HUNGARY

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

AIP AMDT: AIRAC AMDT 001/2025

Effective Date: **20 FEB 2025**
Publication date: 09 JAN 2025

1. Amendment content:

1.1 GEN 1.7

- Changes to Annex 1 – 4.5.11, Annex 11 – 2.15.3, Annex 15 – 5.2.5.3 parts.

1.2 GEN 2.1

- Public holidays (legal holidays and special working days updated for 2025)

1.3 GEN 3.1

- AIP and related amendment services supplemented with points 3.1.2 and 3.1.3
- AIRAC effective dates updated

1.4 GEN 3.2

- Fax number removed

1.5 GEN 4.1

- Links updated (LHPP, LHPR)

1.6 GEN 4.2

- Obsolete Eurocontrol Links updated

1.7 ENR 5.1

- Restricted Area LHR4 updated, LHR41 added

1.8 ENR 5.2

- Airspaces removed: LHTRA32A, LHTRA32B, LHTRA33A, LHTRA33B, LHTRA43
- Airspaces added: LHTRA43L, LHTRA43H, LHTRA53L, LHTRA53H, LHTRA53EL, LHTRA53EH, LHTRA53SL, LHTRA53SH, LHTRA53W, LHTRA53N

1.9 ENR 5.5

- LHSA3 added

1.10 ENR 5.6

- LHB09 / BIHARI-SÍK II updated

1.11 ENR 6

- Updated charts: ENR 6-LHCC-ERC, ENR 6-LHCC-PRD, ENR 6-LHCC-TRA, ENR 6-LHCC-SPORT, ENR 6-LHCC-FAUNA

1.12 AD 2-LHBP

- 2.7 - Types of clearing equipment and Use of material for movement area surface treatment updated
- 2.16 - Helicopter Landing Area removed
- Updated charts: AD 2-LHBP-ADC, AD 2-LHBP-PDC-1, AD 2-LHBP-PDC-2, AD 2-LHBP-PDC-3

1.13 AD 2-LHPR

- 2.6 - AD category for fire fighting changed
- 2.8 - Aprons, Taxiways and Runway strength unit of measure changed from PCN to PCR
- 2.12 - Runway strength unit of measure changed from PCN to PCR
- Updated charts: AD 2-LHPR-ADC

1.14 AD 2-LHSM

- General review
- Updated charts: AD 2-LHSM-ADC, AD 2-LHSM-SID-16, AD 2-LHSM-SID-34, AD 2-LHSM-STAR-1634, AD 2-LHSM-ILS/LOC-16, AD 2-LHSM-NDB-16, AD 2-LHSM-NDB-34, AD 2-LHSM-RNP-16, AD 2-LHSM-RNP-34, AD 2-LHSM-VAC

1.15 AD 2-LHNY

- New chart: AD 2-LHNY-AOCA-1836

1.16 AD 2-LHNY, AD 2-LHDC: Chart symbols (RMZ-TMZ) updated

- Updated charts: AD 2-LHDC-SID-04R, AD 2-LHDC-SID-22L, AD 2-LHDC-STAR-04R22L, AD 2-LHDC-ILS/LOC-04R, AD 2-LHDC-NDB-22L, AD 2-LHDC-RNP-04R, AD 2-LHDC-RNP-22L, AD 2-LHDC-VAC, AD 2-LHNY-SID-18, AD 2-LHNY-SID-36, AD 2-LHNY-STAR-1836, AD 2-LHNY-RNP-Y-18, AD 2-LHNY-RNP-Z-18, AD 2-LHNY-RNP-Y-36, AD 2-LHNY-RNP-Z-36, AD 2-LHNY-VAC

1.17 AD 2-LHBC, AD 2-LHPP: Minor corrections

- Updated charts: AD 2-LHBC-VAC, AD 2-LHPP-ADC, AD 2-LHPP-ILS/LOC-33, AD 2-LHPP-NDB-15, AD 2-LHPP-RNP-15, AD 2-LHPP-RNP-33, AD 2-LHPP-VAC

2. Hand corrections to the following pages:

Nil

3. Record entry of amendment in GEN 0.2.

4. This AIP amendment incorporates information contained in the following publications:

NOTAM:

A5137/24, A6531/24, A6961/24, A6962/24, A6965/24, A6966/24, A6967/24, A6968/24, A6969/24, A6970/24, A6971/24, A6972/24, A6973/24, A6974/24, A6975/24, A6976/24, A6977/24, A6978/24, A6979/24, A6980/24, A6981/24, A6982/24, A6983/24

SUP:

Nil

AIC:

Nil

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

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

Supplement number	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
001/2014	KFOR Sector	GEN, ENR	03 APR 2014 - 03 DEC 2020	
001/2020	KFOR Sector	GEN, ENR	03 DEC 2020 - UFN	
001/2022	Budapest Liszt Ferenc International Airport (LHBP) Cargo Apron development works	AD 2 LHBP	03 NOV 2022 - 13 JUL 2023	
001/2023	Special Operational procedures at Budapest Liszt Ferenc International Airport (LHBP) due to 2023 UEFA Europa League final	AD 2 LHBP	30 MAY 2023 - 01 JUN 2023	
002/2023	Debrecen International Airport (LHDC) Demolition works	AD 2 LHDC	26 JUN 2023 - 31 MAR 2024	AIP SUP 004/2023
003/2023	Debrecen International Airport (LHDC) instrument approach procedures	AD 2 LHDC	05 OCT 2023 - 31 MAR 2024	AIP SUP 005/2023
004/2023	Debrecen International Airport (LHDC) Demolition works	AD 2 LHDC	29 OCT 2023 - 31 MAR 2024	AIP SUP 001/2024
005/2023	Debrecen International Airport (LHDC) instrument approach procedures	AD 2 LHDC	27 NOV 2023 - 31 MAR 2024	
006/2023	Penetrating the Obstacle Limitation Surface of LHBP airport due to activated crane garden next to Terminal 2 areas	AD 2 LHBP	07 DEC 2023 - 14 OCT 2024	
001/2024	Debrecen International Airport (LHDC) Demolition works	AD 2 LHDC	04 FEB 2024 - 31 MAR 2024	
002/2024	Debrecen International Airport (LHDC) Demolition works	AD 2 LHDC	02 MAY 2024 - 30 JUN 2024	
003/2024	Penetrating the Obstacle Limitation Surface of LHBP airport due to activated crane garden next to Terminal 2 areas	AD 2 LHBP	22 OCT 2024 - 30 NOV 2024	
004/2024	Debrecen International Airport (LHDC) change of opening hours and RFFS category	AD 2 LHDC	17 DEC 2024 - 30 MAR 2025	
005/2024	Penetrating the Obstacle Limitation Surface of LHBP airport due to activated crane garden next to Terminal 2 areas	AD 2 LHBP	10 DEC 2024 - 30 APR 2025	

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PART 2 - EN-ROUTE (ENR)

ENR 0.1 - 1	03 JUL 2008
ENR 0.1 - 2	03 JUL 2008
ENR 0.2 - 1	03 JUL 2008
ENR 0.2 - 2	03 JUL 2008
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ENR 0.3 - 2	03 JUL 2008
ENR 0.4 - 1	03 JUL 2008
ENR 0.4 - 2	03 JUL 2008
ENR 0.5 - 1	03 JUL 2008
ENR 0.5 - 2	03 JUL 2008
ENR 0.6 - 1	20 FEB 2025
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ENR 1.1 - 1	05 SEP 2024
ENR 1.1 - 2	05 SEP 2024
ENR 1.1 - 3	13 JUL 2023
ENR 1.1 - 4	13 JUL 2023
ENR 1.2 - 1	01 DEC 2022
ENR 1.2 - 2	01 DEC 2022
ENR 1.2 - 3	01 DEC 2022
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ENR 1.3 - 2	28 NOV 2024
ENR 1.3 - 3	28 NOV 2024
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ENR 1.3 - 5	17 JUN 2021
ENR 1.3 - 6	17 JUN 2021
ENR 1.4 - 1	23 MAR 2023
ENR 1.4 - 2	23 MAR 2023
ENR 1.4 - 3	23 MAR 2023
ENR 1.4 - 4	23 MAR 2023
ENR 1.5 - 1	17 JUN 2021
ENR 1.5 - 2	17 JUN 2021
ENR 1.6 - 1	19 MAY 2022
ENR 1.6 - 2	19 MAY 2022
ENR 1.6 - 3	17 JUN 2021
ENR 1.6 - 4	17 JUN 2021
ENR 1.6 - 5	28 NOV 2024
ENR 1.6 - 6	28 NOV 2024
ENR 1.6 - 7	17 JUN 2021
ENR 1.6 - 8	17 JUN 2021
ENR 1.7 - 1	17 JUN 2021
ENR 1.7 - 2	17 JUN 2021
ENR 1.7 - 3	17 JUN 2021
ENR 1.7 - 4	17 JUN 2021
ENR 1.8 - 1	17 JUN 2021
ENR 1.8 - 2	17 JUN 2021
ENR 1.9 - 1	19 MAY 2022
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ENR 1.9 - 4	26 MAR 2020
ENR 1.9 - 5	28 JAN 2021
ENR 1.9 - 6	28 JAN 2021
ENR 1.10 - 1	07 SEP 2023
ENR 1.10 - 2	07 SEP 2023
ENR 1.10 - 3	01 DEC 2022
ENR 1.10 - 4	01 DEC 2022
ENR 1.10 - 5	01 DEC 2022
ENR 1.10 - 6	01 DEC 2022
ENR 1.10 - 7	05 SEP 2024
ENR 1.10 - 8	05 SEP 2024
ENR 1.10 - 9	11 JUL 2024
ENR 1.10 - 10	11 JUL 2024
ENR 1.11 - 1	13 JUL 2023
ENR 1.11 - 2	13 JUL 2023
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ENR 1.12 - 2	20 SEP 2012
ENR 1.12 - 3	05 FEB 2015
ENR 1.12 - 4	05 FEB 2015
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ENR 1.12 - 6	24 MAY 2018
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ENR 1.13 - 2	03 JUL 2008
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ENR 1.14 - 2	22 APR 2021
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ENR 1.14 - 6	03 JUL 2008
ENR 1.14 - 7	03 JUL 2008
ENR 1.14 - 8	03 JUL 2008
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ENR 2.1 - 3	25 FEB 2021
ENR 2.1 - 4	25 FEB 2021
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ENR 2.1 - 6	27 JAN 2022
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ENR 2.2 - 2	28 NOV 2024
ENR 2.2 - 3	05 SEP 2024
ENR 2.2 - 4	05 SEP 2024
ENR 2.2 - 5	05 SEP 2024
ENR 2.2 - 6	05 SEP 2024
ENR 2.2 - 7	11 JUL 2024
ENR 2.2 - 8	11 JUL 2024
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ENR 3.1 - 2	01 DEC 2022
ENR 3.2 - 1	01 DEC 2022
ENR 3.2 - 2	01 DEC 2022
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ENR 3.3 - 2	01 DEC 2022
ENR 3.4 - 1	01 DEC 2022
ENR 3.4 - 2	01 DEC 2022
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ENR 4.1 - 2	23 MAR 2023
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ENR 4.2 - 2	03 JUL 2008
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ENR 4.4.1 - 8	28 NOV 2024
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ENR 5.1 - 2	20 FEB 2025
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ENR 5.3 - 2	23 MAR 2023
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ENR 5.4 - 2	19 MAY 2022
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ENR 5.6 - 2	20 FEB 2025
ENR 5.6 - 3	05 SEP 2024
ENR 5.6 - 4	05 SEP 2024
ENR 6 - 1	28 NOV 2024
ENR 6 - 2	28 NOV 2024
ENR 6-LHCC-ERC - 1	20 FEB 2025
ENR 6-LHCC-ERC - 2	20 FEB 2025
ENR 6-LHCC-LINKS - 1	23 MAR 2023
ENR 6-LHCC-LINKS - 2	23 MAR 2023
ENR 6-LHCC-LINKS - 3	23 MAR 2023
ENR 6-LHCC-LINKS - 4	23 MAR 2023
ENR 6-LHCC-FRA - 1	28 NOV 2024
ENR 6-LHCC-FRA - 2	28 NOV 2024
ENR 6-LHCC-SECTOR - 1	13 JUL 2023
ENR 6-LHCC-SECTOR - 2	13 JUL 2023
ENR 6-LHCC-FIS - 1	06 OCT 2022
ENR 6-LHCC-FIS - 2	06 OCT 2022
ENR 6-LHCC-PRD - 1	20 FEB 2025
ENR 6-LHCC-PRD - 2	20 FEB 2025
ENR 6-LHCC-TRA - 1	20 FEB 2025
ENR 6-LHCC-TRA - 2	20 FEB 2025
ENR 6-LHCC-SPORT - 1	20 FEB 2025
ENR 6-LHCC-SPORT - 2	20 FEB 2025
ENR 6-LHCC-FAUNA - 1	20 FEB 2025
ENR 6-LHCC-FAUNA - 2	20 FEB 2025

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AD 0.4 - 2	03 JUL 2008
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AD 0.6 - 8	20 FEB 2025
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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
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AD 2-LHBC - 4	01 DEC 2022
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AD 2-LHBC - 6	01 DEC 2022
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AD 2-LHBC - 8	11 JUL 2024
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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
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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

AD 2-LHBC-RNP-17L - 2	11 JUL 2024
AD 2-LHBC-RNP-35R - 1	11 JUL 2024
AD 2-LHBC-RNP-35R - 2	11 JUL 2024
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AD 2-LHBC-VAC - 2	20 FEB 2025
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AD 2-LHBP-TAXI-ARR - 2	25 JAN 2024
AD 2-LHBP-TAXI-DEP - 1	25 JAN 2024
AD 2-LHBP-TAXI-DEP - 2	25 JAN 2024
AD 2-LHBP-PDC/1 - 1	20 FEB 2025
AD 2-LHBP-PDC/1 - 2	20 FEB 2025
AD 2-LHBP-PDC/2 - 1	20 FEB 2025
AD 2-LHBP-PDC/2 - 2	20 FEB 2025
AD 2-LHBP-PDC/3 - 1	20 FEB 2025
AD 2-LHBP-PDC/3 - 2	20 FEB 2025
AD 2-LHBP-PDC/4 - 1	21 MAR 2024
AD 2-LHBP-PDC/4 - 2	21 MAR 2024
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AD 2-LHBP-AOCA-13L31R - 2	28 JAN 2021
AD 2-LHBP-AOCA-13R31L - 1	28 JAN 2021
AD 2-LHBP-AOCA-13R31L - 2	28 JAN 2021
AD 2-LHBP-PATC-13L31R - 1	13 JUL 2023
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AD 2-LHBP-PATC-13R31L - 1	13 JUL 2023
AD 2-LHBP-PATC-13R31L - 2	13 JUL 2023
AD 2-LHBP-SID-13L - 1	27 JAN 2022
AD 2-LHBP-SID-13L - 2	27 JAN 2022
AD 2-LHBP-SID-13R - 1	27 JAN 2022
AD 2-LHBP-SID-13R - 2	27 JAN 2022
AD 2-LHBP-SID31L - 1	06 OCT 2022
AD 2-LHBP-SID31L - 2	06 OCT 2022
AD 2-LHBP-SID31R - 1	27 JAN 2022
AD 2-LHBP-SID31R - 2	27 JAN 2022
AD 2-LHBP-STAR-13L13R - 1	27 JAN 2022
AD 2-LHBP-STAR-13L13R - 2	27 JAN 2022
AD 2-LHBP-STAR-31L31R - 1	27 JAN 2022
AD 2-LHBP-STAR-31L31R - 2	27 JAN 2022
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AD 2-LHBP-TMA - 2	21 MAR 2024
AD 2-LHBP-HLDG - 1	28 JAN 2021
AD 2-LHBP-HLDG - 2	28 JAN 2021
AD 2-LHBP-ATCSMAC - 1	28 JAN 2021
AD 2-LHBP-ATCSMAC - 2	28 JAN 2021
AD 2-LHBP-ILS/LOC-13L - 1	30 NOV 2023
AD 2-LHBP-ILS/LOC-13L - 2	30 NOV 2023
AD 2-LHBP-ILS/LOC-13R - 1	30 NOV 2023
AD 2-LHBP-ILS/LOC-13R - 2	30 NOV 2023
AD 2-LHBP-ILS/LOC-31L - 1	30 NOV 2023
AD 2-LHBP-ILS/LOC-31L - 2	30 NOV 2023
AD 2-LHBP-ILS/LOC-31R - 1	30 NOV 2023
AD 2-LHBP-ILS/LOC-31R - 2	30 NOV 2023
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AD 2-LHBP-RNP-13L - 2	30 NOV 2023
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AD 2-LHBP-RNP-13R - 2	30 NOV 2023
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AD 2-LHBP-RNP-Y-31R - 2	06 OCT 2022
AD 2-LHBP-RNP-Z-31R - 1	30 NOV 2023
AD 2-LHBP-RNP-Z-31R - 2	30 NOV 2023
AD 2-LHBP-VOR-13L - 1	30 NOV 2023
AD 2-LHBP-VOR-13L - 2	30 NOV 2023
AD 2-LHBP-VOR-31R - 1	30 NOV 2023
AD 2-LHBP-VOR-31R - 2	30 NOV 2023
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AD 2-LHBP-VAC - 2	16 MAY 2024
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AD 2-LHDC - 12	28 NOV 2024
AD 2-LHDC-ADC - 1	28 NOV 2024
AD 2-LHDC-ADC - 2	28 NOV 2024
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AD 2-LHDC-AOCA-04R22L - 2	25 JAN 2024
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AD 2-LHDC-SID-22L - 1	20 FEB 2025
AD 2-LHDC-SID-22L - 2	20 FEB 2025
AD 2-LHDC-STAR-04R22L - 1	20 FEB 2025
AD 2-LHDC-STAR-04R22L - 2	20 FEB 2025
AD 2-LHDC-ILS/LOC-04R - 1	20 FEB 2025
AD 2-LHDC-ILS/LOC-04R - 2	20 FEB 2025
AD 2-LHDC-NDB-22L - 1	20 FEB 2025
AD 2-LHDC-NDB-22L - 2	20 FEB 2025
AD 2-LHDC-RNP-04R - 1	20 FEB 2025
AD 2-LHDC-RNP-04R - 2	20 FEB 2025
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AD 2-LHDC-RNP-22L - 2	20 FEB 2025
AD 2-LHDC-VAC - 1	20 FEB 2025
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AD 2-LHNY - 1	01 DEC 2022
AD 2-LHNY - 2	01 DEC 2022
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AD 2-LHNY - 4	22 APR 2021
AD 2-LHNY - 5	25 JAN 2024
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AD 2-LHNY - 7	23 MAR 2023
AD 2-LHNY - 8	23 MAR 2023
AD 2-LHNY - 9	20 FEB 2025
AD 2-LHNY - 10	20 FEB 2025
AD 2-LHNY-ADC - 1	22 APR 2021
AD 2-LHNY-ADC - 2	22 APR 2021
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AD 2-LHNY-AOCA-1836 - 2	20 FEB 2025
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AD 2-LHNY-SID-18 - 2	20 FEB 2025
AD 2-LHNY-SID-36 - 1	20 FEB 2025
AD 2-LHNY-SID-36 - 2	20 FEB 2025
AD 2-LHNY-STAR-1836 - 1	20 FEB 2025
AD 2-LHNY-STAR-1836 - 2	20 FEB 2025
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AD 2-LHNY-RNP-Y-18 - 2	20 FEB 2025
AD 2-LHNY-RNP-Y-36 - 1	20 FEB 2025
AD 2-LHNY-RNP-Y-36 - 2	20 FEB 2025
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AD 2-LHPP-ADC - 2	20 FEB 2025
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AD 2-LHPP-AOCA-1533 - 2	28 NOV 2024
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AD 2-LHPP-ILS/LOC-33 - 2	20 FEB 2025
AD 2-LHPP-NDB-15 - 1	20 FEB 2025
AD 2-LHPP-NDB-15 - 2	20 FEB 2025
AD 2-LHPP-RNP-15 - 1	20 FEB 2025
AD 2-LHPP-RNP-15 - 2	20 FEB 2025
AD 2-LHPP-RNP-33 - 1	20 FEB 2025
AD 2-LHPP-RNP-33 - 2	20 FEB 2025
AD 2-LHPP-VAC - 1	20 FEB 2025
AD 2-LHPP-VAC - 2	20 FEB 2025
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AD 2-LHPR-ADC - 1	20 FEB 2025
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AD 2-LHPR-SID-11 - 1	13 JUL 2023
AD 2-LHPR-SID-11 - 2	13 JUL 2023
AD 2-LHPR-SID-29 - 1	13 JUL 2023
AD 2-LHPR-SID-29 - 2	13 JUL 2023
AD 2-LHPR-ILS/LOC-29 - 1	14 JUL 2022
AD 2-LHPR-ILS/LOC-29 - 2	14 JUL 2022
AD 2-LHPR-RNP-11 - 1	14 JUL 2022
AD 2-LHPR-RNP-11 - 2	14 JUL 2022
AD 2-LHPR-RNP-29 - 1	14 JUL 2022
AD 2-LHPR-RNP-29 - 2	14 JUL 2022
AD 2-LHPR-VOR-11 - 1	14 JUL 2022
AD 2-LHPR-VOR-11 - 2	14 JUL 2022
AD 2-LHPR-VOR-29 - 1	14 JUL 2022
AD 2-LHPR-VOR-29 - 2	14 JUL 2022
AD 2-LHPR-VAC - 1	25 JAN 2024
AD 2-LHPR-VAC - 2	25 JAN 2024
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AD 2-LHSM-ADC - 1	20 FEB 2025
AD 2-LHSM-ADC - 2	20 FEB 2025
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AD 2-LHSM-AOCA-1634 - 2	01 DEC 2022
AD 2-LHSM-SID-16 - 1	20 FEB 2025
AD 2-LHSM-SID-16 - 2	20 FEB 2025
AD 2-LHSM-SID-34 - 1	20 FEB 2025
AD 2-LHSM-SID-34 - 2	20 FEB 2025
AD 2-LHSM-STAR-1634 - 1	20 FEB 2025
AD 2-LHSM-STAR-1634 - 2	20 FEB 2025
AD 2-LHSM-ILS/LOC-16 - 1	20 FEB 2025
AD 2-LHSM-ILS/LOC-16 - 2	20 FEB 2025
AD 2-LHSM-NDB-16 - 1	20 FEB 2025
AD 2-LHSM-NDB-16 - 2	20 FEB 2025
AD 2-LHSM-NDB-34 - 1	20 FEB 2025
AD 2-LHSM-NDB-34 - 2	20 FEB 2025
AD 2-LHSM-RNP-16 - 1	20 FEB 2025
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GEN 0.6 TABLE OF CONTENTS TO PART 1

GEN 3 SERVICES

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Provision affected		Type of diff	Difference in full text
Chapter 3 Licences for Flight Crew Members Other Than Licences for Pilots	3.2.1.2	A	TKI includes aircraft general knowledge for the given type as well
	3.2.1.3.1	B	Experience as a flight navigator in a flight simulator is acceptable as part of the total flight time of 200 hours up to a maximum of 50 hours
	3.2.1.4	A	Skill test includes effective use of aircraft systems within their limits on the given type as well
	3.2.1.5	A	Class 1 medical certificate is required as defined in Regulation No 1178/2011/EU
	3.2.2	A	Privileges of the licence holder is to act as flight navigator on maximum 2 aircraft types only, for which he/she has a type rating, Level 4 language proficiency endorsement is required as defined in EC decision No 1178/2011/EU
	3.3.1.2.1	A	TKI includes fundamentals of navigation and operational aspects of meteorology as well
	3.3.1.3.1	A	Minimum 200 hours of flight time is required instead of 100 hours
	3.3.1.3.2	B	Instead of fuel management the national law mentions fuel flow control
	3.3.1.4.1	B	Instead of aeronautical kowledge the national law mentions air traffic knowledge
	3.3.1.4.2	C	Not implemented - the national law doesn't mention the use of an FSTD for a skill test
	3.3.1.5	A	Class 1 medical certificate is required as defined in Regulation No 1178/2011/EU
	3.3.2.1	A	Privileges of the licence holder is to act as flight engineer on maximum 2 aircraft types only, for which he/she has a type rating
	3.4	C	Not implemented - the national law doesn't contain regulations for a flight radiotelephone operator licence (there is no such licence), radiotelephony requirements for pilots.

Provision affected		Type of diff	Difference in full text
Chapter 4 Licences and Ratings for Personnel Other Than Flight Crew Members	4.2.1.4	C	For Basic training Part 66.A.25 only requires that the level of knowledge is demonstrated by examinations. For aircraft type training Approved type rating courses are only required for Group 1 aircraft. For other 2 groups it is optional.
	4.2.1.5	B	The skill assessment is not required in case of licence issue based on the Basic knowledge examination only. For Cat. A CS the assessment is performed in Part 145 Organisations. For type examination for Group 2 and 3 aircraft the skill assessment is not mandatory.
	4.2.2.2	C	No certifying staff licencing for the release of the components, the entire aircraft can be released by Cat. C CS after the base maintenance.
	4.4.1.1	B	There is implicitly no age requirement for the issuance of an air traffic controller licence.
	4.4.1.3.1	B	The unit endorsement course duration is not established by the Regulation (EU) 2015/340 does not contain the requirement on the 3 months service.
	4.4.1.3.2	A	EU regulation 2015/340 addresses the referenced standard in detailed manner as regards experience and training of on-the-job training instructors
	4.5.1	B	Reg. (EU) 2015/340 covers all of the ratings, however the ICAO "approach precision radar control rating" is covered by the "precision approach radar" rating endorsement that can be endorsed to the "approach control surveillance rating".
	4.5.2.2.1	C	The unit endorsement course duration is not established by the Regulatio.EU regulations do not require Surveillance Radar Approach experience/training.
	4.5.2.2.2	B	Part-ATCO to Regulation (EU) 2015/340 does not require the application for a rating to be made within six months from the completion of experience. However, the same regulation requires the privileges to be exercised within a time limit that shall not exceed 90 days. The ATCO rule refers to 1 year, when the holder of a student air traffic controller licence has not started exercising the privileges of that licence from the date of its issue or has interrupted exercising those privileges for a period of more than one year. He/she then may only start or continue unit training in that rating after an assessment of his/her previous competence, as to whether he/she continues to satisfy the requirements relevant to that rating, and after satisfying any training requirements resulting from this assessment
	4.5.3.1	B	Reg. (EU) 2015/340 covers all of the ratings, however the ICAO "approach precision radar control rating" is covered by the "precision approach radar" rating endorsement that can be endorsed to the "approach control surveillance rating".
	4.5.3.3	A	Holders of an instructor endorsement shall be authorized to provide on the job training and supervision at a working position for areas covered by a valid unit endorsement
	4.5.3.4	C	Although the concept of ‘invalidation of a rating’ as such does not exist, by meeting these two requirements, the holder of an air traffic controller licence is not allowed to exercise the privileges of a rating after a period of absence of more than 90 days or if the revalidation of the unit endorsement fails due to the non availability of the minimum number of working hours.
	4.6.1.2	C	The National Decree determinate only the subjects. These subjects are not detailed therefore not all sub-subjects are included in the trainings.
	4.6.1.3.1	C	At least 3 month of experience gained under the supervision of a licensed flight operation officer.
	4.6.1.3.2	A	The National Decree does not mention the period when the 3 month experience must be acquired.
	4.6.1.4	C	The National Decree does not mention skills to be demonstrated. Knowledge is to be demonstrated.

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

Provision affected		Type of diff	Difference in full text
	2.12.3	C	Not transposed.
	2.13.2	C	The text of 2.13.2 is transposed with no difference but with a status of guidance only.
	2.13.4.1	C	The following sections of Annex 11 Appendix 1 have not been transposed in EU regulation: 1.1; 3.1.4; 4.1.
	2.13.5	C	Annex XI (Part-FPD) of Regulation (EU) 2017/373 indicates a list of items to be used without indicating that (1) shall consist of (2)(3)(4)(5). However, in AMC 1 to Section III - (a)(2), the ICAO text of Annex 11 Appendix 3, 2.1.1 is reproduced identically, but not consistent with Section III. Annex 11 Appendix 3, 2.1.1. (e) requires that the word "visual" is used in the plain language designator when the route has been established for VFR, whereas the EU rule extends it to IFR in VMC as well. (same difference is replicated in paragraph 5.3 Annex 11 Appendix 3). Annex 11 Appendix 3 para 6 (MLS/RNAV) is not transposed. Annex 11 Appendix 3 para 7: 7.2 is not transposed. Annex 11 Appendix 3 para 8 is not transposed.
	2.14.1	C	Not transposed.
	2.14.2	C	Not transposed.
	2.15.3	C	Annex 11 Appendix 2, para 1.1 the terms "preferably VHF or higher frequency aids" are not transposed. Regarding Para 3.1, significant points used by VFR flights only, may be designated by a unique five to seven-letter pronounceable "name-code". Para 4.2, 5.7 and 5.8 are not transposed.
	2.16.1	C	The level of transposition is acceptable means of compliance only.
	2.18.2	C	Details are provided with paragraph 2.19.
	2.19.1	C	The EU regulation refers to "air operations"instead of "activities", therefore restricting the scope of the requirement. The EU regulation does not specify with whom the co-ordination should be effected by omitting to specify the "appropriate air traffic.
	2.19.1.1	C	Not transposed.
	2.19.2	C	Not transposed.
	2.19.2.1	C	GM1 Article 3c(2) of Regulation (EU) 2017/373 refers to “promulgation of information” instead of “best arrangements” thus limiting the scope of the requirement.
	2.19.3	C	In EU rules the requirement on the appropriate ATS authority to ensure the conduct of a safety risk assessment and the implementation of appropriate risk mitigation measures, is not included.
	2.19.3.1	C	In EU rules the requirement on the Member State to establish procedures to facilitate the consideration of all relevant safety-significant factors in the safety risk assessment, is not included.
	2.19.4	C	Art. 3c(2) refers to Art. 3c(1), which is the transposition of paragraph 2.19.1 of Annex 11, therefore the same difference applies.
	2.19.6	C	Not transposed.
	2.20.1	C	Not transposed.
	2.21.1	C	The EU regulation does not specify that the report should be provided to the associated meteorological office.
	2.22.4	C	Not transposed.

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

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

Provision affected		Type of diff	Difference in full text
Chapter 2 Responsibilities and functions	2.1.3	C	The first sentence of the standard has not been transposed.
	2.2.1	C	The standard has been transposed in a manner that does not take into account all the elements of the ATM community.
	2.2.2	B	Aeronautical data and aeronautical information are not explicitly required to be provided as aeronautical information products.
	2.2.3	B	Provision of 24- hour NOTAM origination/issuance and pre-flight information is ensured.
	2.2.4	C	The standard has been transposed as guidance material (GM1 AIS.OR.105(3))
	2.2.5	C	The standard has not been transposed.
	2.2.7	C	The standard has been transposed in a manner that does not explicitly cover the AIS providers of other States.
	2.3.1	C	The standard has not been transposed.
	2.3.2	C	The recommendation has not been transposed.
	2.3.3	C	The standard has not been transposed.
	2.3.5	C	The standard has not been transposed.
	2.3.6	C	The standard has not been transposed.
	2.3.7	C	The recommendation has not been transposed.
	2.3.8	C	The standard has not been transposed.
	2.3.9	C	The recommendation has not been transposed.
Chapter 3 Aeronautical information management	3.5.2	A	Principle transposed; expanded in AMC1 AIS.OR.200 (c).
	3.6.8	A	Detailed EU rules are applicable for the quality management system.
	3.7.1	A	More detailed requirements are applicable.for human factor considerations.
Chapter 4 Scope of aeronautical data and aeronautical information	4.1.1	C	The transposed aeronautical data catalogue does not contain case a).
Chapter 5 Aeronautical information products and services	5.1.1	A	EU Regulations contain more detailed requirements.
	5.2.1	A	Transposed through expanded rule structure stemming from relevant provisions from PANS-AIM.
	5.2.3	A	Transposed and expanded with relevant provisions from PANS-AIM.
	5.2.4.1	A	Transposed and expanded with relevant provisions from PANS-AIM.

Provision affected		Type of diff	Difference in full text
	5.2.5.1	C	The Aerodrome Terrain and Obstacle Chart — ICAO (Electronic) chart is not required to be provided.
	5.2.5.3	C	World aeronautical Chart - ICAO 1:1 000 000 and Plotting Chart - ICAO chart are not applicable.
	5.3.1.1	C	Rewording applied to add "If available, an AIS provider shall ensure that…".
	5.3.3.2	C	The recommendation has been transposed as guidance material.
	5.3.3.3.2	C	The standard has been transposed in a manner that makes data provision subject to availability of terrain data.
	5.3.3.3.3	C	The standard has been transposed in a manner that applies for all aerodromes; however the provision of data depends on data availability.
	5.3.3.3.4	C	The recommendation has been transposed in a manner that applies for all aerodromes; however the provision of data depends on data availability.
	5.3.3.3.5	C	The recommendation has not been transposed.
	5.3.3.3.6	C	The recommendation has not been transposed.
	5.3.3.3.9	C	The recommendation has not been transposed.
	5.3.3.4.4	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.5	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.6	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.7	C	The recommendation has not been transposed.
	5.3.3.4.8	C	The recommendation has not been transposed.
	5.3.3.4.9	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.10	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.11	C	The recommendation has been transposed as guidance material.
	5.3.4.2	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.5.2	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.4.1.3	C	The recommendation has not been transposed.
	5.4.2.4	C	The standard has not been transposed.
	5.4.2.7	C	The recommendation has not been transposed.
	5.5.1	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.6.1	C	The standard has not been transposed.

GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1. UNITS OF MEASUREMENT

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

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

2. TEMPORAL REFERENCE SYSTEM

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

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

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

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

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

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

Example: 1130 - 1330 (1030 - 1230)

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

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

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

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

3. HORIZONTAL REFERENCE SYSTEM

3.1 Name / designation of the reference system

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

3.2 Identification and parameters of the projection

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

3.3 Identification of the ellipsoid used

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

3.4 Identification of the datum used

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

3.5 Area of application

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

4. VERTICAL REFERENCE SYSTEM

4.1 Name / designation of the reference system

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

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

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

5. AIRCRAFT NATIONALITY AND REGISTRATION MARKS

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

E.g.: HA-LEK

6. PUBLIC HOLIDAYS

6.1 Legal Holidays

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

6.2 Special working days

- 17 May- Working Day
- 18 October- Working Day
- 13 December - Working Day

GEN 2.3 CHART SYMBOLS

1. GENERAL SYMBOLS

Figure 1. Aerodromes

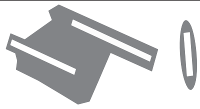
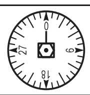
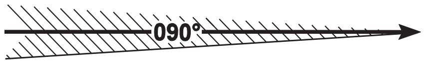
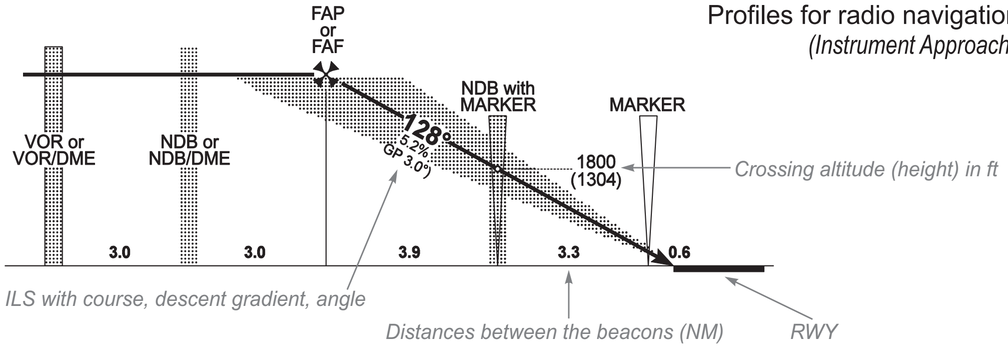
	Aerodrome, runway pattern
	Civil aerodrome
	Military aerodrome
	Abandoned or closed aerodrome
	Heliport, aerodrome for the exclusive use of helicopters

Figure 2. Radio navigation aids

	Basic radio navigation aid symbol
	Non-directional radio beacon (NDB)
	VHF omnidirectional radio range (VOR)
	Distance measuring equipment (DME)
	Collocated VOR and DME radio navigation aids (VOR/DME)
	Compass rose
R 037 BUD D 12.0 BUD	VOR radial (degree); DME distance (NM)
	Radio marker beacon
	Instrument landing system (ILS) course *(Instrument Approach Chart)*

Profiles for radio navigation aids
(Instrument Approach Chart)



Navaid labels

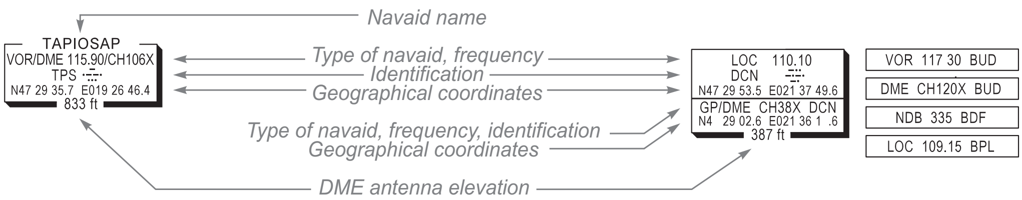


Figure 3. Air traffic services

	Flight information region (FIR)
	Terminal control area (TMA/MTMA), Control area (CTA)
	Control zone (CTR/MCTR)
	Free route airspace (FRA)
	Traffic information zone (TIZ)
	Radio and Transponder mandatory zone (RMZ, TMZ)
TMA / BUDAPEST TMA1 / FL195 / 9500 / C CTR / BUDAPEST CTR / 3500 / GND / D FIR / BUDAPEST FIR / FL660 / GND / LHCC *Airspace type* *Airspace name* *Vertical limit (upper limit)* *Vertical limit (lower limit)* *FIR identification* *Airspace classification*	Airspace labels
LHSA2A 4500 / 1000 AGL LHSG100 4500 / 3500 LHSD LHGD 6500 / GND	Aerial sporting and recreational activities (Aerobatics area, Glider area; Drop zone) with designator and vertical limits
LHB10 1500 AGL / GND	Bird migration and areas with sensitive fauna with designator and vertical limits
ABONY (I) N47 16 15 E019 58 45	Significant point (Compulsory; On request) with name-codes, geographical coordinates and FRA relevance *(Enroute Chart - ICAO)*
	Final approach fix (FAF), Final approach point (FAP)
3000 3000 3000 4000 / 2000	Altitudes levels (“At or above”; ”At or below”; ”At”; “Window”)
	Waypoint (On request fly-by; Compulsory fly-by; On request flyover)
ULZAK2T 13.7 027°	Terminal route segment - instrument with designator, length (NM), course
	Scale-break on route; Missed approach track
180° 6000 090°	Holding pattern with altitude and course

Figure 4. Air restrictions

LHP1 FL195 / GND	Prohibited area with designator and vertical limits (Where lower limit is not idicated: GND)
LHR1 3500 / GND	Restricted area with designator and vertical limits (Where lower limit is not idicated: GND)
LHD17 3800 / GND	Danger area with designator and vertical limits (Where lower limit is not idicated: GND)
LHTRA16 FL115 / GND LHTRA16 FL115 / GND	Temporary reserved airspace with designator and vertical limits *(Enroute Chart - ICAO; Visual Approach Charts - ICAO)*
LHNPZ1 FL660 / 9500	Non-standard planning zone with designator and vertical limits

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. RESPONSIBLE SERVICE

1.1. The Aeronautical Information Service is provided in accordance with ICAO Annex 15, Doc 10066 PANS AIM, Doc 8126 – Aeronautical Information Services Manual and Regulation (EU) 2017/373 as regards requirements for air traffic management/air navigation services.

HungaroControl, Hungarian Air Navigation Services Private Limited Company
Aeronautical Information Service (AIS)

Post:H-1675 Budapest
PO Box 80 Hungary

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

URL:http://ais.hungarocontrol.hu

Email:ais@hungarocontrol.hu

International NOTAM Office (NOF)

Phone:(+361) 293-4354

Phone:(+361) 293-4471

AFS:LHBPYNYN

AFS:LHBPYNYS (for SNOWTAM)

Email:nof@hungarocontrol.hu

Hours of Service:H24

Publications and Static Data Management Unit

Phone:(+361) 293-4459

Phone:(+361) 293-4144

Email:pubsdo@hungarocontrol.hu

Hours of Service: normal business hours.

2. AREA OF RESPONSIBILITY

The AIS is responsible for the collection and dissemination of aeronautical information with regard the airspace and aerodromes available for civil air traffic within the territory of Hungary.

3. AERONAUTICAL PUBLICATIONS

The aeronautical information is provided in the form of the Aeronautical Information Product which are:

- Aeronautical Information Publication (AIP), including Amendments (AMDT) and Supplements (SUP);
- AICs;
- aeronautical charts;
- NOTAM;
- digital data sets.

3.1 AIP and related amendment service

AIP is the core document containing data and information of a lasting character, which are of operational significance for the safe conduct of air traffic. The AIP is kept up to date by means of an amendment service.

3.1.1 Electronic AIP (eAIP)

The Hungarian eAIP is based on the EUROCONTROL eAIP Specification and the ICAO AIP Specimen.

Amendments to the eAIP are published on HungaroControl’s AIS website:

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

3.1.2 Supplements to the AIP (AIP SUP)

AIP Supplements (AIP SUP) contain information of a temporary nature. Generally they deal with:

- Publications valid for 3 months or more,
- Publications containing charts or with an extensive text, even if valid for less than 3 months.

3.1.3 Aeronautical Information Circulars (AIC)

Aeronautical Information Circulars (AIC) provide important aviation-related information that does not require publication in AIP or as a NOTAM, as defined by ICAO Annex 15. AICs are issued when the information is deemed beneficial for aviation operations, particularly in relation to legal or technical matters, or when it contributes to the enhancement of flight safety.

3.2 NOTAM

NOTAM are distributed for Budapest FIR in four series identified by the letters A, B, M and S. NOF also distributes information for the KFOR sector in series K.

Series A - General rules and information on en-route navigation and communication facilities, airspace restrictions and reservations, information concerning aerodromes contained in AD 2 part of the Hungarian AIP.
Distribution: Nationally and internationally to all states which interchange NOTAM.

Series B - Information concerning the VFR aerodromes or VFR flight operations.
Distribution: On request.

Series K - Information issued for KFOR Sector. See *AIP SUP 001/2020 KFOR Sector*
Distribution: On request.

Series M - NOTAM concerning military aerodromes and military navaids.
Distribution: On request.

Series S - SNOWTAM comprises information concerning the presence or removal of hazardous conditions due snow, ice, slush, frost, standing water or water associated with snow, slush, ice or frost on the aerodrome pavement.

NOTAM and SNOWTAM are distributed via AFS.

3.3 Pre-flight Information Bulletin

Pre-flight Information Bulletins (PIB), that contain a recapitulation of current NOTAM and other information of an urgent nature for the operator/flight crews, are available at the Flight Data and Reporting Unit.

Contacts:

Email:aro@hungarocontrol.hu

Phone:(+361) 293-4310 and (+361) 293-4312.

Hours of Service: H24.

Pre-flight Information Bulletins (PIB) are provided for all IFR and VFR flights departing from Budapest FIR. A PIB normally includes NOTAM messages and other information of an urgent nature not older than 15 days. On individual request, the time period can be extended.

3.4 Checklist and lists of valid NOTAM

A Checklist of valid NOTAM is issued monthly via AFS. The Summary of NOTAM is distributed by e-mail to all recipients of the eAIP. It contains a plain-language presentation of the valid NOTAM and information about the number of the latest issued AIP AMDT, AIP AIRAC AMDT, AIP SUP and AIC.

3.5 Sale of publications

Subscription to the AIS publication mailing list to receive notifications by e-mail with links to download all the published material (AIP AMDT, SUP, AIC and monthly NOTAM list) is free of charge. Subscription:

URL:https://ais-en.hungarocontrol.hu/order/

4. AIRAC SYSTEM

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

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

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

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

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

2025	2026	2027	2028
23 JAN 2025	22 JAN 2026	21 JAN 2027	20 JAN 2028
20 FEB 2025	19 FEB 2026	18 FEB 2027	17 FEB 2028
20 MAR 2025	19 MAR 2026	18 MAR 2027	16 MAR 2028
17 APR 2025	16 APR 2026	15 APR 2027	13 APR 2028
15 MAY 2025	14 MAY 2026	13 MAY 2027	11 MAY 2028
12 JUN 2025	11 JUN 2026	10 JUN 2027	08 JUN 2028
10 JUL 2025	09 JUL 2026	08 JUL 2027	06 JUL 2028
07 AUG 2025	06 AUG 2026	05 AUG 2027	03 AUG 2028
04 SEP 2025	03 SEP 2026	02 SEP 2027	31 AUG 2028
02 OCT 2025	01 OCT 2026	30 SEP 2027	28 SEP 2028
30 OCT 2025	29 OCT 2026	28 OCT 2027	26 OCT 2028
27 NOV 2025	26 NOV 2026	25 NOV 2027	23 NOV 2028
25 DEC 2025	24 DEC 2026	23 DEC 2027	21 DEC 2028

5. PRE-FLIGHT INFORMATION SERVICE AT AERODROMES/HELIPORTS

5.1 Elements of the aeronautical information products held

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

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

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

5.2 Maps and charts held

The following aeronautical information are maintained in Netbriefing:

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

5.3 General area of coverage

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

Hours of Service: H24.

