LHBP/BUD
FERIHEGY

JEPPESEN
29 JUL 05 (10-2) Eff 4 Aug

BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS 117.3 132.37 | Apt Elev 495′

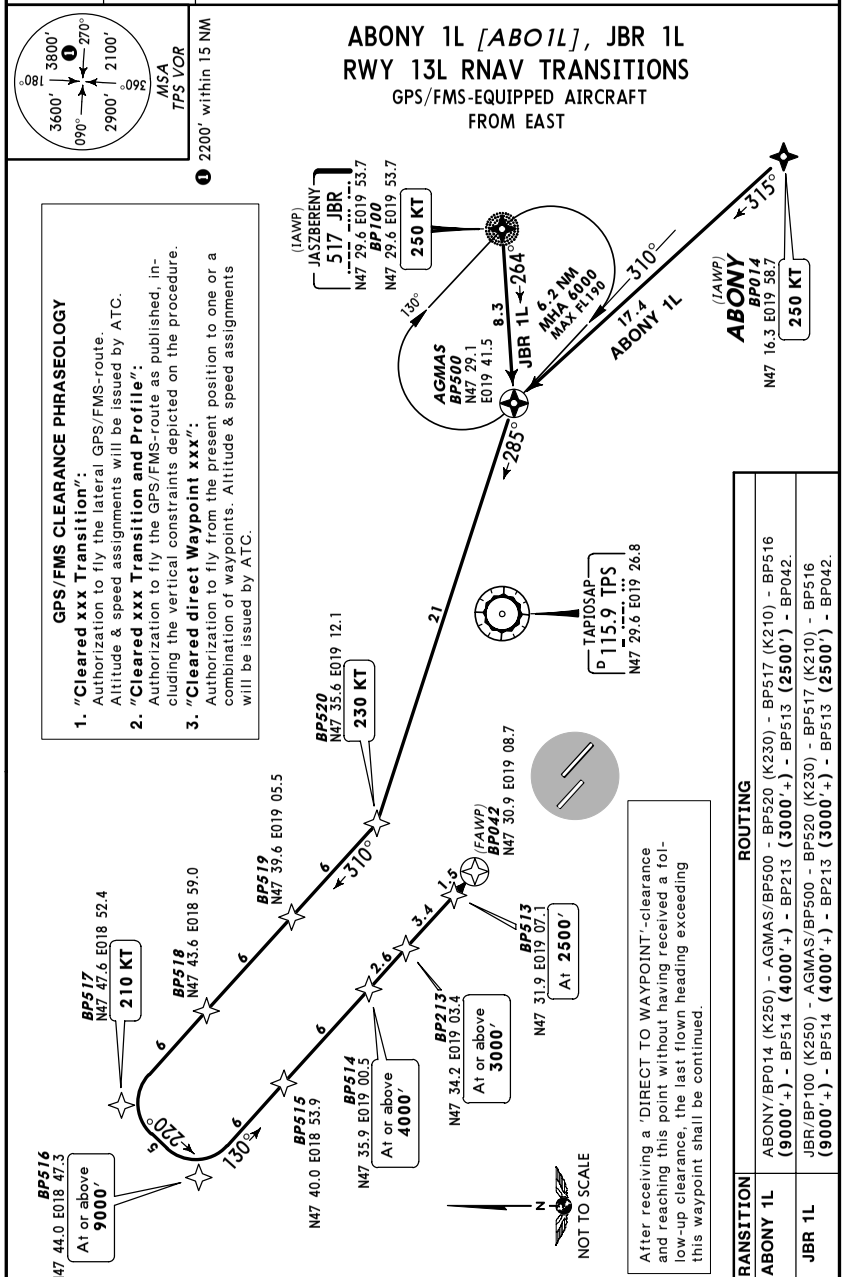
Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 9000′
1. On downwind expect vectors to final. **2.** Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC.

MSA TPS VOR
090° 3600′ 180° 3800′ 270° 2100′ 360° 2900′
2200′ within 15 NM

ABONY 1L *[ABO1L]*, JBR 1L
RWY 13L RNAV TRANSITIONS
GPS/FMS-EQUIPPED AIRCRAFT
FROM EAST

GPS/FMS CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Transition":** Authorization to fly the lateral GPS/FMS-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Transition and Profile":** Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
3. **"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.



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.

TRANSITION	ROUTING
ABONY 1L	ABONY/BP014 (K250) - AGMAS/BP500 - BP520 (K230) - BP517 (K210) - BP516 **(9000′+)** - BP514 **(4000′+)** - BP213 **(3000′+)** - BP513 **(2500′)** - BP042.
JBR 1L	JBR/BP100 (K250) - AGMAS/BP500 - BP520 (K230) - BP517 (K210) - BP516 **(9000′+)** - BP514 **(4000′+)** - BP213 **(3000′+)** - BP513 **(2500′)** - BP042.

CHANGES: RNAV TRANSITIONS completely revised; MSA.

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

LHBP/BUD
FERIHEGY

JEPPESEN
29 JUL 05 (10-2A) Eff 4 Aug

BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS 117.3 132.37 | Apt Elev 495′

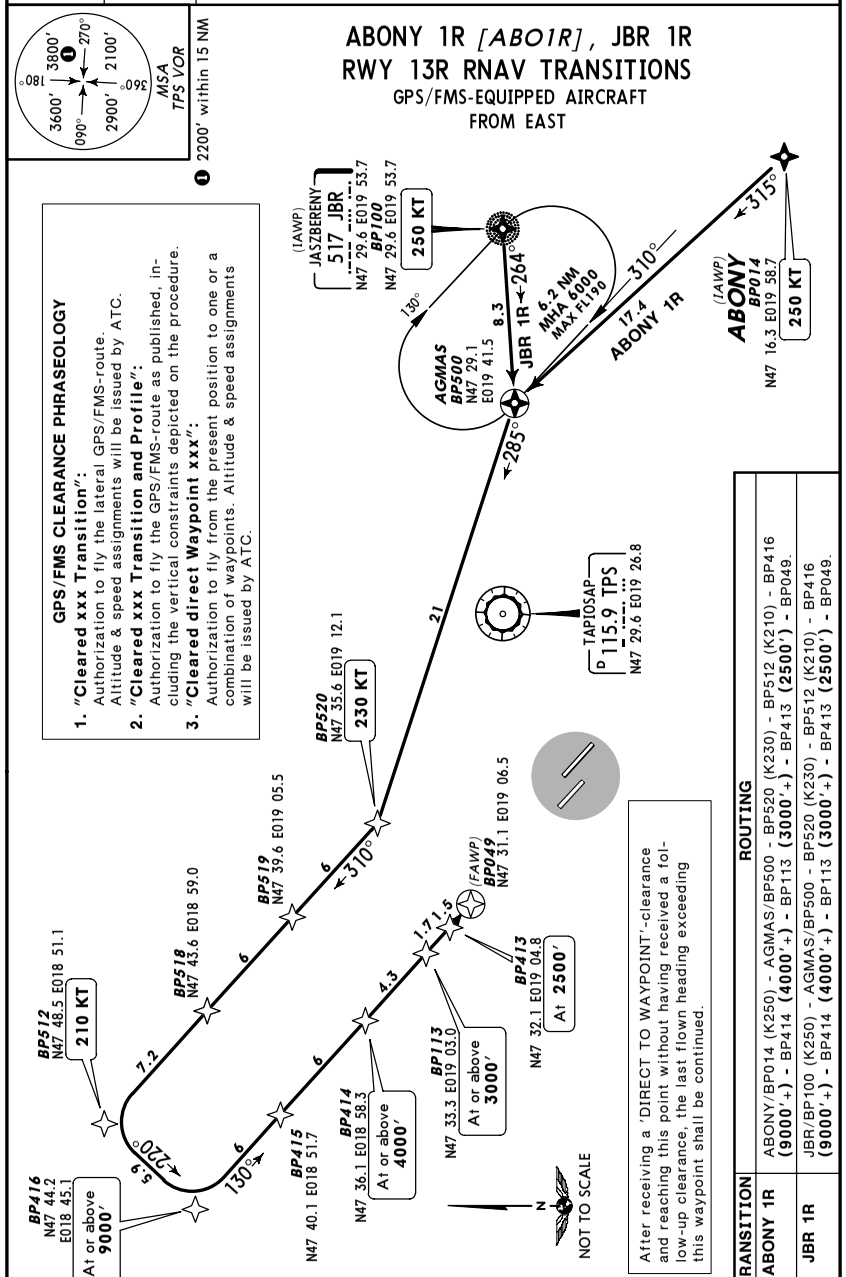
Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 9000′
1. On downwind expect vectors to final. **2.** Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC.

MSA TPS VOR
090° 3600′ 180° 3800′ 270° 2100′ 360° 2900′
2200′ within 15 NM

ABONY 1R *[ABO1R]*, JBR 1R
RWY 13R RNAV TRANSITIONS
GPS/FMS-EQUIPPED AIRCRAFT
FROM EAST

GPS/FMS CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Transition":** Authorization to fly the lateral GPS/FMS-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Transition and Profile":** Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
3. **"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.



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.

TRANSITION	ROUTING
ABONY 1R	ABONY/BP014 (K250) - AGMAS/BP500 - BP520 (K230) - BP512 (K210) - BP416 **(9000′+)** - BP414 **(4000′+)** - BP113 **(3000′+)** - BP413 **(2500′)** - BP049.
JBR 1R	JBR/BP100 (K250) - AGMAS/BP500 - BP520 (K230) - BP512 (K210) - BP416 **(9000′+)** - BP414 **(4000′+)** - BP113 **(3000′+)** - BP413 **(2500′)** - BP049.

CHANGES: RNAV TRANSITIONS completely revised; MSA.

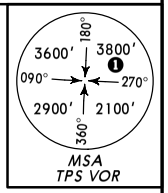
LHBP/BUD
FERIHEGY

JEPPESEN
29 JUL 05 (10-2B) Eff 4 Aug

BUDAPEST, HUNGARY
RNAV TRANSITION

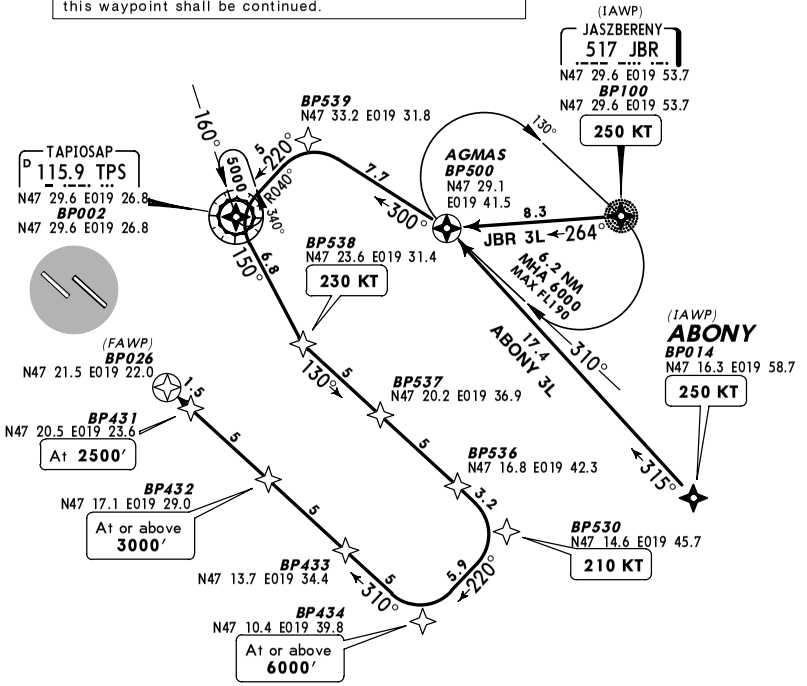
ATIS	Apt Elev	
117.3 132.37	495′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 9000′ **1.** On downwind expect vectors to final. **2.** Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC.

ABONY 3L *[ABO3L]*, JBR 3L
RWY 31L RNAV TRANSITION
GPS/FMS-EQUIPPED AIRCRAFT
FROM EAST



1 2200′ within 15 NM

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.



N
NOT TO SCALE

GPS/FMS CLEARANCE PHRASEOLOGY
1. **"Cleared xxx Transition":**
   Authorization to fly the lateral GPS/FMS-route.
   Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Transition and Profile":**
   Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
3. **"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.

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

CHANGES: RNAV TRANSITIONS completely revised; MSA.

