	2.0	1.0	
STRAIGHT-IN APPROACH	Cat. I.	Press. ALT	830 (190)	842 (202)	850 (210)	861 (221)	DIST THR / RWY 33			NM	3.8	2.8	1.8	0.8	
	LOC		960 (320)				ALTITUDE			ft	1910	1590	1280	960	
CIRCLING APPROACH		ft AMSL	1200	1200	1300	1530	Timing not authorized to define the MAPt.								
		VIS. m	1900	2800	3700	4600									
							GROUND SPEED			kt	60	90	120	150	180
							FAF - MAPt 4.74 NM			min:sec	4:44	3:10	2:22	1:54	1:35
							Rate of descent (319 ft/NM)			ft / min	320	480	640	800	960

CHANGE: magnetic variation, RWY designator, minima

AD 2 LHPP INSTRUMENT APPROACH CHART ILS OR LOC RWY 33

Arrivals on 138° - 198° may enter the base turn procedure directly at 4000
above PP NDB according to the advice of POGÁNY INFO.
Other arrivals shall enter the holding procedure.

ILS approach from PP NDB:

Initial altitude: 4000. 185 KIAS max.

Leave PP NDB on QDR 168 and descend to 2500.

At D 8.3 PCS DME turn left to intercept PCS LOC 333° and descend to 2200, then follow ILS.

ILS approach from PP NDB holding:

Initial altitude: 4000. 185 KIAS max.

At PP NDB turn left to heading 153° and descend to 2500.

Fly outbound and at D 8.3 PCS DME turn left to intercept PCS LOC 333° and descend to 2200, then follow ILS.

Holding procedure:

Holding fix: PP NDB.

Left hand holding pattern.