6. DIGITAL DATA SETS

6.1 Description of the available data sets

6.1.1 Electronic Obstacle Data:

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

6.1.2 Electronic Terrain Data:

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

6.2 Contact details of how data sets may be obtained

Electronic Obstacle Datasets may be obtained from:

HungaroControl, Hungarian Air Navigation Services Private Limited Company

Aeronautical Information Service

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

Phone:(+361) 293-4459

Email:pubsdo@hungarocontrol.hu

URL:http://ais.hungarocontrol.hu

Hours of Service:normal business hours.

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: NIL

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,

5. List of Aeronautical Charts Available

All series listed are part of the AIP

Title of series	Scale	Name and/or number	Date of latest revision
Aeronautical Chart - ICAO		**Hungary**	
	1:500 000	2252-B 2251-A	21 MAR 2024
Enroute Chart - ICAO		**Hungary**	
	1:1 000 000	ENR 6-LHCC-ERC	20 FEB 2025
Compulsory and Plannable Links - Index Chart (See ENR 1.3)		**Hungary**	
	Nil	ENR 6-LHCC-LINKS	23 MAR 2023
Free Route Airspace (FRA) – Index Chart		**Hungary**	
	1:6 250 000	ENR 6-LHCC-FRA	28 NOV 2024
ATC Sectors - Index Chart		**Hungary**	
	1:2 200 000	ENR 6-LHCC-SECTOR	13 JUL 2023
FIS Sectors - Index Chart		**Hungary**	
	1:2 200 000	ENR 6-LHCC-FIS	06 OCT 2022
Prohibited, Restricted and Danger Areas - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-PRD	20 FEB 2025
Temporary Reserved Airspaces - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-TRA	20 FEB 2025
Aerial Sporting and Recreational Activities - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-SPORT	20 FEB 2025
Areas With Sensitive Fauna - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-FAUNA	20 FEB 2025
Aerodrome Chart - ICAO		**Békéscsaba**	
	1:10 000	AD 2-LHBC-ADC	11 JUL 2024
		Budapest/Liszt Ferenc International Airport	
	1:10 000	AD 2-LHBP-ADC	20 FEB 2025
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
		Debrecen	
	1:10 000	AD 2-LHDC-ADC	28 NOV 2024
		Nyíregyháza	
	1:7 500	AD 2-LHNY-ADC	22 APR 2021
		Pécs/Pogány	
	1:10 000	AD 2-LHPP-ADC	20 FEB 2025
		Győr/Pér	
	1:10 000	AD 2-LHPR-ADC	20 FEB 2025
		Hévíz/Balaton	
	1:10 000	AD 2-LHSM-ADC	20 FEB 2025
		Szeged	

Title of series	Scale	Name and/or number	Date of latest revision
	1:10 000	AD 2-LHUD-ADC	01 DEC 2022
Aircraft Parking/Docking Chart - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:5 000	AD 2-LHBP-PDC/1	20 FEB 2025
	1:5 000	AD 2-LHBP-PDC/2	20 FEB 2025
	1:5 000	AD 2-LHBP-PDC/3	20 FEB 2025
	1:5 000	AD 2-LHBP-PDC/4	21 MAR 2024
Aerodrome Obstacle Chart - ICAO - Type A (Operating Limitations)		**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
		Nyíregyháza	
	1:15 000	AD 2-LHNY-AOCA-1836	20 FEB 2025
		Pécs/Pogány	
	1:15 000	AD 2-LHPP-AOCA-1533	28 NOV 2024
		Győr/Pér	
	1:12 500	AD 2-LHPR-AOCA-1129	01 DEC 2022
		Hévíz/Balaton	
	1:20 000	AD 2-LHSM-AOCA-1634	01 DEC 2022
		Szeged	
	1:10 000	AD 2-LHUD-AOCA-16R34L	22 APR 2021
Precision Approach Terrain Chart - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:2 500	AD 2-LHBP-PATC-13L31R	13 JUL 2023
	1:2 500, 1:5 000	AD 2-LHBP-PATC-13R31L	13 JUL 2023
Standard Departure Chart - Instrument (SID) - 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	20 FEB 2025
	1:250 000	AD 2-LHDC-SID-22L	20 FEB 2025
		Nyíregyháza	
	1:250 000	AD 2-LHNY-SID-18	20 FEB 2025

Title of series	Scale	Name and/or number	Date of latest revision
	1:250 000	AD 2-LHNY-SID-36	20 FEB 2025
		Győr/Pér	
	1:250 000	AD 2-LHPR-SID-11	13 JUL 2023
	1:250 000	AD 2-LHPR-SID-29	13 JUL 2023
		Hévíz/Balaton	
	1:250 000	AD 2-LHSM-SID-16	20 FEB 2025
	1:250 000	AD 2-LHSM-SID-34	20 FEB 2025
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	20 FEB 2025
		Hévíz/Balaton	
	1:250 000	AD 2-LHSM-STAR-1634	20 FEB 2025
		Nyíregyháza	
	1:250 000	AD 2-LHNY-STAR-1836	20 FEB 2025
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

Title of series	Scale	Name and/or number	Date of latest revision
	1:300 000	AD 2-LHBP-VOR-31R	30 NOV 2023
		Debrecen	
	1:250 000	AD 2-LHDC-ILS/LOC-04R	20 FEB 2025
	1:250 000	AD 2-LHDC-NDB-22L	20 FEB 2025
	1:250 000	AD 2-LHDC-RNP-04R	20 FEB 2025
	1:250 000	AD 2-LHDC-RNP-22L	20 FEB 2025
		Nyíregyháza	
	1:250 000	AD 2-LHNY-RNP-Y-18	20 FEB 2025
	1:250 000	AD 2-LHNY-RNP-Z-18	20 FEB 2025
	1:250 000	AD 2-LHNY-RNP-Y-36	20 FEB 2025
	1:250 000	AD 2-LHNY-RNP-Z-36	20 FEB 2025
		Pécs/Pogány	
	1:250 000	AD 2-LHPP-ILS/LOC-33	20 FEB 2025
	1:250 000	AD 2-LHPP-NDB-15	20 FEB 2025
	1:250 000	AD 2-LHPP-RNP-15	20 FEB 2025
	1:250 000	AD 2-LHPP-RNP-33	20 FEB 2025
		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	20 FEB 2025
	1:250 000	AD 2-LHSM-NDB-16	20 FEB 2025
	1:250 000	AD 2-LHSM-NDB-34	20 FEB 2025
	1:250 000	AD 2-LHSM-RNP-16	20 FEB 2025
	1:250 000	AD 2-LHSM-RNP-34	20 FEB 2025
Visual Approach Chart - ICAO		**Békéscsaba**	
	1:150 000	AD 2-LHBC-VAC	20 FEB 2025
		Budapest/Liszt Ferenc International Airport	
	1:150 000	AD 2-LHBP-VAC	16 MAY 2024
		Debrecen	
	1:150 000	AD 2-LHDC-VAC	20 FEB 2025
		Nyíregyháza	
	1:150 000	AD 2-LHNY-VAC	20 FEB 2025
		Pécs/Pogány	
	1:150 000	AD 2-LHPP-VAC	20 FEB 2025
		Győr/Pér	
	1:150 000	AD 2-LHPR-VAC	25 JAN 2024
		Hévíz/Balaton	
	1:150 000	AD 2-LHSM-VAC	20 FEB 2025
		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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GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES (ANS)

GEN 4.1 AERODROME/HELIPORT CHARGES

A landing charge shall be paid for the use of the runways and/or taxiways of an airport (including the lighting charges) for each 1 000 KGs of the aircraft's take-off mass. Each fraction of 1 metric tonne shall be counted as a whole metric tonne.

1. BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

For aerodrome charges, visit the home page of the National Transport Authority:

URL: https://www.bud.hu/budapest_airport/letoltheto_dokumentumok/szabalyzatok/dijszabalyzat

2. DEBRECEN

For aerodrome charges visit the home page of Debrecen International Airport:

URL: https://www.debrecenairport.com/documents/private-jet-debrecen-international-airport.pdf

For Ground Handling charges contact the Operations and Flight Handling Department:

Phone:(+36) 30-418-9725

Email:ops@debrecenairport.com.

3. NYIREGYHÁZA

3.1 Landing of aircraft

Aircraft mass in KGs	EUR/1 000 KGs
up to 3 000	12.00
3 001 - 6 000	13.00
from 6 001	14.00

Note: Outside the opening hours, the following extra charges shall be paid. MON-FRI: 20 EUR / hour, SAT-SUN: 50 EUR for the first hour and 20 EUR for every hour after.

For use of RWY lighting, an extra 30 EUR / occasion charge shall be paid.

The RWY lighting charge for training flights is detailed in a special list available from the aerodrome operator.

For customs and immigration an extra charge shall be paid, for detailed information contact aerodrome operator.

Note: 75% of the landing fee shall be paid for training approaches, touch and goes, low passes.

Note: Low pass is a part of flight over the RWY, which follows after the decision of a pilot-in-command flying on the final approach segment, not to conduct the landing or touch-and-go manoeuvre.

Note: All prices are excluding VAT.

3.2 Parking, hangarage and long-term storage of aircraft

- 4.00 EUR/24 hours/1 000 KGs (open air)
- 8.00 EUR/24 hours/1 000 KGs (in hangar only available on prior request)

Note: The first three hours of parking is free of charge. More than three hours is considered to be a full day

4. PÉCS / POGÁNY

For aerodrome charges visit the home page of Pécs-Pogány Airport:

URL: https://airportpecs.com/en/repuloteri-dijak-arlista/

5. GYŐR / PÉR

For aerodrome charges visit the home page of Győr/Pér International Airport:

URL: https://lhpr.hu/pilotaknak-1

6. HÉVÍZ / BALATON

For aerodrome charges visit the home page of Hévíz-Balaton International Airport:

URL: https://hevizairport.com/en/for-pilots/rates

7. SZEGED

7.1 Landing of aircraft

Aircraft mass in KGs	Landing/Take-off (HUF)	Training flights (touch and go) (HUF)
0 - 800	762	50% of the landing / take-off charges
801 - 2 000	1 542	
2 001 -	1 143 / t	

Note: With the exception of the airport contractual partners. The above prices are inclusive of VAT.

7.2 Parking, hangarage and storage of aircraft

Aircraft mass in KGs	Open air (HUF)	In hangar (HUF)
0 - 800	762	2 667
801 - 2.000	1 524	3 429
2001 -	1 270 / t	3 048 / t

Note: With the exception of the airport contractual partners. The above mentioned prices are inclusive of VAT.

The first two hours of open air parking is free of charge. More than two hours is considered to be a full day.

7.3 Other

- Border crossing fee (for flights to / from Schengen area):
  - weekdays BTN 0700 - 1500 (0600 - 1400): 33.020 HUF/Hour/ACFT and all started 24 hours continued one day: 10.160 HUF;
  - weekdays BTN 1500 - 2100 (1400 - 2000): 38.100 HUF/Hour/ACFT and all started 24 hours continued one day: 13.970 HUF;
  - weekends and holidays 45.720 HUF/Hour/ACFT and all started 24 hours continued one day: 17.780 HUF.
- Border crossing fee (for flights outside Schengen area):
  - weekdays BTN 0700 - 1500 (0600 - 1400): 21.590 HUF/Hour/ACFT and all started 24 hours continued one day: 10.160 HUF;
  - weekdays BTN 1500 - 2100 (1400 - 2000): 26.670 HUF/Hour/ACFT and all started 24 hours continued one day: 13.970 HUF;
  - weekends and holidays 34.290 HUF/Hour/ACFT and all started 24 hours continued one day: 17.780 HUF.
- Outside the operational hours, a disposal charge (including aeronautical fee, RWY lighting fee) has to be paid: 24.765 HUF / 15 minutes. It is necessary to contact AFIS in advance.

GEN 4.2 AIR NAVIGATION SERVICES CHARGES

1. INTRODUCTION

1.1. The data required for calculating the route charges for flights operating into, from or across BUDAPEST FIR are derived from the information contained in the Flight Plan (FPL, RPL) and are sent to the EURCONTROL Agency which has been entrusted with the collection of the route charges.

1.2. Airspace users are requested to note that the ICAO instructions on the completion of flight plan forms (as given in Appendix 2 of ICAO DOC 4444-ATM/501 and supplemented by Part ENR 1.10 of AIP Hungary) shall be adhered to in order to avoid errors in calculating the charges and penalizing the users themselves.

2. PRINCIPLES

2.1. For the use of the Hungarian airspace,

a. en-route charge and

b. terminal navigation charge shall be paid.

2.2. The air navigation service charges, - except as provided in paragraph 3. - shall be paid to EUROCONTROL in EUR.

2.3. Payment of air navigation service charges, by users registered in Hungary, may be made in national currency (HUF) also.

3. EXEMPTIONS FROM PAYMENT OF AIR NAVIGATION CHARGES

1. flights performed by aircraft of which the Maximum Take-Off Weight Authorised is less than two (2) metric tons;
2. flights performed exclusively for the transport, on official mission, of the reigning Monarch and his/her immediate family, Heads of State, Heads of Government and Government Ministers. In all cases, this must be substantiated by the appropriate status indicator on the flight plan;
3. search and rescue flights authorised by a competent SAR body;
4. flights performed by military aircraft of the EURCONTROL member states;
5. flights performed by military aircraft of a State, to which exemption from payment of charges is granted by Hungary, based on international bi- or multilateral agreement;
6. flights performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning flights by the aircraft concerned;
7. flights terminating at the aerodrome from which the aircraft has taken off and during which no intermediate landing has been made (circular flights).

4. EN-ROUTE CHARGES

4.1. The national regulations comprise the actual provisions for the collection of the charges as a Ministerial Order on application of the EURCONTROL Route Charges System and Conditions of Payment supplemented by the applicable unit rates.

5. Conditions of Application of the EURCONTROL Route Charges System and Condition of Payment

5.1 Article 1

A charge shall be levied for each flight performed in accordance with the procedures laid down in application of the Standards and Recommended Practices of the International Civil Aviation Organization in the airspace falling under the responsibility of the Contracting States.

For conditions of route charges system and conditions of payment please see the following EUROCONTROL web page:

URL:https://www.eurocontrol.int/crco#key-documents

5.2 Article 2

For conditions of route charges calculation please see the following EUROCONTROL web page:

URL:https://www.eurocontrol.int/publication/customer-guide-route-charges

The distance to be taken into account shall be reduced by twenty (20) kilometres for each take-off from and for each landing on the territory of a Contracting State.

5.3 Article 3

The charge for a flight in the airspace of the Flight Information Regions falling within the competence of a given Contracting State (i) shall be calculated in accordance with the following formula:

ri = ti x Ni

where ri is the charge, ti the unit rate of charge and Ni the number of service units corresponding to such a flight. The unit rates may, where appropriate, be set separately for VFR and IFR flights.

6. EN ROUTE CHARGING ZONES

The list of EUROCONTROL charging zones is published on EUROCONTROL website:

URL:https://www.eurocontrol.int/publication/customer-guide-route-charges

7. Unit Rates Applicable from 01st January 2018 are Published on EUROCONTROL Website:

URL:https://www.eurocontrol.int/crco#key-documents

The rate of interest on late payment of route charges that shall enter into force on 01 JAN 2018 is 9.74% per annum.

8. Terminal Navigation Charge

Terminal navigation charge shall be levied - with the exemptions listed in paragraph 3. - for each flight depart from Budapest Liszt Ferenc International Airport, and performed under Instrument Flight Rules (IFR flight) within Budapest FIR on the 20 km route portion, and / or performed within Budapest TMA and Budapest CTR.

8.1. Exempted flights are listed in paragraph 3.

8.2. The person liable to pay the terminal navigation charge, shall be the person who was the operator of the aircraft. If the identity of the operator is not known, the owner of the aircraft shall be regarded as the operator unless he proves which other person was the operator.

8.3. The terminal navigation charge shall constitute remuneration for the costs incurred in respect of air navigation facilities and services provided in Budapest TMA and in Budapest CTR and the cost incurred by EUROCONTROL in operating the terminal navigation charge system.

8.4. Terminal navigation charge shall be calculated in accordance with the following formula:

R = t x N

where R is the charge, t is the terminal navigation unit rate and N the number of service units corresponding to such a flight.

8.5. The terminal navigation unit rate is published on the following EUROCONTROL website:

URL:https://www.eurocontrol.int/crco#key-documents

8.6. For a given flight, the number of service units, designated by N, shall be the quotient, obtained by dividing by fifty (50) the number of metric tons in the highest maximum certificated take-off weight of the aircraft to the power of 0.7, shown by the formula below:

N = (MTOW / 50)^0.7

8.7. The rules for condition of payment of the terminal navigation charge, the interest rate applied for the calculation of interest after late payment, are identical of those applicable to the en-route charges.

8.8. The EURCONTROL is entrusted with the collection of terminal navigation charge and with the treatment of claims, according to a bilateral agreement concluded between EURCONTROL and the designated Hungarian air navigation service provider.

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ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

1. PROHIBITED AREAS

Identification, Name and Lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
LHP1 / PAKS A circle radius 3 KM centered on 463443N 0185110E	FL 195 / GND	H24 Nuclear Power Plant
LHP2 / CSILLEBERC A circle radius 0.5 KM centered on 472923N 0185708E	3500 FT ALT / GND	H24 Research nuclear reactor

2. RESTRICTED AREAS

Identification, Name and Lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
LHR1 / BUDAPEST 473059N 0185828E - 473055N 0190118E - 473054N 0190159E - 473053N 0190237E - 473038N 0190321E - 473022N 0190325E - 472941N 0190336E - 472859N 0190147E - 472910N 0190047E - 472931N 0185846E - 473002N 0185812E - 473059N 0185828E	3500 FT ALT / GND	H24 By special permission of the aeronautical authority
LHR1A / BUDAPEST 473154N 0185620E - 473154N 0185756E - 473121N 0185756E - 473121N 0185620E - 473154N 0185620E	3500 FT ALT / GND	H24 By special permission of the aeronautical authority
LHR4 / ZALAEGERSZEG A circle radius 1 KM centered on 464910N 0165120E	3500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)
LHR6 / SZAZHALOMBATTA I. A circle radius 2 KM centered on 471702N 0185358E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS) except DEP/ARR LHBP
LHR8 / KAZINCBARCIKA A circle with a radius of 2.5 KM centred on 481429N 0203956E	3500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)
LHR9 / TISZAUJVAROS A circle radius 3 KM centered on 475413N 0210134E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)
LHR10 / HAJDUSZOBOSZLO A circle radius 5 KM centered on 473154N 0212253E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)
LHR12 / SAJOBABONY A circle with a radius of 1.5 KM centred on 481003N 0204253E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)
LHR15 / DUNAUJVAROS A circle with a radius of 2 KM centred on 465703N 0185554E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS) except DEP/ARR LHBP
LHR16 / SZOLNOK-TOSZEG A circle with a radius of 2 KM centred on 470804N 0200753E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS) except DEP/ARR LHBP

Identification, Name and Lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
LHR22 / PET A circle with a radius of 2 KM centred on 471003N 0180824E	7500 FT ALT / GND	H24 For aircraft with less than 250 KT (IAS)
LHR29 / NYIRTELEK A circle radius 2.5 KM centered on 480150N 0213827E	2500 FT ALT / GND	H24 For civil aircraft
LHR33 / HETENYEGYHAZA A circle radius 2 KM centered on 465554N 0193555E	2500 FT ALT / GND	H24 For civil aircraft.
LHR34 / TABORFALVA 470627N 0192534E - 470317N 0192426E - 470233N 0192733E - 470548N 0192848E - 470627N 0192534E	3000 FT ALT / GND	H24 For civil aircraft.
LHR35 / PUSTAVACS A circle radius 2.5 KM centered on 470957N 0192806E	2500 FT ALT / GND	H24 For civil aircraft.
LHR36 / PUSZTAEDERICS A circle radius 2.5 KM centered on 463925N 0164740E	7500 FT ALT / GND	H24 For aircraft with less than 250 KT (IAS)
LHR37 / ZSANA A circle radius 2.5 KM centered on 462525N 0194200E	7500 FT ALT / GND	H24 For aircraft with less than 250 KT (IAS)
LHR38 / KARDOSKUT A circle radius 4.5 KM centered on 462854N 0204423E	7500 FT ALT / GND	H24 For aircraft with less than 250 KT (IAS)
LHR39 / SZAZHALOMBATTA II. A circle radius 1.2 KM centered on 471942N 0185439E	1500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)
LHR40 / KISKUNFELEGYHAZA A circle radius 1 KM centered on 464113N 0195051E	2500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)
LHR41 / VARPALOTA A circle radius 2 KM centered on 471115N 0181304E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)

3. DANGER AREAS

Identification, Name and Lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
LHD2A / HAJMASKER 470903N 0175624E - 470903N 0180054E - 471003N 0180354E - 471233N 0180654E - 471503N 0180154E - 471133N 0175554E - 470903N 0175624E	FL 245 / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range
LHD2B / VARPALOTA 471623N 0181254E - 471533N 0180324E - 471233N 0180654E - 471233N 0181454E - 471503N 0181654E - 471623N 0181254E	FL 300 / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range
LHD3 / TATARSZENTGYORGY 471200N 0191246E - 471101N 0191132E - 470924N 0191132E - 470909N 0191145E - 470427N 0192615E - 470456N 0192701E - 470735N 0192306E - 471200N 0191246E	FL 300 / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range
LHD11/ DOC 462804N 0200554E - 462704N 0200624E - 462804N 0201024E - 462924N 0200934E - 462804N 0200554E	7500 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range

Identification, Name and Lateral limits	Upper / lower limits and system / means of activation announcement INFO for CIV FLT	Remarks Time of ACT
1	2	3
LHTRA23B / EAST BRAVO 472201N 0214313E - 471125N 0214729E - 470219N 0213649E - 465152N 0213027E - 471548N 0203054E - 472943N 0201605E - 470506N 0212808E - 471210N 0213301E - 472201N 0214313E	FL 175 / FL 135	HX
LHTRA23C / EAST CHARLIE 475800N 0195615E - 480710N 0195452E - 481757N 0202718E - 475845N 0212810E - 474559N 0213339E - 481115N 0202525E - 475800N 0195615E	FL 175 / FL 135	HX
LHTRA23D / EAST DELTA 481115N 0202525E - 475018N 0212203E - 472252N 0210213E - 474125N 0200756E - 475800N 0195615E - 481115N 0202525E	9500 FT ALT / 4000 FT ALT	HX
LHTRA23E / EAST ECHO 481115N 0202525E - 475018N 0212203E - 472252N 0210213E - 474125N 0200756E - 475800N 0195615E - 481115N 0202525E	4000 FT ALT / GND	HX
LHTRA31A / UPPER WEST ALPHA 463352N 0180006E - 462829N 0184129E - 461000N 0190529E - 460259N 0184005E - 455737N 0182351E - 455529N 0175254E - 460445N 0172645E - 463352N 0180006E	FL 285 / FL 245	HX
LHTRA31B / UPPER WEST BRAVO 464210N 0164659E - 463352N 0180006E - 460445N 0172645E - 463605N 0164210E - 464210N 0164659E	FL 285 / FL 245	HX
LHTRA41 / WEST ALPHA CORRIDOR 463500N 0174800E - 470000N 0192100E - 465400N 0192700E - 463000N 0175700E - 463500N 0174800E	FL 135 / 9500 FT ALT	HX
LHTRA43L / EAST ALPHA CORRIDOR LOW 470004N 0195835E - 473013N 0202152E - 472717N 0203100E - 465600N 0200722E - 470004N 0195835E	FL 125 / 9500 FT ALT	HX
LHTRA43H / EAST ALPHA CORRIDOR HIGH 470004N 0195835E - 473013N 0202152E - 472717N 0203100E - 465600N 0200722E - 470004N 0195835E	FL 195 / FL 125	HX
LHTRA51A / KENYERI ALPHA 473119N 0171041E - 473122N 0170231E - 472920N 0165550E - 470633N 0171051E - 471036N 0172413E - 473119N 0171041E	9500 FT ALT / GND	HX
LHTRA51B / KENYERI BRAVO 473119N 0171041E - 473122N 0170231E - 472920N 0165550E - 470633N 0171051E - 471036N 0172413E - 473119N 0171041E	FL 245 / 9500 FT ALT	HX

Identification, Name and Lateral limits	Upper / lower limits and system / means of activation announcement INFO for CIV FLT	Remarks Time of ACT
1	2	3
LHTRA53L / BVR LOW 473510N 0193750E - 474311N 0193446E - 475138N 0194226E - 480747N 0195536E along border HUNGARY_SLOVAKREPUBLIC - 481235N 0200619E - 481115N 0202525E - 474559N 0213339E - 473630N 0215230E - 472226N 0215659E along border HUNGARY_ROMANIA - 465441N 0213704E - 465250N 0211310E - 471923N 0201357E - 473510N 0193750E	FL 385 / FL 245	HX
LHTRA53H / BVR HIGH 473510N 0193750E - 474311N 0193446E - 475138N 0194226E - 480747N 0195536E along border HUNGARY_SLOVAKREPUBLIC - 481235N 0200619E - 481115N 0202525E - 474559N 0213339E - 473630N 0215230E - 472226N 0215659E along border HUNGARY_ROMANIA - 465441N 0213704E - 465250N 0211310E - 471923N 0201357E - 473510N 0193750E	FL 525 / FL 385	HX
LHTRA53EL / BVR EAST LOW 470506N 0212808E - 471210N 0213301E - 472201N 0214313E - 474559N 0213339E - 473630N 0215230E - 472226N 0215659E along border HUNGARY_ROMANIA - 465441N 0213704E - 465250N 0211310E - 470506N 0212808E	FL 195 / 9500 FT ALT	HX
LHTRA53EH / BVR EAST HIGH 470506N 0212808E - 471210N 0213301E - 472201N 0214313E - 474559N 0213339E - 473630N 0215230E - 472226N 0215659E along border HUNGARY_ROMANIA - 465441N 0213704E - 465250N 0211310E - 470506N 0212808E	FL 245 / FL 195	HX
LHTRA53SL / BVR SOUTH LOW 472943N 0201605E - 470506N 0212808E - 465250N 0211310E - 471537N 0202220E - 471923N 0201357E - 472943N 0201605E	FL 195 / 9500 FT ALT	HX
LHTRA53SH / BVR SOUTH HIGH 472943N 0201605E - 470506N 0212808E - 465250N 0211310E - 471537N 0202220E - 471923N 0201357E - 472943N 0201605E	FL 245 / FL 195	HX
LHTRA53W / BVR WEST 475138N 0194226E - 472943N 0201605E - 471923N 0201357E - 473510N 0193750E - 474311N 0193446E - 475138N 0194226E	FL 245 / FL 195	HX
LHTRA53N / BVR NORTH 475138N 0194226E - 480747N 0195536E along border HUNGARY_SLOVAKREPUBLIC - 481235N 0200619E - 481115N 0202525E - 475800N 0195615E - 472943N 0201605E - 475138N 0194226E	FL 245 / FL 195	HX

2. AIR DEFENCE IDENTIFICATION ZONE

Nil

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

1. AEROBATICS AREA

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
LHSA2A / AEROBATICS AREA 2A 471127N 0184024E - 471008N 0184207E - 471314N 0184716E - 471342N 0184410E - 471127N 0184024E	4500 FT ALT / 1000 FT AGL		Available on workdays between 0800 and 1700 (UTCW), On Saturdays, Sundays and holidays between 0800 and 1100 (UTCW), and between 1400 and 1700 (UTCW)
LHSA2B / AEROBATICS AREA 2B 470915N 0183641E - 470758N 0183822E - 471008N 0184207E - 471127N 0184024E - 470915N 0183641E	4500 FT ALT / 1000 FT AGL		Available on workdays between 0800 and 1700 (UTCW), On Saturdays, Sundays and holidays between 0800 and 1100 (UTCW), and between 1400 and 1700 (UTCW)
LHSA3 / AEROBATICS AREA 3 A circle radius 3 KM centered on 460854N 0190230E	4000 FT ALT / 1000 FT AGL		Available on workdays between 0800 and 1700 (UTCW), On Saturdays, Sundays and holidays between 0800 and 1100 (UTCW), and between 1400 and 1700 (UTCW)

2. GLIDER AREAS

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
LHSG100 / GLIDER AREA100 474636N 0190905E - 474301N 0190609E - 473706N 0191615E - 473800N 0192100E - 473811N 0192321E - 474636N 0190905E	4500 FT ALT / 3500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG101 / GLIDER AREA101 475108N 0191203E - 474914N 0190432E - 474636N 0190905E - 473811N 0192321E - 473849N 0193152E - 474907N 0191518E - 475108N 0191203E	5500 FT ALT / 3500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG102/S / GLIDER AREA102/S 475312N 0192011E - 475108N 0191203E - 474907N 0191518E - 473849N 0193152E - 473935N 0194216E - 475312N 0192011E	6500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for hang/paraglider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG102/V / GLIDER AREA102/V 475312N 0192011E - 475108N 0191203E - 474907N 0191518E - 473849N 0193152E - 473935N 0194216E - 475312N 0192011E	6500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG103/S / GLIDER AREA103/S 475644N 0193408E - 475312N 0192011E - 473935N 0194216E - 474052N 0195940E - 474906N 0194628E - 475644N 0193408E	7500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for hang/paraglider operation. Time and vertical limits are determined by Budapest ATS Centre.

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
LHSG103/V / GLIDER AREA103/V 475644N 0193408E - 475312N 0192011E - 473935N 0194216E - 474052N 0195940E - 474906N 0194628E - 475644N 0193408E	7500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG110 / GLIDER AREA110 474923N 0185107E along border HUNGARY_SLOVAKREPUBLIC - 474541N 0183928E - 473653N 0183928E - 474919N 0185613E - 474923N 0185107E	6500 FT ALT / GND		HX Only for VFR flights.Coordinated airspace: Above 5500 FT AMSL, can be requested until SS. Primarily for glider operation. Prior permission required by Budapest ATS Centre.
LHSG111 / GLIDER AREA111 474541N 0183928E along border HUNGARY_SLOVAKREPUBLIC - 474548N 0182806E - 472827N 0182806E - 472956N 0183216E - 473231N 0183928E - 474541N 0183928E	6500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG112 / GLIDER AREA112 480328N 0190338E along border HUNGARY_SLOVAKREPUBLIC - 474923N 0185107E - 474919N 0185613E - 474914N 0190432E - 475108N 0191203E - 475312N 0192011E - 480328N 0190338E	6500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG113/S / GLIDER AREA113/S 474548N 0182806E along border HUNGARY_SLOVAKREPUBLIC - 474419N 0181530E - 472900N 0181531E - 472421N 0181642E - 472827N 0182806E - 474548N 0182806E	7500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for hang/paraglider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG113/V / GLIDER AREA113/V 474548N 0182806E along border HUNGARY_SLOVAKREPUBLIC - 474419N 0181530E - 472900N 0181531E - 472421N 0181642E - 472827N 0182806E - 474548N 0182806E	7500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG114 / GLIDER AREA114 480519N 0192017E along border HUNGARY_SLOVAKREPUBLIC - 480328N 0190338E - 475312N 0192011E - 475644N 0193408E - 480519N 0192017E	7500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG120 / GLIDER AREA120 473355N 0185502E - 473231N 0185309E - 473127N 0184818E - 472714N 0185510E - 472846N 0185840E - 472811N 0190029E - 472933N 0190054E - 473057N 0185951E - 473355N 0185502E	4500 FT ALT / 3500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG121 / GLIDER AREA121 473127N 0184818E - 473018N 0184305E - 472232N 0185543E - 472455N 0185859E - 472714N 0185510E - 473127N 0184818E	5500 FT ALT / 3500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
LHSG122 / GLIDER AREA122 473231N 0183928E - 472956N 0183216E - 472531N 0183928E - 472409N 0184140E - 472115N 0184623E - 471844N 0185029E - 472232N 0185543E - 473018N 0184305E - 473231N 0183928E	6500 FT ALT / 3500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG123/S / GLIDER AREA123/S 472956N 0183216E - 472827N 0182806E - 471515N 0184935E - 471844N 0185029E - 472115N 0184623E - 472409N 0184140E - 472531N 0183928E - 472956N 0183216E	6500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for hang/paraglider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG123/V / GLIDER AREA123/V 472956N 0183216E - 472827N 0182806E - 471515N 0184935E - 471844N 0185029E - 472115N 0184623E - 472409N 0184140E - 472531N 0183928E - 472956N 0183216E	6500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG124/S / GLIDER AREA124/S 472827N 0182806E - 472421N 0181642E - 472232N 0181709E - 472011N 0181744E - 470324N 0184445E - 465726N 0185421E - 471515N 0184935E - 472827N 0182806E	7500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for hang/paraglider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG124/V / GLIDER AREA124/V 472827N 0182806E - 472421N 0181642E - 472232N 0181709E - 472011N 0181744E - 470324N 0184445E - 465726N 0185421E - 471515N 0184935E - 472827N 0182806E	7500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG130 / GLIDER AREA130 475036N 0191153E - 474544N 0185939E - 473827N 0190316E - 474306N 0191459E - 475036N 0191153E	FL 285 / 3500 FT ALT		HX Coordinated airspace for mountain wave flights. Time and vertical limits are determined by Budapest ATS Centre.
LHSG131 / GLIDER AREA131 480000N 0190800E - 475300N 0185600E - 474544N 0185939E - 475036N 0191153E - 480000N 0190800E	FL 285 / 3500 FT ALT		HX Coordinated airspace for mountain wave flights. Time and vertical limits are determined by Budapest ATS Centre.
LHSG132 / GLIDER AREA132 474306N 0191459E - 473827N 0190316E - 473646N 0190740E - 474306N 0191459E	FL 285 / 3500 FT ALT		HX Coordinated airspace for mountain wave flights. Time and vertical limits are determined by Budapest ATS Centre.
LHSG141 / GLIDER AREA141 471515N 0184935E - 465726N 0185421E - 465337N 0190031E - 470104N 0191155E - 471515N 0184935E	7500 FT ALT / 5500 FT ALT		HX Exclusively for glider flight competitions.
LHSG142/A / GLIDER AREA142/A 470104N 0191155E - 465337N 0190031E - 464819N 0192349E - 464915N 0192935E - 470104N 0191155E	5500 FT ALT / 4000 FT ALT		HX Exclusively for glider flight competitions. Available only in conjunction with Kecskemet MTMA3/A.

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
LHSG142/B / GLIDER AREA142/B 470104N 0191155E - 465337N 0190031E - 464819N 0192349E - 464915N 0192935E - 470104N 0191155E	7500 FT ALT / 5500 FT ALT		HX Exclusively for glider flight competitions.
LHSG143 / GLIDER AREA143 465337N 0190031E - 463957N 0192213E - 464915N 0192935E - 464819N 0192349E - 465337N 0190031E	7500 FT ALT / 4000 FT ALT		HX Exclusively for glider flight competitions. Available only in conjunction with Kecskemet MTMA3/A.
LHSG144 / GLIDER AREA144 464915N 0192935E - 463957N 0192213E - 463633N 0194834E - 464915N 0192935E	7500 FT ALT / 4000 FT ALT		HX Exclusively for glider flight competitions. Available only in conjunction with Kecskemet MTMA2/A.

3. DROP ZONES

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
LHSDZLHBC / BEKESCSABA A circle radius 7 KM centered on 464036N 0210938E	FL 155 / 4000 FT ALT	Contact: LHBC AFIS	HX
LHSDZLHBD / BORGOND 471037N 0182857E - 470619N 0182317E - 470145N 0182636E - 470237N 0183147E - 470840N 0183425E - 471037N 0182857E subtracted the LHB24 airspace.	FL 155 / GND	Contacts: (+36) 30-959-8897, (+36) 20-978-9128.	HX
LHSDZLHBK / BALATONKERESZTUR A circle radius 3 KM centered on 464144N 0172340E	FL 145 / GND	Nil	HX
LHSDZLHDV / DUNAUJVAROS A circle radius 5 KM centered on 465318N 0185438E	FL 135 / GND	Contacts: (+36) 30-385-0220, (+36) 70-945-4220	HX
LHSDZLHFM / FERTOSZENTMIKLOS 473557N 0165122E - 473416N 0165217E - 473322N 0165009E - 473339N 0164820E - 473441N 0164625E - 473556N 0164532E - 473557N 0165122E	FL 125 / GND	Nil	HX
LHSDZLHGD / GODOLLO 473646N 0191900E - 473439N 0191741E - 473336N 0192243E - 473548N 0192352E - 473646N 0191900E	6500 FT ALT / GND	Contacts: (+36) 30-934-3199, (+36) 70-332-2198.	HX
LHSDZLHGR1 / GYURO1 472642N 0184505E - 472409N 0184140E - 472115N 0184623E - 472347N 0184948E - 472642N 0184505E	5500 FT ALT / GND	Nil	HX
LHSDZLHGR2 / GYURO2 472409N 0184140E - 472304N 0184012E - 472009N 0184455E - 472115N 0184623E - 472409N 0184140E	6500 FT ALT / GND	Nil	HX

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
LHSDZLHHO / HAJDUSZOBOSZLO 472810N 0212450E - 472228N 0211500E - 472733N 0211500E - 472942N 0211839E - 472810N 0212450E	FL 145 / GND	Nil	HX
LHSDZLHKA / KALOCSA 463356N 0185419E - 463435N 0185817E - 463118N 0190123E - 463000N 0185519E - 463356N 0185419E	FL 135 / GND	Contact: (+36) 20-777-9197.	HX
LHSDZLHKH / KISKUNFELEGYHAZA 464600N 0194546E - 464800N 0195100E - 464558N 0195533E - 464200N 0195600E - 464600N 0194546E	FL 135 / GND	Contacts: (+36) 20-938-9453, (+36) 30-968-6199	HX
LHSDZLHKI / KISKOROS 463939N 0191442E - 463914N 0191511E - 463854N 0191434E - 463919N 0191403E - 463939N 0191442E	3500 FT ALT / GND	Nil	HX
LHSDZLHKV / KAPOSUJLAK 463100N 0173400E - 463100N 0174700E - 461800N 0174700E - 461800N 0173400E - 463100N 0173400E	FL 165 / GND	Contacts: (+36) 20-777-9135, (+36) 20-777-9989.	HX
LHSDZLHMP / MATKOPUSZTA A circle radius 5.556 KM centered on 464758N 0194102E subtracted the Kecskemet MCTR airspace.	FL 145 / GND	Contacts: (+36) 20-745-4367, (+36) 20-961-2900.	HX
LHSDZLHMC / MISKOLC A circle radius 5 KM centered on 480754N 0204730E subtracted the LHB32 BUKK airspace.	FL 145 / GND	Nil	HX
LHSDZLHNY / NYIREGYHAZA A circle radius 10 KM centered on 475856N 0214100E	FL 155 / 9500 FT ALT	Contact: LHNY AFIS	HX
LHSDZLHOY / OCSENY A circle radius 2 NM centered on 461843N 0184549E	FL 145 / GND	Nil	HX
LHSDZLHPR / PER A circle radius 7.4 KM centered on 473738N 0174830E	FL 125 / 9500 FT	Nil	HX
LHSDZLHSK / KILITI SKYDIVE BALATON A circle radius 11.11 KM centered on 465119N 0180551E	FL 155 / GND	Contacts: (+36) 70-611-5343, (+36) 70-433-3304.	HX
LHSDZLHTL / TOKOL A circle radius 3.15 KM centered on 472037N 0185909E	FL 145 / 3500 FT ALT	Contact: LHTL TWR (+361) 999-1174	HX
LHSDZLHUD / SZEGED 461500N 0200000E - 461217N 0200526E - 461718N 0200722E - 461721N 0200000E - 461500N 0200000E	FL 135 / 9500 FT ALT	Nil	HX

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ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

1. BIRD MIGRATION

Migration routes cover almost the entire Earth, but naturally, due to the different number of birds, their significance is different. From the point of view of Hungarian bird species, the most important migration route is the Palearctic-African migration system. The territories within the Carpathian Basin traditionally serve as stopover, fat-accumulating areas for many species, the individuals of which originate from many different areas of Eurasia. Bird migration occurs during the whole year but culminates in the periods between March and May (spring migration) and between August and November (autumn migration). When on actual migration, most birds make long flights often at high levels in contrast to their flying at relatively low altitudes during their stay in the concentration areas.

1.1 Spring migration

The spring migration is more dispersed and less spectacular than the autumn one, the most active part is in April and May. The principal direction over Hungary is towards north and north-east. The most important factors inducing heavy migration are a rise in temperature, light and southerly winds.

1.2 Autumn migration

The autumn migration lasts for more than three months. The first flight movements can already be seen from the end of July, while the last movements of any significance are completed by the end of November. They have a typical stream of movement with periods of relative calm interspersed with periods of very intense migration. Between mid-August and mid-November migratory birds are particularly active. The movement takes place mostly in south and south-east direction, the birds usually move towards the Balkan Peninsula or the Bosporus. The most important factor inducing heavy migration is a fall in temperature and northerly winds.

1.3 Number of birds

There is no information about the quantity of migratory bird individuals. Smaller passerines are dominating (but they are not dangerous to aircraft), and several species occur in great densities and/or are large, resulting in being very hazardous to aircraft, e.g.: ducks, geese, storks, waders, birds of prey, pigeons, starlings, crows.

1.4 Information on densities

Concentrations of birds typically occur at wetlands. Most hotspots for birds are covered in Hungary by restricted areas established for environmental protection (usually from ground level to 450 m above ground level), where flying with motorised vehicles requires special authorisation (see relevant legislation below).

1.5 Reporting of bird strike

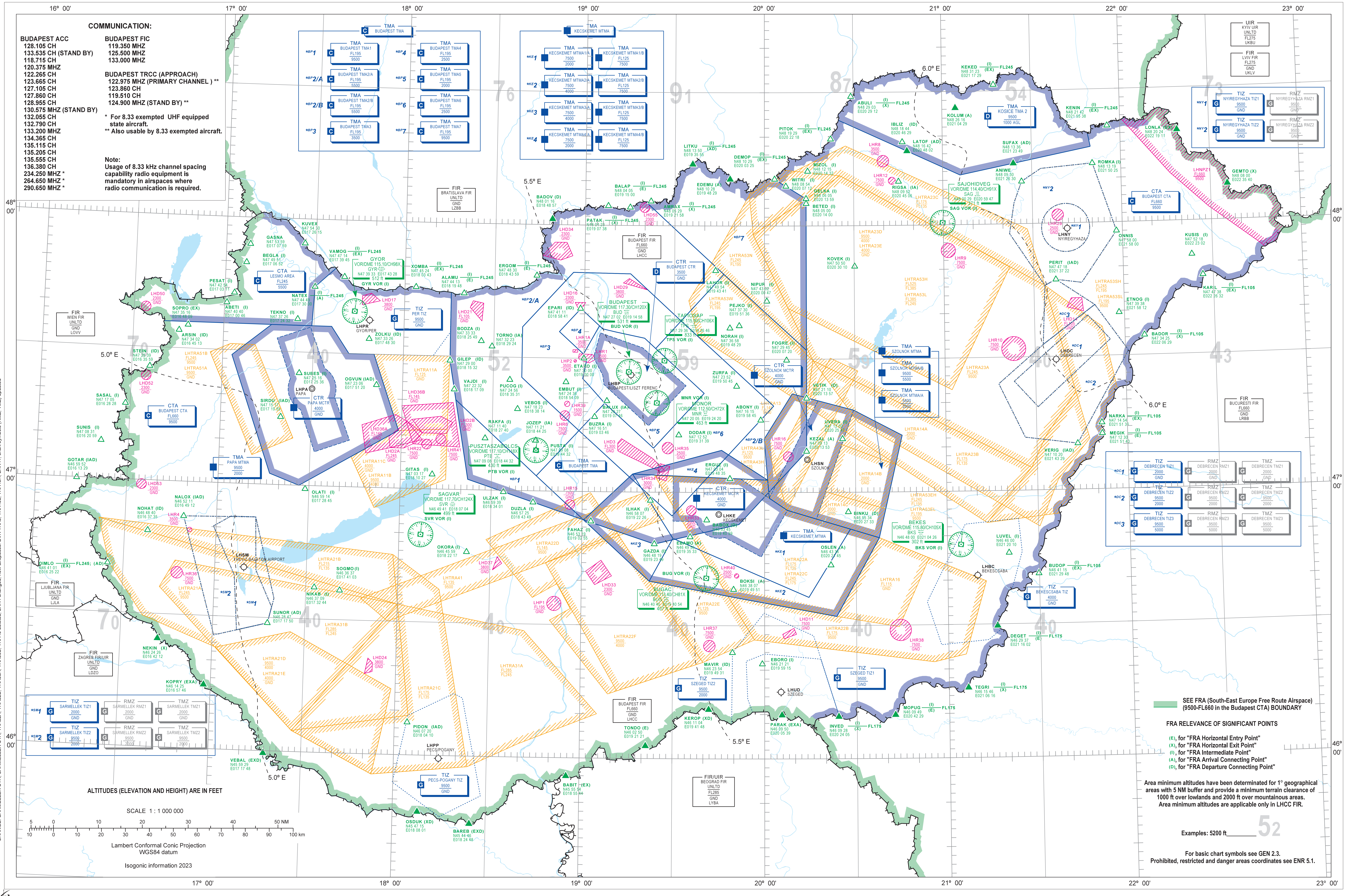
- All pilots on flights during take-off or landing within Budapest FIR shall report to the competent aerodrome ATS unit all cases of bird strike or incidents where a risk of bird strike has been present.
- In the case of landing, a report shall be made in writing by completing a Bird Strike Reporting Form (hereinafter referred to as BSRF), preferably immediately after landing.
- If the incident occurs on a flight during take-off and the pilot does not consider it necessary to interrupt the flight, (s)he shall notify the competent aerodrome ATS unit by radio and then complete the BSRF at the aerodrome of destination. The aircraft operator shall ensure that the completed BSRF is transmitted to the departure airport operator.
- If the aircraft collides with a bird en route, the incident shall be reported to the competent aerodrome ATS unit at the airport of destination, indicating the location of the collision.

