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AIP AMDT: AIRAC AMDT 004/2025

Effective Date: **10 JUL 2025**
Publication Date: 29 MAY 2025

1. Amendment content:**1.1 GEN 4.1**

- Charges for LHNY updated

1.2 AD 1.1

- LHNY added to customs aerodromes list

1.3 AD 1.3

- Type of traffic permitted to use LHNY updated

1.4 AD 1.4

- Business aerodrome category added to the grouping of aerodromes/heliports

1.5 AD 1.5

- The date of certification for LHNY updated

1.6 AD 2 LHBP

- Improved precision regarding the taxiways' width (AD 2.8) and other minor changes in the chapter
- Updated charts: AD 2-LHBP-ADC, AD 2-LHBP-PDC-1, AD 2-LHBP-PDC-2, AD 2-LHBP-PDC-3, AD 2-LHBP-PDC-4, AD 2-LHBP-TAXI-ARR

1.7 AD 2 LHNY

- Current runway designators changed from 18/36 to 18R/36L
- New grass runway 18L/36R introduced
- General revision and updated information throughout the whole chapter
- Updated charts: AD 2-LHNY-ADC, AD 2-LHNY-AOCA-18R36L, AD 2-LHNY-SID-18R, AD 2-LHNY-SID-36L, AD 2-LHNY-STAR-18R36L, AD 2-LHNY-RNP-Y-18R, AD 2-LHNY-RNP-Z-18R, AD 2-LHNY-RNP-Y-36L, AD 2-LHNY-RNP-Z-36L, AD 2-LHNY-VAC

2. Hand corrections to the following pages:

Nil

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

Nil

SUP:

Nil

AIC:

Nil

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

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Enroute Chart - ICAO	1:1 000 000	Hungary ENR 6-LHCC-ERC	15 MAY 2025
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Free Route Airspace (FRA) – Index Chart	1:6 250 000	Hungary ENR 6-LHCC-FRA	28 NOV 2024
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AIP HUNGARY

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	14.00
3 001 - 6 000	17.00
from 6 001	20.00

Note: Outside the opening hours, the following extra charges shall be paid. MON-FRI: 40 EUR / hour, SAT-SUN: 80 EUR for the first hour and 40 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

- 10.00 EUR/24 hours/1 000 KGs (open air)
- 20.00 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.

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AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE

1. GENERAL CONDITIONS

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

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

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

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

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

2. USE OF MILITARY AIRBASES

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

LHKE

HUNGARIAN DEFENCE FORCES 59th “SZENTGYÖRGYI DEZSŐ” AIRBASE

Post:H-6004 KECSKEMÉT PO Box 320.

Phone:(+36) 76-510-800

Fax:(+36) 76-510-833

Email:lhke.aro@mil.hu

LHSN

HUNGARIAN DEFENCE FORCES 86. SZOLNOK HELICOPTER BASE

Post:H-5008 Szolnok, PO Box 5.

Phone:(+36) 56-505-100

Fax:(+36) 56-505-177

Email:mh86heli@regiment.hu

LHPA

Hungarian Defence Forces Pápa Airbase

Post:H-8501 Pápa, PO Box 35.

Phone:(+36) 89-513-600

Fax:(+36) 89-513-632

Email:lhpa.boc@mil.hu

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

3. LOW VISIBILITY PROCEDURES (LVP)

Aerodromes available for low visibility operation are as follows:

LHBP (see details in [AD 2-LHBP AD-2.19](#) and [AD 2-LHBP AD-2.22 para 3.2](#))

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

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

- RWY 04R CAT I

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

- RWY 33 CAT I

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

- RWY 29 CAT I

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

- RWY 16 CAT I

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

4. AERODROME OPERATING MINIMA

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

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

5. OTHER INFORMATION

NIL

AD 1.3 INDEX OF AERODROMES AND HELIPORTS

1. AERODROMES AND HELIPORTS WITH REFERENCE TO AD 2 PART

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

AD 1.4 GROUPING OF AERODROMES/HELIPORTS

The criteria applied by Hungary in grouping aerodromes/heliports for the provision of information in this AIP are as follows:

1. INTERNATIONAL COMMERCIAL AERODROMES

The aerodrome of entry and departure for international air traffic, where all formalities concerning customs, immigration, health, animal and plant quarantine and similar procedures are carried out and where air traffic services are available on a regular basis. International commercial aerodromes are the following: Budapest Liszt Ferenc International Airport, Debrecen, Hévíz/Balaton (For more details, see the relevant AD 2 pages).

2. COMMERCIAL AERODROMES

Aerodromes with a border crossing, open to the public for the purpose of air traffic, mainly for the carriage of non-scheduled regular passenger, baggage, cargo and mail services. Commercial Aerodromes are the following: Győr/Pér, Pécs/Pogány, Szeged (For more details, see the relevant AD 2 pages).

3. BUSINESS AERODROMES

Aerodromes with a border crossing that is open to public traffic for non-scheduled international traffic and that is not certified in accordance with Regulation (EU) No 2018/1139 of the European Parliament and of the Council. Business Aerodrome is the following: Nyíregyháza (For more details, see the relevant AD 2 pages).

4. NATIONAL (PRIVATE) AERODROMES/ HELIPORTS

Aerodromes which are not open to public traffic and which may be used after prior co-ordination with the aerodrome operator.

5. MILITARY AERODROMES

These aerodromes are dedicated for Hungarian state flights. The use of aerodromes for state flights by other than Hungarian state aircraft may be made - with the exception of the case of emergency - solely with the prior permission of the Hungarian Defence Forces Command - (HDFC).

Phone:(+36) 22-542-820

Fax:(+36) 22-542-836

Email:airliftcell@mil.hu

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AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome name ICAO Location indicator (ICAO Category)	Date and validity of certification	Remarks
1	2	3
BUDAPEST/Liszt Ferenc International Airport LHBP (4E)	22 DEC 2017 *	Nr.: HU-004-ADR **
DEBRECEN LHDC (4C)	30 APR 2019 *	Nr.: HU-007-ADR**
GYŐR/Pér LHPR (3C)	19 DEC 2017 *	Nr.: HU-003-ADR **
HÉVÍZ/Balaton LHSM (4E)	31 MAY 2018 *	Nr.: HU-008-ADR**
PÉCS/Pogány LHPP (3C)	19 DEC 2011 *	Nr.: LR/RK/NS/B/2615/1/2011 *** Exempted from Commission Regulation (EU) 139/2014
SZEGED LHUD (2C)	19 DEC 2011 *	Nr.: LR/RK/NS/B/2705/1/2011 *** Not subject of Commission Regulation (EU) 139/2014
BÉKÉSCSABA LHBC (3C)	19 DEC 2011 *	Nr.: LR/RK/NS/B/2695/1/2011 *** Not subject of Commission Regulation (EU) 139/2014
NYÍREGYHÁZA LHNY (2B)	17 MAR 2025*	Nr.: LR/RK/NS/B/2610/1/2011 *** Not subject of Commission Regulation (EU) 139/2014
Note:		
* <i>The certificate does not have an end of validity; the certificate is perpetual.</i>		
** <i>Aerodrome certified by CAA based on Commission Regulation (EU) 139/2014.</i>		
*** <i>Aerodrome certified by CAA based on national procedures and Gov. Decree 85/2024 (IV.17)</i>		

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7	Remarks	<p>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</p>
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LHBP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A9
2	Rescue equipment	5+1 reserve Rosenbauer Panther 6X6 – 73 000 L water, 9000 L foam, 1450 KG dry chemical powder, 1 Mercedes Rosenbauer Atego TLF400 – 4000 L water, 400 L foam
3	Capability for removal of disabled aircraft	<p>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</p>
4	Remarks	<p>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</p>

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 fluid 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	ASPH	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	CONC	PCN 90/R/A/X/T	75.00	-
		A3	23	CONC	PCN 90/R/A/X/T	75.00	-
		A4	22.5	CONC	PCN 90/R/A/X/T	64.99	-
		A5	22.5	CONC	PCN 90/R/A/X/T	75.00	-
		A6	23	CONC	PCN 90/R/A/X/T	75.00	-
		A7	22.6	CONC	PCN 90/R/A/X/T	75.00	-
		A8	22.5	CONC	PCN 90/R/A/X/T	75.00	The transverse slope is 1.51%, 1.53%, 1.55% in some parts
		A9	22.5	CONC	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	ASPH	PCN 90/F/A/X/T	75.00	-
		B2	22.5	CONC	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	22.4	CONC	PCN 90/R/A/X/T	75.00	-
		B4	22.4	CONC	PCN 90/R/A/X/T	75.00	-
		B5	22.6	CONC	PCN/90/R/A/X/T	75.00	The transverse slope is 1.52%, 1.59% in some parts
		C	22.4	ASPH	PCN 90/F/A/X/T	68.50	-
D	23	ASPH	PCN/90/F/A/X/T	68.50	-		
E	23	CONC	PCN/90/R/A/W/T	68.50	-		
F	23	CONC	PCN/90/R/A/X/T	75.00	-		

G	APRON TL	CONC+ASPH	PCN 60/R/A/X/T	51.99/68.50	Behind stand R101-R114 / behind stand R115-R117
H1	APRON TL	CONC	PCN 90/R/A/X/T	64.99	-
H2	APRON TL	CONC	PCN 90/R/A/X/T	51.99	-
J4	23	ASPH	PCN 90/F/A/X/T	75.00	-
K	23	CONC	PCN/90/R/A/X/T	75.00	-
L	APRON TL	CONC	PCN 90/R/A/X/T	51.99	-
M	23	CONC	PCN 90/R/A/X/T	75.00	-
N	23	CONC	PCN 90/R/A/X/T	75.00	-
P1	APRON TL	CONC	PCN/90/R/A/X/T	51.99	-
P2	22.5	CONC	PCN 90/R/A/X/T	51.99	-
P3	APRON TL	CONC	PCN 90/R/A/X/T	35.99/68.50	Behind stand R270-R277 / behind stand R278-R279; Wingspan at or above than 65 M wingwalkers are provided on TWY P3; The actual half width of the apron taxilane on a straight section is 11.2 M
P4	APRON TL	CONC	PCN 90/R/A/X/T	64.99	-
P5	APRON TL	CONC	PCN 90/R/A/X/T	51.99	The actual half width of the apron taxilane on a straight section is 11.2 M
Q	APRON TL	CONC	PCN 90/R/A/X/T	51.99	The actual half width of the apron taxilane on a straight section is 11.2 M
R	APRON TL	CONC	PCN 90/R/A/X/T	51.99	The actual half width of the apron taxilane on a straight section is 11.3 M
S	APRON TL	CONC	PCN 90/R/A/X/T	35.99	-
T	23	CONC	PCN 90/R/A/X/T	75.00	-
U	APRON TL	CONC	PCN 90/R/A/X/T	35.99/64.99	Behind stand 31-33/between EXIT POINT and stand 34R
V	23	CONC	PCN 90/R/A/X/T	75.00	-
W1	APRON TL	CONC	PCN 90/R/A/X/T	35.99	-
W2	APRON TL	CONC	PCN 90/R/A/X/T	35.99	-
Y	22.6	CONC	PCN 90/R/A/X/T	75.00	The transverse slope is 1.63% in one section
Z	22.4	CONC	PCN 90/R/A/X/T	75.00	The transverse slope is 1.84% in one section

3	Altimeter checkpoint location and elevation	Location:	Apron 1 - See AD 2-LHBP-PDC/1 Apron 2 - See AD 2-LHBP-PDC/2 Apron AG, AA, AL - See AD 2-LHBP-PDC/3 Cargo Apron - See AD 2-LHBP-PDC/4
		Elevation:	Apron 1: 426 FT (130 M) Apron 2: 466 FT (142 M) Apron AG, AA, AL: 423 FT (129 M) Cargo Apron: 436 FT (133 M)
4	VOR checkpoints	VOR:	See ADC Chart
5	INS checkpoints	INS:	See PDC Chart
6	Remarks	On TWY curves and intersections oversteering method required for ACFT with wheelbase at or greater than 19.69 M.	

LHBP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

LHBP AD 2.10 AERODROME OBSTACLES

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

LHBP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology; 24 HR
4	Type of landing forecast Interval of issuance	TAF CODE; half hourly
5	Briefing/consultation provided	Consultation via phone or fax See GEN 3.5
6	Flight documentation Language(s) used	Charts, abbreviated plain language text; English, Hungarian

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7	Charts and other information available for briefing or consultation	SWL, SWM-SWH, IS (FL 050, FL 100, FL 180, FL 240, FL 300, FL 340, FL 390); other information: GAMET
8	Supplementary equipment available for providing information	Telephone/Telefax
9	ATS Units provided with information	Budapest TWR; Budapest APP; Budapest ACC
10	Additional information	For VOLMET See GEN 3.5 para 7.

LHBP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

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

LHBP AD 2.13 DECLARED DISTANCES

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

LHBP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT)	TDZ LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
13R	CAT II/III 900 M LIH	GRN	PAPI 3° (19 M)	WHI	3009 M 15 M WHI/RED LIH	3009 M 60 M WHI/YEL	RED	Nil	Nil
31L	CAT II/III 900 M LIH	GRN	PAPI 3° (18 M)	WHI	3009 M 15 M WHI/RED LIH	3009 M 60 M WHI/YEL	RED	Nil	Nil
13L	CAT II/III 900 M LIH	GRN	PAPI 3° (19 M)	WHI	3 707 M 15 M WHI/RED LIH	3 707 M 60 M WHI/YEL	RED	Nil	Nil
31R	CAT II/III 900 M LIH	GRN	PAPI 3° (20 M)	WHI	3 707 M 15 M WHI/RED LIH	3 707 M 60 M WHI/YEL	RED	Nil	Nil

3. TAXI PROCEDURES

3.1 Taxi clearances

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

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

3.2 Taxi procedures general

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

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

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

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

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

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

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

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

3.2.6 Taxi holding points are designated as follows:

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

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

See TWY segments on chart AD2-LHBP-ADC

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

3.2.7 Apron exit points are designated as follows:

Terminal 1:

Exit point	Description
D	connection of Apron 1 and TWY D
C	connection of Apron 1 and TWY C
B1	connection of Apron 1 and TWY B1
A1	intersection of TWY A1 centreline and taxiway centre line of GA hangars area

Terminal 2:

Exit point	Description
U	intersection of service road and TWY U
H1	intersection of service road and TWY H1
P1	intersection of service road and TWY P1
L	intersection of service road and TWY L
P4	intersection of service road and TWY P4

Cargo Apron:

Exit point	Description
E	intersection of service road and TWY E

See TWY segments on Chart AD-2-LHBP PDC-1 and PDC-2

3.2.8 In case of emergency, notify ATC immediately.

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

3.3 Taxi procedures for arriving aircraft

ATC expects arriving ACFT to vacate runways via the rapid exit TWYs. If unable to do so, notify Budapest Tower on 118.100 MHz in advance or immediately after landing. Arrivals on RWY 13R to T1, use TWY B1 or A1. Restrictions on rapid exit TWYs J4, Y and Z will be provided by Budapest Tower with landing clearance. During Low Visibility Operations, pilots shall report RWY vacation to Budapest Tower on 118.100 MHz.

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

After vacating the RWY, without further notice, pilots shall immediately contact Budapest Ground on 121.910 CH for detailed taxi instructions, if not otherwise instructed by ATC. Further taxiing to the designated stand is only allowed when cleared by Budapest Ground or Budapest Tower.