Inbound track: 333°

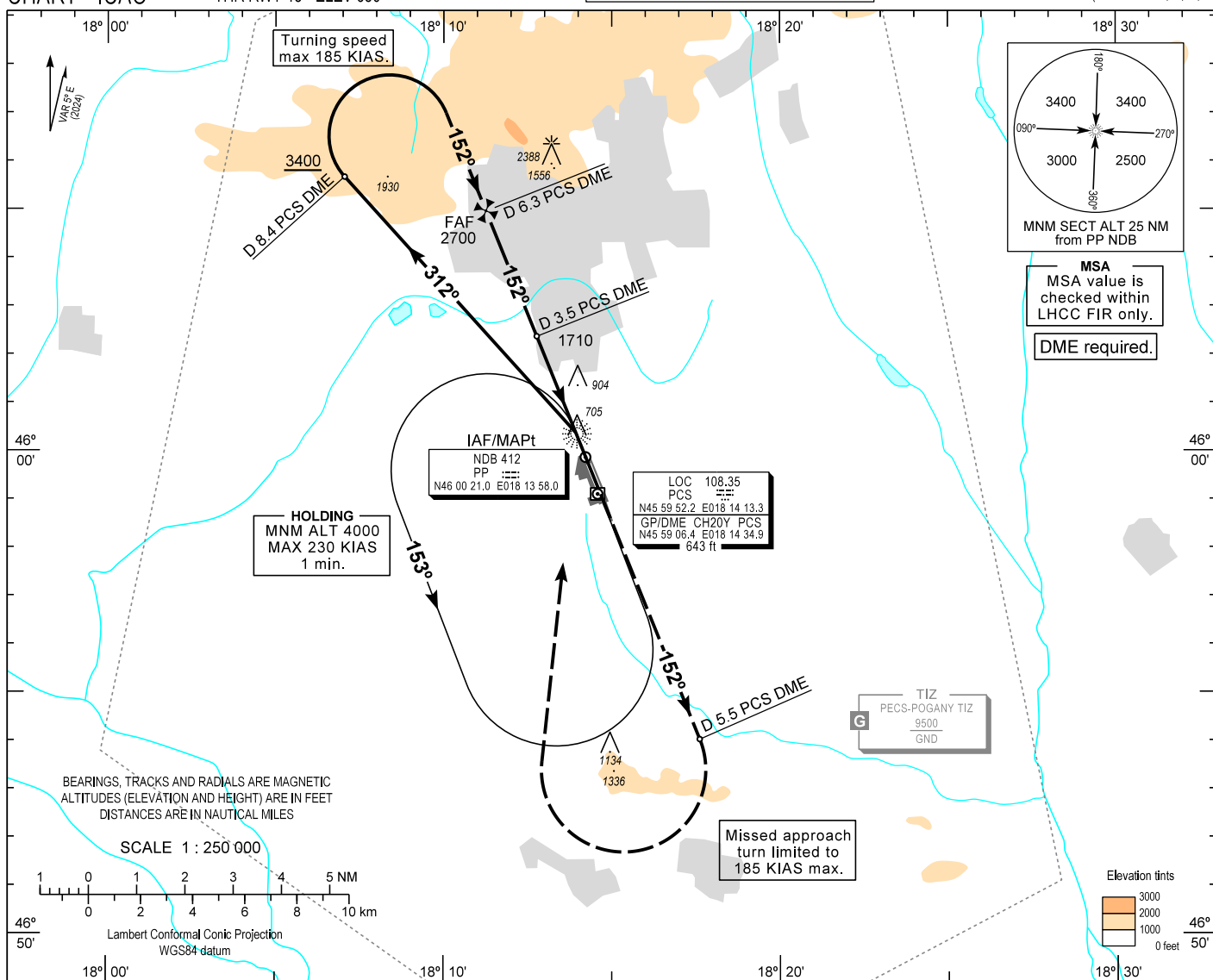
Outbound track: 153°

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

Outbound timing: 1 min.

Minimum holding altitude: 4000

Final approach descent (LOC only): 3.00°

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 651
HEIGHTS RELATED TO
THR RWY 15 - ELEV 650POGÁNY INFO 126.915
BUDAPEST INFORMATION (WEST) 125.500PÉCS/POGÁNY
NDB RWY 15
(ACFT CAT A, B, C, D)TRANSITION ALTITUDE
10000

MISSED APPROACH
Climb straight ahead to 4000.
At D 5.5 PCS DME turn right inbound PP NDB.
Missed approach turn limited to 185 KIAS maximum.
Hold at 4000 over PP NDB.

[ILS RDH 50]

THR 15 ELEV 650 (THR RWY 15)		10	9	8	7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	8	9	10	11	NM from THR 15									
OCA (OCH)		A		B		C		D		DME PCS		NM	6.0	5.0	4.0	3.0	2.0																
STRAIGHT-IN APPROACH		1150 (500)										DIST THR / RWY 15		NM	5.3	4.3	3.3	2.3	1.3														
CIRCLING APPROACH	ft AMSL	1200	1200	1300	1530	ALTITUDE		ft	2590	2250	1890	1530	1180																				
	VIS. m	1900	2800	3700	4600	Timing not authorized to define the MAPt.																											
		GROUND SPEED		kt	60	90	120	150	180																								
		FAF - MAPt 4.94 NM		min:sec	4:56	3:18	2:28	1:59	1:39																								
		Rate of descent (357 ft/NM))		ft/min	360	540	710	890	1070																								

AD 2 LHPP INSTRUMENT APPROACH CHART NDB RWY 15

Arrivals on 282° - 342° may enter the base turn procedure directly at 4000
above PP NDB according to the advice of POGÁNY INFO.
Other arrivals shall enter the holding procedure.

NDB approach from PP NDB:

Initial altitude: 4000. 185 KIAS max.

Leave PP NDB on QDR 312 PP and descend to 3400.

At D 8.4 PCS DME turn right and intercept QDM 152 PP (final track), descend to 2700.

When crossing D 6.3 PCS DME (FAF), descend to 1710.