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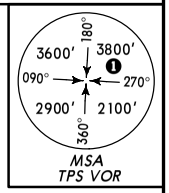
LHBP/BUD
FERIHEGY

JEPPESEN
29 JUL 05 (10-2C) Eff 4 Aug

BUDAPEST, HUNGARY
RNAV TRANSITION

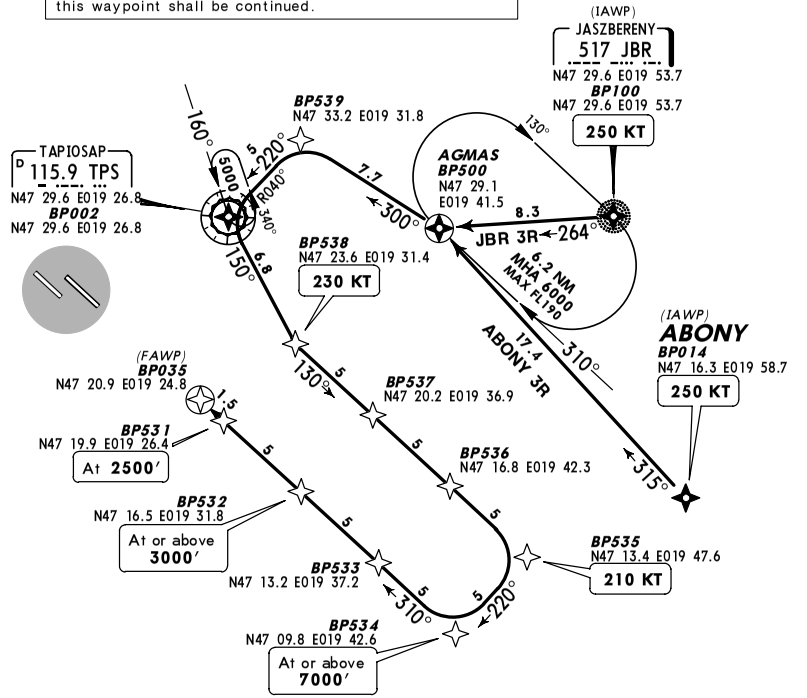
ATIS	Apt Elev	
117.3 132.37	495′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 9000′ **1.** On downwind expect vectors to final. **2.** Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC.

ABONY 3R *[ABO3R]*, JBR 3R
RWY 31R RNAV TRANSITION
GPS/FMS-EQUIPPED AIRCRAFT
FROM EAST



1 2200′ within 15 NM

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.



N
NOT TO SCALE

GPS/FMS CLEARANCE PHRASEOLOGY
1. **"Cleared xxx Transition":**
   Authorization to fly the lateral GPS/FMS-route.
   Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Transition and Profile":**
   Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
3. **"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.

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

CHANGES: RNAV TRANSITIONS completely revised; MSA.

LHBP/BUD
FERIHEGY

JEPPESEN
29 JUL 05 (10-2D) Eff 4 Aug

BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS	Apt Elev	
117.3 132.37	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.

ANEXA 1L *[ANE1L]*
VEBOS 1L *[VEB1L]*
RWY 13L RNAV TRANSITIONS
GPS/FMS-EQUIPPED AIRCRAFT
FROM WEST

GPS/FMS CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Transition":**
Authorization to fly the lateral GPS/FMS-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Transition and Profile":**
Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
3. **"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.

MSA
TPS VOR
3800′ (1) 270° 2100′ 360° 2900′ 090° 3600′ 180°

NOT TO SCALE

1 2200′ within 15 NM

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.

TAPIOSAP
P 115.9 TPS
N47 29.6 E019 26.8

BP516 N47 44.0 E018 47.3 — At or above 9000′
BP514 N47 35.9 E019 00.5 — At or above 4000′
BP213 N47 34.2 E019 03.4 — At or above 3000′
BP513 N47 31.9 E019 07.1 — At 2500′
BP042 (FAWP) N47 30.9 E019 08.7
BP515 N47 40.0 E018 53.9
BP418 N47 36.5 E018 46.7
BP419 N47 32.5 E018 53.2
BP420 N47 28.4 E018 59.8 — 230 KT
BP421 N47 24.8 E018 54.8
BP412 N47 39.7 E018 41.4 — 210 KT
ANEXA (IAWP) N47 51.3 E018 29.2 — 250 KT
BP422 N47 28.8 E018 48.2
BP423 N47 32.8 E018 41.6
SOMOK BP424 N47 37.4 E018 34.5
BP442 N47 25.4 E018 30.5
VEBOS (IAWP) BP400 N47 18.4 E018 38.2 — 250 KT
MHA 8000 MAX FL190 6.2 NM

ANEXA 1L 14.4
VEBOS 1L 12.9

TRANSITION	ROUTING
ANEXA 1L	ANEXA (K250) - SOMOK/BP424 - BP421 - BP420 (K230) - BP412 (K210) - BP516 **(9000′+)** - BP514 **(4000′+)** - BP213 **(3000′+)** - BP513 **(2500′)** - BP042.
VEBOS 1L	VEBOS/BP400 (K250) - BP421 - BP420 (K230) - BP412 (K210) - BP516 **(9000′+)** - BP514 **(4000′+)** - BP213 **(3000′+)** - BP513 **(2500′)** - BP042.

CHANGES: New chart.

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

LHBP/BUD
FERIHEGY

JEPPESEN
29 JUL 05 (10-2E) Eff 4 Aug

BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS	Apt Elev	
117.3 132.37	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.

ANEXA 1R *[ANE1R]*
VEBOS 1R *[VEB1R]*
RWY 13R RNAV TRANSITIONS
GPS/FMS-EQUIPPED AIRCRAFT
FROM WEST

GPS/FMS CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Transition":**
Authorization to fly the lateral GPS/FMS-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Transition and Profile":**
Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
3. **"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.

MSA
TPS VOR
3800′ (1) 270° 2100′ 360° 2900′ 090° 3600′ 180°

NOT TO SCALE

1 2200′ within 15 NM

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.

TAPIOSAP
P 115.9 TPS
N47 29.6 E019 26.8

BP416 N47 44.2 E018 45.1 — At or above 9000′
BP414 N47 36.1 E018 58.3 — At or above 4000′
BP113 N47 33.3 E019 03.0 — At or above 3000′
BP413 N47 32.1 E019 04.8 — At 2500′
BP049 (FAWP) N47 31.1 E019 06.5
BP415 N47 40.1 E018 51.7
BP418 N47 36.5 E018 46.7
BP419 N47 32.5 E018 53.2
BP420 N47 28.4 E018 59.8 — 230 KT
BP421 N47 24.8 E018 54.8
BP417 N47 40.5 E018 40.1 — 210 KT
ANEXA (IAWP) N47 51.3 E018 29.2 — 250 KT
BP422 N47 28.8 E018 48.2
BP423 N47 32.8 E018 41.6
SOMOK BP424 N47 37.4 E018 34.5
BP442 N47 25.4 E018 30.5
VEBOS (IAWP) BP400 N47 18.4 E018 38.2 — 250 KT
MHA 8000 MAX FL190 6.2 NM

ANEXA 1R 14.4
VEBOS 1R 12.9

TRANSITION	ROUTING
ANEXA 1R	ANEXA (K250) - SOMOK/BP424 - BP421 - BP420 (K230) - BP417 (K210) - BP416 **(9000′+)** - BP414 **(4000′+)** - BP113 **(3000′+)** - BP413 **(2500′)** - BP049.
VEBOS 1R	VEBOS/BP400 (K250) - BP421 - BP420 (K230) - BP417 (K210) - BP416 **(9000′+)** - BP414 **(4000′+)** - BP113 **(3000′+)** - BP413 **(2500′)** - BP049.

CHANGES: New chart.

LHBP/BUD
FERIHEGY

JEPPESEN
29 JUL 05 (10-2F) Eff 4 Aug

BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS	Apt Elev	
117.3 132.37	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.

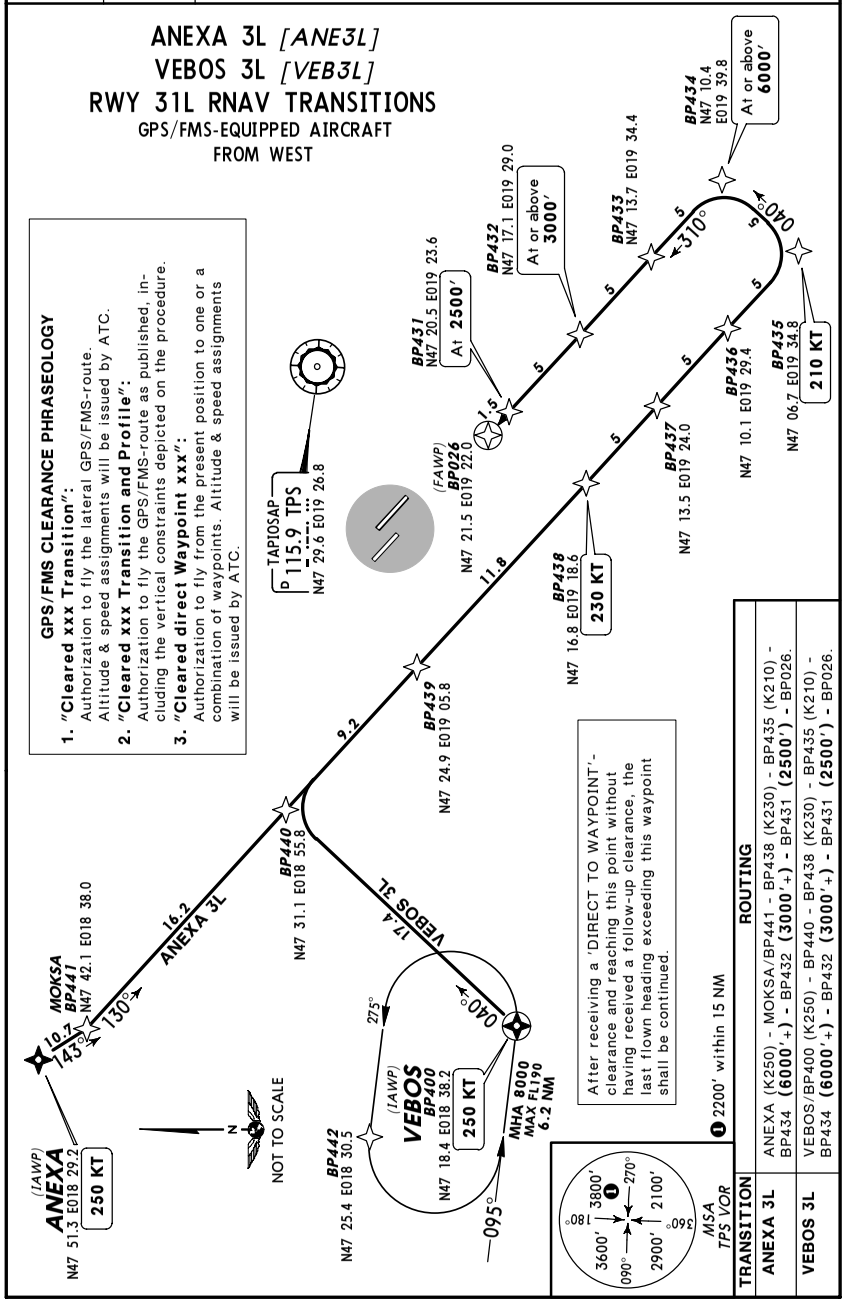
ANEXA 3L *[ANE3L]*
VEBOS 3L *[VEB3L]*
RWY 31L RNAV TRANSITIONS
GPS/FMS-EQUIPPED AIRCRAFT
FROM WEST

GPS/FMS CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Transition":**
Authorization to fly the lateral GPS/FMS-route.
Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Transition and Profile":**
Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
3. **"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.

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.

TRANSITION	ROUTING
ANEXA 3L	ANEXA (K250) - MOKSA/BP441 - BP438 (K230) - BP435 (K210) - BP434 **(6000′+)** - BP432 **(3000′+)** - BP431 **(2500′)** - BP026.
VEBOS 3L	VEBOS/BP400 (K250) - BP440 - BP438 (K230) - BP435 (K210) - BP434 **(6000′+)** - BP432 **(3000′+)** - BP431 **(2500′)** - BP026.



CHANGES: New chart.

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LHBP/BUD
FERIHEGY

JEPPESEN
29 JUL 05 (10-2G) Eff 4 Aug

BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS	Apt Elev	
117.3 132.37	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.

