GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 9
PCN: RWY 13R/31L: 65/R/B/X/T, RWY 13L/31R: 75/R/B/X/T

Operation

Preferential RWY

Normal Operation Scheme

	2300-0400‡	0400-0700‡	0700-2300‡
TKOF	13L	13L	31L
LDG	31R	13R	31R

Single Runway Operation Scheme

	2300-0400‡	0400-2300‡
TKOF	13L/13R	31R/31L
LDG	31R/31L	31R/31L

Nightime (2100-0500‡)

Primaly RWY 31R and RWY 13R are to be used by arriving traffic during the night. Light turbulence category ACFT arriving for terminal 1 apron may also use RWY 31L for landing between 2100-2300‡ and between 0400-0500‡. Between 2300-0400‡, RWY 13L is to be used for TKOF and RWY 31R is to be used for LDG. In case of RWY 13L/31R being CLSD during this period, RWY 13R is to be used for TKOF and RWY 31L is to be used for LDG.

Exceptions

Deviation from basic rules is only possible under the following circumstances:

- during RWY MAINT or another unexpected event
- EMERG
- if no ILS APCH AVBL
- when crosswind components exceeds 15KT or more (gusts included)
- when tailwind component exeeds 5KT or more (gusts included)
- when windshear has been reported or forecast, or when thunderstorms are expected
- when RWYs are contaminated or when estimated surface friction is less than good
- for LDG, when ceiling is below 500ft or VIS is less than 1900m
- for DEP, when VIS is less than 1900m

Transponder Mode S

Select assigned transponder mode A and activate S, set to AUTO if technically AVBL; after LDG, continously until fully parked on stand. Select ACFT identification feature if AVBL, before activating transponder.

GENERAL

Low Visibility Procedures
During LVP report "RWY vacated" to TWR.

LVP in use when:
Phase 1: Any RVR 600m or below and/or CEIL 200ft or below.
Phase 2: Any RVR 400m or below.

When LVP in use:
- Protection of sensitive area granted before LDG ACFT reaches 2NM from THR.
- Arriving ACFT are vectored so as to ensure the ILS intercept at least 10NM from THR.

RWY Restrictions
Vacate RWY within following time frames:
- RWY 13R - 80sec.
- RWY 13L, 31L - 60sec.
- RWY 31R - 50sec.

Crossing of RWY 13R/31L is permitted on specific CLR only. Do not taxi beyond taxi HLDG PSN on mentioned TWYs. CLR for crossing active RWY is issued by TWR.

TWY Restriction
TWY A1 width 19m / 62ft, MAX wingspan 36m / 118ft.
TWY P3 (between stand R270-R277), S, T7N, T7S, W1, W2 MAX wingspan 36m / 118ft.
TWY G (between stand 01-R114), H1, P1, P2, Q, R, V, L MAX wingspan 52m / 171ft.
Taxilane T7 MAX wingspan 61m / 201ft ; MAX wingspan 65m / 213ft with towing procedure.
TWY P3 (behind stands R278-R279), P4, U (behind stand 31,32) MAX wingspan 65m / 213ft.

Taxi/Parking
Taxi speed on APNs shall not exceed 16KT (30km/h)

Follow-me is mandatory for stands G150-G172.

DEP: If VIS 400m or below or taxi lines not visible, follow-me assistance provided.

ARR:
Vacate RWY via rapid exit TWY. If unable to comply notify TWR.

On APN 1 and APN 2, follow-me only AVBL during Low VIS COND, for Wide-body ACFT and on pilots request.

Taxiing on APN AA and APN AL with towing only between stand and break away point.

Taxiing on APN AG with marshaller only.

Stands 31-34, 42-45 provided with SAFEDOCK.

Shut down left ENG just after turning onto CL of stands 31, 42-45 for (B737-500, B737-600, A319, CS100, E170/175).

Restrictions Information for using rapid exit TWYs J4, Y and Z will be given by TWR at same time with LDG CLR.

APU
Use of APU restricted to 5min after ARR on stands equipped with a ready-installed external power source. APU may only be restarted for technical checks, maximum 5-30min prior to passenger boarding.

GENERAL

Engine Run-up Areas
ENG test at idle power
ENG test at idle may be performed at the following locations, with a MAX of one ENG for MAX 5min:
On the stands of terminal 1 and terminal 2 APN.

ENG power test
ENG test AVBL up to code letter C ACFT.
If the ENG test stand is not AVBL, B5 HLDG bay or TWY A9 can be used for ENG test between 0700-1700‡.
24HR PPR, if ENG test is necessary between 1700-2100‡ or 0500-0700‡.
Between 2100-0500‡ ENG test only at the ENG test stand.

Warnings

Be aware of glider areas N, NW, NE beginning 12NM N of AD. ALT up to FL285.

Birds in vicinity of AD.

ARRIVAL

Speed

MAX IAS 160KT at 4NM from THR.

Communication

ACFT not approved for RNAV 1 OPS, report this upon first radio contact with ATC.

After vacating RWY contact GND for detailed taxi instructions.

COM Failure
Proceed as cleared. If no LDG CLR has been received, hold in the designated HLDG for 5min, land on designated LDG area.
Under RAD vectoring: Proceed to **TPS VOR/DME** and follow standard INSTR APCH for RWY in use.

Arrival Procedure

Noise Abatement Procedure
Maintain last assigned LVL as long as practicable before starting final APCH.

Reverse: Do not use more than idle reverse if possible.

Warnings

Brightly lighted highway right of RWY 13R may be mistaken for RWY.

DEPARTURE

Take-off Minima

RWY		31R	
All ACFT	ft - m/km	0 - 75R	-

RWY		13L, 13R/31L	
All ACFT	ft - m/km	0 - 125R	-

Speed

MAX IAS 250KT below FL100.

Communication

Contact Budapest APP when passing 1500ft.

COM Failure

If a departing ACFT having acknowledged an initial or intermediate CLR, to climb to a LVL other than the one specified in filed FPL for the en-route phase of the flight and no time or geographical limit was included in the CLR, should maintain LVL for a period of 7min to which it was cleared then climb to LVL filed in FPL unless the cruising LVL was definitely specified in en-route CLR.

Departure Procedure

Start-up/Push-back

Contact DLV or GND, whichever is defined by ATIS, 20min prior EOBT or CTOT, whichever is the latest; state call-sign, ACFT-type, DEST and PSN/gate number.

ACFT under slot allocation PROC monitor DLV or GND continuously.

When slot of FLT is expired (e.g. ACFT not ready for start-up latest 10min prior CTOT) no start-up CLR will be issued.

ACFT may REQ start-up CLR only when:
- ACFT service completed
- All doors are CLSD
- All the GND staff left the related stand (except start-up control officer)
- ATC CLR already received
- Crew is ready to commence start-up in 1min
- towing car ready to move ACFT

REQ start-up when fully ready from GND, state parking PSN/gate number and ATIS code.

ENG start should not be attempted during push-back. Await marshaller visual signs.

At PSN Terminal 1: 01-06, R110-R117, 107-109 and at Terminal 2: 31-40, 42-45 and R270-R279, R220-R223, R224-R227 start-up ENG and taxi out shall be performed by push-back. The only exceptions prop/turboprop ACFT making power back on stands R220-R223, R224-R227.

At PSN R220-R223, R224-R227 start-up ENG and taxi out could be performed with power back for prop/turboprop ACFT if MTOW is not more than 30t / 66139lbs. Power back is not applicable when LVP in force.

At stands 31, 32, 44 ENG start-up during push back is allowed on idle PWR only.

At stand 45 ENG start-up and break away power allowed at break away point only.

ACFT making start-up, push-back or power back should be ready for taxi within 4min from off-block.

After push-back from R270-R277 exit via point P4.

DEPARTURE

Noise Abatement Procedures

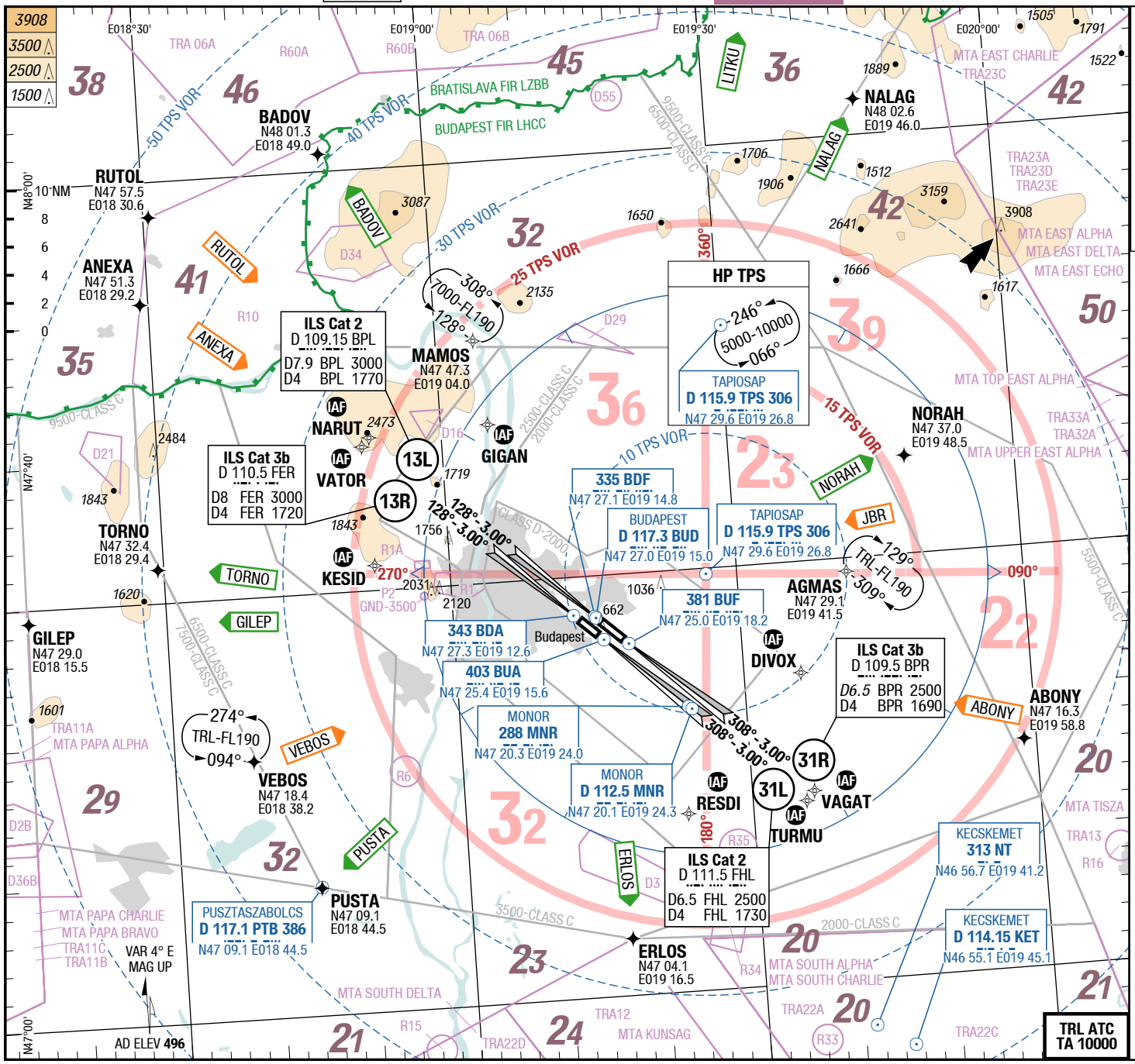
In case of DEP from RWY 13L, plan TKOF from TWY INT K.
TKOF RWY 31R for medium or heavy turbulence CAT ACFT, commence TKOF from end of RWY using TWY A9, TWY INT X may also be permitted if RWY 13R/31L not AVBL.

TKOF PROC must be executed in accordance with ICAO Standard Procedure NADP 1 or NADP 2.

NAP is not to be initiated at less than ALT 1300ft.

De-Icing

AVBL via ramp agent.
AVBL on stands O/R.



ATIS	132.380	
	117.300	BUD
APP	129.700	
	122.975	
	119.500	
	124.900	Standby
TWR	118.100	
GND	121.900	
APN-1	131.550	Terminal 1
APN-2	122.450	Terminal 2
DLV	134.550	

Landing RWY system:

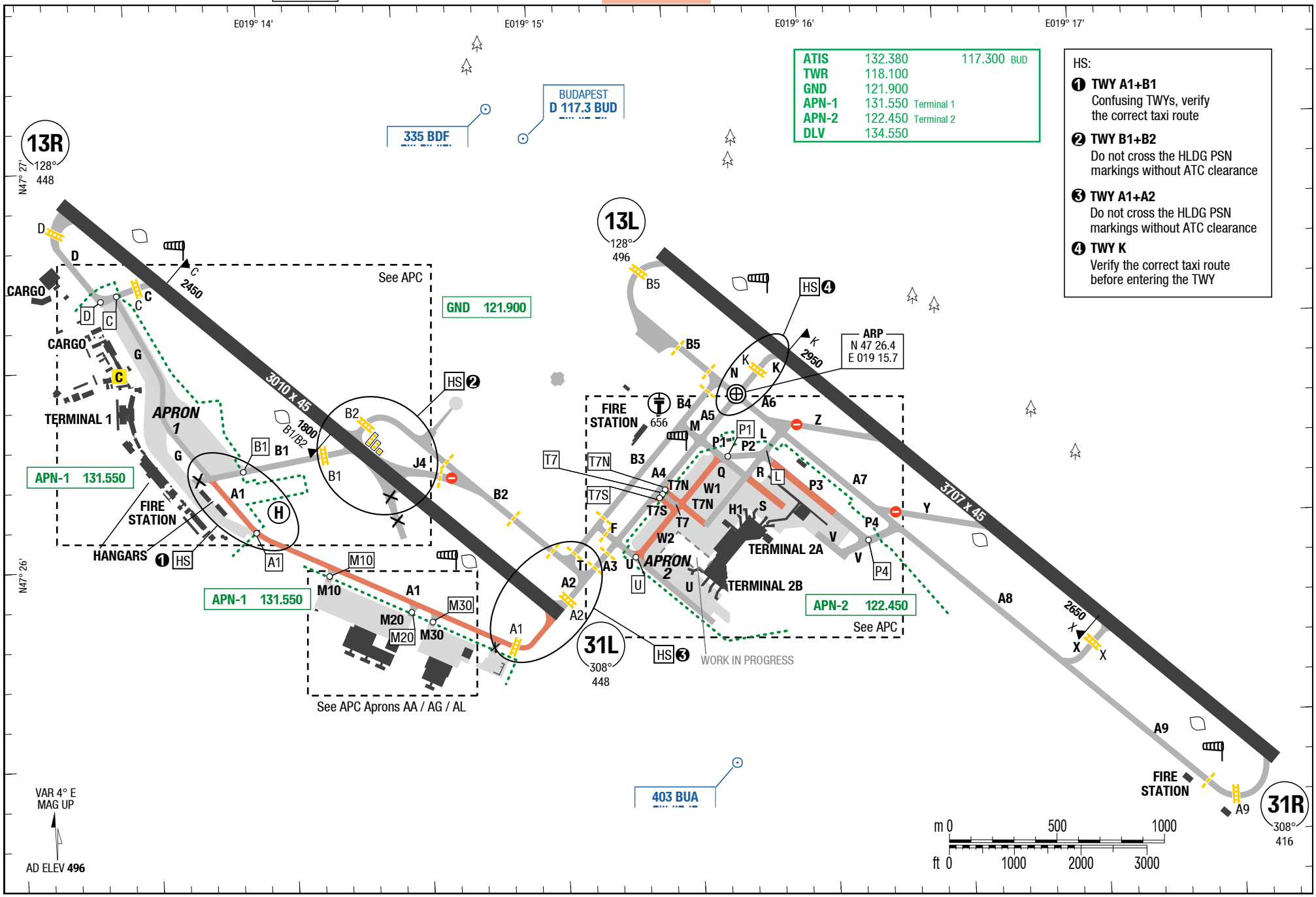
13L — 3.0° — 3707 x 45 — 60 HL / 15 HL
HL-P2F | **THR 496** (18hPa) / TDZ 490 (-0.7%) | -0.7%