2. AREAS WITH SENSITIVE FAUNA

In Hungary especially inland waters attract flocks of birds for breeding, roosting and feeding at various times of the year. According to the 26/2007. (III. 1.) GKM-HM-KvVM joint decree (1995) on aviation determines the restricted area established for environmental protection. The designation of the restricted areas established for environmental protection has been made in order to shelter the protected and strictly protected bird species, and bird species of Community interest. The designated areas are the most important wader migratory wetland areas.

Identification / Name, Lateral limits	Vertical limits	Time Reason for restriction
LHB01 / ÓCSA 471843N 0191007E - 471740N 0191339E - 471451N 0191910E - 471250N 0191626E - 471843N 0191007E	1000 FT AGL / GND	H24 Sensitive fauna
LHB02 / TÓSZEG 470818N 0200133E - 470625N 0200713E - 470241N 0200428E - 470154N 0200920E - 465802N 0200304E - 470304N 0195208E - 470818N 0200133E	1000 FT AGL / GND	H24 Sensitive fauna
LHB03 / AGGTELEK 483427N 0205016E - 482446N 0204350E - 482555N 0202607E along border HUNGARY_SLOVAKREPUBLIC - 483427N 0205016E	1000 FT AGL / GND	H24 Sensitive fauna
LHB04 / ZEMPLÉNI-HG. A circle radius 13 KM centered on 482530N 0212451E	1000 FT AGL / GND	H24 Sensitive fauna
LHB05 / HEVESI FÜVES PUSZTÁK I. (TISZA-TÓ) 474156N 0204928E - 473325N 0204342E - 473531N 0203543E - 474155N 0204322E - 474156N 0204928E	1500 FT AGL / GND	H24 Sensitive fauna
LHB06A / HEVESI FÜVES PUSZTÁK II. 474826N 0210041E - 474158N 0205911E - 472841N 0203520E - 472648N 0202534E - 472723N 0201344E - 474430N 0201528E - 474504N 0203314E - 475318N 0204737E - 474826N 0210041E	1500 FT AGL / GND	01 MAR - 31 JUL Sensitive fauna
LHB06B / HEVESI FÜVES PUSZTÁK II. 474826N 0210041E - 474158N 0205911E - 472841N 0203520E - 472648N 0202534E - 472723N 0201344E - 474430N 0201528E - 474504N 0203314E - 475318N 0204737E - 474826N 0210041E	1000 FT AGL / GND	01 AUG - 01 MAR Sensitive fauna
LHB07 / HORTOBÁGY 474718N 0210751E - 474200N 0212540E - 471839N 0210656E - 472500N 0204402E - 474718N 0210751E	1500 FT AGL / GND	H24 Sensitive fauna
LHB08 / BIHARI-SÍK I. 471154N 0212611E - 471037N 0214022E - 471827N 0213052E - 471831N 0212135E - 471154N 0212611E	1000 FT AGL / GND	H24 Sensitive fauna
LHB09 / BIHARI-SÍK II 470119N 0211405E - 471834N 0211342E - 471831N 0212135E - 471154N 0212611E - 471037N 0214022E - 470533N 0213720E - 470410N 0213809E - 470043N 0213135E - 470119N 0211405E	1500 FT AGL / GND	H24 Sensitive fauna
LHB10 / ALSÓ-TISZA-VÖLGY 464459N 0195832E - 464131N 0201302E - 462310N 0201739E - 462338N 0195959E - 463723N 0195943E - 463254N 0195304E - 463547N 0195107E - 464459N 0195832E	1500 FT AGL / GND	H24 Sensitive fauna
LHB11 / CSANÁDI PUSZTÁK A circle radius 2 KM centered on 462043N 0203820E	1500 FT AGL / GND	H24 Sensitive fauna
LHB12 / KARDOSKÚT A circle radius 4 KM centered on 462824N 0203744E	1500 FT AGL / GND	H24 Sensitive fauna
LHB13 / GEMENC 462317N 0184615E - 462015N 0185620E - 461526N 0185503E - 460945N 0185637E - 460205N 0184456E - 460316N 0184306E - 461854N 0185033E - 462202N 0184439E - 462317N 0184615E	1500 FT AGL / GND	H24 Sensitive fauna

ENROUTE
CHART - ICAO



CHANGE: SARMELLEK CTR, SARMELLEK CTA, TRA32A, TRA32B, TRA33A, TRA33B, TRA43 deleted, LHR4 changed, new airspaces: BVR TRAs, TRA43L, TRA43H, LHR41, chart symbols (RMZ, TMZ) updated

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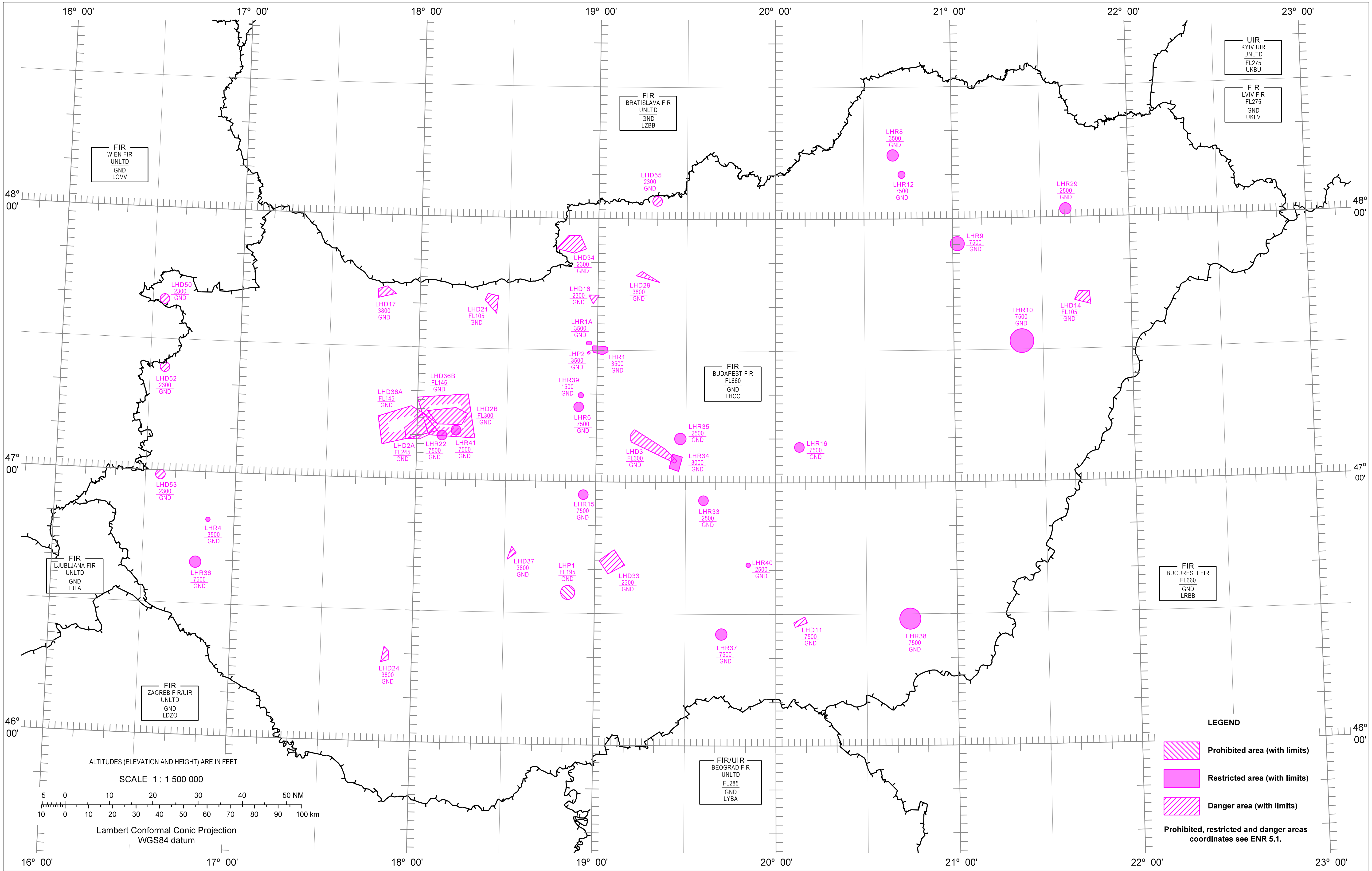
PROHIBITED, RESTRICTED AND DANGER AREAS -
INDEX CHART



CHANGE: LHR4 changed, new airspace: LHR41

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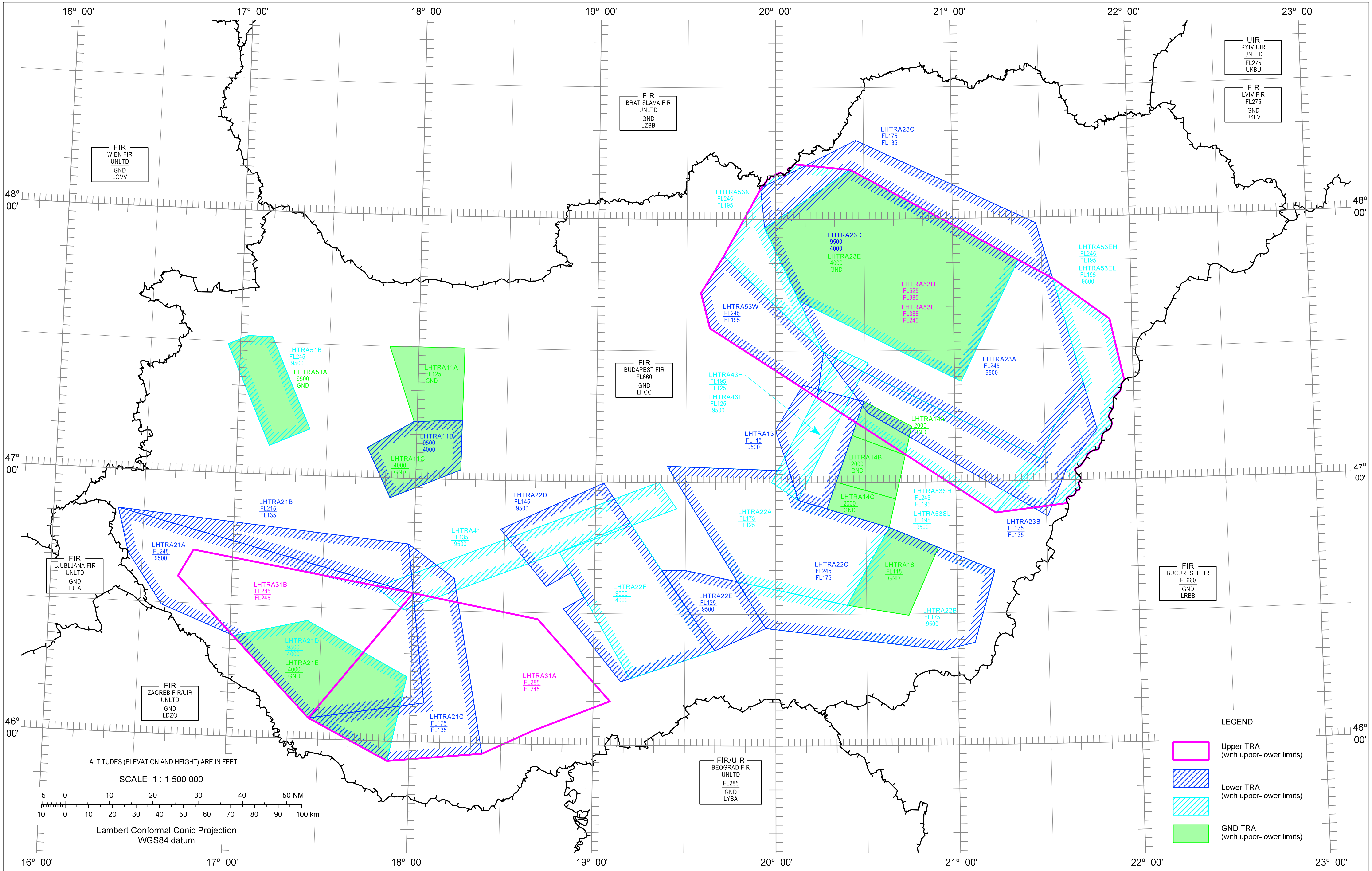
TEMPORARY RESERVED AIRSPACES - INDEX CHART



CHANGE: TRA32A, TRA32B, TRA33A, TRA33B, TRA43 deleted, new airspaces: BVR TRA, TRA43L, TRA42H

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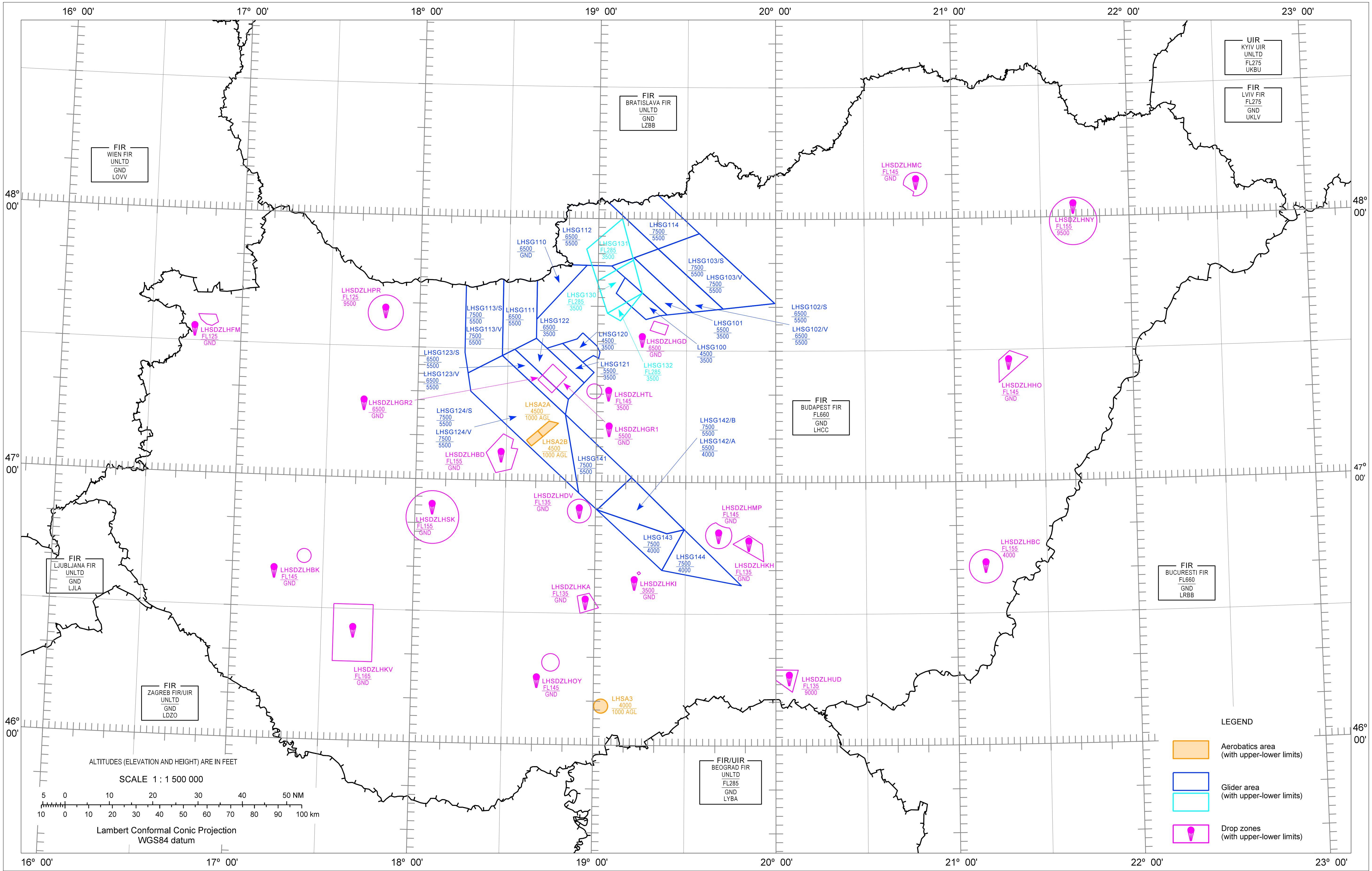
AERIAL SPORTING AND RECREATIONAL ACTIVITIES -
INDEX CHART



CHANGE: new airspace: LHSA3

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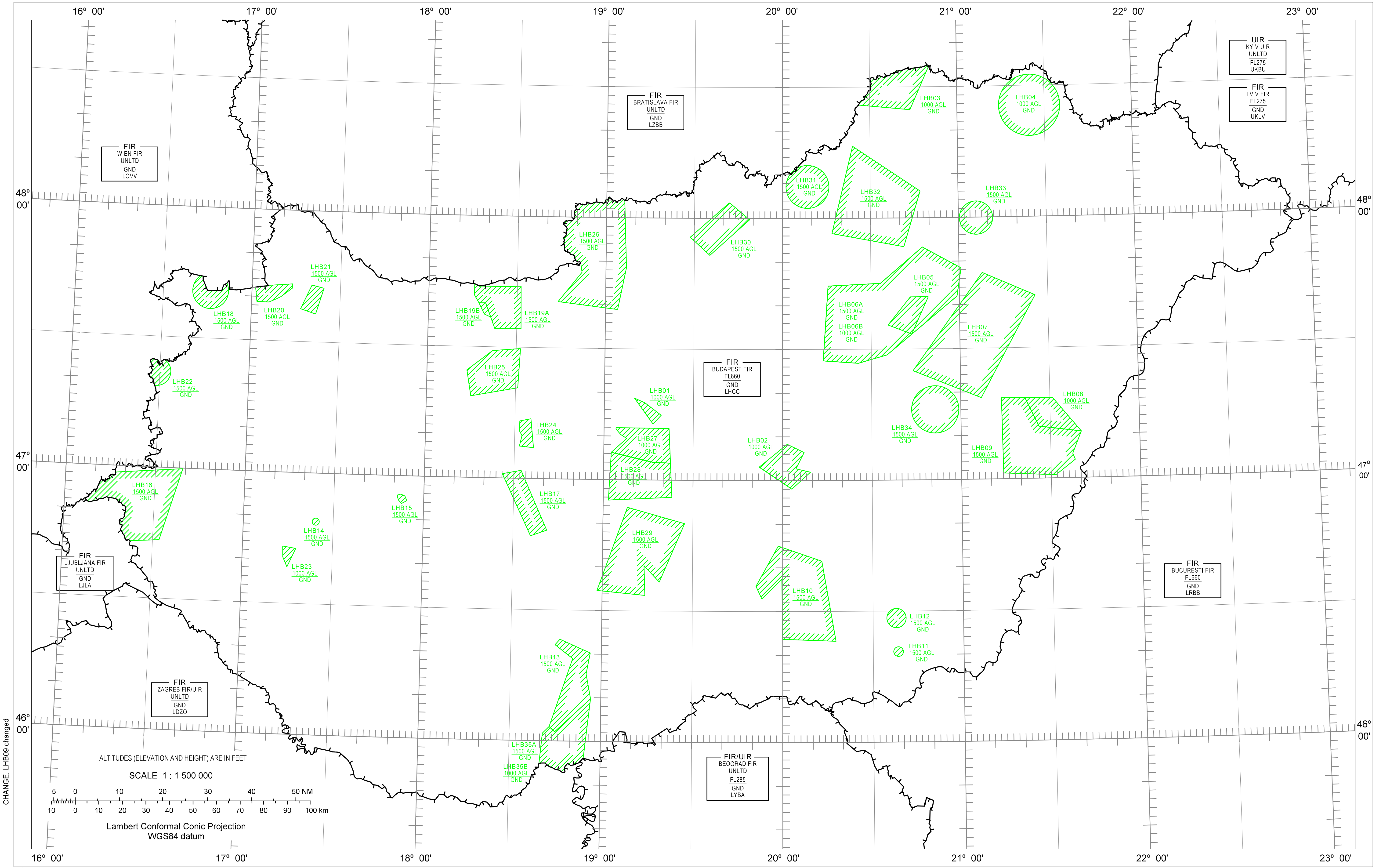
AREAS WITH SENSITIVE FAUNA -
INDEX CHART



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AD 0.6 TABLE OF CONTENTS TO PART 3

LHBP BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

LHDC DEBRECEN INTERNATIONAL AIRPORT

LHNY NYÍREGYHÁZA

LHPP PÉCS/POGÁNY

LHPR GYŐR/PÉR

LHSM HEVIZ-BALATON AIRPORT

LHUD SZEGED

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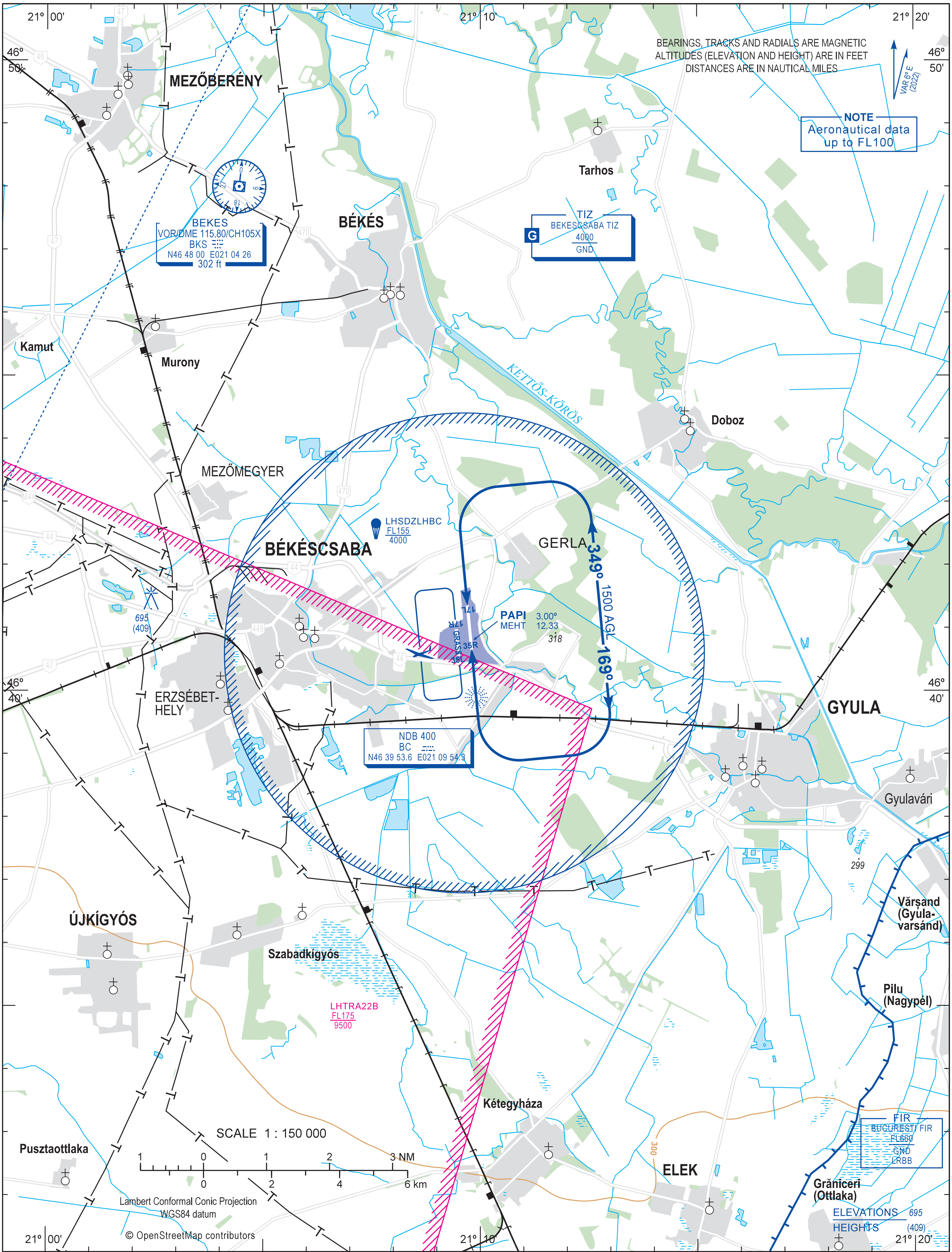
VISUAL APPROACH CHART - ICAO

AERODROME ELEV 286

HEIGHTS RELATED TO AD ELEV

BÉKÉSCSABA INFO	123.260
BUDAPEST INFORMATION (EAST)	133.000

BÉKÉSCSABA



CHANGE: note updated

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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

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, 3 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	KAC-Potassium acetat fliud and NAFO-Sodium formate 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	-

LHBP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, charasteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	Nil
3	TWY edge and centre line lighting	See ADC Chart
4	Secondary power supply / switch-over time	Redundant Uninterrupted Power Supply system available / 0 sec
5	Remarks	Nil

LHBP 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

LHBP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	BUDAPEST CTR 473546N 0190523E - 473457N 0190856E - 473230N 0191930E - 472400N 0193400E - 472307N 0193247E - 471632N 0192347E - 471457N 0192138E - 472410N 0190642E - 472613N 0190619E - 472941N 0190336E - 473022N 0190325E - 473038N 0190321E - 473546N 0190523E
2	Vertical limits	3500 FT ALT / GND
3	Airspace classification	D
4	ATS unit call sign Language(s)	BUDAPEST TOWER EN, HU
5	Transition altitude	10000 FT
6	Hours of applicability	H24
7	Remarks	Nil

LHBP 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
ATIS	Budapest Terminal Information	132.380 CH	Nil	Nil	H24	
		117.300 MHZ	Nil	Nil	H24	BUD VOR
APP	Budapest Approach	122.975 MHZ	Nil	Nil	H24	Primary channel (also usable by 8.33 exempted aircraft)
		123.860 CH	Nil	Nil	H24	
		119.510 CH	Nil	Nil	H24	
		124.900 MHZ	Nil	Nil	H24	Standby channel (also usable by 8.33 exempted aircraft)
TWR	Budapest Tower	118.100 MHZ	Nil	Nil	H24	Also usable by 8.33 exempted aircraft
	Budapest Ground	121.910 CH	Nil	Nil	H24	
	Budapest Delivery	134.540 CH	Nil	Nil	H24	
	Budapest Tower	119.975 MHZ	Nil	Nil	H24	Standby channel (also usable by 8.33 exempted aircraft)

AERODROME CHART - ICAO

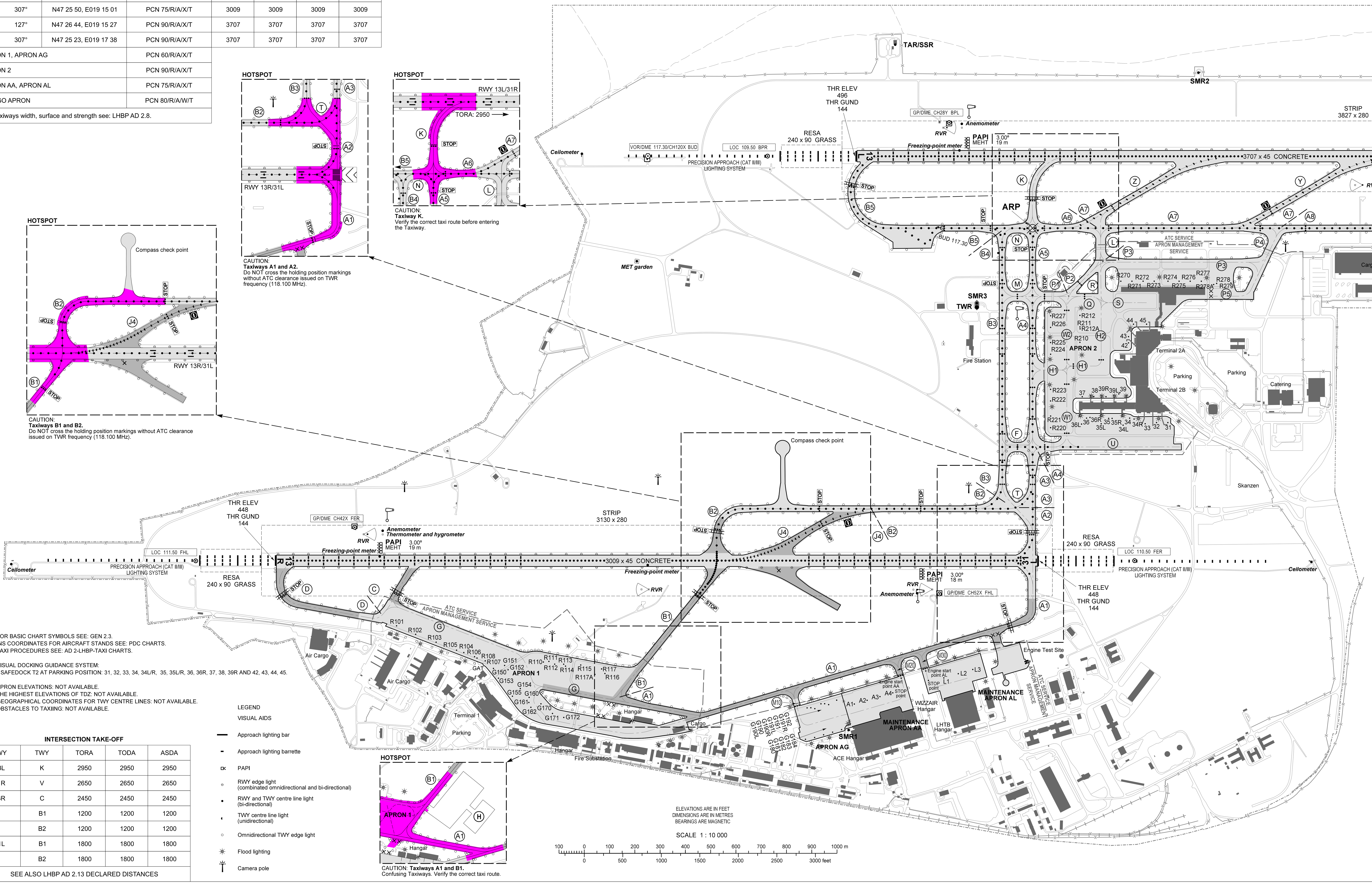
ARP
N47 26 22
E019 15 43

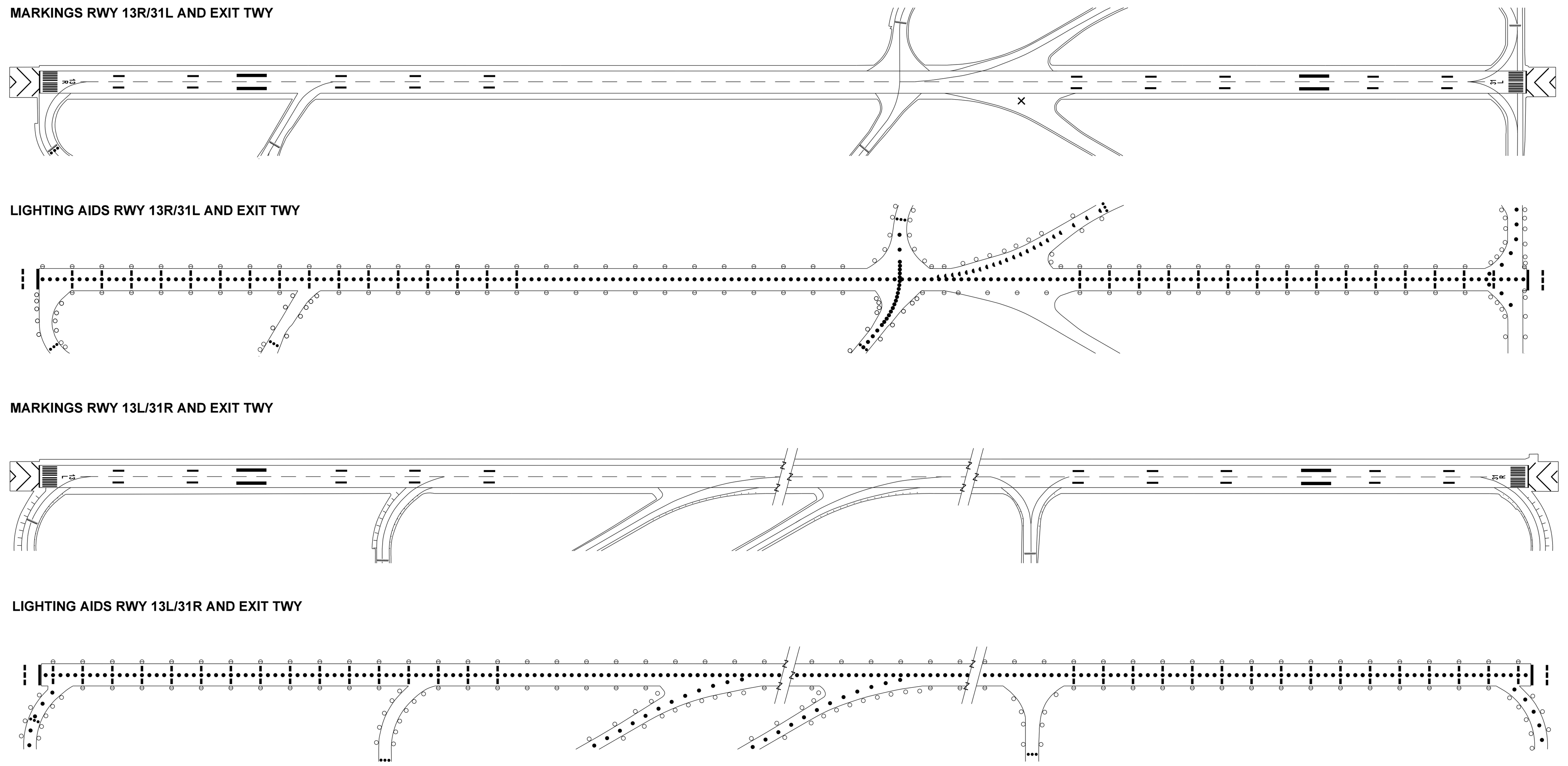
AERODROME ELEV 496

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

BUDAPEST/LISZT FERENC

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, 34L/R, 35, 35L/R, 36, 36R, 37, 38, 39R AND 42, 43, 44, 45.

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

INTERSECTION TAKE-OFF

RWY	TWY	TORA	TODA	ASDA
13L	K	2950	2950	2950
31R	V	2650	2650	2650
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 (combinated omnidirectional and bi-directional)
- RWY and TWY centre line light (bi-directional)
- TWY centre line light (unidirectional)
- Omnidirectional TWY edge light
- Flood lighting
- Camera pole

LIGHTING

RWY 13L/31R and RWY 13R/31L

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

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

TWY

Taxiway edge:	Low intensity omnidirectional blue. (Both sides of TWY B3 between TWY F and TWY M and on TWY B4 between TWY M and TWY N, elevated LED edge lights are in operations.)
Taxiway centre line:	Low intensity unidirectional green on taxiways Z, Y and J4. Low intesity 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.

CHANGE: helicopter landing area deleted, service road beetwen RWY B3 and TWR

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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		

AIRCRAFT PARKING/DOCKING CHART - ICAO

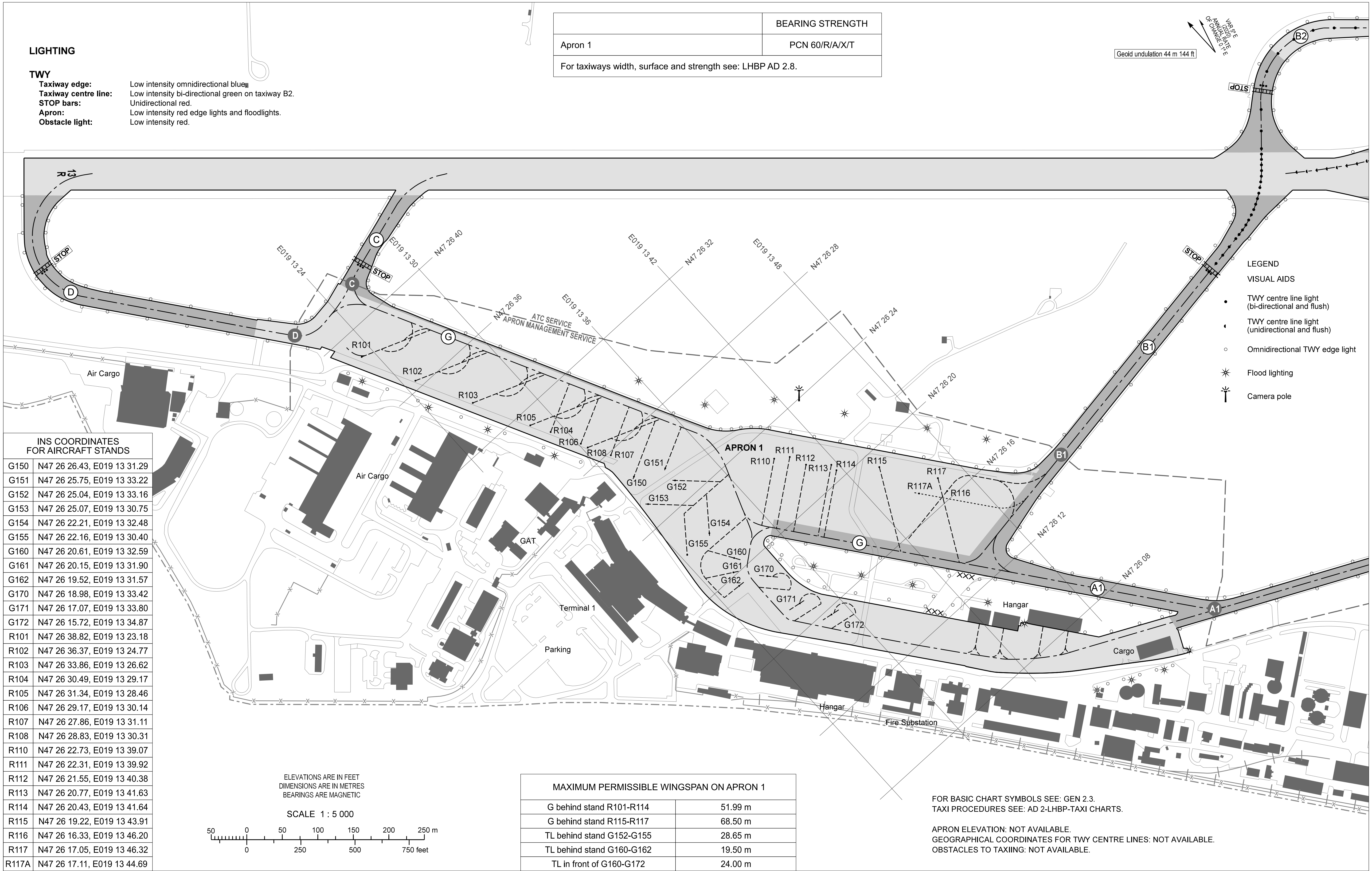
BUDAPEST/LISZT FERENC
APRON 1

	BEARING STRENGTH
Apron 1	PCN 60/R/A/X/T
For taxiways width, surface and strength see: LHBP AD 2.8.	

LIGHTING

TWY

Taxiway edge:	Low intensity omnidirectional blue.
Taxiway centre line:	Low intensity bi-directional green on taxiway B2.
STOP bars:	Unidirectional red.
Apron:	Low intensity red edge lights and floodlights.
Obstacle light:	Low intensity red.



INS COORDINATES FOR AIRCRAFT STANDS	
G150	N47 26 26.43, E019 13 31.29
G151	N47 26 25.75, E019 13 33.22
G152	N47 26 25.04, E019 13 33.16
G153	N47 26 25.07, E019 13 30.75
G154	N47 26 22.21, E019 13 32.48
G155	N47 26 22.16, E019 13 30.40
G160	N47 26 20.61, E019 13 32.59
G161	N47 26 20.15, E019 13 31.90
G162	N47 26 19.52, E019 13 31.57
G170	N47 26 18.98, E019 13 33.42
G171	N47 26 17.07, E019 13 33.80
G172	N47 26 15.72, E019 13 34.87
R101	N47 26 38.82, E019 13 23.18
R102	N47 26 36.37, E019 13 24.77
R103	N47 26 33.86, E019 13 26.62
R104	N47 26 30.49, E019 13 29.17
R105	N47 26 31.34, E019 13 28.46
R106	N47 26 29.17, E019 13 30.14
R107	N47 26 27.86, E019 13 31.11
R108	N47 26 28.83, E019 13 30.31
R110	N47 26 22.73, E019 13 39.07
R111	N47 26 22.31, E019 13 39.92
R112	N47 26 21.55, E019 13 40.38
R113	N47 26 20.77, E019 13 41.63
R114	N47 26 20.43, E019 13 41.64
R115	N47 26 19.22, E019 13 43.91
R116	N47 26 16.33, E019 13 46.20
R117	N47 26 17.05, E019 13 46.32
R117A	N47 26 17.11, E019 13 44.69

CHANGE: helicopter landing area deleted

MAXIMUM PERMISSIBLE WINGSPAN ON APRON 1	
G behind stand R101-R114	51.99 m
G behind stand R115-R117	68.50 m
TL behind stand G152-G155	28.65 m
TL behind stand G160-G162	19.50 m
TL in front of G160-G172	24.00 m

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

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

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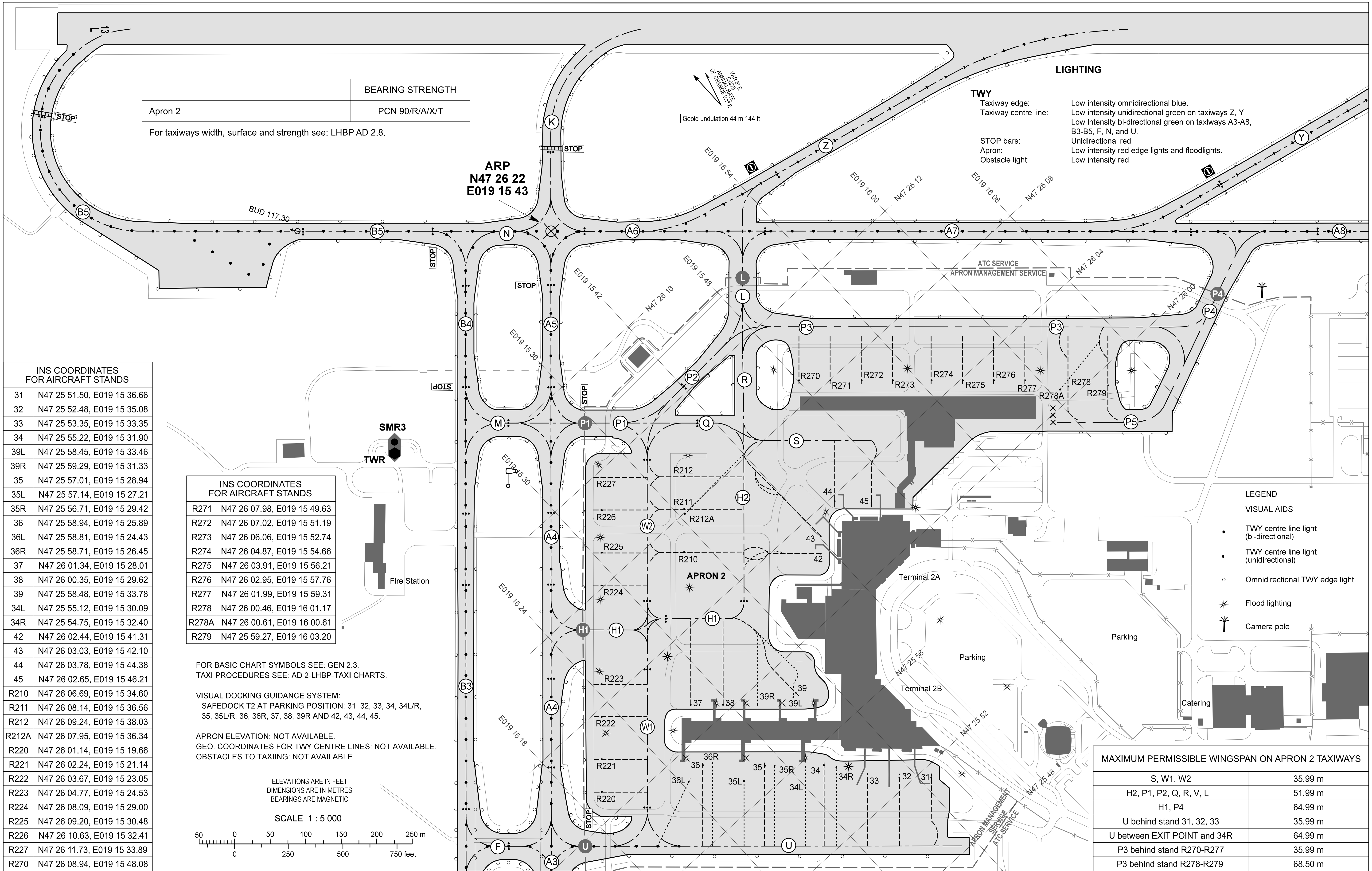
BUDAPEST APP	122.975	BUDAPEST TOWER	118.100	BUDAPEST APRON	122.440
	123.860	BUDAPEST GROUND	121.910	ATIS	132.380
	119.510	BUDAPEST DELIVERY	134.540	ATIS (BUD VOR)	117.300
BUDAPEST INFORMATION (NORTH)			119.350		

BUDAPEST/LISZT FERENC

APRON 2

AIRCRAFT PARKING/DOCKING CHART - ICAO



	BEARING STRENGTH
Apron 2	PCN 90/R/A/X/T
For taxiways width, surface and strength see: LHBP AD 2.8.	

