

LHBP/BUD FERIHEGY 117.3 132.37 ATIS Apt Elev 495′ ABONY 3L [ABO31], JBR 3L Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 9000'
1. On downwind expect vectors to final. 2. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC. 29 JUL 05 (10-2B) Eff 4 Aug **JEDDESEN BUDAPEST**, **HUNGARY** RNAV TRANSITION

After receiving a 'DIRECT TO WAYPOINT'-clearance and reaching this point without having received a follow-up clearance, the last flown heading exceeding this waypoint shall be continued. RWY 31L RNAV TRANSITION GPS/FMS-EQUIPPED AIRCRAFT FROM EAST



MSA TPS VOR

BP538 N47 23.6 E019 31.4 **BP539** N47 33.2 E019 31.8 230 KT **BP537** N47 20.2 E019 36.9 AGMAS BP500 N47 29.1 E019 41.5 JE WHORK JBR 3L ←264° JASZBERENY 517 JBR N47 29.6 E019 53.7 BP100 N47 29.6 E019 53.7 250 KT (IAWP) 2200' within 15 NM ABONY BP014 47 16.3 E019 58.7 250 KT

BP002 N47 29.6 E019 26.8

D 115.9 TPS N47 29.6 E019 26

0009

°091

8P43 i N47 20.5 E019 23.6 (FAWP) **BP026** N47 21.5 E019 22.0 At 2500' **BP432** N47 17.1 E019 29.0 At or above **3000**' **BP433** N47 13.7 E019 34.4 BP 434 N47 10.4 E019 39.8 At or above 6000' **GPS/FMS CLEARANCE PHRASEOLOGY BP536** N47 16.8 E019 42.3 210 KT Sylv

Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC. "Cleared direct Waypoint xxx":

cluding the vertical constraints depicted on the procedure "Cleared xxx Transition and Profile": Authorization to fly the GPS/FMS-route as published, in-Altitude & speed assignments will be issued by ATC. Authorization to fly the lateral GPS/FMS-route.

NOT TO SCALE

"Cleared direct Waypoint xxx":

Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

"Cleared xxx Transition and Profile": Authorization to fly the GPS/FMS-route as published, in-

Altitude & speed assignments will be issued by ATC Authorization to fly the lateral GPS/FMS-route.

cluding the vertical constraints depicted on the procedure

1. "Cleared xxx Transition":

GPS/FMS CLEARANCE PHRASEOLOGY

NOT TO SCALE

1. "Cleared xxx Transition":

ABONY 3L JBR 3L JBR/BP100 (K250) - AGMAS/BP500 - BP539 - TPS/BP002 - BP538 (K230) - BP530 (K210) - BP434 (6000'+) - BP432 (3000'+) - BP431 (2500') - BP026. ABONY/BP014 (K250) - AGMAS/BP500 - BP539 - TPS/BP002 - BP538 (K230) - BP530 (K210) - BP434 (6000'+) - BP432 (3000'+) - BP431 (2500') - BP026.

ROUTING

TRANSITION

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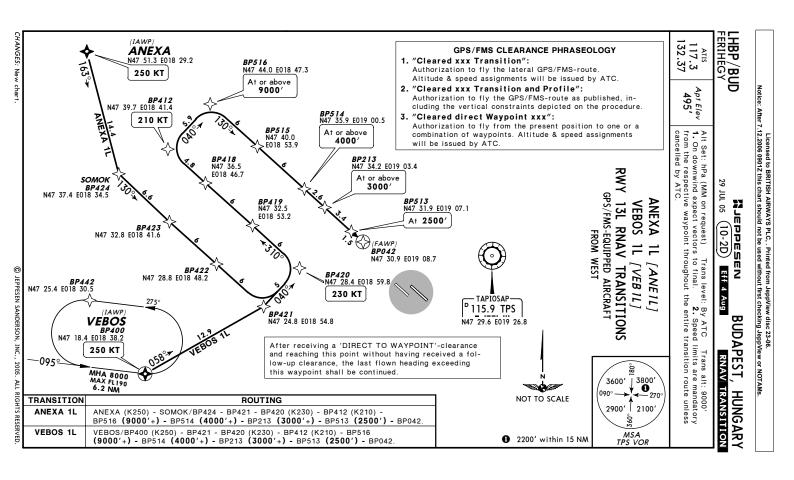
Notice: After 7.12.2006 0991Z this chart should not be used without first checking JeppView or NOTAMs.

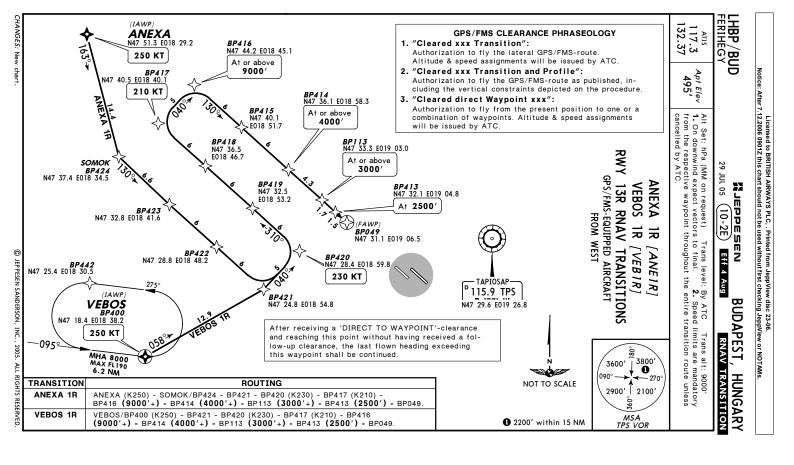
PEDDESEN

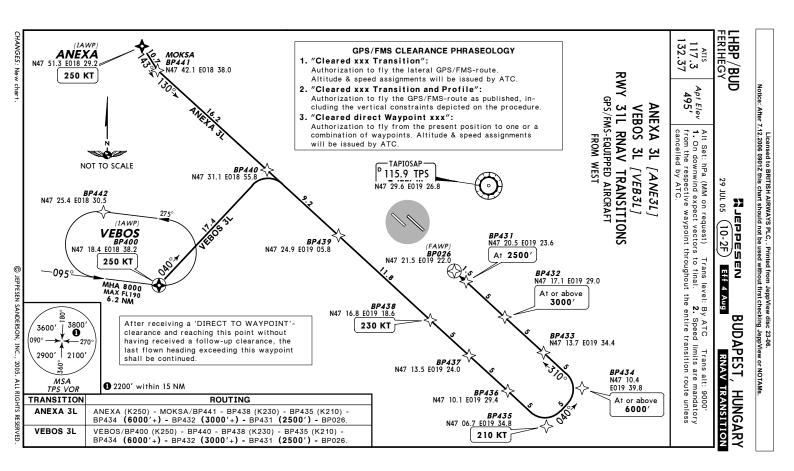
HBP/BUD 117.3 132.37 TAPIOSAP **BP002** N47 29.6 E019 26.8 N47 29.6 E019 26 **BP53** N47 19.9 E019 26.4 (FAWP) **BP035** N47 20.9 E019 24.8 After receiving a 'DIRECT TO WAYPOINT'-clearance and reaching this point without having received a follow-up clearance, the last flown heading exceeding this waypoint shall be continued. At 2500' Apt Elev 495' **BP53** N47 16.5 E019 31.8 At or above **3000**' ABONY 3R [ABO3R], **RWY 31R RNAV TRANSITION** Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 9000' 1. On downwind expect vectors to final. 2. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC. ୢୢୢୢୢୢୢୄୢୢ GPS/FMS-EQUIPPED AIRCRAFT N47 13.2 E019 37.2 8P534 N47 09.8 E019 42.6 At or above **7000**′ 29 JUL 05 (10-2C) FROM EAST **BP539** N47 33.2 E019 31.8 **BP538** N47 23.6 E019 31.4 230 KT **BP537** N47 20.2 E019 36.9 JBR 3R E019 41.5 Eff 4 Aug **BP536** N47 16.8 E019 42.3 WORK IN JBR 3R-264 0000 HAY અધ N47 29.6 E019 53.7 **BP100** N47 29.6 E019 53.7 BUDAPEST, HUNGARY 517 JBR **JASZBERENY** 250 KT **BP535** N47 13.4 E019 47.6 IAWP 210 KT RNAV TRANSITION 0 ABONY **BP014** N47 16.3 E019 58.7 2200' within 15 NM 3600' 3800' 090° — 270° 250 KT 2900′ MSA TPS VOR 180 2100′

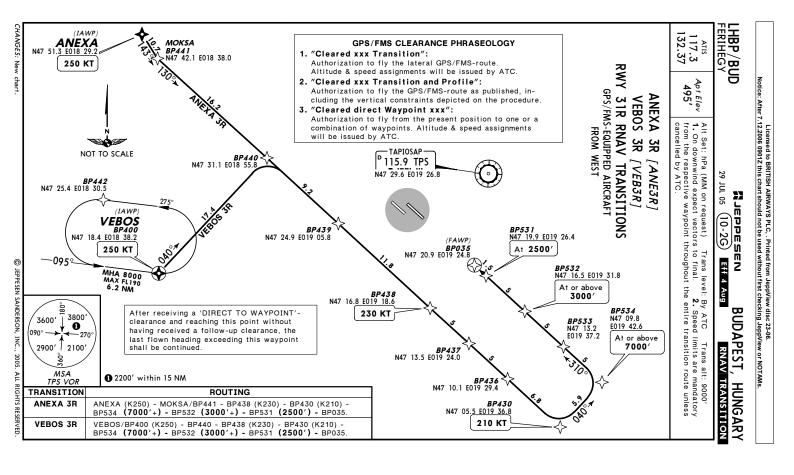
TRANSITION ABONY 3R JBR 3R JBR/BP100 (K250) - AGMAS/BP500 - BP539 - TPS/BP002 - BP538 (K230) - BP535 (K210) - BP534 **(7000'+)** - BP532 **(3000'+)** - BP531 **(2500')** - BP035. ABONY/BP014 (K250) - AGMAS/BP500 - BP539 - TPS/BP002 - BP538 (K230) - BP535 (K210) - BP534 (7000'+) - BP532 (3000'+) - BP531 (2500') - BP035 ROUTING

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LHBP/BUD FERIHEGY 29 JUL 05 (10-2H) # JEDDESEN Eff 4 Aug **BUDAPEST**, **HUNGARY** RNAV TRANSITION

117.3 132.37 ATIS Apt Elev

1. On downwind expect vectors to final. Alt Set: hPa (MM on request)

from the respective waypoint throughout the entire transition route unless cancelled by $\ensuremath{\mathsf{ATC}}.$ Trans level: By ATC Trans alt: 9000's to final. 2. Speed limits are mandatory

RWY 13L RNAV TRANSITION GPS/FMS-EQUIPPED AIRCRAFT RUTOL 1L [RUT1L] FROM NORTHWEST

RUTOL N47 57.5 E018 30.6

250 KT



2200' within 15 NM

BP523 N47 51.5 E018 57.3

8P516 N47 44.0 E018 47.3

BP518 N47 43.6 E018 59.0

BP522 N47 43.2 E019 10.6

BP519 N47 39.6 E019 05.5

BP521 N47 39.2 E019 17.1

BP517 N47 47.6 E018 52.4

210 KT

MAMOS BP600 N47 47.3 E019 04.0

NOT TO SCALE

At or above **9000**′

BP515 N47 40.0 E018 53.9

8P514 N47 35.9 E019 00.5

BP520 N47 35.6 E019 12.1

230 KT

At or above

4000

BP21. N47 34.2 E019 03.4

(FAWP) B**8042** N47 30.9 E019 08.7 \bigcirc

BP51. N47 31.9 E019 07.