31R — 60 HL / 15 HL — 45 x 3707 — 3.0°
+0.7% | TDZ 418 (+0.3%) / **THR 416** (15hPa) | HL-P2F

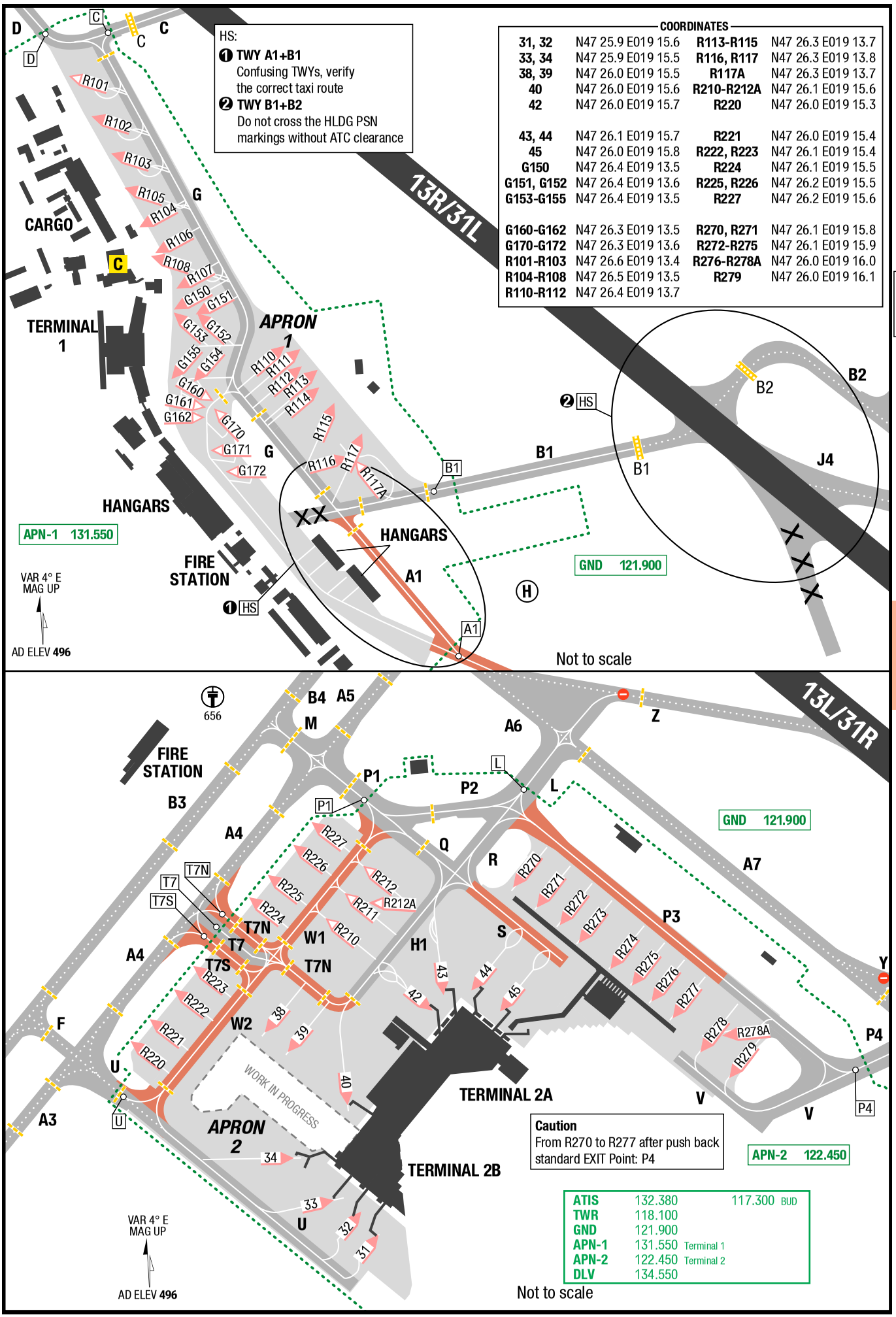
13R — 3.0° — 3010 x 45 — 60 HL / 15 HL
HL-P2F | **THR 448** (16hPa) / TDZ 447 (-0.2%) | 0.0%

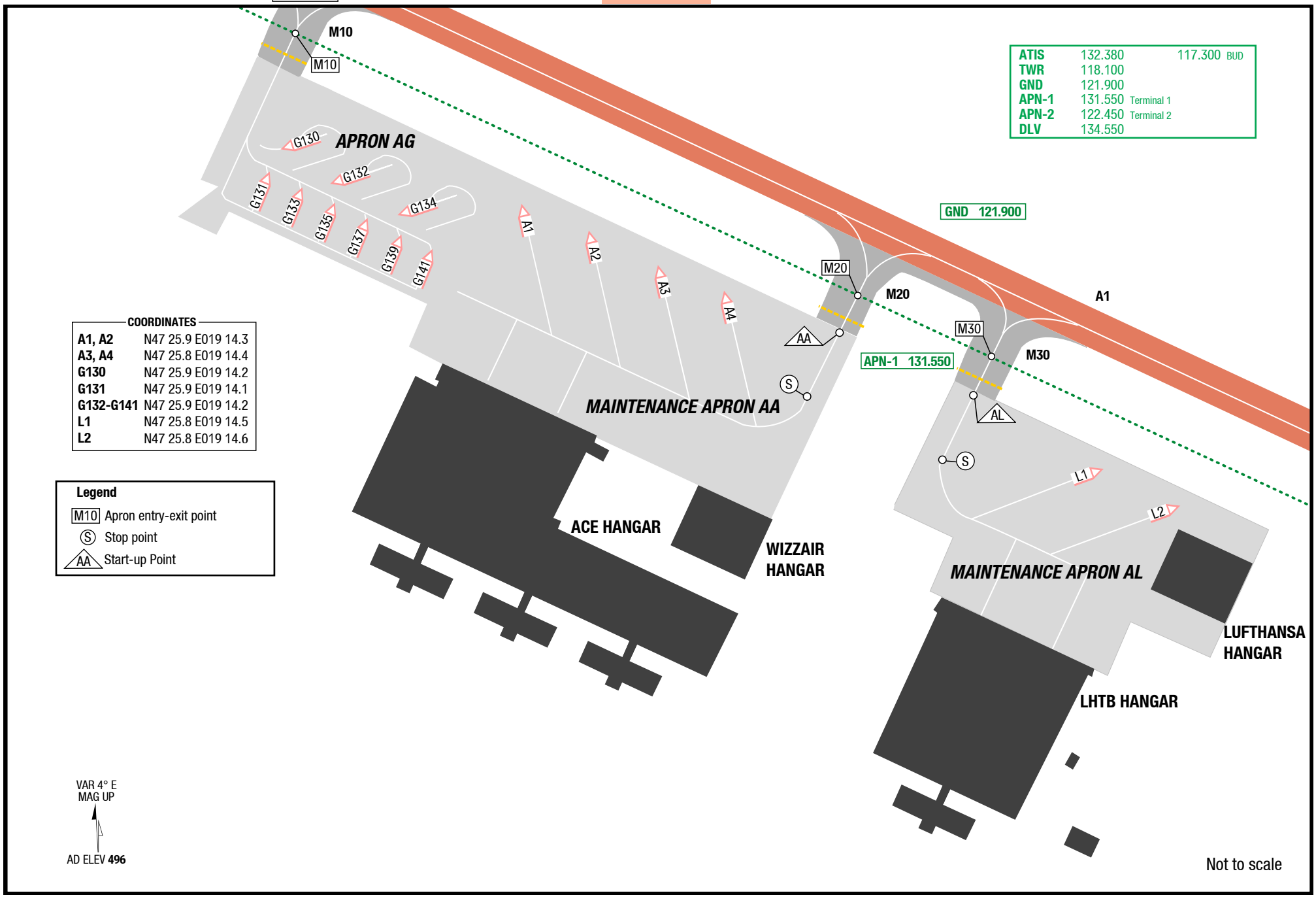
31L — 60 HL / 15 HL — 45 x 3010 — 3.0°
0.0% | TDZ 437 (-0.4%) / **THR 448** (16hPa) | HL-P2F

Changes: MGA, Navaid , SUAs, OBST



Changes: Editorial


HS:
❶ TWY A1+B1
Confusing TWYs, verify the correct taxi route
❷ TWY B1+B2
Do not cross the HLDG PSN markings without ATC clearance
COORDINATES
31, 32 N47 25.9 E019 15.6
33, 34 N47 25.9 E019 15.5
38, 39 N47 26.0 E019 15.5
40 N47 26.0 E019 15.6
42 N47 26.0 E019 15.7
43, 44 N47 26.1 E019 15.7
45 N47 26.0 E019 15.8
G150 N47 26.4 E019 13.5
G151, G152 N47 26.4 E019 13.6
G153-G155 N47 26.4 E019 13.5
G160-G162 N47 26.3 E019 13.5
G170-G172 N47 26.3 E019 13.6
R101-R103 N47 26.6 E019 13.4
R104-R108 N47 26.5 E019 13.5
R110-R112 N47 26.4 E019 13.7
R113-R115 N47 26.3 E019 13.7
R116, R117 N47 26.3 E019 13.8
R117A N47 26.3 E019 13.7
R210-R212A N47 26.1 E019 15.6
R220 N47 26.0 E019 15.3
R221 N47 26.0 E019 15.4
R222, R223 N47 26.1 E019 15.4
R224 N47 26.1 E019 15.5
R225, R226 N47 26.2 E019 15.5
R227 N47 26.2 E019 15.6
R270, R271 N47 26.1 E019 15.8
R272-R275 N47 26.1 E019 15.9
R276-R278A N47 26.0 E019 16.0
R279 N47 26.0 E019 16.1
13R/31L
13L/31R
CARGO
TERMINAL 1
APRON 1
HANGARS
FIRE STATION
APN-1 131.550
GND 121.900
VAR 4° E MAG UP
AD ELEV 496
Not to scale
656
FIRE STATION
APRON 2
WORK IN PROGRESS
TERMINAL 2A
TERMINAL 2B
Caution
From R270 to R277 after push back standard EXIT Point: P4
APN-2 122.450
ATIS 132.380 117.300 BUD
TWR 118.100
GND 121.900
APN-1 131.550 Terminal 1
APN-2 122.450 Terminal 2
DLV 134.550
Not to scale