LIGHTING

TWY

Taxiway edge:	Low intensity omnidirectional blue.
Taxiway centre line:	Low intensity unidirectional green on taxiways Z, Y. Low intensity bi-directional green on taxiways A3-A8, B3-B5, F, N, and U.
STOP bars:	Unidirectional red.
Apron:	Low intensity red edge lights and floodlights.
Obstacle light:	Low intensity red.

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
R270	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

CHANGE: service road beetwen RWY B3 and TWR

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

LEGEND

VISUAL AIDS

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

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

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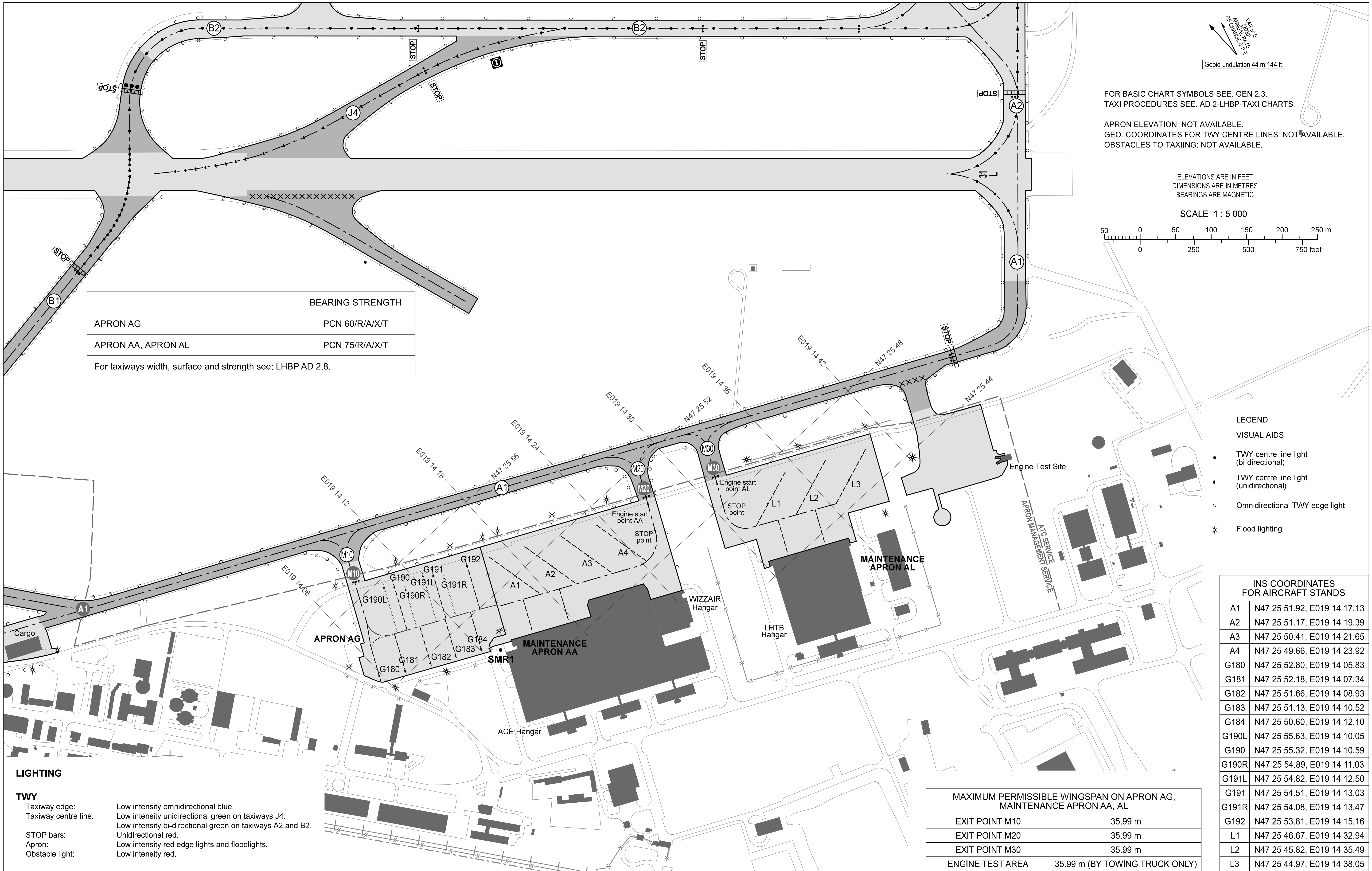
BUDAPEST APP	122.975	BUDAPEST TOWER	118.100	BUDAPEST APRON	122.440
	123.860	BUDAPEST GROUND	121.910	ATIS	132.380
	119.510	BUDAPEST DELIVERY	134.540	ATIS (BUD VOR)	117.300
BUDAPEST INFORMATION (NORTH)			119.350		

BUDAPEST/LISZT FERENC
APRON AG, AA, AL

AIRCRAFT PARKING/DOCKING CHART - ICAO



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

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

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

	BEARING STRENGTH
APRON AG	PCN 60/R/A/X/T
APRON AA, APRON AL	PCN 75/R/A/X/T
For taxiways width, surface and strength see: LHBP AD 2.8.	

LEGEND

VISUAL AIDS

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

INS COORDINATES FOR AIRCRAFT STANDS	
A1	N47 25 51.92, E019 14 17.13
A2	N47 25 51.17, E019 14 19.39
A3	N47 25 50.41, E019 14 21.65
A4	N47 25 49.66, E019 14 23.92
G180	N47 25 52.80, E019 14 05.83
G181	N47 25 52.18, E019 14 07.34
G182	N47 25 51.66, E019 14 08.93
G183	N47 25 51.13, E019 14 10.52
G184	N47 25 50.60, E019 14 12.10
G190L	N47 25 55.63, E019 14 10.05
G190	N47 25 55.32, E019 14 10.59
G190R	N47 25 54.89, E019 14 11.03
G191L	N47 25 54.82, E019 14 12.50
G191	N47 25 54.51, E019 14 13.03
G191R	N47 25 54.08, E019 14 13.47
G192	N47 25 53.81, E019 14 15.16
L1	N47 25 46.67, E019 14 32.94
L2	N47 25 45.82, E019 14 35.49
L3	N47 25 44.97, E019 14 38.05

MAXIMUM PERMISSIBLE WINGSPAN ON APRON AG, MAINTENANCE APRON AA, AL	
EXIT POINT M10	35.99 m
EXIT POINT M20	35.99 m
EXIT POINT M30	35.99 m
ENGINE TEST AREA	35.99 m (BY TOWING TRUCK ONLY)

LIGHTING

TWY

Taxiway edge:	Low intensity omnidirectional blue.
Taxiway centre line:	Low intensity unidirectional green on taxiways J4. Low intensity bi-directional green on taxiways A2 and B2.
STOP bars:	Unidirectional red.
Apron:	Low intensity red edge lights and floodlights.
Obstacle light:	Low intensity red.

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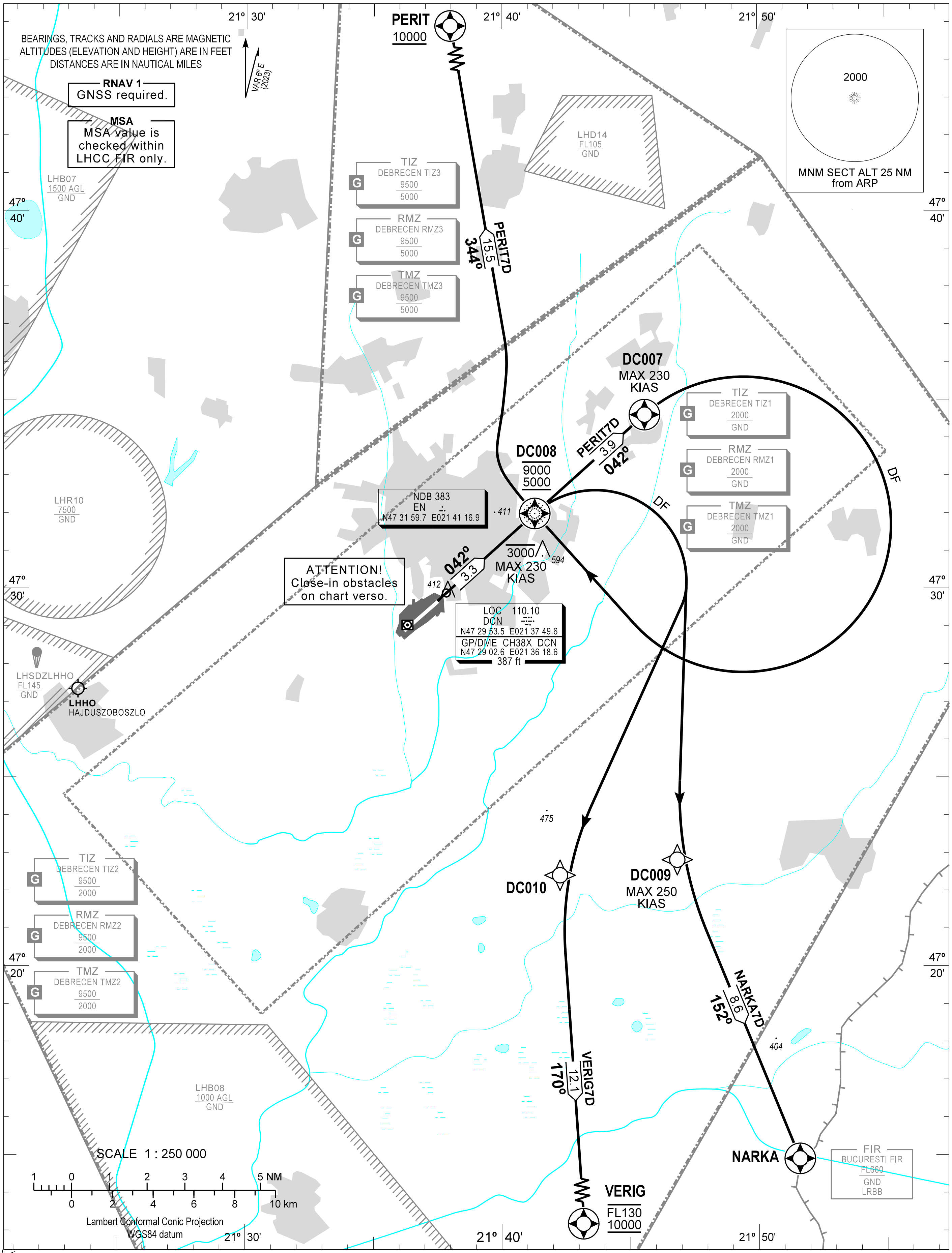
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 10000

DEBRECEN INFO 125.910
BUDAPEST INFORMATION (EAST) 133.000

DEBRECEN
RNAV RWY 04R
NARKA7D, PERIT7D, VERIG7D



CHANGE: chart symbols (RMZ, TMZ) updated, airspaces updated

AD 2 LHDC STANDARD DEPARTURE CHART INSTRUMENT RWY 04R

NAME	PROCEDURE	ALTIMETER SETTING	CLIMBING	R/T FAILURE
PERIT7D	To DC008 climb on course 042º, at or below 3000. To DC007 on course 042º, 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 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 filled 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 042º, 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 042º, 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%

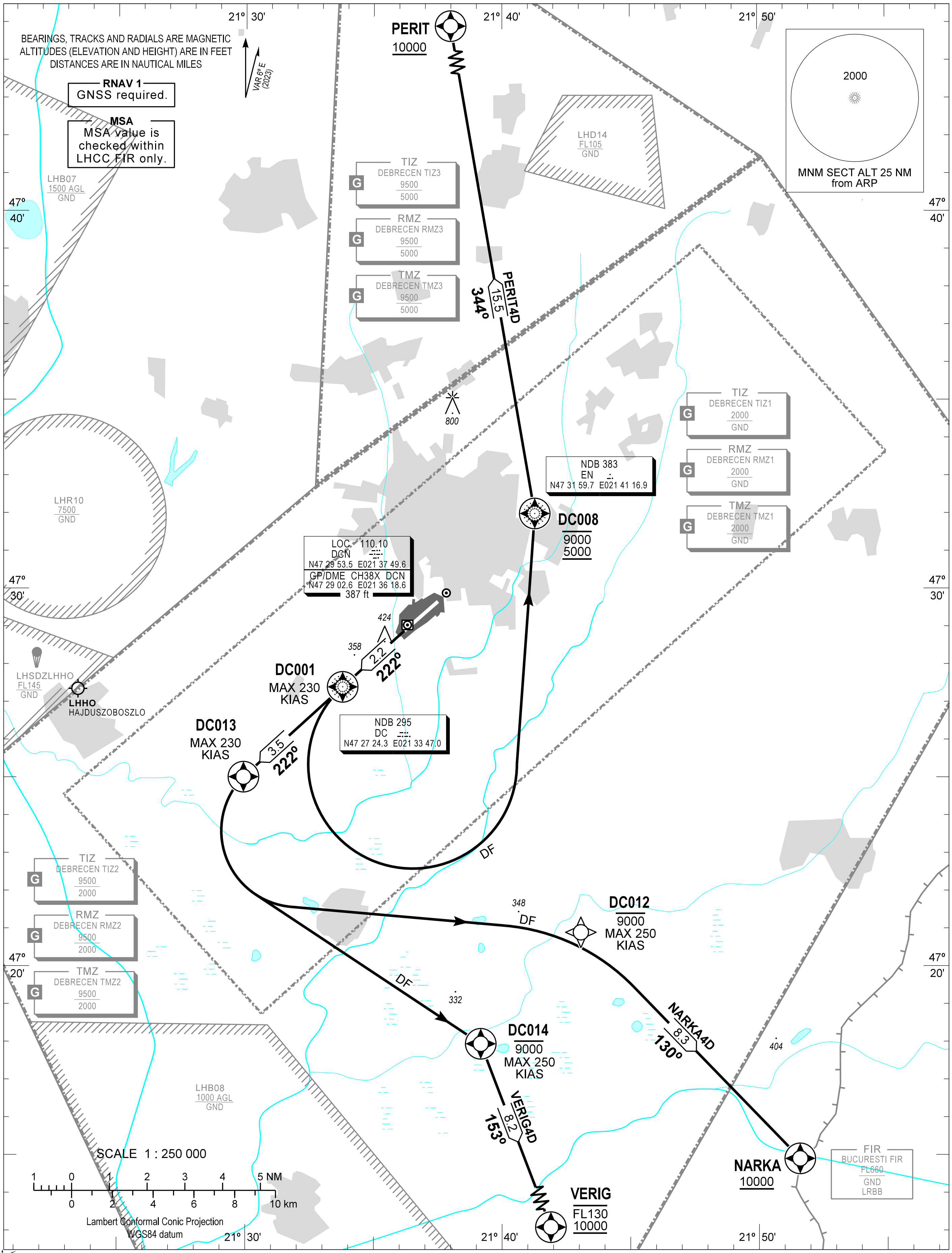
Name	Latitude	Latitude	Type	Elevation (at top) (FT)	Height (M)
LHDC_AREA2B_P_673	N47 30 03.12	E021 37 52.75	TREE	419	15
LHDC_AREA2C_P_704	N47 29 48.52	E021 37 54.70	TREE	403	12
LHDC_AREA2C_P_952	N47 29 47.64	E021 37 53.13	TREE	411	14.4
LHDC_AREA2B_P_953	N47 29 47.70	E021 37 51.10	TREE	398	10.3
LHDC_AREA2B_L_197_004	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

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



CHANGE: chart symbols (RMZ, TMZ) updated, airspaces updated

AD 2 LHDC STANDARD DEPARTURE CHART INSTRUMENT RWY 22L

NAME	PROCEDURE	ALTIMETER SETTING	CLIMBING	R/T FAILURE
PERIT4D	To DC001 climb on course 222°, maximum speed 230 KIAS. Turn left direct to DC008, between 5000 and 9000. To PERIT 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 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 filled 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 DC013 climb on course 222°, maximum speed 230 KIAS. Turn left direct to DC012, at or below 9000, maximum speed 250 KIAS. To NARKA, at or above 10000. In order to reach exit altitude min. PDG 6.7% up to 10000.			
VERIG4D	To DC013 climb on course 222° , maximum speed 230 KIAS. Turn left direct to DC014, at or below 9000, maximum speed 250 KIAS. To VERIG, between 10000 and FL130. In order to reach exit altitude min. PDG 6.5% up to 10000.			

Recommended navaid: DC NDB.

WAYPOINT COORDINATES

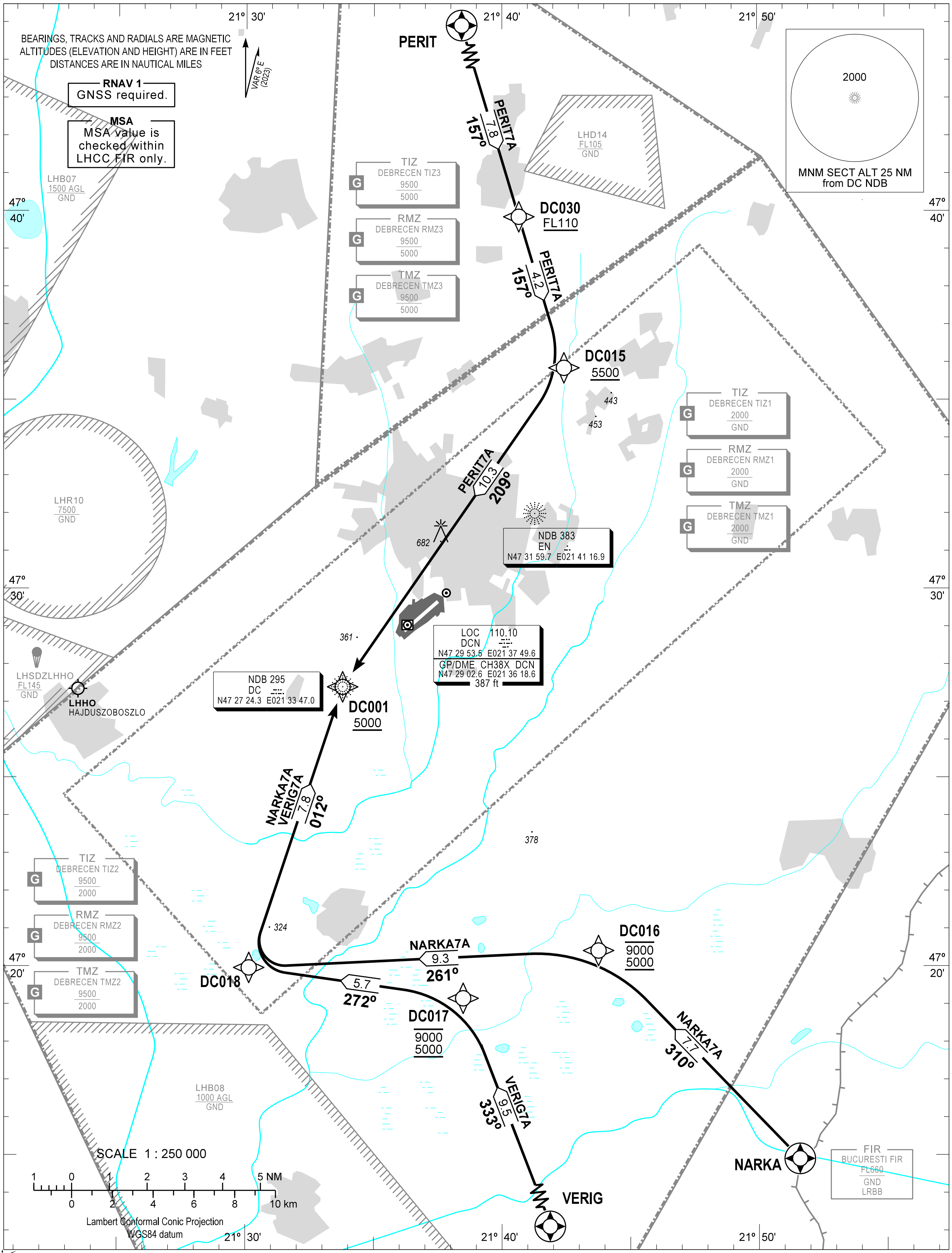
WP ID	Latitude	Longitude
DC001	N47 27 24.2	E021 33 46.9
DC008	N47 31 59.7	E021 41 17.0
DC012	N47 20 54.3	E021 43 04.4
DC013	N47 25 01.3	E021 29 54.9
DC014	N47 17 57.2	E021 39 10.3

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: chart symbols (RMZ, TMZ) updated, airspaces updated

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

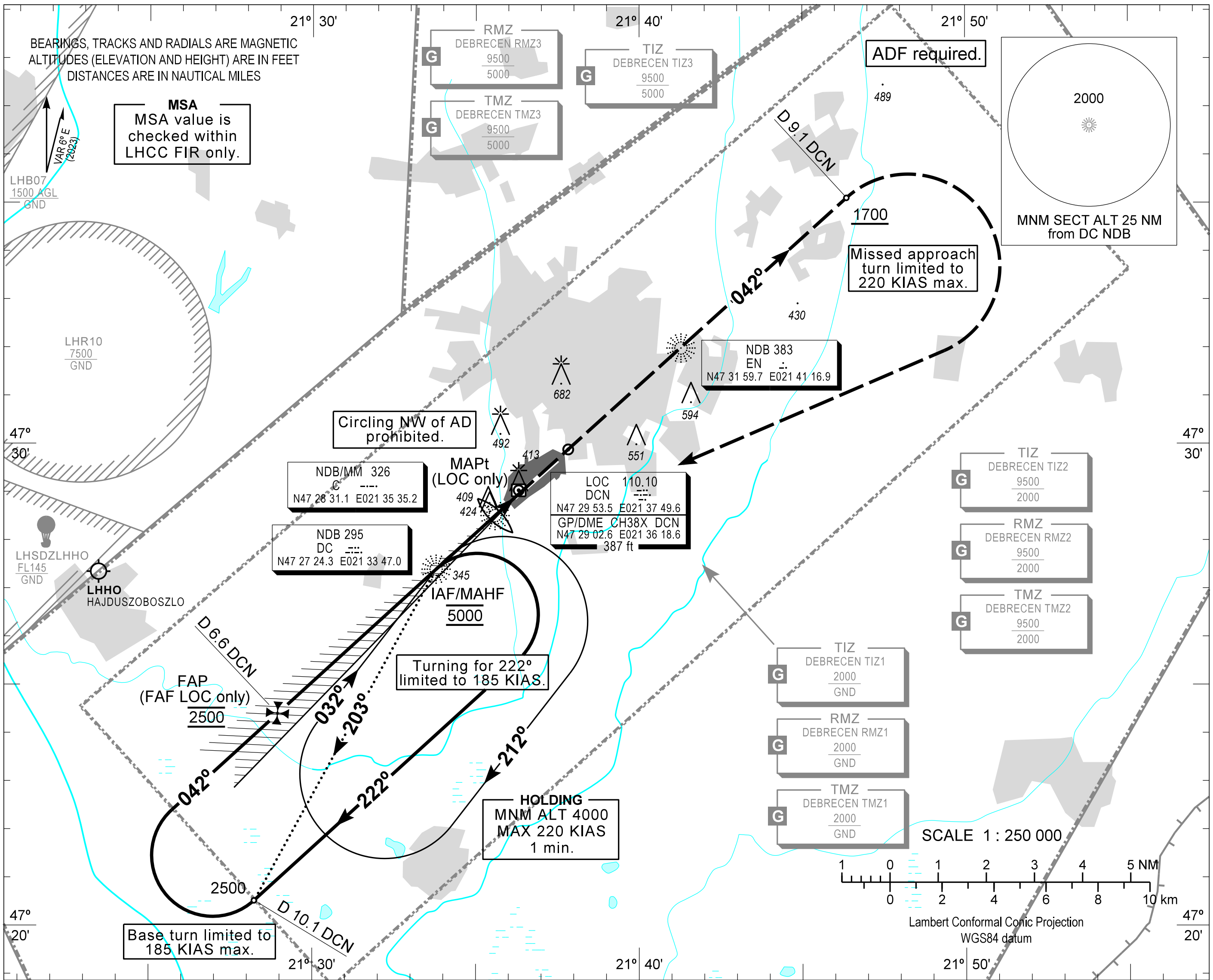
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 361

HEIGHTS RELATED TO THR RWY 04R - ELEV 355

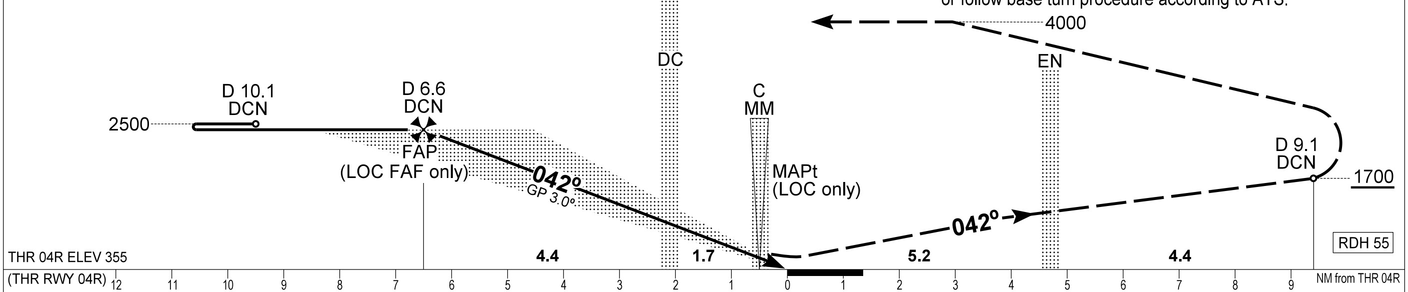
DEBRECEN INFO	125.910
BUDAPEST INFORMATION (EAST)	133.000

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
STRAIGHT-IN APPROACH	Cat. I.	Press. ALT	544 (189)	555 (200)	564 (209)	574 (219)
	LOC only		670 (320)			
CIRCLING APPROACH SE of AD only		ft AMSL	850	860	990	1050
		VIS. m	1900	2800	3700	4600

DME DCN / THR RWY 04R	NM	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	ft	2310	1990	1670	1360	1040	730

Timing not authorized to define the MAPt.

GROUND SPEED	kt	80	100	120	140	160	180
FAP/FAF - RW04R (6.6 NM)	min:sec	4:56	3:57	3:17	2:49	2:28	2:12
Rate of descent (326 ft/NM)	ft/min	430	540	650	760	870	980

CHANGE: chart symbols (RMZ, TMZ) updated, airspaces updated

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 222º (185 KIAS max.) and descend to 2500.
Fly outbound and after 2.5 min. or at D 10.1 DCN DME, wichever is earlier turn right (185 KIAS max.) to intercept DCN LOC 042º.
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 203º (QDR 203º) and descend to 2500.
At D 10.1 DCN DME turn right (185 KIAS max.) to intercept DCN LOC 042º, then follow ILS.

Holding procedure:
Holding fix: DC NDB.
Right hand holding pattern.

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

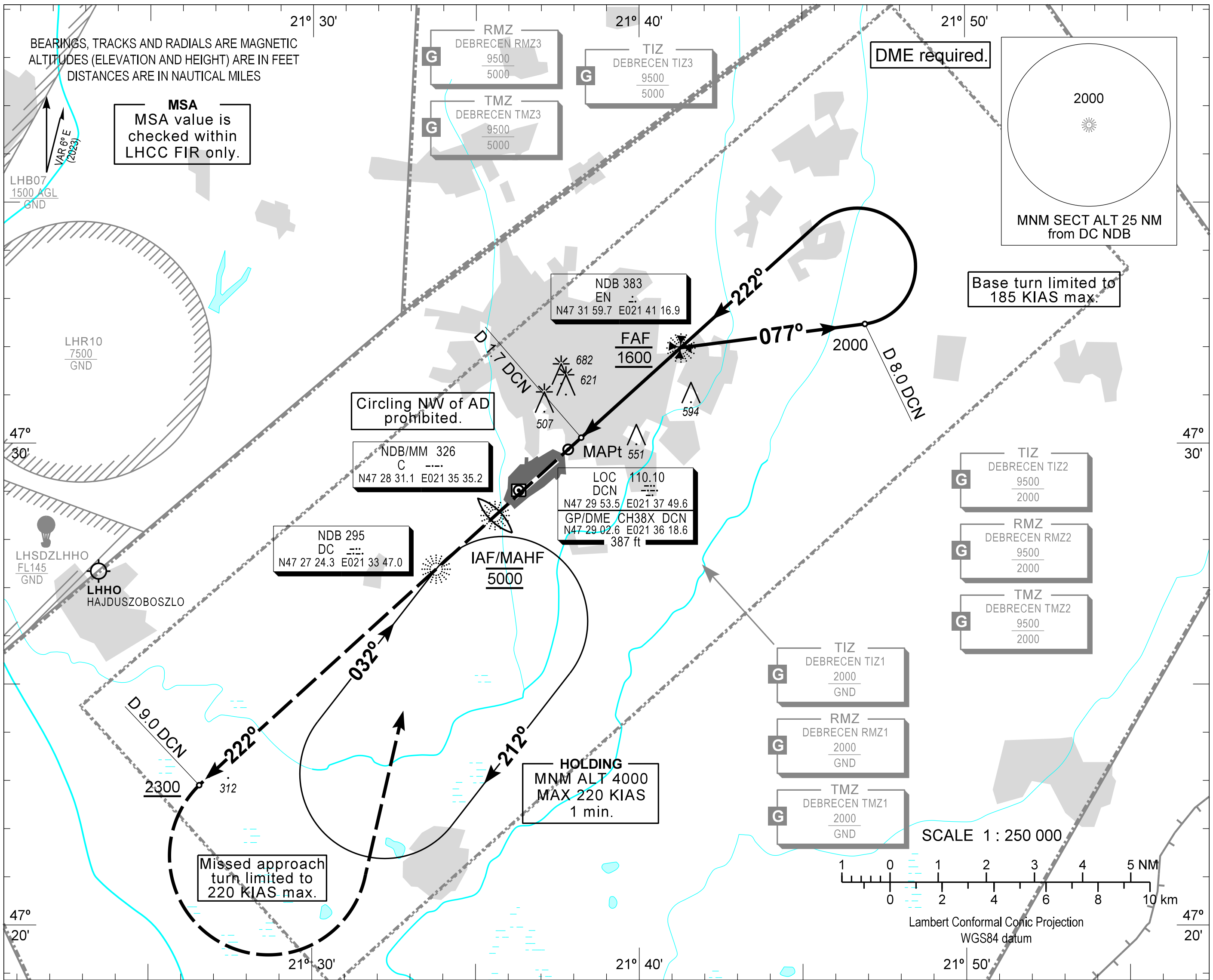
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 361

HEIGHTS RELATED TO THR RWY 22L - ELEV 360

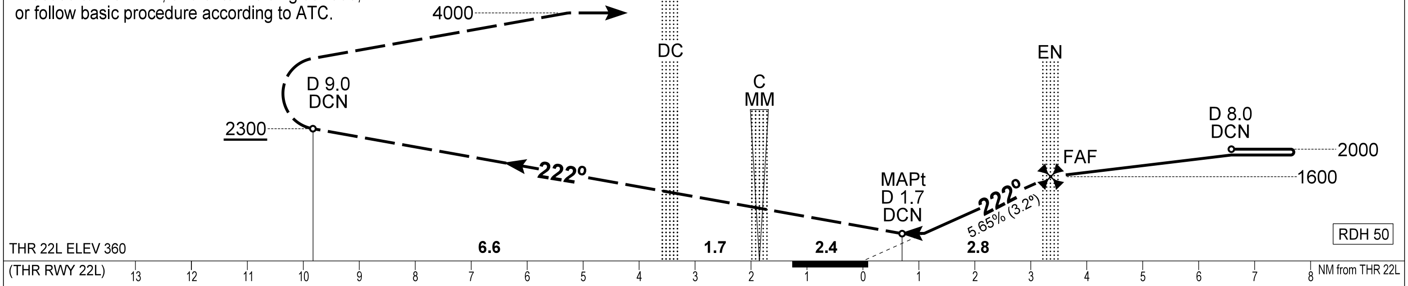
DEBRECEN INFO	125.910
BUDAPEST INFORMATION (EAST)	133.000

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



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

TRANSITION ALTITUDE
10000



OCA (OCH)		A	B	C	D
STRAIGHT-IN APPROACH		860 (500)			
CIRCLING APPROACH SE of AD only	ft AMSL	850	860	990	1050
	VIS. m	1900	2800	3700	4600

DME DCN		NM	4.0	3.0
DIST THR / RWY 22L		NM	2.8	1.8
ALTITUDE		ft	1380	1030

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

CHANGE: chart symbols (RMZ, TMZ) updated, airspaces updated

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 077º and descend to 2000 .
Fly outbound to D 8.0 DCN DME and turn left to track 222º inbound EN NDB (185 KIAS max.).
Proceed to EN NDB and descend to 1600.
At EN NDB descend to 860 on track 222º.

Holding procedure:
Holding fix: DC NDB.
Right hand holding pattern.

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

Final approach descent: 3.23º

INSTRUMENT APPROACH CHART - ICAO

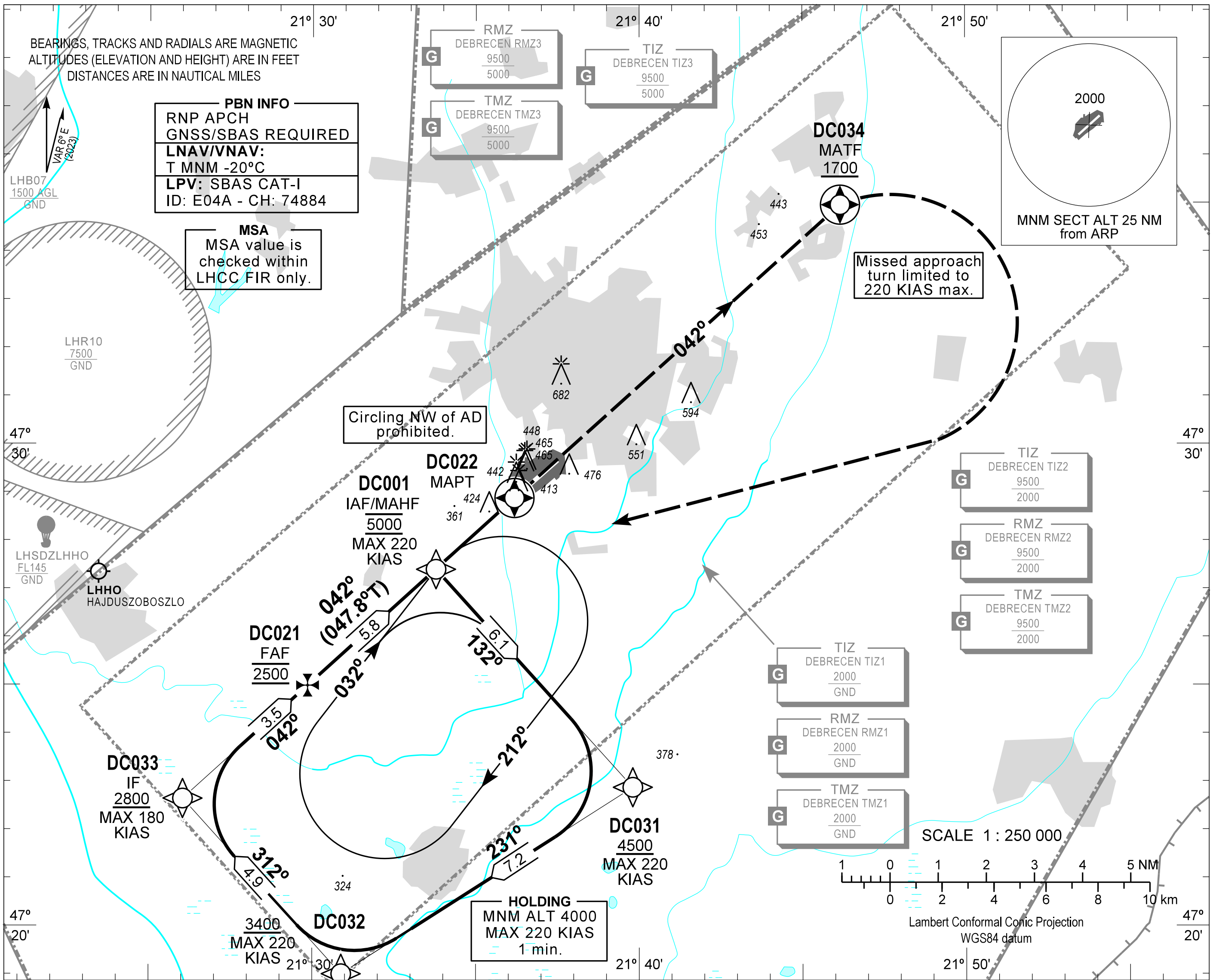
AERODROME ELEV 361

HEIGHTS RELATED TO THR RWY 04R - ELEV 355

DEBRECEN INFO	125.910
BUDAPEST INFORMATION (EAST)	133.000

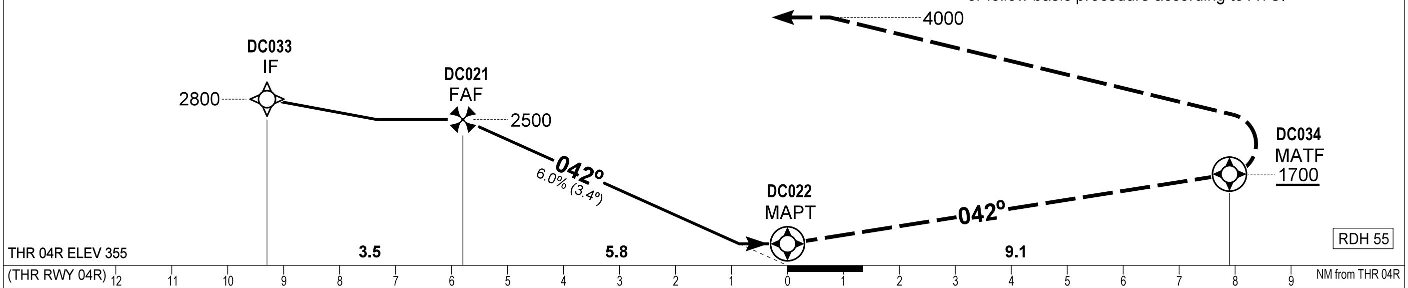
DEBRECEN RNP RWY 04R

(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE 10000

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



OCA (OCH)		A	B	C	D
STRAIGHT-IN APPROACH	LNAV	670 (310)	670 (310)	680 (320)	690 (330)
	LNAV/VNAV	578 (223)	591 (236)	625 (270)	636 (281)
	LPV	550 (195)	562 (207)	573 (218)	584 (229)
CIRCLING APPROACH SE of AD only	ft AMSL	850	860	990	1050
	VIS. m	1900	2800	3700	4600

DIST THR / RWY 04R	NM	5.0	4.0	3.0	2.0	1.0
ALTITUDE	ft	2230	1870	1500	1140	770

Timing not authorized to define the MAPt.

GROUND SPEED	kt	60	90	120	150	180
FAWP - MAWP 5.79 NM	min:sec	5:48	3:51	2:54	2:19	1:56

CHANGE: chart symbols (RMZ, TMZ) updated, airspaces updated

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		-3.4º	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:	032º
Outbound track:	212º
Rate of turn:	3º/sec. or 25º bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	5000 4000 for Missed Approach

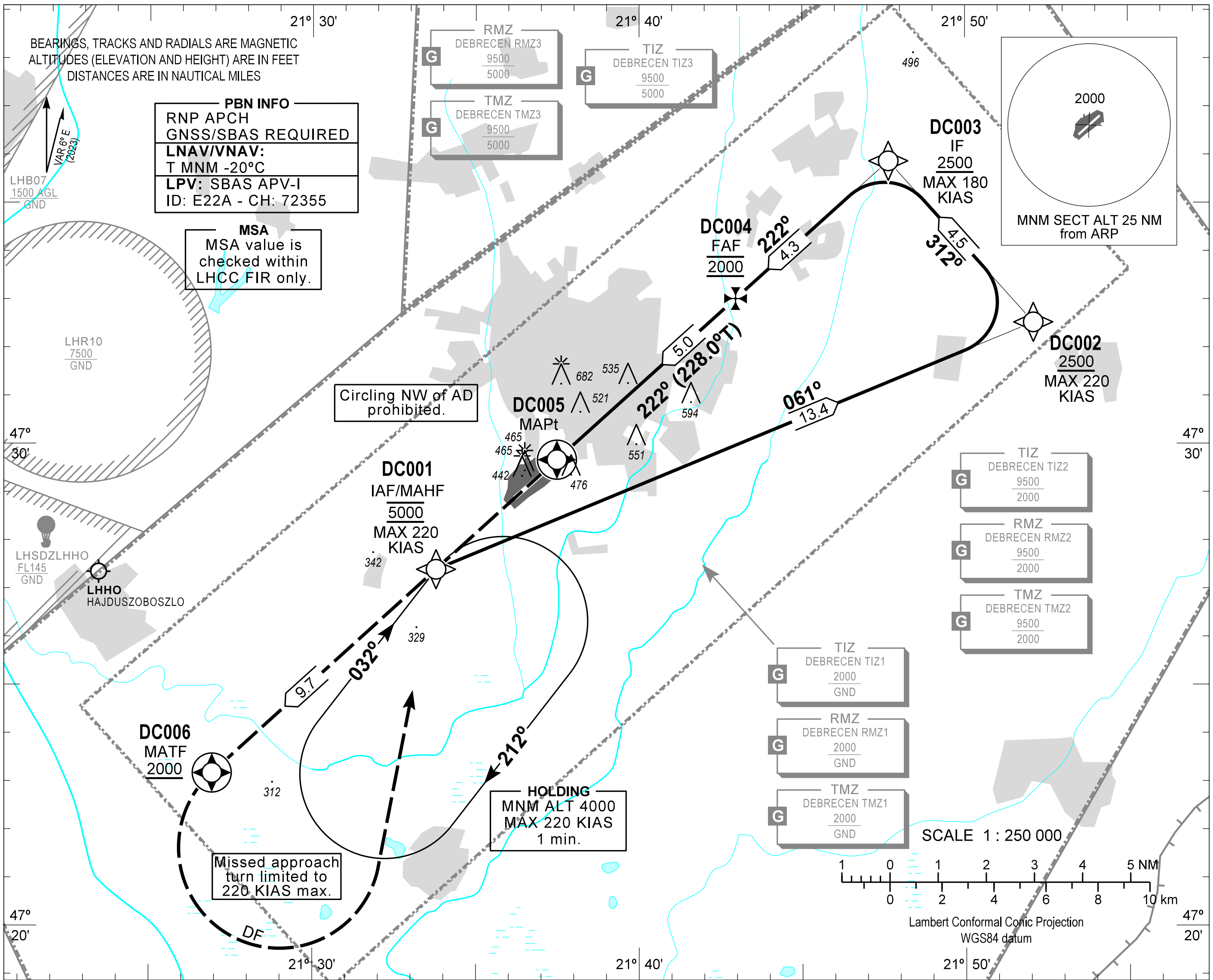
Final approach descent: 3.40º

INSTRUMENT APPROACH CHART - ICAO

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

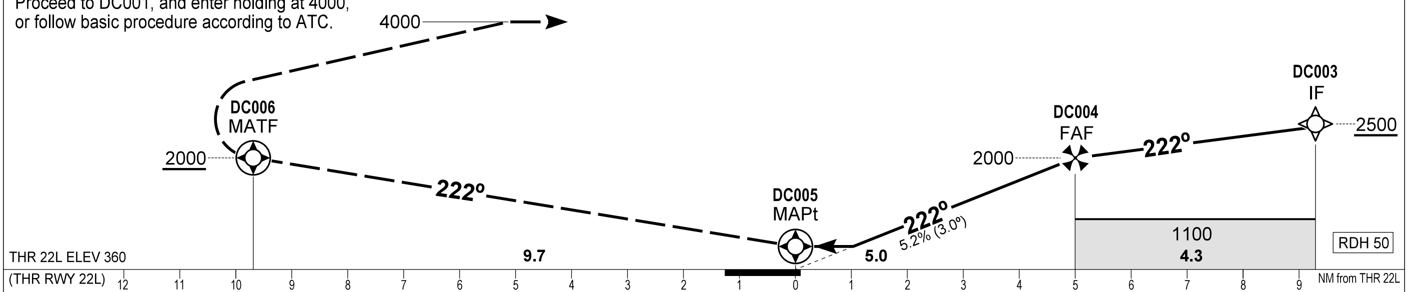
DEBRECEN INFO	125.910
BUDAPEST INFORMATION (EAST)	133.000

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.

TRANSITION ALTITUDE
10000



OCA (OCH)		A	B	C	D
STRAIGHT-IN APPROACH	LNAV	790 (430)			
	LNAV/VNAV	651 (291)	663 (303)	671 (311)	682 (322)
	LPV	595 (235)	607 (247)	615 (255)	626 (266)
CIRCLING APPROACH SE of AD only	ft AMSL	850	860	990	1050
	VIS. m	1900	2800	3700	4600

DIST THR / RWY 22L	NM	5.0	4.0	3.0	2.0
ALTITUDE	ft	2000	1680	1360	1050

Timing not authorized to define the MAPt.