When crossing D 3.5 PCS DME, descend to published minimum altitude.

Holding procedure:

Holding fix: PP NDB.

Left hand holding pattern.

Inbound track: 333°

Outbound track: 153°

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

Outbound timing: 1 min.

Minimum holding altitude: 4000

Final approach descent: 3.36°

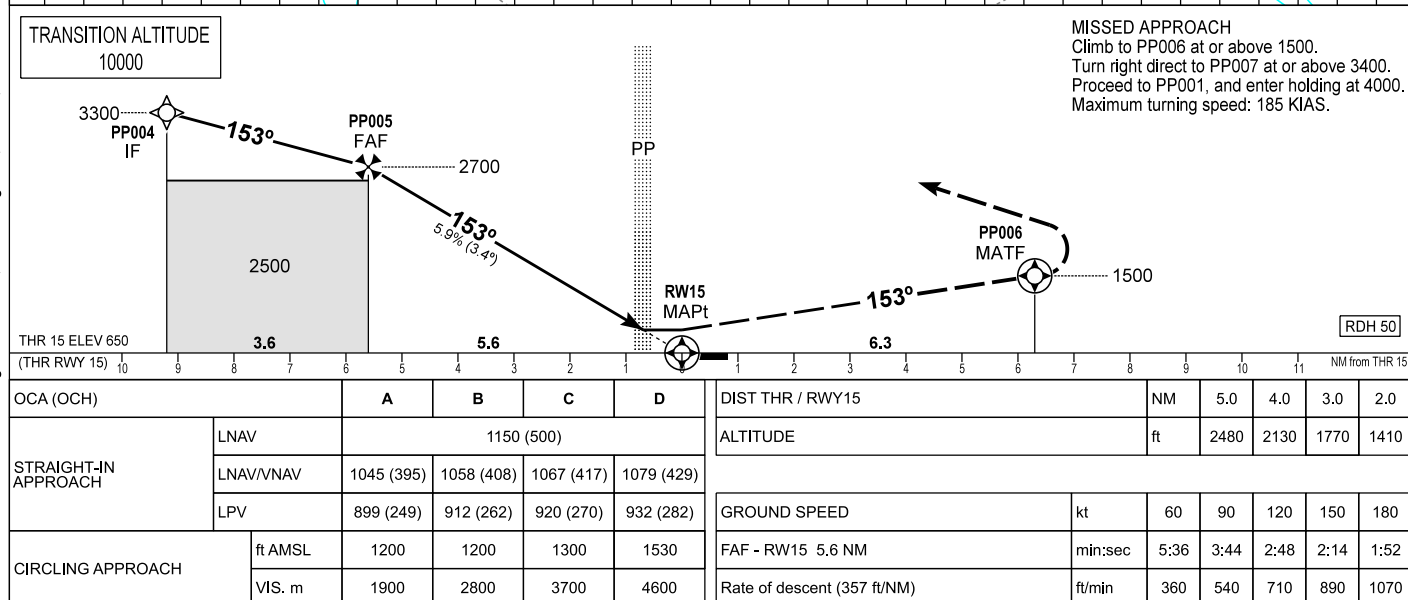
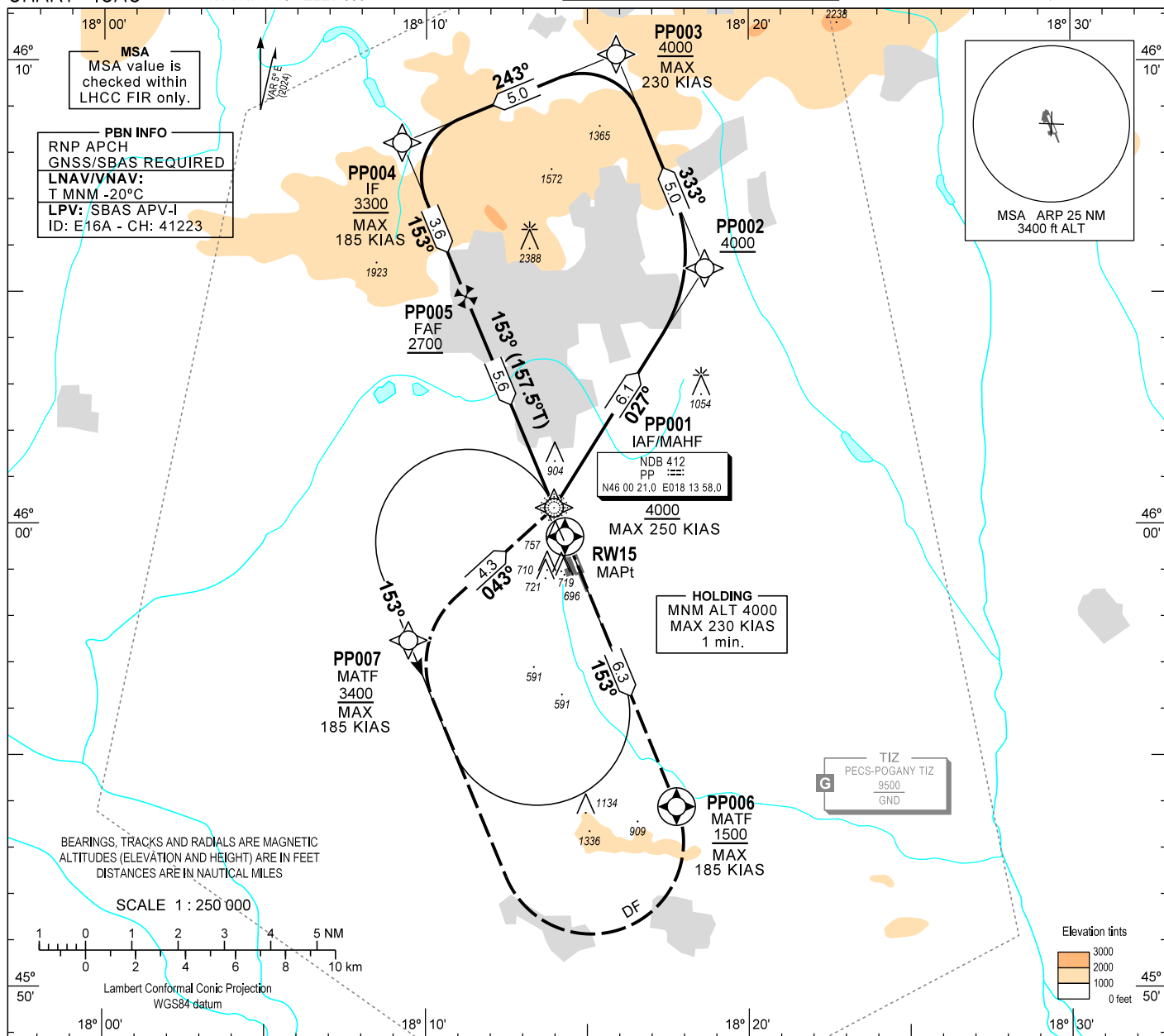
AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 651
HEIGHTS RELATED TO
THR RWY 15 - ELEV 650