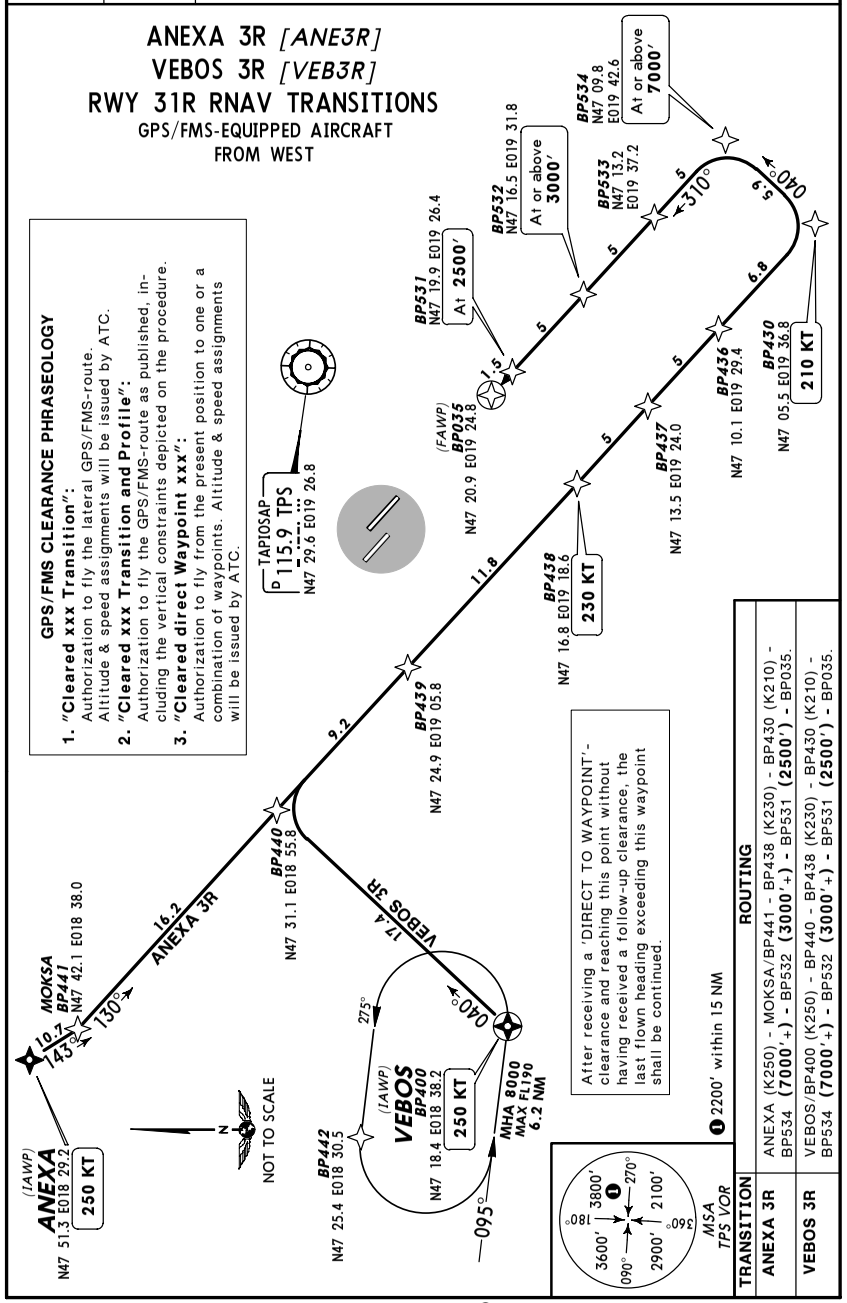
ANEXA 3R *[ANE3R]*
VEBOS 3R *[VEB3R]*
RWY 31R RNAV TRANSITIONS
GPS/FMS-EQUIPPED AIRCRAFT
FROM WEST

GPS/FMS CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Transition":**
Authorization to fly the lateral GPS/FMS-route.
Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Transition and Profile":**
Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
3. **"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.

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.

TRANSITION	ROUTING
ANEXA 3R	ANEXA (K250) - MOKSA/BP441 - BP438 (K230) - BP430 (K210) - BP534 **(7000′+)** - BP532 **(3000′+)** - BP531 **(2500′)** - BP035.
VEBOS 3R	VEBOS/BP400 (K250) - BP440 - BP438 (K230) - BP430 (K210) - BP534 **(7000′+)** - BP532 **(3000′+)** - BP531 **(2500′)** - BP035.



CHANGES: New chart.

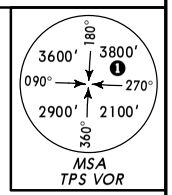
LHBP/BUD
FERIHEGY

JEPPESEN
29 JUL 05 (10-2H) Eff 4 Aug

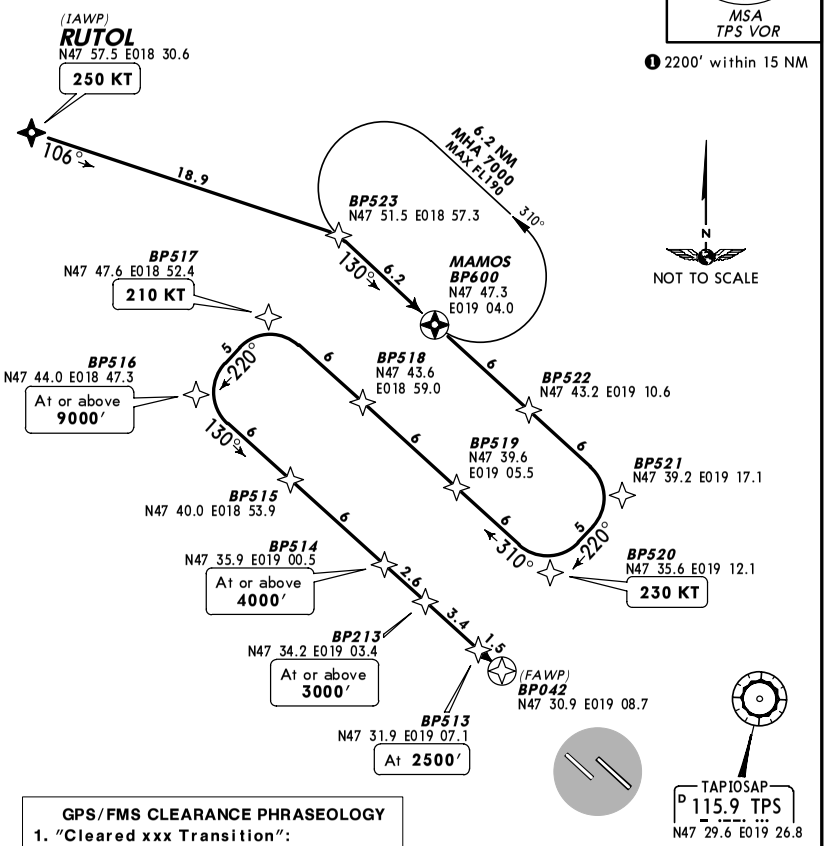
BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS	Apt Elev	
117.3 132.37	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.

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



1 2200′ within 15 NM



GPS/FMS CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Transition":** Authorization to fly the lateral GPS/FMS-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Transition and Profile":** Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
3. **"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.

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.

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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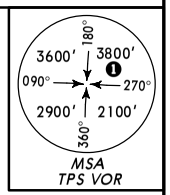
LHBP/BUD
FERIHEGY

JEPPESEN
29 JUL 05 (10-2J) Eff 4 Aug

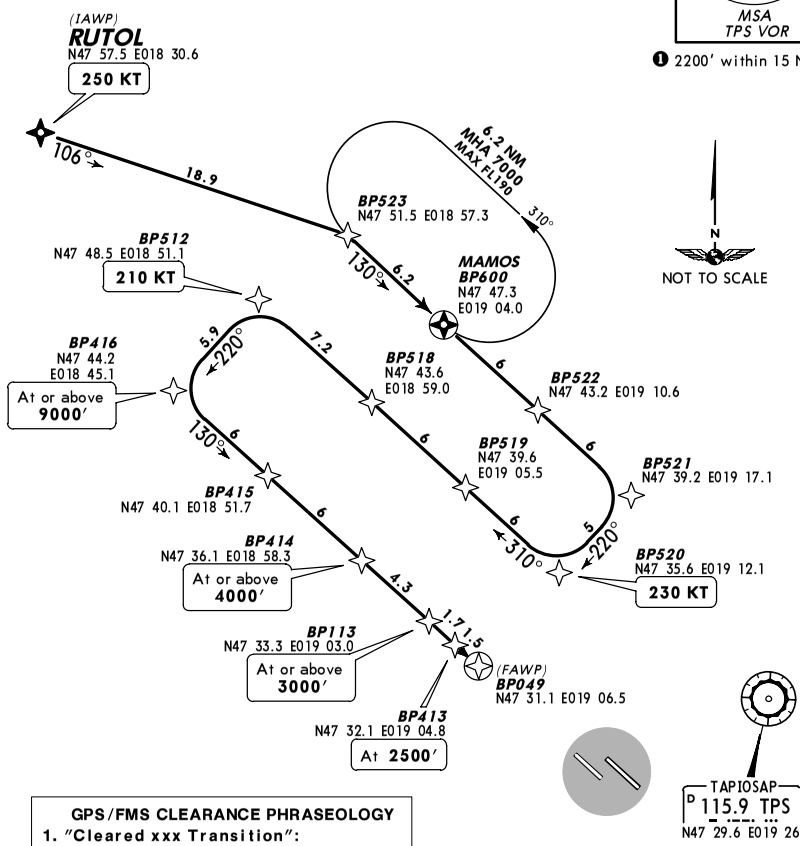
BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS	Apt Elev	
117.3 132.37	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.

RUTOL 1R *[RUT1R]*
RWY 13R RNAV TRANSITION
GPS/FMS-EQUIPPED AIRCRAFT
FROM NORTHWEST



1 2200′ within 15 NM



GPS/FMS CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Transition":** Authorization to fly the lateral GPS/FMS-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Transition and Profile":** Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
3. **"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.

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.

ROUTING

RUTOL (K250) - BP523 - MAMOS/BP600 - BP521 - BP520 (K230) - BP512 (K210) - BP416 **(9000′+)** - BP414 **(4000′+)** - BP113 **(3000′+)** - BP413 **(2500′)** - BP049.

CHANGES: New chart.

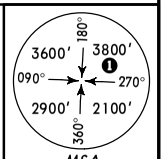
LHBP/BUD
FERIHEGY

JEPPESEN
29 JUL 05 (10-2K) Eff 4 Aug

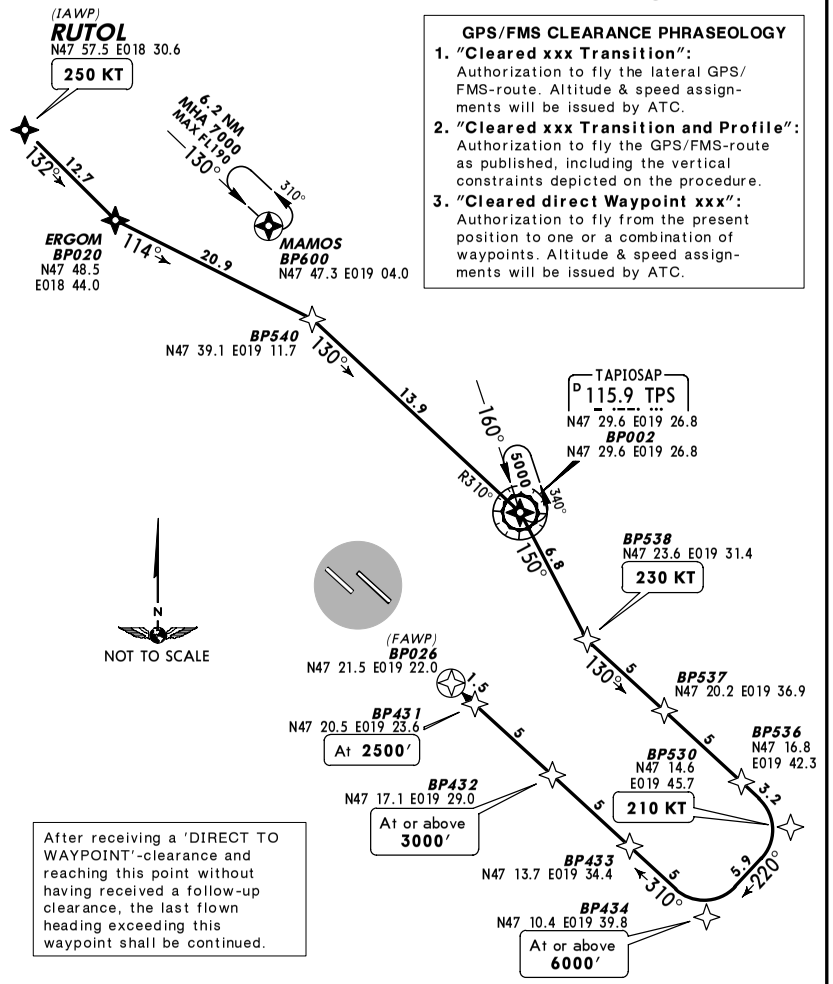
BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS	Apt Elev	
117.3 132.37	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.

RUTOL 3L *[RUT3L]*
RWY 31L RNAV TRANSITION
GPS/FMS-EQUIPPED AIRCRAFT
FROM NORTHWEST



1 2200′ within 15 NM



GPS/FMS CLEARANCE PHRASEOLOGY
1. **"Cleared xxx Transition":** Authorization to fly the lateral GPS/FMS-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Transition and Profile":** Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
3. **"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.

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.

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

CHANGES: New chart.