GROUND SPEED	kt	60	90	120	150	180
FAF - DC005 5.0 NM	min:sec	5:00	3:20	2:30	2:00	1:40
Rate of descent (318.4 ft/NM)	ft/min	320	480	640	800	960

CHANGE: chart symbols (RMZ, TMZ) updated, airspaces updated

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		-3.0º	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:	032º
Outbound track:	212º
Rate of turn:	3º/sec. or 25º bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	5000 4000 for Missed Approach

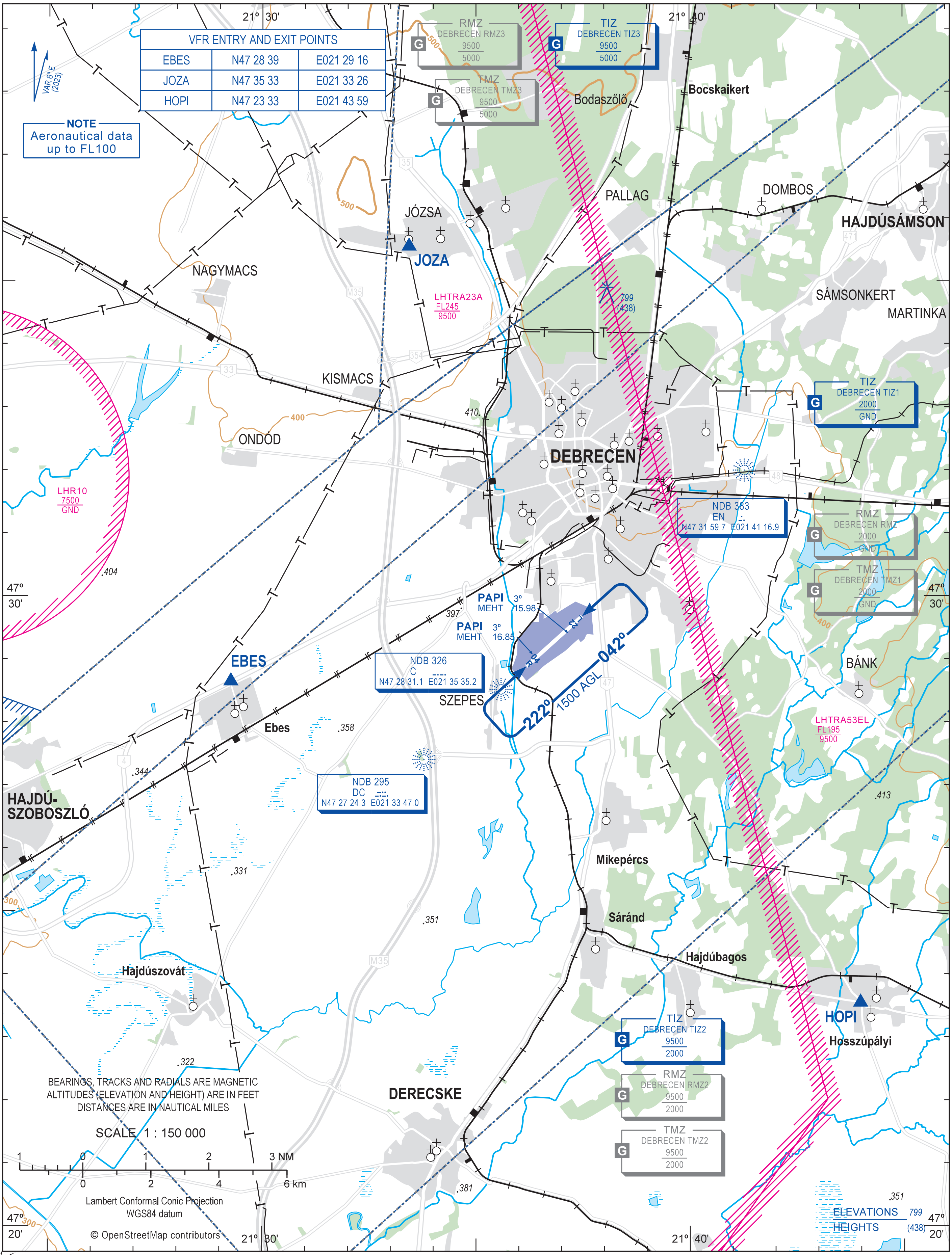
Final approach descent: 3.00º

VISUAL APPROACH CHART - ICAO

AERODROME ELEV 361
HEIGHTS RELATED TO AD ELEV

DEBRECEN INFO	125.910 (Reserved: 132.965)
BUDAPEST INFORMATION (EAST)	133.000

DEBRECEN



VFR ENTRY AND EXIT POINTS		
EBES	N47 28 39	E021 29 16
JOZA	N47 35 33	E021 33 26
HOPI	N47 23 33	E021 43 59

CHANGE: new airspace: LHTRA53EL, chart symbols (RMZ, TMZ) updated

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2.1 IFR flights

2.1.1 Departing aircraft

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

2.1.2 Arriving aircraft

IFR traffic can only execute published instument approach, missed approach and holiding procedures if TIZ2 is operating.
Arriving IFR traffic to LHNY without RNP APCH capability shall advise the AFIS at first contact and limited to Visual Approach with minimum meteorological visibility of 5 km, ceiling of 1500 ft (450 M) AGL and there is vertical visual reference to the ground.
The IAPs are published on IACs in part AD 2-LHNY.
Due to noise abatement consideration, circling is prohibited east of LHNY. Circling approach is available for Cat A procedures only.

2.2 VFR flights

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

3. WAYPOINT COORDINATES

Waypoint	Coordinates	Definitions
NY180	475216.6N 0214118.5E	
NY181	480236.7N 0214139.7E	
NY182	480519.7N 0214145.3E	
NY183	480515.5N 0214613.7E	
NY184	480145.7N 0214606.2E	
NY191	480422.5N 0214143.3E	
NY192	480752.3N 0214150.5E	
NY193	480746.7N 0214748.7E	
NY194	480246.9N 0214737.8E	

Waypoint	Coordinates	Definitions
NY360	480548.3N 0214146.3E	
NY361	475528.2N 0214125.0E	
NY362	475245.2N 0214119.4E	
NY363	475249.2N 0213652.1E	
NY364	475619.0N 0213659.0E	
NY371	475342.3N 0214121.4E	
NY372	475012.5N 0214114.2E	
NY373	475017.9N 0213518.1E	
NY374	475517.6N 0213527.7E	

LHNY AD 2.23 ADDITIONAL INFORMATION

1. SUPERVISION OF THE AERODROME

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

2. BIRD FLOCKS AND BIRD MIGRATIONS

The size of flocks of birds living near Nyíregyháza Airport varies with seasons. Danger of collision somewhat increases in JUN-AUG when the new generation leave their nests. Bird migrations occur, depending on weather conditions, in FEB-MAR and in NOV-DEC.
Domestic pigeons bred at settlements in the vicinity of the airport represent a constant and growing threat. Appearance of a flock comprising 50 to 100 individuals can be expected from every direction between 30 and 100 FT.
About 10 to 30 birds of prey live within the area or in the immediate vicinity of the airport. Birds of prey are a hazard to aircraft in the initial climb or final approach phase of flight.
Between MAR and OCT depending on weather conditions, storks fly through the airspace in small flocks, and settle temporarily on the airfield. Between OCT and MAR, also depending on weather conditions, rooks settle temporarily on the airfield and fly through the airspace of the airport mainly at dawn and dusk.

Operators using Nyíregyháza Airport are requested to report events of bird strike by filling in the ICAO standard "BIRD STRIKE REPORTING FORM" (BSRF). The form can be obtained and filed at the airport (OPS).
If the event occurs after take-off and the crew do not consider it necessary to interrupt their flight, then they should notify the AFIS via radio, then fill in the BSRF at their destination airport and send it to the aerodrome operator.

LHNY AD 2.24 CHARTS RELATED TO THE AERODROME

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

LHNY AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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

AERODROME OBSTACLE CHART - ICAO

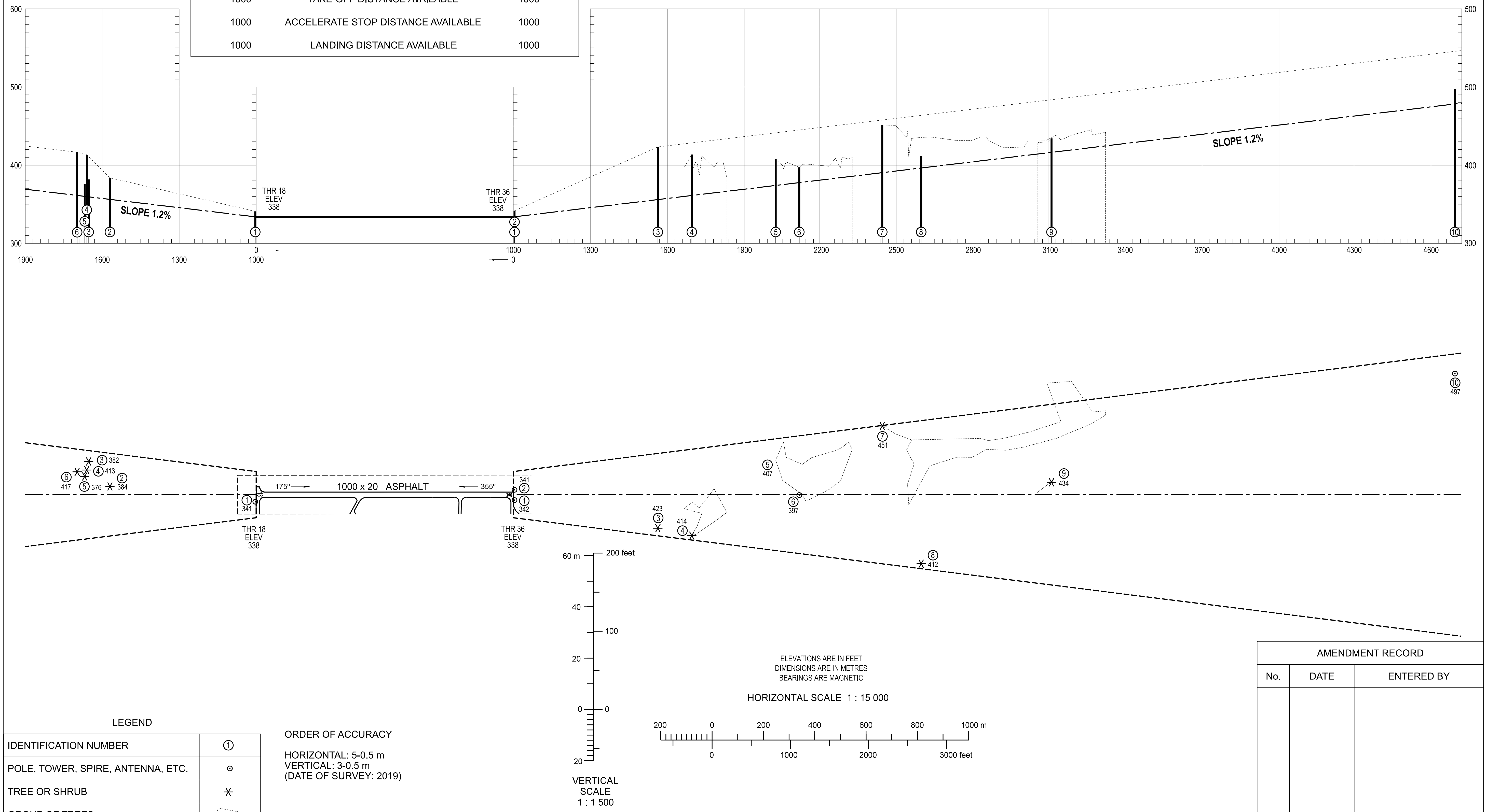
TYPE A (OPERATING LIMITATIONS)

NYÍREGYHÁZA

RWY 18/36

MAGNETIC VARIATION 6° E (2020)

TAKE-OFF RUN AVAILABLE		
RWY 18		RWY 36
1000	TAKE-OFF RUN AVAILABLE	1000
1000	TAKE-OFF DISTANCE AVAILABLE	1000
1000	ACCELERATE STOP DISTANCE AVAILABLE	1000
1000	LANDING DISTANCE AVAILABLE	1000



ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

HORIZONTAL SCALE 1 : 15 000

VERTICAL SCALE 1 : 1 500

AMENDMENT RECORD		
No.	DATE	ENTERED BY

LEGEND

IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC.	⊙
TREE OR SHRUB	✳
GROUP OF TREES	▭

ORDER OF ACCURACY

HORIZONTAL: 5-0.5 m
VERTICAL: 3-0.5 m
(DATE OF SURVEY: 2019)

CHANGE: new chart

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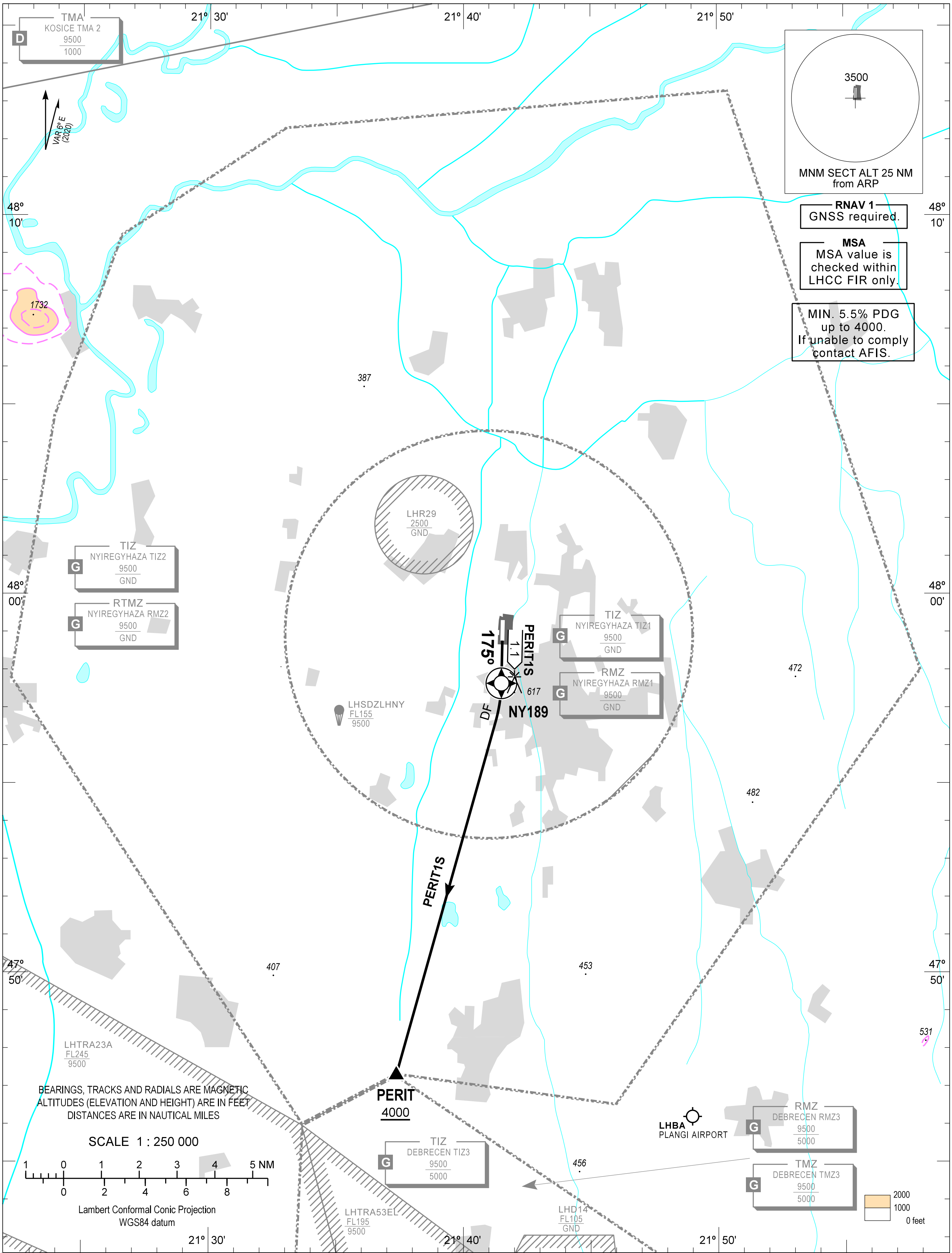
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 10000

NYÍREGYHÁZA INFO	119.410
BUDAPEST INFORMATION (EAST)	133.000

NYIREGYHÁZA
RNAV RWY 18
PERIT1S



CHANGE: chart symbols (RMZ, TMZ) updated, new airspace: LHTRA53EL

AD 2 LHNY STANDARD DEPARTURE CHART INSTRUMENT RWY 18

SID NAME	PROCEDURE
PERIT1S **(PERIT ONE SIERRA DEPARTURE)**	To NY189 climb on course 175º. 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

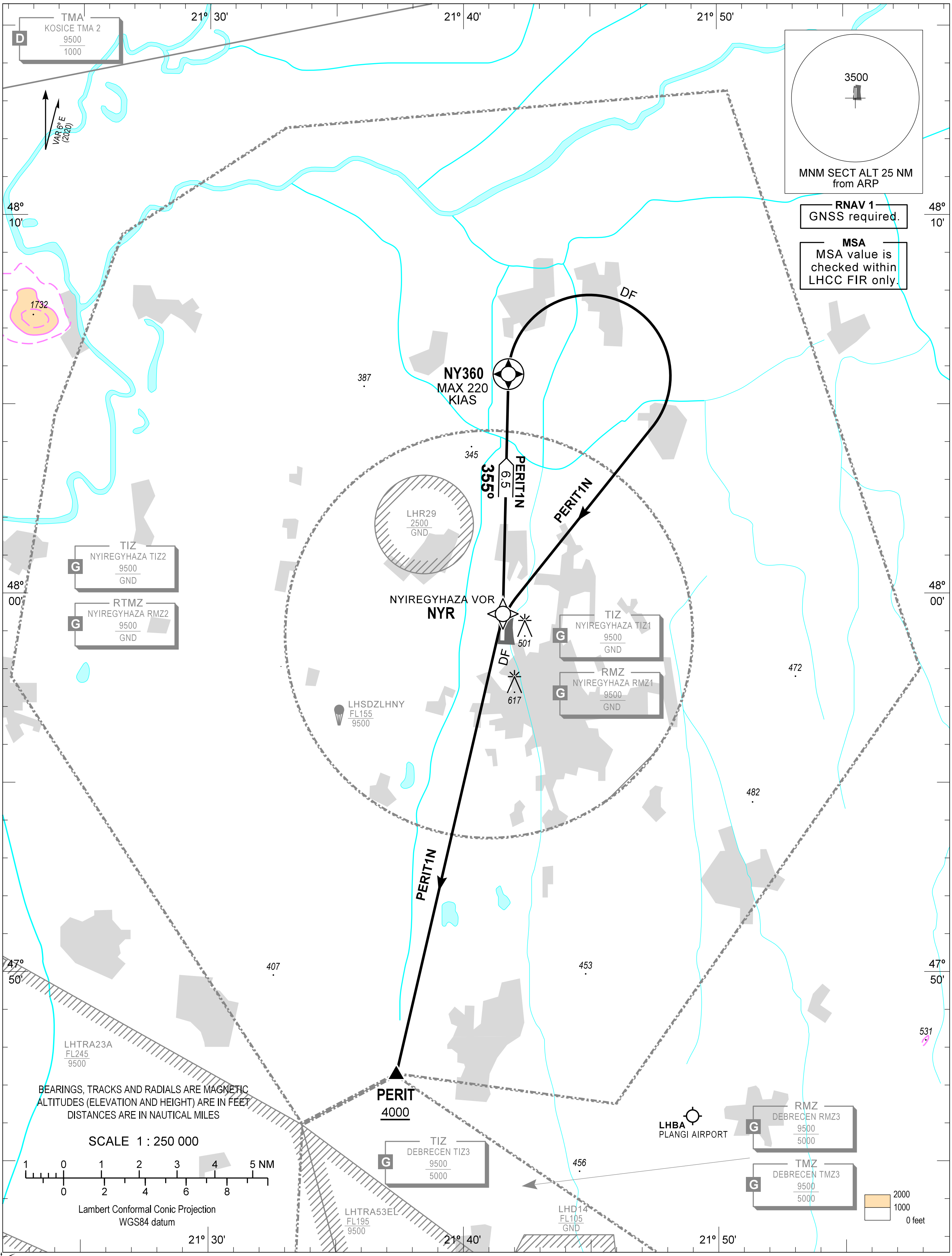
Name	Latitude	Latitude	Type	Elevation (at top) (FT)	Height (M)
LHNY_AREA2_P_064	N47 58 37.287	E021 41 23.012	TREE	396	18,62
LHNY_AREA3_L_002_003	N47 58 39.137	E021 41 21.592	TREE	392	16,84
LHNY_AREA3_L_002_005	N47 58 39.732	E021 41 21.697	TREE	391	16,27
LHNY_AREA3_P_006	N47 58 41.533	E021 41 23.396	STORM_SYSTEM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

NYÍREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000

NYIREGYHÁZA
RNAV RWY 36
PERIT1N



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

SCALE 1 : 250 000

Lambert Conformal Conic Projection
WGS84 datum

CHANGE: chart symbols (RMZ, TMZ) updated, new airspace: LHTRA53EL

AD 2 LHNY STANDARD DEPARTURE CHART INSTRUMENT RWY 36

SID NAME	PROCEDURE
PERIT1N **(PERIT ONE NOVEMBER DEPARTURE)**	To NY360 climb on course 355º, 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

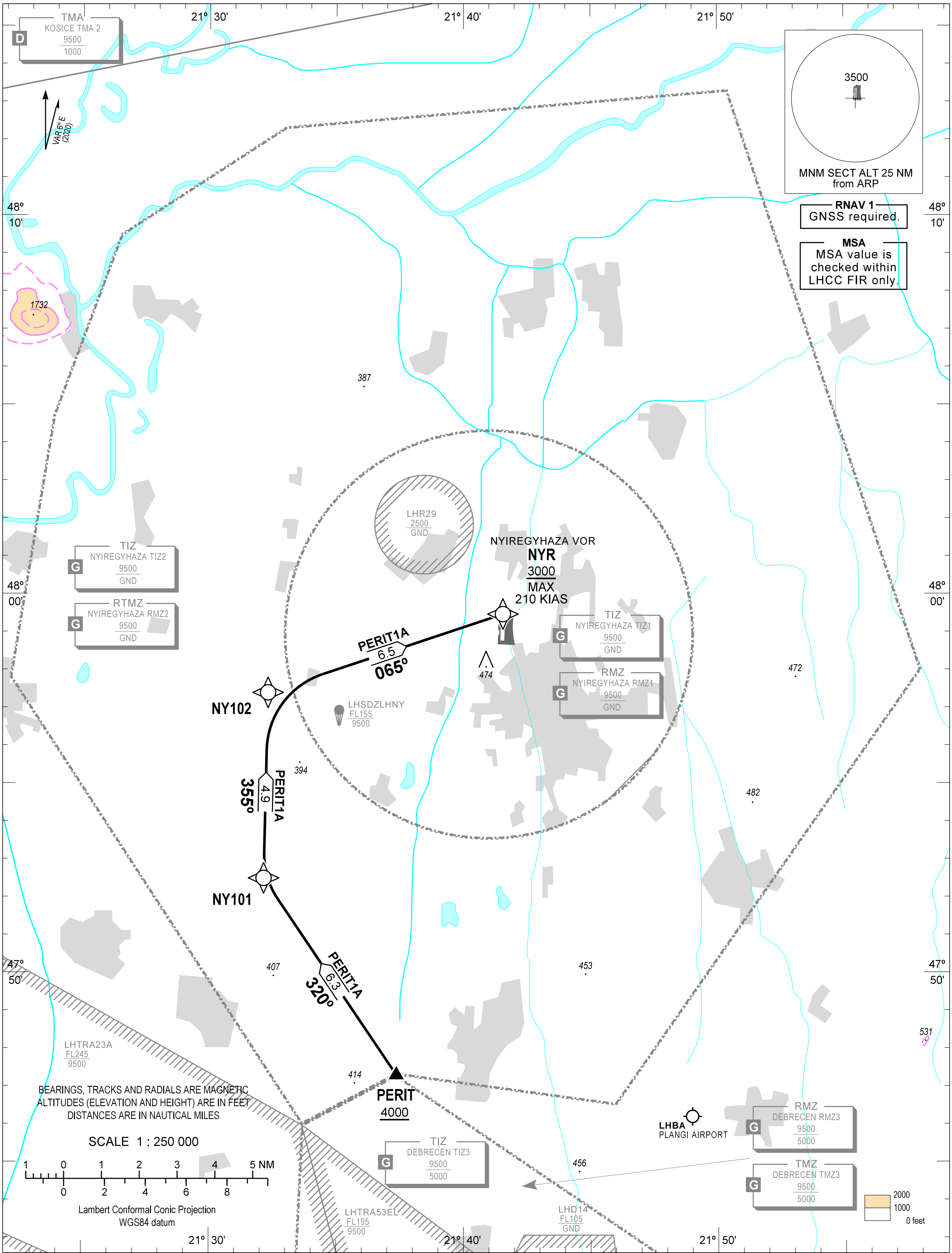
Name	Latitude	Latitude	Type	Elevation (at top) (FT)	Height (M)
LHNY_AREA2_L_011_001	N47 59 41.16	E021 41 37.94	TREE	417	23,24
LHNY_AREA2_L_011_002	N47 59 39.95	E021 41 38.24	TREE	413	22,23
LHNY_AREA2_P_059	N47 59 56.91	E021 41 17.54	TREE	451	31,77

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) -
ICAO

TRANSITION ALTITUDE
10000

NYÍREGYHÁZA INFO	119.410
BUDAPEST INFORMATION (EAST)	133.000

NYIREGYHÁZA
RNAV RWY 18 / 36
PERIT1A



CHANGE: chart symbols (RMZ, TMZ) updated, new airspace: LHTRA53EL

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

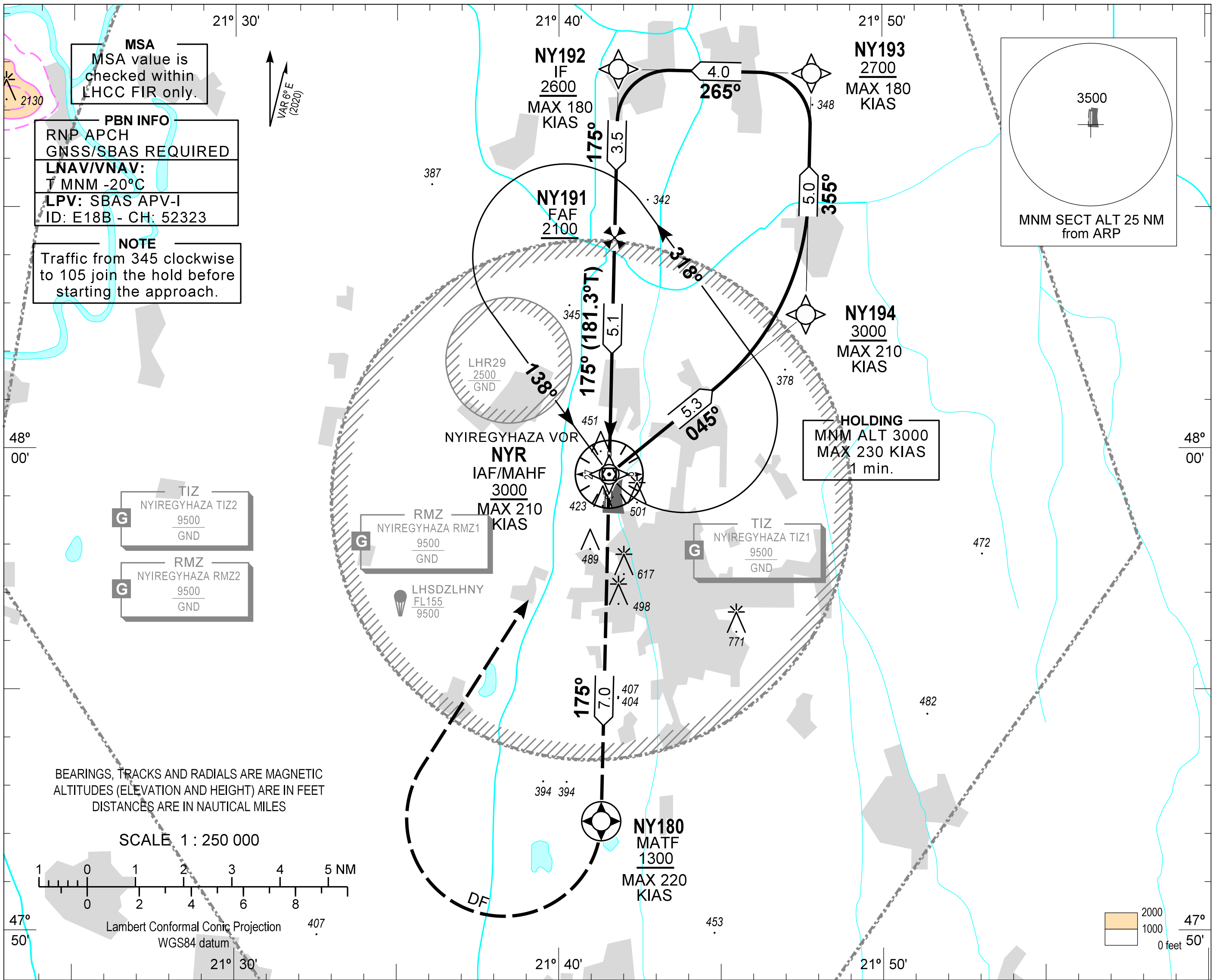
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 338

HEIGHTS RELATED TO THR RWY 18 - ELEV 338

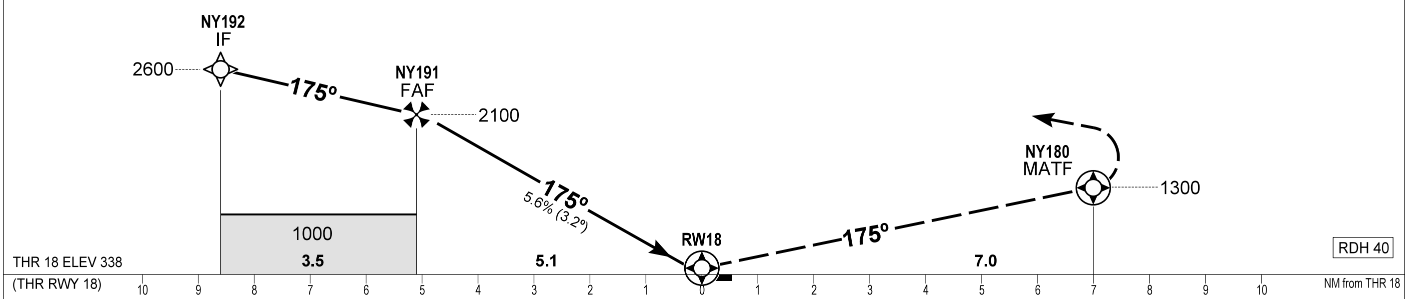
NYÍREGYHÁZA INFO	119.410
BUDAPEST INFORMATION (EAST)	133.000

NYÍREGYHÁZA
RNP Y RWY 18
(ACFT CAT B, C)



TRANSITION ALTITUDE
10000

MISSED APPROACH
Climb to NY180 at or above 1300.
Turn right direct to NYR and enter holding at or above 3000.
Maximum turning speed: 220 KIAS.



OCA (OCH)		B	C
STRAIGHT-IN APPROACH	LNAV	710 (380)	
	LNAV/VNAV	650 (312)	658 (320)
	LPV	606 (268)	615 (277)

DIST THR / RW18	NM	5.0	4.0	3.0	2.0	1.0
ALTITUDE	ft	2080	1740	1400	1060	720

GROUND SPEED	kt	60	90	120	150	180
FAF - RW18 5.1 NM	min:sec	5:04	3:23	2:32	2:02	1:41
Rate of descent (340 ft/NM)	ft/min	340	510	680	850	1020

CHANGE: chart symbols (RMZ, TMZ) updated

AD 2 LHNY INSTRUMENT APPROACH CHART RNP Y RWY 18

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

SBAS FAS Data Block Coding Data

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

WAYPOINT COORDINATES

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

Holding procedure

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

INSTRUMENT APPROACH CHART - ICAO

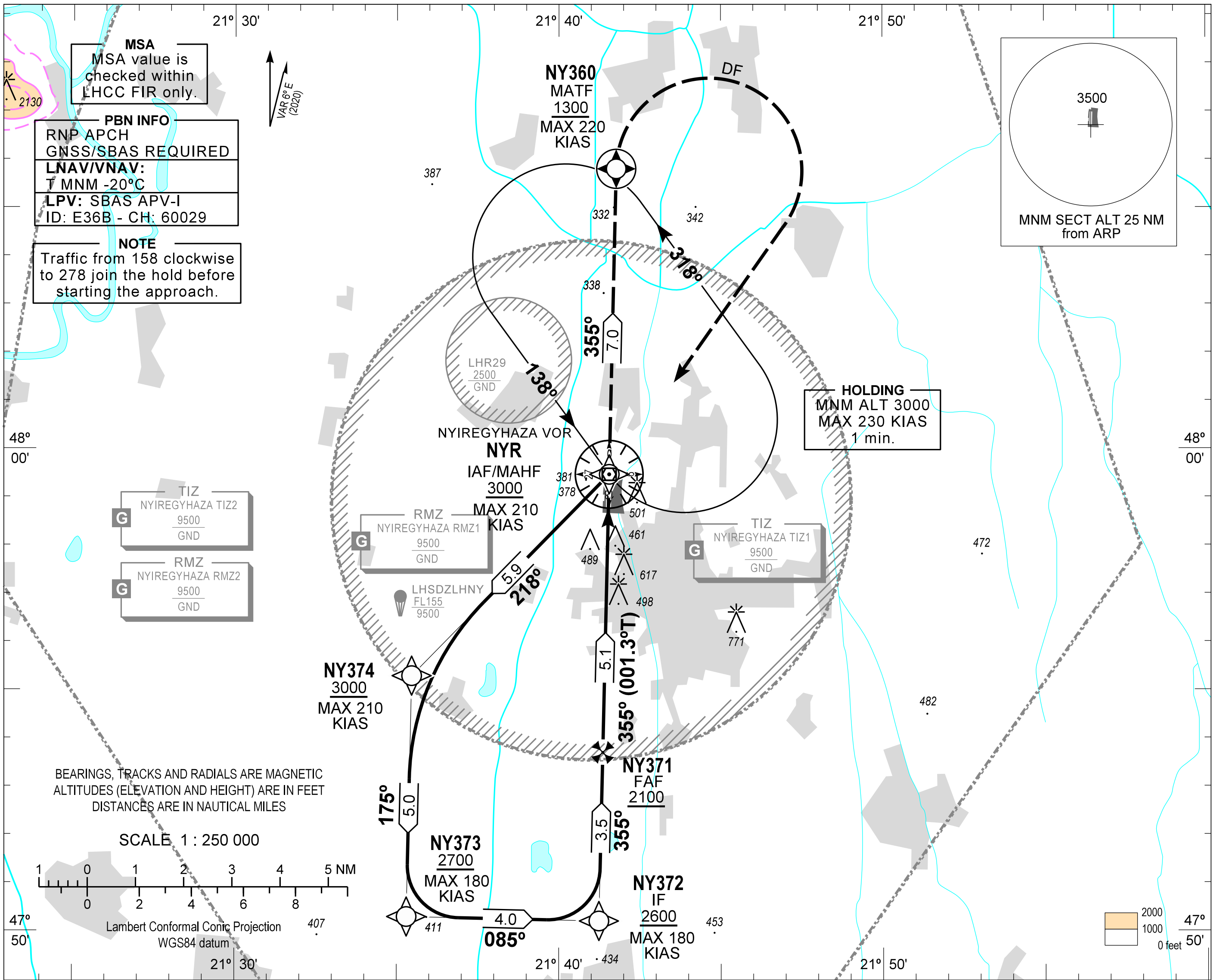
AERODROME ELEV 338

HEIGHTS RELATED TO THR RWY 36 - ELEV 338

NYÍREGYHÁZA INFO	119.410
BUDAPEST INFORMATION (EAST)	133.000

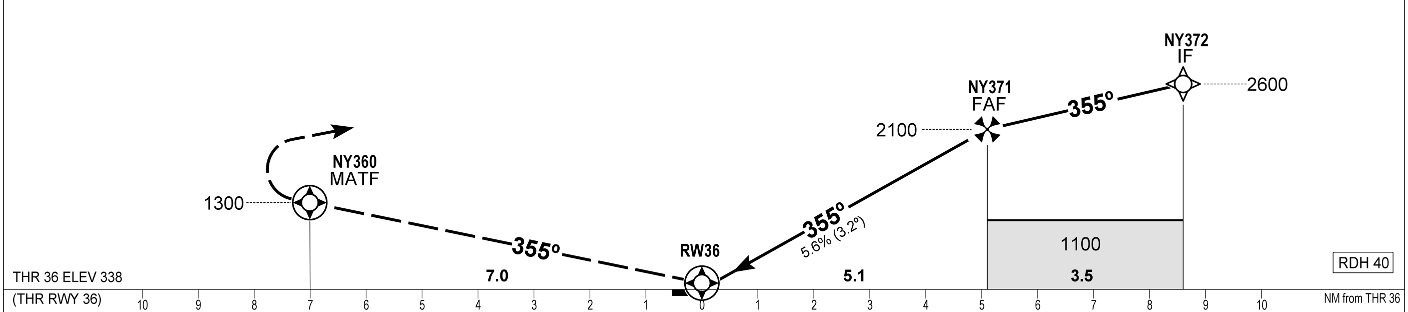
NYÍREGYHÁZA RNP Y RWY 36

(ACFT CAT B, C)



MISSED APPROACH
Climb to NY360 at or above 1300.
Turn right direct to NYR and enter holding at or above 3000.
Maximum turning speed: 220 KIAS.

TRANSITION ALTITUDE
10000



OCA (OCH)		B	C
STRAIGHT-IN APPROACH	LNAV	880 (550)	
	LNAV/VNAV	770 (432)	778 (440)
	LPV	613 (275)	621 (283)

DIST THR / RW36	NM	5.0	4.0	3.0	2.0	1.0
ALTITUDE	ft	2080	1740	1400	1060	720

GROUND SPEED	kt	60	90	120	150	180
FAF - RW36 5.1 NM	min:sec	5:04	3:23	2:32	2:02	1:41
Rate of descent (340 ft/NM)	ft/min	340	510	680	850	1020

CHANGE: chart symbols (RMZ, TMZ) updated

AD 2 LHNY INSTRUMENT APPROACH CHART RNP Y RWY 36

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

SBAS FAS Data Block Coding Data

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

WAYPOINT COORDINATES

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

Holding procedure

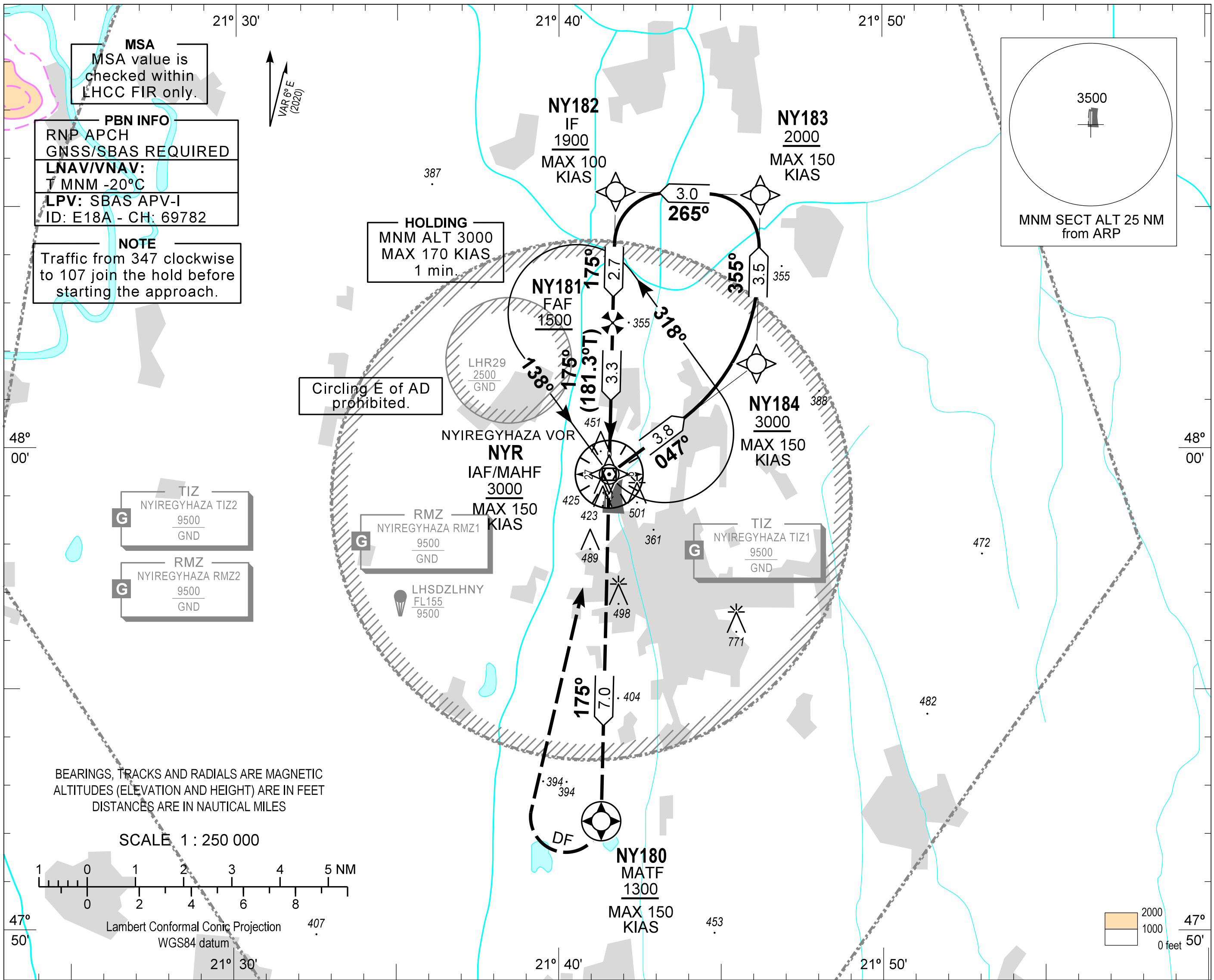
Holding fix:	NYR
Left hand holding pattern.	
Maximum speed:	230 KIAS
Inbound track:	138º
Outbound track:	318º
Rate of turn:	3º/sec. or 25º bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	3000

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 338
HEIGHTS RELATED TO THR RWY 18 - ELEV 338

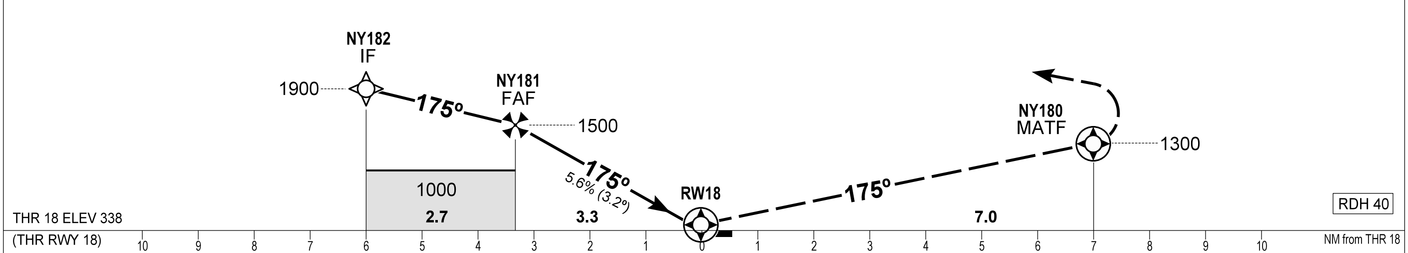
NYÍREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000

NYÍREGYHÁZA
RNP Z RWY 18
(ACFT CAT A)



TRANSITION ALTITUDE
10000

MISSED APPROACH
Climb to NY180 at or above 1300.
Turn right direct to NYR and enter holding at or above 3000.
Maximum turning speed: 150 KIAS.