Changes: Nil

Hungary **Budapest** Liszt Ferenc

Taxi Routes DEP Parallel RWY OPS

3-50

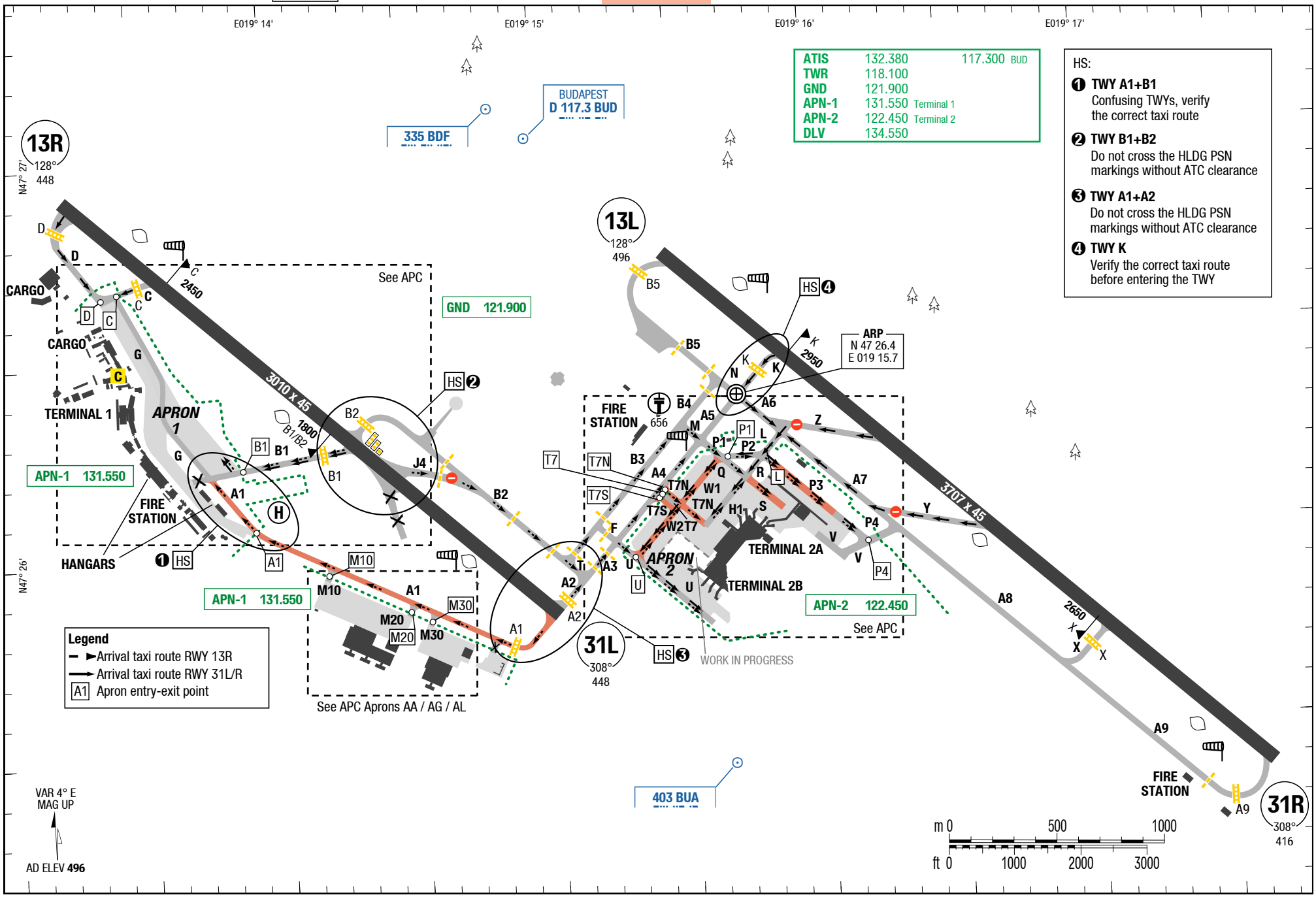
Taxi Routes ARR Parallel RWY OPS

AGC AGC

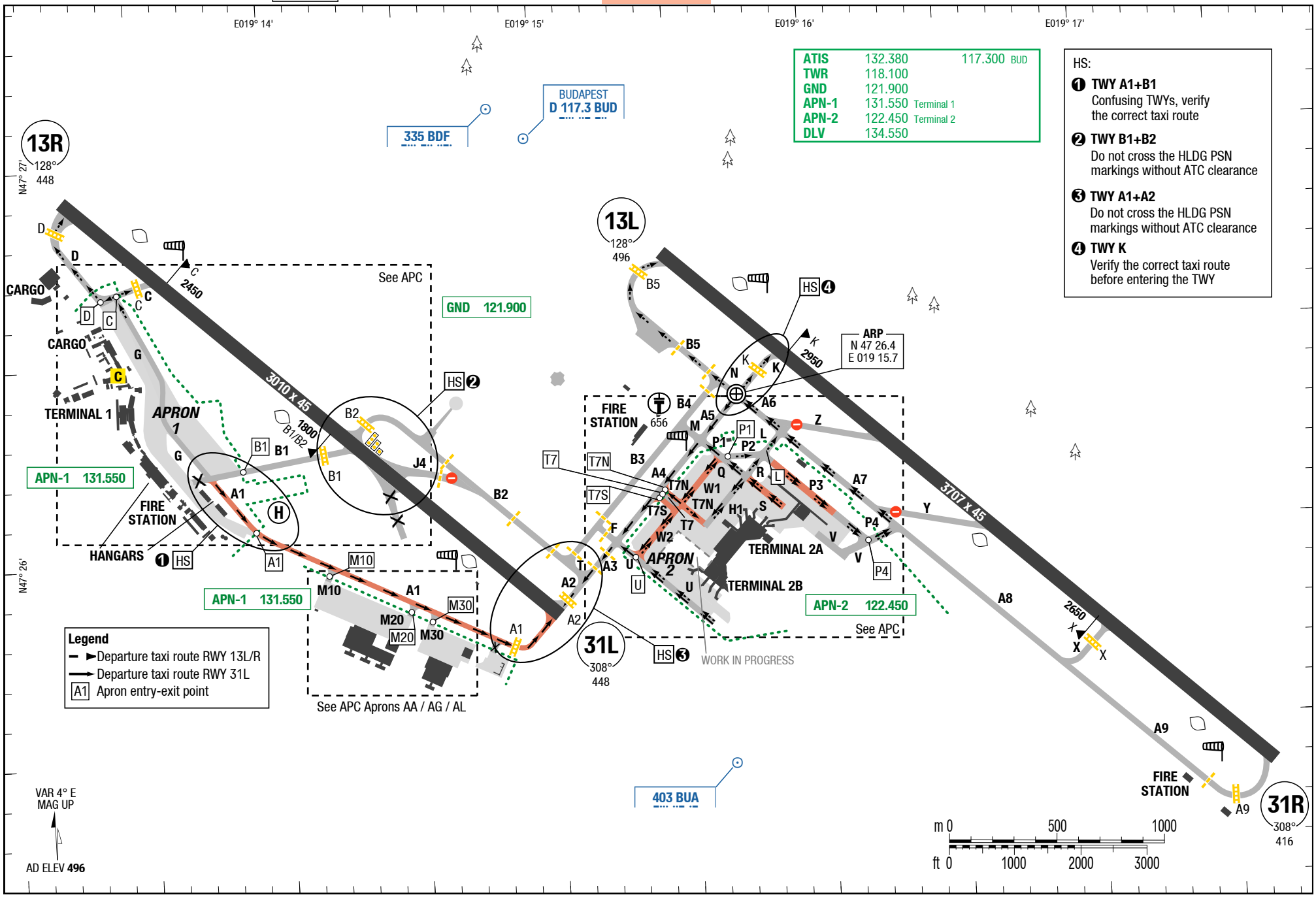
Liszt Ferenc **Budapest** Hungary

Taxi Routes DEP Parallel RWY OPS

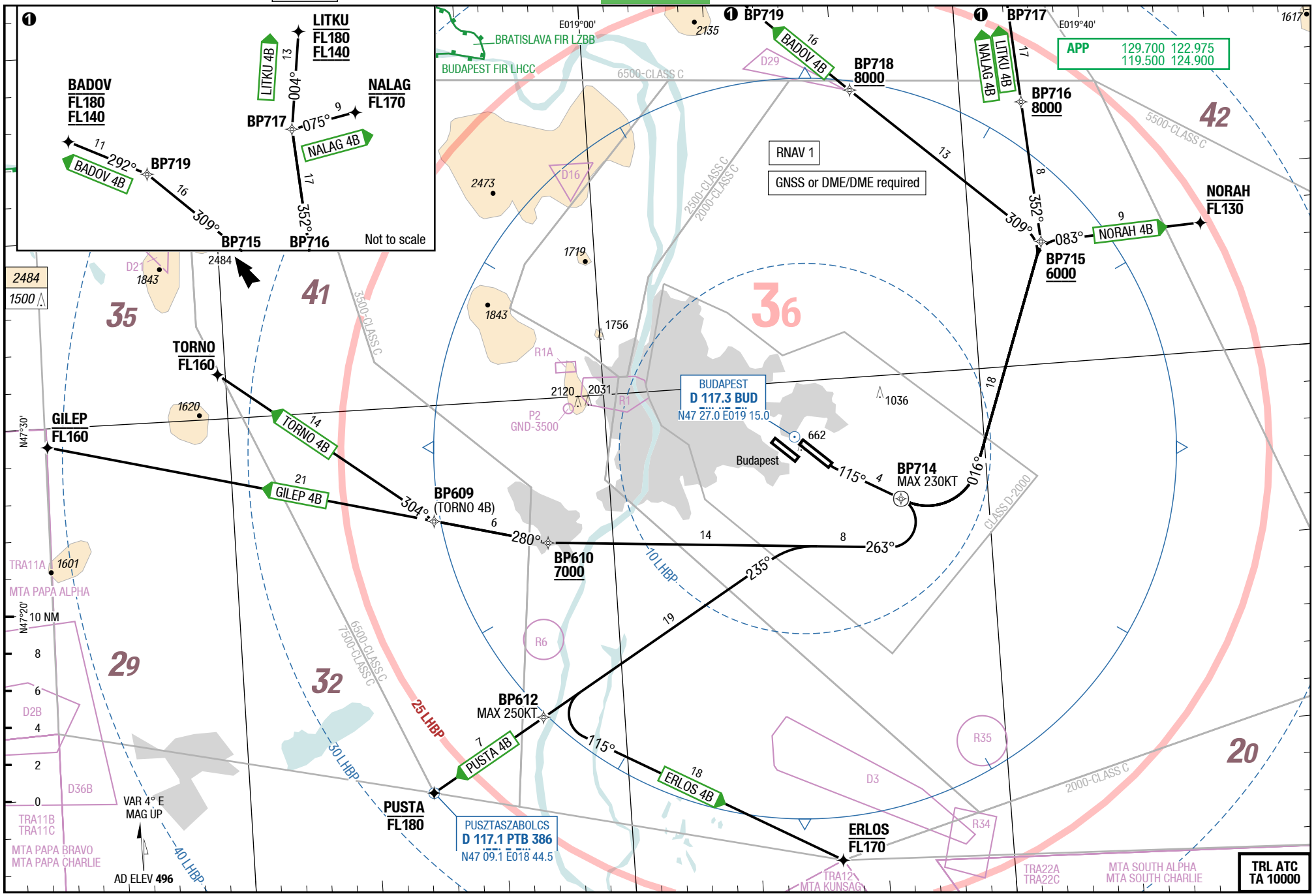
Taxi Routes ARR Parallel RWY OPS



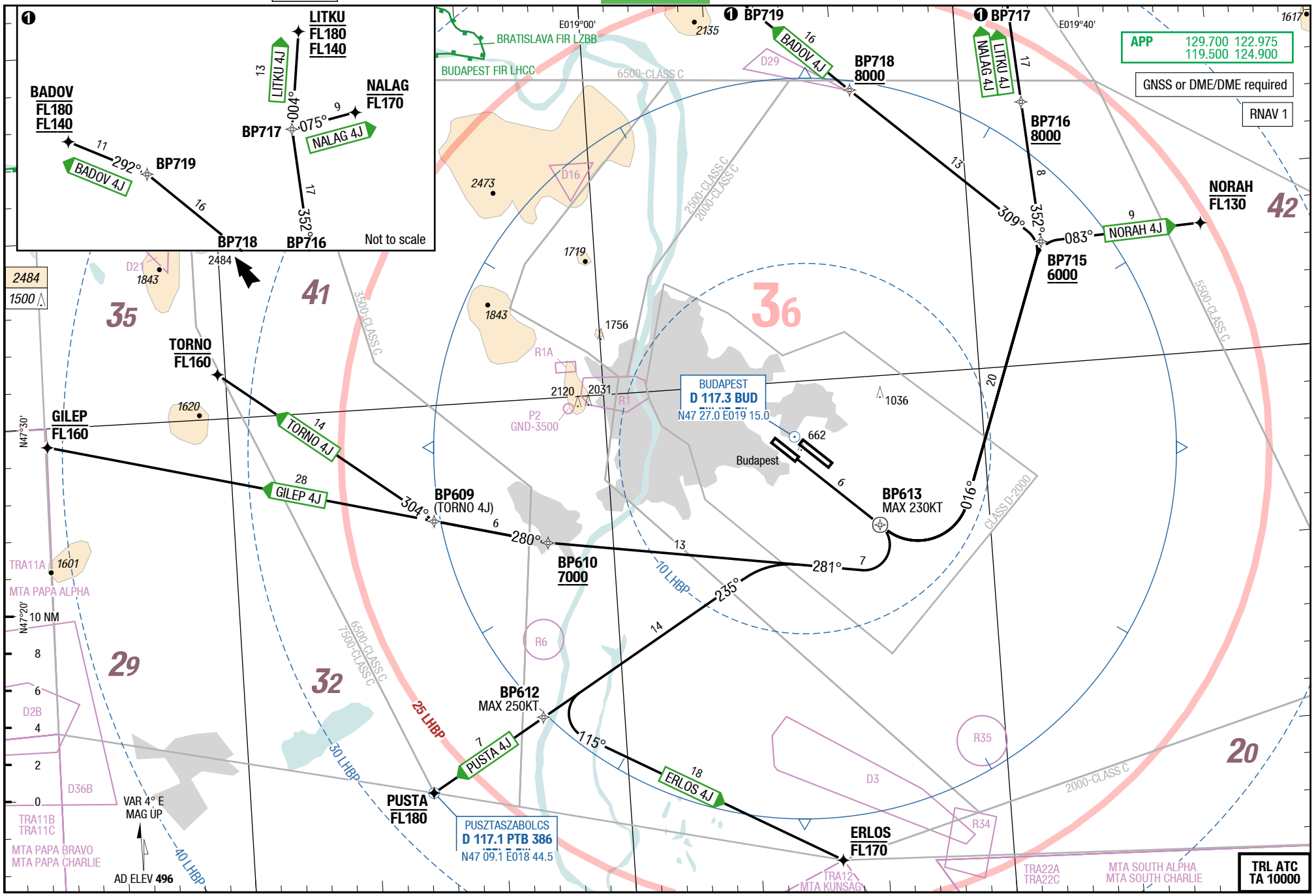
Changes: Editorial



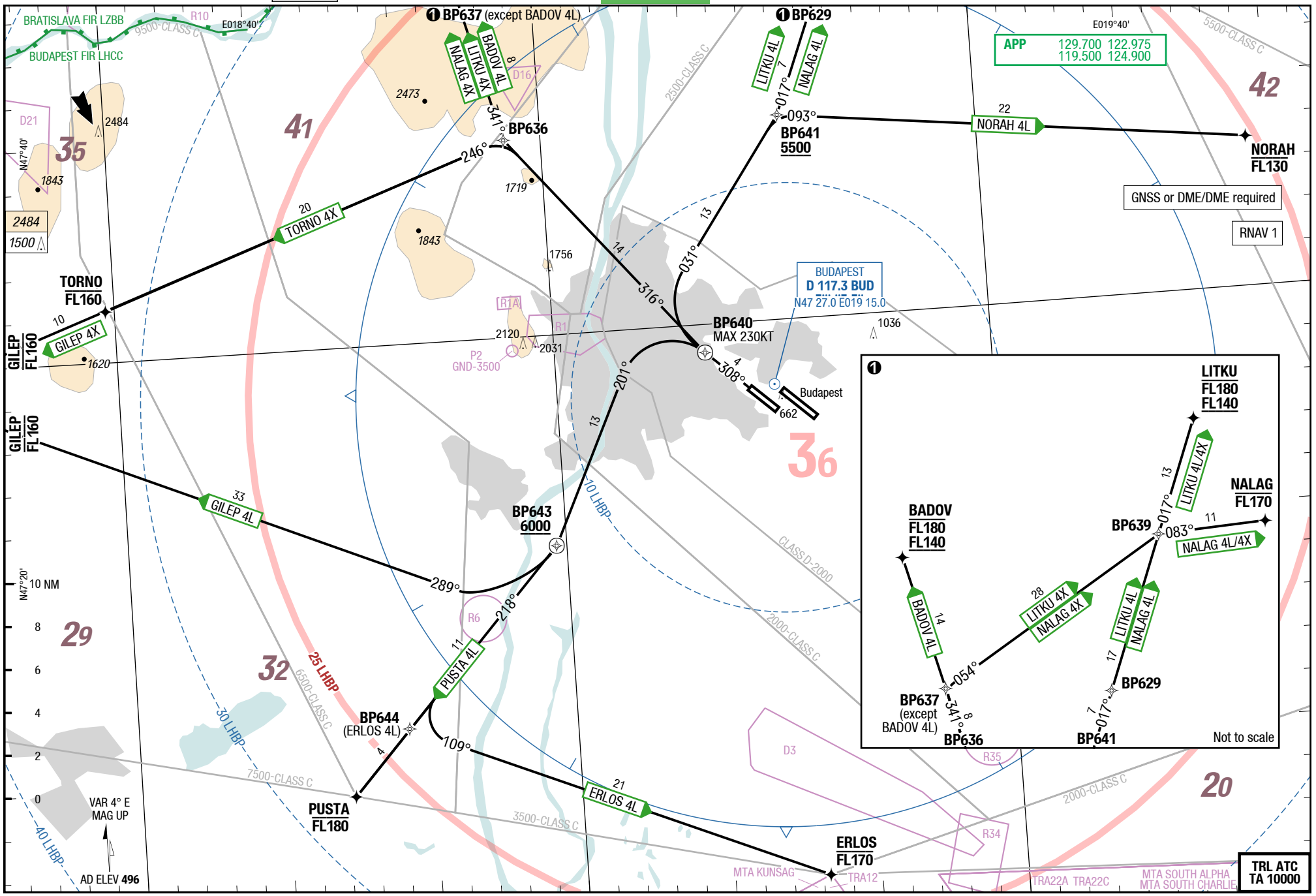
Changes: Editorial



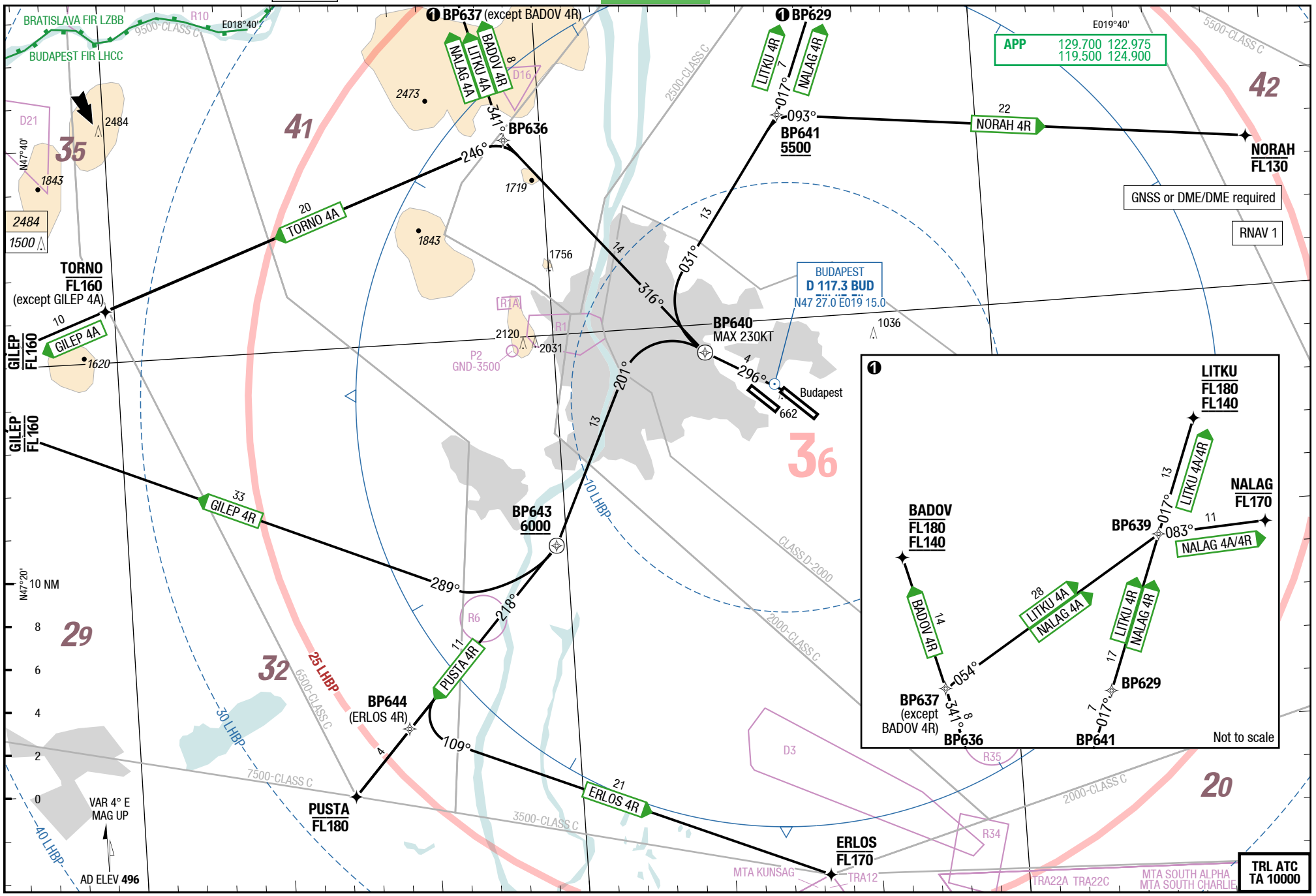
Changes: MSA, PROC, Note, OBST



Changes: MSA, PROC, Note, OBST



Changes: MSA, PROC, Note, OBST



Changes: MSA, PROC, Note, OBST

BADOV 4B / ERLOS 4B / GILEP 4B / LITKU 4B / NALAG 4B / NORAH 4B / PUSTA 4B

RWY 13L (128°)

When passing 1500, contact Budapest APP.

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13L	
BADOV 4B 5.5% to 10000 **129.700** ①②	DCT RW31R - BP714 [K230-] - 016° BP715 - BP718 - BP719 - BADOV	BP715 MNM **6000** BP718 MNM **8000** BADOV between **FL140** and **FL180** Initial climb **7000**
ERLOS 4B 5.5% to 10000 **129.700** ①②	DCT RW31R - BP714 [K230- ;R] - 235° BP612 [K250-] - ERLOS	ERLOS MAX **FL170** Initial climb **7000**
GILEP 4B 5.5% to 10000 **129.700** ①②	DCT RW31R - BP714 [K230- ;R] - DCT BP610 - GILEP	BP610 MNM **7000** GILEP MAX **FL160** Initial climb **7000**
LITKU 4B 5.5% to 10000 **129.700** ①②	DCT RW31R - BP714 [K230-] - 016° BP715 - BP716 - BP717 - LITKU	BP715 MNM **6000** BP716 MNM **8000** LITKU between **FL140** and **FL180** Initial climb **7000**
NALAG 4B 5.5% to 10000 **129.700** ①②	DCT RW31R - BP714 [K230-] - 016° BP715 - BP716 - BP717 - NALAG	BP715 MNM **6000** BP716 MNM **8000** NALAG MAX **FL170** Initial climb **7000**
NORAH 4B 5.5% to 10000 **129.700** ①②	DCT RW31R - BP714 [K230-] - 016° BP715 - NORAH	BP715 MNM **6000** NORAH MAX **FL130** Initial climb **7000**
PUSTA 4B 5.5% to 10000 **129.700** ①②	DCT RW31R - BP714 [K230- ;R] - 235° BP612 [K250-] - PUSTA	PUSTA MAX **FL180** Initial climb **7000**

① If unable to comply with climb gradient, inform ATC.

② No turn before DER.

Changes: PROC, Climb gradient, Note

TORNO 4B

RWY 13L (128°)

When passing 1500, contact Budapest APP.

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13L	
TORNO 4B 5.5% to 10000 **129.700** ①②	DCT RW31R - BP714 [K230- ;R] - DCT BP610 - BP609 - TORNO	BP610 MNM **7000** TORNO MAX **FL160** Initial climb **7000**

① If unable to comply with climb gradient, inform ATC.

② No turn before DER.

Changes: PROC, Climb gradient, Note

BADOV 4J / ERLOS 4J / GILEP 4J / LITKU 4J / NALAG 4J / NORAH 4J / PUSTA 4J
RWY 13R (128°)

When passing 1500, contact Budapest APP.

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13R	
BADOV 4J 5.5% to 10000 **129.700** ①	DCT BP613 [K230-] - 016° BP715 - BP718 - BP719 - BADOV	BP715 MNM **6000** BP718 MNM **8000** BADOV between **FL140** and **FL180** Initial climb **7000**
ERLOS 4J 5.5% to 10000 **129.700** ①	DCT BP613 [K230- ;R] - 235° BP612 [K250-] - ERLOS	ERLOS MAX **FL170** Initial climb **7000**
GILEP 4J 5.5% to 10000 **129.700** ①	DCT BP613 [K230- ;R] - DCT BP610 - GILEP	BP610 MNM **7000** GILEP MAX **FL160** Initial climb **7000**
LITKU 4J 5.5% to 10000 **129.700** ①	DCT BP613 [K230-] - 016° BP715 - BP716 - BP717 - LITKU	BP715 MNM **6000** BP716 MNM **8000** LITKU between **FL140** and **FL180** Initial climb **7000**
NALAG 4J 5.5% to 10000 **129.700** ①	DCT BP613 [K230-] - 016° BP715 - BP716 - BP717 - NALAG	BP715 MNM **6000** BP716 MNM **8000** NALAG MAX **FL170** Initial climb **7000**
NORAH 4J 5.5% to 10000 **129.700** ①	DCT BP613 [K230-] - 016° BP715 - NORAH	BP715 MNM **6000** NORAH MAX **FL130** Initial climb **7000**
PUSTA 4J 5.5% to 10000 **129.700** ①	DCT BP613 [K230- ;R] - 235° BP612 [K250-] - PUSTA	PUSTA MAX **FL180** Initial climb **7000**

① If unable to comply with climb gradient, inform ATC.

Changes: PROC, Note, Climb gradient

TORNO 4J