3.3.1 Movement on aprons

Normally ACFT taxi on the aprons when cleared to do so by Budapest Ground. ACFT may taxi to stands

R101-108, R110-R117, 31-36, 37-39, 42-45, R210-R212, R220-223, R224-227, R270-R279 by themselves following the painted taxi lines, except under special circumstances (listed in 3.2.1 above)

ACFT may taxi to stands G150-G172, C1, C2, C3, C4, R115, R117, R117A, R278A, R212A is mandatory escorted by "FOLLOW ME" vehicle.

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

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

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

Visual signals used by the ground staff during parking are those listed in ICAO Annex 2, Appendix 1, part 5.

Parking on the stands shall be carried out following the ground staff's visual signals; docking to aviobridges shall be made according to the signals of the SAFEDOCK T2 system. If the SAFEDOCK T2 system is inoperative docking shall be performed following the Marshaller's instructions.

3.4 Taxi procedures for departing aircraft

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

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

3.4.1 Movement on the aprons

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

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

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

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

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

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

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

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

3.5.1 Procedures to be followed by pilots

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

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

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

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

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

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

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

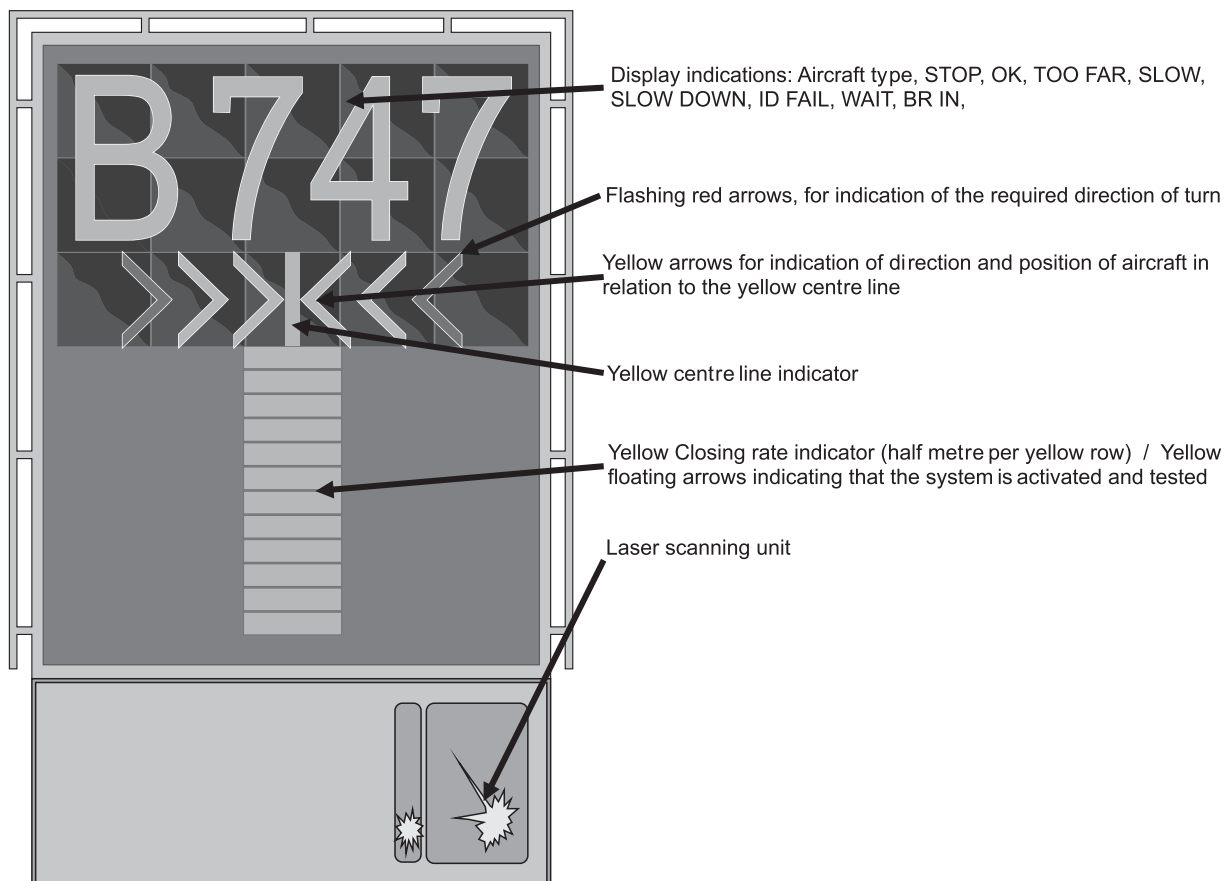
For aircraft taxiing without flight plan, Mode A code 2000 should be selected.

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

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

4.1 System description

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



6. PLANNING, AUTHORISATION AND EXECUTION OF TRAINING, CALIBRATION, DEMONSTRATION OR CERTIFICATION FLIGHTS

6.1 Planning and authorisation of training flights

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

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

- On workdays between 2100 - 0500 (2000-0400);
- SAT, SUN and Public holidays between 1700 - 0700 (1600-0600).
- Training flights may not be authorised during single RWY operation.
- Training flights may not be planned or conducted with ICAO Code A and B non-jet aircraft.

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

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

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

Phone:(+361) 296-7421 or

Phone:(+361) 296-6914

Email:airport.ops@bud.hu

providing the following data:

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

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

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

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

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

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

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

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

In case of runway direction 31

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

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

In case of runway direction 13

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

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

6.2 Execution of training, demonstration or certification flights

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

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

6.2.1 Flight procedures can be expected:

a. For heavy and medium wake turbulence category aircraft:

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

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

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

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

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

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

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

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

LHBP AD 2.21 NOISE ABATEMENT PROCEDURES

1. GENERAL PROVISIONS

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

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

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

4.2 Standard Instrument Departures

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

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

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

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

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

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

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

5.1 General

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

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

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

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

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

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

DUNAMO: 472216N 0190534E

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

KEREPES: 473314N 0191619E

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

TAPIOSAP: 472936N 0192646E

(TPS VOR)

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

TSEPEL: 472740N 0190419E

(Csepel bridge – The N end of Csepel island)

MIKLOS: 473244N 0190239E

(Miklós square in Óbuda)

SIKATOR: 473426N 0190929E

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

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

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

5.2.2 Arriving aircraft

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

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

Aeroplanes and helicopters shall land on the runways. The helicopters shall taxi or air taxi on the taxiways and aprons between the runway, and the designated parking position.

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

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

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

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

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

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

5.2.3 Departing aircraft

Fix-wing aircraft and helicopters shall take-off from runways only.

Helicopters shall taxi or air taxi on the aprons and taxiways between the parking position and the runway determined by ATC.

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

5.2.4 Taxiing

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

5.2.5 Communication failure procedures

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

6. ADDITIONAL INFORMATION

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

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

AERODROME CHART - ICAO

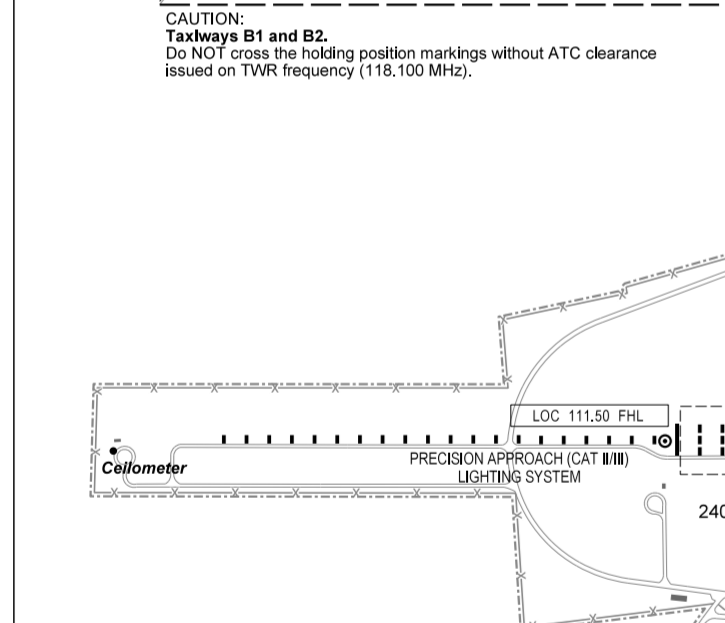
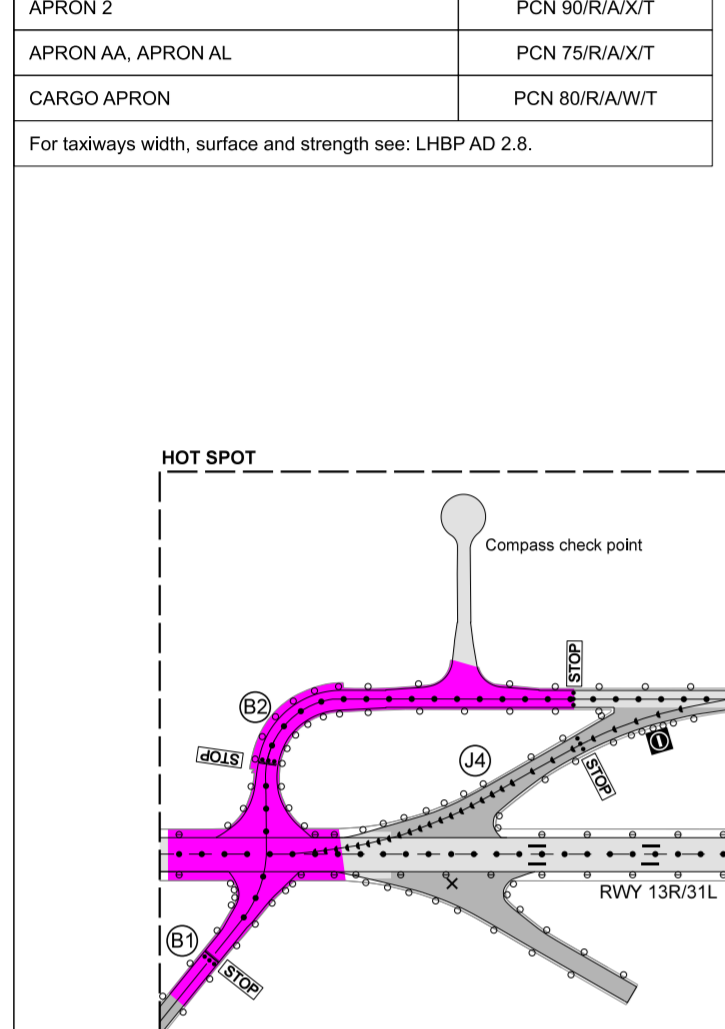
ARP
N47 26 22
E019 15 43
AERODROME ELEV 496

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

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.



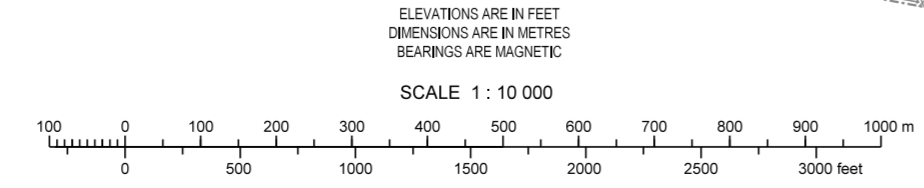
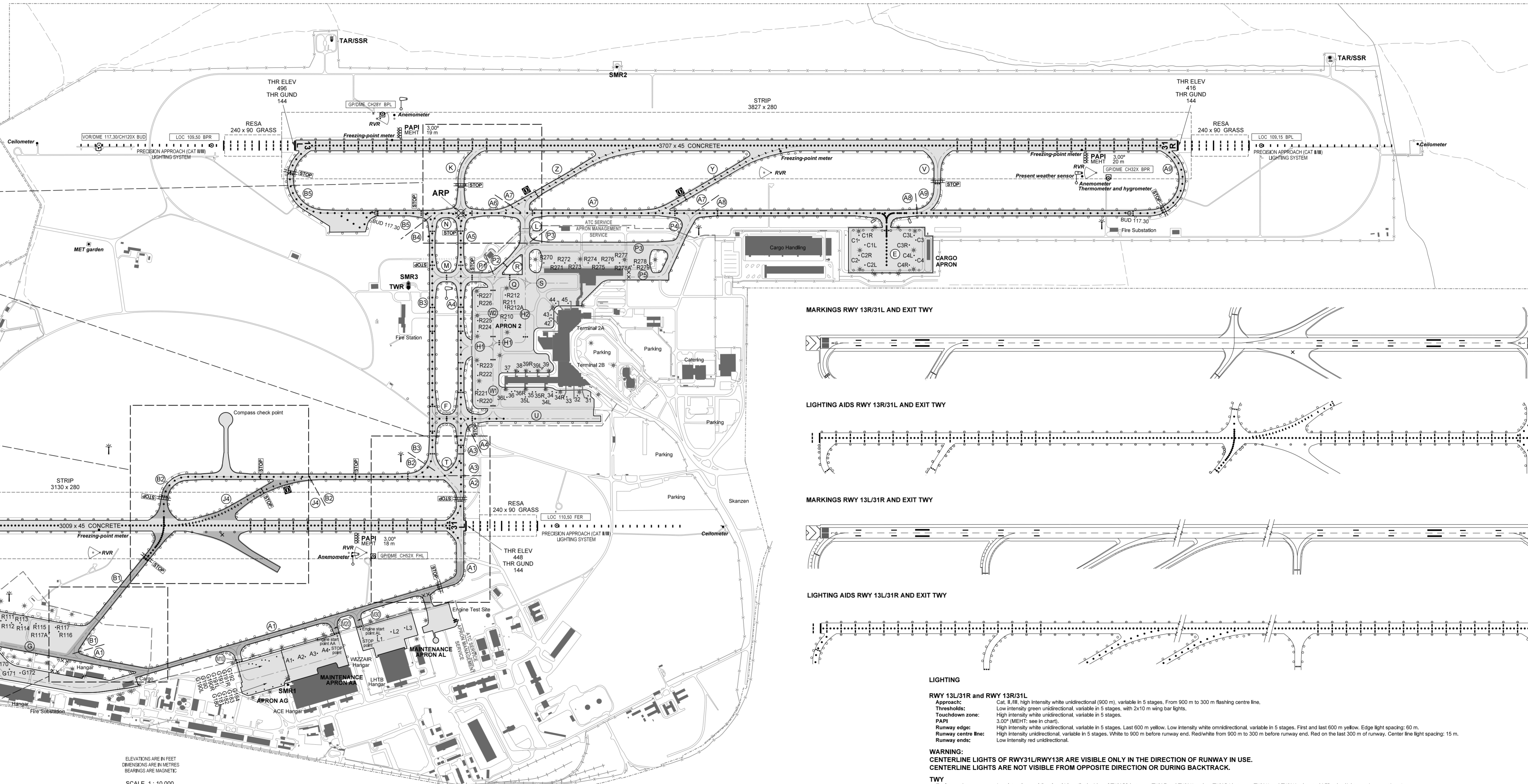
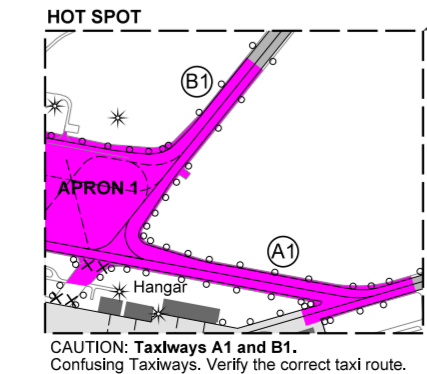
FOR BASIC CHART SYMBOLS SEE: GEN 2.3
INS COORDINATES FOR AIRCRAFT STANDS SEE: PDC CHARTS.
TAXI PROCEDURES SEE: AD 2-LHBP-TAXI CHARTS.
VISUAL DOCKING GUIDANCE SYSTEM:
SAFEDOCK T2 AT PARKING POSITION: 31, 32, 33, 34, 34LR, 35, 35LR, 36, 36R, 37, 38, 39R AND 42, 43, 44, 45.
APRON ELEVATIONS: NOT AVAILABLE.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