OCA (OCH)		A
STRAIGHT-IN APPROACH	LNAV	710 (380)
	LNAV/VNAV	636 (298)
	LPV	591 (253)
CIRCLING APPROACH W of AD only	ft AMSL	800
	VIS, m	1900

DIST THR / RW18	NM	3.0	2.0	1.0
ALTITUDE	ft	1400	1060	720

GROUND SPEED	kt	60	80	100
FAF - RW18 3.3 NM	min:sec	3:18	2:29	1:59
Rate of descent (340 ft/NM)	ft/min	340	450	570

CHANGE: chart symbols (RMZ, TMZ) updated

AD 2 LHNY INSTRUMENT APPROACH CHART RNP Z RWY 18

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

SBAS FAS Data Block Coding Data

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

WAYPOINT COORDINATES

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

Holding procedure

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

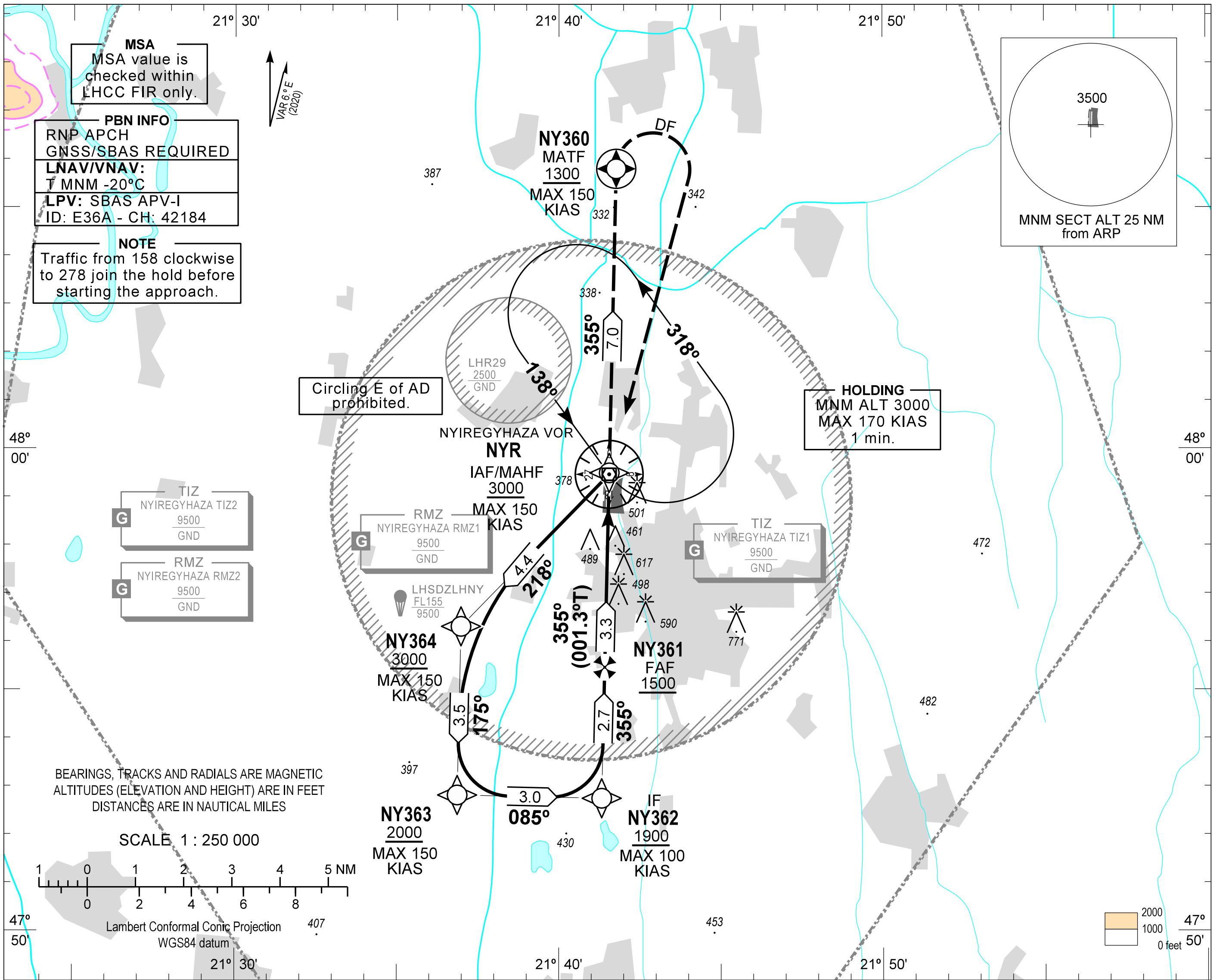
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 338

HEIGHTS RELATED TO THR RWY 36 - ELEV 338

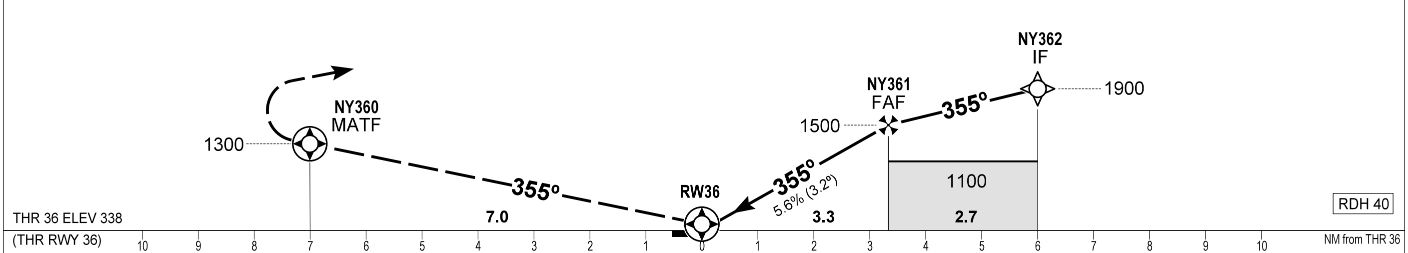
NYÍREGYHÁZA INFO	119.410
BUDAPEST INFORMATION (EAST)	133.000

NYÍREGYHÁZA
RNP Z RWY 36
(ACFT CAT A)



MISSED APPROACH
Climb to NY360 at or above 1300.
Turn right direct to NYR and holding at or above 3000.
Maximum turning speed: 150 KIAS.

TRANSITION ALTITUDE 10000



OCA (OCH)			A
STRAIGHT-IN APPROACH	LNAV		880 (550)
	LNAV/VNAV		758 (420)
	LPV		604 (266)
CIRCLING APPROACH W of AD only		ft AMSL	800
		VIS, m	1900

DIST THR / RW36	NM	3.0	2.0	1.0
ALTITUDE	ft	1400	1060	720

GROUND SPEED	kt	60	80	100
FAF - RW36 3.3 NM	min:sec	3:18	2:29	1:59
Rate of descent (340 ft/NM)	ft/min	340	450	570

CHANGE: chart symbols (RMZ, TMZ) updated

AD 2 LHNY INSTRUMENT APPROACH CHART RNP Z RWY 36

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

SBAS FAS Data Block Coding Data

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

WAYPOINT COORDINATES

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

Holding procedure

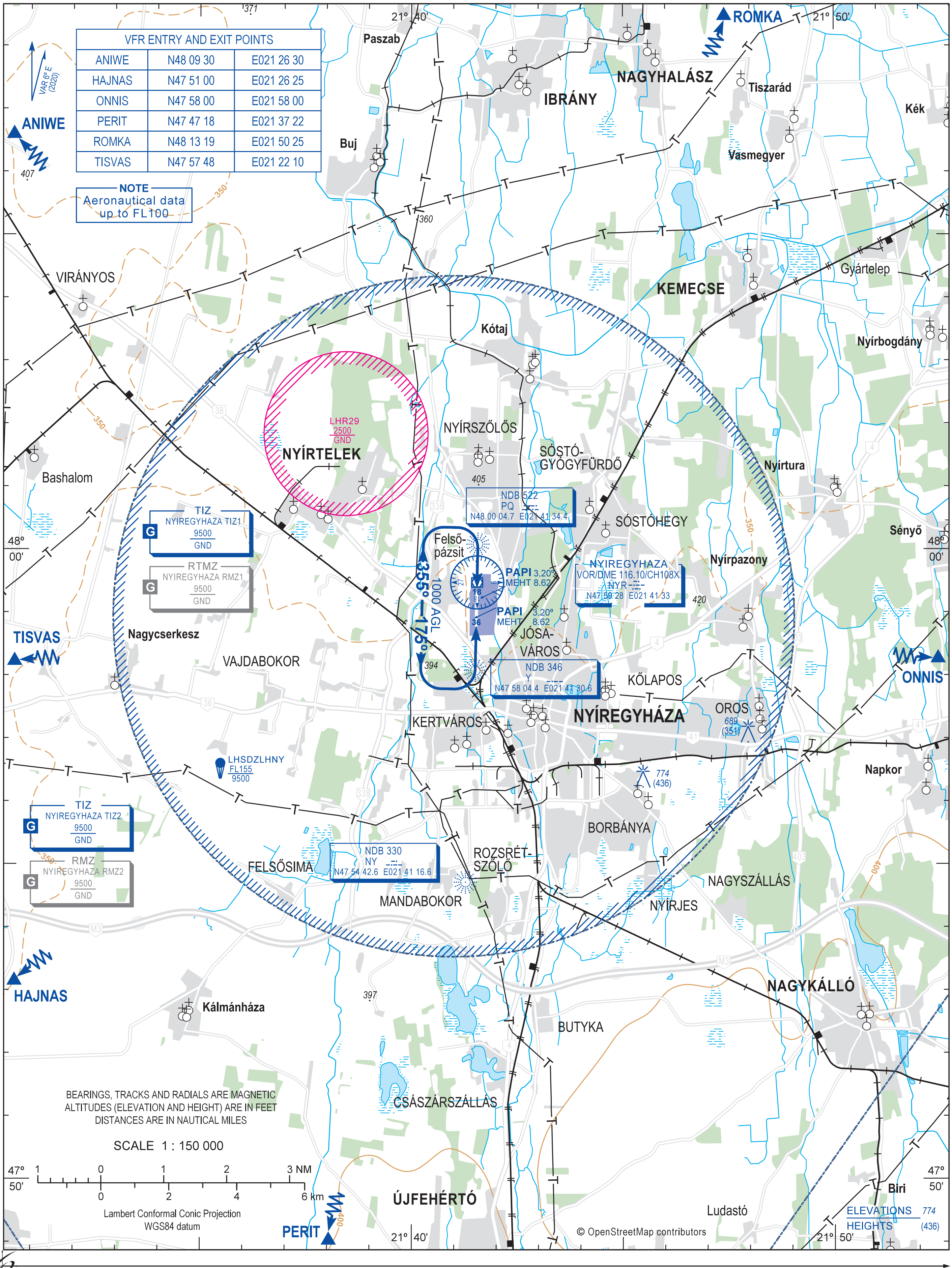
Holding fix:	NYR
Left hand holding pattern.	
Maximum speed:	170 KIAS
Inbound track:	138º
Outbound track:	318º
Rate of turn:	3º/sec. or 25º bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	3000

VISUAL APPROACH CHART - ICAO

AERODROME ELEV 338
HEIGHTS RELATED TO AD ELEV

NYIREGYHAZA INFO	119.410
BUDAPEST INFORMATION (EAST)	133.000

NYÍREGYHÁZA



VFR ENTRY AND EXIT POINTS		
ANIWE	N48 09 30	E021 26 30
HAJNAS	N47 51 00	E021 26 25
ONNIS	N47 58 00	E021 58 00
PERIT	N47 47 18	E021 37 22
ROMKA	N48 13 19	E021 50 25
TISVAS	N47 57 48	E021 22 10

CHANGE: charts symbols (RMZ, TMZ) updated, note updated

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ARP
N45 59 21
E018 14 32

AERODROME ELEV 651

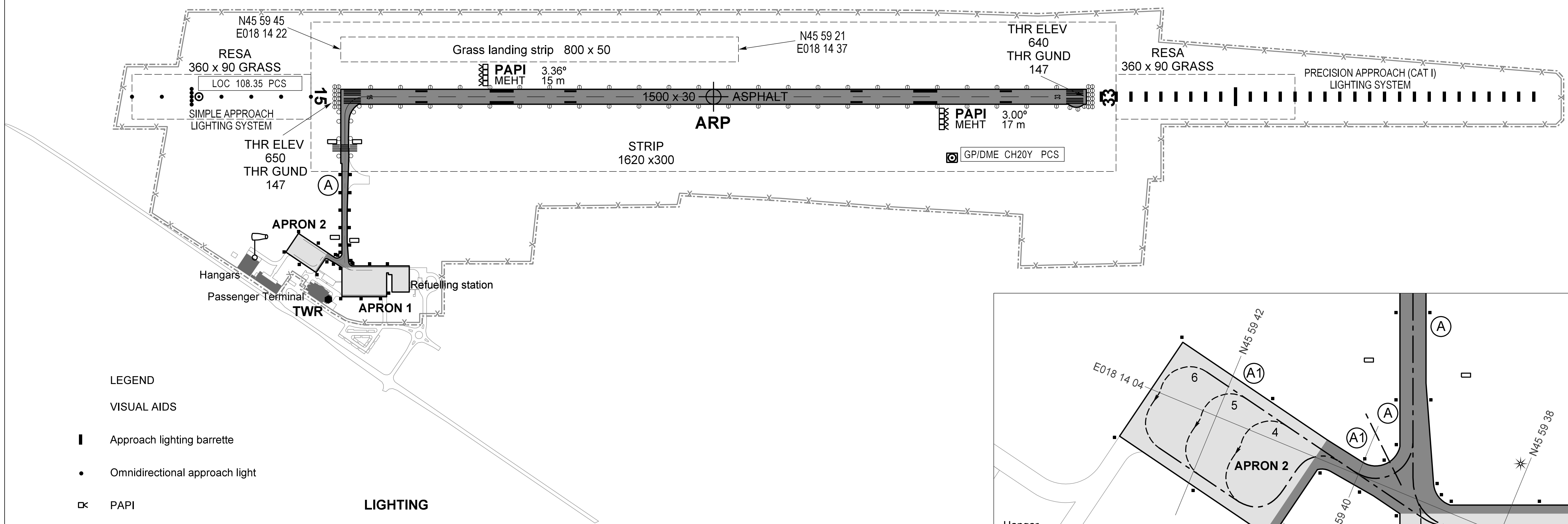
POGÁNY INFO	126.915
BUDAPEST INFORMATION (WEST)	125.500

AERODROME CHART - ICAO

PÉCS/POGÁNY

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).							

VAR 5° E (2024)
ANNUAL RATE OF CHANGE 0.1° E



LEGEND

VISUAL AIDS

- Approach lighting barrette
- Omnidirectional approach light
- PAPI
- Omnidirectional RWY lights (edge, -threshold, -end)
- TWY edge light
- Retroreflective TWY edge marker
- Flood light
- Non illuminated taxiing guidance sign

FOR BASIC CHART SYMBOLS SEE GEN 2.3.

AERODROME GUND: NOT AVAILABLE.
THE HIGHEST ELEVATION OF TDZ OF RWY33: NOT AVAILABLE.
APRONS ELEVATION: NOT AVAILABLE.
GEOGRAPHICAL COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE.
OBSTACLES TO TAXIING: NOT AVAILABLE.

CHANGE: THR 33 geoid undulation

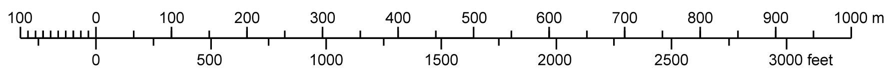
LIGHTING

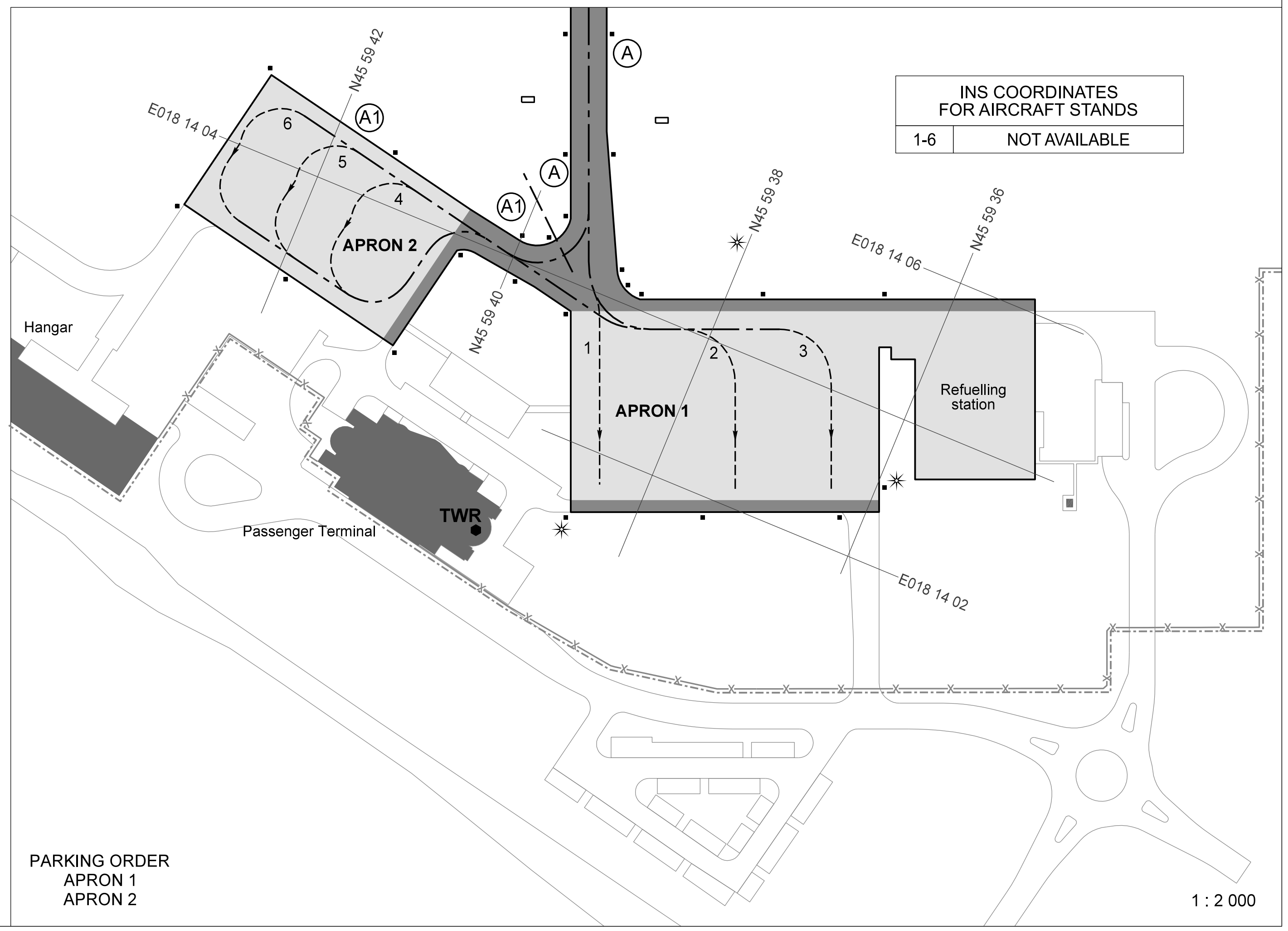
RWY 15/33

Approach:	Cat. I. high intensity (900 m) on THR 33, SALS medium intensity (420 m) on THR 15.
Threshold:	Green omnidirectional.
PAPI	3.36° (15 m) on THR 15, 3.00° (17 m) on THR 33.
Runway edge:	High intensity white/yellow omnidirectional (1500 m), spacing: 60 m.
Runway end:	Red omnidirectional.

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

HORIZONTAL SCALE 1 : 10 000





INS COORDINATES FOR AIRCRAFT STANDS	
1-6	NOT AVAILABLE

PARKING ORDER
APRON 1
APRON 2

1 : 2 000

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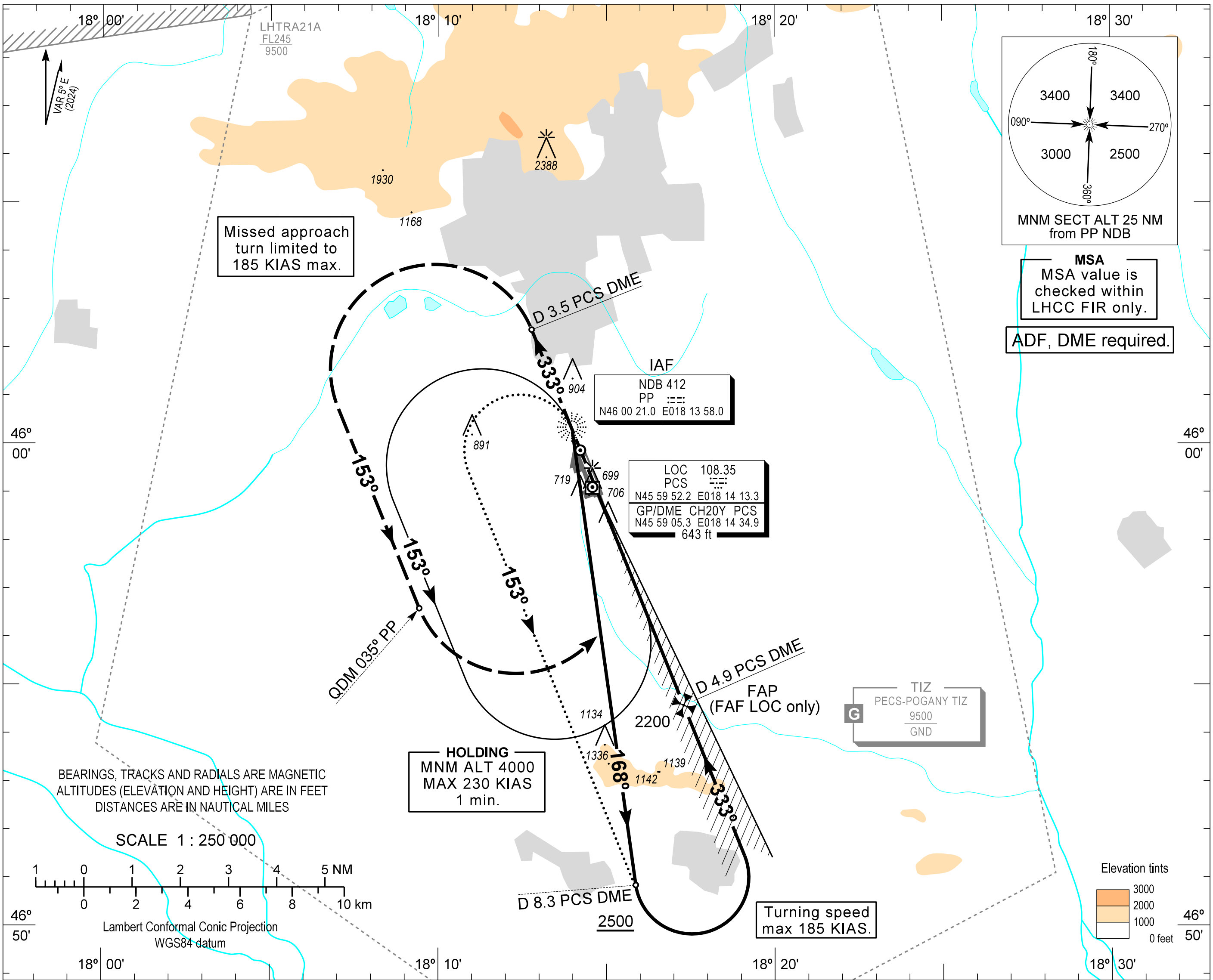
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 651

HEIGHTS RELATED TO THR RWY 33 - ELEV 640

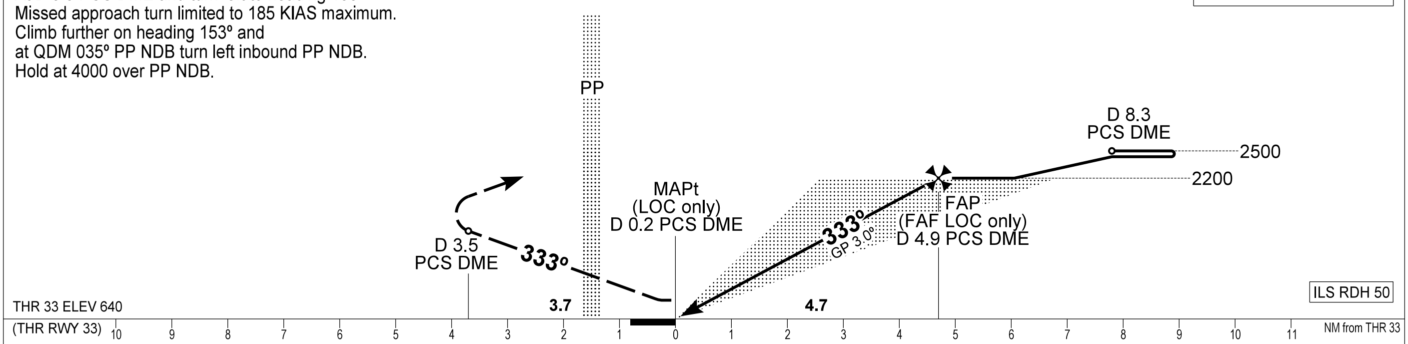
POGÁNY INFO	126.915
BUDAPEST INFORMATION (WEST)	125.500

PÉCS/POGÁNY
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



OCA (OCH)			A	B	C	D
STRAIGHT-IN APPROACH	Cat. I.	Press. ALT	830 (190)	842 (202)	850 (210)	861 (221)
	LOC		960 (320)			
CIRCLING APPROACH		ft AMSL	1200	1200	1300	1530
		VIS. m	1900	2800	3700	4600

DME PCS	NM	4.0	3.0	2.0	1.0
DIST THR / RWY 33	NM	3.8	2.8	1.8	0.8
ALTITUDE	ft	1910	1590	1280	960

Timing not authorized to define the MAPt.

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: the coordinates of PSC GP and PSC DME, airspaces updated

AD 2 LHPP INSTRUMENT APPROACH CHART ILS OR LOC RWY 33

Arrivals on 138º - 198º 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 333º 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 153º and descend to 2500.
Fly outbound and at D 8.3 PCS DME turn left to intercept PCS LOC 333º and descend to 2200, then follow ILS.

Holding procedure:
Holding fix: PP NDB.
Left hand holding pattern.

Inbound track:	333º
Outbound track:	153º
Rate of turn:	3º/sec. or 25º bank angle (whichever requires lesser bank)
Outbound timing:	1 min.
Minimum holding altitude:	4000

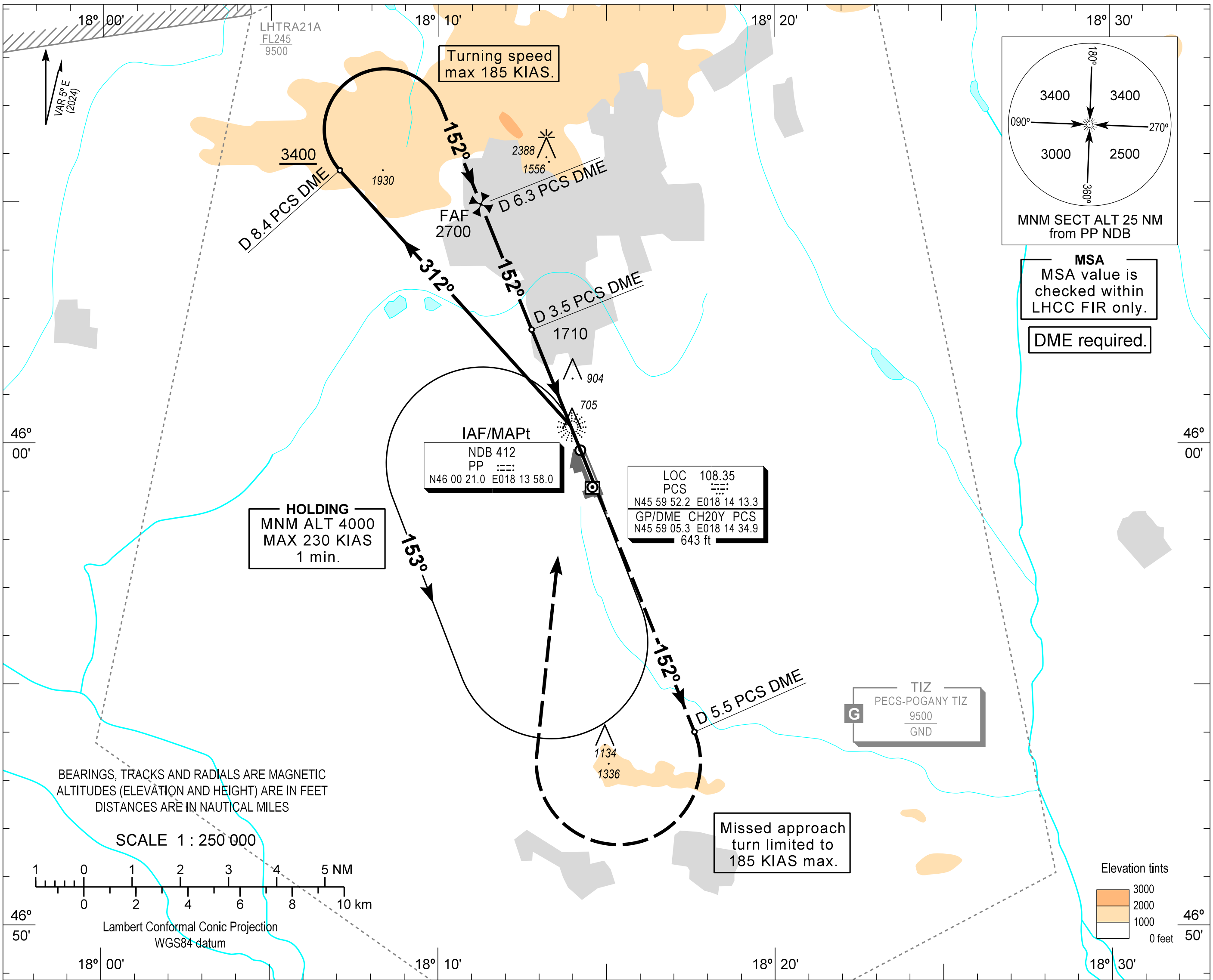
Final approach descent (LOC only): 3.00º

INSTRUMENT APPROACH CHART - ICAO

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

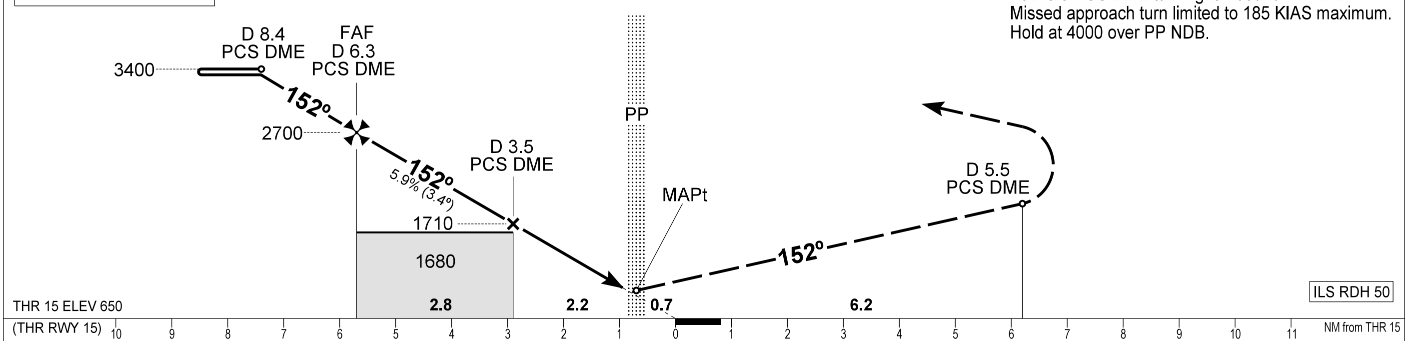
POGÁNY INFO	126.915
BUDAPEST INFORMATION (WEST)	125.500

PÉCS/POGÁNY
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.



OCA (OCH)		A	B	C	D
STRAIGHT-IN APPROACH		1150 (500)			
CIRCLING APPROACH	ft AMSL	1200	1200	1300	1530
	VIS. m	1900	2800	3700	4600

DME PCS	NM	6.0	5.0	4.0	3.0	2.0
DIST THR / RWY 15	NM	5.3	4.3	3.3	2.3	1.3
ALTITUDE	ft	2590	2250	1890	1530	1180

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

CHANGE: the coordinates of PSC GP and PSC DME, airspaces updated

AD 2 LHPP INSTRUMENT APPROACH CHART NDB RWY 15

Arrivals on 282º - 342º 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:	333º
Outbound track:	153º
Rate of turn:	3º/sec. or 25º bank angle (whichever requires lesser bank)
Outbound timing:	1 min.
Minimum holding altitude:	4000

Final approach descent: 3.36º

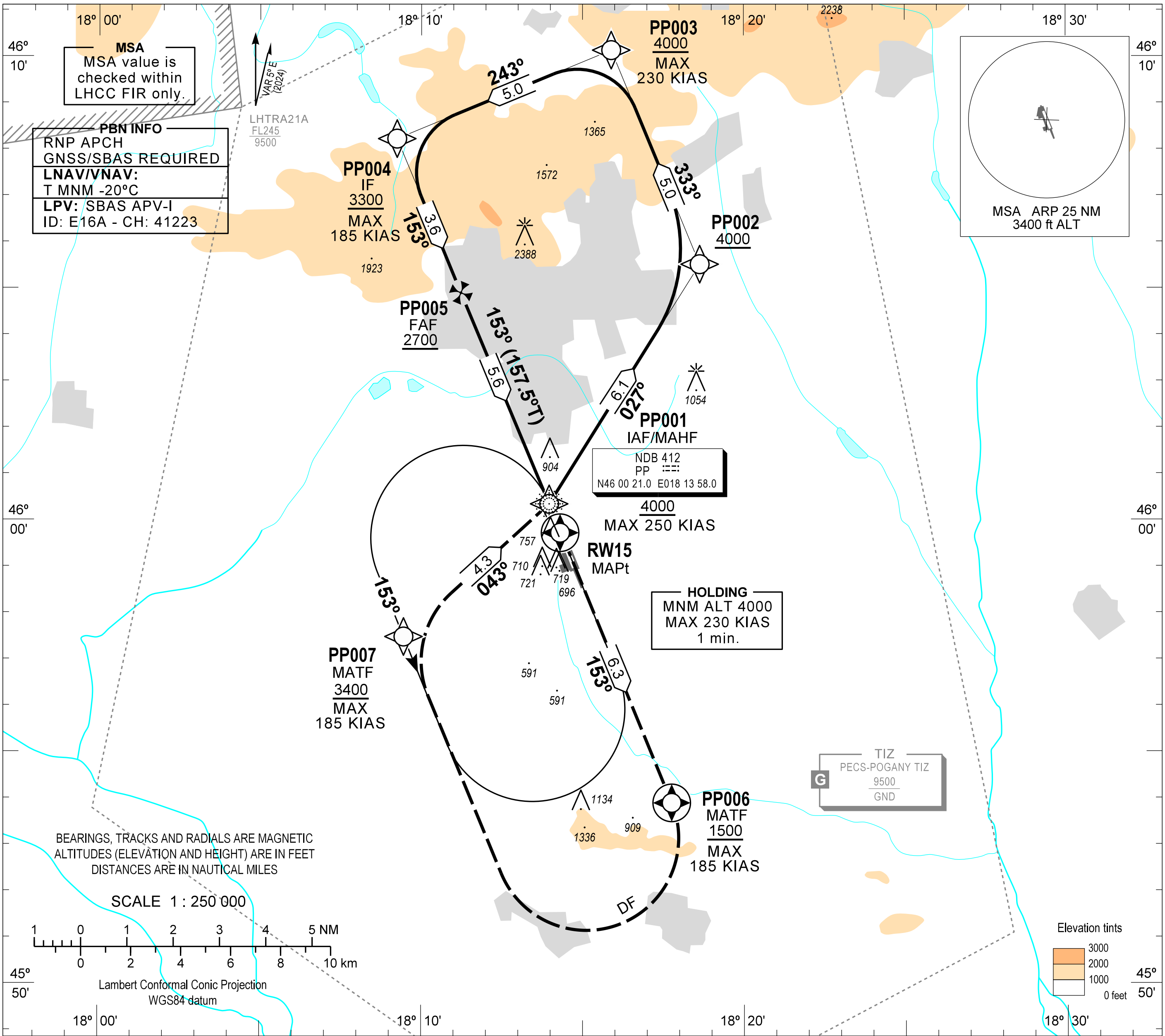
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 651

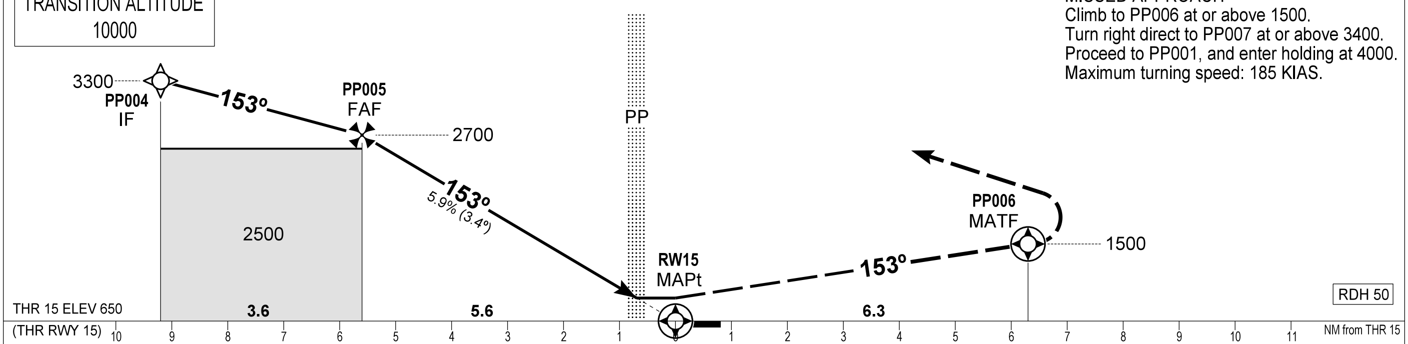
HEIGHTS RELATED TO THR RWY 15 - ELEV 650

POGÁNY INFO	126.915
BUDAPEST INFORMATION (WEST)	125.500

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



TRANSITION ALTITUDE
10000



MISSED APPROACH
Climb to PP006 at or above 1500.
Turn right direct to PP007 at or above 3400.
Proceed to PP001, and enter holding at 4000.
Maximum turning speed: 185 KIAS.

OCA (OCH)		A	B	C	D
STRAIGHT-IN APPROACH	LNAV	1150 (500)			
	LNAV/VNAV	1045 (395)	1058 (408)	1067 (417)	1079 (429)
	LPV	899 (249)	912 (262)	920 (270)	932 (282)
CIRCLING APPROACH	ft AMSL	1200	1200	1300	1530
	VIS. m	1900	2800	3700	4600

DIST THR / RWY15	NM	5.0	4.0	3.0	2.0
ALTITUDE	ft	2480	2130	1770	1410

GROUND SPEED	kt	60	90	120	150	180
FAF - RW15 5.6 NM	min:sec	5:36	3:44	2:48	2:14	1:52
Rate of descent (357 ft/NM)	ft/min	360	540	710	890	1070

CHANGE: airspaces updated

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	MAPt	Y	157.5 T/5.6 NM		+700		-3.36º	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:	PP001
Left hand holding pattern.	
Inbound track:	333º
Outbound track:	153º
Rate of turn:	3º/sec. or 25º bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	4000

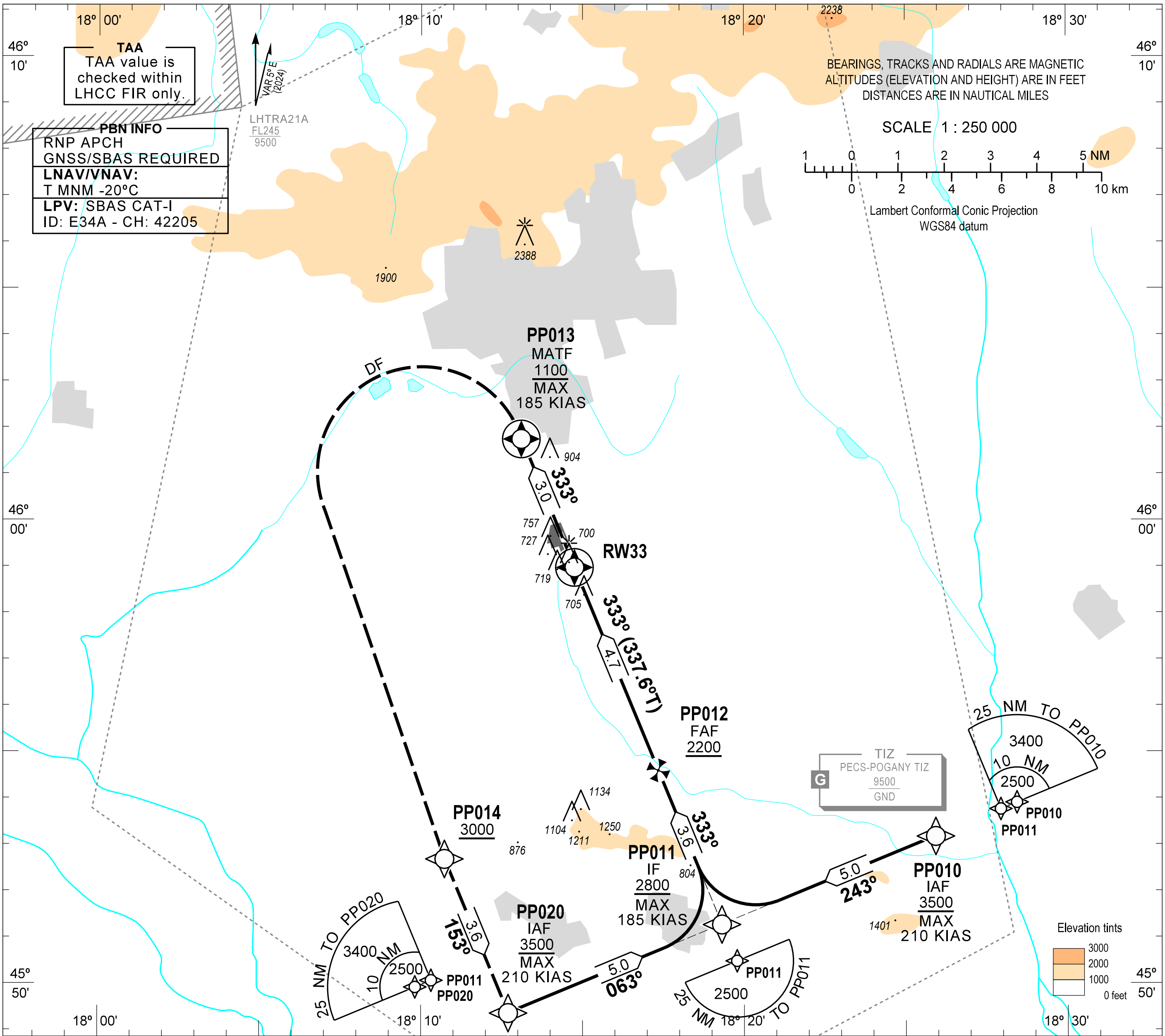
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 651

HEIGHTS RELATED TO THR RWY 33 - ELEV 640

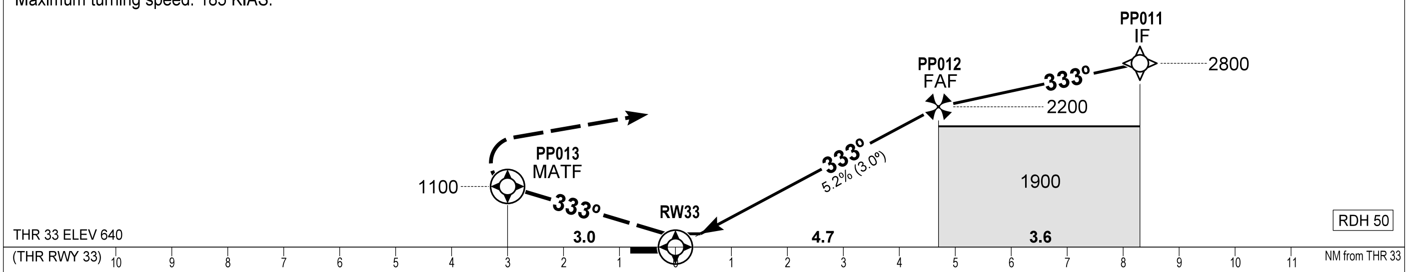
POGÁNY INFO	126.915
BUDAPEST INFORMATION (WEST)	125.500

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



OCA (OCH)		A	B	C	D
STRAIGHT-IN APPROACH	LNAV	970 (330)			980 (340)
	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
	VIS. m	1900	2800	3700	4600

DIST THR / RWY33	NM	4.0	3.0	2.0
ALTITUDE	ft	1960	1650	1330

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
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

ANGE: airspaces updated

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		-3.0º	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		-3.0º	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

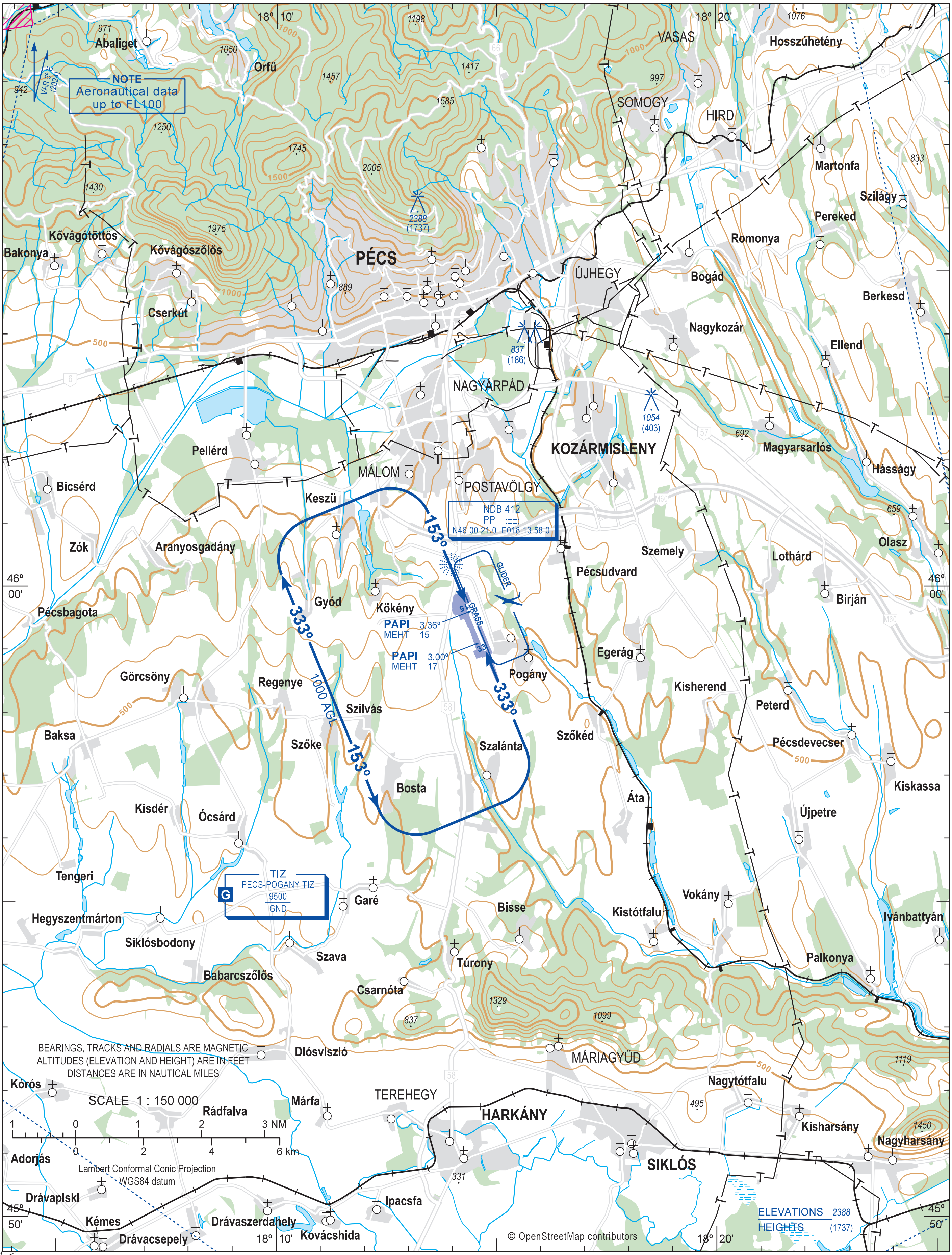
VISUAL APPROACH CHART - ICAO

AERODROME ELEV 651

HEIGHTS RELATED TO AD ELEV

POGÁNY INFO	126.915
BUDAPEST INFORMATION (WEST)	125.500

PÉCS/POGÁNY



CHANGE: note updated

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LHPR - GYŐR/PÉR

LHPR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LHPR GYŐR/PÉR

LHPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRIVE DATA

1	ARP coordinates and site at AD	473738N 0174830E RWY and TWY-A intersection
2	Direction and distance from (city)	15 KM 120 DEG from the centre of Gyor
3	Elevation/Reference temperature	426 FT / 26.2° C
4	Geoid undulation	145 FT
5	MAG VAR/ Annual change	4.85° E (2020) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	Győr/Pér Repülőtér Kft. Post:H-9099 Pér Repülőtér Phone:(+36) 96-559-200 Fax:(+36) 96-559-202 AFS:LHPRZPZX Email:ops@lhpr.hu URL: http://www.lhpr.hu SITA:QGYAPXH
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

LHPR AD 2.3 OPERATIONAL HOURS

1	AD Administration	0700 - 1700 (0600-1600)
2	Customs and immigration	From/to non EU and/or non Schengen Agreement`s countries preliminary permission required 24 hours before planned flight.
3	Health and sanitation	Nil
4	AIS Briefing Office	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	Nil
7	ATS	As AD Administration
8	Fuelling	As AD Administration
9	Handling	As AD Administration
10	Security	H24
11	De-icing	As AD Administration

12	Remarks	Beyond operational hours: on request. For more information on the CHANGE OF OPENING HOURS during the summer and winter holiday periods, contact LHPR OPS.