RWY 13R (128°)

When passing 1500, contact Budapest APP.

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13R	
TORNO 4J 5.5% to 10000 **129.700** ①	DCT BP613 [K230- ;R] - DCT BP610 - BP609 - TORNO	BP610 MNM **7000** TORNO MAX **FL160** Initial climb **7000**

① If unable to comply with climb gradient, inform ATC.

Changes: PROC, Note, Climb gradient

BADOV 4L / ERLOS 4L / GILEP 4L / GILEP 4X / LITKU 4L / LITKU 4X / NALAG 4L / NALAG 4X

RWY 31L (308°)

When passing 1500, contact Budapest APP.

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 31L	
BADOV 4L 5.5% to 10000 **129.700** ①	DCT BP640 [K230-] - BP636 - BADOV	BADOV between **FL140** and **FL180** Initial climb **7000**
ERLOS 4L 5.5% to 10000 **129.700** ①	DCT BP640 [K230-] - 201° BP643 - BP644 - ERLOS	BP643 MNM **6000** ERLOS MAX **FL170** Initial climb **7000**
GILEP 4L 5.5% to 10000 **129.700** ①	DCT BP640 [K230-] - 201° BP643 - 289° GILEP	BP643 MNM **6000** GILEP MAX **FL160** Initial climb **7000**
GILEP 4X 5.5% to 10000 **129.700** ①	DCT BP640 [K230-] - BP636 - GILEP	GILEP MAX **FL160** Initial climb **7000**
LITKU 4L 5.5% to 10000 **129.700** ①	DCT BP640 [K230-] - 031° BP641 - BP629 - BP639 - LITKU	BP641 MNM **5500** LITKU between **FL140** and **FL180** Initial climb **7000**
LITKU 4X 5.5% to 10000 **129.700** ①	DCT BP640 [K230-] - BP636 - BP637 - BP639 - LITKU	LITKU between **FL140** and **FL180** Initial climb **7000**
NALAG 4L 5.5% to 10000 **129.700** ①	DCT BP640 [K230-] - 031° BP641 - BP629 - BP639 - NALAG	BP641 MNM **5500** NALAG MAX **FL170** Initial climb **7000**
NALAG 4X 5.5% to 10000 **129.700** ①	DCT BP640 [K230-] - BP636 - BP637 - BP639 - NALAG	NALAG MAX **FL170** Initial climb **7000**

① If unable to comply with climb gradient, inform ATC.

Changes: PROC, Note, Climb gradient

NORAH 4L / PUSTA 4L / TORNO 4X

RWY 31L (308°)

When passing 1500, contact Budapest APP.

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 31L	
NORAH 4L 5.5% to 10000 **129.700** ①	DCT BP640 [K230-] - 031° BP641 - NORAH	BP641 MNM **5500** NORAH MAX **FL130** Initial climb **7000**
PUSTA 4L 5.5% to 10000 **129.700** ①	DCT BP640 [K230-] - 201° BP643 - PUSTA	BP643 MNM **6000** PUSTA MAX **FL180** Initial climb **7000**
TORNO 4X 5.5% to 10000 **129.700** ①	DCT BP640 [K230-] - BP636 - TORNO	TORNO MAX **FL160** Initial climb **7000**

① If unable to comply with climb gradient, inform ATC.

Changes: PROC, Note, Climb gradient

BADOV 4R / ERLOS 4R / GILEP 4A / GILEP 4R / LITKU 4A / LITKU 4R / NALAG 4A

RWY 31R (308°)

When passing 1500, contact Budapest APP.

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 31R	
BADOV 4R 5.5% to 10000 **129.700** ①②	DCT RW13L - DCT BP640 [K230-] - BP636 - BADOV	BADOV between **FL140** and **FL180** Initial climb **7000**
ERLOS 4R 5.5% to 10000 **129.700** ①②	DCT RW13L - DCT BP640 [K230-] - 201° BP643 - BP644 - ERLOS	BP643 MNM **6000** ERLOS MAX **FL170** Initial climb **7000**
GILEP 4A 5.5% to 10000 **129.700** ①②	DCT RW13L - DCT BP640 [K230-] - BP636 - GILEP	GILEP MAX **FL160** Initial climb **7000**
GILEP 4R 5.5% to 10000 **129.700** ①②	DCT RW13L - DCT BP640 [K230-] - 201° BP643 - 289° GILEP	BP643 MNM **6000** GILEP MAX **FL160** Initial climb **7000**
LITKU 4A 5.5% to 10000 **129.700** ①②	DCT RW13L - DCT BP640 [K230-] - BP636 - BP637 - BP639 - LITKU	LITKU between **FL140** and **FL180** Initial climb **7000**
LITKU 4R 5.5% to 10000 **129.700** ①②	DCT RW13L - DCT BP640 [K230-] - 031° BP641 - BP629 - BP639 - LITKU	BP641 MNM **5500** LITKU between **FL140** and **FL180** Initial climb **7000**
NALAG 4A 5.5% to 10000 **129.700** ①②	DCT RW13L - DCT BP640 [K230-] - BP636 - BP637 - BP639 - NALAG	NALAG MAX **FL170** Initial climb **7000**

① If unable to comply with climb gradient, inform ATC.

② No turn before DER.

Changes: PROC, Note, Climb gradient

NALAG 4R / NORAH 4R / PUSTA 4R / TORNO 4A

RWY 31R (308°)

When passing 1500, contact Budapest APP.