INTERSECTION TAKE-OFF

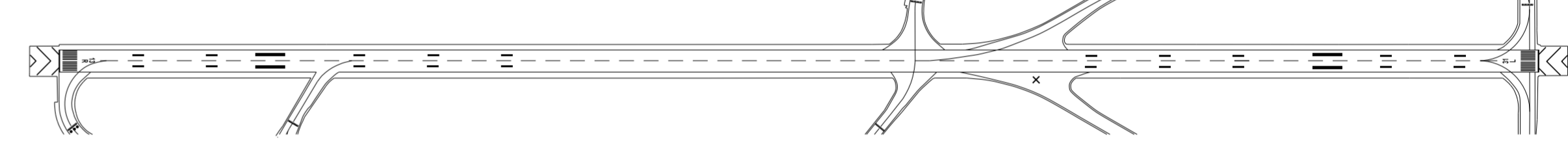
RWY	TWY	TORA	TODA	ASDA
13L	K	2950	2950	2950
31R	V	2650	2650	2650
13R	C	2450	2450	2450
	B1	1200	1200	1200
	B2	1200	1200	1200
31L	B1	1800	1800	1800
	B2	1800	1800	1800

SEE ALSO LHBP AD 2.13 DECLARED DISTANCES

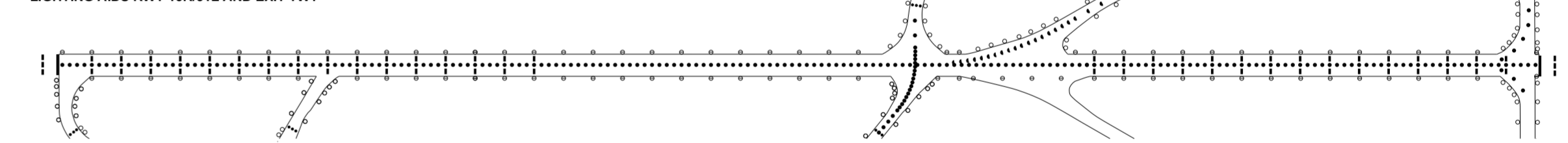
- LEGEND**
- Approach lighting bar
 - - - Approach lighting barrette
 - ⊕ PAPI
 - RWY edge light (combined omnidirectional and bi-directional)
 - RWY and TWY centre line light (bi-directional)
 - TWY centre line light (unidirectional)
 - Omnidirectional TWY edge light
 - * Flood lighting
 - † Camera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



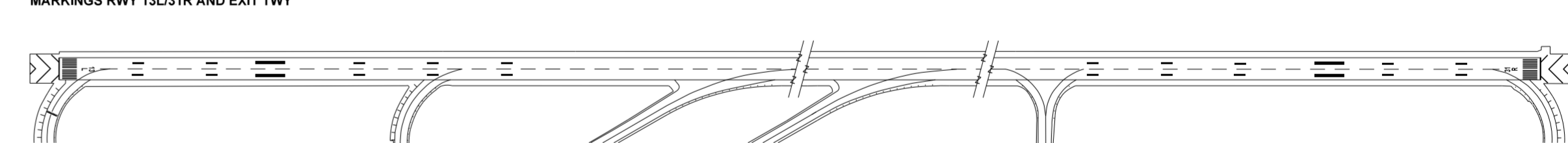
MARKINGS RWY 13R/31L AND EXIT TWY



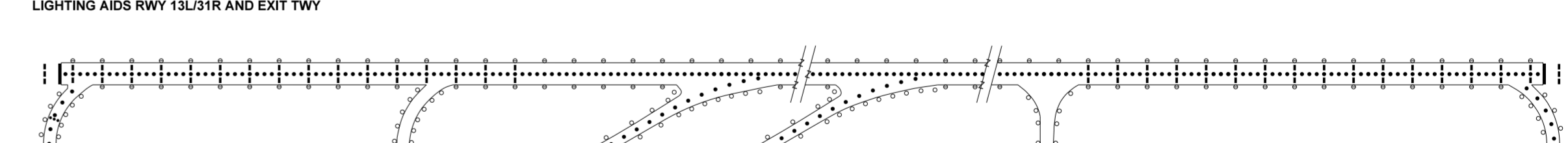
LIGHTING AIDS RWY 13R/31L AND EXIT TWY



MARKINGS RWY 13L/31R AND EXIT TWY



LIGHTING AIDS RWY 13L/31R AND EXIT TWY

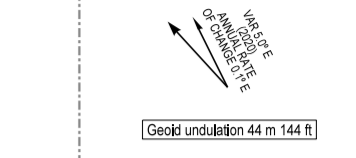


LIGHTING

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

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

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

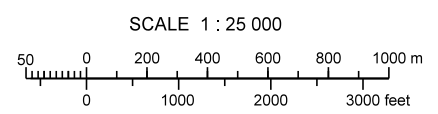
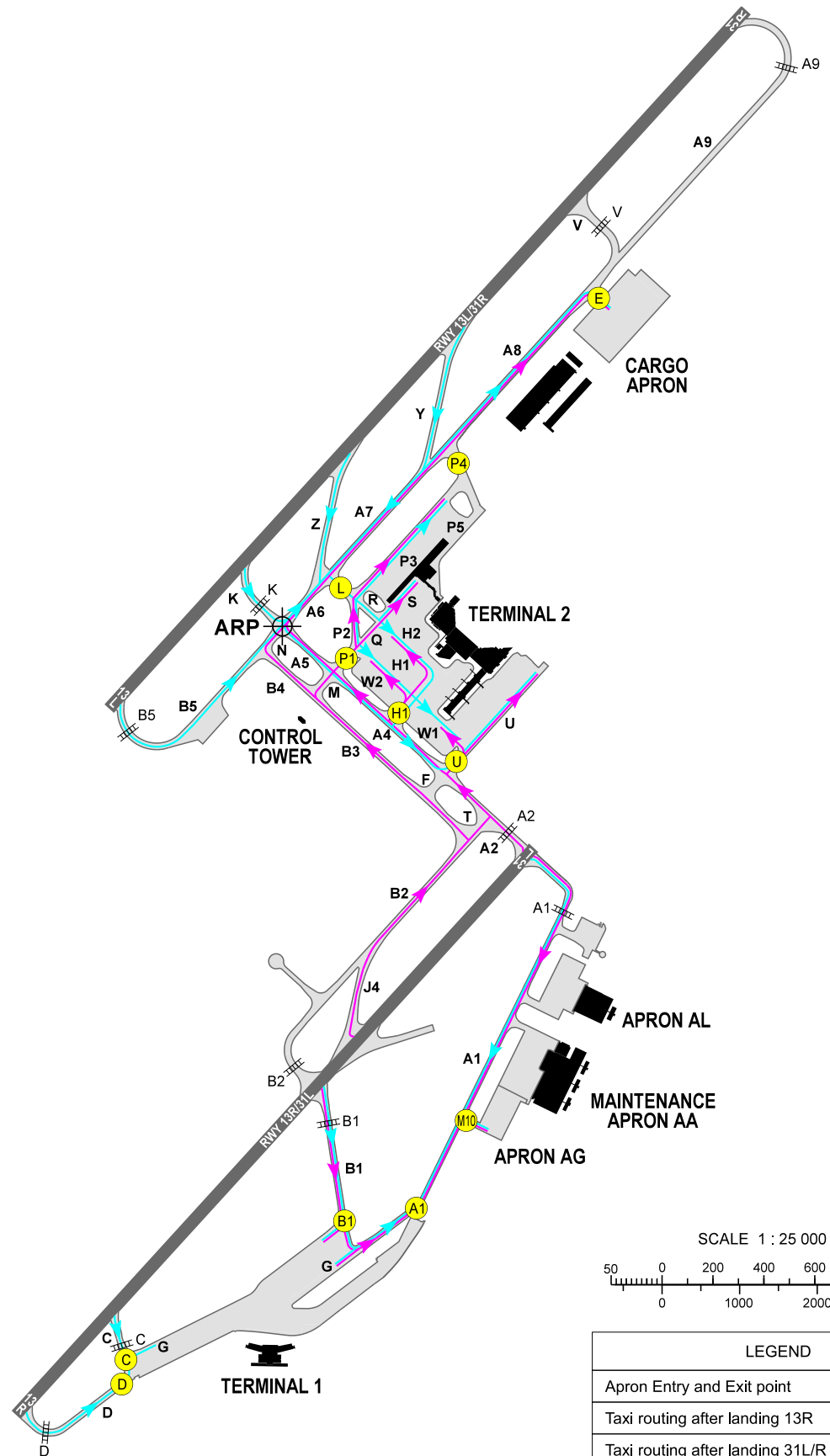


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TAXI PROCEDURES FOR ARRIVING AIRCRAFT -
INDEX CHART

BUDAPEST/LISZT FERENC

VAR 5.0° E
2020
ANNUAL RATE
OF CHANGE 0.1° E



LEGEND	
Apron Entry and Exit point	
Taxi routing after landing 13R	
Taxi routing after landing 31L/R	
Runway holding point	

CHANGE: arrival on RWY 31R to aircraft stands on APRON 2

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

ARRIVALS ON RWY	EXIT POINTS	TAXI ROUTE ON MANOEUVRING AREA (TWY SEGMENTS) TO BE FOLLOWED	STAND/GATE NUMBERS	TAXI ROUTE ON APRON (TAXILANE OR TWY SEGMENTS) TO BE FOLLOWED	TERMINAL	REMARKS	
13R	A1	A1	R101-R108 G150-G172 R110-R117A	G	1	Code D, E, F exit B1 only	
	B1	B1					
	M10	A1/B1	G180-G192	APRON taxilane	APRON AG	Max. Code B	
	U	A2-A3-U or B2/J4-T-A3-U	31-36L	U	2		Max. Code C
			R220-R223	U-W1			
	H1	A2-A3-A4-H1 or B2/J4-T-A3-A4-H1	37-39L	H1			
			42 R210-R212A*	H1-H2			
			R224-R227	H1-W2			
P1	A2-A3-A4-P1 or B2/J4-B3-M-P1 B2/J4-T-A3-A4-P1**	R270-R279*	P1-P2-P3				
		43-45	P1-Q-S				
E	A2-A3-A4-A5-A6-A7-A8* or B2/J4-B3-B4-N-A6-A7-A8 B2/J4-T-A3-A4-A5-A6-A7-A8**	C1, C1L/R, C2, C2L/R, C3, C3L/R, C4, C4L/R	E	CARGO APRON			*Max. Code E; **Max. Code E due to traffic reason
31R	U	Y-A7-(Z)-A6-A5-A4-U	31-36L	U	2	L-W after coordination; Code D, E exit U only	
	L	Y-A7-(Z)-L	37-38 42-43 R210-R212A*	L-R-H2/H1		Code E exit H1 only; *Code D exit P1 or L only	
			R224-R227	L-P2-W2			
			44-45	L-R-S			
			R270-R279	L-P3		P4 after coordination; Code D, E exit P4 only	
	H1	Y-A7-(Z)-A6-A5-A4-H1	39R-39L-39	H1			
			R220-R223	H1-W1			
E	Z-A7-A8 K-A6-A7-A8 B5-N-A6-A7-A8	C1, C1L/R, C2, C2L/R, C3, C3L/R, C4, C4L/R	E	CARGO APRON	Code D, E shall use K, B5 only; Code F shall use B5 only		
31L	B1	B1	R101-R108 G150-G172 R110-R117A	G	1	Code E, F exit B1 only	
	C	C					
	D	D					
	M10	B1-A1 or D/C-(G)-A1	G180-G192	APRON taxilane	APRON AG	Max. Code B	

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

BUDAPEST/LISZT FERENC
APRON 1

AIRCRAFT PARKING/DOCKING CHART - ICAO

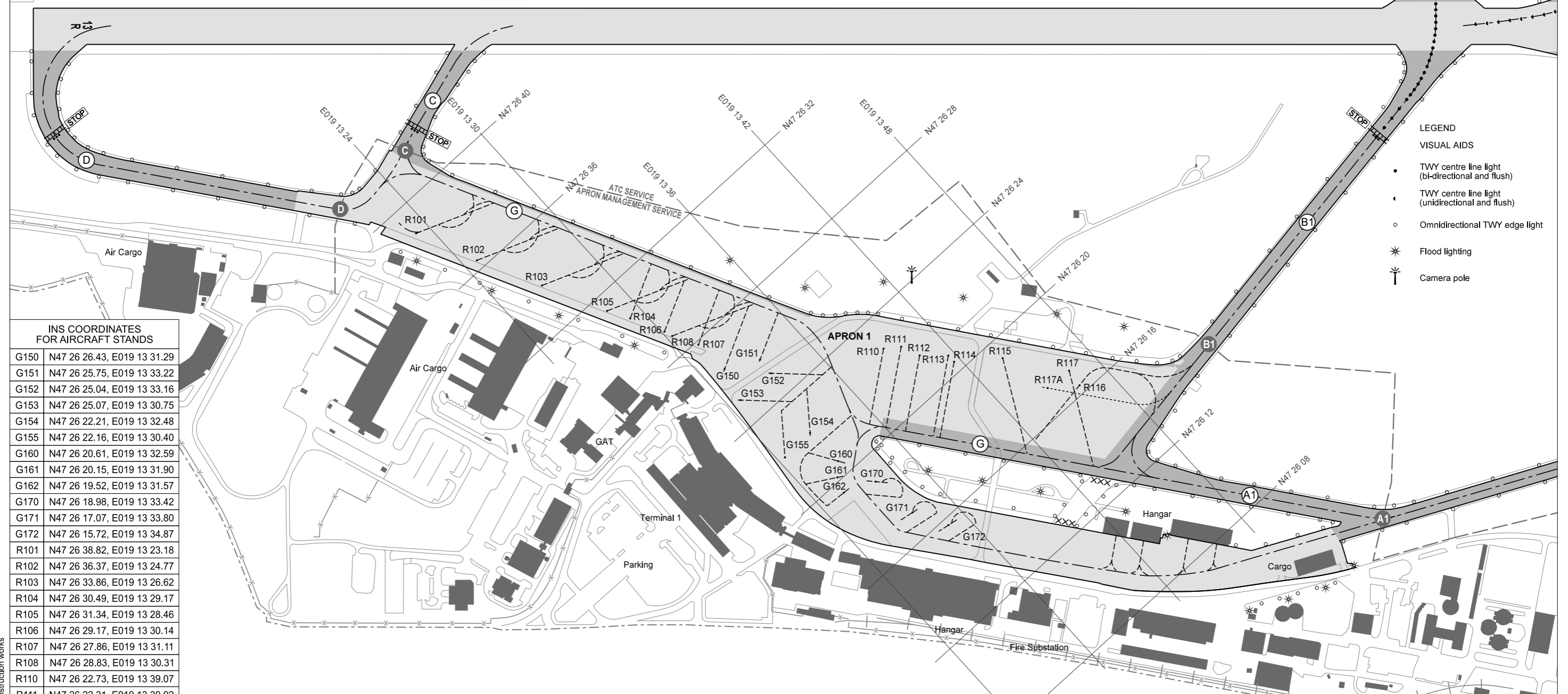
	BEARING STRENGTH
Apron 1	PCN 60/R/A/X/T
For taxiways width, surface and strength see: LHBP AD 2.8.	