At 2500'

TAPIOSAP 115.9 TPS N47 29.6 E019 26.8

After receiving a DIRECT TO WAYPOINT'-clearance and waypoint shall be continued heading exceeding this clearance, the last flown having received a follow-up reaching this point without

"Cleared xxx Transition and Profile": Authorization to fly the GPS/FMS-route

FMS-route. Altitude & speed assignments will be issued by ATC.

1. "Cleared xxx Transition":

GPS/FMS CLEARANCE PHRASEOLOGY

Authorization to fly the lateral GPS/

3. "Cleared direct Waypoint xxx":

constraints depicted on the procedure. as published, including the vertical

Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assign-

ments will be issued by ATC.

ROUTING

RUTOL (K250) - BP523 - MAMOS/BP600 - BP521 - BP520 (K230) - BP517 (K210) - BP516 (9000'+) - BP514 (4000'+) - BP213 (3000'+) - BP513 (2500') - BP042.

CHANGES: New chart

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PEPPESEN BUDAPEST, HUNGARY

Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 9000'

1. On downwind expect vectors to final.

2. Speed limits are mandatory

ERIHEGY BUD

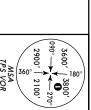
29 JUL 05

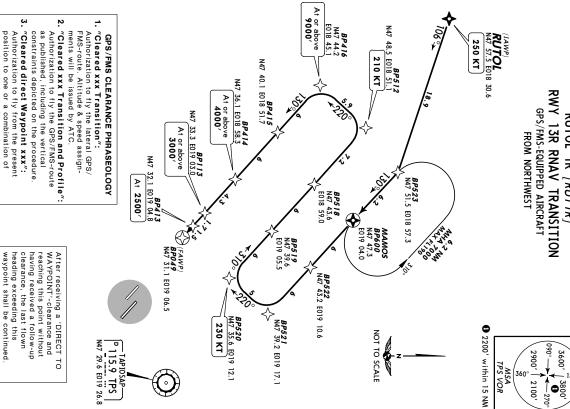
(10-2J)

Eff 4 Aug

RNAV TRANSITION

117.3 132.37 Apt Elev 495' from the respective waypoint throughout the entire transition route unless cancelled by ATC. RUTOL 1R [RUT1R]





CHANGES: New chart

ments will be issued by ATC. position to one or a combination of

waypoints. Altitude & speed assign-

RUTOL (K250) - BP523 - MAMOS/BP600 - BP521 - BP520 (K230) - BP512 (K210) - BP416 (9000'+) - BP414 (4000'+) - BP113 (3000'+) - BP413 (2500') - BP049. © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED

ROUTING

LHBP/BUD FERIHEGY 117.3 132.37 ATIS Apt Elev 495′ Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 9000'
1. On downwind expect vectors to final.
2. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC. 29 JUL 05 (10-2K) **TEDDESEN** Eff 4 Aug BUDAPEST, HUNGARY RNAV TRANSITION

RWY 31L RNAV TRANSITION RUTOL 3L [RUT3L]

GPS/FMS-EQUIPPED AIRCRAFT FROM NORTHWEST



2200' within 15 NM

"Cleared xxx Transition and Profile":
Authorization to fly the GPS/FMS-route "Cleared xxx Transition": ments will be issued by ATC. FMS-route. Altitude & speed assign-Authorization to fly the lateral GPS/

GPS/FMS CLEARANCE PHRASEOLOGY

RUTOL N47 57.5 E018 30.6 250 KT

"Cleared direct Waypoint xxx": constraints depicted on the procedure. as published, including the vertical

position to one or a combination of Authorization to fly from the present Altitude & speed assign-

ments will be issued by ATC

MAMOS BP600 N47 47.3 E019 04.0

BP020 N47 48.5 E018 44.0

waypoint shall be continued. heading exceeding this having received a follow-up clearance, the last flown reaching this point without After receiving a 'DIRECT TO WAYPOINT'-clearance and NOT TO SCALE **BP540** N47 39.1 E019 11.7 **BP 43 I** N47 20.5 E019 23.6 (FAWP) **BP026** N47 21.5 E019 22.0 8P432 N47 17.1 E019 29.0 2500′ At or above 3000' °091 **BP433** N47 13.7 E019 34.4 8P434 N47 10.4 E019 39.8 At or above 6000' TAPIOSAP

1 15.9 TPS

N47 29.6 E019 26.8

BP002

N47 29.6 E019 26.8 210 KT **BP538** N47 23.6 E019 31.4 230 KT **BP537** N47 20.2 E019 36.9 E019 42.3

RUTOL (K250) - ERGOM/BP020 - BP540 - TPS/BP002 - BP538 (K230) - BP530 (K210) - BP434 (6000'+) - BP432 (3000'+) - BP431 (2500') - BP026.

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ROUTING

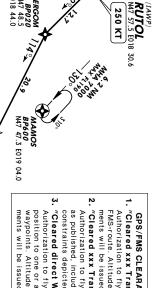
CHANGES: New chart

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.HBP/BUD Apt Elev RWY 31R RNAV TRANSITION Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 9000' 1. On downwind expect vectors to final. 2. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC. GPS/FMS-EQUIPPED AIRCRAFT RUTOL 3R [RUT3R] FROM NORTHWEST 29 JUL 05 Nacabel 12 (10-2L)Eff 4 Aug BUDAPEST, RNAV TRANSITION 3600' 3800' 090° 270° 2900' HUNGARY MSA TPS VOR 180 2100'

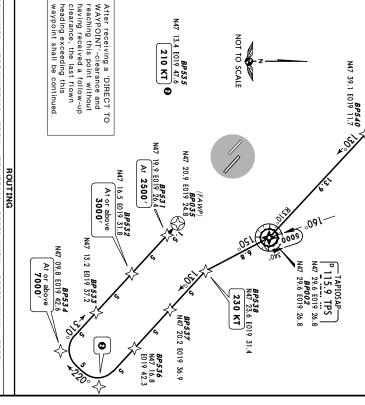
117.3 132.37



 "Cleared xxx Transition":
 Authorization to fly the lateral GPS/
 ments will be issued by ATC. FMS-route. Altitude & speed assign-GPS/FMS CLEARANCE PHRASEOLOGY

2200' within 15 NM

2. "Cleared xxx Transition and Profile":
Authorization to fly the GPS/FMS-route "Cleared direct Waypoint xxx": position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC. as published, including the vertical constraints depicted on the procedure. Authorization to fly from the present



RUTOL (K250) - ERGOM/BP020 - BP540 - TPS/BP002 - BP538 (K230) - BP535 (K210) - BP534 (**7000** +) - BP532 (**3000** +) - BP531 (**2500** ·) - BP035.

THANGES: New chart. © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED

LHBP/BUD FERTHEGY 20 OCT 06 PEPPESEN 10-3) Eff 26 Oct BUDAPEST, HUNGARY SID

of 334' per NM (5.5%) up to **7000'.** These SIDs require a minimum climb gradient BUDAPEST Approach (R) 129.7 STATE MAX 250 KT BELOW FL100 At or below FL180 BADOV 448 01.3 E018 49.0 **RWYS 13L/R DEPARTURES** BADOV 1D BUDAPEST (1) 117.3 BUD N47 27.0 E019 15.0 Apt Elev **495**' TO NORTH D18.9 BUD BP718 N47 45.5 E019 21.3 At or above 8000' [LITK1D] [BADOID] If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500'. tracks is mandatory for safety reasons and noise abatement.

3. An acceleration segment according to PANS-OPS is not contained. 2. SIDs include minimum noise routings. Strict adherence to prescribed Trans level: By ATC **BP719** N47 56.3 E019 04.0 **BP613** N47 22.0 E019 21.2 TAPIOSAP 115.9 TPS N47 29.6 E019 26.8 BUD 30 DME Trans alt: 9000' If unable to comply advise ATC. 334' per NM Gnd speed-KT **BP717** N48 00.9 E019 33.2 6.6 DME FL140 & FL180 #P094 N48 13.8 E019 35.9 \bigcirc 020°, 418 557 75 Jug 38 and 100 LITKU 1D 005 835 1114 1392 1671 150 200 250 300 NOT TO SCALE 2200' within 15 NM D21.8 BUD BP716 N47 44.2 E019 34.9 At or above **8000**′ D17 BUD BP715 N47 36.6 E019 35.7 3600' 3800' 090° 270° At or above **6000**′ 2900′ MSA TPS VOR 2100′

THANGES: Climb gradient BADOV 1D LITKU 1D On runway heading to BUD 6.6 DME, turn LEFT, 020° track, at D17 BUD turn LEFT, 310° track, at BUD 30 DME turn LEFT, 293° track to BADOV. GPS/FMS: BP613 (13R)/BP713 (13L) - BP715 (6000°+) - BP718 (8000°+) - BP719 - BADOV/BP110 (FL180-). On runway heading to BUD 6.6 DME. turn LEFT, 020° track, at D17 BUD turn LEFT, 353° track, at BUD 36 DME turn RIGHT, 005° track to LITKU GPS/FMS: BP613 (13H)/BP713 (13L) - BP715 (6000°+) - BP716 (8000°+) -Initial climb clearance **7000'** further climb by ATC LITKU/BP094 (FL140+; FL180-) NITIAL CLIMB/ROUTING

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HANGES: Climb gradient

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FL 180-)

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LHBP/BUD FERIHEGY BADOV 3D LITKU 3X LITKU 3D STATE MAX 250 KT BELOW FL100 334' per NM Gnd speed-KT unable to comply advise ATC Approach (R) BUDAPEST BADOV 3D RWY 31L DEPARTURES **BP637** N47 47.3 E018 54.4 LITKU 3X [LITK3X] LITKU 3D $20~\rm KT$ (or as limited by body angle). FIRST SEGMENT: Climb to A with take-off power/thrust, take-off flaps, Pilots have to apply minimum noise take-off technique for their aircraft type, if it is not consistent with the procedures above. THIRD SEGMENT: At 3000' accelerate smoothly to en-route climb speed At BUD 3.5 DME on 316° track, at BUD 17 DME turn RIGHT, 343° track, at BUD 24.6 DME turn RIGHT, 655° track, at BUD 36.1 DME turn LEFT, 018° track to LITKU, GPS/FMS: BP052 (2000°+) - BP035 - BP037 - BP039 - LITKU/BP094 (FL140+; Initial climb clearance **7000'**, At BUD 3.5 DME turn RIGHT, 018° track to LITKU. GPS/FMS: BP052 (2000'+) - BP638 (3500'+) - BP629 (8000'+) - BP639 - LITKU/ At BUD 3.5 DME on 316° track, at BUD 17 DME turn RIGHT, 343° track to BADOV. GPS/FMS: BP052 (2000'+) - BP636 - BADOV/BP110 (FL180-). Apt Elev VODAB 495′ 418 557 835 75 | 100 | 150 | 200 | 250 | 300 before A or below 850' N47 27.3 E019 12 TO NORTH Turn RIGHT not (FL140+; FL180-343 A BUDAPEST — At or below FL180 **BP110** N48 01.3 E018 49.0 [LITK3D] [BADO3D] BADOV An acceleration segment according to PANS-OPS is not contained. Trans level: By ATC Trans alt: 9000'
1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500' 2. SIDs include minimum noise routings. Strict adherence to prescribed **BP636** N47 39.2 E018 57.5 1114 1392 1671 3.5 DME 20 OCT 06 Ë *JEPPESEN At or above 2000' **BP052** N47 29.0 E019 10.7 (10-3A) Eff 26 Oct INITIAL CLIMB **BP09** N48 13.8 E019 35.9 BUD 19.2 DME further climb by ATC FL140 & FL180 BUD 36.1 DME Between BUD 9.8 DME LITKU BUDAPEST (T) 117.3 BUD N47 27.0 E019 15.0 gradient of 334' per NM (5.5%) up to These SIDs require a minimum climb At or above **3500**′ **BP638** N47 36.9 E019 15. BUDAPEST, HUNGARY At or above **8000**′ **BP629** N47 45.9 E019 20.1 N48 01.9 E019 29.1 ■ 2200' within 15 NM N47 29.6 E019 26.8 TAPIOSAP 115.9 TPS NOT TO SCALE 090° 2900′ 3600′ 7000′ below 850'), V₂+10 KT to _{ZF} +10 KT TPS VOR 3800′ 2100' SID

LHBP/BUD FERTHEGY BUDAPEST Approach (R) 129.7 Apt Elev 495' If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500'. 2. SIDs include minimum noise routings. Strict adherence to prescribed Trans level: By ATC 20 OCT 06 (10-3B) PEPPESEN Trans alt: 9000' Eff 26 Oct BUDAPEST, HUNGARY SID

gradient of 334' per NM (5.5%) up to **7000'.** These SIDs require a minimum climb 334' per NM Gnd speed-KT SIZIFIN MAX 250 KT BELOW FL 100 f unable to comply advise ATC. **BP 636** N47 39.2 E018 57.5 BADOV 3D RWY 31R DEPARTURES E018 54. LITKU 3X [LITK3X] LITKU 3D Initial climb clearance **7000'**, further climb by ATC **BP052** N47 29.0 E019 10.7 At or above **2000**′ 418 | 557 | 835 | 1114 | 1392 | 1671 TO NORTH At or below FL180 N48 01.3 E018 49.0 100 | 150 BADOV RES TO DAME [LITK3D] [BADO3D] tracks is mandatory for safety reasons and noise abatement.