LHPR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	3 Fork-lift, 3,5t High loader, 7t High loader, Conveyor belt, 9 dollies 7t, 150 sqm warehouse, cargo X-Ray, cargo scale, ETD
2	Fuel/oil types	AVGAS 100LL petrol, JET A1 AeroShell W100, 15W50, Total Aero D100, DM 15W50.
3	Fuelling facilities/capacity	2 Kerosene trucks 20.000 litres and 6.000 litres.
4	De-icing facilities	Available on PRKG stands
5	Hangar space for visiting aircraft	On request
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

LHPR AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	Nearest 2 KM from AD
3	Transportation	Taxi, local public bus, airport minibus, rent-a-car
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	Nil
7	Remarks	Nil

LHPR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Weekdays in operational hours: CAT V. Weekends and public holidays in operational hours: CAT II. On request up to CAT VI.
2	Rescue equipment	A5 Fire fighting vehicle type: Renault Kerax Capacity: 6000l of water, 900l of foaming agent, 250kgs of fire-extinguisher.
3	Capability for removal of disabled aircraft	Contact for the removal of disabled aircraft cordinator: (+36) 96-559-200, ops@lhpr.hu, Units: K&M airporttechnik GmbH: RD5 and RD10 type recovery dollies and crane are available.
4	Remarks	Nil

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

1	Types of clearing equipment	2 snow ploughs, 1 snow cutter blower, 1 carbamid spreader, 1 Clearway spreader
2	Clearance priorities	RWY, TWY A, TWY A1, TWY A2, Apron 1, Apron 3, TWY B, Apron 2
3	Use of material for movement area surface treatment	carbamid, CMP-A
4	Specially prepared winter runways	Nil
5	Remarks	1 SarSys Friction tester trailer

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

1	Apron surface and strength	Apron	Surface	Strength	
		APRON1	CONC	PCR 490/R/C/X/T	
		APRON2	CONC	PCR 310/R/C/X/T	
		APRON3	CONC	PCR 620/R/C/X/T	
2	Taxiway width, surface and strength	Taxiway	Width	Surface	Strength
		A	15 M	ASPH	PCR 530/F/C/X/T
		A1	7.5 M	ASPH	PCR 530/F/C/X/T
		A2	10.5 M	ASPH	PCR 530/F/C/X/T
		B	7.5 M	ASPH	PCR 190/F/C/X/T
3	Altimeter checkpoint location and elevation	Location: At RWY THRs Elevation: THR RWY 11 126.5 M THR RWY 29 129.75 M			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	Nil			

LHPR 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, aircraft stand taxi lanes, aircraft stand markings		
2	RWY and TWY markings and LGT		Markings	Lighting
		RWY	Designator, THR, centre line, side stripe, aiming point, TDZ, turn pad	THR, end, edge, SWY, turn pad edge
		TWY	Centre line, RWY holding position, intermediate holding position, edge marker, sign boards	Edge

3	Stop bars	Nil
4	Remarks	Nil

LHPR AD 2.10 AERODROME OBSTACLES

Data for Area 2, 3 and 4 *See GEN 3.1*

LHPR 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 HR Interval of issuance: 3 HRs in operational hours of aerodrome
4	Type of landing forecast Interval of issuance	TAF CODE, Interval of issuance: half hourly in operational hours of aerodrome
5	Briefing/consultation provided	Consultation via phone, fax or telex. *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 the Budapest FIR
8	Supplementary equipment available for providing information	Telephone/Telefax; self-briefing via aviation.met.hu at airport
9	ATS Units provided with information	AFIS, Budapest FIC (on request)
10	Additional information	Nil

LHPR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCR) 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
11	119.45° GEO	2030 x 30	PCR 520/F/C/X/T ASPH	473758.34N 0174735.63E 473726.02N 0174900.30E 44 M	THR 126.5 M
29	299.47° GEO	2030 x 30	PCR 520/F/C/X/T ASPH	473726.02N 0174900.30E 473758.34N 0174735.63E 44.3 M	THR 129.75 M TDZ 129.31 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
11	+0.165%	100 x 30	Nil	2350 x 300	90 x 60 GRASS	Nil	Nil	Nil
29	-0.165%	100 x 30	Nil	2350 x 300	90 x 60 GRASS	Nil	Nil	Nil

LHPR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
11	2030	2030	2130	2030	Nil
29	2030	2030	2130	2030	

LHPR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	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
11	SALS 420 M LIM	GRN	PAPI LEFT 3° (11.45 M)	Nil	Nil	2030 M 58 M WHI-YEL LIM	RED	100 M RED	Nil

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	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
29	CAT I. 900 M LIH	GRN	PAPI LEFT 3° (11.45 M)	Nil	Nil	2030 M 58 M WHI-YEL LIH	RED	100 M RED	Nil

LHPR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	Left side of RWY 11/29, in-line with the PAPI, 80m from the centerline, lighted.
3	TWY edge and centre line lighting	TWY edge lights at TWY A
4	Secondary power supply	Diesel generator unit (130kVA); switch-over time is 15 seconds.
5	Remarks	Nil

LHPR AD 2.16 HELICOPTER LANDING AREA

NIL

LHPR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	PER TIZ 474906N 0173651E - 474449N 0173000E - 473559N 0172918E - 473559N 0173554E - 472959N 0174154E - 472959N 0180954E - 473521N 0181527E - 474419N 0181530E along border HUNGARY_SLOVAKREPUBLIC - 474906N 0173651E
2	Vertical limits	9500 FT ALT GND
3	Airspace classification	G
4	ATS unit call sign Language(s)	PER INFO EN, HU
5	Transition altitude	10000 FT ALT
6	Hours of applicability	As AD Administration
7	Remarks	Air Traffic Advisory Service is not AVBL in the class G airspace LHPR TIZ

AERODROME CHART - ICAO

ARP
N47 37 38
E017 48 30

AERODROME ELEV 426

PÉR INFO	129.910
BUDAPEST INFORMATION (WEST)	125.500

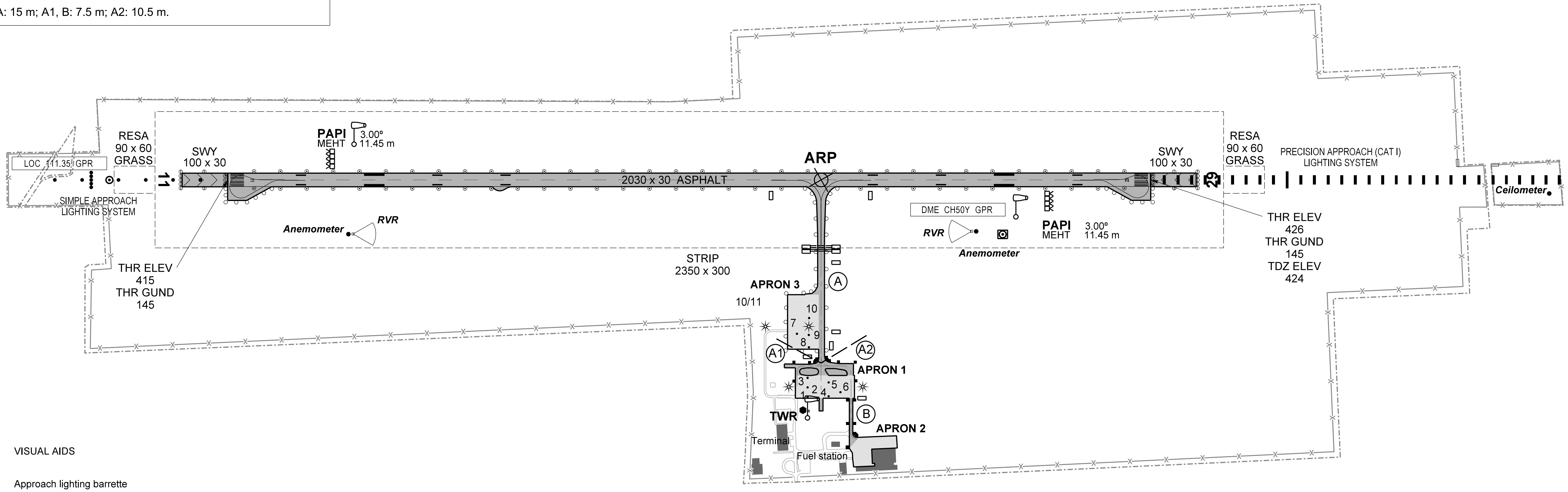
GYŐR/PÉR

RWY	DIRECTION	THR	BEARING STRENGTH	TORA	TODA	ASDA	LDA
11	114°	N47 37 58, E017 47 36	PCR 520 F /C/X/T	2030	2030	2130	2030
29	294°	N47 37 26, E017 49 00	PCR 520 F /C/X/T	2030	2030	2130	2030

Apron 1	PCR 490 R /C/X/T
Apron 2	PCR 310 R /C/X/T
Apron 3	PCR 620 R /C/X/T
Taxiway: A	PCR 530 F /C/X/T
Taxiways: A1, A2	PCR 530 F /C/X/T
Taxivay: B	PCR 190 F /C/X/T
Taxiway width: A: 15 m; A1, B: 7.5 m; A2: 10.5 m.	

INS COORDINATES FOR AIRCRAFT STANDS	
1	N47 37 24.57, E017 48 17.57
2	N47 37 25.16, E017 48 18.07
3	N47 37 25.75, E017 48 18.56
4	N47 37 23.87, E017 48 19.54
5	N47 37 24.73, E017 48 20.26
6	N47 37 23.71, E017 48 20.83
7	N47 37 28.86, E017 48 19.87
8	N47 37 27.60, E017 48 20.27
9	N47 37 28.37, E017 48 20.90
10	N47 37 29.41, E017 48 21.80

Geoid undulation 145



VISUAL AIDS

- Approach lighting barrette
- Approach light
- PAPI
- RWY lights (edge, -threshold, -end)
- Stopway lights
- Omnidirectional TWY edge light
- Retroreflective TWY edge marker
- Flood lighting
- Non illuminated taxiing guidance sign

FOR BASIC CHART SYMBOLS SEE GEN 2.3.

APRONS ELEVATION: NOT AVAILABLE.
GEOGRAPHICAL COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE.
OBSTACLES TO TAXIING: NOT AVAILABLE.
PARKING ORDER APRON 2: NOT AVAILABLE.

LIGHTING

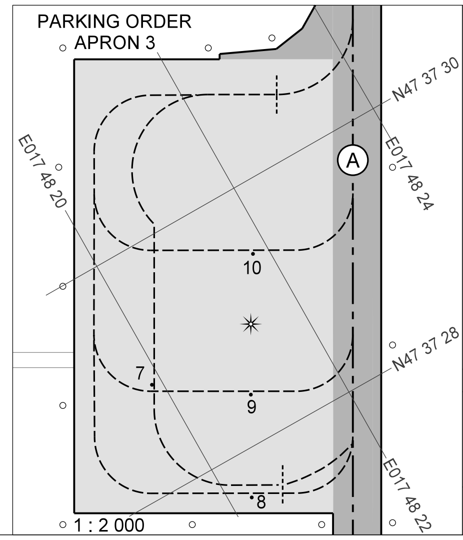
RWY 11/29

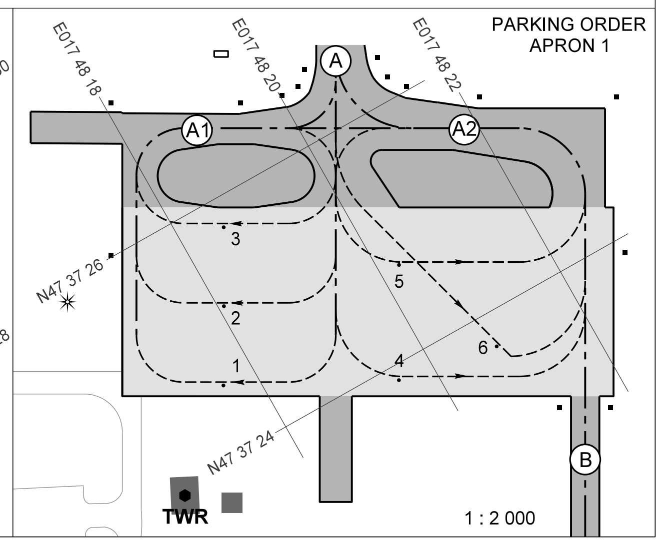
Approach:	Cat. I. high intensity (900 m) on THR 29, SALS medium intensity (420 m) on THR 11.
Threshold:	Green.
PAPI	3.00° (11.45 m).
Runway edge:	High intensity white/yellow (2030 m), spacing: 58 m on THR 29, medium intensity white/yellow (2030 m), spacing: 58 m on THR 11.
Runway end:	Red.
Stopway:	Red (100 m).

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

HORIZONTAL SCALE 1 : 10 000

100 0 100 200 300 400 500 600 700 800 900 1000 m
0 500 1000 1500 2000 2500 3000 feet





CHANGE: RWY, TWY, Apron bearing strengths

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LHSM - HÉVÍZ-BALATON AIRPORT

LHSM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LHSM HEVIZ-BALATON AIRPORT

LHSM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	464111N 0170933E At the geometrical centre of the RWY
2	Direction and distance from (city)	195°, 3 KM from Sarmellek village
3	Elevation/Reference temperature	124.5 M / 28.9°C
4	Geoid undulation	46 M
5	MAG VAR / Annual change	4.6° E (2020) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	Post:Heviz-Balaton Airport Kft. (H-8380 Heviz, Kossuth Lajos u. 1.) H-8391 Sármellék Phone:(+36) 83-200-300 Fax:(+36) 83-200-301 AFS:LHSMZPZX SITA:SOBHBXH Email:info@hevizairport.com URL:http://www.hevizairport.com TWR: Phone:(+36) 83-200-310 Fax:(+36) 83-200-311General Aviation: Phone:(+36) 83-200-304 Fax:(+36) 83-200-301 Email:ops@hevizairport.com
7	Types of traffic permitted (IFR/VFR)	INTL-NTL, IFR-VFR, S-NS-P, Civil / General / Military
8	Remarks	Nil

LHSM AD 2.3 OPERATIONAL HOURS

1	AD Administration	0800-1500 (0700-1400)
2	Customs and immigration	As AD Administration
3	Health and sanitation	On contract
4	AIS Briefing Office	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	H24 in MET Centre
7	ATS	AFIS: As AD Administration
8	Fuelling	As AD Administration

9	Handling	As AD Administration
10	Security	H24
11	De-icing	As AD Administration
12	Remarks	Beyond operational hours on prior request Service fee is 250 EUR/hour valid till 31.12.2024. From 01.01.2025. service fee is 300 EUR/hour

LHSM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Available
2	Fuel/oil types	AVGAS 100LL, Jet A1
3	Fuelling facilities/capacity	1 kerosene truck (40 tonnes), 1 petrol truck (7.5 tonnes)
4	De-icing facilities	Available
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

LHSM AD 2.5 PASSENGER FACILITIES

1	Hotels	Nearest at Heviz and Keszthely town
2	Restaurants	Coffee and snack vending machine at the AD, restaurants at Keszthely and Heviz
3	Transportation	Taxi, rent-a-car, public bus
4	Medical facilities	First aid and AED defibrillator at AD, hospital at Keszthely
5	Bank and Post Office	ATM at AD, Post office at Sármellék
6	Tourist Office	In the city of Heviz and Keszthely.
7	Remarks	Hévíz 12 KM and Keszthely 16 KM from AD

LHSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A4
2	Rescue equipment	2 firefighting vehicle, manual tools.
3	Capability for removal of disabled aircraft	Nil
4	Remarks	On request up to A7 Trained staff: 18

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

1	Types of clearing equipment	3 snow ploughs/sweepers, 1 snow blower, 1 carbamid spreader, 1 friction tester
2	Clearance priorities	RWY, TWY A3, Apron 3, other TWYs
3	Use of material for movement area surface treatment	Nil
4	Specially prepared winter runways	Nil
5	Remarks	Surface treatment material: carbamid

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

1	Apron surface and strength	**Designator**	**Surface**	**Strength**	
		APRON 3	ASPH	Not available	
2	Taxiway width, surface and strength	**Designator**	**Width**	**Surface**	**Strength**
		TWY A1 CLSD	12 M	CONC	NIL
		TWY A2 CLSD	12 M	CONC	NIL
		TWY A3	23 M	ASPH	NIL
		TWY B1 CLSD	12 M	CONC	NIL
		TWY B2 CLSD	12 M	CONC	NIL
		TWY B3 CLSD	12 M	CONC	NIL
		TWY G CLSD	12 M	CONC	NIL
		TWY S CLSD	12 M	CONC	NIL
		TWY Y CLSD	12 M	CONC	NIL
3	Altimeter checkpoint location and elevation	At RWY THRs Elevation: THR RWY16 124.40M THR RWY34 121.51M			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	Nil			

LHSM 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	Signs at TWY and RWY intersections and at holding points. Guidelines at apron. Lighted (YEL).	
2	RWY and TWY markings and LGT	RWY:	THR, centre line, edge, runway end, marked and lighted. Designation, aiming point, TDZ, marked.
		TWY:	Centre line and holding positions at TWY A3/RWY intersection: marked.

3	Stop bars	Taxiway markings
4	Remarks	Nil

LHSM AD 2.10 AERODROME OBSTACLES

Data for Area 2 and 3 *See GEN 3.1*

LHSM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	HungaroMet Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	HungaroMet 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	TAF CODE,Interval of issuance: half hourly in operational hours of aerodrome
5	Briefing/consultation provided	Written briefing: https://aviation.met.hu Consultation via phone: +36-90-603-424; +36-1-346-4655; +36-1-346-4685 Consultation via e-mail: rvo@met.hu (HMS) *See GEN 3.5*
6	Flight documentation Language(s) used	Charts, abbreviated plain language text Hungarian, English
7	Charts and other information available for briefing or consultation	Charts, aerodrome reports and forecasts in EUR region. Area forecasts, MET. observations and warnings in Budapest FIR
8	Supplementary equipment available for providing information	Telephone/Telefax; self-briefing via aviation.met.hu at airport
9	ATS Units provided with information	Budapest FIC (on request), AFIS
10	Additional information	Nil

LHSM 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
16	165.13° GEO	2500 x 60	157/R/B/W/T CONC	464150.14N 0170917.61E 464031.82N 0170947.40E 46 M	124.5 M
34	345.13° GEO	2500 x 60	157/R/B/W/T CONC	464031.82N 0170947.40E 464150.14N 0170917.61E 46 M	122 M

Designations RWY	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
16	-0.12%	Nil	Nil	2620 x 300	240 x 120 GRASS	Nil	Nil	Nil
34	0.12%	Nil	Nil	2620 x 300	240 x 120 GRASS	Nil	Nil	Nil

LHSM AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16	2500	2500	2500	2500	Nil
34	2500	2500	2500	2500	Nil

LHSM 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
16	HIAL CAT I 900 M LIH	GRN	PAPI 3° (16.69 M)	Nil	2500 M 29 M WHI/RED LIH	2500 M 58 M WHI/YEL LIH	RED	Nil	Nil
34	SALS 420 M LIH	GRN	PAPI 3° (16.72 M)	Nil	2500 M 29 M WHI/RED LIH	2500 M 58 M WHI/YEL LIH	RED	Nil	Nil

LHSM 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	Anemometer16: 402 M from THR 16, lighted, Anemometer 34: 377 M from THR 34, lighted / Type of lightings: Obstacle lights
3	TWY edge and centre line lighting	Nil
4	Secondary power supply / switch-over time	Secondary power supply to ATS/AFIS, obstacle lights, APCH and RWY lighting, and MET equipment / switch-over time: 9 sec

5	Remarks	Nil

LHSM AD 2.16 HELICOPTER LANDING AREA

NIL

LHSM AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	SARMELLEK TIZ2 465211N 0164912E - 465233N 0171252E - 463423N 0171944E - 462847N 0171750E - 462539N 0170031E - 465211N 0164912E	SARMELLEK TIZ1 465232N 0170443E - 465233N 0171252E - 464035N 0171331E - 463224N 0171903E - 462847N 0171750E - 462659N 0170752E - 463919N 0170630E - 465010N 0165907E - 465232N 0170443E
2	Vertical limits	SARMELLEK TIZ2: 9500 FT ALT / 2000 FT ALT	SARMELLEK TIZ1: 2000 FT ALT / GND
3	Airspace classification	SARMELLEK TIZ2: Class G	SARMELLEK TIZ1: Class G
4	ATS unit call sign Language(s)	BALATON INFO EN, HU	
5	Transition altitude	10000 FT	
6	Hours of applicability	As AD Administration	
7	Remarks	AFIS (TIZ 1+TIZ 2) See AD 2-LHSM AD-2.3 Air Traffic Advisory Service is not AVBL in the class G airspace SARMELLEK TIZ1, TIZ2. For information on related RMZ and TMZ airspaces, See ENR 2.2	

LHSM 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	BALATON INFO	134.585 CH	Nil	Nil	As ATS *See AD 2-LHSM AD-2.3*	Nil

LHSM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency(ies)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS 16 (CAT I)						
LLZ	SMK	108.75 MHZ	As AD Administration	464022.8N 0170950.9E		
GP		330.35 MHZ	As AD Administration	464140.6N 0170927.1E		GP angle: 3°
DME	SMK	24Y	As AD Administration	464140.6N 0170927.1E	443 FT	Co-located with GP 16
DME	SME	79X	As AD Administration	463956.6N 0170958.9E	453 FT	Co-located with L/SME.
L	SME	436 KHZ	As AD Administration	463956.9N 0171000.7E		1km from THR RWY 34

LHSM AD 2.20 LOCAL AERODROME REGULATIONS

NIL

LHSM AD 2.21 NOISE ABATEMENT PROCEDURES

The published Standard Instrument Departure (SID) routes are part of the noise abatement procedures, Therefore strict adherence is compulsory for all IFR flights, except light propeller aircraft until passing 7000 FT QNH.

LHSM AD 2.22 FLIGHT PROCEDURES

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

1.1 IFR flights

1.1.1 Departing aircraft

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

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

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

Departing aircraft have to follow the procedures included in enroute clearance given before the acknowledgement of the take-off.

1.1.2 Standard Instrument Departure (SID)

Standard Instrument Departures are published in part AD 2-LHSM.

The departure procedures in use are based on those contained in ICAO Doc 8168 OPS/611 (PANS OPS).

1.1.3 Instrument approach procedures

The instrument approach procedures are published on Instrument Approach Charts in part AD 2-LHSM.

1.2 VFR flights

1.2.1 Arrival

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

AFIS provides information about aerodrome local traffic, suggested „Traffic circuit” as well as conditions of approach and landing.

Traffic Pattern:

- Right and left hand traffic pattern for RWY 34
- Right and left hand traffic pattern for RWY 16

Designated VFR reporting points:

- BALATON:

464222N 0171553E

(influx of river Zala)

- DIOSKAL:

463937N 0170345E

(Meteorological Radar Antenna/ approx. 0,8 NM South East of Dioskál village)

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

LHSM AD 2.23 ADDITIONAL INFORMATION

NIL

LHSM AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2-LHSM-ADC
Aerodrome Obstacle Chart - ICAO Type A (Operating Limitations)	AD 2-LHSM-AOCA-1634
Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHSM-SID-16
	AD 2-LHSM-SID-34
Standard Arrival Chart - Instrument (STAR) - ICAO	AD 2-LHSM-STAR-1634

Instrument Approach Chart - ICAO	AD 2-LHSM-ILS/LOC-16
	AD 2-LHSM-NDB-16
	AD 2-LHSM-NDB-34
	AD 2-LHSM-RNP-16
	AD 2-LHSM-RNP-34
Visual Approach Chart - ICAO	AD 2-LHSM-VAC

LHSM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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

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AERODROME CHART - ICAO

ARP
N46 41 11
E017 09 33

AERODROME ELEV 408

BALATON INFO	134.585
BUDAPEST INFORMATION (WEST)	125.500

HÉVÍZ/BALATON

RWY	DIRECTION	THR	BEARING STRENGTH	TORA	TODA	ASDA	LDA
RW16	160°	N46 41 50, E017 09 18	PCN 157/R/B/W/T	2500	2500	2500	2500
RW34	340°	N46 40 32, E017 09 47	PCN 157/R/B/W/T	2500	2500	2500	2500

Apron 3	NOT AVAILABLE
Taxiways: A3	NOT AVAILABLE
Apron 1, Apron 2, Apron 4, Taxiways A1-2, B1-3, G, S, Y: CLOSED	
Taxiways width: A3: 23 m, Taxiways A1-2, B1-3, G, S, Y: 12 m.	

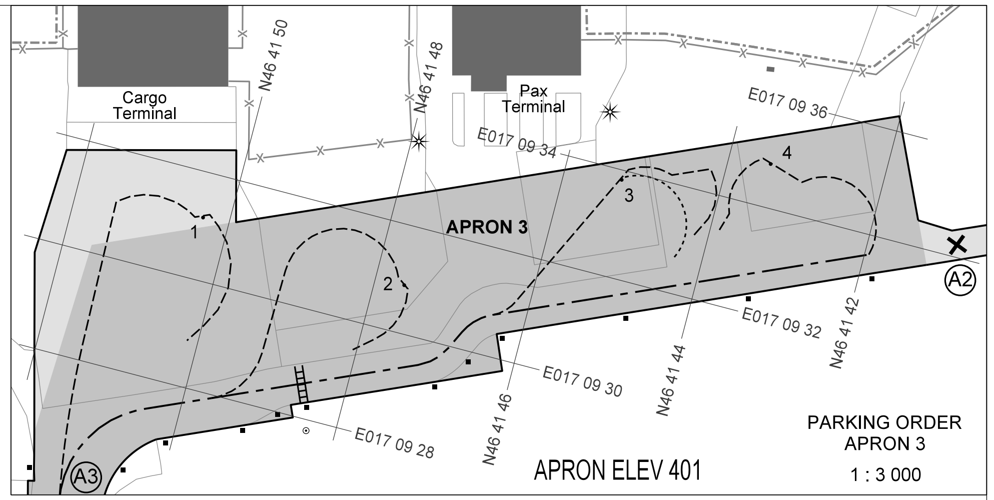
Geoid undulation 151

VAR 5° E (2020) ANNUAL RATE OF CHANGE 0.1° E

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

FOR BASIC CHART SYMBOLS SEE GEN 2.3.

OBSTACLES TO TAXIING: NOT AVAILABLE.



PARKING ORDER
APRON 3

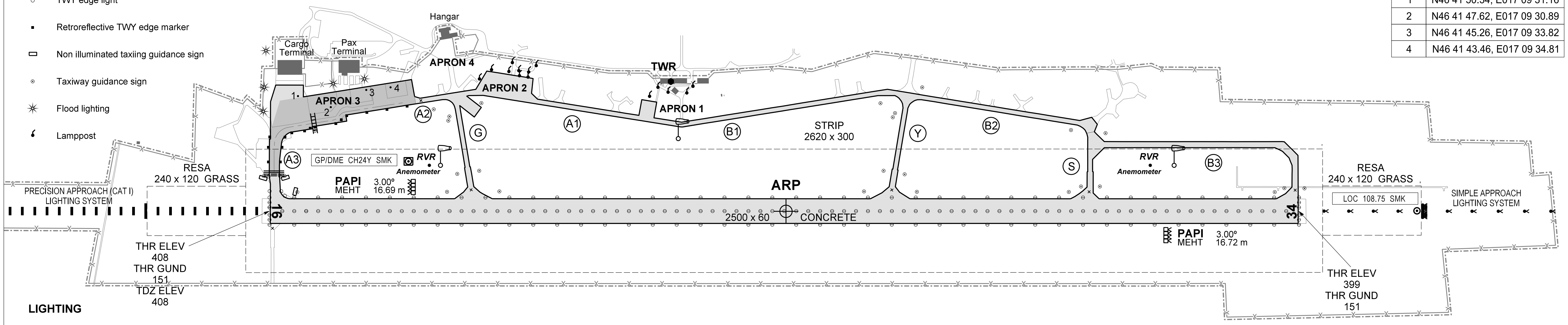
APRON ELEV 401

1 : 3 000

VISUAL AIDS

- Approach lighting barrette
- Unidirectional approach light
- PAPI
- High intensity uni- and bidirectional RWY lights (edge, threshold, end, centre line)
- TWY edge light
- Retroreflective TWY edge marker
- Non illuminated taxiing guidance sign
- Taxiway guidance sign
- Flood lighting
- Lamppost

INS COORDINATES FOR AIRCRAFT STANDS	
1	N46 41 50.34, E017 09 31.16
2	N46 41 47.62, E017 09 30.89
3	N46 41 45.26, E017 09 33.82
4	N46 41 43.46, E017 09 34.81



HORIZONTAL SCALE 1 : 10 000

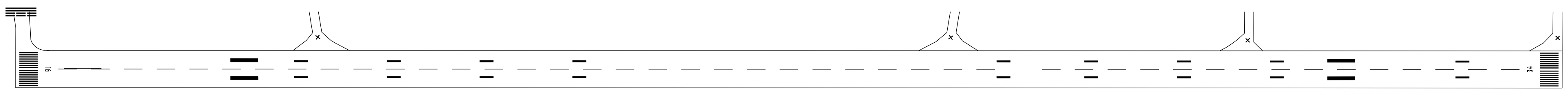
100 0 100 200 300 400 500 m
0 500 1000 1500 feet

LIGHTING

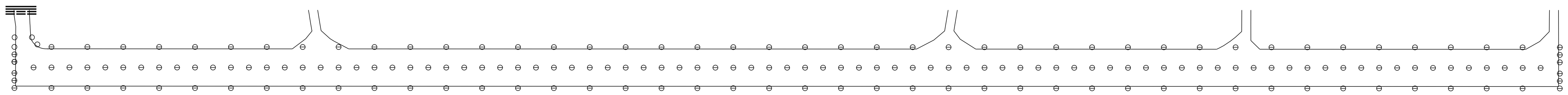
RWY 16/34

Approach:	HIAL Cat. I. high intensity (900 m) on THR 16. SALS high intensity (420 m) on THR 34.
Threshold:	High intensity green uni- and bidirectional, with barret on THR 16.
PAPI	3.00° (METH: see in chart).
Runway edge:	High intensity white/yellow uni- and bidirectional (2500 m), spacing: 58 m.
Runway end:	High intensity red uni- and bidirectional.

MARKINGS RWY 16/34 AND EXIT TWY



LIGHTING AIDS RWY 16/34 AND EXIT TWY



GEOGRAPHICAL COORDINATES FOR TWY A3 CENTRE LINE			
1	N46 41 50.62, E017 09 21.99	14	N46 41 49.63, E017 09 27.91
2	N46 41 51.01, E017 09 24.13	15	N46 41 47.17, E017 09 29.49
3	N46 41 51.18, E017 09 25.32	16	N46 41 47.03, E017 09 29.61
4	N46 41 51.20, E017 09 25.55	17	N46 41 46.94, E017 09 29.74
5	N46 41 51.20, E017 09 25.82	18	N46 41 46.85, E017 09 29.94
6	N46 41 51.17, E017 09 26.10	19	N46 41 46.73, E017 09 30.29
7	N46 41 51.12, E017 09 26.36	20	N46 41 46.68, E017 09 30.41
8	N46 41 51.05, E017 09 26.57	21	N46 41 46.62, E017 09 30.52
9	N46 41 50.93, E017 09 26.83	22	N46 41 46.54, E017 09 30.63
10	N46 41 50.81, E017 09 27.03	23	N46 41 46.47, E017 09 30.69
11	N46 41 50.66, E017 09 27.21	24	N46 41 46.41, E017 09 30.74
12	N46 41 50.51, E017 09 27.34	25	N46 41 41.93, E017 09 33.61
13	N46 41 50.43, E017 09 27.39		

CHANGE: Air traffic service TWR withdrawn

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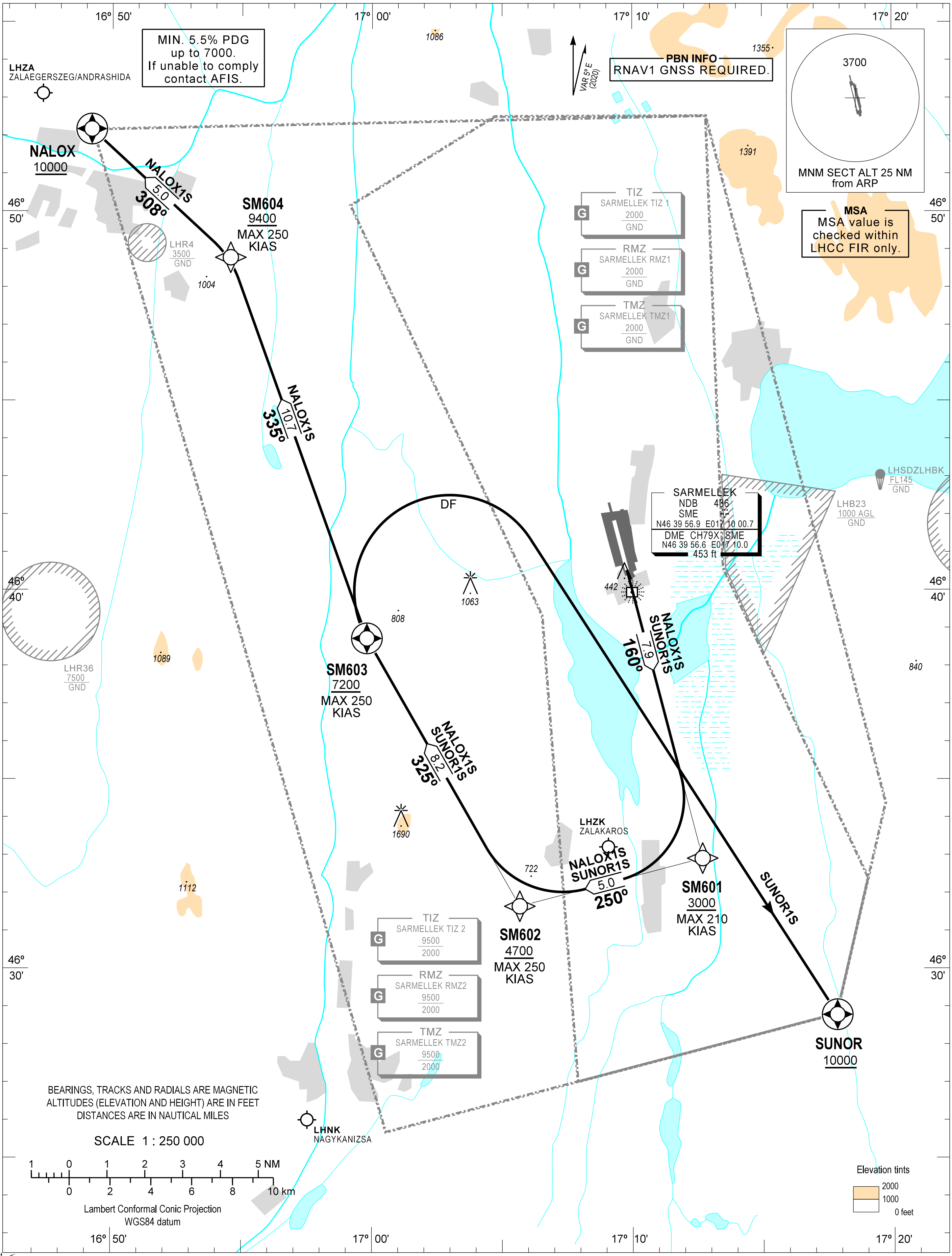
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 10000

BALATON INFO 134.585
BUDAPEST INFORMATION (WEST) 125.500

HÉVÍZ/BALATON
RNAV RWY 16
NALOX1S, SUNOR1S



CHANGE: SARMELLEK CTR, SARMELLEK CTA deleted, chart symbols (RMZ, TMZ) updated, airspaces updated, air traffic service TWR withdrawn

AD 2 LHSM STANDARD DEPARTURE CHART INSTRUMENT RWY 16

CLIMBING:
In order to reach exit altitude min. PDG 5.5% up to 7000. After departure climb initially 10000. Further climb only by ATC.

ALTIMETER SETTING:
When passing 9000 change QNH setting for Budapest QNH provided by BALATON INFO or BUDAPEST INFORMATION.

SID NAME	PROCEDURE	RESTRICTIONS
NALOX1S **(NALOX ONE SIERRA DEPARTURE)**	Climb to SM601 on course 160º, at or above 3000. To SM602 at or above 4700. To SM603 at or above 7200. To SM604 at or above 9400. To NALOX at or above 10000.	MAX 210 KIAS at SM601. MAX 250 KIAS at SM602, SM603, SM604.
SUNOR1S **(SUNOR ONE SIERRA DEPARTURE)**	Climb to SM601 on course 160º, at or above 3000. To SM602 at or above 4700. To SM603 at or above 7200. Turn right direct to SUNOR at or above 10000.	MAX 210 KIAS at SM601. MAX 250 KIAS at SM602, SM603.

Recommended navaid: SME NDB.

WAYPOINT COORDINATES

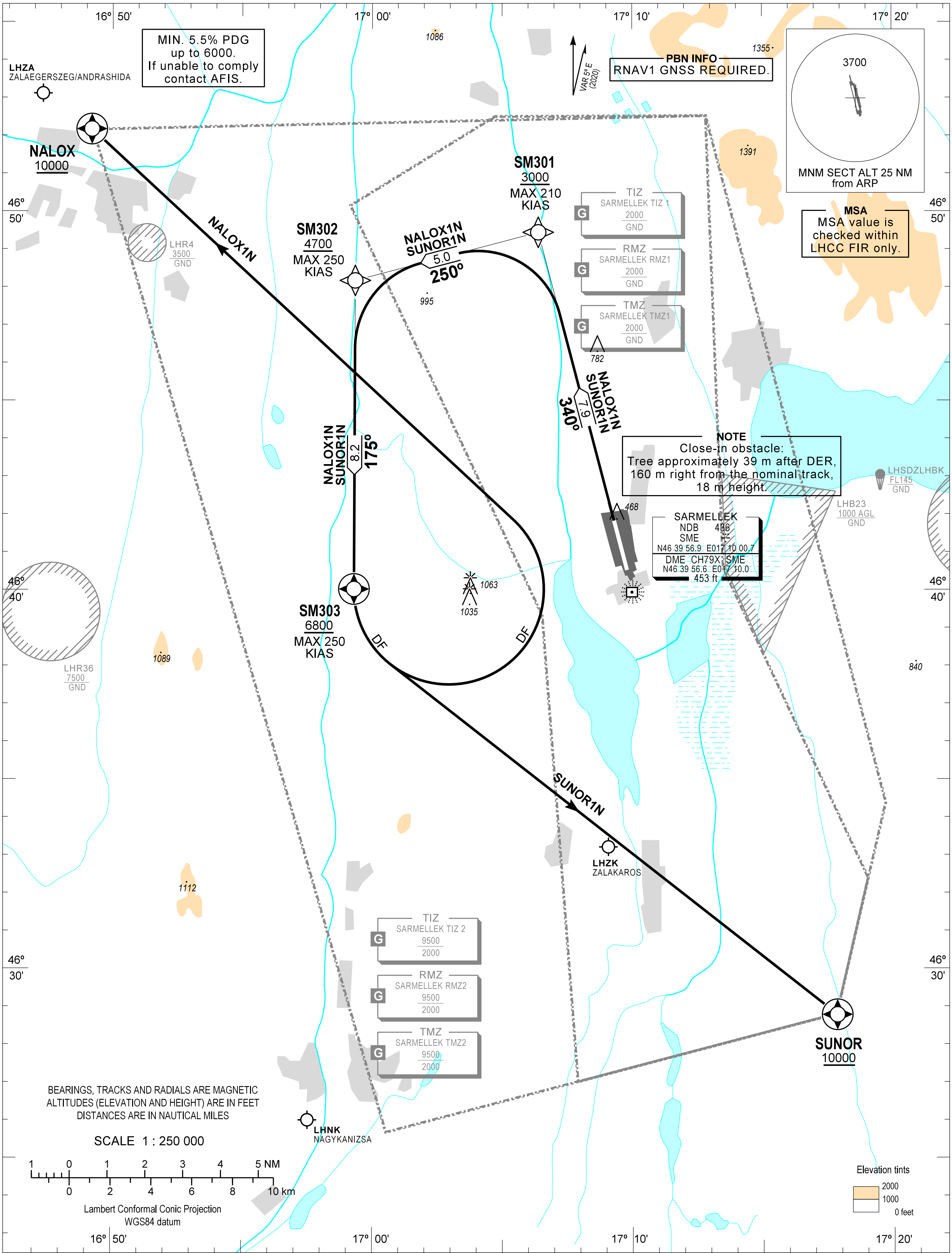
WP ID	Latitude	Longitude
SM601	N46 32 54.9	E017 12 40.7
SM602	N46 31 38.9	E017 05 40.3
SM603	N46 38 43.4	E016 59 48.4
SM604	N46 48 47.1	E016 54 33.3
NALOX	N46 52 10.5	E016 49 12.3
SUNOR	N46 28 47.0	E017 17 50.0

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000

BALATON INFO 134.585
BUDAPEST INFORMATION (WEST) 125.500

HÉVÍZ/BALATON
RNAV RWY 34
NALOX1N, SUNOR1N



CHANGE: SARMELLEK CTR, SARMELLEK CTA deleted, chart symbols (RMZ, TMZ) updated, airspaces updated, air traffic service TWR withdrawn

AD 2 LHSM STANDARD DEPARTURE CHART INSTRUMENT RWY 34

CLIMBING:
In order to reach exit altitude min. PDG 5.5% up to 6000. After departure climb initially 10000. Further climb only by ATC.

ALTIMETER SETTING:
When passing 9000 change QNH setting for Budapest QNH provided by BALATON INFO or BUDAPEST INFORMATION.