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

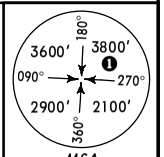
LHBP/BUD
FERIHEGY

JEPPESEN
29 JUL 05 (10-2L) Eff 4 Aug

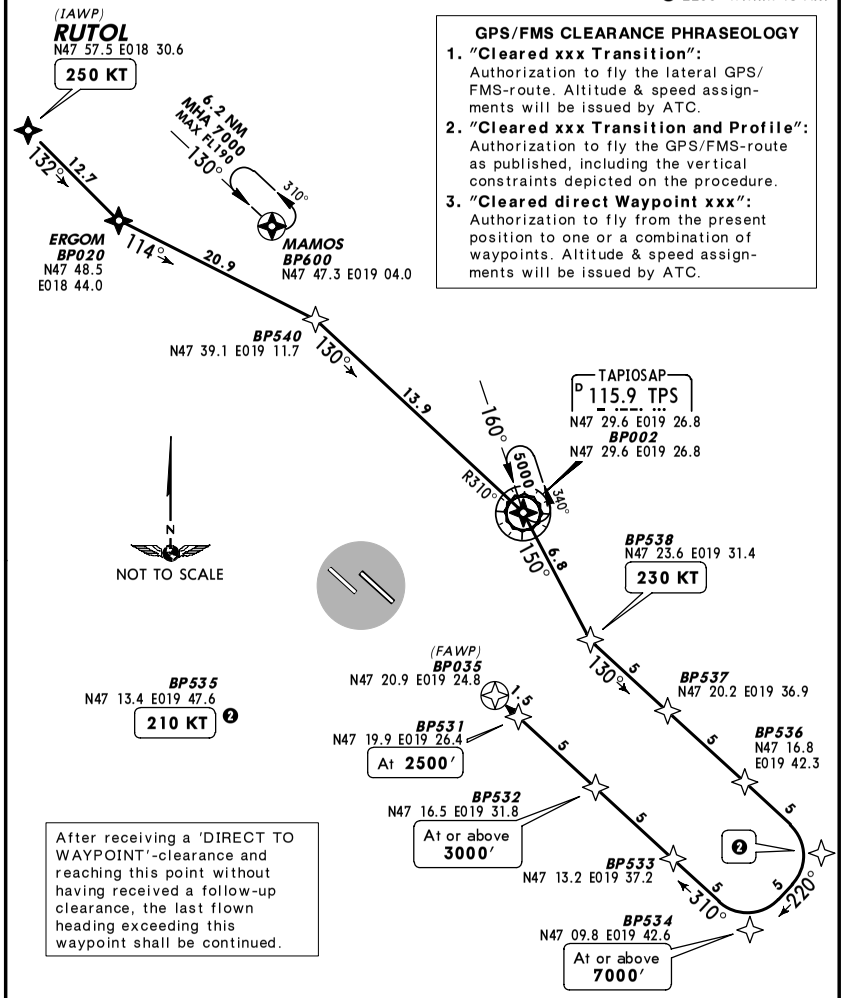
BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS	Apt Elev	
117.3 132.37	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.

RUTOL 3R *[RUT3R]*
RWY 31R RNAV TRANSITION
GPS/FMS-EQUIPPED AIRCRAFT
FROM NORTHWEST



1 2200′ within 15 NM



GPS/FMS CLEARANCE PHRASEOLOGY
1. **"Cleared xxx Transition":** Authorization to fly the lateral GPS/FMS-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Transition and Profile":** Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
3. **"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.

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.

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

CHANGES: New chart.

LHBP/BUD
FERIHEGY

JEPPESEN

BUDAPEST, HUNGARY

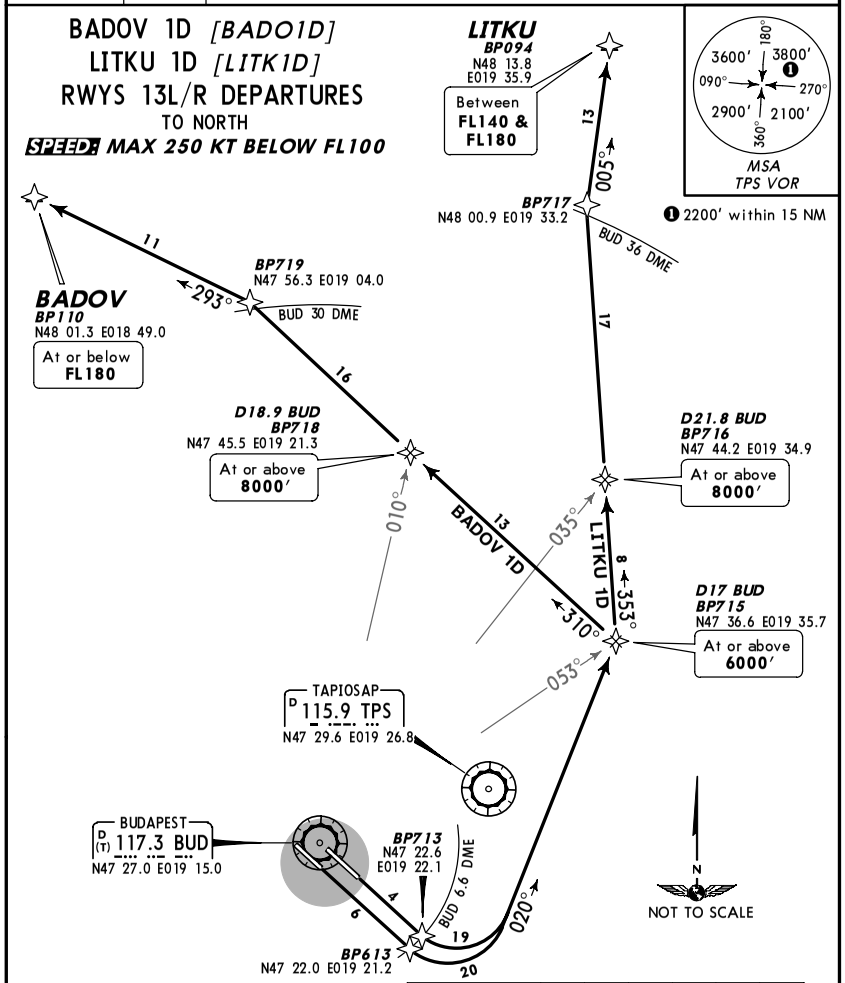
20 OCT 06 (10-3) Eff 26 Oct

SID

BUDAPEST Approach (R) 129.7	Apt Elev 495′	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 tracks is mandatory for safety reasons and noise abatement. **3.** An acceleration segment according to PANS-OPS is not contained.

BADOV 1D *[BADO1D]*
LITKU 1D *[LITK1D]*
RWYS 13L/R DEPARTURES
TO NORTH

SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 334′ per NM (5.5%) up to **7000′.**

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

If unable to comply advise ATC.

Initial climb clearance **7000′** further climb by ATC

SID	INITIAL CLIMB/ROUTING
BADOV 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-).**
LITKU 1D	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 (13R)/BP713 (13L) - BP715 **(6000′+) -** BP716 **(8000′+) -** BP717 - LITKU/BP094 **(FL140+; FL180-).**

CHANGES: Climb gradient.

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LHBP/BUD
FERIHEGY

JEPPESEN

BUDAPEST, HUNGARY

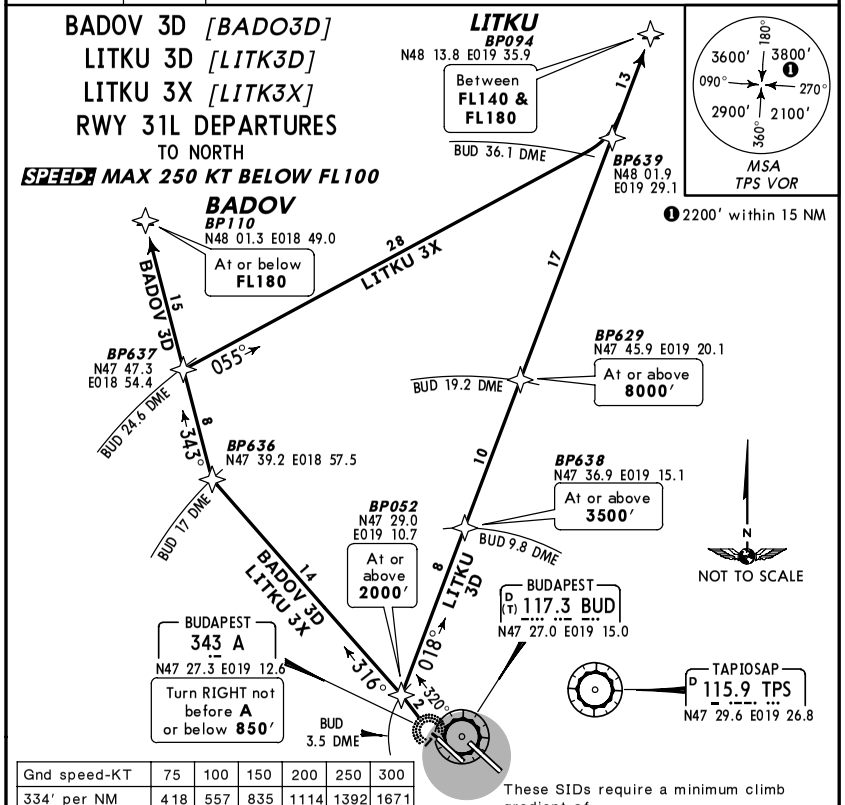
20 OCT 06 (10-3A) Eff 26 Oct

SID

BUDAPEST Approach (R) 129.7	Apt Elev 495′	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 tracks is mandatory for safety reasons and noise abatement. **3.** An acceleration segment according to PANS-OPS is not contained.

BADOV 3D *[BADO3D]*
LITKU 3D *[LITK3D]*
LITKU 3X *[LITK3X]*
RWY 31L DEPARTURES
TO NORTH

SPEED: MAX 250 KT BELOW FL100



Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

If unable to comply advise ATC.

These SIDs require a minimum climb gradient of 334′ per NM (5.5%) up to **7000′.**

Initial climb clearance **7000′,** further climb by ATC

RWY	INITIAL CLIMB
31L	**FIRST SEGMENT:** Climb to A with take-off power/thrust, take-off flaps, V_2+10 KT to 20 KT (or as limited by body angle). **SECOND SEGMENT:** After passing A turn RIGHT (do not turn before A or below **850′),** 320° 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 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.

SID	ROUTING
BADOV 3D	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-).**
LITKU 3D	At BUD 3.5 DME turn RIGHT, 018° track to LITKU. **GPS/FMS:** BP052 **(2000′+)** - BP638 **(3500′+) -** BP629 **(8000′+) -** BP639 - LITKU/BP094 **(FL140+; FL180-).**
LITKU 3X	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 36.1 DME turn LEFT, 018° track to LITKU. **GPS/FMS:** BP052 **(2000′+)** - BP636 - BP637 - BP639 - LITKU/BP094 **(FL140+; FL180-).**

CHANGES: Climb gradient.

LHBP/BUD
FERIHEGY

JEPPESEN

BUDAPEST, HUNGARY

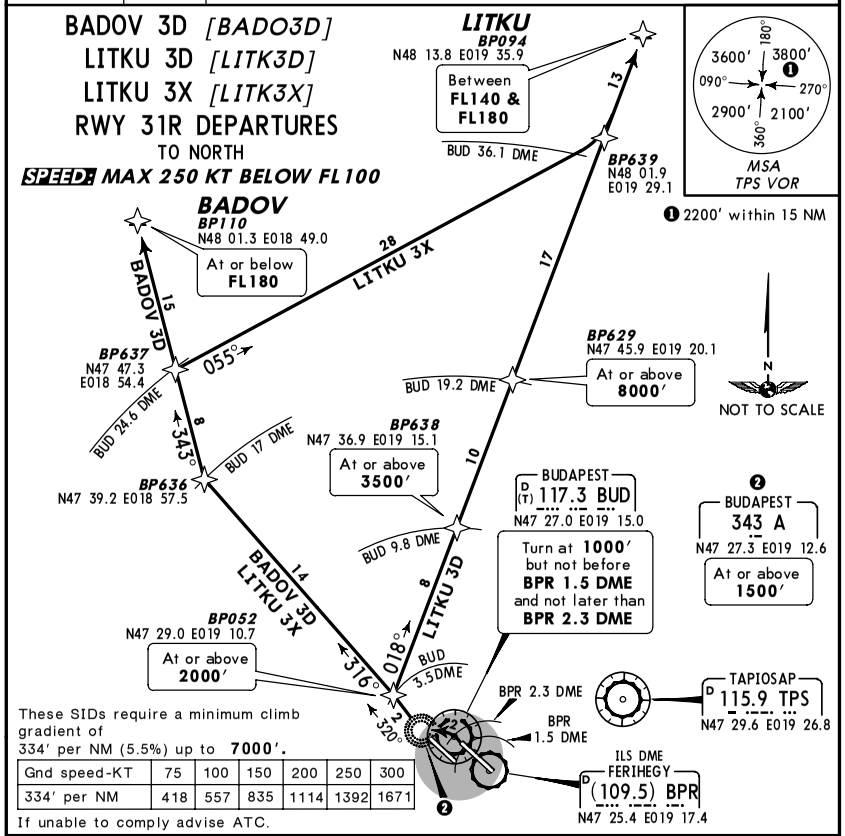
20 OCT 06 (10-3B) Eff 26 Oct

SID

BUDAPEST Approach (R) 129.7	Apt Elev 495′	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 tracks is mandatory for safety reasons and noise abatement. **3.** An acceleration segment according to PANS-OPS is not contained.