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.

LEGEND

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

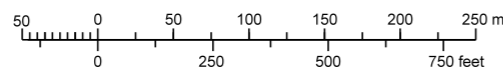


INS COORDINATES FOR AIRCRAFT STANDS

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

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

SCALE 1 : 5 000



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.

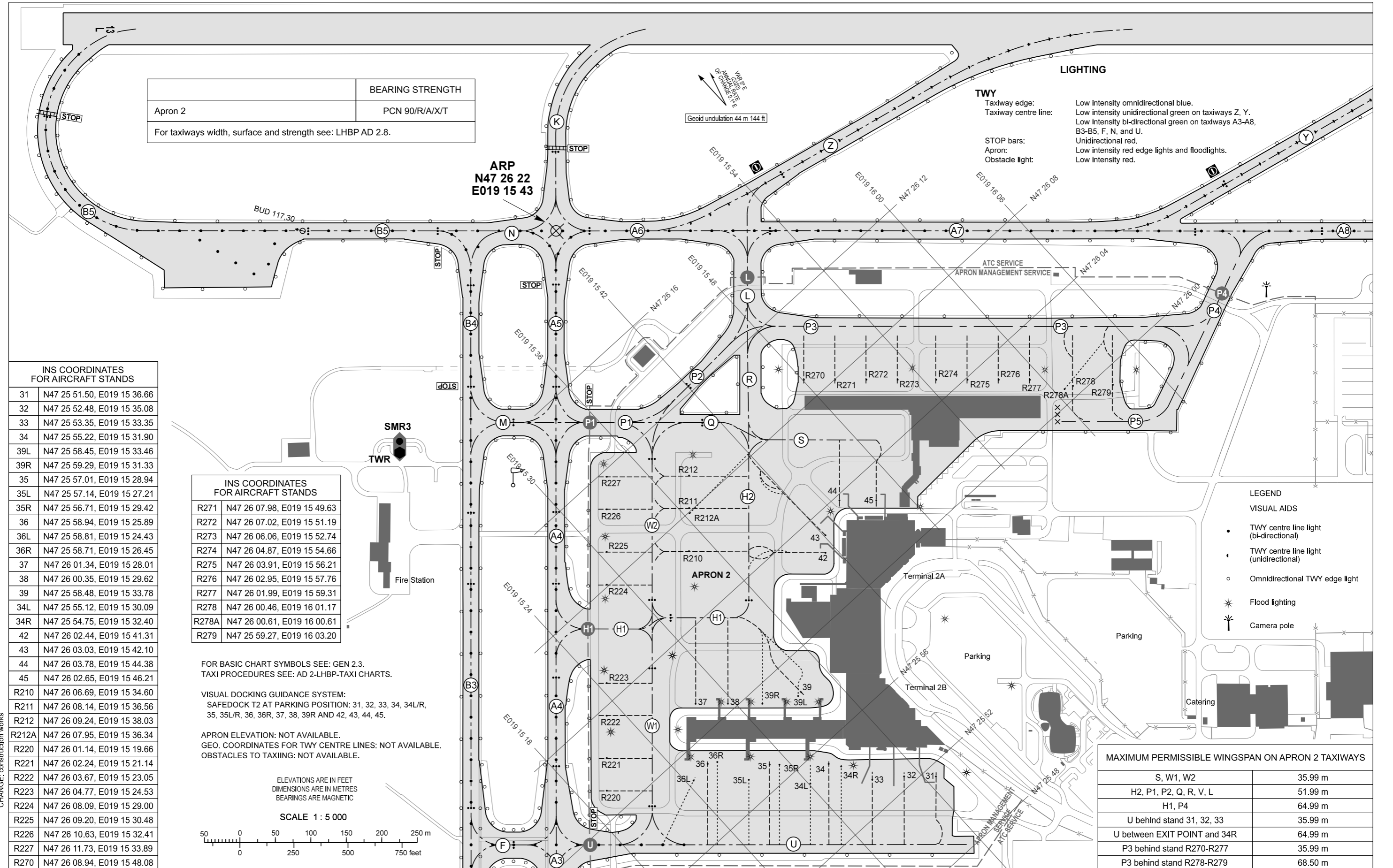
CHANGE: construction works

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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.
Unidirectional red.
Low intensity red edge lights and floodlights.
Low intensity red.

STOP bars:
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

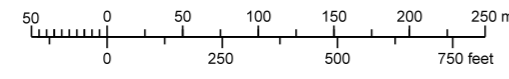
FOR BASIC CHART SYMBOLS SEE: GEN 2.3.
TAXI PROCEDURES SEE: AD 2-LHBP-TAXI CHARTS.

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

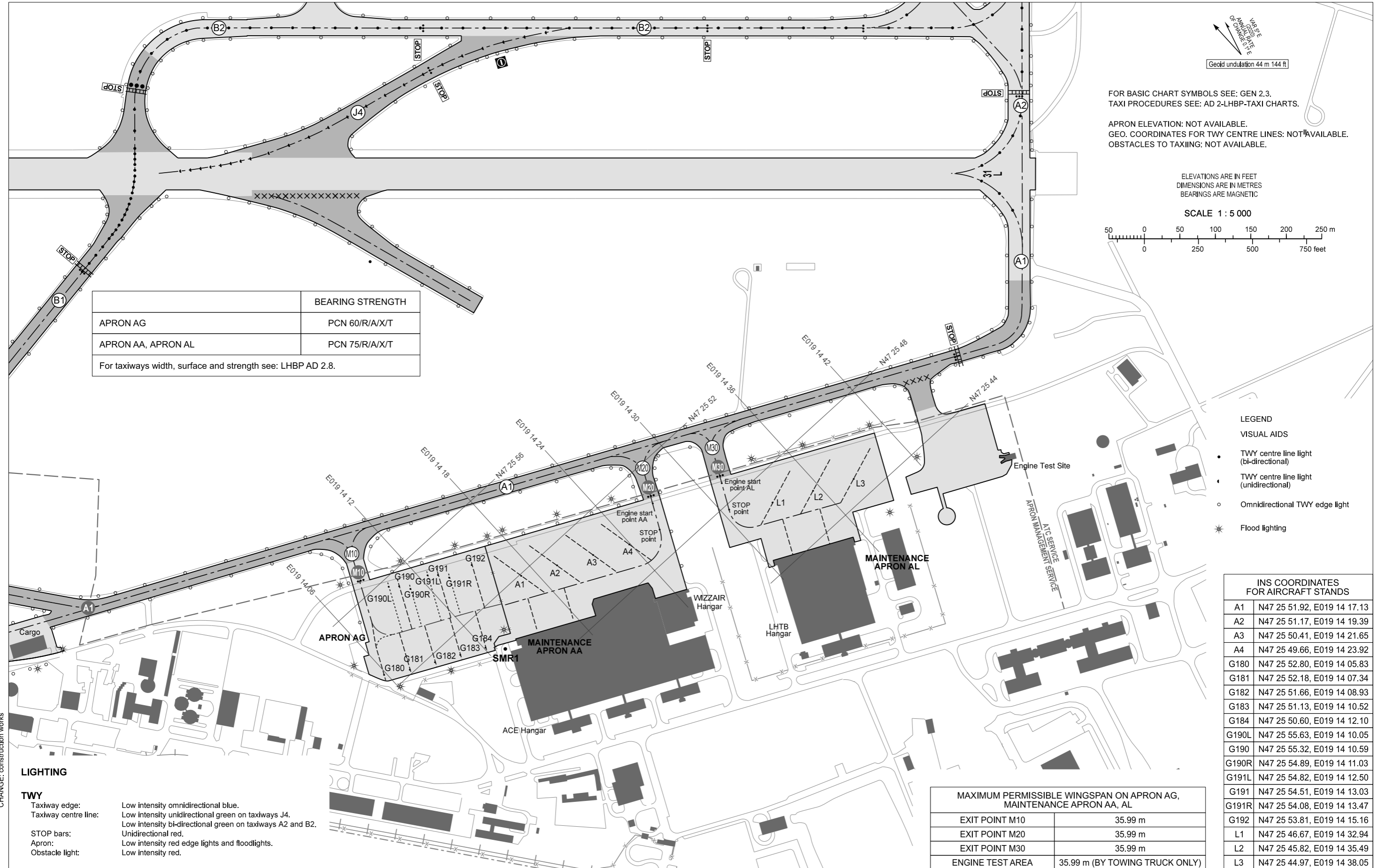
CHANGE: construction works

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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



	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.

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

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

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

SCALE 1 : 5 000

Geoid undulation 44 m 144 ft

WINGSPAN OF AIRCRAFT RATE OF CHANGE

50 0 50 100 150 200 250 m
0 250 500 750 feet

- 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)

CHANGE: construction works

- 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. Unidirectional red.
- STOP bars: Unidirectional red.
- Apron: Low intensity red edge lights and floodlights.
- Obstacle light: Low intensity red.

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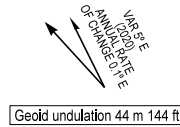
AIP HUNGARY

AIRCRAFT
PARKING/DOCKING
CHART - ICAO

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

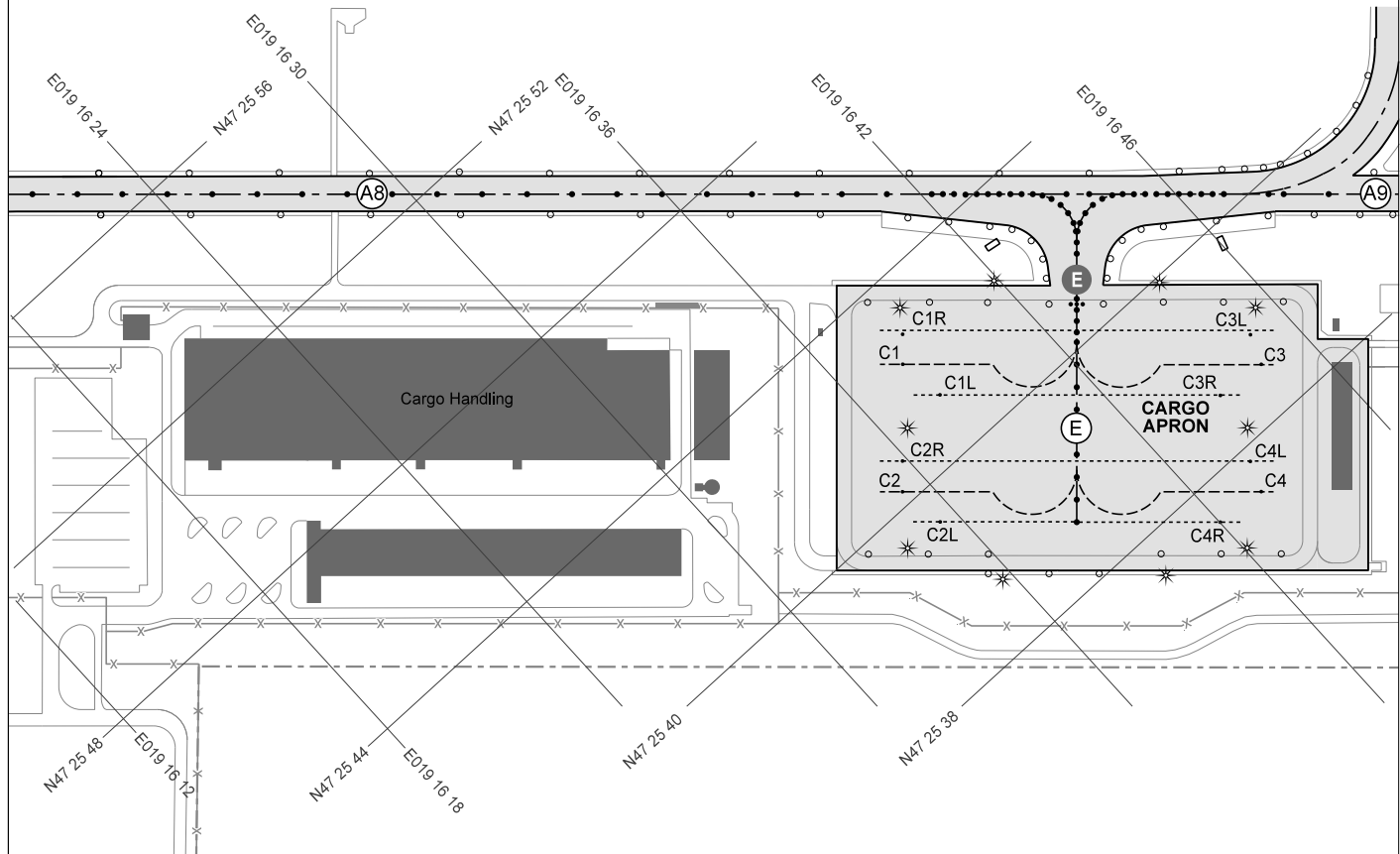
BUDAPEST/LISZT FERENC
CARGO APRON

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



INS COORDINATES FOR AIRCRAFT STANDS	
C1R	N47 25 42.79, E019 16 38.57
C1	N47 25 42.31, E019 16 37.93
C1L	N47 25 41.28, E019 16 38.15
C2R	N47 25 40.77, E019 16 35.85
C2	N47 25 40.28, E019 16 35.19
C2L	N47 25 39.25, E019 16 35.43
C3L	N47 25 37.72, E019 16 46.74
C3	N47 25 37.09, E019 16 46.36
C3R	N47 25 37.19, E019 16 44.73
C4L	N47 25 35.70, E019 16 44.02
C4	N47 25 35.06, E019 16 43.63
C4R	N47 25 35.17, E019 16 42.01

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



LIGHTING

TWY

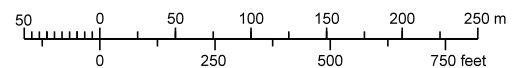
- | | |
|----------------------|---|
| Taxiway edge: | Low intensity omnidirectional blue. |
| Taxiway centre line: | Low intensity bi-directional green on E. |
| STOP bars: | Unidirectional red omnidirectional blue. |
| Apron: | Low intensity blue edge lights and floodlights. |
| Obstacle light: | Low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

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

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

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

SCALE 1 : 5 000



MAXIMUM PERMISSIBLE WINGSPAN
ON CARGO APRON TAXIWAY

E	68.00 m
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CHANGE: construction works

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LHNY - NYÍREGYHÁZA**LHNY AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LHNY NYÍREGYHÁZA

LHNY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	475846N 0214132E at RWY 36 THR
2	Direction and distance from (city)	3 KM NNW from centre of Nyiregyhaza city
3	Elevation/Reference temperature	103 M / 21° C
4	Geoid undulation	40.31 M
5	MAG VAR / Annual change	6° E (2024) / 0.14° increasing
6	AD Administration, address, telephone, telefax, AFS	Post:TRENER Kft. H-4400 Nyiregyhaza Repuloter ut 1. Phone:(+36) 42-430-138 Fax:(+36) 42-430-138 AFS:LHNYZPZX SITA:Nil Email:info@trenerkft.hu URL:http://www.trenerkft.hu AFIS Phone:(+36) 30-527-6276
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	AD available for non-scheduled commercial and non-commercial traffic. For restrictions see AD 2.20

LHNY AD 2.3 OPERATIONAL HOURS

1	AD Administration	MON, TUE, WED, THU, FRI: 0630 - 1500 (0530-1400)
2	Customs and immigration	Temporary, On prior request (at least 2 working days in advance)
3	Health and sanitation	N/A
4	AIS Briefing Office	As Administration, can be extended on prior request according to Point 12
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	Nil
7	ATS	As Administration, can be extended on prior request according to Point 12
8	Fuelling	As Administration, over 1000 litres always on prior request, can be extended on prior request according to Point 12
9	Handling	As Administration, can be extended on prior request according to Point 12

10	Security	H24
11	De-icing	Nil
12	Remarks	Operation outside opening hours and weekends can be extended between 0500-2100 (0400-2000) on prior request (at least 2 working days in advance)

LHNY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	JET-A1 kerosene, AVGAS 100LL petrol, Aeroshell 15W50 oil
3	Fuelling facilities/capacity	JET-A1/20.000 litres, AVGAS 100LL / 20.000 litres
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Limited. By prior arrangement (at least 2 working days in advance)
6	Repair facilities for visiting aircraft	By prior arrangement (at least 2 working days in advance)
7	Remarks	Aerodrome applies alternative security measures according to 1254/2009 EU regulation. Security screening of passengers, baggage and carry on baggage, mail, cargo and catering services not provided.