3. An acceleration segment according to PANS-OPS is not contained. 200 **BP638** N47 36.9 E019 15.1 At or above **3500**' 250 BUD 9.8 DME 300 LITKU BP094 N48 13.8 E019 35.9 3.5DME BUD 19.2 DME FL140 & FL180 BUD 36.1 DME Between BPR 2.3 DME Turn at 1000'
but not before
BPR 1.5 DME
and not later than
BPR 2.3 DME BUDAPEST [T] 117.3 BUD N47 27.0 E019 15.0 1.5 DME ILS DME FERIHEGY (109.5) BPR N47 25.4 E019 17.4 At or above **8000**′ **BP629** N47 45.9 E019 20. BP639 N48 01.9 E019 29.1 • 2200' within 15 NM 3600' 3800' O 270° N47 29.6 E019 26.8 TAPIOSAP 115.9 TPS At or above 1500' 2900′ - BUDAPEST — 343 A 7 27.3 E019 12 NOT TO SCALE MSA TPS VOR 0 2100′

BADOV 3D LITKU 3X LITKU 3D 31R RWY SID flaps on schedule, thereafter reduce thrust to not less than climb power and continue climb at not greater than V $_{\rm ZF}$ +10 KT to 20 KT. **THIRD SEGMENT:** At **3000** accelerate smoothly to en-route climb speed. Pilots have to apply minimum noise take-off technique for their aircraft type, if it is not consistent with the procedures above. 10 KT to 20 KT (or as limited by body angle).

SECOND SEGMENT: At 1000 turn LEFT (do not turn before BPR 1.5 DME and not later than BPR 2.3 DME) to A. turn RIGHT, 320 track to BUD 3.5 DME, maintain a positive rate of climb, accelerate to zero flap minimum safe manoeuvring speed (V ZF) retractir FIRST SEGMENT: Climb to 1000' with take-off power/thrust, take-off flaps, V At BUD 3.5 DME on 316° track, at BUD 17 DME turn RIGHT, 343° track, at BUD 24.6 DME turn RIGHT, 055° track, at BUD 35.1 DME turn LEFT, 018° track to LITKU GPS/FMS: BP052 (2000'+) - BP636 - BP637 - BP639 - LITKU/BP094 (FL140+; At BUD 3.5 DME turn RIGHT, 018° track to LITKU, GPS/FMS: BP052 (2000'+) - BP638 (3500'+) - BP629 (8000'+) - BP639 - LITKU/ At BUD 3.5 DME on 316° track, at BUD 17 DME turn RIGHT, 343° track to BADOV GPS/FMS: BP052 (2000'+) - BP636 - BADOV/BP110 (FL180-). BP094 (FL140+; FL180-) INITIAL CLIMB N₊

THANGES: Climb gradient © JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED.

HANGES: Climb gradient

GPS/FMS: BP613 (13R)/BP713 (13L) - BP715

On runway heading to BUD 6.6 DME, turn LEFT, 020° track, at D17 BUD turn RIGHT, 085° track to NORAH.

(6000'+) - NORAH/BP013 (FL130-).

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INITIAL CLIMB/ROUTING

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PEPPESEN BUDAPEST, HUNGARY

20 OCT 06 (10-3C) Eff 26 Oct

SID

LHBP/BUD FERIHEGY

BUDAPEST BUD 117.3 BUD N47 27.0 E019 15.0 This SID requires a minimum climb gradient 334' per NM (5.5%) up to 7000' Gnd speed-KT Approach (R) f unable to comply advise ATC. 334' per NM BUDAPEST **BP6 13** N47 22.0 E019 21.2 Apt Elev 75 100 150 200 250 300 418 557 835 1114 1392 1671 Initial climb clearance 7000' further climb by ATC SIZIJIJI MAX 250 KT BELOW FL100 TAPIOSAP 115.9 TPS N47 29.6 E019 26.8 8UD 6.6 DME RWYS 13L/R DEPARTURE SIDs include minimum noise routings. Strict adherence to prescribed tracks is mandatory for safety reasons and noise abatement.
 An acceleration segment according to PANS-OPS is not contained. Trans level: By ATC Trans alt: 9000'
1. If not otherwise instructed by Tower contact BUDAPEST Approach NORAH 1D [NORAID] when passing 1500' D17 BUD BP715 N47 36.6 E019 35.7 At or above 6000' NOT TO SCALE **NORAH** BP013 N47 37.0 E019 48.5 At or below **FL130** ■ 2200' within 15 NM 2900′ TPS VOR MSA 360° 2100'

LHBP/BUD FERTHEGY BUDAPEST Approach (R) 129.7 Trans level: By ATC 20 OCT 06 (10-3D) PLEDDESEN Trans alt: 9000' Eff 26 Oct BUDAPEST, HUNGARY

SID

Apt Elev **495**' If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500'.
 SIDs include minimum noise routings. Strict adherence to prescribed tracks is mandatory for safety reasons and noise abatement.

3. An acceleration segment according to PANS-OPS is not contained.

STATEM MAX 250 KT BELOW FL100 NORAH 3D **RWY 31L DEPARTURE** [NORA3D]

3600' 3800' O90° 270° 2900′ TPS VOR 2100′

N47 27.0 E019 15.0 BUDAPEST (T) 117.3 BUD 087°→ This SID requires a minimum climb gradient of 334' per NM (5.5%) up to 7000'. Gnd speed-KT **NORAH** BP013 N47 37.0 E019 48.5 75 N47 29.6 E019 26.8 ^D 115.9 TPS At or below **FL130** 100 150 2200' within 15 NM 200 300

BP052 N47 29.0 E019 10.7

BUD 9.8 DME

BP638 N47 36.9 E019 15.1

At or above **3500**'

At or above **2000**'

before A or below 850' 147 27.3 E019 12. Turn RIGHT not

- BUDAPEST — 343 A

THIRD SEGMENT: At 3000' accelerate smoothly to en-route climb speed. Pilots have to apply minimum noise take-off technique for their aircraft type, if it is not consistent with the procedures above. 320° track to BUD 3.5 DME, maintain a positive rate of climb, accelerate to zero flap minimum safe manoeuvring speed (V $_{\rm ZF}$) retracting flaps on schedule, thereafter reduce thrust to not less than climb power and continue climb at not greater than V $_{\rm ZF}$ +10 ROUTING ZF +10 KT

31∟

20 KT (or as limited by body angle).

SECOND SEGMENT: After passing A turn RIGHT (do not turn before A or

below 850'), V₂+10 KT to

FIRST SEGMENT: Climb to A with take-off power/thrust, take-off flaps,

INITIAL CLIMB

If unable to comply advise ATC.

further climb by ATC

334' per NM

Initial climb clearance 7000',

NOT TO SCALE

At BUD 3.5 DME turn RIGHT, 018° track, at BUD 9.8 DME turn RIGHT, 087° track to NORAH. GPS/FMS: BP052 (2000'+) - BP638 (3500'+) - NORAH/BP013 (FL130-).

CHANGES: Climb gradient

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THANGES: Climb gradient

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LHBP/BUD FERIHEGY 31R RWΥ At BUD 3.5 DME turn RIGHT, 018° track, at BUD 9.8 DME turn RIGHT, 087° track to NORAH. GPS/FMS: BP052 (2000'+) - BP638 (3500'+) - NORAH/BP013 (FL130-). Approach (R) BUDAPEST 8P052 N47 29.0 E019 10.7 343 A N47 27.3 E019 12.6 At or above **1500**′ climb at not greater than V $_{\rm ZF}$ +10 KT to 20 KT. **THIRD SEGMENT:** At 3000° accelerate smoothly to en-route climb speed. Pilots have to apply minimum noise take-off technique for their aircraft type, if it is than BPR 2.3 DME) to A, turn RIGHT, 320° track to BUD 3.5 DME, maintain a positive rate of climb, accelerate to zero flap minimum safe manoeuvring speed (V $_{\rm ZF}$) retracting flaps on schedule, thereafter reduce thrust to not less than climb power and continue At or above **2000**' 10 KT to 20 KT (or as limited by body angle).

SECOND SEGMENT: At 1000' turn LEFT (do not turn before BPR 1.5 DME and not later FIRST SEGMENT: Climb to 1000' with take-off power/thrust, take-off flaps, V not consistent with the procedures above. Apt Elev 495′ STEEDE MAX 250 KT BELOW FL 100 Initial climb clearance **7000'**, **BP63** N47 36.9 E019 15. NORAH 3D At or above **3500**′ RWY 31R DEPARTURE Trans level: By ATC Trans alt: 9000'
1. If not otherwise instructed by Tower contact BUDAPEST Approach tracks is mandatory for safety reasons and noise abatement.

3. An acceleration segment according to PANS-OPS is not contained. BUD 9.8 DIME 2. SIDs include minimum noise routings. Strict adherence to prescribed when passing 1500' 3MQ CUB BUDAPEST | 117.3 BUD | N47 27.0 E019 15.0 Turn at 1000' but not before and not later than BPR 2.3 DME BPR 1.5 DME TO EAST 20 OCT 06 [NORA3D] BPR 2.3 DME (10-3E)ROUTING 1.5 DME INITIAL CLIMB 舽 If unable to comply advise ATC. (109.5) BPR N47 25.4 E019 17.4 334' per NM (5.5%) up to 7000'. 334' per NM Gnd speed-KT This SID requires a minimum climb gradient ILS DME FERIHEGY Eff 26 Oct further climb by ATC **NORAH** BP013 N47 37.0 E019 48.5 418 N47 29.6 E019 26.8 75 100 150 At or below **FL130** 557 835 **Q** 2200' within 15 NM 3600' 3800' O 270° 1114 1392 1671 200 2900′ TPS VOR 250 300 MSA N + 2100' SID

LHBP/BUD FERTHEGY 20 OCT 06 (10-3F) PLEDDESEN Eff 26 Oct BUDAPEST, HUNGARY

BUDAPEST Apt Elev **495**'

SID

Trans level: By ATC Trans alt: 9000'
1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500'. An acceleration segment according to PANS-OPS is not contained. 2. SIDs include minimum noise routings. Strict adherence to prescribed

3600' 3800' O90° 270° 2900′ 2100′

MSA TPS VOR

SIZIII MAX 250 KT BELOW FL 100

RWYS 13L/R DEPARTURES

PUSTA 1D **ERLOS**

Ð

[ERLOID] [PUSTID]

TAPIOSAP
115.9 TPS
N47 29.6 E019 26.8

NOT TO SCALE

2200' within 15 NM

BUDAPEST 117.3 BUD N47 27.0 E019 15.0 **BP612** N47 19.2 E019 13.3 At or above **3500**′ **BP613** N47 22.0 E019 21.2 N47 22.6 E019 22.1 6.6 DME \bigcirc

ERLOS BP634 N47 04.1 E019 16.5 At or below FL190

These SIDs require a minimum climb gradient

At or below FL180

Ó,

N47 12.7 E018 54.5

ERLOS

At or above 7000'

334' per NM (5.5%) up to 7000'.