POGÁNY INFO 126.915
BUDAPEST INFORMATION (WEST) 125.500

PÉCS/POGÁNY
RNP RWY 15
(ACFT CAT A, B, C, D)



AD 2 LHPP INSTRUMENT APPROACH CHART RNP RWY 15

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	PP001	IAF				+4000	-250		RNP APCH
TF	PP002			032.1 T/6.1 NM		+4000			RNP APCH
TF	PP003			337.6 T/5.0 NM		+4000	-230		RNP APCH
TF	PP004	IF		247.6 T/5.0 NM		+3300	-185		RNP APCH
TF	PP005	FAF		157.5 T/3.6 NM		+2700			RNP APCH
TF	RW15	MAPI	Y	157.5 T/5.6 NM		+700		-3.36°	RNP APCH
TF	PP006	MATF	Y	157.5 T/6.3 NM		+1500	-185		RNP APCH
DF	PP007	MATF			R	+3400	-185		RNP APCH
TF	PP001			047.6 T/4.3 NM		@4000			RNP APCH
HM	PP001	MAHF		338.0 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	LHPP
Runway	15
Approach Performance Designator	0
Route indicator	
Reference Path Data Selector	0
Reference Path Identifier	E15A
LTP/FTP Latitude	455943.6200N
LTP/FTP Longitude	0181418.3200E
LTP/FTP Ellipsoidal Height (m)	242.7
FPAP Latitude	455852.8895N
FPAP Longitude	0181448.4205E
Threshold Crossing Height	50
TCH Units Selector	0
Glidepath Angle (degrees)	3.36
Course Width (m)	105.00
Length Offset (m)	200
HAL (m)	40.0
VAL (m)	50.0
Data Block	10 10 10 08 0C 0F 00 00 01 35 31 05 08 36 BD 13 A0 BB D3 07 7B 1D AB 73 FE 29 EB 00 F4 01 50 01 64 19 C8 FA A4 9D FB F1
Calculated CRC Value	A49DFBF1
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	198.0

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
PP001	N46 00 21.0	E018 13 58.0
PP002	N46 05 31.2	E018 18 38.1
PP003	N46 10 08.4	E018 15 53.5
PP004	N46 08 13.7	E018 09 14.8
PP005	N46 04 54.2	E018 11 13.7
RW15	N45 59 43.6	E018 14 18.3
PP006	N45 53 53.8	E018 17 45.5
PP007	N45 57 29.1	E018 09 27.4

Holding procedure

Holding fix:

Left hand holding pattern.

Inbound track:

Outbound track:

Rate of turn:

Outbound times:

Minimum holding altitude:

PP001

333°

153°

3°/sec. or 25° bank angle
(whichever requires lesser bank)

1 min.