LHNY AD 2.5 PASSENGER FACILITIES

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

LHNY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	ICAO Category 1 during operational time of AD. Can be upgraded to Category 2 on prior request (at least 2 working days in advance)
2	Rescue equipment	1 Rapid Intervention Vehicle with handheld fire equipment and 1 Fire Truck with Class A Foam.
3	Capability for removal of disabled aircraft	Tractor
4	Remarks	ICAO RFF Category 3 Aircraft can use the AD on prior request (at least 2 working days in advance) limited to 700 movements/consecutive 3 months. ICAO Category 2 RFF service will be provided.

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

1	Types of clearing equipment	1 snow-plough
2	Clearance priorities	18R/36L RWY, TWYs, Entrance to Hangars
3	Use of material for movement area surface treatment	Nil
4	Specially prepared winter runways	Nil
5	Remarks	See AD 1.2 para 2. 18L/36R Grass RWY cannot be used if covered with snow

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

1	Apron surface and strength	Apron	Surface	Strength
		NORTH	CONC	PCN 8/R/C/W/U
		SOUTH	CONC	PCN 8/R/C/W/U
2	Taxiway width, surface and strength	Width:	9 M, except TWY A1: 11 M and TWY B: 13 M	
		Surface:	TWYs A1 and B: Asphalt, others concrete	
		Strength:	TWYs A1 and B: PCN 15/F/C/W/U others: PCN 8/R/C/W/U	
3	Altimeter checkpoint location and elevation	Location:	At THR	
		Elevation:	103 M	
4	VOR checkpoints	Nil		
5	INS checkpoints	Nil		
6	Remarks	AD available for non-scheduled commercial and non-commercial traffic. For restrictions see AD 2.20		

LHNY 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	Nil
2	RWY and TWY markings and LGT	RWY 18R/36L: Designator, threshold, centre line, edge, information signs RWY 18L/36R: Threshold markers, edge markers TWYs: Centre line, holding point markings and information signs
3	Stop bars	Nil
4	Remarks	Nil

LHNY AD 2.10 AERODROME OBSTACLES

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

LHNY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

LHNY 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
18R	181.32° GEO	1000 x 20	20/F/C/W/U ASPH	475918.65N 0214132.88E 475846.22N 0214131.77E 40.31 M	103 M
36L	1.32° GEO	1000 x 20	20/F/C/W/U ASPH	475846.22N 0214131.77E 475918.65N 0214132.88E 40.31 M	103 M

AIP HUNGARY

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
18L	181.32° GEO	1000 x 150	7 tonns for dry condition, 4 tonns for wet condition GRASS	475916.76N 0214146.56E 475844.38N 0214145.46E 40.31 M	103 M
36R	1.32° GEO	1000 x 150	7 tonns for dry condition, 4 tonns for wet condition GRASS	475844.38N 0214145.46E 475916.76N 0214146.56E 40.31 M	103 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
18R	0%	Nil	Nil	1120 x 150	40 x 90 GRASS	Nil	Nil	Primary
36L	0%	Nil	Nil	1120 x 150	40 x 90 GRASS	Nil	Nil	Primary
18L	0%	Nil	Nil	1120 x 150	60 x 150 GRASS	Nil	Nil	Secondary
36R	0%	Nil	Nil	1120 x 150	60 x 150 GRASS	Nil	Nil	Secondary

LHNY AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18R	1000	1000	1000	1000	
36L	1000	1000	1000	1000	
18L	1000	1000	1000	1000	
36R	1000	1000	1000	1000	

LHNY AD 2.14 APPROACH AND RUNWAY LIGHTING

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

LHNY AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	Wind Sock on the top of the Northern Hangars (Lighted), on the Middle Hangars and on the West side of RWY 18R/36L.
3	TWY edge and centre line lighting	Nil
4	Secondary power supply / switch-over time	Diesel generator unit; switch-over time is 15 seconds
5	Remarks	Nil

LHNY AD 2.16 HELICOPTER LANDING AREA

NIL

LHNY AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	NYIREGYHAZA TIZ1 A circle radius 10 KM centered on 475856N 0214100E	NYIREGYHAZA TIZ2 474718N 0213722E - 474559N 0213339E - 475748N 0212210E - 480443N 0212351E - 480930N 0212630E - 481220N 0213300E - 481319N 0215025E - 475800N 0215800E - 474630N 0214600E - 474718N 0213722E
2	Vertical limits	9500 FT ALT / GND	9500 FT ALT / GND
3	Airspace classification	G	G
4	ATS unit call sign Language(s)	Nyíregyháza Info English, Hungarian	
5	Transition altitude	10000 FT	
6	Hours of Applicability	MON, TUE, WED, THU, FRI: 0630 - 1500 (0530-1400) Operation outside AD scheduled opening hours and weekends can be extended between 0500-2100 (0400-2000) on prior request	Operating on demand of Air Traffic requirements
7	Remarks	NYIREGYHAZA TIZ1 and NYIREGYHAZA TIZ2 shall not operate at the same time. NYIREGYHAZA TIZ2 and LHSDZLHNY airspaces shall not operate at the same time. During ATS Operational hours LHNY TIZ2 Operating on demand of Air Traffic requirements. Activation and deactivation of TIZ is reported at least 15 min ahead within Nyíregyháza RMZ by responsible ATS unit.	

LHNY AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of operation	Remarks
1	2	3	4	5	6	7
AFIS	NYIREGYHAZA INFO	119.410 CH	Nil	Nil	MON, TUE, WED, THU, FRI: 0630 - 1500 (0530-1400) Operation outside AD scheduled opening hours and weekends can be extended between 0500-2100 (0400- 2000) on prior request.	Nil

LHNY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency(ies)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L	Y	346 KHZ	H24	475804.4N 0214130.6E		1291 M from RWY 36 THR Facility coverage distance: 30 NM
L	NY	330 KHZ	H24	475442.6N 0214116.6E		7526 M from RWY 36 THR Facility coverage distance: 30 NM
L	PQ	522 KHZ	H24	480004.7N 0214134.4E		1421 M from RWY 18 THR Facility coverage distance: 30 NM
VOR/DME	NYR	116.1 MHZ 108X	H24	475928.3N 0214133.2E		296 M from RWY 18 THR Facility coverage distance: 30 NM

LHNY AD 2.20 LOCAL AERODROME REGULATIONS

1. PERMITTED TRAFFIC AT AD

Nyíregyháza Airport is a public business aerodrome accessible for non-scheduled commercial and non-commercial traffic. AD does not fall within the scope of Regulation (EU) 2018/1139. AD is accessible to all airspace users, subject to compliance with the rules and procedures specified in the Airport Regulations. AD applies alternative security measures according to 1254/2009 EU regulation. Accordingly security screening of passengers, baggage and carry on baggage, mail, cargo and catering services not provided and AD is restricted to the following aircraft categories:

- (1) aircraft with a maximum take-off weight of less than 15 000 kilograms;
- (2) helicopters;
- (3) state, military and law enforcement flights;
- (4) law enforcement flights;
- (5) fire suppression flights;
- (6) flights for medical services, emergency or rescue services;
- (7) research and development flights;
- (8) flights for aerial work;
- (9) humanitarian aid flights;
- (10) flights with aircraft with a maximum take-off weight of less than 45 500 kilograms, owned by a company for the carriage of own staff and non-fare-paying passengers and goods as an aid to the conduct of company

business;

(11) flights with aircraft with a maximum take-off weight of less than 45 500 kilograms, chartered or leased in its entirety by a company from an aircraft operator with which it has a written agreement for the carriage of own staff and non-fare-paying passengers and goods as an aid to the conduct of company business;

(12) flights with aircraft with a maximum take-off weight of less than 45 500 kilograms, for the carriage of the owner of the aircraft and of non-fare-paying passengers and goods.

Attention! The limitation indicated here does not evaluate the maximum category of aircraft (wingspan, wheelspan, weight, RFF category) that the AD can accommodate. The suitability of the AD for the given aircraft must be always determined by its commander or operator before starting operations from the AD!

2. AD OPERATIONAL REGULATIONS

Extension of AD and ATS operational hours can be arranged between 0500-2100 (0400-2000) for all days on prior request (by 2 working days).

Attention! Operation to/from AD outside of ATS operational hours is only allowed for contracted partners in DAY VFR conditions between 0500-2100 (0400-2000). Outside of ATS operational hours AD cannot be used as alternate aerodrome.

When Nyíregyháza TIZ1 or TIZ2 is activated all aircraft within the co-located RMZ1 or RMZ2 will be requested to contact AFIS on NYIREGYHAZA INFO frequency. STD radiotelephony by AFIS:

"All Stations monitoring Nyíregyháza info on 119.410 frequency, Nyíregyháza TIZ (1 or 2) is now activated, report your position!"

IFR Training Flights within Nyíregyháza TIZ are only allowed for contracted partners of the Aerodrome Operator.

Operation from Grass RWY 18L/36R is restricted to contracted partners of AD and in DAY VFR only! During radio communication AFIS can use "Grass Runway" as an alternative phraseology instead of Runway designators for clarification.

LHNY AD 2.21 NOISE ABATEMENT PROCEDURES

Engine start and taxi of aircraft must be carried out in a way that causes the lowest possible noise pollution to the environment. Continuous ground operation of engines while stationary is not permitted except in justified cases (engine warm-up, engine cooling, engine run-up, maintenance, supplying the aircraft's electronics, hydraulics, and air systems).

It is prohibited to overfly the city of Nyíregyháza below altitude of 2000 feet AMSL.

For all departing and arriving VFR aircraft, as well as during training flights, it is mandatory to comply with the published visual circuit procedure according to Aerodrome Regulations. Deviations only allowed for flight safety reasons or if traffic avoidance and the provision of adequate separation justify it.

During take-offs, the first turn on the traffic pattern must be started no later than reaching a height of 500 ft AGL.

Paradropping aircraft climbing in dropzone should use the entire area of the airspace proportionally so that the noise pollution does not continuously affect the population at one point and avoid highly populated areas.

LHNY AD 2.22 FLIGHT PROCEDURES

1. GENERAL

1.1 Procedures for VFR flights

Motor planes shall fly the left-hand traffic pattern in case of a RWY 36 landing direction and the right-hand pattern in case of a RWY 18 landing direction.

The holding procedure has to be carried out on instruction of AFIS over the designated reporting points or other point identifiable by the pilot.

VFR flights departing to/approaching from uncontrolled airspace are required to exit/enter TIZ2 via the designated VFR reporting points, unless otherwise instructed. Aircraft without GPS capability can exit/enter TIZ2 over the VFR reference landmarks, connected to designated VFR reporting points, listed at 1.2.

Traffic Pattern:

- Left-hand traffic pattern for RWY 36
- Right-hand traffic pattern for RWY 18

1.2 Designated VFR reporting points with reference landmarks

- PERIT
474718N 0213722E
(3 KM W of Újfehértó town)
- ROMKA
481319N 0215025E
(5 KM W of Dombrád town)
- ANIWE
480930N 0212630E
(1 KM NW of Tímár village)
- ONNIS
475800N 0215800E
(S edge of Lake Levelek, 1 KM W of Levelek village)
- TISVAS
475748N 0212210E
(East edge of Tiszavasvári town)
- HAJNAS
475100N 0212625E
(NE edge of Hajdúnánás town)

1.3 Procedures for Gliders/Hang-gliders

Operation of Gliders and Hang-Gliders from the aerodrome is restricted to contracted partners/aeroclubs according to the rules established at the Aerodrome Regulations. Restrictions for separation from IFR traffic and during dropzone operation are applicable for Gliders and Hang-gliders as well.

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

Contact shall be established with AFIS prior to reaching the area boundary;
AFIS provides information about aerodrome local traffic, the "Traffic circuit" available, as well as conditions of

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approach and landing.

During Dropzone operation at AD AFIS is entitled to reject entry for arriving traffic to the dropzone airspace while parachuting is in progress and advise all traffic flying within the airspace to land or leave the dropzone as soon as possible. Before commencing parachuting all motor-powered aircraft shall shut down its engines at the aerodrome.

2.1 IFR flights

Low visibility operation below 550 m RVR not authorised at AD. During ground operation below 1000 m RVR all aircraft shall notify AFIS for crossing, entering and/or leaving any TWY.

2.1.1 Departing aircraft

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

2.1.2 Arriving aircraft

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

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

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

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

2.2 VFR flights

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

3. WAYPOINT COORDINATES

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

LHNY AD 2.23 ADDITIONAL INFORMATION

1. SUPERVISION OF THE AERODROME

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

2. BIRD FLOCKS AND BIRD MIGRATIONS

The size of flocks of birds living near Nyíregyháza Airport varies with seasons. Danger of collision somewhat increases in JUN-AUG when the new generation leave their nests. Bird migrations occur, depending on

weather conditions, in FEB-MAR and in NOV-DEC.

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

About 10 to 30 birds of prey live within the area or in the immediate vicinity of the airport. Birds of prey are a hazard to aircraft in the initial climb or final approach phase of flight.