SID NAME	PROCEDURE	RESTRICTIONS
NALOX1N **(NALOX ONE NOVEMBER DEPARTURE)**	Climb to SM301 on course 340°, at or above 3000. To SM302 at or above 4700. To SM303 at or above 6800. Turn left direct to NALOX at or above 10000.	MAX 210 KIAS at SM301. MAX 250 KIAS at SM302, SM303.
SUNOR1N **(SUNOR ONE NOVEMBER DEPARTURE)**	Climb to SM301 on course 340°, at or above 3000. To SM302 at or above 4700. To SM303 at or above 6800. Direct to SUNOR at or above 10000.	

Recommended navaid: SME NDB.

WAYPOINT COORDINATES

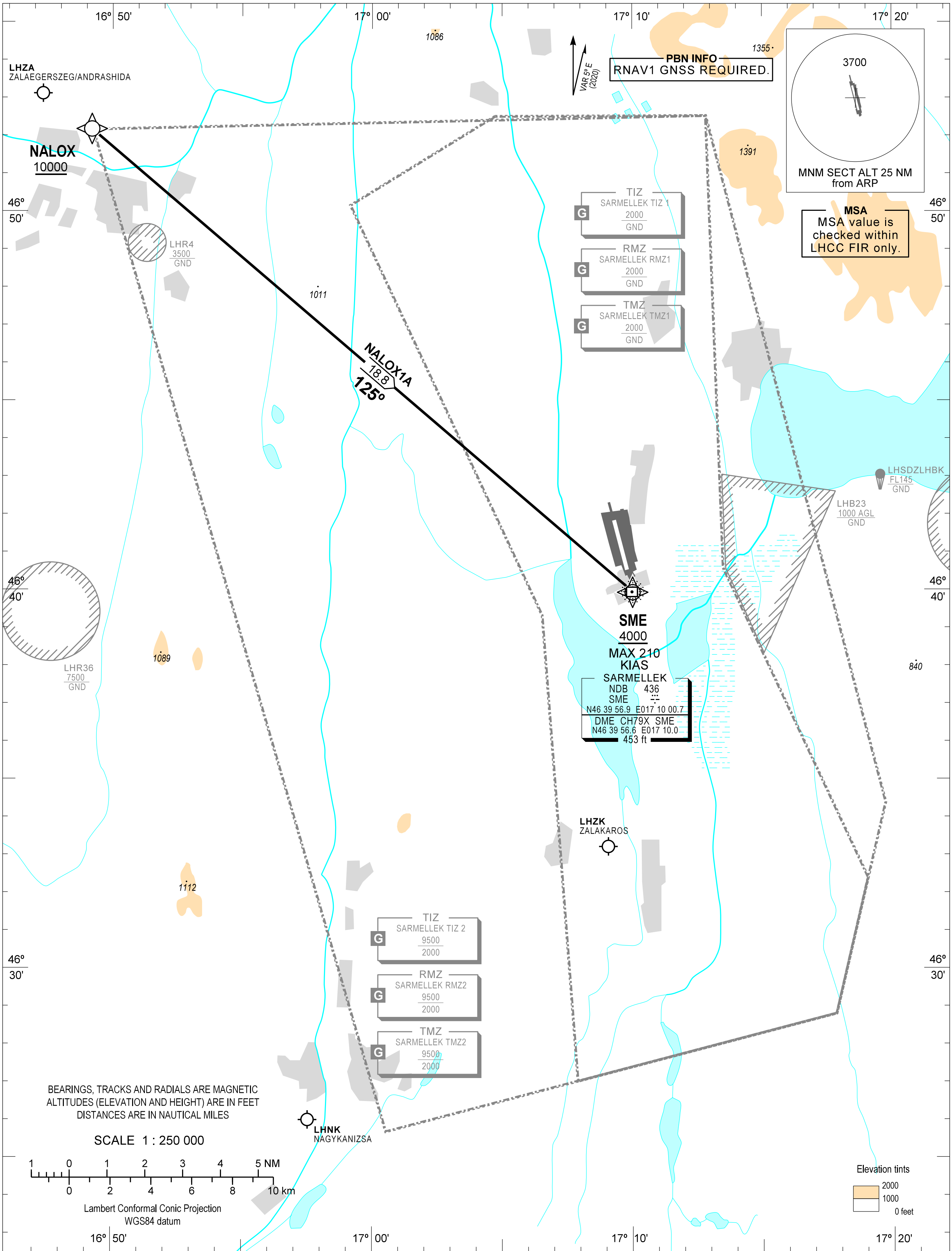
WP ID	Latitude	Longitude
SM301	N46 49 27.0	E017 06 23.4
SM302	N46 48 10.7	E016 59 21.0
SM303	N46 40 01.7	E016 59 18.4
NALOX	N46 52 10.5	E016 49 12.3
SUNOR	N46 28 47.0	E017 17 50.0

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) -
ICAO

TRANSITION ALTITUDE
10000

BALATON INFO 134.585
BUDAPEST INFORMATION (WEST) 125.500

HÉVÍZ/BALATON
RNAV RWY 16 / 34
NALOX1A



CHANGE: SARMELLEK CTR, SARMELLEK CTA deleted, chart symbols (RMZ, TMZ) updated, airspaces updated, air traffic service TWR withdrawn

AD 2 LHSM STANDARD ARRIVAL CHART INSTRUMENT RWY 16 / 34

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

WAYPOINT COORDINATES

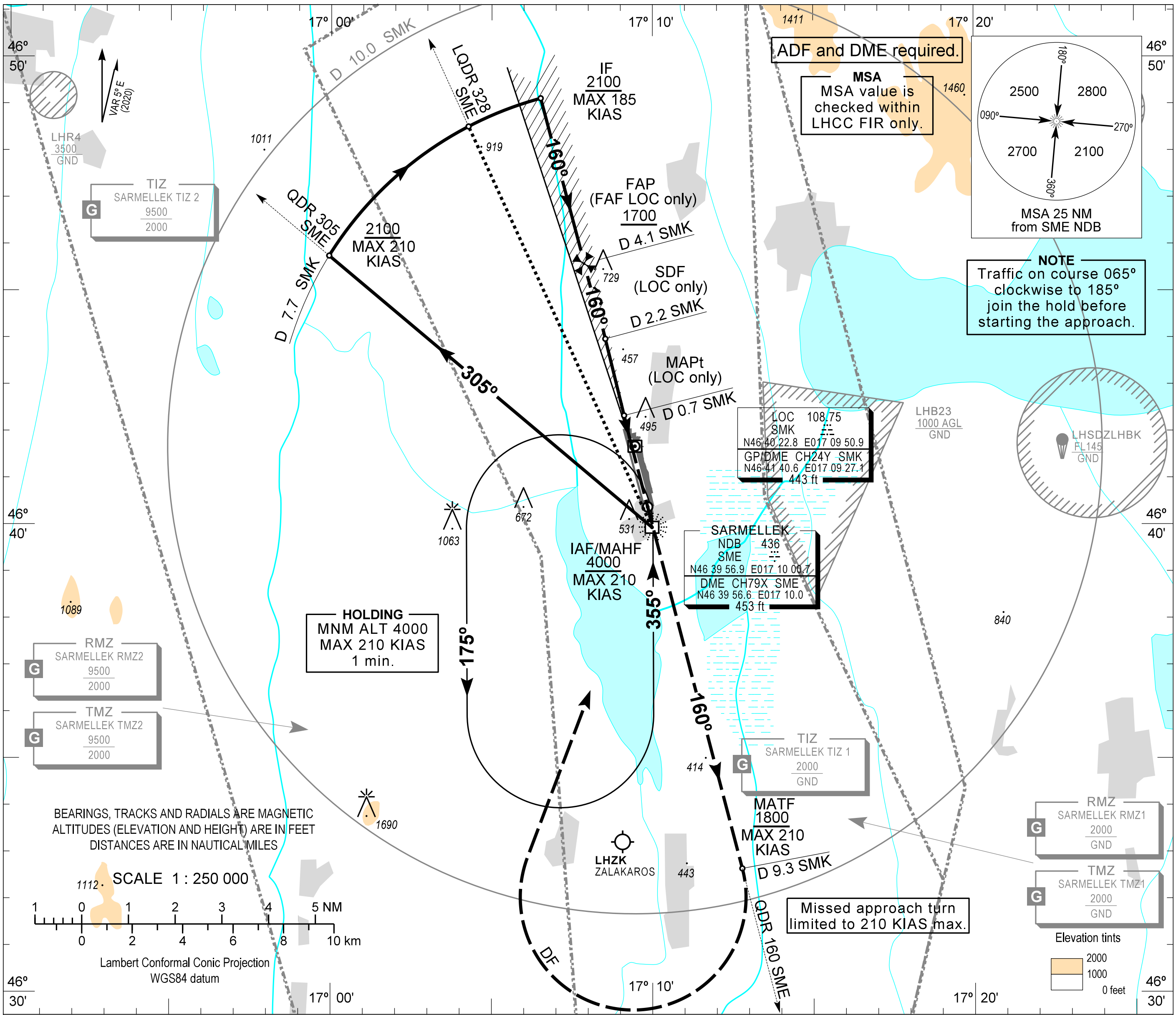
WP ID	Latitude	Longitude
NALOX	N46 52 10.5	E016 49 12.3
SME	N46 39 56.9	E017 10 00.7

INSTRUMENT APPROACH CHART - ICAO

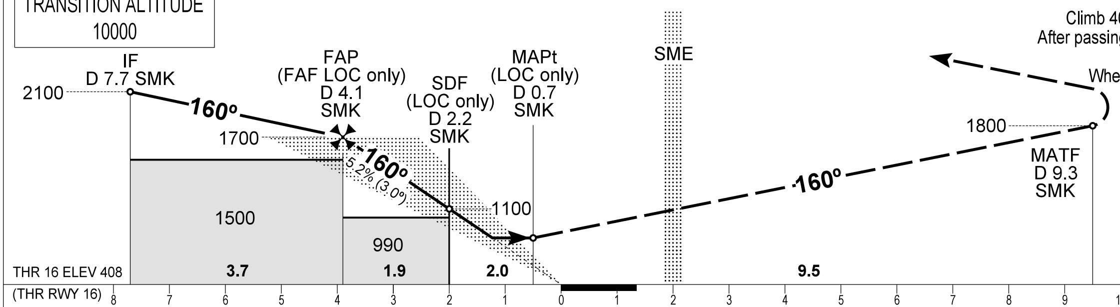
AERODROME ELEV 408
HEIGHTS RELATED TO THR RWY 16 - ELEV 408

BALATON INFO 134.585
BUDAPEST INFORMATION (WEST) 125.500

HÉVÍZ/BALATON
ILS or LOC RWY 16
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE
10000



MISSED APPROACH
Climb 4000. Proceed initially on QDM 160 SME.
After passing the station continue on QDR 160 SME and reach at least 1800 at D 9.3 SMK.
When passing D 9.3 SMK on QDR 160 SME turn right direct to SME NDB.
Maximum turning speed 210 KIAS.
At SME NDB enter published holding pattern at or above 4000.

OCA (OCH)			A	B	C	D
STRAIGHT-IN APPROACH	Cat. I.	Press. ALT	600 (192)	612 (204)	620 (212)	631 (223)
	LOC only		720 (320)	740 (340)	760 (360)	
CIRCLING APPROACH		ft AMSL	840	980	NOT AUTHORIZED	NOT AUTHORIZED
		VIS. m	1900	2800		

DIST THR / RWY 16	NM	3.9	3.0	2.0	1.0
ALTITUDE	ft	1700	1420	1100	780

Timing not authorized to define the MAPt.

GROUND SPEED	kt	60	90	120	150	180
FAF - MAPt 3.9 NM	min:sec	3:54	2:36	1:57	1:34	1:18
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

CHANGE: SARMELLEK CTR, SARMELLEK CTA deleted, chart symbols (RMZ, TMZ) updated, airspaces updated, air traffic service TWR withdrawn

AD 2 LHSM INSTRUMENT APPROACH CHART ILS OR LOC RWY 16

ILS approach procedure:
Initial altitude at or above 4000.
Leave SME NDB on QDR 305 SME and descend 2100.
At D 7.7 SMK turn right and join CW D 7.7 SMK DME arc.
After crossing LQDR 328 SME leading QDR turn right and intercept SMK LOC 160º (final track), descend 1700.
Glide path interception at D 4.1 SMK DME (FAF LOC only), then follow ILS.

Holding procedure:
Holding fix: SME NDB.
Left hand holding pattern.

Maximum speed:	210 KIAS
Inbound track:	355º
Outbound track:	175º
Rate of turn:	3º/sec. or 25º bank angle (whichever requires lesser bank)
Outbound timing:	1 min
Minimum holding altitude:	4000

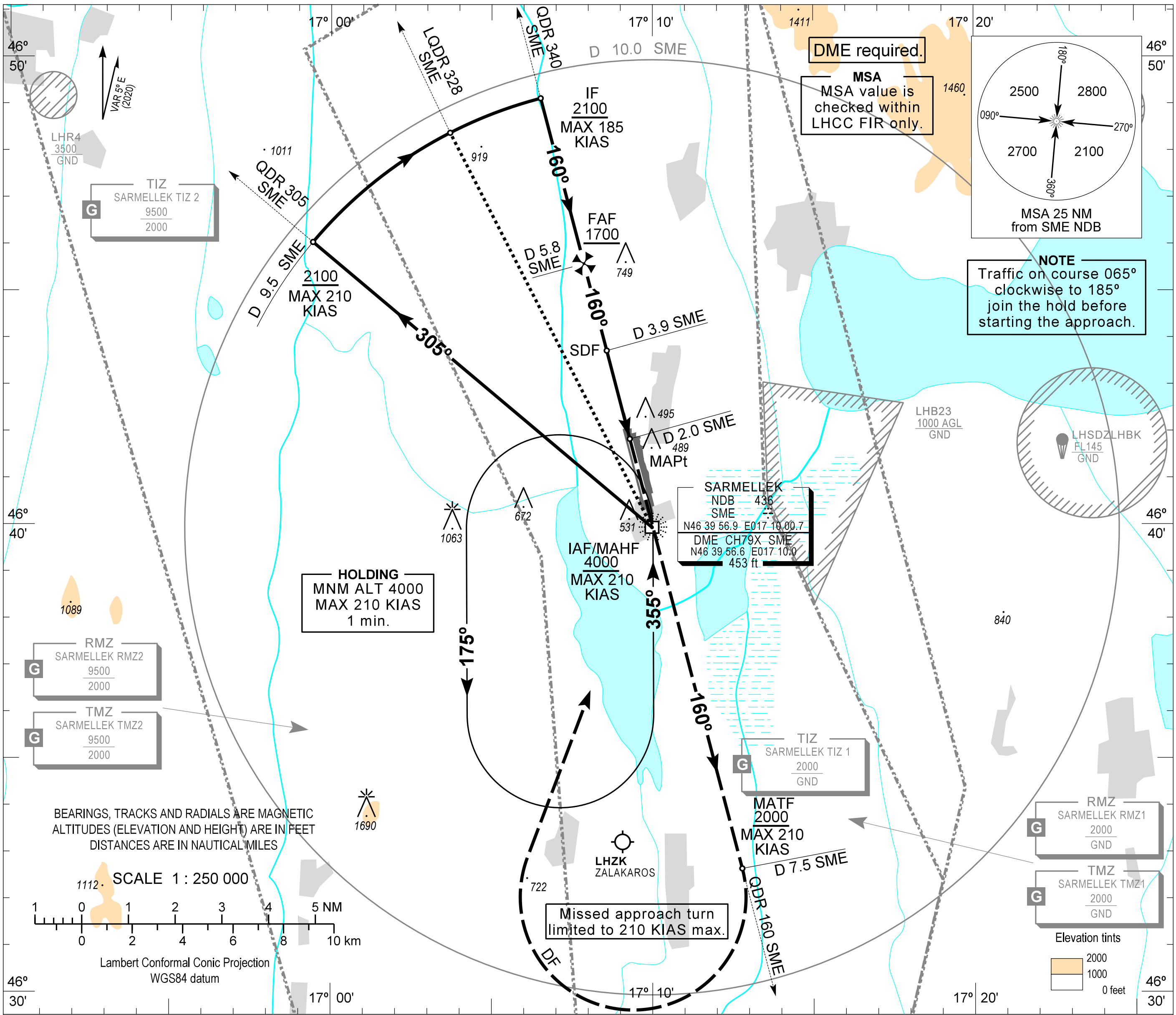
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 408

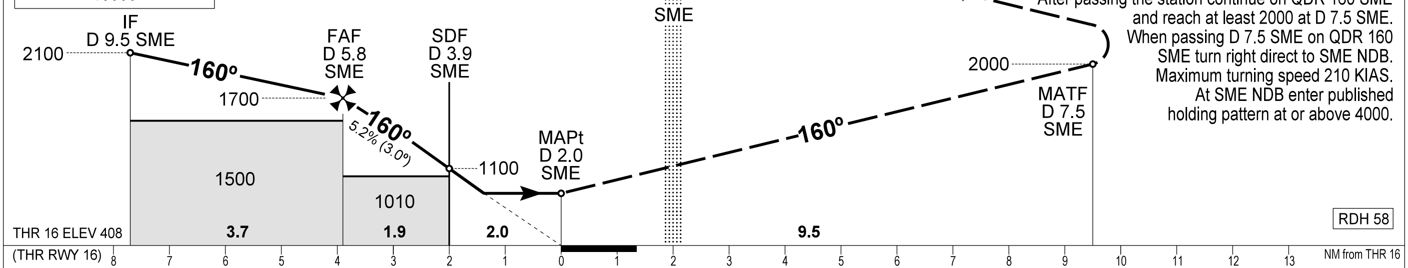
HEIGHTS RELATED TO THR RWY 16 - ELEV 408

BALATON INFO	134.585
BUDAPEST INFORMATION (WEST)	125.500

HÉVÍZ/BALATON
NDB, RWY 16
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE
10000



MISSED APPROACH
Climb 4000. Proceed initially on QDM 160 SME. After passing the station continue on QDR 160 SME and reach at least 2000 at D 7.5 SME. When passing D 7.5 SME on QDR 160 SME turn right direct to SME NDB. Maximum turning speed 210 KIAS. At SME NDB enter published holding pattern at or above 4000.

OCA (OCH)		A	B	C	D
STRAIGHT-IN APPROACH		760 (360)			
CIRCLING	ft AMSL	840	980	NOT AUTHORIZED	NOT AUTHORIZED
	VIS. m	1900	2800		

DIST THR / RWY 16	NM	3.9	3.0	2.0	1.0
ALTITUDE	ft	1700	1420	1100	780

Timing not authorized to define the MAPt.

GROUND SPEED	kt	60	90	120	150	180
FAF - MAPt 3.9 NM	min:sec	3:54	2:36	1:57	1:34	1:18
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

CHANGE: SARMELLEK CTR, SARMELLEK CTA deleted, chart symbols (RMZ, TMZ) updated, airspaces updated, air traffic service TWR withdrawn

AD 2 LHSM INSTRUMENT APPROACH CHART NDB RWY 16

NDB approach procedure:

Initial altitude at or above 4000.
Leave SME NDB on QDR 305 SME and descend 2100.
At D 9.5 SME turn right and join CW D 9.5 SME DME arc.
After crossing LQDR 328 SME leading QDR turn right and intercept QDM 160 SME (final track), descend 1700.
When crossing D 5.8 SME (FAF) descend to published minimum altitude.

Holding procedure:

Holding fix: SME NDB.
Left hand holding pattern.

Maximum speed:	210 KIAS
Inbound track:	355º
Outbound track:	175º
Rate of turn:	3º/sec. or 25º bank angle (whichever requires lesser bank)
Outbound timing:	1 min
Minimum holding altitude:	4000

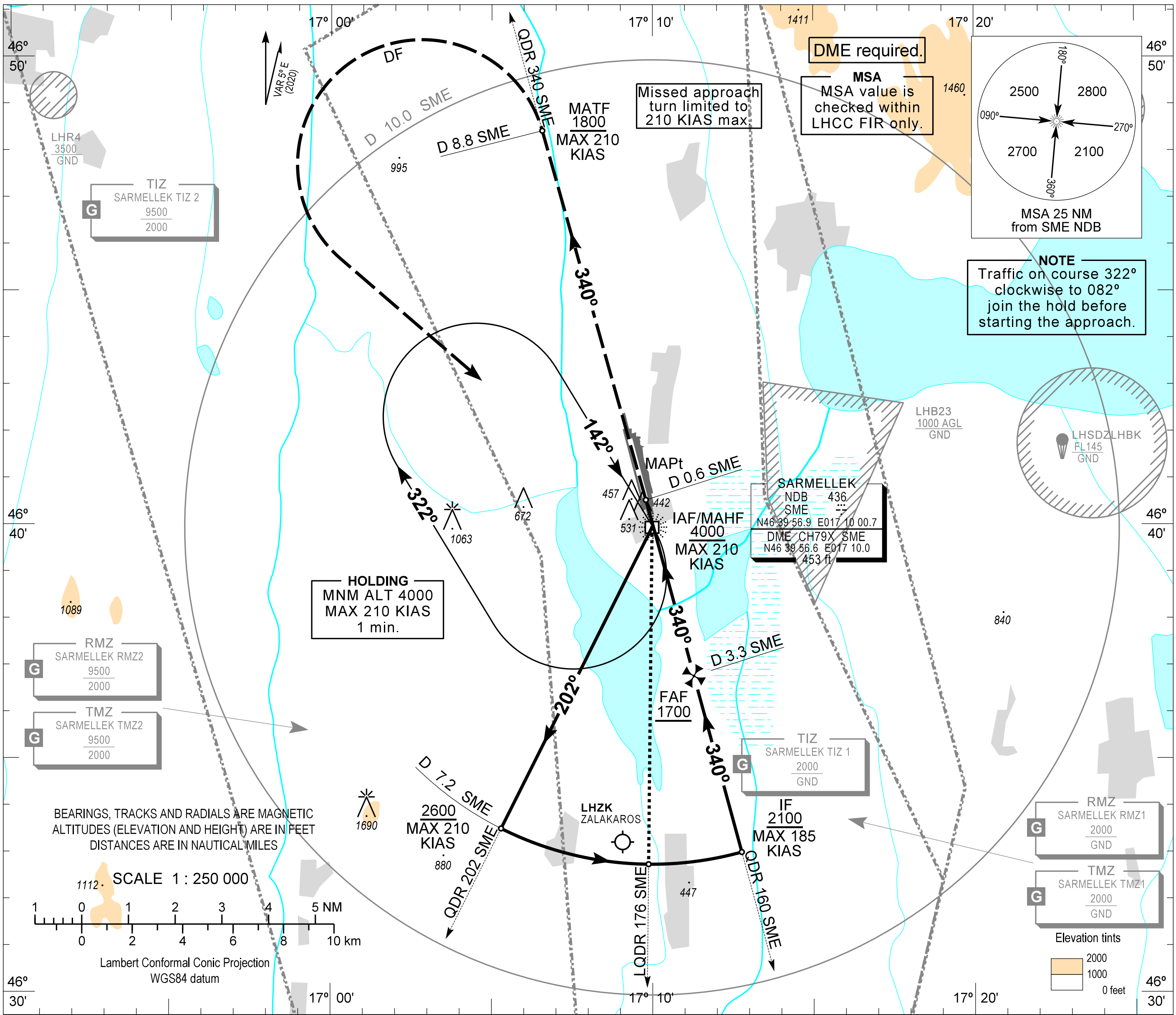
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 408

HEIGHTS RELATED TO THR RWY 34 - ELEV 399

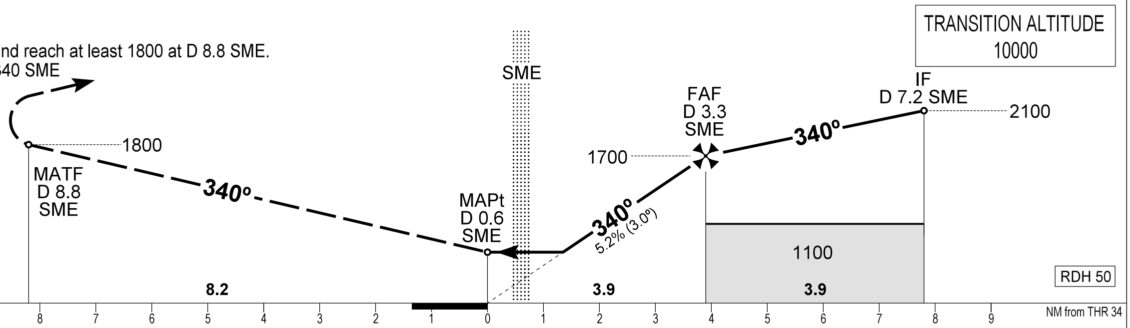
BALATON INFO	134.585
BUDAPEST INFORMATION (WEST)	125.500

HÉVÍZ/BALATON
NDB, RWY 34
(ACFT CAT A, B, C, D)



MISSED APPROACH
Climb 4000.
Proceed initially on QDR 340 SME and reach at least 1800 at D 8.8 SME.
When passing D 8.8 SME on QDR 340 SME
turn left direct to SME NDB.
Maximum turning speed 210 KIAS.
At SME NDB enter published
holding pattern at or above 4000.

TRANSITION ALTITUDE
10000



OCA (OCH)		A	B	C	D
STRAIGHT-IN APPROACH		790 (400)			
CIRCLING APPROACH	ft AMSL	840	980	NOT AUTHORIZED	NOT AUTHORIZED
	VIS. m	1900	2800		

DIST THR / RWY 34	NM	3.9	3.0	2.0
ALTITUDE	ft	1700	1400	1090

Timing not authorized to define the MAPt.

GROUND SPEED	kt	60	90	120	150	180
FAF - MAPt 3.9 NM	min:sec	3:54	2:36	1:57	1:34	1:18
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

CHANGE: SARMELLEK CTR, SARMELLEK CTA deleted, chart symbols (RMZ, TMZ) updated, airspaces updated, air traffic service TWR withdrawn

AD 2 LHSM INSTRUMENT APPROACH CHART NDB RWY 34

NDB approach procedure:
Initial altitude at or above 4000.
Leave SME NDB on QDR 202 SME and descend 2600.
At D 7.2 SME turn left and join CCW D 7.2 SME DME arc.
After crossing LQDR 176 SME leading QDR turn left and intercept QDM 340 SME (final track), descend 1700.
When crossing D 3.3 SME DME (FAF) descend to published minimum altitude.

Holding procedure:
Holding fix: SME NDB.
Right hand holding pattern.

Maximum speed:	210 KIAS
Inbound track:	142º
Outbound track:	322º
Rate of turn:	3º/sec. or 25º bank angle (whichever requires lesser bank)
Outbound timing:	1 min
Minimum holding altitude:	4000

Traffic on course 065º
clockwise to 185º
join the hold before
starting the approach.

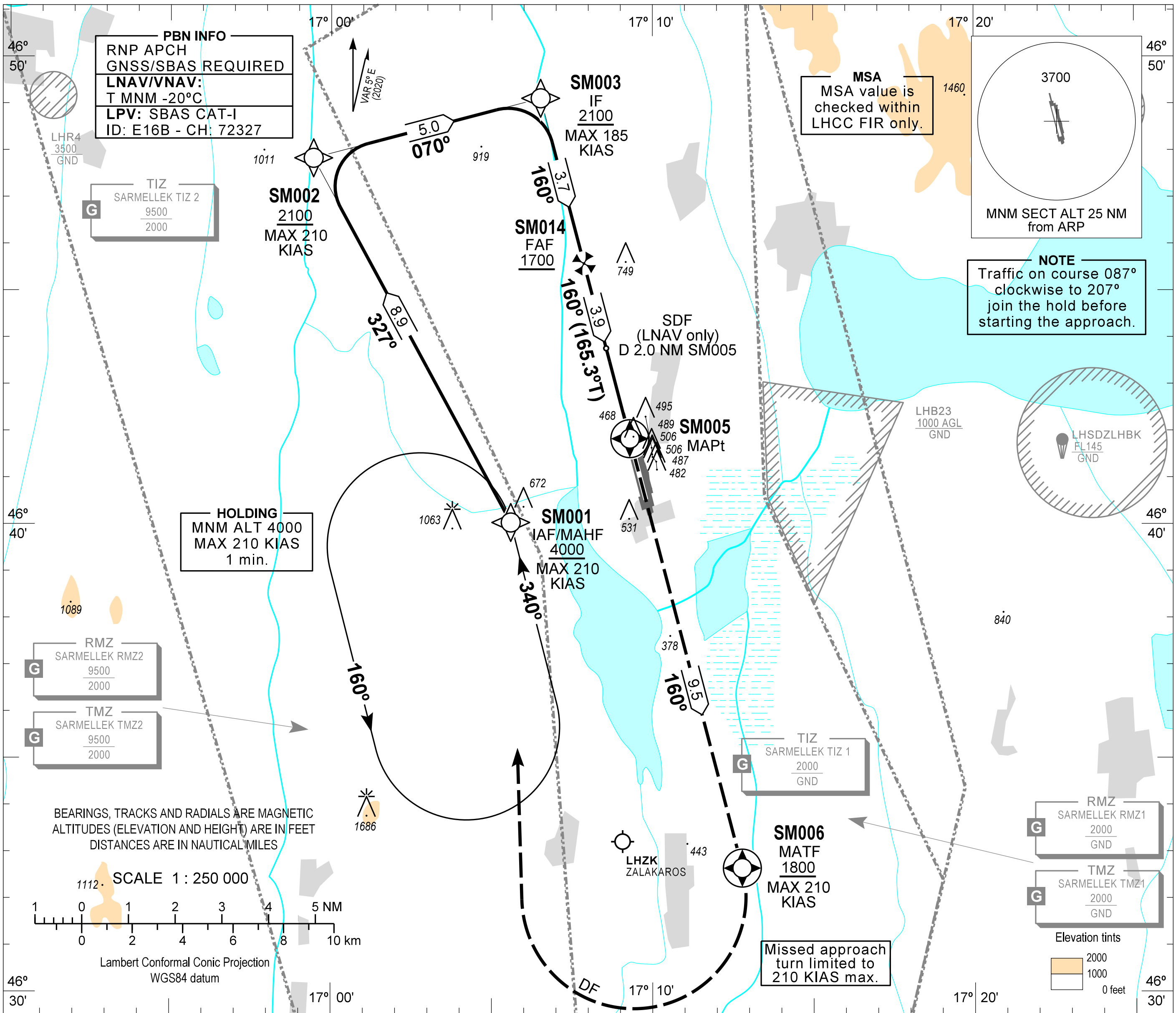
INSTRUMENT APPROACH CHART - ICAO

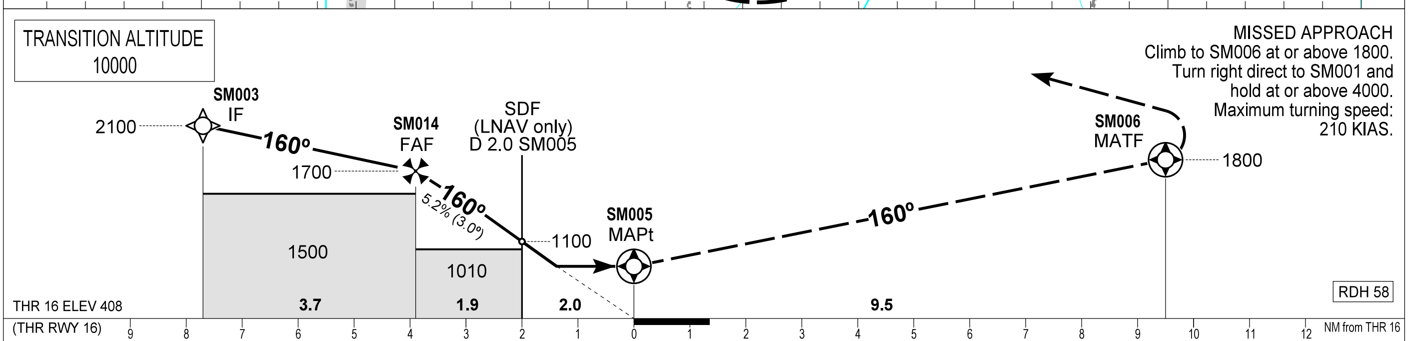
AERODROME ELEV 408

HEIGHTS RELATED TO THR RWY 16 - ELEV 408

BALATON INFO	134.585
BUDAPEST INFORMATION (WEST)	125.500

HÉVÍZ/BALATON
RNP RWY 16
(ACFT CAT A, B, C, D)





OCA (OCH)		A	B	C	D
STRAIGHT-IN APPROACH	LNAV	760 (360)			
	LNAV/VNAV	638 (230)	650 (242)	658 (250)	669 (261)
	LPV	600 (192)	612 (204)	620 (212)	631 (223)
CIRCLING	ft AMSL	840	980	NOT AUTHORIZED	NOT AUTHORIZED
	VIS. m	1900	2800		

DIST THR / SM005	NM	3.9	3.0	2.0	1.0
ALTITUDE	ft	1700	1420	1100	780

GROUND SPEED	kt	60	90	120	150	180
FAF - SM005 3.9 NM	min:sec	3:54	2:36	1:57	1:34	1:18
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

CHANGE: SARMELLEK CTR, SARMELLEK CTA deleted, chart symbols (RMZ, TMZ) updated, airspaces updated, air traffic service TWR withdrawn

AD 2 LHSM INSTRUMENT APPROACH CHART RNP RWY 16

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

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS Provider	1
Airport identifier	LHSM
Runway	16
Approach Performance Designator	0
Route indicator	
Reference Path Data Selector	0
Reference Path Identifier	E16B
LTP/FTP Latitude	464150.1430N
LTP/FTP Longitude	0170917.6120E
LTP/FTP Ellipsoidal Height (m)	170.5
FPAP Latitude	464031.8170N
FPAP Longitude	0170947.4020E
Threshold Crossing Height	17.6
TCH Units Selector	1
Glidepath Angle (degrees)	3.00
Course Width (m)	105
Length Offset (m)	0
HAL (m)	40
VAL (m)	35
Data Block	10 0D 13 08 0C 10 00 00 02 36 31 05 7E 50 0A 14 58 B1 5C 07 A9 1A 14 9C FD BC E8 00 60 81 2C 01 64 00 C8 AF 97 61 49 B9
Calculated CRC Value	976149B9
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	124.5

WAYPOINT COORDINATES

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

Holding procedure

Holding fix:	SM001
Left hand holding pattern.	
Maximum speed:	210 KIAS
Inbound track:	340º
Outbound track:	160º
Rate of turn:	3º/sec. or 25º bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	4000

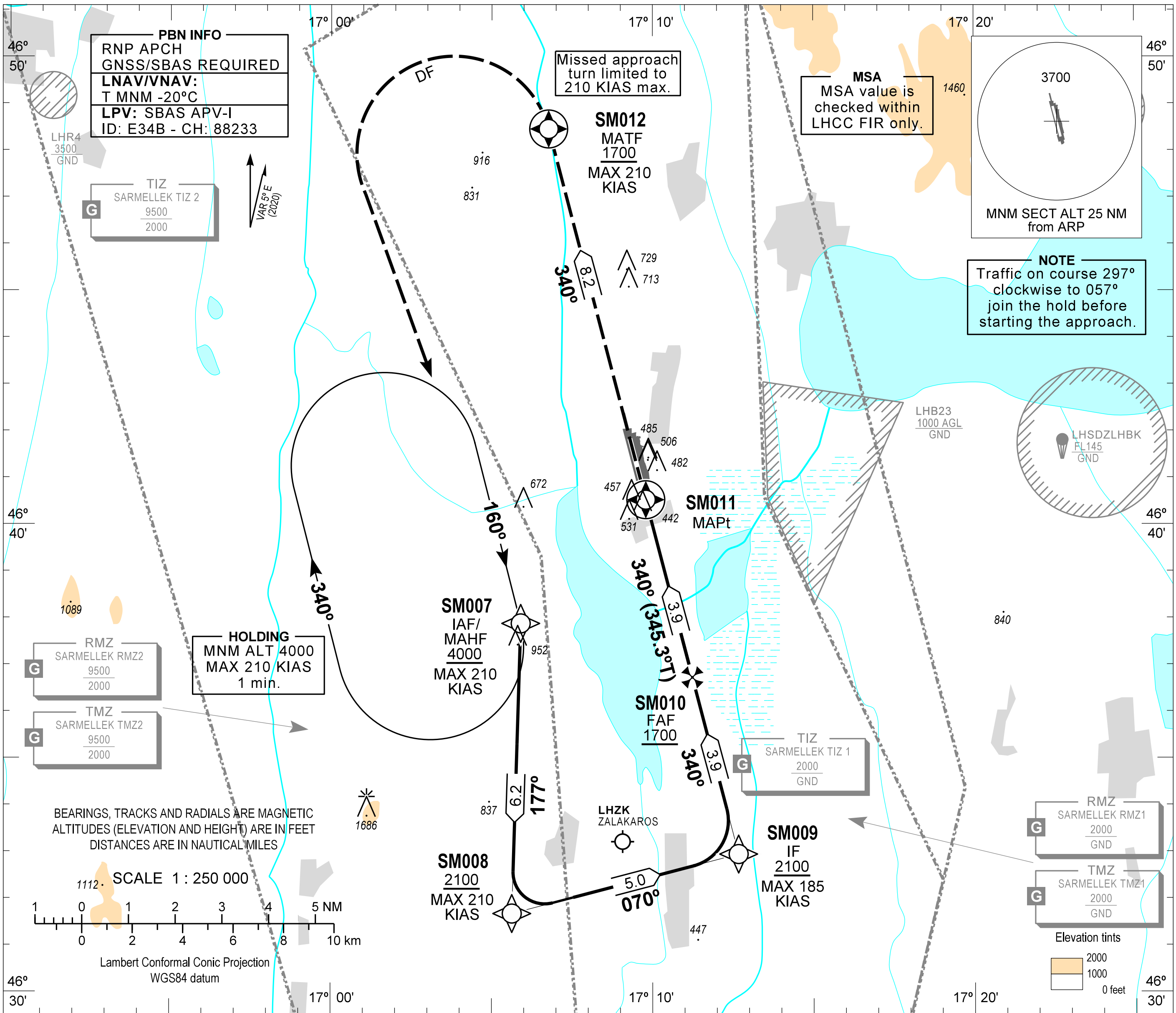
ENTERING THE HOLDING AT OR ABOVE 2700 IS OBSTACLE FREE

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 408
HEIGHTS RELATED TO THR RWY 34 - ELEV 399

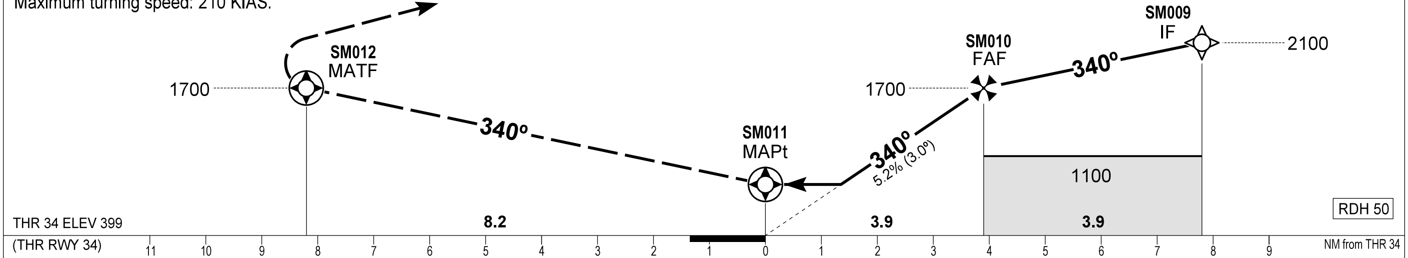
BALATON INFO 134.585
BUDAPEST INFORMATION (WEST) 125.500

HÉVÍZ/BALATON
RNP RWY 34
(ACFT CAT A, B, C, D)



MISSED APPROACH
Climb to SM012 at or above 1700.
Turn left direct to SM007 and hold at or above 4000.
Maximum turning speed: 210 KIAS.

TRANSITION ALTITUDE
10000



OCA (OCH)			A	B	C	D
STRAIGHT-IN APPROACH	LNAV		790 (400)			
	LNAV/VNAV		661 (262)	673 (274)	682 (283)	692 (293)
	LPV		625 (226)	637 (238)	645 (246)	656 (257)
CIRCLING		ft AMSL	840	980	NOT AUTHORIZED	NOT AUTHORIZED
		VIS. m	1900	2800		

DIST THR / SM011	NM	3.9	3.0	2.0
ALTITUDE	ft	1700	1400	1090

GROUND SPEED	kt	60	90	120	150	180
FAF - SM011 3.9 NM	min:sec	3:54	2:36	1:57	1:34	1:18
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

CHANGE: SARMELLEK CTR, SARMELLEK CTA deleted, chart symbols (RMZ, TMZ) updated, airspaces updated, air traffic service TWR withdrawn

AD 2 LHSM INSTRUMENT APPROACH CHART RNP RWY 34

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

SBAS FAS Data Block Coding Data

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

WAYPOINT COORDINATES

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

Holding procedure

Holding fix:	SM007
Right hand holding pattern.	
Maximum speed:	210 KIAS
Inbound track:	160º
Outbound track:	340º
Rate of turn:	3º/sec. or 25º bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	4000

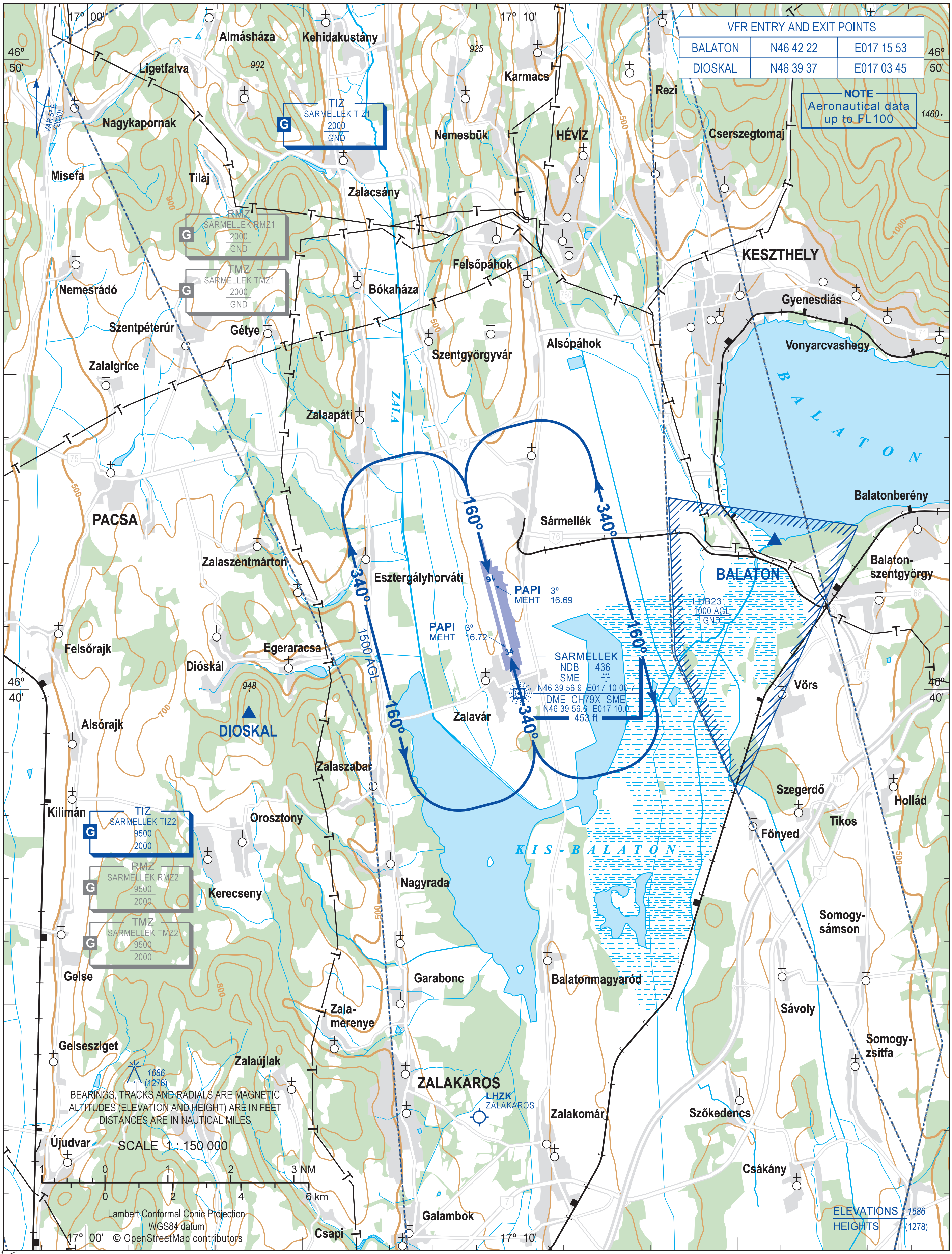
ENTERING THE HOLDING AT OR ABOVE 2700 IS OBSTACLE FREE

VISUAL APPROACH CHART - ICAO

AERODROME ELEV 408
HEIGHTS RELATED TO AD ELEV

BALATON INFO 134.585
BUDAPEST INFORMATION (WEST) 125.500

HÉVÍZ/BALATON



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

SCALE 1 : 150 000

Lambert Conformal Conic Projection
WGS84 datum
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CHANGE: SARMELLEK CTR, SARMELLEK CTA deleted, chart symbols (RMZ, TMZ) updated, note updated, air traffic service TWR withdrawn

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