BADOV 3D *[BADO3D]*
LITKU 3D *[LITK3D]*
LITKU 3X *[LITK3X]*
RWY 31R DEPARTURES
TO NORTH

SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 334′ per NM (5.5%) up to **7000′.**

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

If unable to comply advise ATC.

Initial climb clearance **7000′,** further climb by ATC

RWY	INITIAL CLIMB
31R	**FIRST SEGMENT:** Climb to **1000′** with take-off power/thrust, take-off flaps, V_{2}+ 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}) retracting flaps on schedule, thereafter reduce thrust to not less than climb power and continue climb at not greater than V_{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.

SID	ROUTING
BADOV 3D	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-).**
LITKU 3D	At BUD 3.5 DME turn RIGHT, 018° track to LITKU. **GPS/FMS:** BP052 **(2000′+)** - BP638 **(3500′+)** - BP629 **(8000′+)** - BP639 - LITKU/BP094 **(FL140+; FL180-).**
LITKU 3X	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 36.1 DME turn LEFT, 018° track to LITKU. **GPS/FMS:** BP052 **(2000′+)** - BP636 - BP637 - BP639 - LITKU/BP094 **(FL140+; FL180-).**

CHANGES: Climb gradient.

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LHBP/BUD
FERIHEGY

JEPPESEN

BUDAPEST, HUNGARY

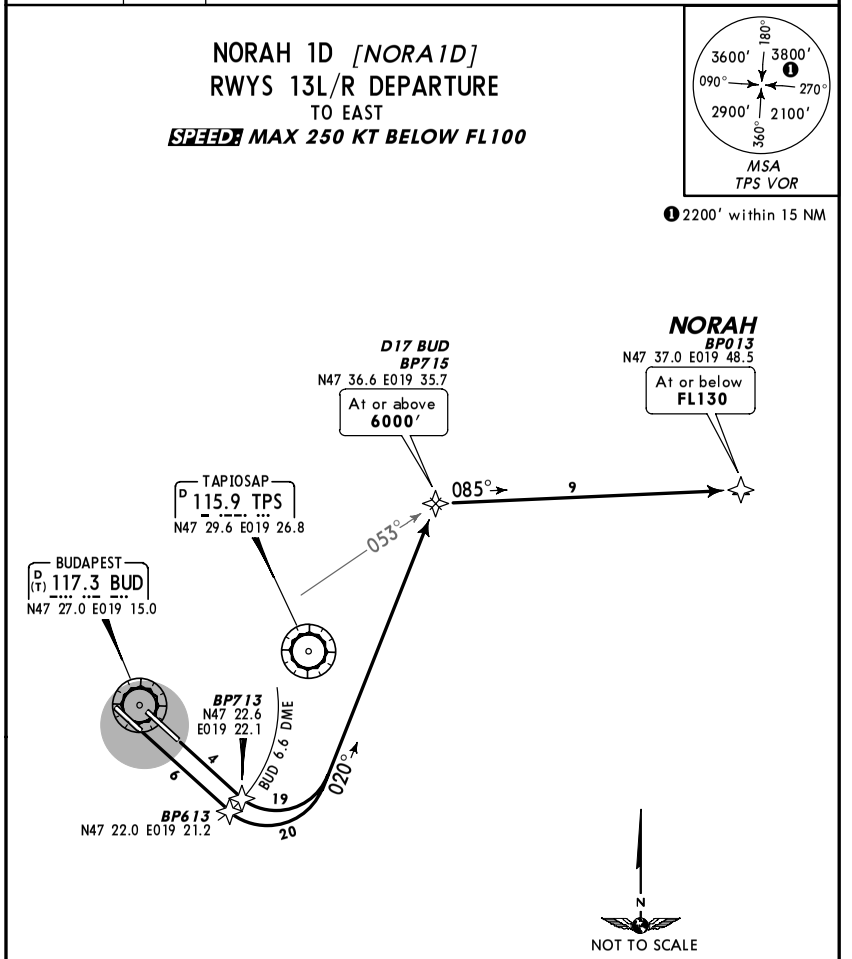
20 OCT 06 (10-3C) Eff 26 Oct

SID

BUDAPEST Approach (R) 129.7	Apt Elev 495′	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 tracks is mandatory for safety reasons and noise abatement. **3.** An acceleration segment according to PANS-OPS is not contained.

NORAH 1D *[NORA1D]*
RWYS 13L/R DEPARTURE
TO EAST

SPEED: MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient of 334′ per NM (5.5%) up to **7000′.**

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

If unable to comply advise ATC.

Initial climb clearance **7000′** further climb by ATC

INITIAL CLIMB/ROUTING

On runway heading to BUD 6.6 DME, turn LEFT, 020° track, at D17 BUD turn RIGHT, 085° track to NORAH.
GPS/FMS: BP613 (13R)/BP713 (13L) - BP715 **(6000′+)** - NORAH/BP013 **(FL130-).**

CHANGES: Climb gradient.

LHBP/BUD
FERIHEGY

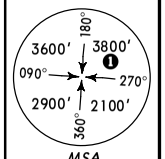
JEPPESEN
BUDAPEST, HUNGARY

20 OCT 06 (10-3D) Eff 26 Oct — SID

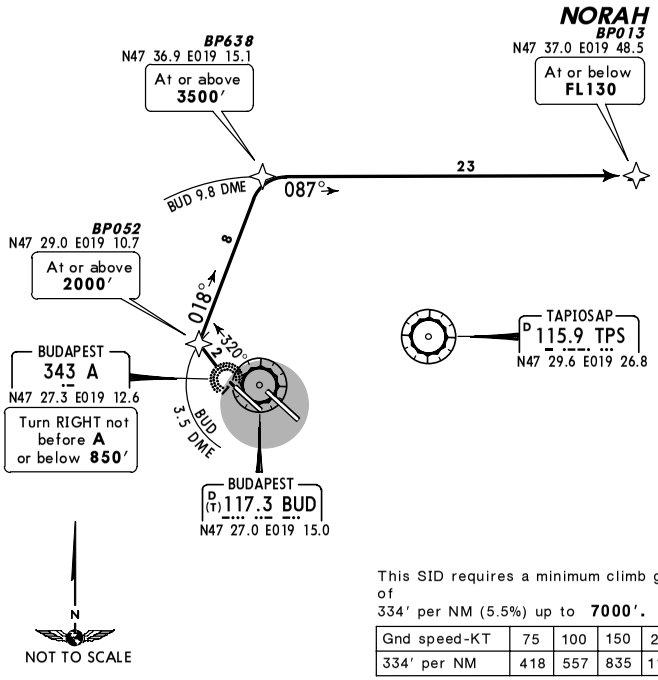
BUDAPEST Approach (R) 129.7	Apt Elev 495′	Trans level: By ATC Trans alt: 9000′ **1.** If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500′. **2.** SIDs include minimum noise routings. Strict adherence to prescribed tracks is mandatory for safety reasons and noise abatement. **3.** An acceleration segment according to PANS-OPS is not contained.

NORAH 3D *[NORA3D]*
RWY 31L DEPARTURE
TO EAST

SPEED: MAX 250 KT BELOW FL100



1 2200′ within 15 NM



This SID requires a minimum climb gradient of 334′ per NM (5.5%) up to **7000′.**

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

If unable to comply advise ATC.

Initial climb clearance **7000′,** further climb by ATC

RWY	INITIAL CLIMB
31L	**FIRST SEGMENT:** Climb to A with take-off power/thrust, take-off flaps, V_2+10 KT to 20 KT (or as limited by body angle). **SECOND SEGMENT:** After passing A turn RIGHT (do not turn before A or below **850′**), 320° 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 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.

ROUTING

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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LHBP/BUD
FERIHEGY

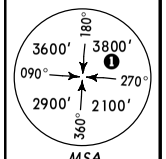
JEPPESEN
BUDAPEST, HUNGARY

20 OCT 06 (10-3E) Eff 26 Oct — SID

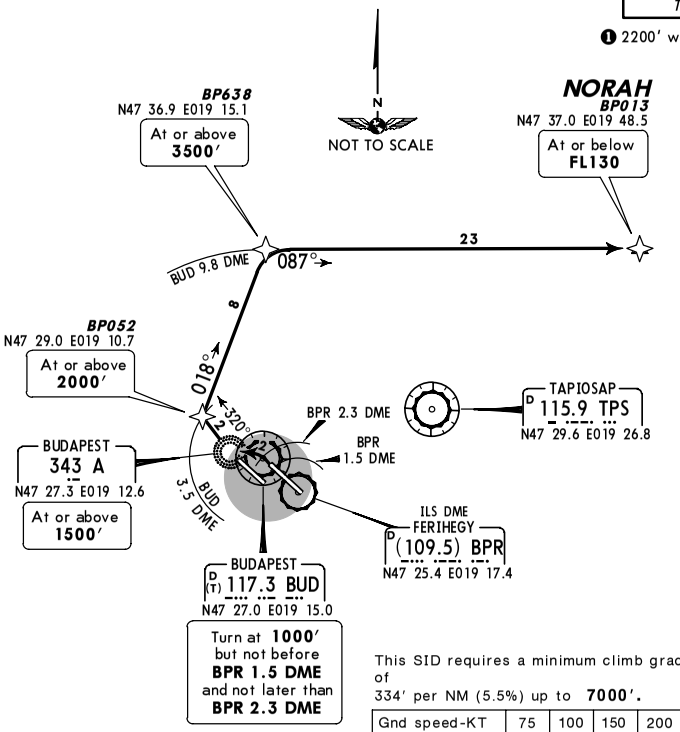
BUDAPEST Approach (R) 129.7	Apt Elev 495′	Trans level: By ATC Trans alt: 9000′ **1.** If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500′. **2.** SIDs include minimum noise routings. Strict adherence to prescribed tracks is mandatory for safety reasons and noise abatement. **3.** An acceleration segment according to PANS-OPS is not contained.

NORAH 3D *[NORA3D]*
RWY 31R DEPARTURE
TO EAST

SPEED: MAX 250 KT BELOW FL100



1 2200′ within 15 NM



This SID requires a minimum climb gradient of 334′ per NM (5.5%) up to **7000′.**

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

If unable to comply advise ATC.

Initial climb clearance **7000′,** further climb by ATC

RWY	INITIAL CLIMB
31R	**FIRST SEGMENT:** Climb to **1000′** with take-off power/thrust, take-off flaps, V_2+ 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}) retracting flaps on schedule, thereafter reduce thrust to not less than climb power and continue climb at not greater than V_{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.

ROUTING

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.

LHBP/BUD
FERIHEGY

JEPPESEN
BUDAPEST, HUNGARY

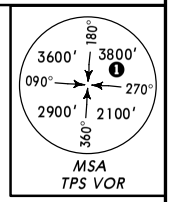
20 OCT 06 (10-3F) Eff 26 Oct

SID

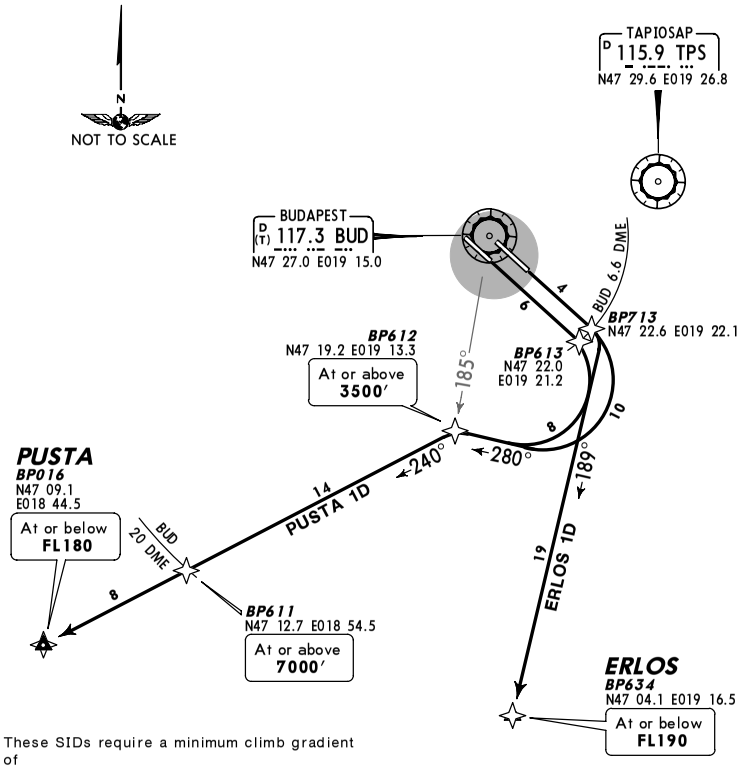
BUDAPEST Approach (R) 122.97	Apt Elev 495′	Trans level: By ATC Trans alt: 9000′ **1.** If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500′. **2.** SIDs include minimum noise routings. Strict adherence to prescribed tracks is mandatory for safety reasons and noise abatement. **3.** An acceleration segment according to PANS-OPS is not contained.