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

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

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

LHNY AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2-LHNY-ADC
Aerodrome Obstacle Chart - ICAO Type A Operating Limitations	AD 2-LHNY-AOCA-18R36L
Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHNY-SID-18R
	AD 2-LHNY-SID-36L
Standard Arrival Chart - Instrument (STAR) - ICAO	AD 2-LHNY-STAR-18R36L
Instrument Approach Chart - ICAO	AD 2-LHNY-RNP-Y-18R
	AD 2-LHNY-RNP-Z-18R
	AD 2-LHNY-RNP-Y-36L
	AD 2-LHNY-RNP-Z-36L
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

ARP
N47 58 46
E021 41 32

AERODROME ELEV 338

NYÍREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000

NYÍREGYHÁZA

AERODROME CHART - ICAO

RWY	TORA	TODA	ASDA	LDA		RWY	DIRECTION	THR	BEARING	STRENGTH
18L	1000	1000	1000	1000		18R	175°	N47 59 19, E021 41 33		PCN 20/F/C/W/U
36R	1000	1000	1000	1000		36L	355°	N47 58 46, E021 41 32		PCN 20/F/C/W/U
18R	1000	1000	1000	1000		18L	175°	N47 59 17, E021 41 50		-
36L	1000	1000	1000	1000		36R	355°	N47 58 46, E021 41 32		-
						Taxiways A1 and B				PCN 15/F/C/W/U
						Aprons and taxiways A2, A3, C, D, E and F				PCN 8/R/C/W/U
All taxiways width: 9 m, except taxiway A1: 11 m and taxiway B: 13 m.										

VOR/DME 116.10/CH108X NYR

SIMPLE APPROACH LIGHTING SYSTEM
RESA
90 x 40 GRASS

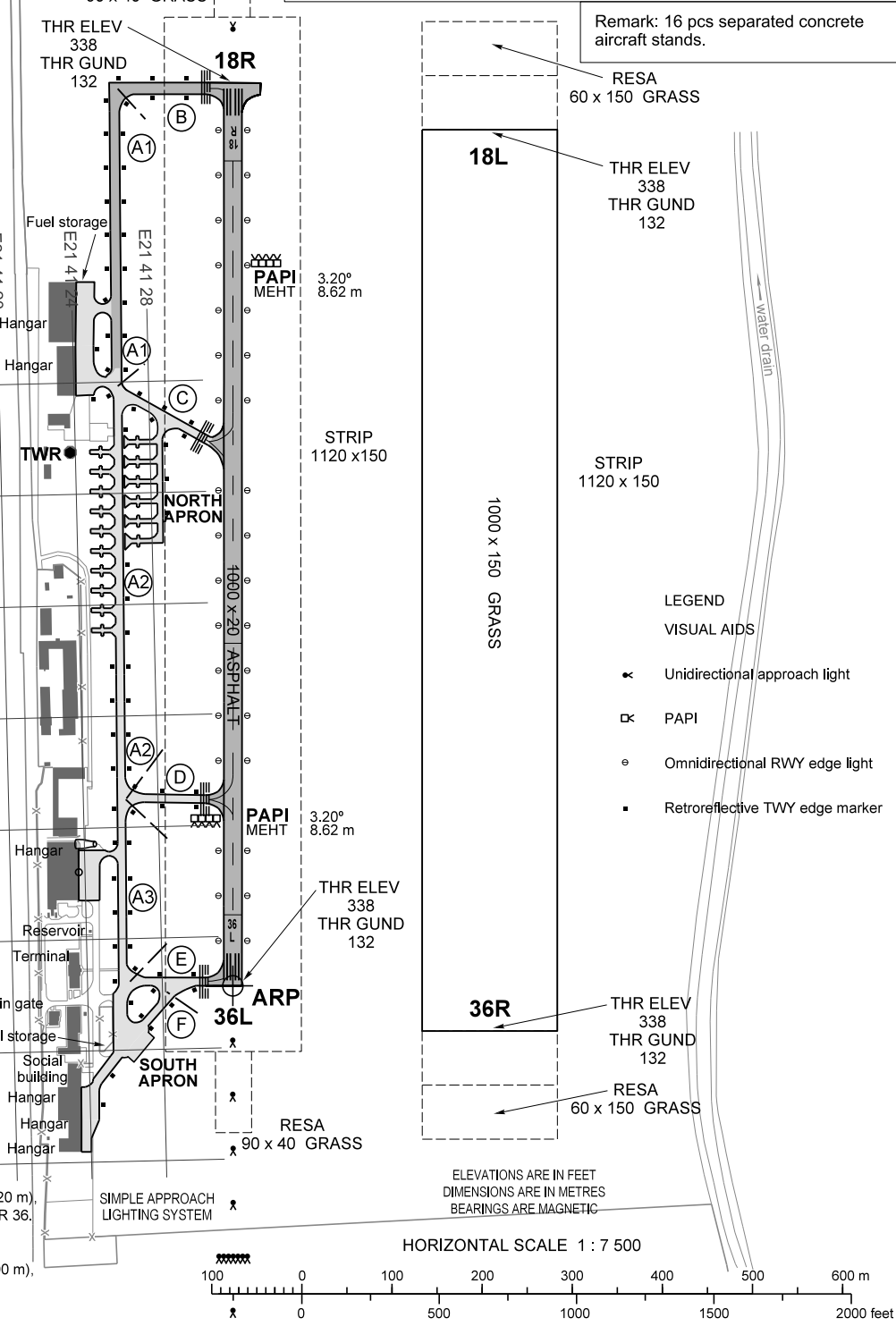
THR ELEV 338
THR GUND 132

18R

INS COORDINATES FOR AIRCRAFT STANDS
NOT AVAILABLE

FOR BASIC CHART SYMBOLS SEE GEN 2.3.

AERODROME BOUNDARY: NOT AVAILABLE.
INTERSECTION TAKE-OFF: NOT AVAILABLE.
TWY MARKINGS: NOT AVAILABLE.
GEOGRAPHICAL COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE.
OBSTACLES TO TAXIING: NOT AVAILABLE.



LIGHTING

RWY 18R/36L

Approach: SALS medium intensity (420 m), sequenced flashing on THR 36.

Threshold: Green omnidirectional.

PAPI: 3.20° (8.62 m).

Runway edge: White omnidirectional (1000 m), spacing: 60 m.

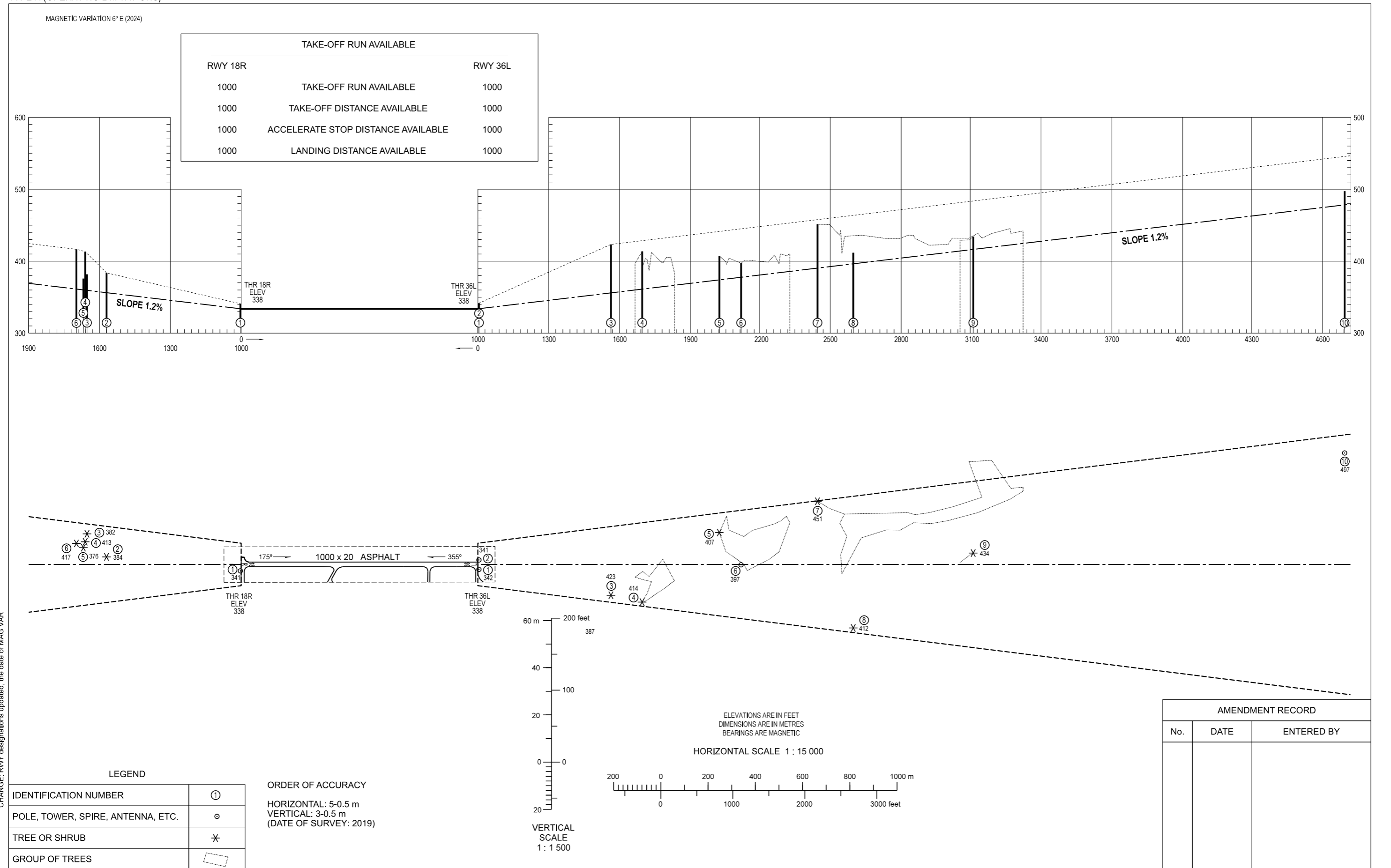
Runway end: Red omnidirectional.

CHANGE: general review

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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

NYÍREGYHÁZA
RWY 18R/36L



CHANGE: RWY designations updated, the date of MAG VAR

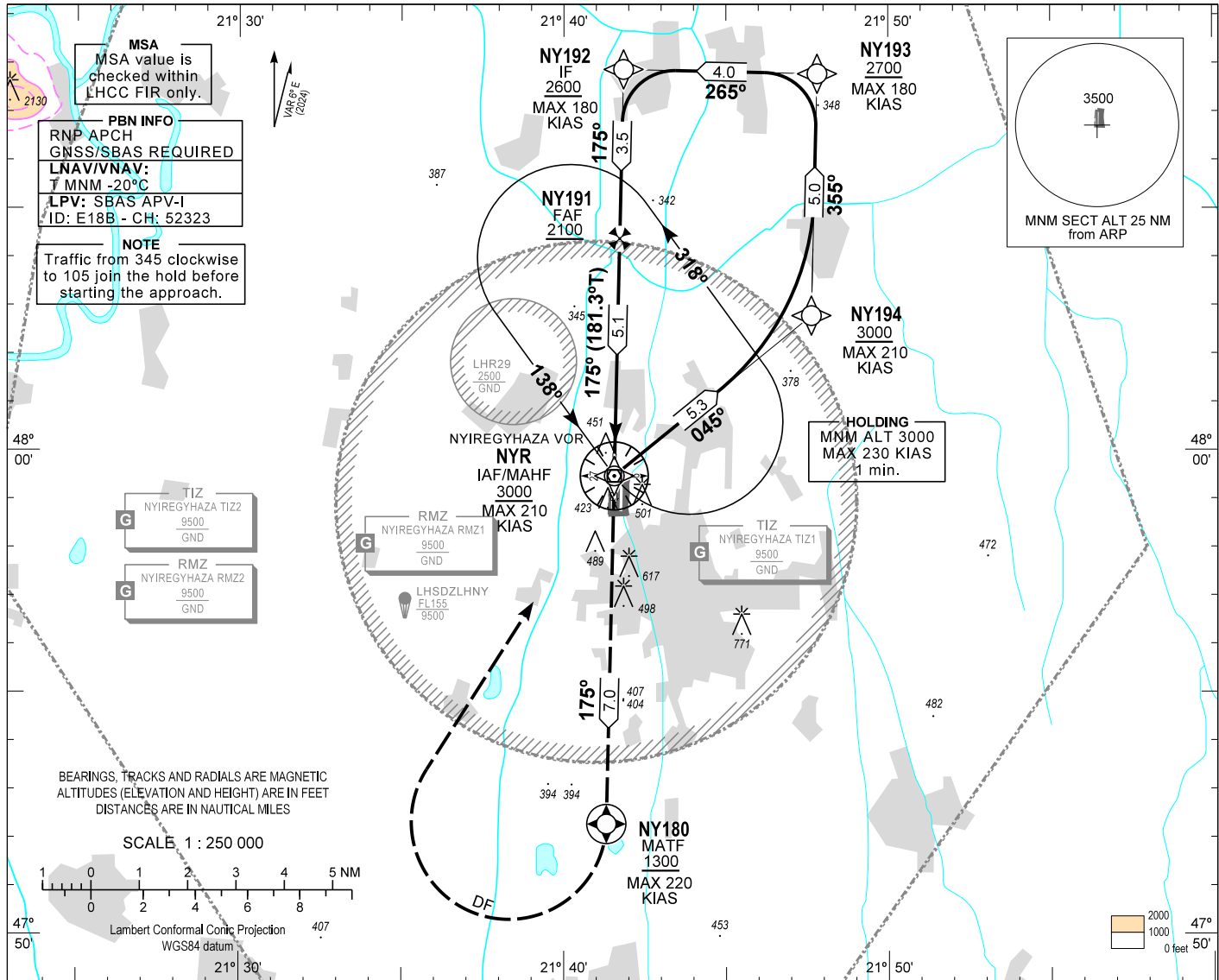
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INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 338
HEIGHTS RELATED TO THR RWY 18R - ELEV 338

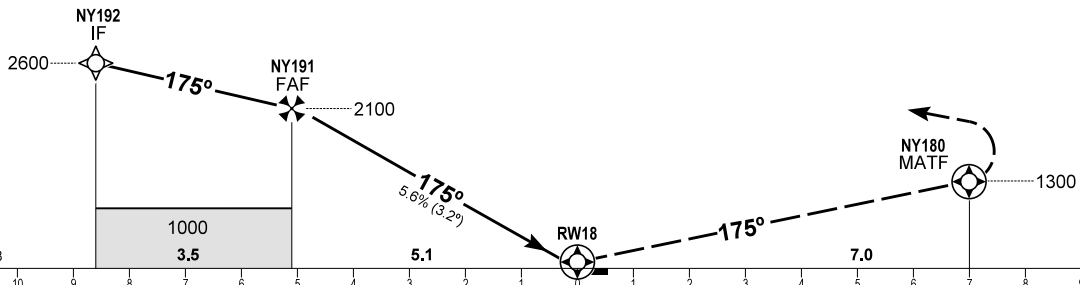
NYIREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000

NYIREGYHÁZA
RNP Y RWY 18R
(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	DIST THR / RW18						
		710 (380)		NM	5.0	4.0	3.0	2.0	1.0	
STRAIGHT-IN APPROACH	LNAV	710 (380)		ALTITUDE						
	LNAV/VNAV	650 (312)	658 (320)	ft						
	LPV	606 (268)	615 (277)	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: RWY designations updated, the date of MAG VAR

AD 2 LHNY INSTRUMENT APPROACH CHART RNP Y RWY 18R

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

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)