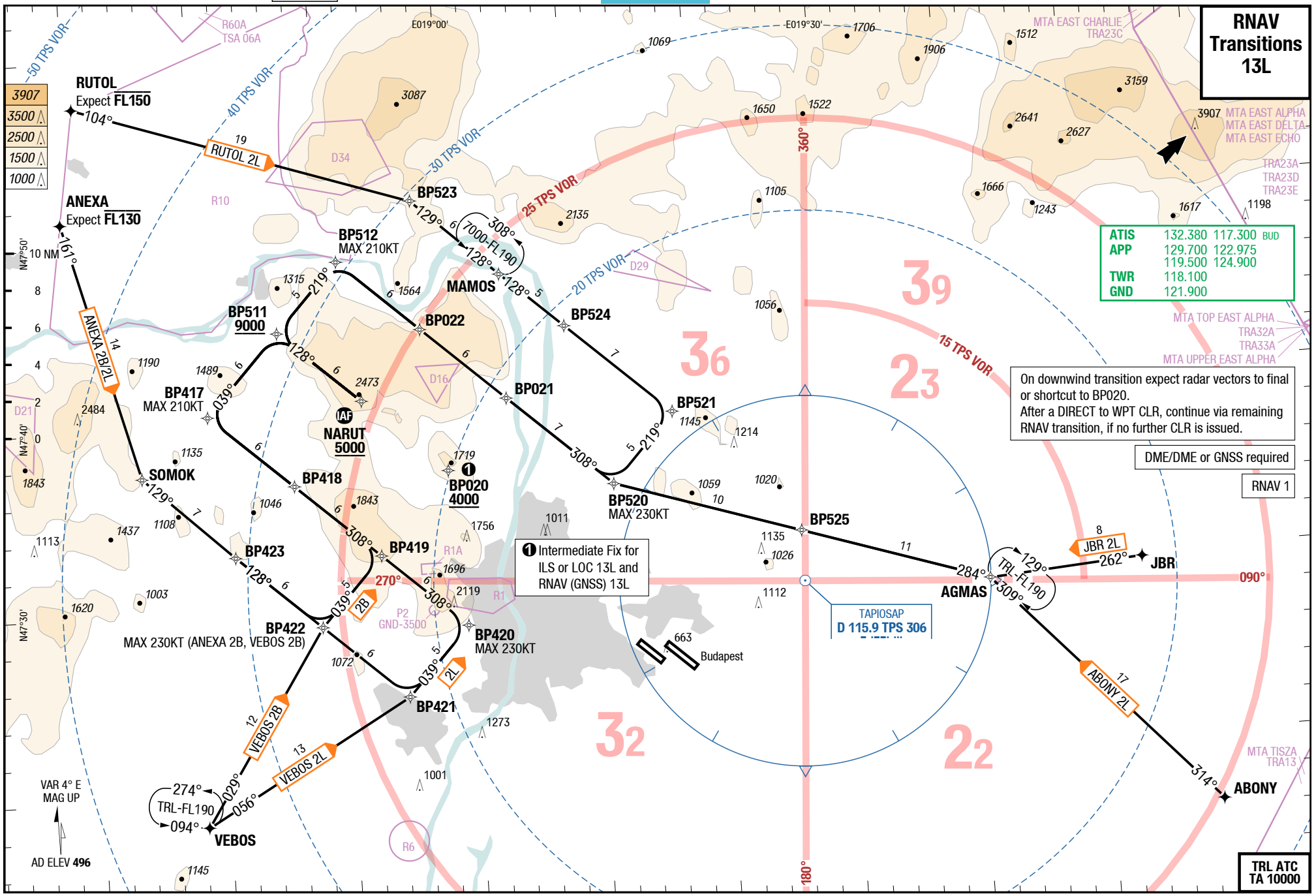
	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 31R	
NALAG 4R 5.5% to 10000 **129.700** ①②	DCT RW13L - DCT BP640 [K230-] - 031° BP641 - BP629 - BP639 - NALAG	BP641 MNM **5500** NALAG MAX **FL170** initial climb **7000**
NORAH 4R 5.5% to 10000 **129.700** ①②	DCT RW13L - DCT BP640 [K230-] - 031° BP641 - NORAH	BP641 MNM **5500** NORAH MAX **FL130** initial climb **7000**
PUSTA 4R 5.5% to 10000 **129.700** ①②	DCT RW13L - DCT BP640 [K230-] - 201° BP643 - PUSTA	BP643 MNM **6000** PUSTA MAX **FL180** initial climb **7000**
TORNO 4A 5.5% to 10000 **129.700** ①②	DCT RW13L - DCT BP640 [K230-] - BP636 - TORNO	TORNO MAX **FL160** initial climb **7000**

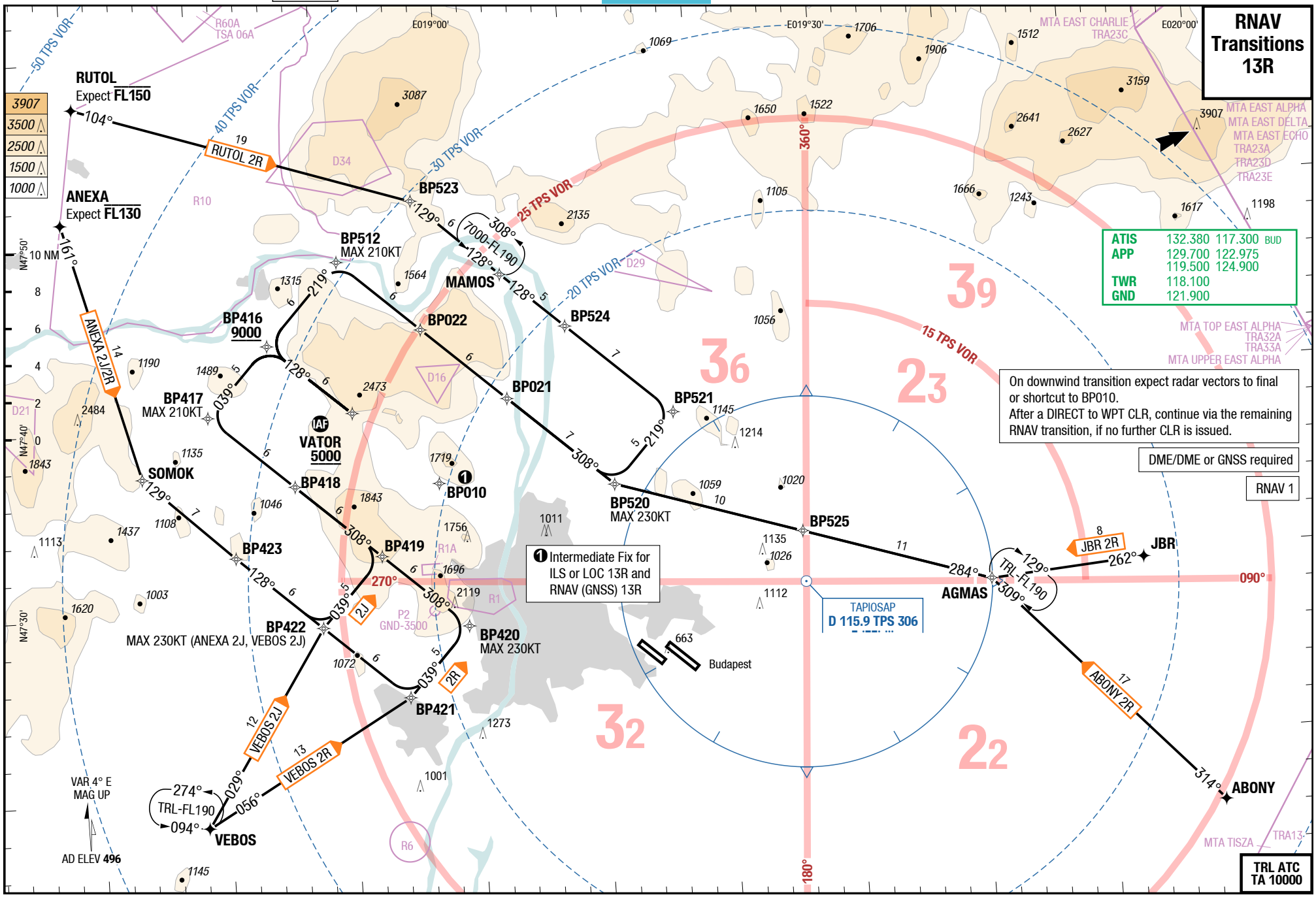
① If unable to comply with climb gradient, inform ATC.

② No turn before DER.