4000

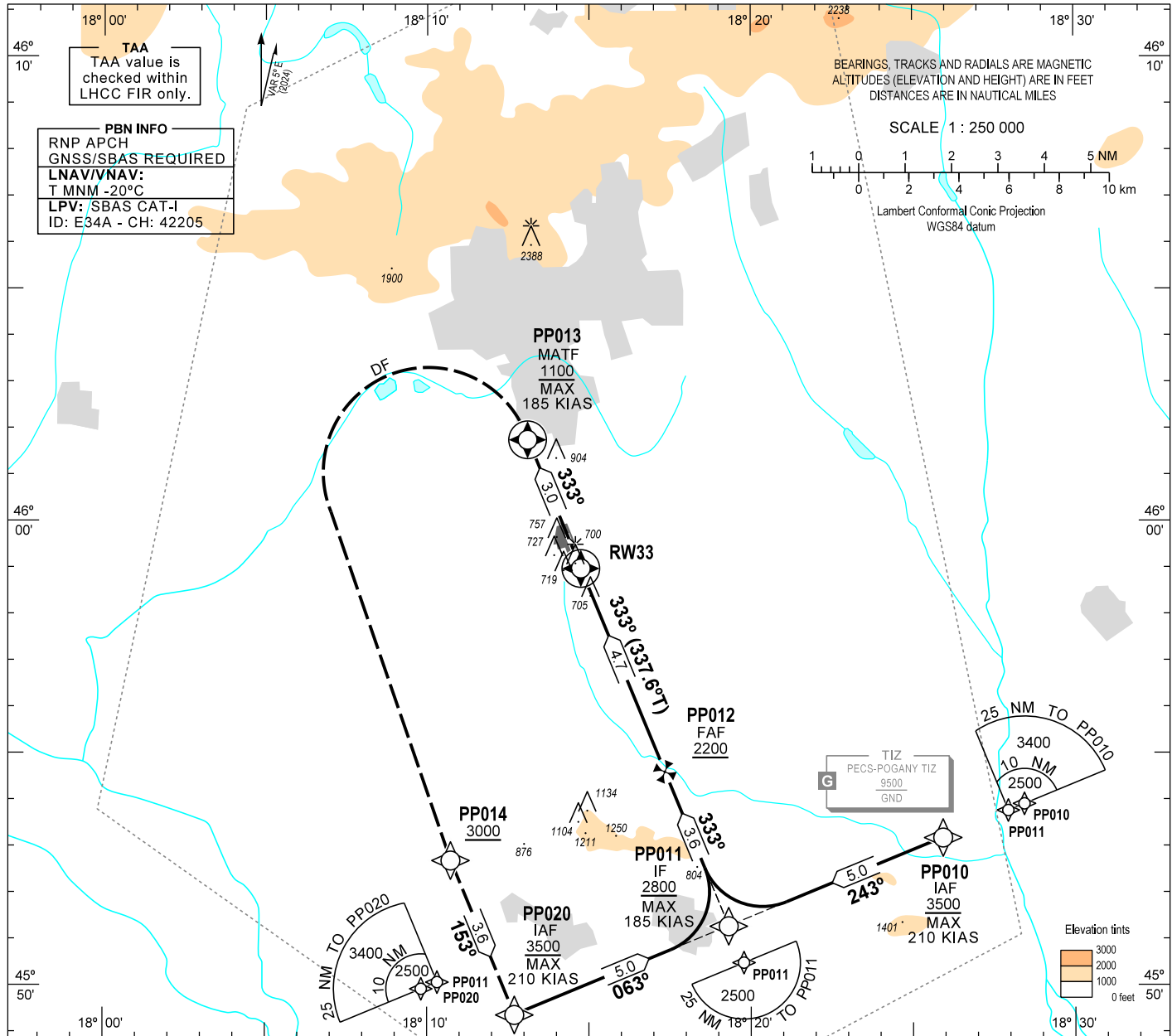
AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 651
HEIGHTS RELATED TO
THR RWY 33 - ELEV 640

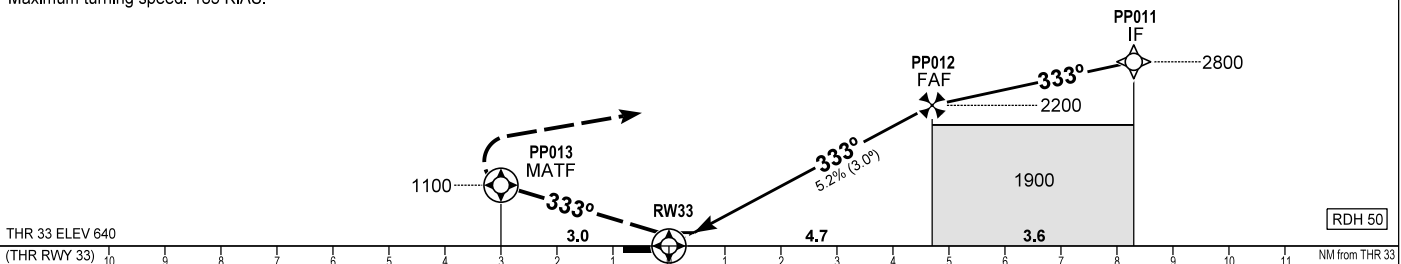
POGÁNY INFO 126.915
BUDAPEST INFORMATION (WEST) 125.500

PÉCS/POGÁNY
RNP RWY 33
(ACFT CAT A, B, C, D)



MISSED APPROACH
Climb to PP013 at or above 1100.
Turn left direct to PP014 at or above 3000.
Proceed to PP020 at or above 3500.
Maximum turning speed: 185 KIAS.