ERLOS 1D *[ERLO1D]*
PUSTA 1D *[PUST1D]*
RWYS 13L/R DEPARTURES
TO SOUTH

SPEED: MAX 250 KT BELOW FL100



1 2200′ within 15 NM



These SIDs require a minimum climb gradient of
334′ per NM (5.5%) up to **7000′.**

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

If unable to comply advise ATC.

Initial climb clearance **7000′** further climb by ATC

SID	INITIAL CLIMB/ROUTING
ERLOS 1D	On runway heading to BUD 6.6 DME, turn RIGHT, 189° track to ERLOS. **GPS/FMS:** BP613 (13R)/BP713 (13L) - ERLOS/BP634 **(FL190-).**
PUSTA 1D	On runway heading to BUD 6.6 DME, turn RIGHT, 280° track, at BUD R-185 turn LEFT, 240° track to PUSTA. **GPS/FMS:** BP613 (13R)/BP713 (13L) - BP612 **(3500′+)** - BP611 **(7000′+)** - PUSTA/BP016 **(FL180-).**

CHANGES: Climb gradient.

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LHBP/BUD
FERIHEGY

JEPPESEN
BUDAPEST, HUNGARY

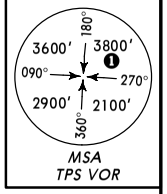
20 OCT 06 (10-3G) Eff 26 Oct

SID

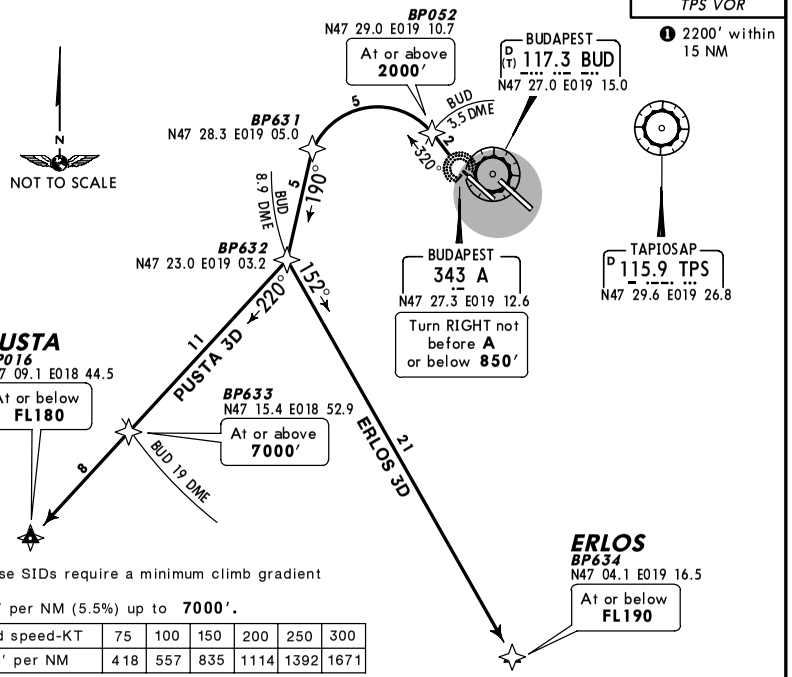
BUDAPEST Approach (R) 122.97	Apt Elev 495′	Trans level: By ATC Trans alt: 9000′ **1.** If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500′. **2.** SIDs include minimum noise routings. Strict adherence to prescribed tracks is mandatory for safety reasons and noise abatement. **3.** An acceleration segment according to PANS-OPS is not contained.

ERLOS 3D *[ERLO3D]*
PUSTA 3D *[PUST3D]*
RWY 31L DEPARTURES
TO SOUTH

SPEED: MAX 250 KT BELOW FL100



1 2200′ within 15 NM



These SIDs require a minimum climb gradient of
334′ per NM (5.5%) up to **7000′.**

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

If unable to comply advise ATC.

Initial climb clearance **7000′**, further climb by ATC

RWY	INITIAL CLIMB
31L	**FIRST SEGMENT:** Climb to A with take-off power/thrust, take-off flaps, V_2 +10 KT to 20 KT (or as limited by body angle). **SECOND SEGMENT:** After passing A turn RIGHT (do not turn before A or below **850′**), 320° 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 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.

SID	ROUTING
ERLOS 3D	At BUD 3.5 DME turn LEFT, 190° track, at BUD 8.9 DME turn LEFT, 152° track to ERLOS. **GPS/FMS:** BP052 **(2000′+)** - BP631 - BP632 - ERLOS/BP634 **(FL190-).**
PUSTA 3D	At BUD 3.5 DME turn LEFT, 190° track, at BUD 8.9 DME turn RIGHT, 220° track to PUSTA. **GPS/FMS:** BP052 **(2000′+)** - BP631 - BP632 - BP633 **(7000′+)** - PUSTA/BP016 **(FL180-).**

CHANGES: Climb gradient.

LHBP/BUD
FERIHEGY

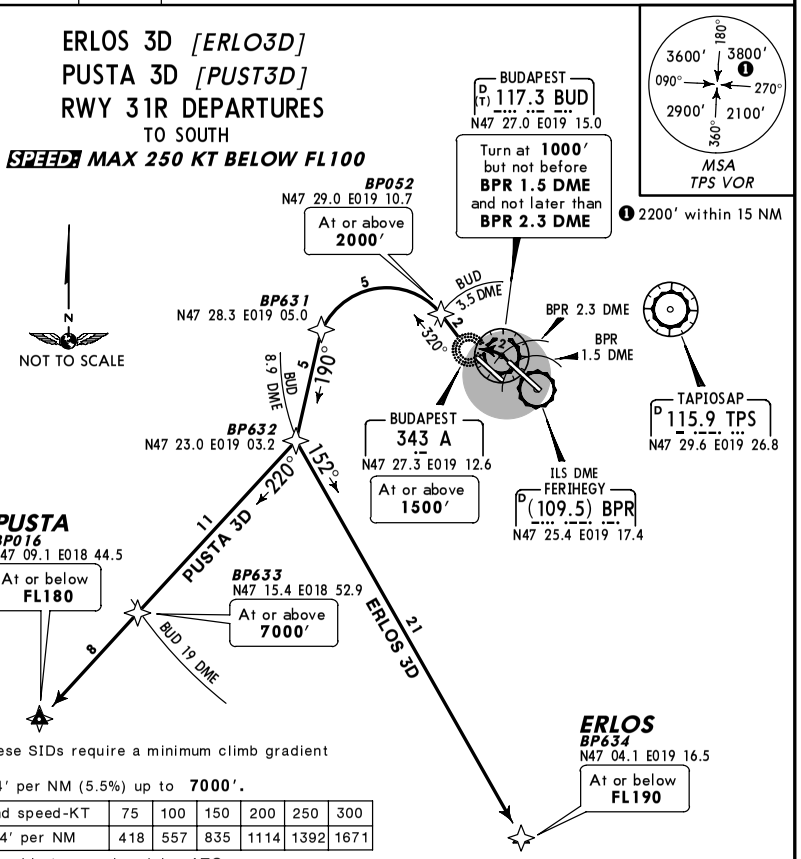
JEPPESEN
20 OCT 06 (10-3H) Eff 26 Oct

BUDAPEST, HUNGARY
SID

BUDAPEST Approach (R) 122.97	Apt Elev 495′	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 tracks is mandatory for safety reasons and noise abatement. **3.** An acceleration segment according to PANS-OPS is not contained.

ERLOS 3D *[ERLO3D]*
PUSTA 3D *[PUST3D]*
RWY 31R DEPARTURES
TO SOUTH

SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 334′ per NM (5.5%) up to **7000′**.

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

If unable to comply advise ATC.

Initial climb clearance **7000′**, further climb by ATC

RWY	INITIAL CLIMB
31R	**FIRST SEGMENT:** Climb to **1000′** with take-off power/thrust, take-off flaps, V_2+ 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}) retracting flaps on schedule, thereafter reduce thrust to not less than climb power and continue climb at not greater than V_{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.

SID	ROUTING
ERLOS 3D	At BUD 3.5 DME turn LEFT, 190° track, at BUD 8.9 DME turn LEFT, 152° track to ERLOS. **GPS/FMS:** BP052 **(2000′+)** - BP631 - BP632 - ERLOS/BP634 **(FL190-).**
PUSTA 3D	At BUD 3.5 DME turn LEFT, 190° track, at BUD 8.9 DME turn RIGHT, 220° track to PUSTA. **GPS/FMS:** BP052 **(2000′+)** - BP631 - BP632 - BP633 **(7000′+)** - PUSTA/BP016 **(FL180-).**

CHANGES: Climb gradient.

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LHBP/BUD
FERIHEGY

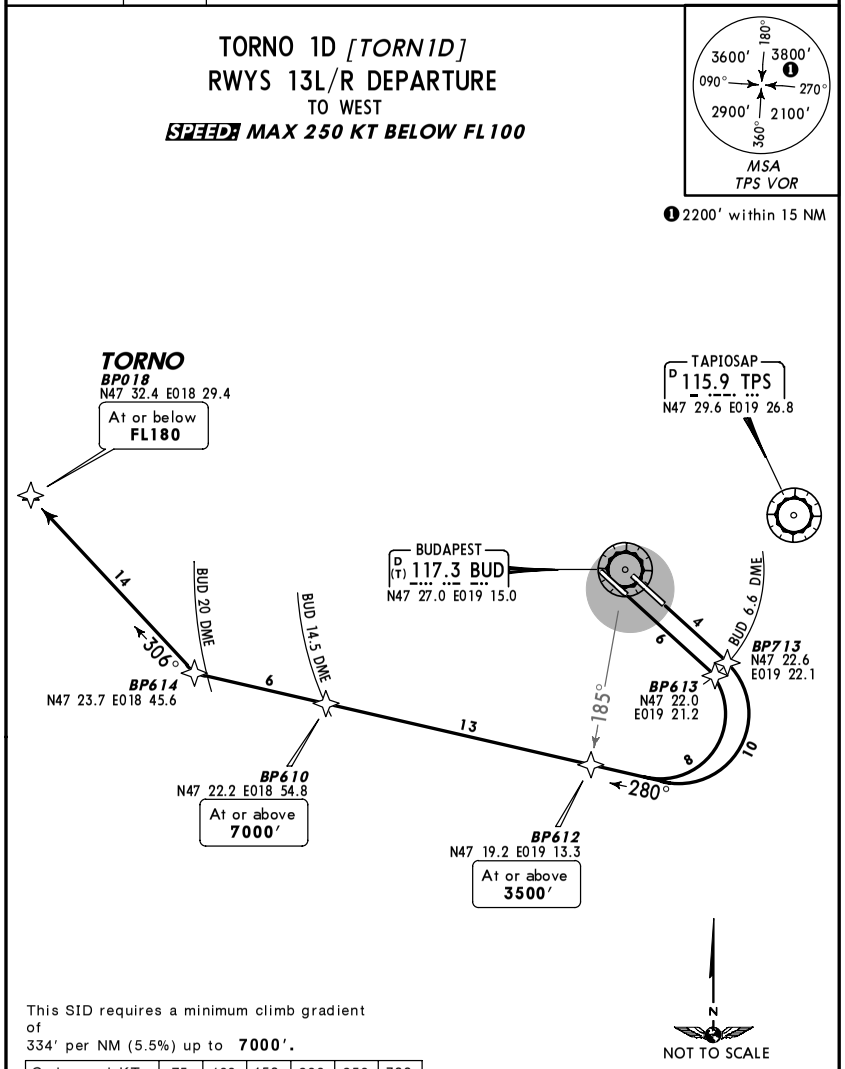
JEPPESEN
20 OCT 06 (10-3J) Eff 26 Oct

BUDAPEST, HUNGARY
SID

BUDAPEST Approach (R) 122.97	Apt Elev 495′	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 tracks is mandatory for safety reasons and noise abatement. **3.** An acceleration segment according to PANS-OPS is not contained.

TORNO 1D *[TORN1D]*
RWYS 13L/R DEPARTURE
TO WEST

SPEED: MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient of 334′ per NM (5.5%) up to **7000′**.

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

If unable to comply advise ATC.