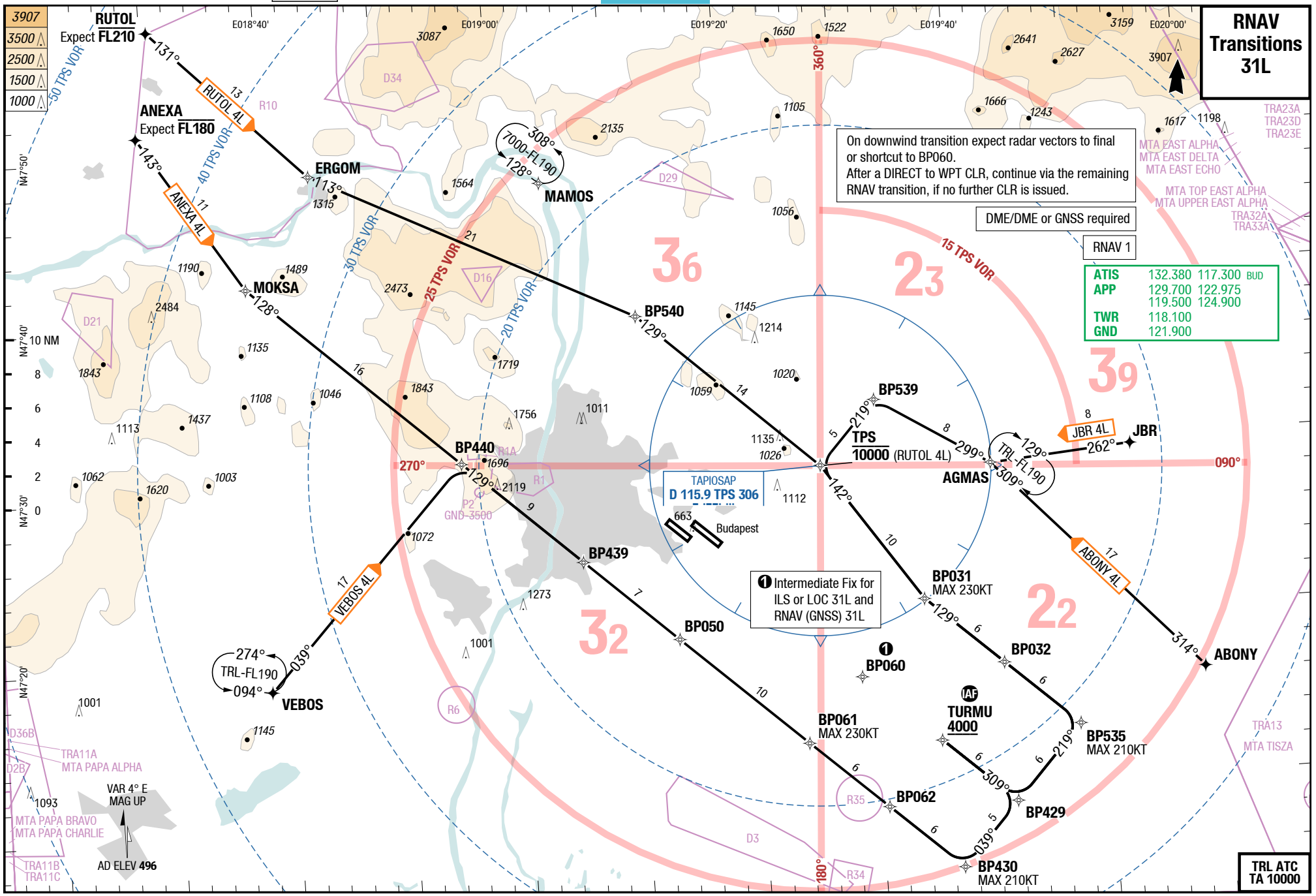
Changes: PROC, Note, Climb gradient



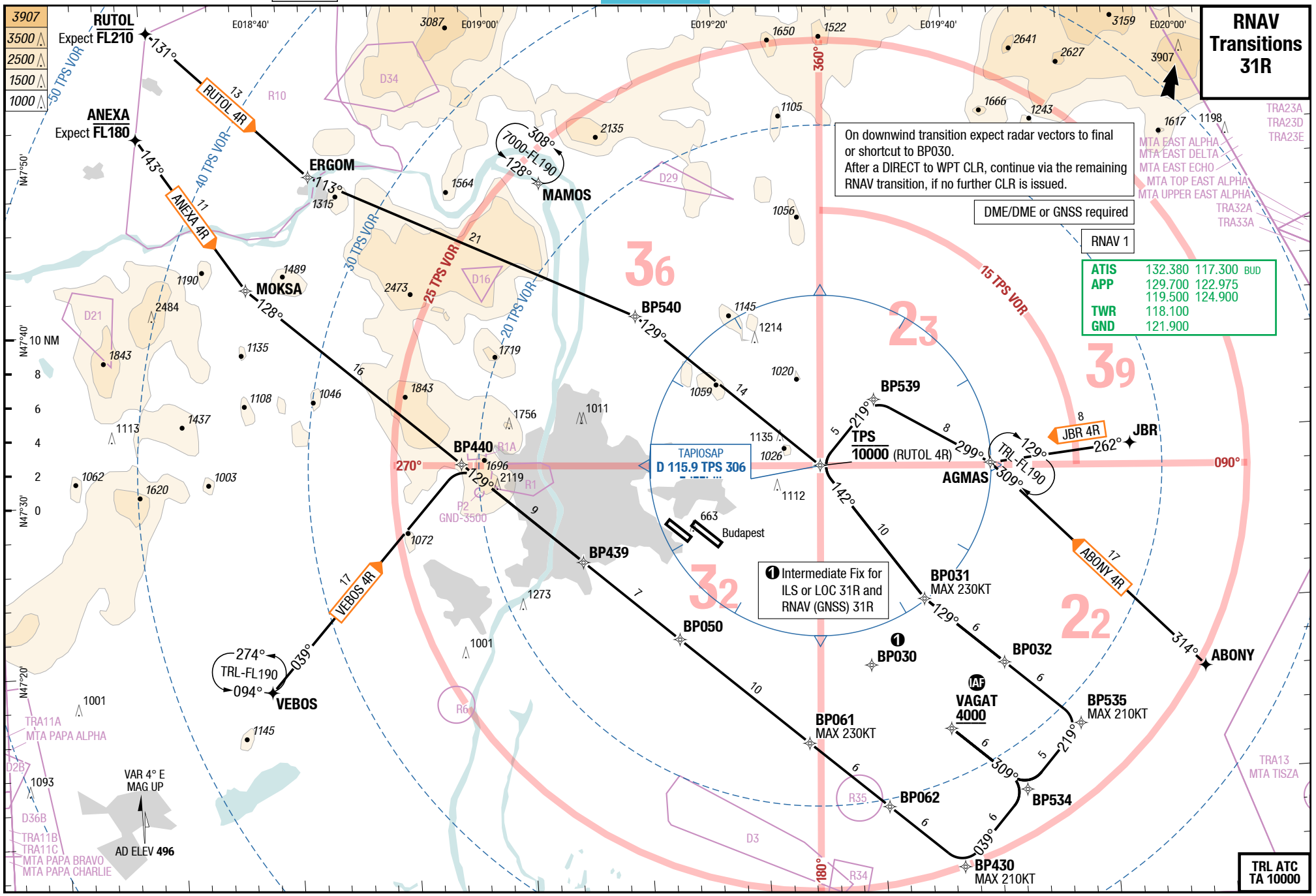
Changes: FREQ



Changes: FREQ



Changes: FREQ

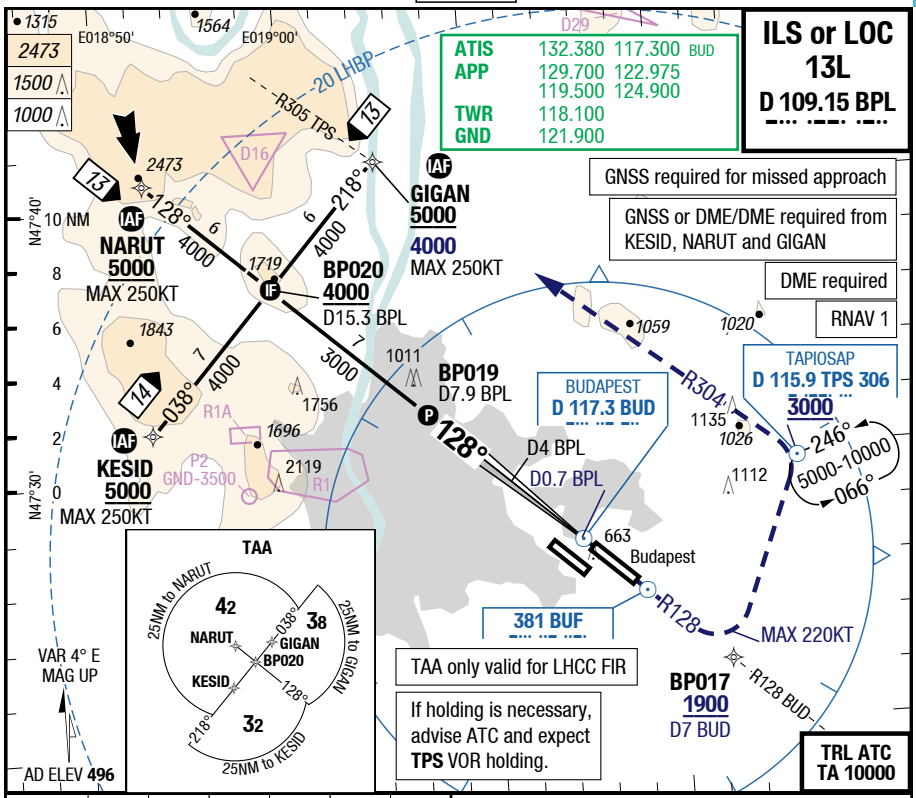


Changes: FREQ

BUD-LHBP

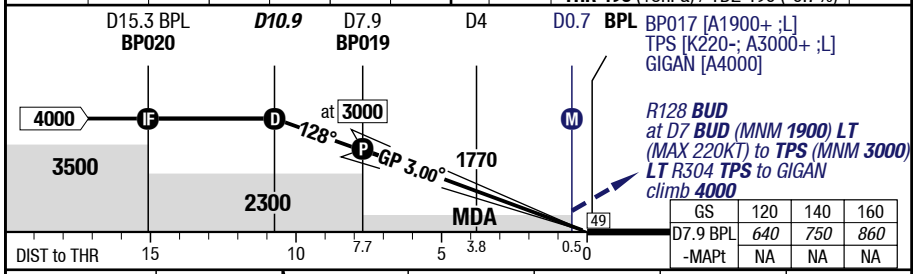
7-50

ILS or LOC 13L



LOC 3.03° D BPL	10.9	9	7	5	3	2
	4000	3390	2750	2100	1460	1140

13L 3.0° 3707 x 45 60 HL 15 HL
HL-P2F THR 496 (18hPa) / TDZ 490 (-0.7%) -0.7%



13L		Cat 2 DME GA 4.0%	Cat 1 DME LTS GA 4.0% 1)	Cat 1 DME GA 4.0% 1)	Cat 1 DME GA 2.5% 2)	LOC DME GA 3.8%	Circling
C	ft - m/km ft	100 - 300R **91** RA	200 - 450 **700**	200 - 550 **700**	480 - 1.5 **980**	370 - 1.0 **860**	820 - 2.4V **1310**
D	ft - m/km ft	110 - 300R **94** RA 3)	200 - 450 **700**	200 - 550 **700**	490 - 1.5 **990**	390 - 1.1 **880**	1020 - 3.6V **1510**

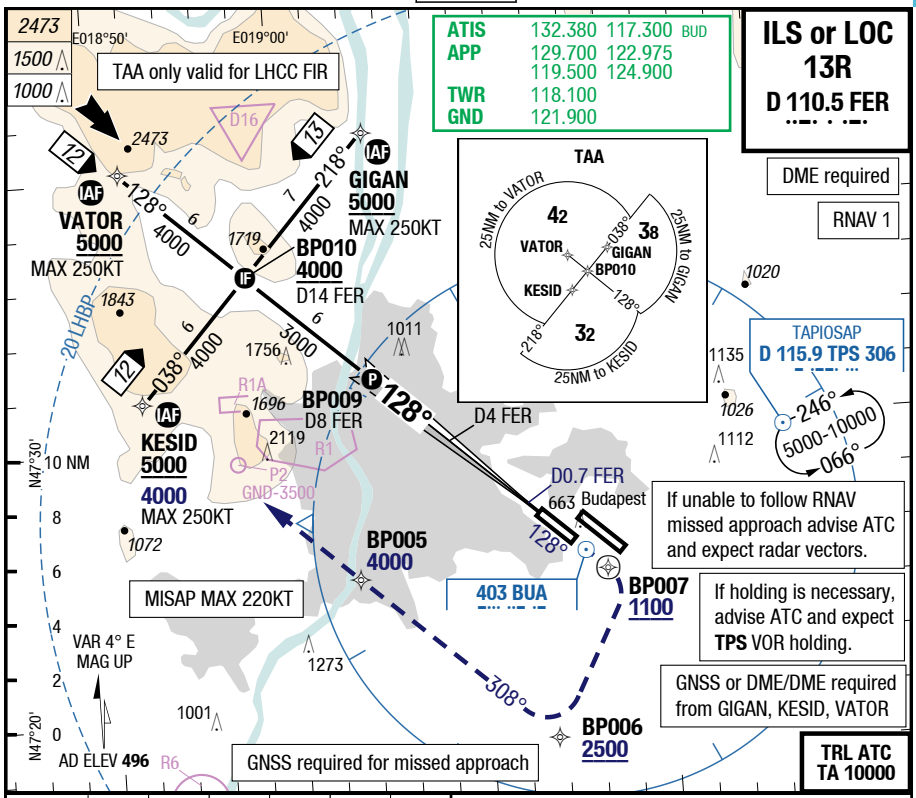
1) With EVS 350m
2) With EVS 1.0km
3) If not conducting autoland RVR 350m required

Changes: FREQ

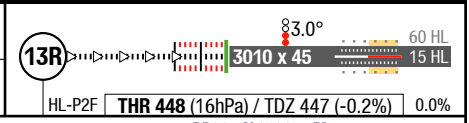
BUD-LHBP

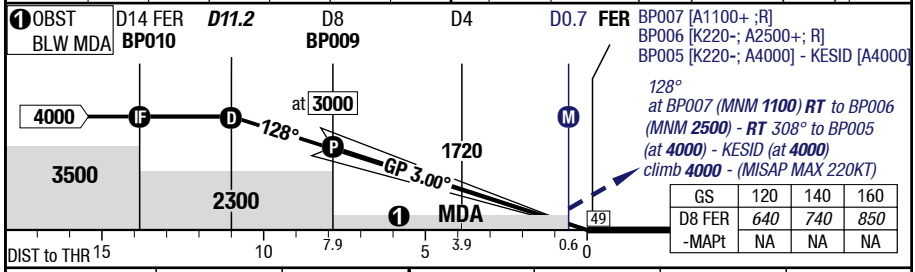
7-60

ILS or LOC 13R



LOC 3.00° D FER	11.2	9	7	6	3	2
	4000	*3310*	*2680*	*2360*	*1400*	*1090*





GS	120	140	160
D8 FER	*640*	*740*	*850*
-MAPt	NA	NA	NA

13R		Cat 3b DME GA 3.6%	Cat 2 DME GA 3.6%	Cat 1 DME LTS GA 3.4% 1)	Cat 1 DME GA 3.4% 1)	Cat 1 DME GA 2.5% 2)	Circling
C	ft - m/km ft	0 - 75R **Company**	120 - 300R **119** RA	210 - 400 **660**	210 - 550 **660**	530 - 1.7 **980**	830 - 2.4V **1320**
D	ft - m/km ft	0 - 75R **Company**	130 - 400R **135** RA	220 - 450 **670**	220 - 550 **670**	540 - 1.7 **990**	1020 - 3.6V **1510**

1) With EVS 350m
2) With EVS 1.1km

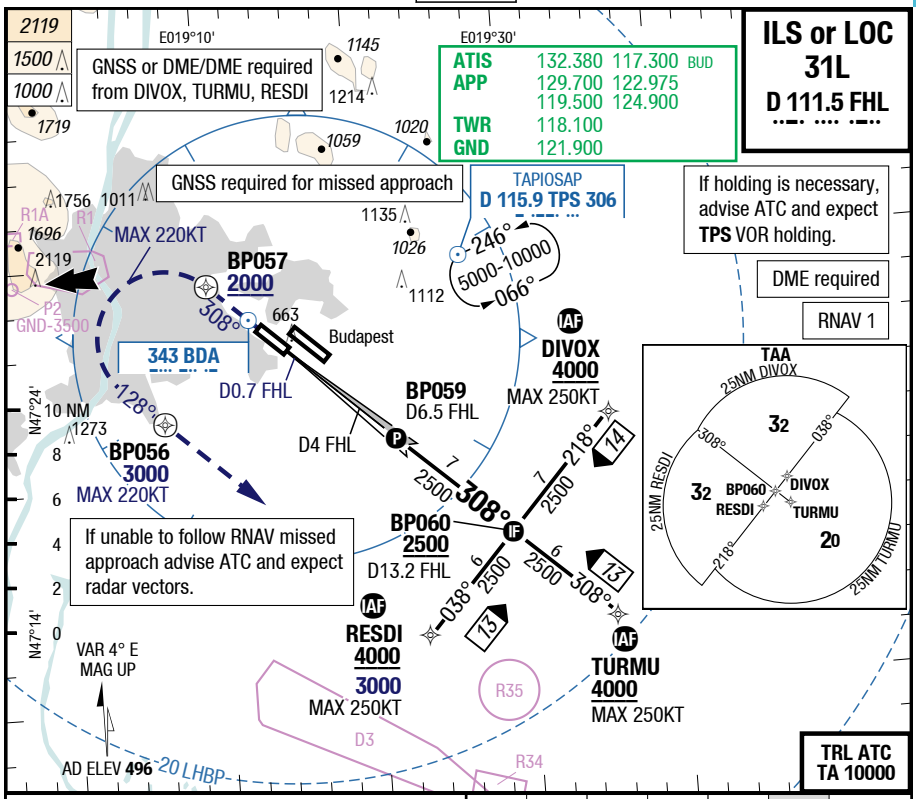
Changes: FREQ

09-AUG-2018

BUD-LHBP

7-70

ILS or LOC 31L



31L		Cat 2 DME GA 5.9%	Cat 1 DME LTS GA 5.9% 1)	Cat 1 DME GA 5.9% 1)	Cat 1 DME GA 4.7% 2)	Cat 1 DME GA 4.0% 3)	Circling
C	ft - m/km	100 - 300R	200 - 450	200 - 550	470 - 1.5	580 - 1.9	960 - 2.4V
	ft	**91** RA	**650**	**650**	**920**	**1020**	**1450**
D	ft - m/km	110 - 300R	200 - 450	200 - 550	480 - 1.5	590 - 2.0	1020 - 3.6V
	ft	**95** RA 4)	**650**	**650**	**930**	**1030**	**1510**

1) With EVS 350m
2) With EVS 1.0km
3) With EVS 1.3km
4) If not conducting autoland RVR 350m required

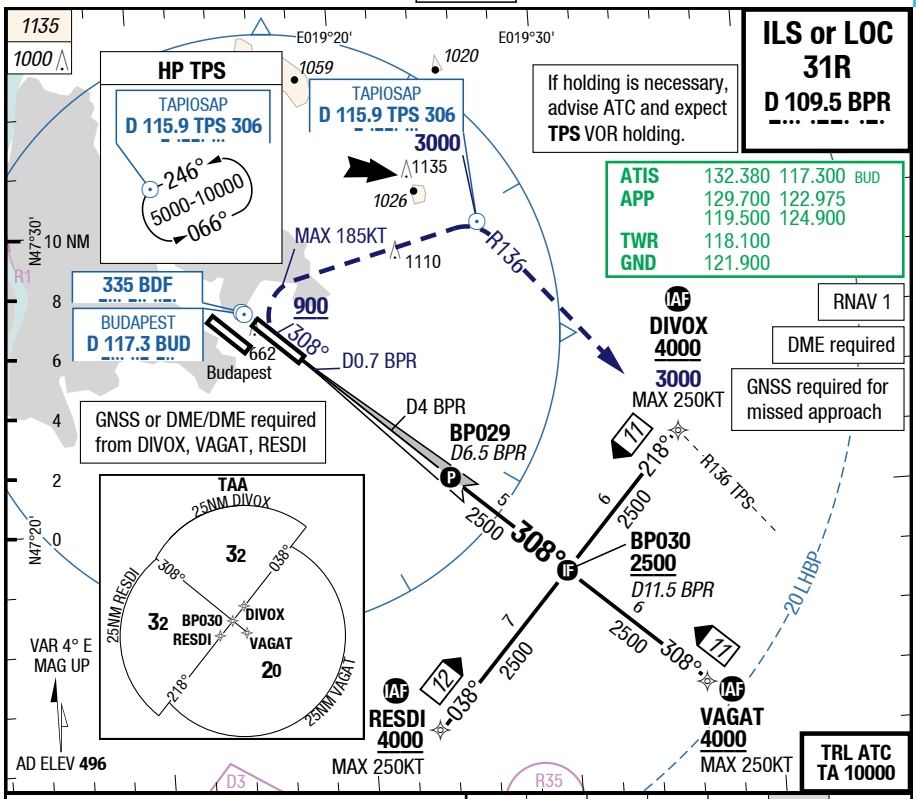
Changes: Nil

09-AUG-2018

BUD-LHBP

7-80

ILS or LOC 31R



2	3	5	6	6.5
1060	1380	2020	2340	2500

GS	120	140	160
D6.5 BPR	640	750	850
-MAPt	NA	NA	NA

31R		Cat 3b DME GA 3.6%	Cat 2 DME GA 3.6%	Cat 1 DME LTS GA 3.6% 1)	Cat 1 DME GA 3.6% 1)	Cat 1 DME GA 2.5% 2)	Circling
C	ft - m/km ft	0 - 75R **Company**	130 - 400R **134** RA	210 - 400 **620**	210 - 550 **620**	780 - 2.4 **1190**	1070 - 2.4V **1560**
D	ft - m/km ft	0 - 75R **Company**	150 - 450R **151** RA	220 - 450 **630**	220 - 550 **630**	790 - 2.4 **1200**	1080 - 3.6V **1570**