PUSTA 1D ERLOS 1D If unable to comply advise ATC. SID Initial climb clearance **7000**′ further climb by ATC

On runway heading to BUD 6.6 DME, turn RIGHT, 280° track, at BUD R-185 turn LEFT, 240° track to PUSTA. On runway heading to BUD 6.6 DME, turn RIGHT, 189° track to ERLOS. **GPS/FMS:** BP613 (13R)/BP713 (13L) - ERLOS/BP634 **(FL190-).** GPS/FMS: BP613 (13R)/BP713 (13L) - BP612 (3500'+) - BP611 (7000'+) - PUSTA/BP016 (FL180-). INITIAL CLIMB/ROUTING

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CHANGES: Climb gradient

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20 OCT 06 (10-3G) PEPPESEN Eff 26 Oct BUDAPEST, HUNGARY

SID

BUDAPEST Apt Elev

Trans level: By ATC Trans alt: 9000'
1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500'.

2. SIDs include minimum noise routings. Strict adherence to prescribed

 An acceleration segment according to PANS-OPS is not contained. [ERLO3D]

2900′ MSA 2100′

PUSTA 3D [PUST3D]

ERLOS 3D

31L R₩Y 334' per NM (5.5%) up to 7000' These SIDs require a minimum climb gradient 334' per NM Gnd speed-KT **PUSTA BP016** N47 09.1 E018 44.5 At or below FL180 unable to comply advise ATC NOT TO SCALE $20~\rm KT$ (or as limited by body angle). FIRST SEGMENT: Climb to A with take-off power/thrust, take-off flaps, Pilots have to apply minimum noise take-off technique for their aircraft type, if it is not consistent with the procedures above. THIRD SEGMENT: At 3000' accelerate smoothly to en-route climb speed Initial climb clearance 7000',
 75
 100
 150
 200
 250
 300

 418
 557
 835
 1114
 1392
 1671
 STATEM MAX 250 KT BELOW FL 100 **BP632** N47 23.0 E019 03.2 **BP63 I** N47 28.3 E019 05.0 RWY 31L DEPARTURES At or above **7000**′ **BP633** N47 15.4 E018 52.9 D DWE 8P052 N47 29.0 E019 10.7 INITIAL CLIMB At or above **2000**' further climb by ATC ROUTING Turn RIGHT not before A or below 850 N47 27.3 E019 12 343 A BUDAPEST 117.3 BUD N47 27.0 E019 15.0 BP634 N47 04.1 E019 16.5 At or below FL190 TAPIOSAP 115.9 TPS 29.6 E019 26. 2200' within 15 NM V₂ +10 KT to below 850') _{ZF} +10 KT TPS VOR

CHANGES: Climb gradient © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

PUSTA 3D

(FL180-)

At BUD 3.5 DME turn LEFT, 190° track, at BUD 8.9 DME turn RIGHT, 220° track to

GPS/FMS: BP052 (2000'+) - BP631 - BP632 - ERLOS/BP634

(FL 190-)

GPS/FMS: BP052 (2000'+) - BP631 - BP632 - BP633 (7000'+) - PUSTA/BP016

At BUD 3.5 DME turn LEFT, 190° track, at BUD 8.9 DME turn LEFT, 152° track to

ERLOS 3D

LHBP/BUD FERIHEGY Trans level: By ATC 20 OCT 06 (10-3H) Nacabel Nation Trans alt: 9000' Eff 26 Oct BUDAPEST, HUNGARY

Approach (R) Apt Elev **495**' If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500'.
 SIDs include minimum noise routings. Strict adherence to prescribed tracks is mandatory for safety reasons and noise abatement.

3. An acceleration segment according to PANS-OPS is not contained.

SIZEEN MAX 250 KT BELOW FL100 **ERLOS** RWY 31R DEPARTURES PUSTA 3D **3**D [ERLO3D] [PUST3D] BUDAPEST (T) 117.3 BUD N47 27.0 E019 15.0 3600' 3800' O90° 270° 2900′ TPS VOR 2100′

BP052 N47 29.0 E019 10.7 At or above **2000**' Turn at 1000'
but not before
BPR 1.5 DME
and not later than
BPR 2.3 DME 2200' within 15 NM

BPR 2.3 DME 1.5 DME BPR

P 115.9 TPS N47 29.6 E019 26.8

NOT TO SCALE

BUD 8.9

BP631 N47 28.3 E019 05.0

BP632 N47 23.0 E019 03.2

FERIHEGY (109.5) BPR 17 25.4 E019 17.4

N47 27.3 E019 At or above 1500'

BUDAPES1 343 A

At or below FL180

BP633 N47 15.4 E018 At or above **7000**′

1P0 16 N47 09.1 E018 44.5 **PUSTA**

These SIDs require a minimum climb gradient

ERLOS BP634 N47 04.1 E019 16.5 At or below FL190

If unable to comply advise ATC. 334' per NM (5.5%) up to 7000'. 334' per NM Gnd speed-KT 75 100 150

10 KT to 20 KT (or as limited by body angle).

SECOND SEGMENT: At 1000' turn LEFT (do not turn before BPR 1.5 DME and not later than BPR 2.3 DME) to A. turn RIGHT, 320' track to BUD 3.5 DME, maintain a positive rate of climb, accelerate to zero flap minimum safe manoeuvring speed (V zr) retractions. FIRST SEGMENT: Climb to 1000' with take-off power/thrust, take-off flaps, V Initial climb clearance 7000', INITIAL CLIMB further climb by ATC

R₩Y

3 1R

climb at not greater than V _{ZF} +10 KT to 20 KT. **THIRD SEGMENT:** At **3000**° accelerate smoothly to en-route climb speed. In the standard standard standard standard standard speed (V $_{\rm ZF}$) retracting flaps on schedule, thereafter reduce thrust to not less than climb power and continue climb at not greater than V $_{--}$ +10 KT *- 20 VT

Pilots have to apply minimum noise take-off technique for their aircraft type, if it is not consistent with the procedures above.

At BUD 3.5 DME turn LEFT, 190° track, at BUD 8.9 DME turn RIGHT, 220° track to At BUD 3.5 DME turn LEFT, 190° track, at BUD 8.9 DME turn LEFT, 152° track to GPS/FMS: BP052 (2000'+) - BP631 - BP632 - ERLOS/BP634 ROUTING (FL 190-)

PUSTA 3D

(FL180-)

ERLOS 3D

SID

THANGES: Climb gradient © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

THANGES: Climb gradient

On runway heading to BUD 6.6 DME, turn RIGHT, 280° track, at BUD 20 DME turn RIGHT, 306° track to TORNO.

GPS/FMS: BP613 (13R)/BP713 (13L) - BP612 (3500'+) - BP610 (7000'+) - BP614 - TORNO/BP018 (FL180-).

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INITIAL CLIMB/ROUTING

GPS/FMS: BP052 (2000'+) - BP631 - BP632 - BP633 (7000'+) - PUSTA/BP016

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LHBP/BUD FERIHEGY

20 OCT 06

(10-3J)

Eff 26 Oct

SID

PEDDESEN BUDAPEST, HUNGARY

This SID requires a minimum climb gradient 334' per NM (5.5%) up to 7000'. Gnd speed-KT | 75 | 100 | 150 f unable to comply advise ATC. 334' per NM BUDAPEST **BP614** N47 23.7 E018 45.6 TORNO BP018 N47 32.4 E018 29.4 At or below FL180 Apt Elev 418 STATEM MAX 250 KT BELOW FL 100 Initial climb clearance 7000' further climb by ATC **BP 6 1** N47 22.2 E018 54 557 At or above **7000**′ RWYS 13L/R DEPARTURE SIDs include minimum noise routings. Strict adherence to prescribed tracks is mandatory for safety reasons and noise abatement.
 An acceleration segment according to PANS-OPS is not contained. Trans level: By ATC Trans alt: 9000'

1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500' TORNO 1D [TORN1D] 835 200 250 300 1114 1392 1671 TO WEST BUDAPEST (T) 117.3 BUD N47 27.0 E019 15.0 N47 19.2 E019 13. At or above **3500**′ TAPIOSAP D 115.9 TPS N47 29.6 E019 26.8 ■ 2200' within 15 NM NOT TO SCALE 3600' 3800' O 2900′ BUD 6.6 DME TPS VOR **BP713** N47 22.6 E019 22.1 MSA 2100' 0

LHBP/BUD FERTHEGY

Approach (R) 122.97

BUDAPEST

Apt Elev **495**'

BUDAPEST, HUNGARY

Trans level: By ATC 20 OCT 06 (10-3K) Eff 26 Oct PLEDDESEN Trans alt: 9000

SID

LHBP/BUD FERIHEGY

Approach (R) 122.97

BUDAPEST

1. If not otherwise instructed by Tower contact BUDAPEST Approach

when passing 1500'.

2. SIDs include minimum noise routings. Strict adherence to prescribed An acceleration segment according to PANS-OPS is not contained. TORNO 3X TORNO 3D [TORN3X] [TORN3D]

3600' 3800' O90° 270° 2900′ 360° – 2100' TPS VOR

SIZEEN MAX 250 KT BELOW FL 100 RWY 31L DEPARTURES TO WEST

2200' within 15 NM

334' per NM (5.5%) up to 7000'. These SIDs require a minimum climb gradient of TORNO BP018 N47 32.4 E018 29.4 **BP628** N47 35.9 E018 43.6 At or below **FL180** At or above **7000**' NOT TO SCALE BUD 23 OME BP630 N47 33.1 E019 00.5 TORNO 3D At or above **7000**′ 17 OME 343 A N47 27.3 E019 12.6 Turn RIGHT not before **A** or below **850**′ BUD 11.5 DME **BP636** N47 39.2 E018 57.5 BUDAPEST N47 33.1 E019 05.3 **BP052** N47 29.0 E019 10.7 BUDAPEST [1] 117.3 BUD N47 27.0 E019 15.0 At or above 2000 0 115.9 TPS N47 29.6 E019 26.8 TAPIOSAP -

If unable to comply advise ATC. Initial climb clearance 7000', further climb by ATC

TORNO 3X TORNO 3D RWY SID $20~\rm KT$ (or as limited by body angle). **SECOND SEGMENT:** After passing A turn RIGHT (do not turn before A or below **85** 20° track to BUD 3.5 DME, maintain a positive rate of climb, accelerate to zero flap minimum safe manoeuvring speed (V_{ZF}) retracting flaps on schedule, thereafter reduce thrust to not less than climb power and continue climb at not greater than V_{ZF} +10.1 **THIRD SEGMENT:** At **3000**' accelerate smoothly to en-route climb speed. Pilots have to apply minimum noise take-off technique for their aircraft type, if it is not consistent with the procedures above. FIRST SEGMENT: Climb to A with take-off power/thrust, take-off flaps, At BUD 3.5 DME on 316° track, at BUD 17 DME turn LEFT, 248° track to TORNO. GPS/FMS: BP052 (2000'+) - BP636 - BP628 (7000'+) - TORNO/BP018 (FL180-). At BUD 3.5 DME on 316° track, at BUD 8.9 DME turn LEFT, 266° track to TORNO. GPS/FMS: BP052 (2000°+) - BP635 - BP630 (7000°+) - TORNO/BP018 (FL180-). INITIAL CLIMB ROUTING below 850'), V₂ +10 KT to _{ZF} +10 KT

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HANGES: Climb gradient

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Apt Elev 495′ Trans level: By ATC Trans alt: 9000'

1. If not otherwise instructed by Tower contact BUDAPEST Approach An acceleration segment according to PANS-OPS is not contained. 2. SIDs include minimum noise routings. Strict adherence to prescribed when passing 1500' RWY 31R DEPARTURES TORNO 3X TORNO 3D 20 OCT 06 PEPPESEN [TORN3D] [TORN3X] (10-3L)Eff 26 Oct BUDAPEST, HUNGARY 3600' 3800' O 2900′ 2100' SID

STEEDE MAX 250 KT BELOW FL100

■ 2200' within 15 NM

TPS VOR

MSA

31R RWY If unable to comply advise ATC 334' per NM (5.5%) up to 7000'. These SIDs require a minimum climb gradient Gnd speed-KT 334' per NM BP018 N47 32.4 E018 29.4 BP628 N47 35.9 E018 43.6 At or below FL180 ORNO At or above **7000**′ 10 KT to 20 KT (or as limited by body angle).