Initial climb clearance **7000′** further climb by ATC

INITIAL CLIMB/ROUTING

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-).**

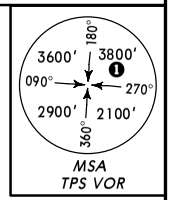
CHANGES: Climb gradient.

LHBP/BUD
FERIHEGY

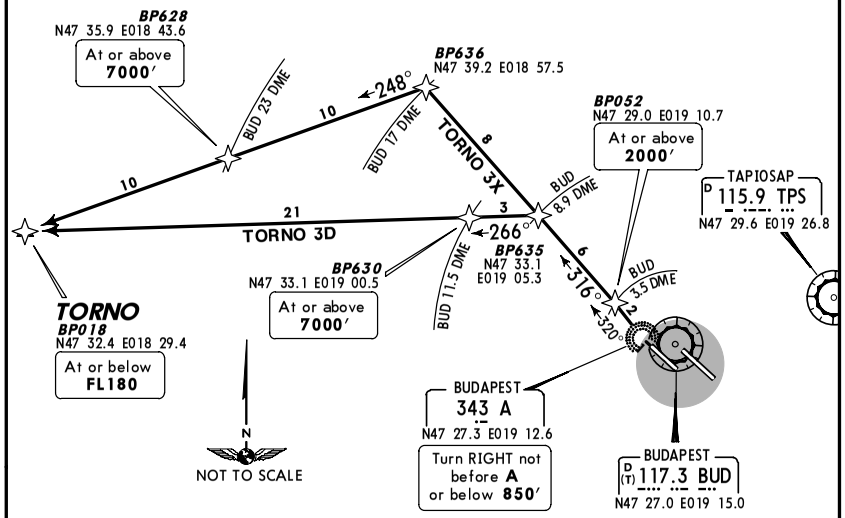
JEPPESEN
BUDAPEST, HUNGARY
20 OCT 06 (10-3K) Eff 26 Oct — SID

BUDAPEST Approach (R) 122.97	Apt Elev 495′	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 tracks is mandatory for safety reasons and noise abatement. **3.** An acceleration segment according to PANS-OPS is not contained.

TORNO 3D *[TORN3D]*
TORNO 3X *[TORN3X]*
RWY 31L DEPARTURES
TO WEST
SPEED: MAX 250 KT BELOW FL100



1 2200′ within 15 NM



These SIDs require a minimum climb gradient of 334′ per NM (5.5%) up to **7000′.**

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

If unable to comply advise ATC.

Initial climb clearance **7000′**, further climb by ATC

RWY	INITIAL CLIMB
31L	**FIRST SEGMENT:** Climb to A with take-off power/thrust, take-off flaps, V_2 +10 KT to 20 KT (or as limited by body angle). **SECOND SEGMENT:** After passing A turn RIGHT (do not turn before A or below **850′**), 320° 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 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.

SID	ROUTING
TORNO 3D	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-).**
TORNO 3X	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-).**

CHANGES: Climb gradient.

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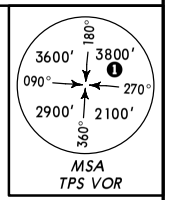
LHBP/BUD
FERIHEGY

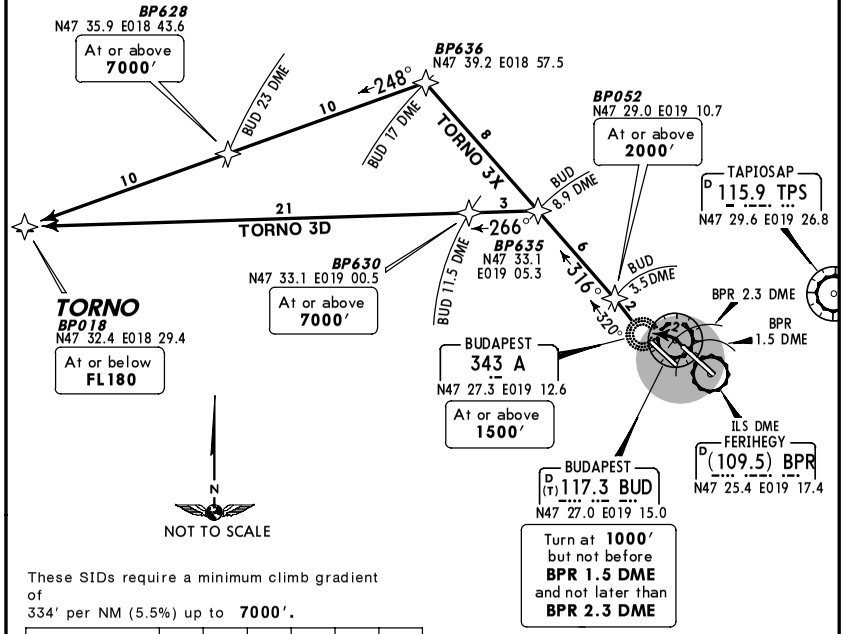
JEPPESEN
BUDAPEST, HUNGARY
20 OCT 06 (10-3L) Eff 26 Oct — SID

BUDAPEST Approach (R) 122.97	Apt Elev 495′	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 tracks is mandatory for safety reasons and noise abatement. **3.** An acceleration segment according to PANS-OPS is not contained.

TORNO 3D *[TORN3D]*
TORNO 3X *[TORN3X]*
RWY 31R DEPARTURES
TO WEST
SPEED: MAX 250 KT BELOW FL100



1 2200′ within 15 NM



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RWY	INITIAL CLIMB
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SID	ROUTING
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TORNO 3X	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-).**

CHANGES: Climb gradient.

LHBP/BUD

Apt Elev **495′**
N47 26.4 E019 15.7

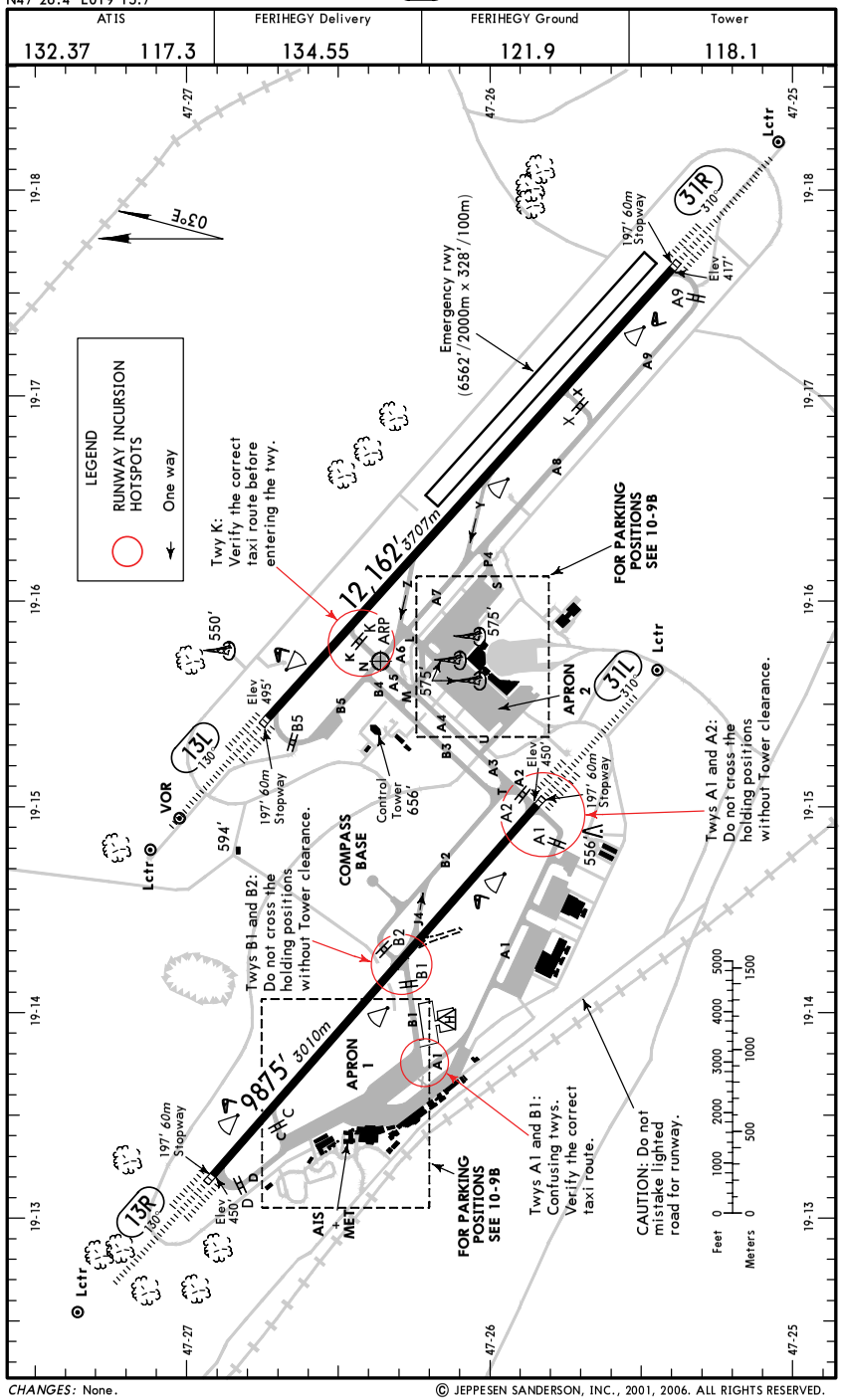
JEPPESEN

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

BUDAPEST, HUNGARY

FERIHEGY

ATIS		FERIHEGY Delivery	FERIHEGY Ground	Tower
132.37	117.3	134.55	121.9	118.1



CHANGES: None.

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LHBP/BUD

JEPPESEN

20 OCT 06 (10-9A) **Eff 26 Oct**

BUDAPEST, HUNGARY

FERIHEGY

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N47 26.7 E019 13.4	60, 61	N47 26.0 E019 15.4
2, 3	N47 26.6 E019 13.4	62 thru 64	N47 26.0 E019 15.5
4, 5	N47 26.5 E019 13.5	65	N47 26.1 E019 15.5
6	N47 26.4 E019 13.5	66 thru 69	N47 26.1 E019 15.6
11	N47 26.4 E019 13.6	70, 71	N47 26.2 E019 15.8
12	N47 26.3 E019 13.6	72 thru 75	N47 26.1 E019 15.9
13 thru 16	N47 26.3 E019 13.7	76, 77	N47 26.1 E019 16.0
17, 18	N47 26.2 E019 13.8	78, 79	N47 26.0 E019 16.0
25 thru 27	N47 26.3 E019 13.6	82	N47 26.1 E019 16.0
31, 32	N47 25.9 E019 15.6	84	N47 26.0 E019 16.1
33 thru 37	N47 25.9 E019 15.5	107 thru 109	N47 26.4 E019 13.5
38, 39	N47 26.0 E019 15.6		
41, 42	N47 26.0 E019 15.7		
43, 44	N47 26.1 E019 15.7		
45, 46	N47 26.0 E019 15.8		

GENERAL
Rwy 31R approved for CAT II/III and rwys 13L, 13R & 31L approved for CAT II operations, special aircrew and acft certification required. Birds.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
13L	HIRL CL ALSF-II TDZ PAPI(3.0°)	RVR		11,112′ *3387m*		148′ *45m*
31R	HIRL CL ALSF-II TDZ PAPI(3.0°) ❶	RVR		11,118′ *3389m*		
13R	HIRL CL ALSF-II TDZ PAPI(3.0°) ❷	RVR		8858′ *2700m*		148′ *45m*
31L	HIRL CL ALSF-II TDZ PAPI(3.0°)	RVR		8599′ *2621m*		

❶ HST-Y&Z
❷ HSTIL HST-J4

LOW VISIBILITY PROCEDURE

Operation phase 1:
When TDZ RVR is 600m or less and/or cloudbase is 200′ or below, ATC will ensure that the ILS protection area is clear of known traffic before landing aircraft reaches 2 NM distance from touchdown point.
Aircraft will be advised of these procedures in ATIS broadcast with following expression:
"Attention! Low visibility procedures are in force."