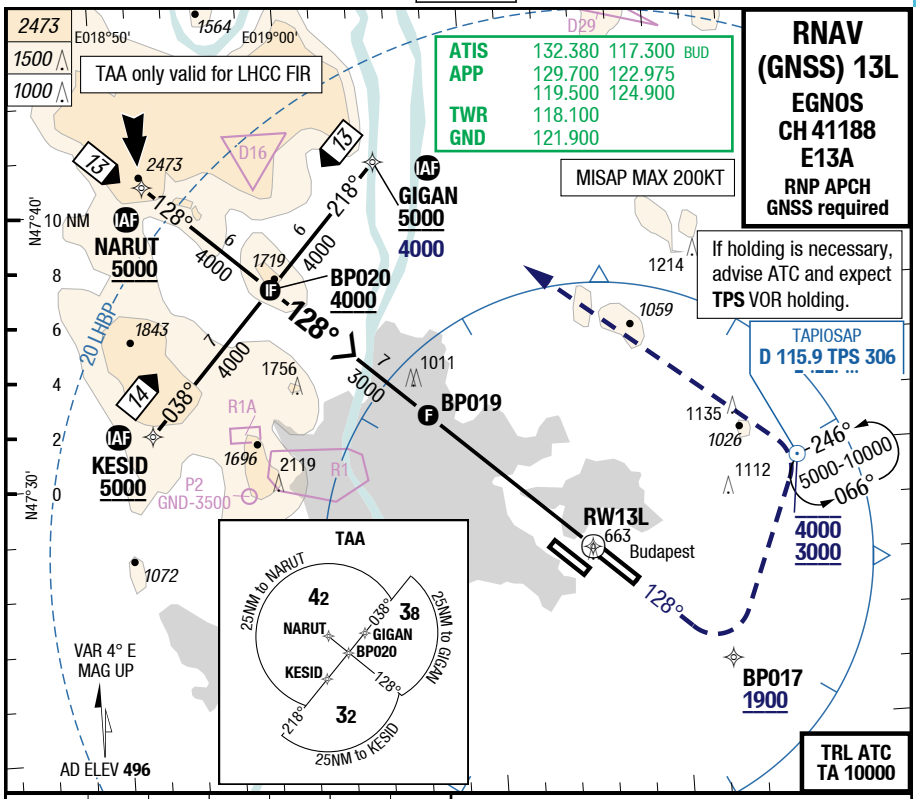
1) With EVS 350m
2) With EVS 1.6km

Changes: OBST, MISAP text

BUD-LHBP

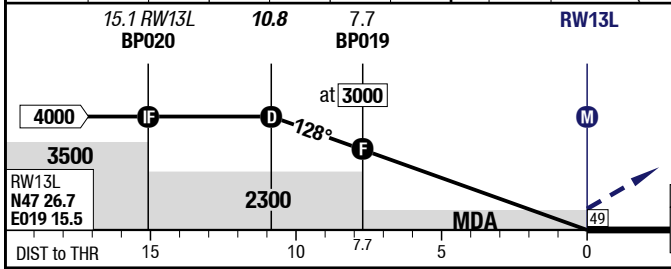
7-90

RNAV (GNSS) 13L



3.00° RW13L	10.8	9	7	5	3	2
	4000	3410	2780	2140	1500	1190

HL-P2F **THR 496** (18hPa) / TDZ 490 (-0.7%) -0.7%



BP017 [K200-; A1900+; L]
TPS [K200-; A3000+; A4000-; L]
GIGAN [K200-; A4000]
128°
*at BP017 (MNM **1900**) **LT***
*to **TPS** (between **3000** and **4000**)*
***LT** to GIGAN (at **4000**)*
*climb **4000***
(MISAP MAX 200KT)

GS	120	140	160
BP019	*640*	*740*	*850*
-RW13L	NA	NA	NA

13L		RNAV GNSS LPV GA 4.0% 1) 2)	RNAV GNSS LPV GA 2.5% 1) 3)	RNAV GNSS VNAV GA 2.5% 4)	RNAV GNSS LNAV GA 2.5%		Circling
C	ft - m/km ft	200 - 600 **700**	290 - 650 **790**	310 - 700 **800** 1) 3)	410 - 1.2 **900**		820 - 2.4V **1310**
D	ft - m/km ft	200 - 600 **700**	300 - 650 **800**	330 - 800 **830** 5)	420 - 1.2 **910**		1020 - 3.6V **1510**

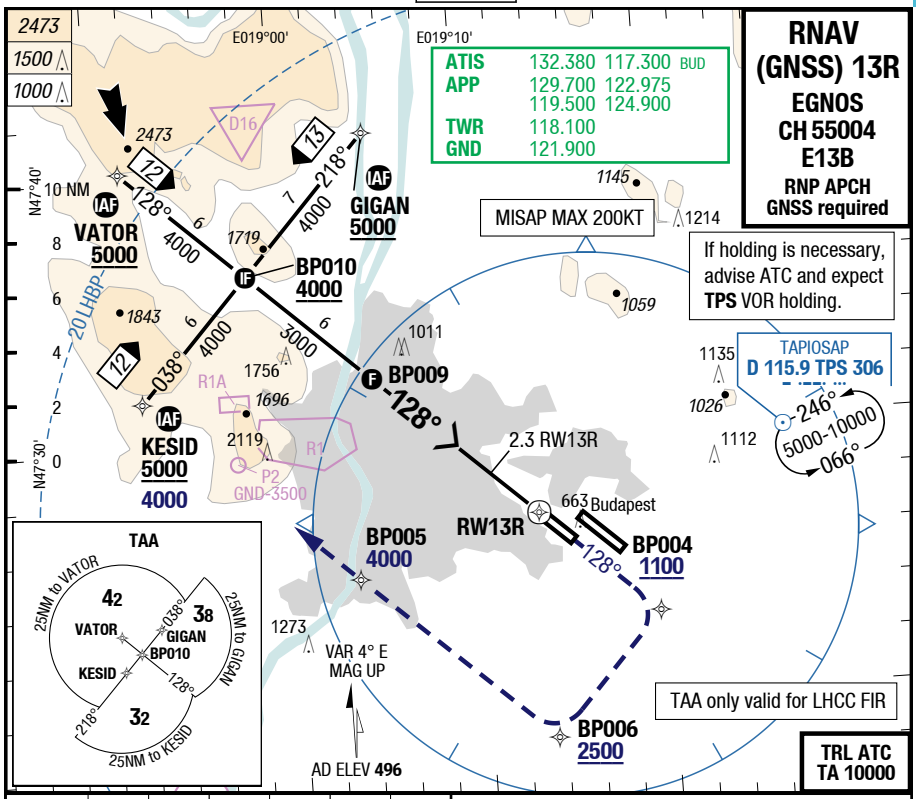
1) wo HGS RVR 750m required 2) With EVS 400m 3) With EVS 450m 4) Uncompensated BARO VNAV NA below -20°C (-4°F) 5) With EVS 550m

Changes: FREQ

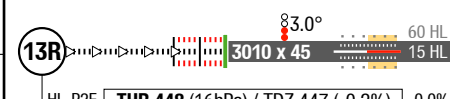
BUD-LHBP

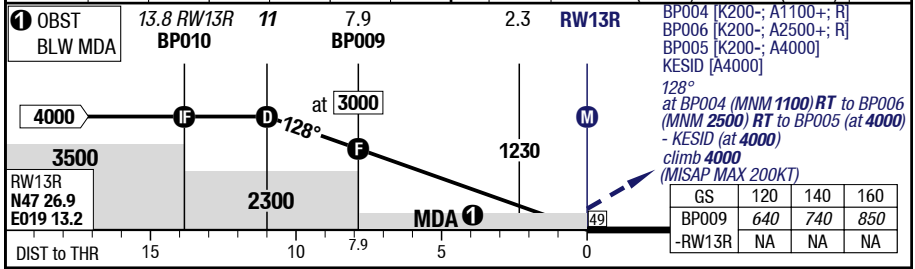
7-100

RNAV (GNSS) 13R



3.00° RW13R	11	9	7	5	3	2
	4000	3370	2730	2090	1460	1140





GS	120	140	160
BP009	*640*	*740*	*850*
-RW13R	NA	NA	NA

13R		RNAV GNSS LPV GA 4.0% 1) 2)	RNAV GNSS LPV GA 2.5%	RNAV GNSS VNAV GA 4.0% 1) 3) 4)	RNAV GNSS VNAV GA 2.5% 4) 5)	RNAV GNSS LNAV GA 4.0%	Circling
C	ft - m/km	210 - 600	420 - 1.2	290 - 650	430 - 1.3	390 - 1.1	820 - 2.4V
	ft	**660**	**870** 6)	**730**	**880**	**830**	**1310**
D	ft - m/km	220 - 600	430 - 1.3	300 - 650	460 - 1.4	390 - 1.1	1020 - 3.6V
	ft	**670**	**880** 5)	**740**	**910**	**830**	**1510**

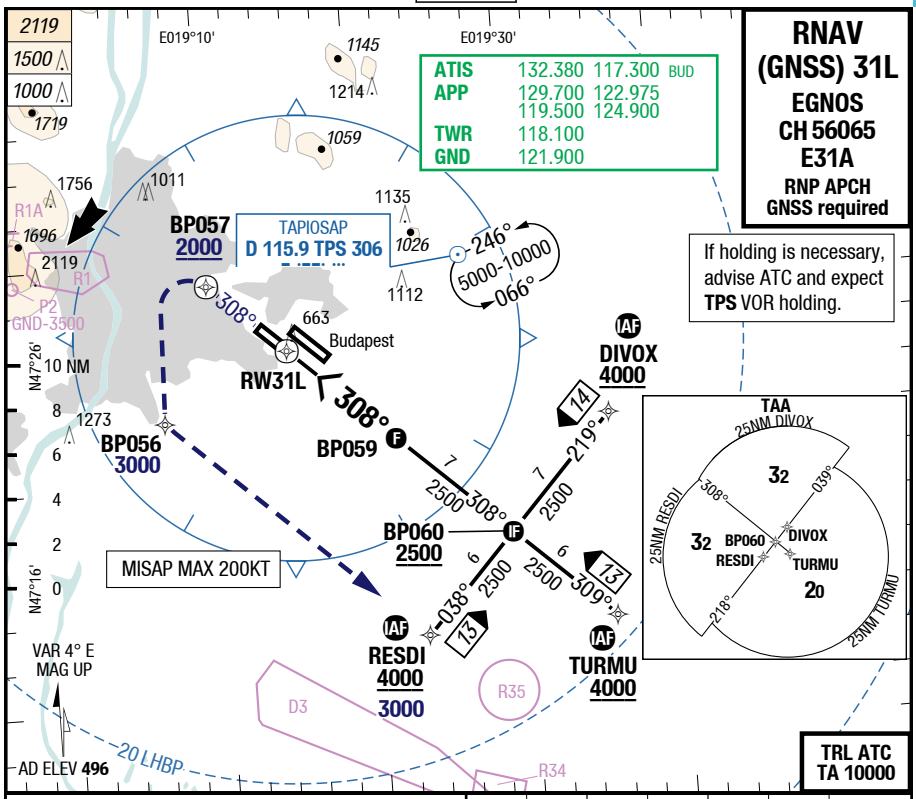
1) wo HGS RVR 750m required 2) With EVS 400m 3) With EVS 450m 4) Uncompensated BARO VNAV NA below -20°C (-4°F) 5) With EVS 900m 6) With EVS 800m

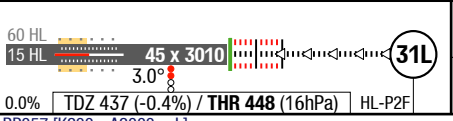
Changes: FREQ

BUD-LHBP

7-110

RNAV (GNSS) 31L



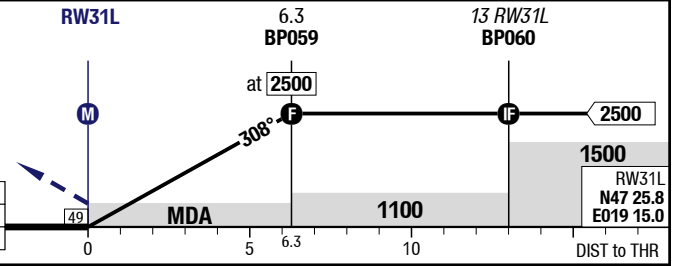


2	3	4	5	6	6.3	3.00° RW31L
1140	*1460*	*1780*	*2090*	*2410*	2500	

BP057 [K200- ;A2000+ ;L]
BP056 [K200- ;A3000; L]
RESDI [K200- ;A3000]

*308° - at BP057 (MNM **2000**)*
***LT** to BP056 (at **3000**) -*
*RESDI (at **3000**)*
*climb **3000***
(MISAP MAX 200KT)

GS	120	140	160
BP059	*640*	*740*	*850*
-RW31L	NA	NA	NA



31L		RNAV GNSS LPV GA 4.0% 1) 2)	RNAV GNSS LPV GA 2.5% 3)	RNAV GNSS VNAV GA 4.0% 4)	RNAV GNSS VNAV GA 2.5% 4)	RNAV GNSS LNAV GA 4.0%	Circling
C	ft - m/km	200 - 600	530 - 1.7	330 - 800	540 - 1.7	460 - 1.4	820 - 2.4V
	ft	**650**	**980**	**780** 5)	**990** 3)	**900**	**1310**
D	ft - m/km	200 - 600	540 - 1.7	360 - 900	560 - 1.8	460 - 1.4	1020 - 3.6V
	ft	**650**	**980**	**810** 6)	**1010** 7)	**900**	**1510**

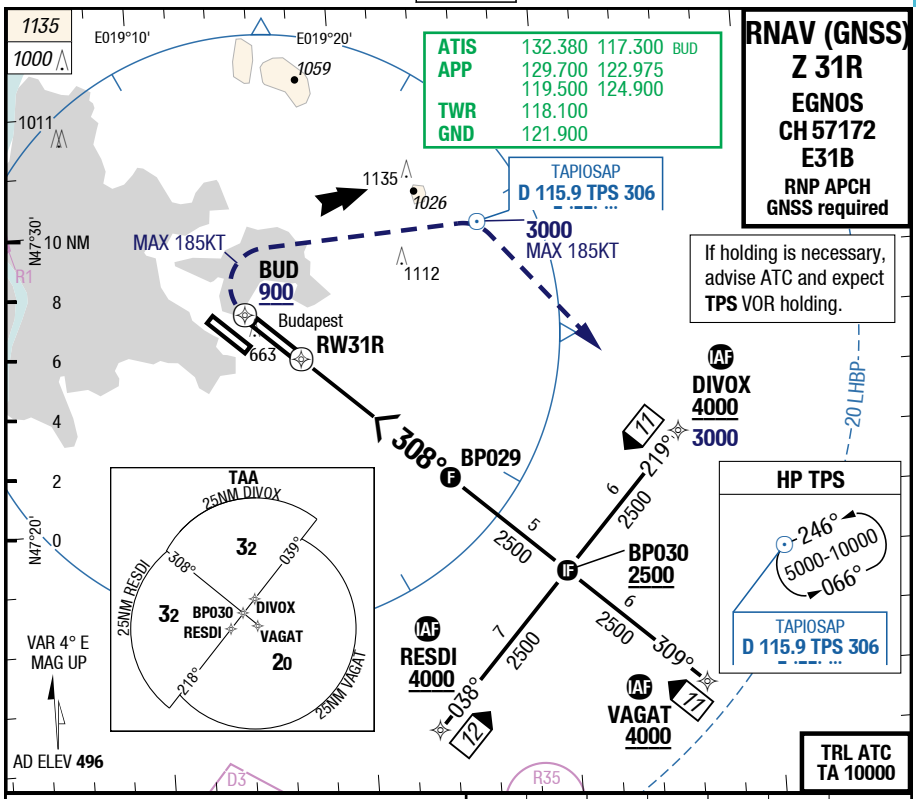
1) wo HGS RVR 750m required 2) With EVS 400m 3) With EVS 1.1km 4) Uncompensated BARO VNAV NA below -20°C (-4°F) 5) With EVS 550m 6) With EVS 600m 7) With EVS 1.2km