SECOND SEGMENT: At 1000' turn LEFT (do not turn before BPR 1.5 DME and not later than BPR 2.3 DME) to A, turn RIGHT, 320° track to BUD 3.5 DME, maintain a positive FIRST SEGMENT: Climb to 1000' with take-off power/thrust, take-off flaps, V Pilots have to apply minimum noise take-off technique for their aircraft type, if it is climb at not greater than V _{ZF} +10 KT to 20 KT. **THIRD SEGMENT:** At **3000**° accelerate smoothly to en-route climb speed. flaps on schedule, thereafter reduce thrust to not less than climb power and continue rate of climb, accelerate to zero flap minimum safe manoeuvring speed (V 418 557 835 1114 1392 1671 75 100 150 NOT TO SCALE Initial climb clearance 7000', BUD 23 DME 8P630 N47 33.1 E019 00.5 TORNO 3D At or above **7000**' 200 250 300 BUD IT OME INITIAL CLIMB BUD 11.5 DME 343 A N47 27.3 E019 1 **BP636** N47 39.2 E018 57.5 At or above 1500' N47 33.1 E019 05.3 further climb by ATC BPR 1.5 DME and not later than BPR 2.3 DME Turn at 1000' but not before At or above **2000**' **BP052** N47 29.0 E019 10.7 FERIHEGY (109.5) BPR N47 25.4 E019 17.4 TAPIOSAP 115.9 TPS N47 29.6 E019 26.8 ZF) retracting 2.3 DME 1.5 DME DME N + 舽

HANGES: Climb gradient © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED

At BUD 3.5 DME on 316° track, at BUD 17 DME turn LEFT, 248° track to TORNO. GPS/FMS: BP052 (2000°+) - BP636 - BP628 (7000°+) - TORNO/BP018 (FL180-).

At BUD 3.5 DME on 316° track, at BUD 8.9 DME turn LEFT, 266° track to TORNO. GPS/FMS: BP052 (2000'+) - BP635 - BP630 (7000'+) - TORNO/BP018 (FL180-).

ROUTING

TORNO 3D TORNO 3X

not consistent with the procedures above

LHBP/BUD Apt Elev 495' N47 26.4 E019 15.7 ATIS CHANGES: None 19-13 19-15 19-17 132.37 LEGEND $\mathcal{C}_{\mathcal{C}}$ RUNWAY INCURSION HOTSPOTS Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-36.

Notice: After 7. 12.2006 09012 this chart should not be used without first checking JeppView or NOTAMs. Lctr⊚ 17. 197' *60m* Stopway VOR One way 03°E € 550′ 'n 47-27 Twy K: Verify the correct taxi route before entering the twy. 594' Twys B1 and B2: Do not cross the 197 holding positions without Tower clearance. FERIHEGY Delivery 134.55 () () 20 OCT 06 COMPASS BASE Nasaddar 1 Contr Towe 656 (10-9) 函 Emergency rwy (6562'/2000m × 328'/100m) FOR PARKING POSITIONS SEE 10-9B Eff 26 Oct JEPPESEN SANDERSON, INC., 121.9 Twys A1 and B1: Confusing twys. Verify the correct taxi route. APRON \$11.570 **©** BUDAPEST, FOR PARKING POSITIONS SEE 10-9B 2001, 2006. ALL RIGHTS RESERVED. CAUTION: Do not mistake lighted road for runway. O Lctr 3/0° Twys A1 and A2: Do not cross the holding positions without Tower clearance. 0 1000 2000 3000 4000 5000 0 500 1000 1500 118.1 Feet HUNGARY FERIHEGY o^{Lctr} - 47-25 47-25 19-14 19-15 19-16 19-13 19-17 19-18

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LHBP/BUD

RID A DECT JNGARY

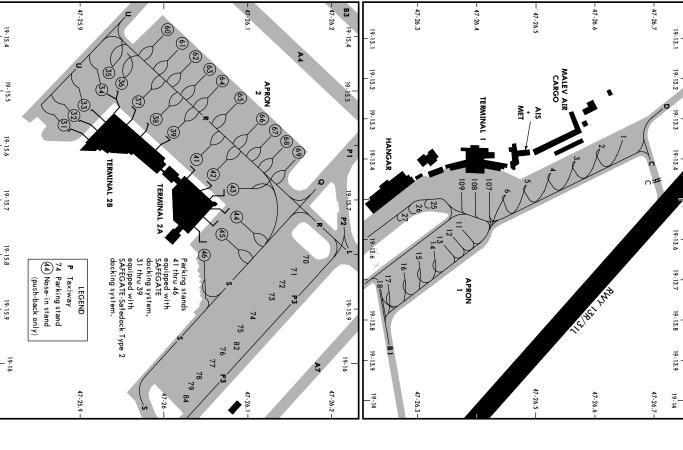
INS COORDINATES	20 OCT 06 (10-9A) Eff 26 Oct	MIEDDESEN BUDATESI, HUNGARY
	FERIHEGY	HUNGARY

0	ОВР	 			٩ľ	· · · □ 0 < 0 > \bar → □ < 0	00	Ş		1.2 R	ଅ. ଆଦ	6.1			Ī
150m	125m	White Charles & mult. RVR req	Approved	Rwy 31R LVP must	JAR-OPS	peration phase 1: When TDZ RVR is 600m or less a rotection area is clear of know ouchdown point. Attention! be advised of thes Attention! low visibility procu peration phase 2: When any of the RVRs is less th ircraft and other traffic on ta- buring the approach pilots will unserviceabilities and/or dow significant changes in surface changes in RVR.	HST-Y&ZHSTIL HST-J4	31L HIRL CL		RWY HIBI CI	ENERAL vy 31R approved rcrew and acft	33 thru 37 38, 39 41, 42 43, 44 45, 46	12 13 thru 16 17, 18 25 thru 27 31, 32	2, 3 4, 5	
200m	150m	RL, CL & mult. RVR req			-	and/ ie pr edur edur an 4 in 4 be i be i win		ALSF-II TDZ PAPI(3.0°)	TDZ	AISE-II TOZ BABI(3 0°	GENERAL Rwy 31R approved for CAT II/III and rwys 13L, aircrew and acfr certification required. Birds.	N47 25.9 N47 26.0 N47 26.0 N47 26.1 N47 26.1		N47 26.7 N47 26.6 N47 26.5 N47 26.4 N47 26.4	3
250m	200m	RL & CL		LVP must be in Forc	TAKE-OFF	COW VISIBILITY affic before landia affic before landia affic before landia affic before landia cocedures in ATIS I as are in force." so are in force is re so and its intersee, formed of: trormed of: ding of aids or facting of aids or facting afficiency.		6	•		13R &	E019 15.5 E019 15.6 E019 15.7 E019 15.7 E019 15.8	E019 13.6 E019 13.7 E019 13.8 E019 13.6 E019 15.6	E019 13.4 E019 13.5 E019 13.5 E019 13.5 E019 13.6	
300m	250m	RCLM (DAY only) or RL	_	All Rwys rce	-OFF	LOW VISIBILITY PROCEDURE recording aircraft reaches reading aircraft reaches recording aircraft reaches es are in force." Oom the ATC is responsible for preventive and its intersections. Informed of: Informed of: Informed of aids or facilities; Inding of aids or facilities;		RVR		Threshold		107 thru 109	72 thru 75 76, 77 78, 79 82 82 84	60, 61 62 thru 64 65 66 thru 69 70, 71	
	400m	RCLM (DAY only) or RL		_		ATC will ensure that the ILS w. ATC will ensure that the ILS treaches 2 NM distance from with following expression: for preventing collision between		8599' <i>2621m</i>	11,118' 3389m	SABLE LENGTHS BEYOND —— Glide Slope T	AT II operations, s	N47 26.4	N47 26.1 N47 26.1 N47 26.0 N47 26.1 N47 26.1	N47 26.0 N47 26.0 N47 26.1 N47 26.1 N47 26.2	117 0/ 0 5010
	500m	NIL (DAY only)				om Inween		148. 45m	45m	AKE-OFF WIDTH	pecial	E019 13.5	E019 15.9 E019 16.0 E019 16.0 E019 16.0 E019 16.1	E019 15.4 E019 15.5 E019 15.5 E019 15.6 E019 15.8	

CHANGES: Stands. Coordinates. Low visibility procedure.

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LHBP/BUD 20 OCT 06 Nasaddar 1 (10-9B)Eff 26 Oct BUDAPEST, HUNGARY FERIHEGY



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_HBP/BUD

NaSaddar 1

20 OCT 06 (10-9C) Eff 26 Oct

BUDAPEST, HUNGARY

GENERAL

Crossing active runway 13R/31L is permitted on specific clearance only. In the absence of a specific clearance to cross the active rwy ahead aircraft shall not proceed beyond the relevant taxi holding position. They are designated as follows: A1, A2, A9, B1, B2 and B5. The rest of the holding positions are named after the relevant taxiways. When LVP are in force the same holding positions shall be used.

The maximum taxi speed on the aprons shall not exceed 16KT. This speed shall be decreased if

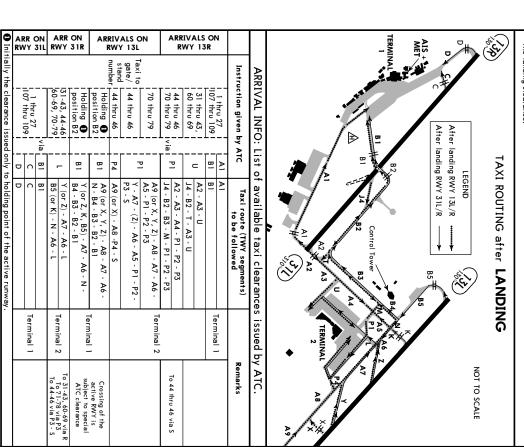
contamination on the surfaces deteriorates the braking action.

Traffic on the manoeuvring area will be monitored by ATC surface movement radar (SMR).

FAXI PROCEDURES FOR ARRIVING AIRCRAFT

After landing the aircraft may vacate the runway via the best available taxiway on pilots decision, unless otherwise instructed by ATC. If acft can not vacate RWY 13R via twy J4, report to Tower as soon as possible. After vacating the runway, pilots shall immediately contact Ground for detailed axi instructions.

the landing clearance estrictions affecting the use of rapid exit taxiways Y and Z will be given by Tower together with?