TRANSITION ALTITUDE
10000



THR 33 ELEV 640
(THR RWY 33)

OCA (OCH)		A	B	C	D	DIST THR / RWY33				NM	4.0	3.0	2.0	
STRAIGHT-IN APPROACH	LNAV	970 (330)			980 (340)	ALTITUDE				ft	1960	1650	1330	
	LNAV/VNAV	866 (226)	878 (238)	985 (345)	1020 (380)									
	LPV	830 (190)	842 (202)	850 (210)	861 (221)									
CIRCLING APPROACH		ft AMSL	1200	1200	1300	1530	GROUND SPEED		kt	60	90	120	150	180
							FAF - RW33 4.7 NM		min:sec	4:42	3:08	2:21	1:53	1:34
		VIS. m	1900	2800	3700	4600	Rate of descent (319 ft/NM)		ft/min	320	480	640	800	960

CHANGE: magnetic variation, RWY designator, minima, FAS-DB

AD 2 LHPP INSTRUMENT APPROACH CHART RNP RWY 33

via PP020

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	PP020	IAF				+3500	-210		RNP APCH
TF	PP011	IF		067.5 T/5.0 NM		+2800	-185		RNP APCH
TF	PP012	FAF		337.6 T/3.6 NM		+2200			RNP APCH
TF	RW33	MAPt	Y	337.6 T/4.7 NM		+690		-3.0°	RNP APCH
TF	PP013	MATF	Y	337.5 T/3.0 NM		+1100	-185		RNP APCH
DF	PP014				L	+3000	-185		RNP APCH
TF	PP020			157.5 T/3.6 NM		+3500	-210		RNP APCH

via PP010

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	PP010	IAF				+3500	-210		RNP APCH
TF	PP011	IF		247.7 T/5.0 NM		+2800	-185		RNP APCH
TF	PP012	FAF		337.6 T/3.6 NM		+2200			RNP APCH
TF	RW33	MAPt	Y	337.6 T/4.7 NM		+690		-3.0°	RNP APCH
TF	PP013	MATF	Y	337.5 T/3.0 NM		+1100	-185		RNP APCH
DF	PP014				L	+3000	-185		RNP APCH
TF	PP020			157.5 T/3.6 NM		+3500	-210		RNP APCH

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS Provider	1
Airport identifier	LHPP
Runway	33
Approach Performance Designator	0
Route indicator	
Reference Path Data Selector	0
Reference Path Identifier	E33A
LTP/FTP Latitude	455858.7400N
LTP/FTP Longitude	0181444.9500E
LTP/FTP Ellipsoidal Height (m)	239.8
FPAP Latitude	455949.4700N
FPAP Longitude	0181414.8480E
Threshold Crossing Height	50
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (m)	105.00
Length Offset (m)	200
HAL (m)	40.0
VAL (m)	35.0
Data Block	10 10 10 08 0C 21 00 00 01 33 33 05 68 D7 BB 13 AC 8B D4 07 5E 1D 54 8C 01 D4 14 FF F4 01 2C 01 64 19 C8 AF CE 29 61 A6
Calculated CRC Value	CE2961A6
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	195.1