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

WAYPOINT COORDINATES

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

Holding procedure

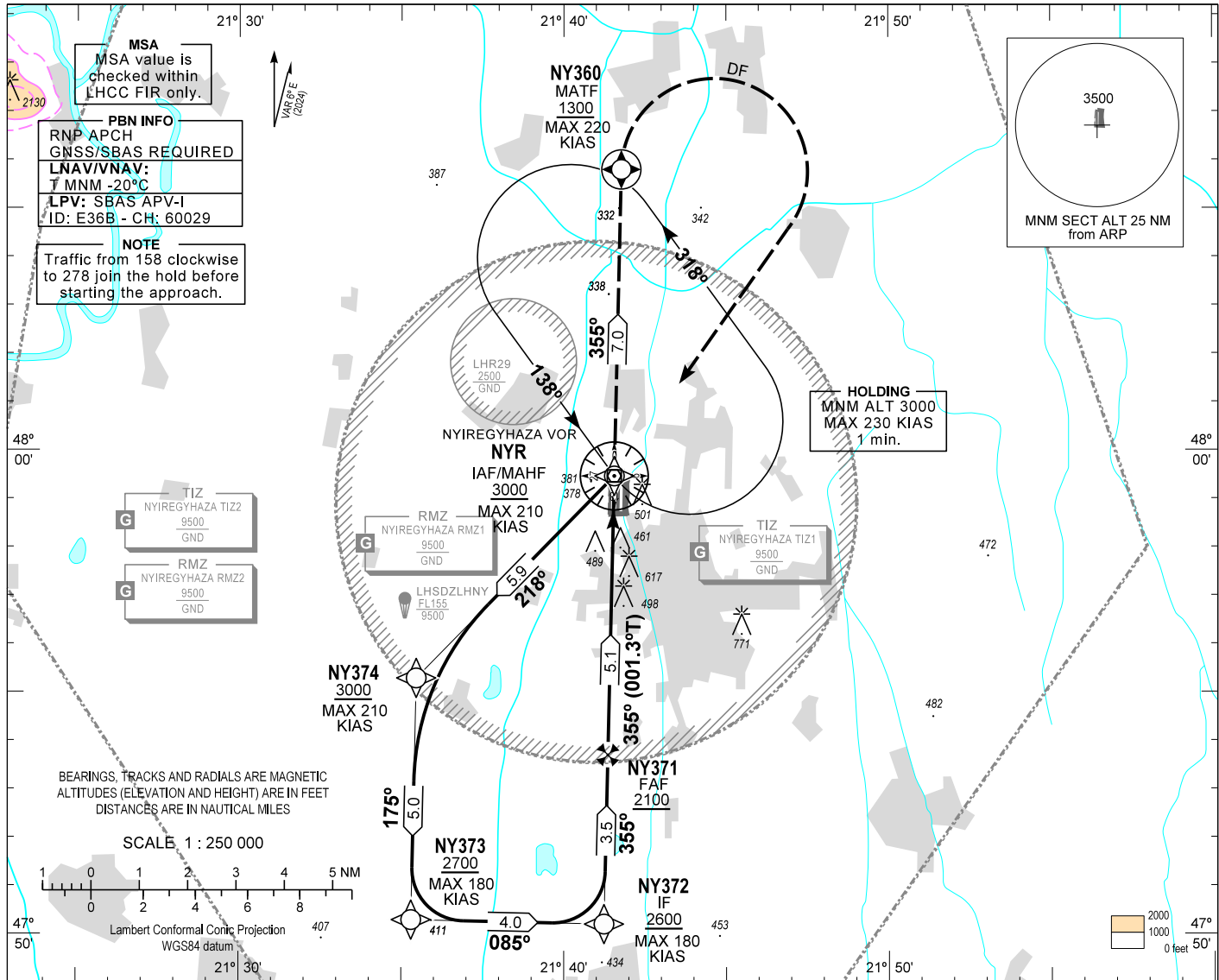
Holding fix: NYR
 Left hand holding pattern.
 Maximum speed: 230 KIAS
 Inbound track: 138°
 Outbound track: 318°
 Rate of turn: 3°/sec. or 25° bank angle
 (whichever requires lesser bank)
 Outbound times: 1 min.
 Minimum holding altitude: 3000

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INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 338
HEIGHTS RELATED TO THR RWY 36L - ELEV 338

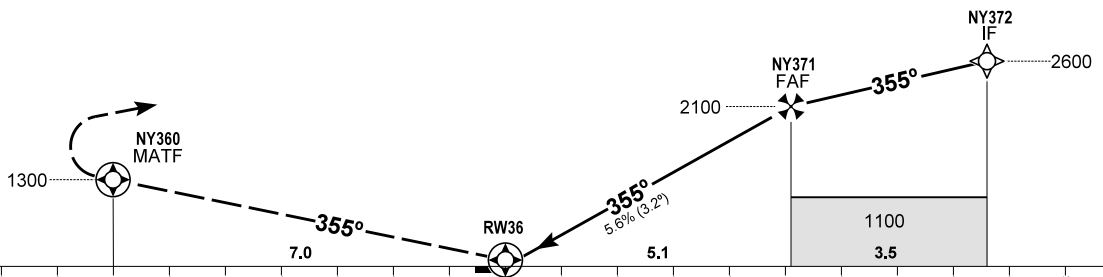
NYIREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000

NYIREGYHÁZA
RNP Y RWY 36L
(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	DIST THR / RWY36						
				NM	5.0	4.0	3.0	2.0	1.0	
STRAIGHT-IN APPROACH	LNAV	880 (550)		ft	2080	1740	1400	1060	720	
	LNAV/VNAV	770 (432)	778 (440)							
	LPV	613 (275)	621 (283)							
				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: RWY designations updated, the date of MAG VAR

AD 2 LHNY INSTRUMENT APPROACH CHART RNP Y RWY 36L

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

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)

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

WAYPOINT COORDINATES

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

Holding procedure

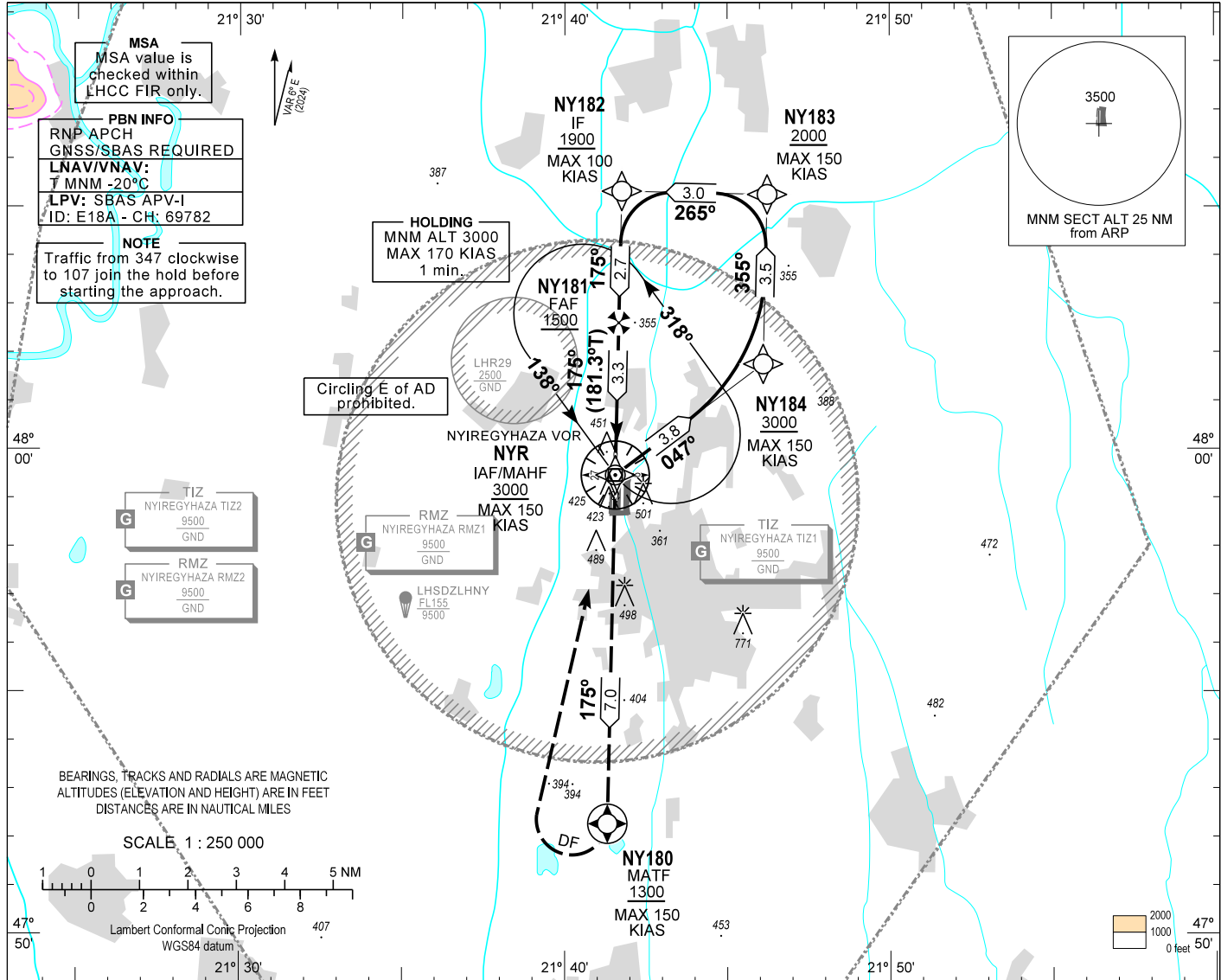
Holding fix: NYR
 Left hand holding pattern.
 Maximum speed: 230 KIAS
 Inbound track: 138°
 Outbound track: 318°
 Rate of turn: 3°/sec. or 25° bank angle
 (whichever requires lesser bank)
 Outbound times: 1 min.
 Minimum holding altitude: 3000

AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 338
HEIGHTS RELATED TO THR RWY 18R - ELEV 338

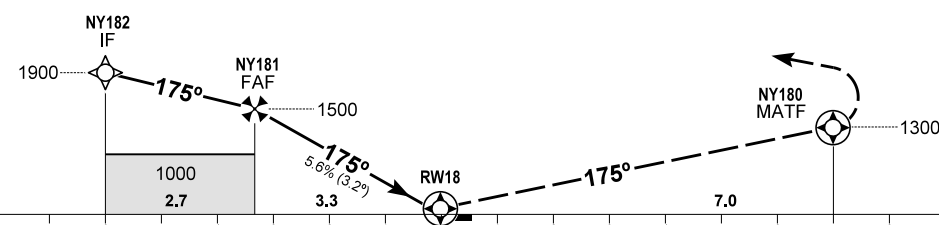
NYIREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000

NYIREGYHÁZA
RNP Z RWY 18R
(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.



THR 18R ELEV 338 (THR RWY 18R) 10 9 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 NM from THR 18R

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

CHANGE: RWY designations updated, the date of MAG VAR

AD 2 LHNY INSTRUMENT APPROACH CHART RNP Z RWY 18R

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

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)

Operation type	0
SBAS Provider	1
Airport identifier	LHNY
Runway	18R
Approach Performance Designator	0
Route indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E18A
LTP/FTP Latitude	475918.6500N
LTP/FTP Longitude	0214132.8800E
LTP/FTP Ellipsoidal Height (m)	143.3
FPAP Latitude	475823.7855N
FPAP Longitude	0214131.0025E
Threshold Crossing Height	40
TCH Units Selector	0
Glidepath Angle (degrees)	3.20
Course Width (m)	105.00
Length Offset (m)	696
HAL (m)	40.0
VAL (m)	50.0
Data Block	10 19 0E 08 0C 12 D0 00 01 38 31 05 F4 2C 98 14 A0 34 4F 09 99 19 5F 53 FE 55 F1 FF 90 01 40 01 64 57 C8 FA 27 24 AE 08
Calculated CRC Value	2724AE08

FAS-DB (not CRC wrapped data)

ICAO Code	LH
LTP/FTP Orthometric Height (m)	103.0

WAYPOINT COORDINATES

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

Holding procedure

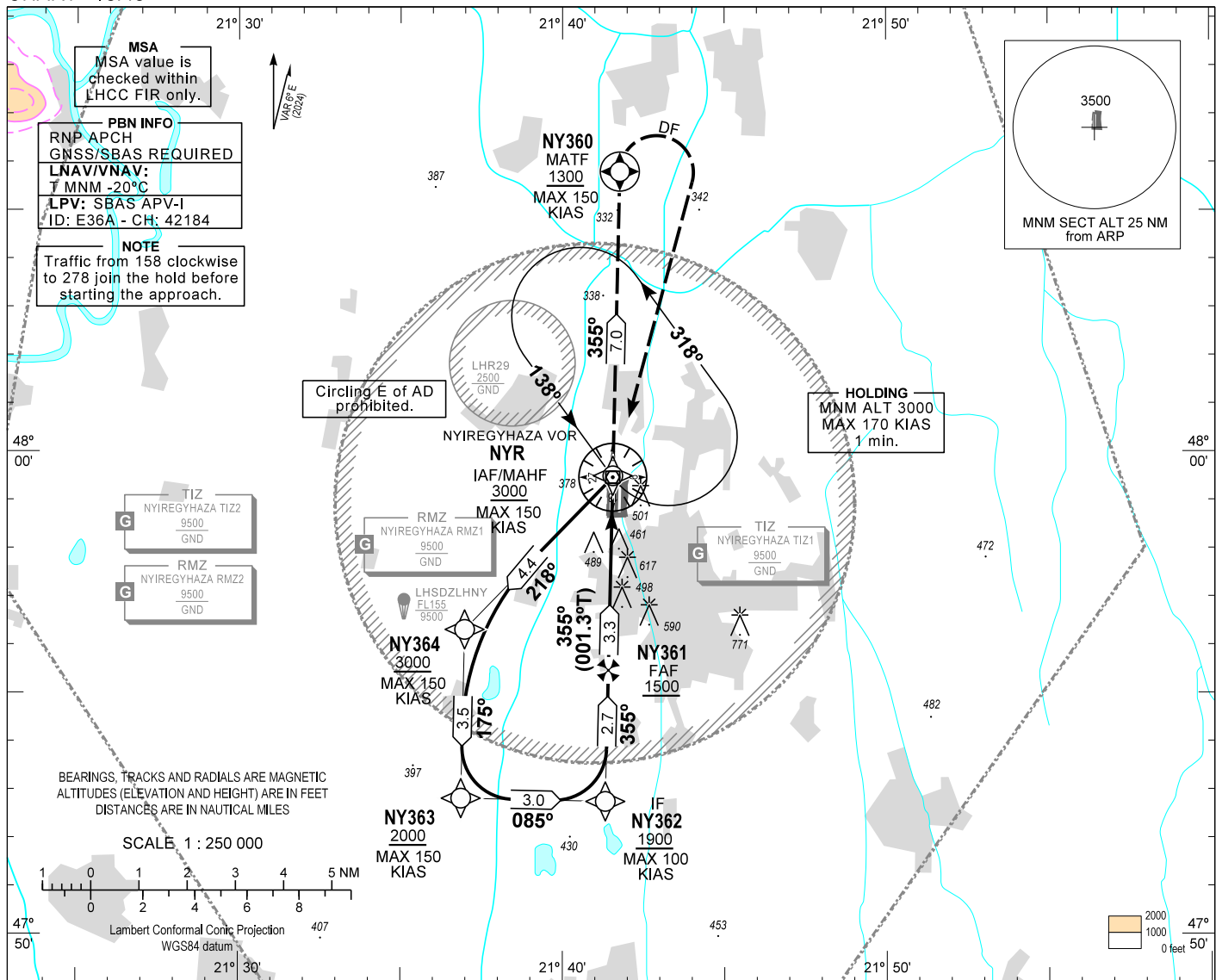
Holding fix: NYR
 Left hand holding pattern.
 Maximum speed: 170 KIAS
 Inbound track: 138°
 Outbound track: 318°
 Rate of turn: 3°/sec. or 25° bank angle
 (whichever requires lesser bank)
 Outbound times: 1 min.
 Minimum holding altitude: 3000

AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 338
HEIGHTS RELATED TO THR RWY 36L - ELEV 338

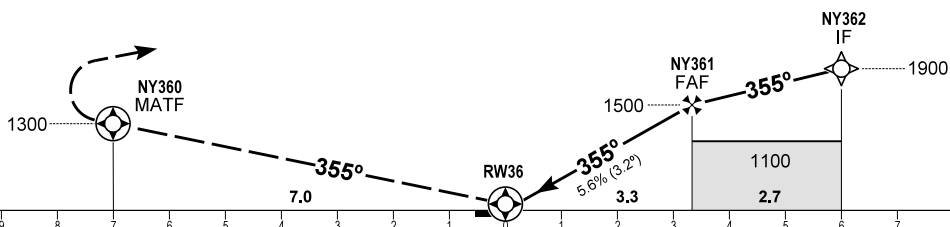
NYIREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000

NYIREGYHÁZA
RNP Z RWY 36L
(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		DIST THR / RW36			NM	3.0	2.0	1.0
	LNAV	880 (550)	ALTITUDE			ft	1400	1060	720
STRAIGHT-IN APPROACH	LNAV/VNAV	758 (420)	GROUND SPEED			kt	60	80	100
	LPV	604 (266)	FAF - RW36 3.3 NM			min:sec	3:18	2:29	1:59
CIRCLING APPROACH W of AD only	ft AMSL	800	Rate of descent (340 ft/NM)			ft/min	340	450	570
	VIS. m	1900							

CHANGE: RWY designations updated, the date of MAG VAR

AD 2 LHNY INSTRUMENT APPROACH CHART RNP Z RWY 36L

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

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)

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

WAYPOINT COORDINATES

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

Holding procedure

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

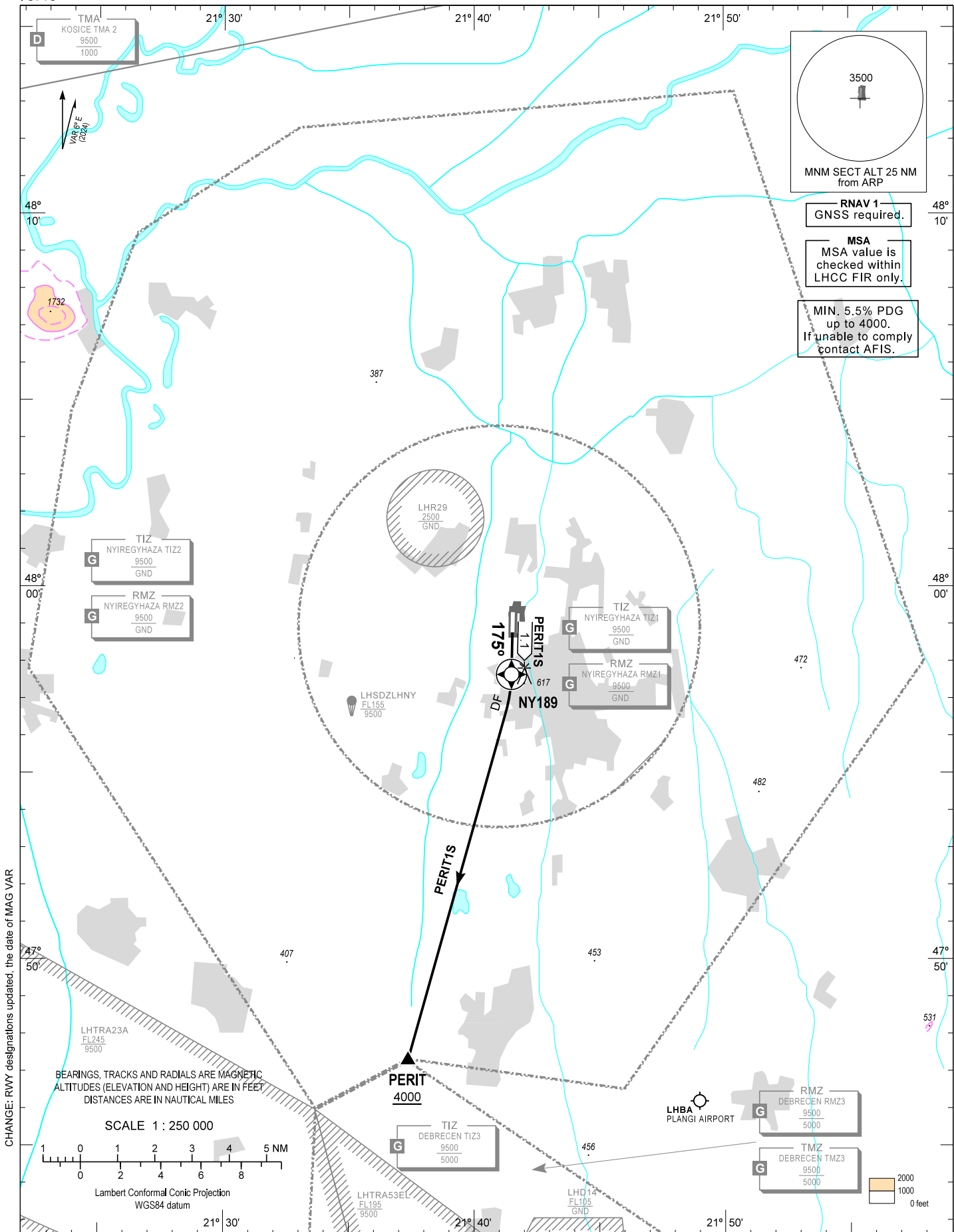
AIP HUNGARY

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

NYIREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000

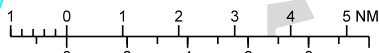
NYIREGYHÁZA
RNAV Rwy 18R
PERIT1S



CHANGE: RWY designations updated, the date of MAG VAR

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

AD 2 LHNY STANDARD DEPARTURE CHART INSTRUMENT RWY 18R

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

WAYPOINT COORDINATES

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

CLOSE-IN OBSTACLES

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

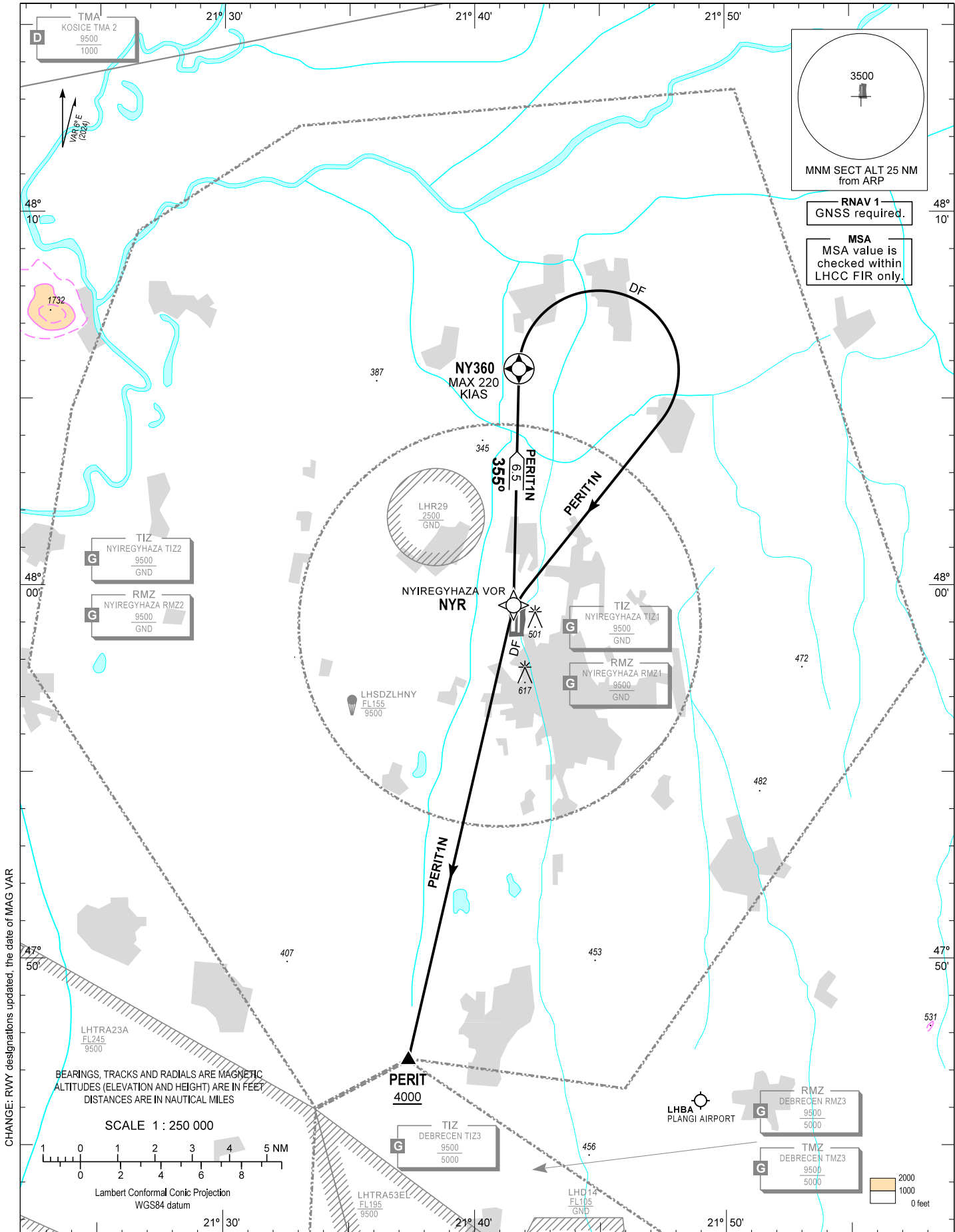
AIP HUNGARY

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

NYIREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000

NYIREGYHÁZA
RNAV Rwy 36L
PERIT1N



AD 2 LHNY STANDARD DEPARTURE CHART INSTRUMENT RWY 36L

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

WAYPOINT COORDINATES

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

CLOSE-IN OBSTACLES

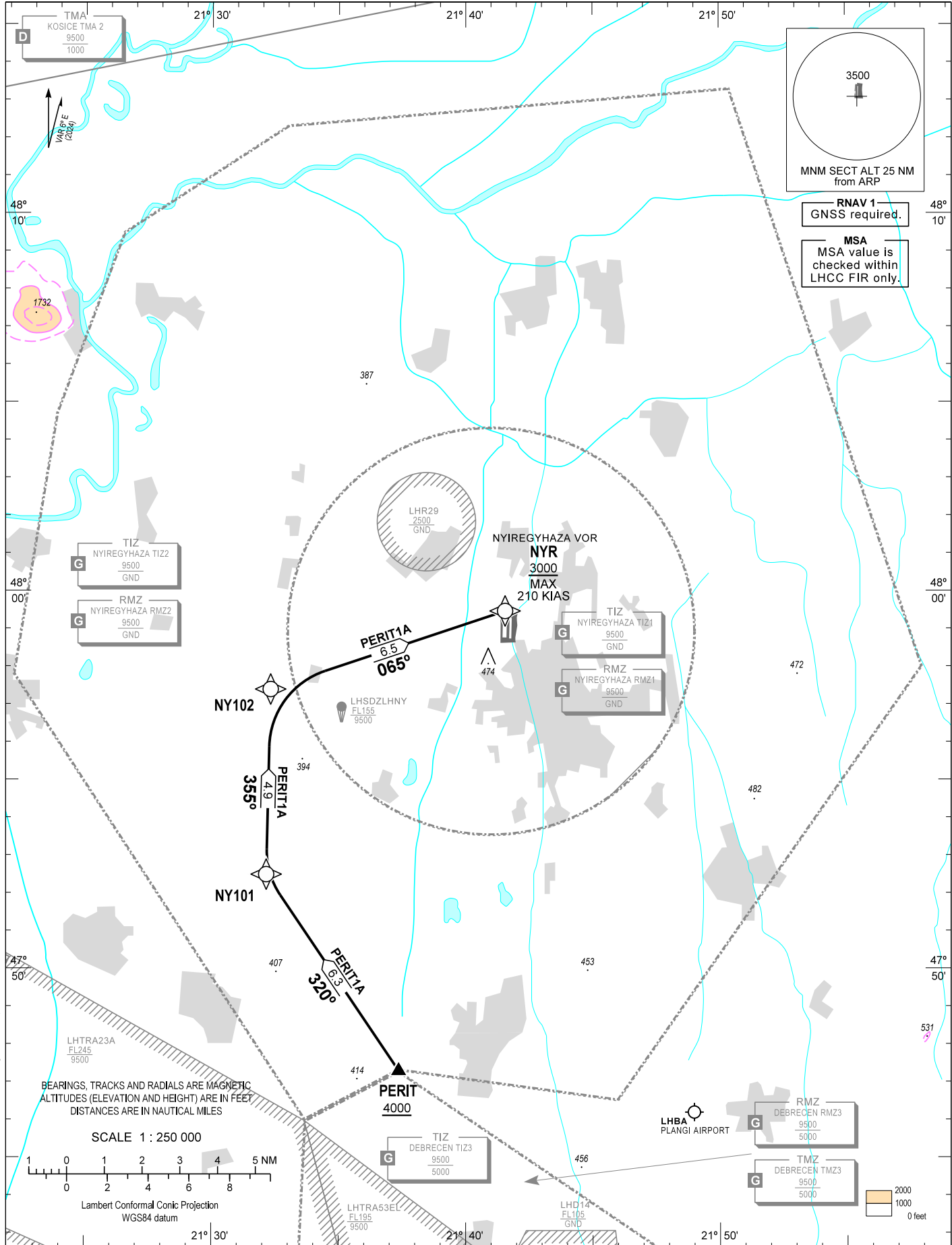
Name	Latitude	Longitude	Type	Elevation (at top) (FT)	Height (M)
LHNY_AREA2_L_011_001	N47 59 41.16	E021 41 37.94	TREE	417	23,24
LHNY_AREA2_L_011_002	N47 59 39.95	E021 41 38.24	TREE	413	22,23
LHNY_AREA2_P_059	N47 59 56.91	E021 41 17.54	TREE	451	31,77

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) -
ICAO

TRANSITION ALTITUDE
10000

NYIREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000

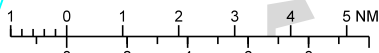
NYIREGYHÁZA
RNAV RWY 18R / 36L
PERIT1A



CHANGE: RWY designations updated, the date of MAG VAR

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

AD 2 LHNY STANDARD ARRIVAL CHART INSTRUMENT RWY 18R / 36L

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

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