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CHANGES: Stands

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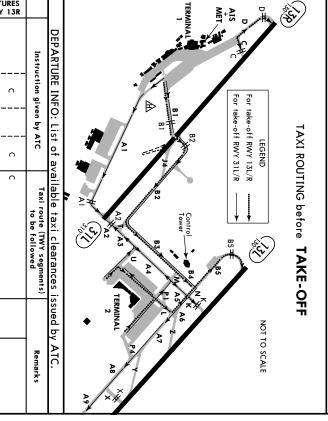
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LHBP/BUD

20 OCT 06 (10-9D) Eff 26 Oct NaSaddar 1 BUDAPEST, HUNGARY FERIHEGY

START-UP/TAXI PROCEDURES FOR DEPARTING AIRCRAFT

- . Request start-up clearance from FERIHEGY Ground stating parking position/gate number and receipt of ATIS information when doors are closed and ready to start immediately. Actual engine start shall
- be commenced only after requesting and receipt of visual hand signals from the marshaller. Acti making push back or "power back" procedure from gates 31 thru 39, 41 thru 46 and 60 thru 69 should be ready for taxi within 4 minutes from off block
- At parking positions 60 thru 69 start-up engines and taxi-out could be performed with "power back" procedure for the prop and turboprop aircraft, if the MTOW is not more than 30.000 kg. The "power
- . When completing engine start-up or "power back" ask for taxi clearance from Ferihegy Ground and indicate reception of clearance to the marshaller. The marshaller will give clearance to commence back" procedure is not applicable when the Low Visibility Procedures are in operation. "power back" ask for taxi clearance from Ferihegy Ground and
- If visibility is 800m or less or taxi lines are not visible and the lines run close to other aircraft or obstructions, aircraft are led by "FOLLOW ME" cars. For general aviation aircraft "FOLLOW ME" cars are always required while taxiing on aprons.



	Instruction given by ATC	by АТС	Instruction given by ATC Taxi route (TWY segments) Remu	
TURES Y 13R	С	С	С	
DEPAR ON RW	D	D	D	1 - 27 107 - 109
IRES 13L	B1 Q	B1	B1 - B2 - B3 - B4 - B5	
ARTU RWY	B5		L - A6 - N - B5	All from
EP.	- <u> </u>			Terminal 2

CHANGES: Departure info

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to holding point of the active runway

DEPARTURES ON RWY 31L

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DEPARTURES ON RWY 31R

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Q - P1 - A5 - A6 - A7 - A8 - A9

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_HBP/BUD

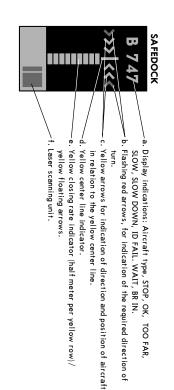
20 OCT 06 NaSaddar 1 (10-9E) Eff 26 Oct

BUDAPEST, HUNGARY FERIHEGY

SAFEGATE DOCKING SYSTEM

A. SYSTEM DESCRIPTION

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



B. DOCKING PROCEDURE

- Follow the taxi-in line to the respective gate.
- Check correct aircraft type, the flashing arrows of direction and floating arrows. (The system is activated and ready for docking procedure)
- 3. When the aircraft has been caught by the system, the floating arrows are replaced by the closing rate indicator.
- Watch the yellow center line indicator and the flashing arrow indicate the correct azimuth guidance.
- Watch the flashing red arrows for required direction of turn.
 When the aircraft is 12m from the stop position, the closing rate is indicated by turning off one row per half meter indicating the remaining distance to the stop position.
 If the docking speed of the aircraft is more than 4 KT "SLOW DOWN" is displayed for the correct
- docking.

 6. At the correct stop position all yellow closing rate indicator bars are switched off and "STOP" is displayed and 2 red lights will be lit.

 7. When the aircraft has parked correctly "OK" is displayed.

 8. When the aircraft has overshot the stop position, "TOO FAR" is displayed.

WARNING:

- When the detection of the aircraft is not possible (the closing rate indicator does not appear) the aircraft has to stop safety distance from the aviobridge (as primary obstacle) and wait for the
- marshaller's manual guidance.
 When the identification of the aircraft is not made 12m before the correct stop position, "STOP" then "ID FAIL" is displayed. In this case the docking procedure has to be interrupted. The aircraft
- has to wait for the system restarting or for the manual guidance by the marshaller.

 During heavy fog, opposite sunlight or snow the visibility of the docking system can be reduced.

 In this case the display deactivates the floating arrows and "SLOW" is displayed. This configuration is superseded by the closing rate indicator bar, as soon as the system detects the approaching

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LHBP

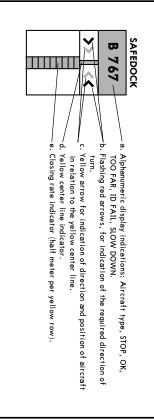
23 MAR 01 (10-9F) PEDDESEN

BUDAPEST, HUNGARY

SAFEGATE DOCKING SYSTEM (Safedock Type 2

A. SYSTEM DESCRIPTION

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



B. DOCKING PROCEDURE

- 1. Follow the taxi-in line to the respective gate and watch for centerline guidance.
- Check correct aircraft type is displayed (system is activated).
 When the closing rate indicator turns yellow, the aircraft has been caught.
- Watch the flashing red arrows for direction of turn. Watch the yellow arrow for direction and position in relation to the yellow center line indicator for correct Azimuth Guidance.
- 5. If the docking speed of the aircraft is more than 4 KT "SLOW DOWN" is displayed for the correct 4. When the aircraft is 12m from the stop position, "distance to go" is indicated by turning off one row of the LED's for each half meter the aircraft advances into the gate.
- 6. When the correct stop position is reached the display shows "STOP" and red LED lights are lit.
- All yellow closing rate LED's are switched off.
- 7. When the aircraft is correctly parked "OK" is displayed. 8. When the aircraft has overshot the stop position "TOO FAR" is displayed.

- 1. When the detection of the aircraft is not possible (the closing rate indicator not turns on) the marshaller's manual guidance. pilot has to stop safety distance from the aviobridge (as primary obstacle) and wait for the
- 2. When identification of the aircraft is not made 12m before the stop position, the system shows "STOP" and then "ID FAIL". Wait for the system to be restarted or for manual guidance
- 3. When the RVR is less than 600m, the docking system is out of operation. Docking is guided by the marshaller's visual signals.

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PANS OPS 3 BRIEFING STRI LHBP/BUD FERIHEGY ILS GS 3.00° or LOC Desc Grad LH(R) MISSED APCH: Climb STRAIGHT AHEAD to 1000'. At R Letr turn LEFT to heading 115° and continue climbing to 3000'. When passing 1800' turn LEFT to TPS VOR. Cross TPS VOR at 3000'. - 47-35 47-25 LH(R) 47-30 1831 Alt Set: hPa (MM on req) JAR-OPS DO NOT OVERSHOOF 132.37 117.3 LOC BPL **111.7** RVR 550m ΕLI DA(H) 695' (200') 130° ᇙ 2500′ 111.7 BPL RVR 1000m Apch Crs 129.7 ALS out 377 3500 BUDAPESI D5.7 STRAIGHT-IN LANDING RWY 13L 484 17**90** 122.97 538 1788′ (1293′) 100 -BUDAPEST-RVR 1000m CS 1788 RVR 1400m RVR 900m V,826 Elev: 18 hPa 29 JUL 05 (11-1) 646 D12.0 TPS 120 W07 GS PEPPESEN FERTHEGY Director (APP 335 BL BUDAPEST— 753 140 MDA(H) 830' (335') 119.5 861 160 LOC (GS out) DA(H) 695'(200') "Ole, LMM out ~28° FER BUDAPEST D 117.3 BUD 984 BP 106 Ņ 1197′ Eff 4 Aug 19-20 306 TAPIOSAP-Trans level: By ATC 묫 PAPI 🎚 PAP RVR 2000m RVR 1800m RVR 1500m FERIHEGY Tower Nº40' Apt Elev 495 4 7 7 18.1 BUDAPEST 135 RWY 495' (RNAV) ILS MHA 5000 1010′ 1000 205 180 135 100 Leave TPS VOR/NDB at or above 5000'. 2200' within 15 NM 1460'(965') 4600m 1280'(785') 3700m 1100'(605') 2800m RWY 131.**495**′ TAPIOSAP 115.9 TPS 950'(455') 1900m °045 090 CIRCLE-TO-LAND **38** 1 2900' 3600′ HUNGARY rans alt: 9000 Rwy 121.9 TPS VOR 2100′ **⊕**800 131 -270

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PANS OPS 3 LH(R)-1 N_{1831′} 19-00 MISSED APCH: Climb STRAIGHT AHEAD to 1000'. At R Letr turn LEFT to heading 115° and continue climbing to 3000'. When passing 1800' turn LEFT to TPS VOR. Cross TPS VOR at 3000'. 47-25 - 47 - 35 LHBP/BUD Gnd speed-Kts
GS 47-30 Special Aircrew & Acft Certification Requirec Alt Set: hPa (MM on req) AR-OPS 132.37 117.3 O NOT OVERSHOO 17 DME Arc TPS BPL BPL ALIS 130° 3.00° 377 484 538 646 753 861 |30°**√** 2500' 111.7 BPL Apch Crs Final 129.7 **D5.7 D5.7** BUD 122.97 1788′ (1293′) -BUDAPEST-JEPPESEN
29 JUL 05
11-1A) /R Rwy Elev: 18 hPa CS 1788′ Å'886 STRAIGHT-IN LANDING RWY 13L CAT II ILS D12.0 TPS W07 GS 335 BL FERIHEGY Director (APP 357 L RVR 300m RA 92' 595' (100') 119.5 .01cr, ,28°, RA 92' DA(H) 595'(100') TAPIOSAP-BP 106 V BUDAPEST 117.3 BUD Ŭ1197′ 19-20 **L<u>MM</u>** GS 732' Trans level: By ATC (RNAV) CAT II ILS PAPI 🌉 PAPI FERIHEGY Tower Nº40' Apt Elev 495' 49, 49, 118.1 BUDAPEST, RWY 495' MHA 5000 MAX FL 190 1010′ 1000′ Leave TPS VOR/NDB at or above 5000'. **①** 2200′ Radio altimeter required. RWY 131 495' TAPIOSAP 115.9 TPS °045 0 090 381 3600' 19-30 2900′ HUNGARY Trans alt: 9000 Rwy 131 within 15 NM 121.9 TPS VOR 2100' **3**800′

CHANGES: Communications. MSA. Waypoint

■ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

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CHANGES: Missed apch alt.