WAYPOINT COORDINATES

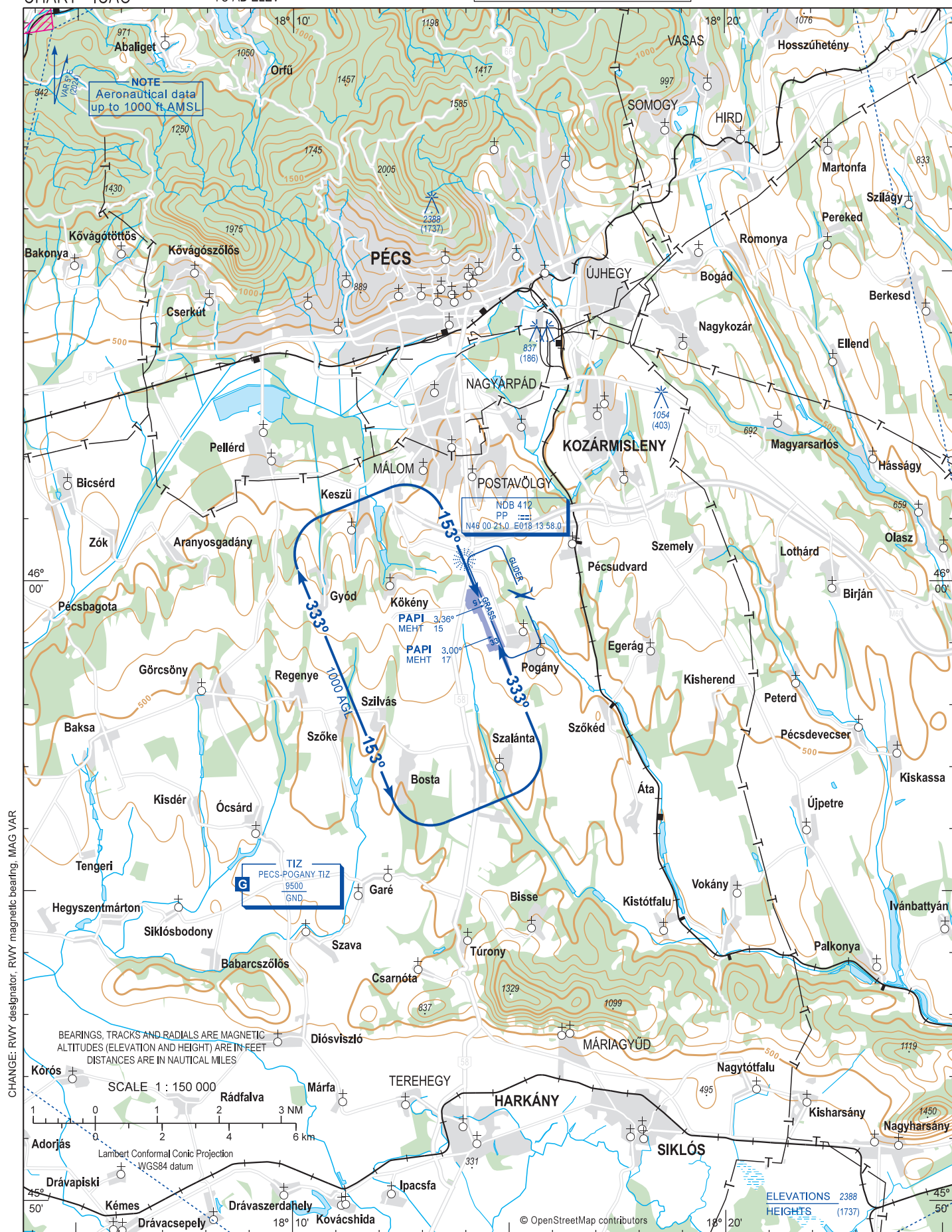
WP ID	Latitude	Longitude
PP020	N45 49 21.7	E018 12 42.0
PP010	N45 53 10.5	E018 25 55.6
PP011	N45 51 16.3	E018 19 18.6
PP012	N45 54 35.9	E018 17 20.6
RW33	N45 58 58.7	E018 14 45.0
PP013	N46 01 45.0	E018 13 06.2
PP014	N45 52 41.2	E018 10 43.8

VISUAL
APPROACH
CHART - ICAO

AERODROME ELEV 651
HEIGHTS RELATED
TO AD ELEV

POGÁNY INFO 126.915
BUDAPEST INFORMATION (WEST) 125.500

PÉCS/POGÁNY



CHANGE: RWY designator, RWY magnetic bearing, MAG VAR

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