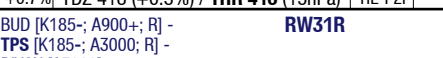
Changes: FREQ

BUD-LHBP

7-120

RNAV (GNSS) Z 31R

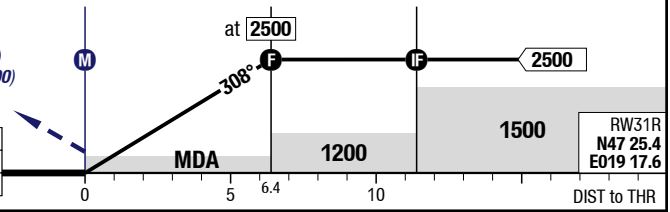




2	3	4	5	6	6.4	3.00° RW31R
1110	1430	1740	2060	2380	2500	

BUD [K185-; A900+; R] -
TPS [K185-; A3000; R] -
DIVOX [A3000]

*308° to BUD (MNM **900**)*
***RT** (MAX 185KT) to **TPS** (at **3000**)*
***RT** (MAX 185KT) to DIVOX (at **3000**)*
*climb **3000***



GS	120	140	160
RW31R	*640*	*740*	*850*
-MAPt	NA	NA	NA

31R		RNAV GNSS LPV GA 4.0% 1) 2)	RNAV GNSS LPV GA 2.5% 3)	RNAV GNSS VNAV GA 4.0% 2) 1) 4)	RNAV GNSS VNAV GA 2.5% 4)	RNAV GNSS LNAV GA 4.0%	Circling
C	ft - m/km	220 - 600	590 - 2.0	260 - 600	600 - 2.0	370 - 1.0	820 - 2.4V
	ft	**630**	**1000**	**670**	**1010** 3)	**780**	**1310**
D	ft - m/km	220 - 600	600 - 2.0	280 - 600	620 - 2.1	380 - 1.0	1020 - 3.6V
	ft	**640**	**1010**	**690**	**1040** 5)	**790**	**1510**

1) wo HGS RVR 750m required 2) With EVS 400m 3) With EVS 1.3km 4) Uncompensated BARO VNAV NA below -20°C (-4°F) 5) With EVS 1.4km

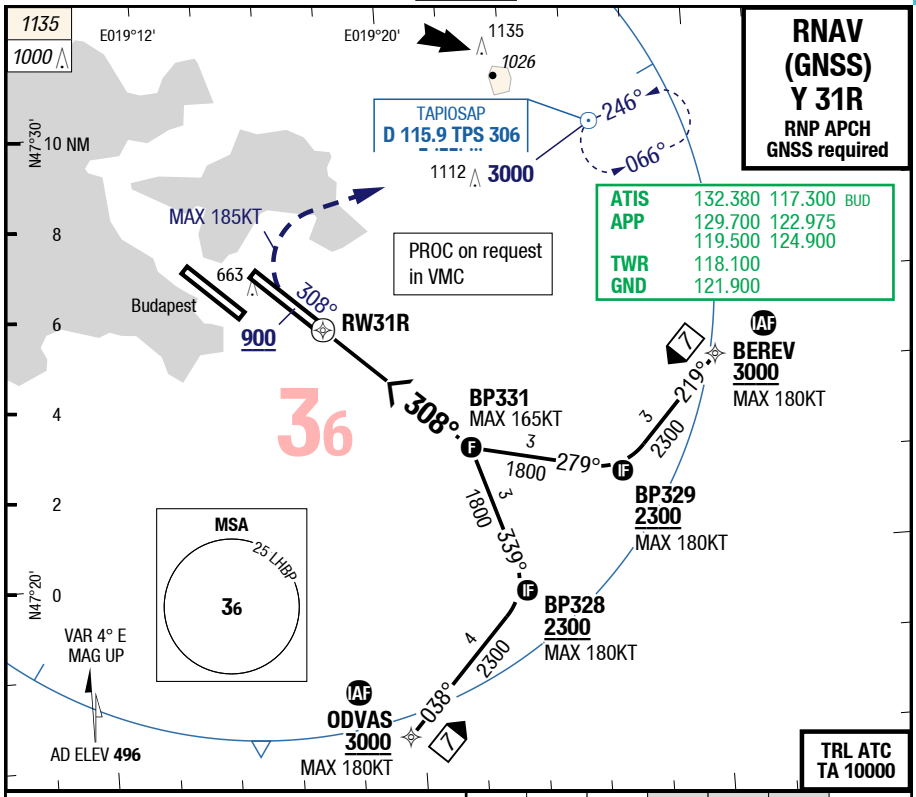
Changes: FREQ

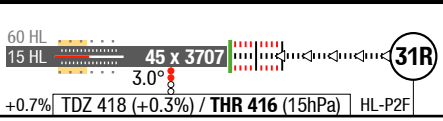
Hungary **Budapest** Liszt Ferenc

BUD-LHBP

7-130

RNAV (GNSS) Y 31R



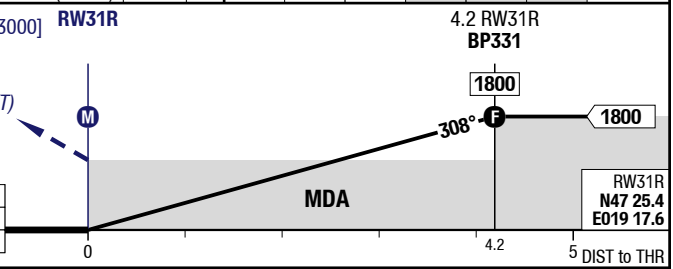


3	4	4.2				3.00° RW31R
1430	1740	1800				

[A900+ ;K185- ;R] - TPS [A3000] **RW31R**

308 °
*at MNM **900 RT** (MAX 185KT)*
*direct **TPS***
*climb **3000***

GS	120	140	160
BP331	*640*	*740*	*850*
-MAPt	NA	NA	NA



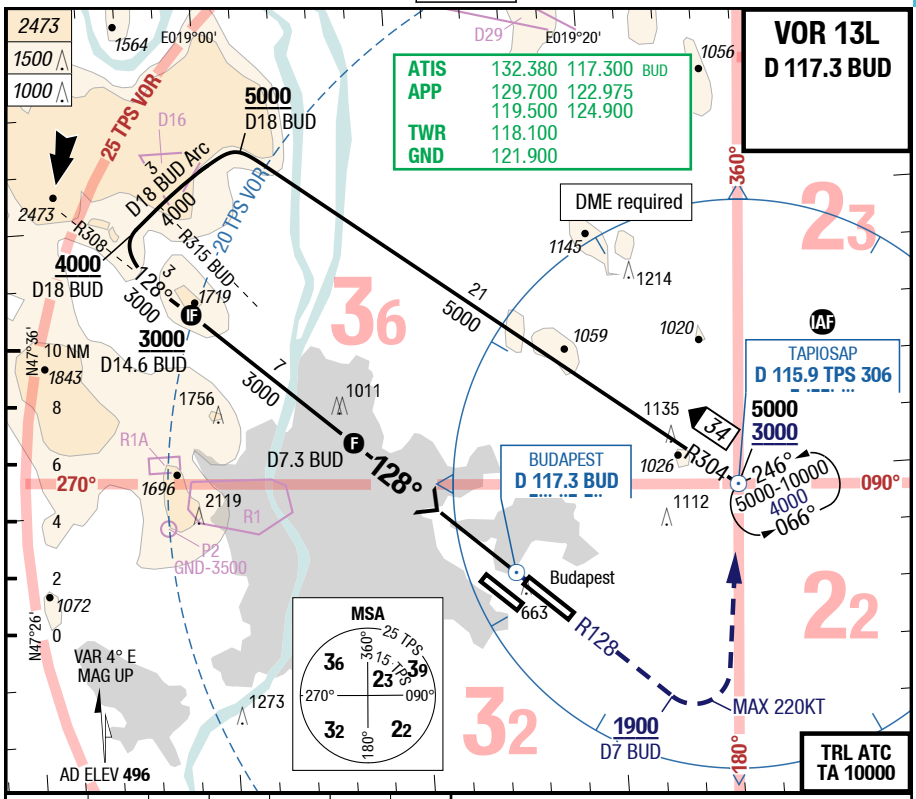
31R		RNAV GNSS LNAV					Circling
C	ft - m/km ft	C 1500 - 5.0V **1300**					Not published
D	ft - m/km ft	Not published					Not published

Changes: FREQ

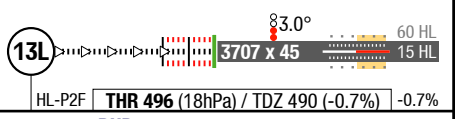
BUD-LHBP

7-150

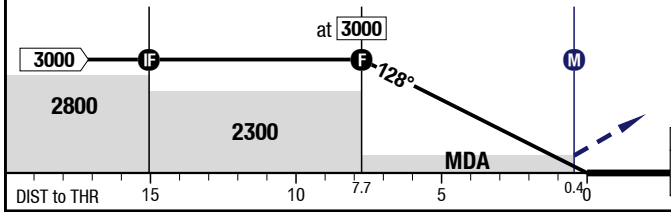
VOR 13L



3.00° D BUD	7.3	5	4	3	2	1
	3000	2290	1970	1650	1330	1010



D14.6 BUD D7.3 **BUD**



R128 **BUD**
at D7 **BUD** (MNM **1900**) **LT**
(MAX 220KT)
to **TPS** (MNM **3000**)
climb **4000**

GS	120	140	160
D7.3 BUD	*640*	*740*	*850*
-MAPt	NA	NA	NA

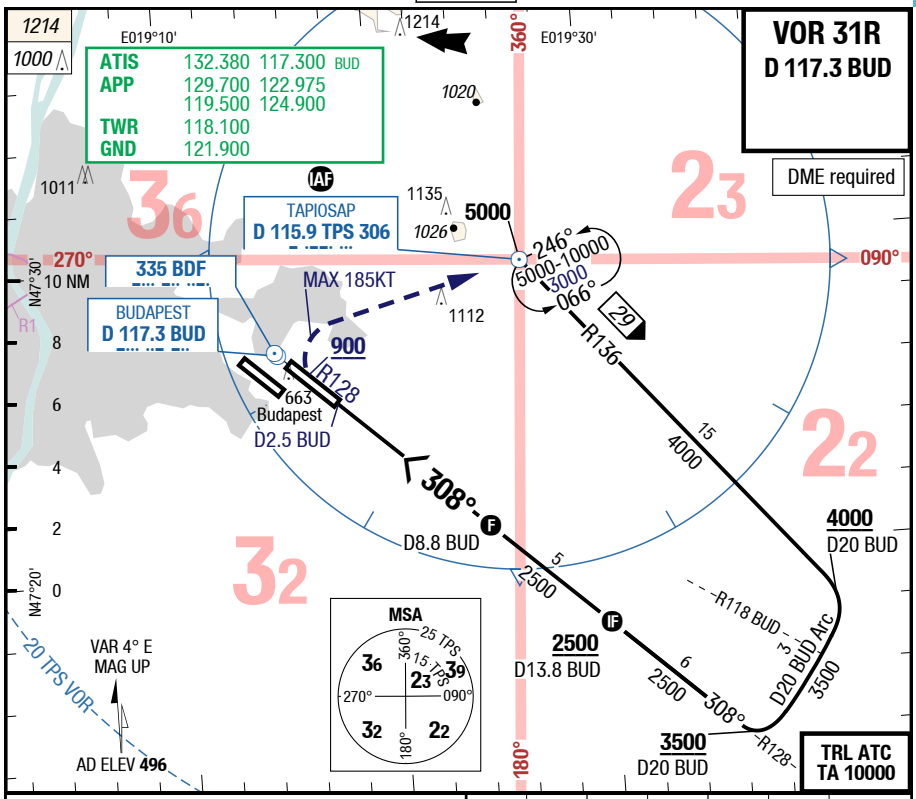
13L		VOR DME GA 3.7%	VOR DME GA 2.5%				Circling
C	ft - m/km ft	390 - 1.1 **880**	510 - 1.6 **1000**				820 - 2.4V **1310**
D	ft - m/km ft	390 - 1.1 **880**	530 - 1.7 **1020**				1020 - 3.6V **1510**

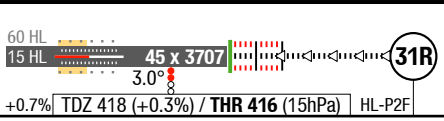
Changes: FREQ

BUD-LHBP

7-160

VOR 31R



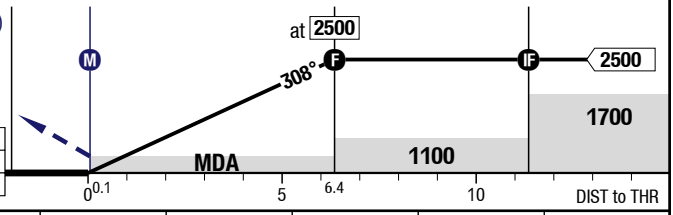


4	5	6	7	8	8.8	3.00°
970	1290	1610	1930	2250	2500	D BUD

BUD D2.5 D8.8 D13.8 BUD

R128 **BUD** inbound
at MNM **900 RT** (MAX 185KT)
direct **TPS**
climb **3000**

GS	120	140	160
D8.8 BUD	*640*	*740*	*850*
-MAPt	NA	NA	NA



31R		VOR DME GA 3.7%	VOR DME GA 2.5%				Circling
C	ft - m/km ft	380 - 1.0 **790**	850 - 2.4 **1260**				850 - 2.4V **1340**
D	ft - m/km ft	380 - 1.0 **790**	850 - 2.4 **1260**				1020 - 3.6V **1510**

Changes: FREQ

13L		**LOC DME** GA 2.5%					
C	ft - m/km ft	510 - 1.6 **1000**					
D	ft - m/km ft	530 - 1.7 **1020**					

13R		**LOC DME** GA 3.2%	**LOC DME** GA 2.5%				
C	ft - m/km ft	500 - 1.5 **940**	830 - 2.4 **1270**				
D	ft - m/km ft	500 - 1.5 **940**	850 - 2.4 **1290**				

13R		**RNAV GNSS** LNAV GA 2.5%					
C	ft - m/km ft	500 - 1.5 **940**					
D	ft - m/km ft	520 - 1.6 **960**					

31L		**Cat 1 DME** GA 2.5% 1)	**LOC DME** GA 4.7%	**LOC DME** GA 2.5%			
C	ft - m/km ft	780 - 2.4 **1230**	480 - 1.5 **920**	960 - 2.4 **1400**			
D	ft - m/km ft	790 - 2.4 **1240**	480 - 1.5 **920**	980 - 2.4 **1420**			

1) With EVS 1.6km

31L		**RNAV GNSS** LNAV GA 2.5%					
C	ft - m/km ft	660 - 2.3 **1100**					
D	ft - m/km ft	680 - 2.4 **1120**					

31R		**LOC DME** GA 3.6%	**LOC DME** GA 2.5%				
C	ft - m/km ft	350 - 900 **760**	1070 - 2.4 **1480**				
D	ft - m/km ft	350 - 900 **760**	1080 - 2.4 **1490**				

09-AUG-2018

BUD-LHBP

7-180

WxMinima Overflow

31R		**RNAV GNSS** LNAV GA 2.5%					
C	ft - m/km ft	740 - 2.4 **1150**					
D	ft - m/km ft	760 - 2.4 **1170**					

Changes: Nil