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PANS OPS 3 LHBP/BUD FERIHEGY D 0 B ILS GS 3.00° or LOC Desc Grad MISSED APCH: Climb STRAIGHT AHEAD to minimum 1000' to M Lctr. Then turn RIGHT to heading 145° climbing to 1500'. At 1500' turn RIGHT to heading 310° and continue climbing to 4000'. Cross R-259 TPS VOR at 4000'. After crossing R-275 TPS VOR turn RIGHT to intercept LOC, descent to 2500' and follow approach procedure. 47-25 132.37 JAR-OPS NOT TO Set: hPa (MM on req) 110.5 Λ 1273′ 1821 \(\) RVR ₩ 20C 550m DA(H) 650' R-277 Λ_{1365′} BP101 LH(R |30°≠ 2500′ RVR 1000m 7200 170°-Apch Crs , 866 (200' ALS out 377 Final 129.7 BP049 R-274 -#-130°. STRAIGHT-IN LANDING RWY 13R 484 90 1720 pproach (R) 122.97 538 100 1011 -277°-274°-1720' (1270') Rwy Elev: 16 hPa RVR 1200m RVR 1000m RVR 1600m CS 1720 11 AUG 06 (11-2) D13.0 TI BP046 646 120 **6**00 Nassaddar 1 FERIHEGY Director (APP) 753 140 MDA(H) 920' (470' 861 160 LOC (GS out) BP 104 650' (200') LMM out ξã 130° 110.5 FER DA(H) Trans level: By ATC ALSF-II
PAPI Oler BP 105 , % , % RVR 2000m RVR 1500m TERIHEGY Tower Apt Elev 495 4 T TAPIOSAP-À 1197′ BUDAPEST 19-20 RWY 450' -BUDAPEST-403 M 'RNAV) ILS 1000′ 2 Leave TPS VOR/NDB at or above 5000'. 205 1460 (965') 4600m 135 00 2200' within 15 NM 1100′(605′) 2800m RWY 13R 450' °097. 1280'(785') 3700m 950 (455') 1900m ٥ •1010′ TAPIOSAP 115.9 TPS CIRCLE-TO-LAND 403 ≥ 2900′ 3600′ MHA 5000 MSA TPS VOR HUNGARY rans alt: Rwy 13R 121.9 360 2100′ 3800 °045 -270

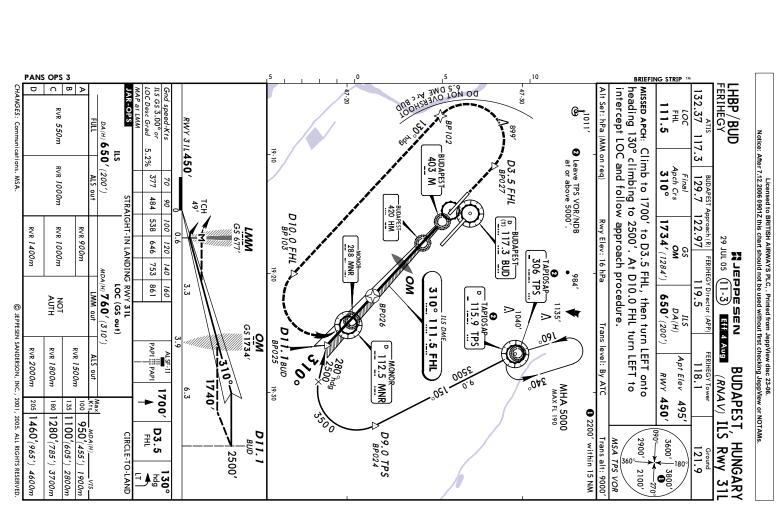
THE FER Apen Crops 130° 1720′/1270′/ Minimums

Minimum 1000′ to M Letr. Then a turn RIGHT to heading 145° climbing to 1500′. At 1500′ turn RIGHT to heading 310° and continue climbing to 4000′. Cross R-259 TPS VOR at 4000′. After crossing R-275 TPS VOR turn RIGHT to intercept LOC, descent to 2500′ and follow approach procedure.

Rwy Elev: 16 hPa Trans level: By ATC Rwy Elev: 16 hPa N13.0 TPS N 1197′ to 1500′. PANS OPS 3 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. LHBP/BUD - 47-25 Gnd speed-Kts SCALE 132.37 1 AR-OPS BP419 표 10C 1273′ $\Lambda^{1365'}$ 117.3 19-00 BP 101 130° ABC RA 107' (H) 550' (100') 170°-70 90 100 377 484 538 Final 129.7 BP049 329 HA ~130°. BP040 Approach (R) FERIHEGY Director (APP 122.97 119.5 1011′ 11 AUG 06 (11-2A) 120 140 646 753 GS 1720 707 NO CS BUDAPEST 343 A PLEDDESEN RVR 300m -IN LANDING RWY 13R CAT II ILS 160 861 , , , , BP 104 130°...110.5 FER CS 677 (RNAV) CAT II ILS ALSF-II PAPI PAPI BP105 , 86. , 86. FERIHEGY Tower 49, 49, 118.1 BUDAPEST, BUDAPEST 403 M RA 119' H) 562' (112') 19-20 -TAPIOSAP-1000 Special Aircrew & Acft Certification Required. Leave TPS VOR/NDB at or above 5000'. 2200' within 15 NM RWY 13R **450**′ °091 required. Radio altimeter TAPIOSĀP-115.9 TPS •1010′ 403 403 MHA 5000 MAX FL 190 2900' 3600′ Trans alt: 9000 HUNGARY NSA TPS VOR Rwy 13R 121.9 3800 2100' °045

CHANGES: Missed apch alt.

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missed APCH: Climb to 1700' to D3.5 FHL, then turn LEFT onto heading 130° climbing to 2500'. At D10.0 FHL turn LEFT to intercept LOC and follow approach procedure.

Rwy Elev: 16 hPa Trans level: By ATV OUB STA SMO 2.00 OO PANS OPS 3 LHBP/BUD FERIHEGY - 47-30 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. Gnd speed-Kts IAR-OPS ATIS 132.37 117.3 Special Aircrew & Acft Certification Required. ₽ 200 Radio altimeter required. RWY 311 450' BP102 2 Leave TPS VOR/NDB at or above 5000'. 19-10 403 M D3.5 FHL BP027 377 | 484 | 538 Final 129.7 70 90 49,T 420 HM D 10. 0 FHL BP 103 BUDAPEST (T) 117.3 BUD oproach (R) 122.97 **LMM** GS 677' £17 JUL US (11-3A) STRAIGHT-IN LANDING RWY **31L**CAT II ILS

ABCD 120 140 160 646 753 861 288 MNR **8** € FERIHEGY Director (APP) 2 JEPPESEN 306 TPS 19-20 RVR 300m WO 984 RA 90' 550'(100') 3.3 310° 111.5 FHL CAT II II: **RA 90'** DA(H) 550' (100' 115.9 TPS BP026 \no40' ILS DME_ <u>ом</u> 631734′ (RNAV) CAT II ILS Rwy 31 ALSF-II PAPI PAPI **BP025** D MONOR D 112.5 MNR ole 1. 1 BUD -310° Apt Elev 495 118.1 BUDAPEST, HUNGAR RWY 450' °045 [°]૦૨૮ MHA 5000 MAX FL 190 19-30 6.3 1700′ ■2200' within 15 NM D3.5 **D11.1** D9.0 TPS 2900' 3600′ Trans alt: 9000 121.9 2500' TPS VOR 3800 ٦**٠**₫30° 2100′

CHANGES: Communications. MSA.

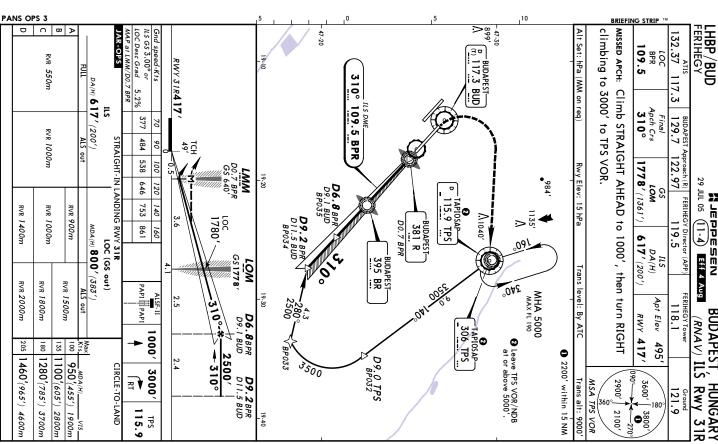
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CHANGES: Communications. MSA. Missed apch

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LHBP/BUD FERIHEGY climbing to 3000' to TPS VOR. MISSED APCH: Climb STRAIGHT AHEAD to 1000', then turn RIGHT 132.37 LOC BPR **109.5** 117.3 Apch Crs 310° Final 129.7 proach (R) 122.97 1778′ (1361′) 29 JUL 05 (11-4) os S Na Saddar & FERIHEGY Director (APP) 617' (200') Eff 4 Aug Apt Elev 495 1.8.1 BUDAPEST RWY 417' (RNAV) ILS 2900′ 3600′ HUNGARY MSA TPS VOR 21.9 2100' 3800

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PANS OPS 3 BPR Apch Crs LOM RA/DA(H) Apt Elev 473 109.5 310° 1778′(1361′) Refer to RWY 417 - 47-30 899' climbing to 3000' to TPS VOR. Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. LHBP/BUD Gnd speed-Kts Alt Set: hPa (MM on req) 132.37 IAR-OPS BUDAPEST (T) 117.3 BUD Special Aircrew & Acft Certification Required. BPR BPR Radio altimeter required. RWY 31R417' 117.3 Missed apch climb gradient mim 3.0% 310° 109.5 BPR DA(H) **517′** (100′) 70 90 377 484 Final 129.7 49, E 122.97 538 **LMM**D0.7 BPR
GS 640' Rwy Elev: 15 hPa 29 JUL 05 Eff 4 Aug (11-4A) STRAIGHT 120 140 160 646 753 861 984 **10**0 СС RVR 300m 💶 CAT II ILS BUDAPEST 381 R **D9.2** BPR ٬۱_{040′} DO.7 BPR GY Director (APP) CAT II ILS RA/DA(H) Refer to Minimums CS 1778 395 BR (RNAV) CAT II ILS Missed apch climb gradient mim 2.5% AB: RA 104' DA(H) 517'(100') C: RA 109' DA(H) 522'(105') D: RA 123' DA(H) 535'(118') rans level: By ATC PAPI 🏢 PAPI MHA 5000 19-30 -310°-Apt Elev 495 118.1 BUDAPEST, **D6.8**BPR D9.1 BUD RWY 417' 306 TPS 2200' within 15 NM 1000′ 2 Leave TPS VOR/NDB at or above 5000'. **₹**310° D9.0 TPS 2500′ 3500 3000′ **D9.2**BPR D11.5 BUD 2900′ 3600′ HUNGARY Trans alt: 9000 ጃ ₹ Rwy 31R 121.9 TPS VOR 3800' TPS 115.9 2100' 19-40

CHANGES: Communications. MSA. Missed apch

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PANS OPS 3 LHBP/BUD FERIHEGY LH(R)-• Applicable if final descent is initiated at D7.4 BUD.
• D7.0 BUD ф 19-00 - 47-25 - 47-35 Gnd speed-Kts

Descent Gradient 5.24% or 47-30 MISSED APCH: Climb STRAIGHT AHEAD to 1000'. At R Letr turn LEFT to heading 115° and continue climbing to 3000'. When passing 2000' turn LEFT to TPS VOR. Cross TPS VOR at 3000'. Descent angle Alt Set: hPa (MM on req) 132.37 117.3 AR-OPS 3000′ ALTITUDE VOR BUD **117.3** D8. 0 BUD DO NOT OVERSHOOT DU TOME ATE BUD RVR 1400m RVR 1000m RVR 900m **D7.4** BUD 1011′ 7.0 2850' Final Apch Crs 130° 335 BL 33.5 BL D3.5 BUD 129.7 372 STRAIGHT-IN LANDING RWY 13L MDA(H) 900' (405') 478 90 122.97 6.0 2550' Minimum A/t (CONDITIONAL) Refer to Profile -BUDAPEST-1800 [3.00°] Rwy Elev: 18 hPa 100 531 Å,886 #JEPPESEN BUDAPŁSI, HUNDAKI (3-1) E##4 AUG (RNAV) VOR RWY 131 **D7.0** BUD BP044 637 120 FERIHEGY Director (APP) 0 °245° 5.0 2200' 743 140 ΘE 119.5 BUDAPEST 117.3 BUD 900' (405') TAPIOSAP 306 TPS... 849 160 RVR 2000m RVR 1800m RVR 1500m 092 MDA(H)_345°-BP106 19-20 4.0 1900' Trans level: By ATC 5000' PAPI PAP 1135' S FERIHEGY Tower Apt Elev 495 D4.0 TPS BP043 118.1 3.0 1600' RWY 495' 2200' within 15 NMLeave TPS VOR/NDB at or above 5000'. • 1010′ MHA 5000 MAX FL 190 205 1460'(965') 180 1280′(785′) 1000 135 Max Kts 1100′/605′) 950'(455') [TCH 49'] RWY 131495' CIRCLE-TO-LAND 2.0 1250′ °045 381 -TAPIOSAP-115.9 TPS MSA TPS VOR 2900′ 3600′ Trans alt: 9000 121.9 180 3700m 2100′ **3**800 2800m 1.0 950' 1900m 4600m

LHBP/BUD FERIHEGY 132.37 117.3 Licensed to BRITISH AIRWAYS PLC, , Printed from JeppView disc 23-06.

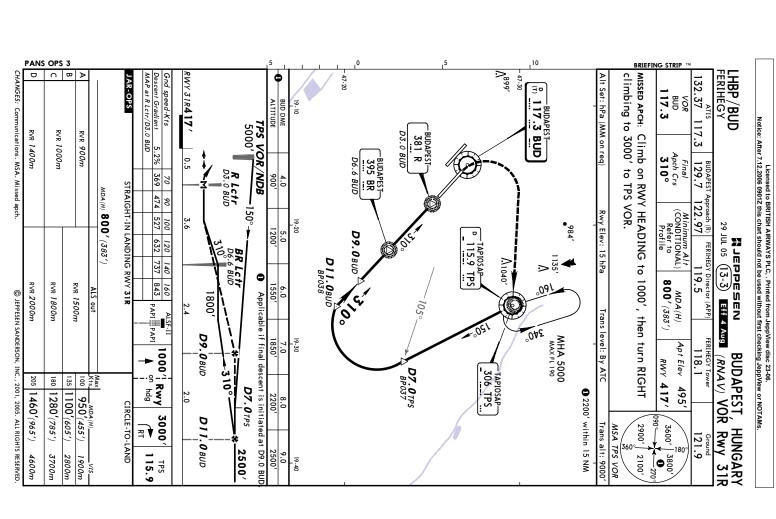
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MNR turn LEFT to MNR VOR and follow approach procedure.

Reveree: 16 hPa Trans level: By ATC PANS OPS 3 - 47-30 Descent angle Descent Gradient 5.24% or 3nd speed-Kts AR-OPS MNR NNR 1011′ RWY 311 450' BP 102 899' D12.3 MNR BP027 RVR 1000m RVR 1600m RVR 1200m RVR 900m 19-10 [TCH 49'] MDA(H) AB: **8 10'**(360') CD: **900'**(450') Final 372 420 HM STRAIGHT-IN LANDING RWY 311 478 90 Minimum Alt D2.0 MNR 2500' (2050') **D7.9** MNR [MD31L] 531 100 BP103 288 MNR 637 120 ② Leave TPS VOR/NDB at or above 5000'. 19-20 743 140 160 849 RVR 1500m MDA(H) Refer to Minimums RVR 2000m **D2.0** MNR BP031 ģ 1750′ ALSF-II PAPI PAPI 2.7 Apt Elev 495 RWY 450' (RNAV) VOR Rwy 31 MHA 5000 D2.0 19-30 1700′ 8 *-310° 205 1460′(965′) D 112.5 MNR 1280'(785') 950'(455') D9.0 TPS BP030 2200' within 15 NM 1100'(605') CIRCLE-TO-LAND 115.9 TPS MNR VOR Rwy hdg 2900' 3600′ Trans alt: 9000 74 (360° 360° 2500′ 121.9 3800′ D12.3 4600m 3700m 2100′ 2800m 1900m -VIS

CHANGES: Communications. MSA

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PANS OPS 3 N 1831′ LHBP/BUD FERIHEGY LH(R)-1 LH(R)-1 - 47-25 MISSED APCH: Climb STRAIGHT AHEAD to 1000'. At R Letr turn LEFT to heading 115° and continue climbing to 3000'. When passing 1800' turn LEFT to TPS. Cross TPS at 3000'. - 47-30 V Descent Gradient 5.28% or Descent angle Alt Set: hPa (MM on req) 132.37 117.3 998, Lctr 만 **335** -130° -155°BL Letr **€** 1011, RVR 1400m RVR 1000m RVR 900m , ०६) 2000′ -BUDAPEST-Final Apch Crs 129.7 STRAIGHT-IN LANDING RWY 13L 375 70 MDA(H) 900' (405') 1800′ 90 482 122.97 Approach (R) Minimum Alt BL Lctr 1800' (1305') - 220° — BL Lctr **205°**_{BL Lctr} ! 2500′ Rwy Elev: 18 hPa -BUDAPEST-381 R 001 536 11 AUG 06 (16-1 2050 120 #JEDDESEN 643 FERIHEGY Director (APP) -BUDAPEST— 357 L 750 140 160 119.5 MDA(H) **900'** (405') 858 RVR 2000m RVR 1800m RVR 1500m <u>-310°</u> 19-20 L Lctr Trans level: By ATC PAPI 🎹 PAPI TAPIOSĀP— Λ_{1040} FERIHEGY Tower TPS VOR/NDB 5000' Apt Elev 495' 118.1 BUDAPEST, HUNGARY NDB Rwy 13L °091 RWY 495' •1010′ 1000′ 180 1280'(785') 205 1460′(965′) 8 MHA 5000 MAX FL 190 1100′(605′) 950'(455') RWY 131 495' ■ 2200' within 15 NM CIRCLE-TO-LAND [TCH 49'] D TAPIOSAP 115.9 TPS °045 75 alt: 900' 38 _R 090 19-30 2900′ 3600′ 121.9 3800′ 180 2100' 3700m 1900m 4600m 2800m

CHANGES: None.

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1 AUG 06 (0.2) NUB 7.3 129.7 122.97 REHIEFO Pinctor (APP) FERRIFICATIONS 118.01 119.5 118.01 119.5 118.01 119.5 118.01 119.5 118.01 119.5 118.01 119.5 118.01 119.5 118.01 119.5 118.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119.01 119	PANS	OPS 3	ı⊳ı			امام ماج					5			0		5		110		~		NG STRIP		126
495' 495' 495' 4000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000'	RVR 1600m	'	RVR		PS			,006.		_	19-00	۸۱365′		:	Minn		OE!			Alt Set: hPa (MM on req)	wissed APCH: Climb ST rurn RIGHT to heading reading 310° and confirat R-103 HA Lctr turn Inbound to HA Lctr to f	1.ctr Final HA Apch 329 13 (117.3	
495' 495' 495' 4000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000'				MDA(H) 920′ (470′)	LANDING RWY	90 100 120 508 564 677	3	, 130°	5	^о на _{Lctr}	19-10	RH OLG	parador		05\0,899\	329	<u>ک</u> ۔۔۔۔	// //		Rwy Elev: 16 hPa	RAIGHT AHEAD to min 145° climbing to 1500'. nue climbing to 4000'. RIGHT to heading 130° ollow approach proced	Minimum Alt Crs HA Lctr 1800' (1350')	Approach (R) 122.97	
495' 495' 495' 4000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000' 1000'	RVR 2000m		RVR <i>1500m</i>		13R	903 PAPI	000000000000000000000000000000000000000		A Lctr	3500' 3		•	DIN SYL	<u>_306</u>	١ ٠	BUDAPE			Λ::	a Trans level:	imum 1000' to M Lo . At 1500' turn RIG Cross R-061 HA Lot , descent to 1800' a	MDA(H) Apt 920 ′ (470′)	19.5	
	_				CIRCLE-TO-LAND	1000°	RWY 13R 450 ′	[TCH 49']	<	Fass A Letr 5000'			03 M	Z. I. S. E. I.) >·	13	3500		c		Then 0 4000'. Proceed	7 495' 7 450'		NDB I

MNR
288
310°
| 1150'(700') |

| MISSED APCH: Climb STRAIGHT AHEAD to 1700', then turn LEFT onto heading 130° climbing to 2500'. At 040° MNR NDB turn LEFT to MNR NDB.

| Rwy Elev: 16 hPa | Trans level: By ATC | PANS OPS 3 LHBP/BUD FERIHEGY Gnd speed-Kts
Descent Gradient 5.24% or
[3.00°] - 47-30 132.37 1 NDB MNR **288** Descent angle IAR-OPS RWY 311 450' 117.3 [TCH 49'] RVR 1200m RVR 1000m RVR 1600m RVR 900m BUDAPEST 403 M 2 Leave TPS VOR/NDB at or above 5000'. 19-10 Final BUDAPEST 129.7 372 AB: **810'** (360') CD: **900'** (450') M Lctr STRAIGHT-IN LANDING RWY 311 478 Approach (R) FERIHEGY Director (APP) 122.97 119.5 Minimum Alt
HM Lctr 531 637 100 288 MNR NIEPPESEN
29 JUL 05 (16-3) EHF 4 Aug 120 140 160 1.7 19-20 • 984, 743 HM Lctr oler 849 BUDAPEST-RVR 2000m RVR 1500m MDA(H) Refer to Minimums 1150′ 115.9 TPS . No40′ ALSF-II PAPI PAPI FERIHEGY Tower 118.1 Apt Elev 495 260 RWY 450' °045 -310°-MHA 5000 MAX FL 190 1700′ 19-30 0 ₹ S S ²⁰⁵ 1460′(965′) 950 (455') 1280′(785′) 1100′(605′) 2200' within 15 NM NDB Rwy 31 CIRCLE-TO-LAND 2500' ∃**≜**₫50 090° 2900' 3600′ Trans alt: 9000 MSA TPS VOR Ground 121.9 3800′\ 2500 4600m 2100′ 3700m 2800m 1900m _VIS_

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RIDADEST WINGARY

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

PANS O	PS 3								,5 ,	0	₁ 5	₁ 10		BRIE	FING STRIP	TM	
D RVR 1400m	C RVR 1000m	A RVR 900m	м	PS	Gnd speed-Kts 70 Descent Gradient 5.34% or Descent angle [3.06°] 379 MAP at R Lctr	RWY 31R 417 ′	[TCH 49']		19-10	BUDAPEST 381 R BUDAPEST 395 BR	N899'	47.30	Alt Set: hPa (MM on req)	MISSED APCH: Climb on climbing to 3000' to	BR Apch Crs 395 310°	132.37 117.3 129.7	
RVR 2000m	RVR 1800m	RVR 1500m	MDA(H) 800' (383') ALS out	STRAIGHT-IN LANDING RWY 31R	90 100 120 140 160 ALSE-II 487 541 650 758 866 PAPI PAPI	0.5	R Lc tr		19-20	O O O O O O O O O O O O O O O O O O O	A1040' TAPIOSAP TAPIOSAP TAPIOSAP TAPIOSAP TAPIOSAP	•984' 1135' 091	Rwy Elev: 15 hPa Tra	RWY HEADING to 1000', then TPS VOR/NDB.	Minimum Alt MDA(H) BR Lctr 1800 ' (1383') 800 ' (383')	122.97 119.5	29 JUL 05 (16-4)
205 1460'(965') 4600m	180 1280'(785') 3700m	950'(455')	Max MDA/H	CIRCLE-TO-LAND	PAPI	4.1	· 10	BR Lctr 1800'	19-30 19-40	3300	TAPIOSAP 306 TPS	MHA 5000 MAX FL 190 MAX FL 190 P Leave TPS VOR/NDB at or above 5000'.	Trans level: By ATC Trans alt: 9000' • 2200' within 15 NM	turn RIGHT	Apt Elev 495' RWY 417' 0900 3800' 0900 3800'	118.1 121.9	BUDAPEST, H