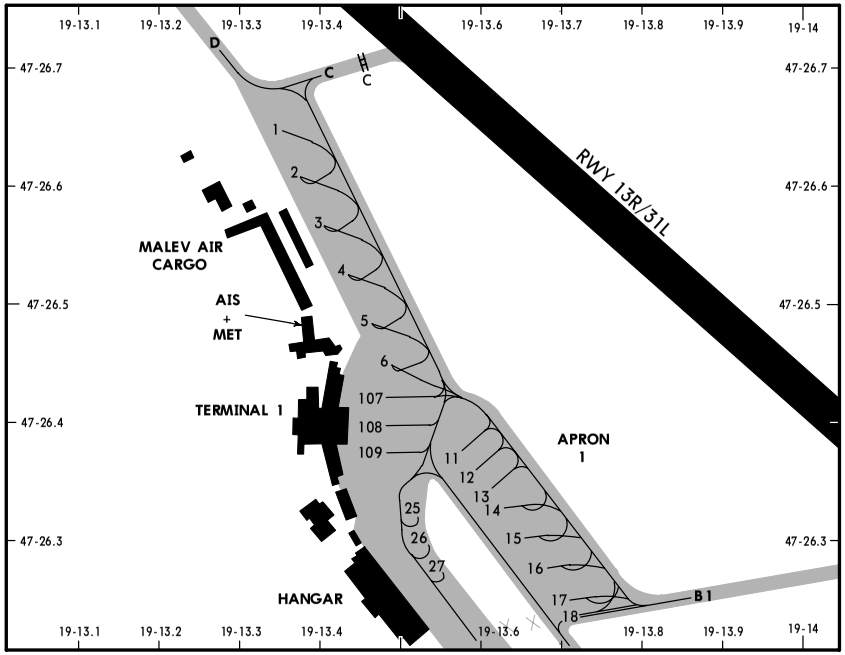
Operation phase 2:
When any of the RVRs is less than 400m the ATC is responsible for preventing collision between aircraft and other traffic on taxiways and its intersections.
During the approach pilots will be informed of:
- unserviceabilities and/or downgrading of aids or facilities;
- significant changes in surface wind;
- changes in RVR.

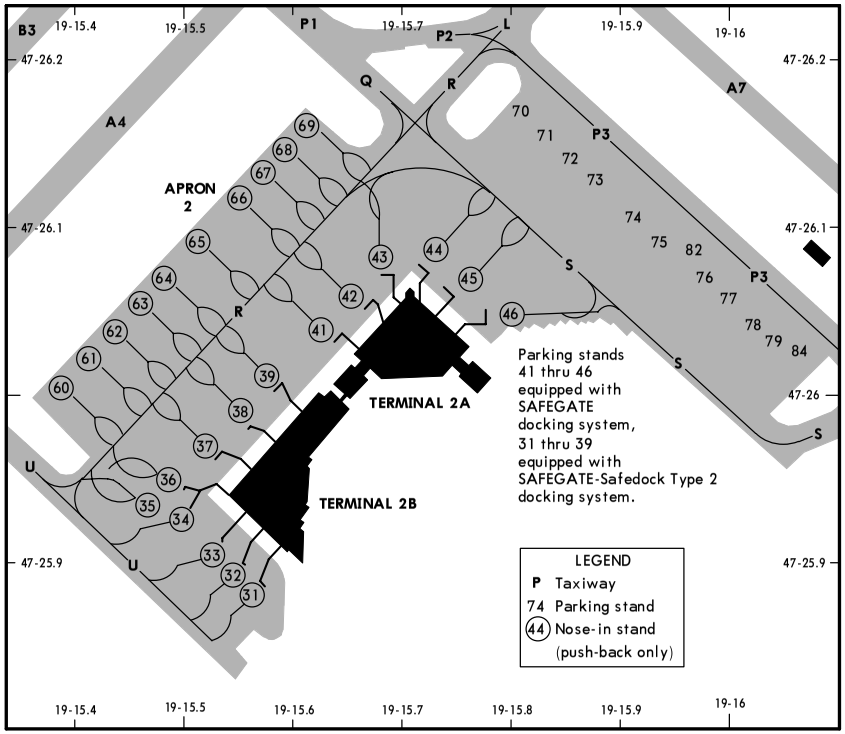
JAR-OPS TAKE-OFF ❶

	Rwy 31R LVP must be in Force — Approved Operators HIRL, CL & mult. RVR req	All Rwys LVP must be in Force — RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

CHANGES: Stands. Coordinates. Low visibility procedure.





CHANGES: Stands.

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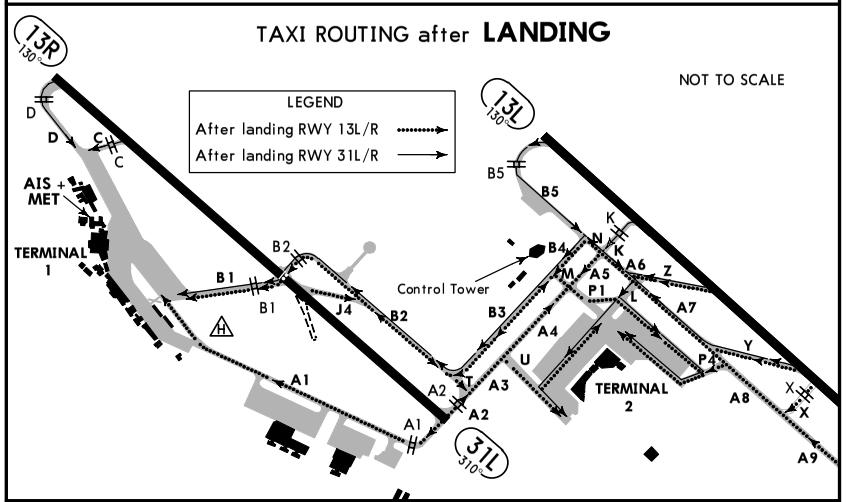
GENERAL

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).

TAXI 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 taxi instructions.
Restrictions affecting the use of rapid exit taxiways Y and Z will be given by Tower together with the landing clearance.



ARRIVAL INFO: List of available taxi clearances issued by ATC.

	Instruction given by ATC			Taxi route (TWY segments) to be followed	Remarks	
ARRIVALS ON RWY 13R	Taxi to gate/ stand number	1 thru 27 107 thru 109	via	A1	A1	Terminal 1	
				B1	B1		
		31 thru 43, 60 thru 69		U	A2 - A3 - U	Terminal 2	
					J4 - B2 - T - A3 - U		
		44 thru 46 70 thru 79		P1	A2 - A3 - A4 - P1 - P2 - P3		To 44 thru 46 via S
					J4 - B2 - B3 - M - P1 - P2 - P3		
ARRIVALS ON RWY 13L		70 thru 79		P1	A9 (or X, Y, Z) - A8 - A7 - A6 - A5 - P1 - P2 - P3		
		44 thru 46			Y - A7 - (Z) - A6 - A5 - P1 - P2 - P3 - S		
		44 thru 46		P4	A9 (or X) - A8 -P4 - S		
ARR ON RWY 31R		Holding ❶ position B2		B1	A9 (or X, Y, Z) - A8 - A7 - A6 - N - B4 - B3 - B2 - B1	Terminal 1	Crossing of the active RWY is subject to special ATC clearance
		Holding ❶ position B2		B1	Y (or Z, K, B5) - A7 - A6 - N - B4 - B3 - B2 - B1		
ARR ON RWY 31L		31-43, 44-46 60-69, 70-79		L	Y (or Z) - A7 - A6 - L	Terminal 2	To 31-43, 60-69 via R To 71-78 via P3 To 44-46 via P3 - S
					B5 (or K) - N - A6 - L		
		1 thru 27 107 thru 109	via	B1	B1	Terminal 1	
				C	C		
				D	D		

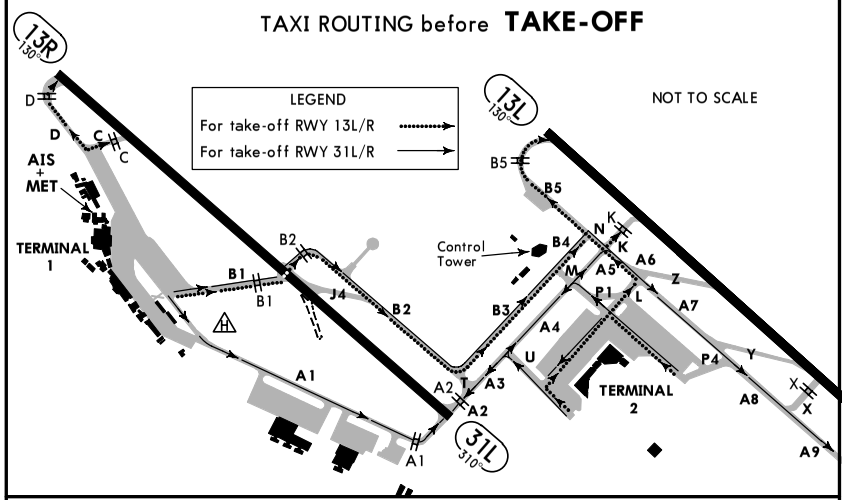
❶ Initially the clearance issued only to holding point of the active runway.

CHANGES: Arrival info.

START-UP/TAXI PROCEDURES FOR DEPARTING AIRCRAFT

1. 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.
2. Acft 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 back" procedure is not applicable when the Low Visibility Procedures are in operation.
3. 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 taxiing.
4. 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.

TAXI ROUTING before **TAKE-OFF**



DEPARTURE INFO: List of available taxi clearances issued by ATC.

	Instruction given by ATC				Taxi route (TWY segments) to be followed	Remarks	
DEPARTURES ON RWY 13R	Taxi to holding posn	C	via	C	C	1 - 27 107 - 109	
		D		D	D		
DEPARTURES ON RWY 13L		B1 ❶		B1	B1 - B2 - B3 - B4 - B5		Crossing of the active RWY is subject to special ATC clearance
DEPARTURES ON RWY 31R		B5		L	L - A6 - N - B5	All from Terminal 2	
		K		L	L - A6 - K		
		A9		P1	Q - P1 - A5 - A6 - A7 - A8 - A9	44 - 46, 70 - 79	
				U	U - A4 - A5 - A6 - A7 - A8 - A9	31 - 43, 60 - 69	
DEPARTURES ON RWY 31L		B1 ❶		B1	B1 - B2 - B3 - B4 - N - A6 - A7 - A8 - A9	1 - 27 107 - 109	Crossing of the active RWY is subject to special ATC clearance
		A1		A1	A1		
		B1		B1	B1		
		A2	via	P1	Q - P1 - A4 - A3 - A2	44 - 46, 70 - 79	
				U	U - A3 - A2	31 - 43, 60 - 69	

❶ Initially the clearance issued only to holding point of the active runway.

CHANGES: Departure info.

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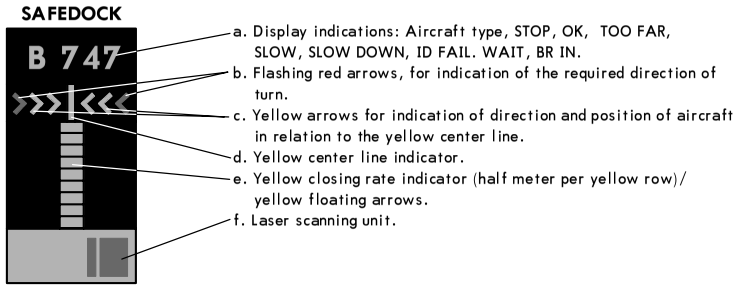
SAFEGATE DOCKING SYSTEM

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

1. Follow the taxi-in line to the respective gate.
2. 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.
4. 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.
5. 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:

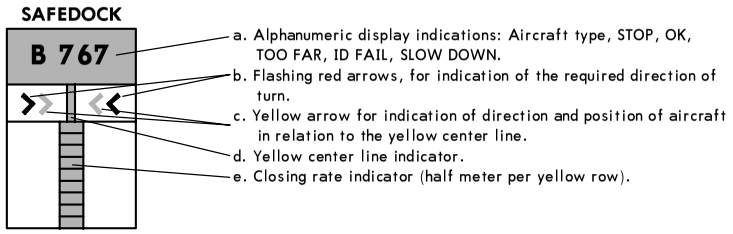
1. When the detection of the aircraft is not possible (the closing rate indicator does not appear) the aircraft has to stop safety distance from the aviobridge (as primary obstacle) and wait for the marshaller's manual guidance.
2. When the identification of the aircraft is not made 12m before the correct 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.
3. During heavy fog, opposite sunlight or snow the visibility of the docking system can be reduced. In this case the display deactivates the floating arrows and "SLOW" is displayed. This configuration is superseded by the closing rate indicator bar, as soon as the system detects the approaching aircraft.

CHANGES: None.

SAFEGATE DOCKING SYSTEM
(Safedock Type 2)

A. SYSTEM DESCRIPTION

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



B. DOCKING PROCEDURE

1. Follow the taxi-in line to the respective gate and watch for centerline guidance.
2. Check correct aircraft type is displayed (system is activated).
3. When the closing rate indicator turns yellow, the aircraft has been caught.
   - Watch the yellow arrow for direction and position in relation to the yellow center line indicator for correct Azimuth Guidance.
   - Watch the flashing red arrows for direction of turn.
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.
5. If the docking speed of the aircraft is more than 4 KT "SLOW DOWN" is displayed for the correct docking.
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.

WARNING:

1. When the detection of the aircraft is not possible (the closing rate indicator not turns on) the pilot has to stop safety distance from the aviobridge (as primary obstacle) and wait for the marshaller's manual guidance.
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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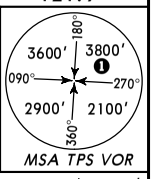
BRIEFING STRIP

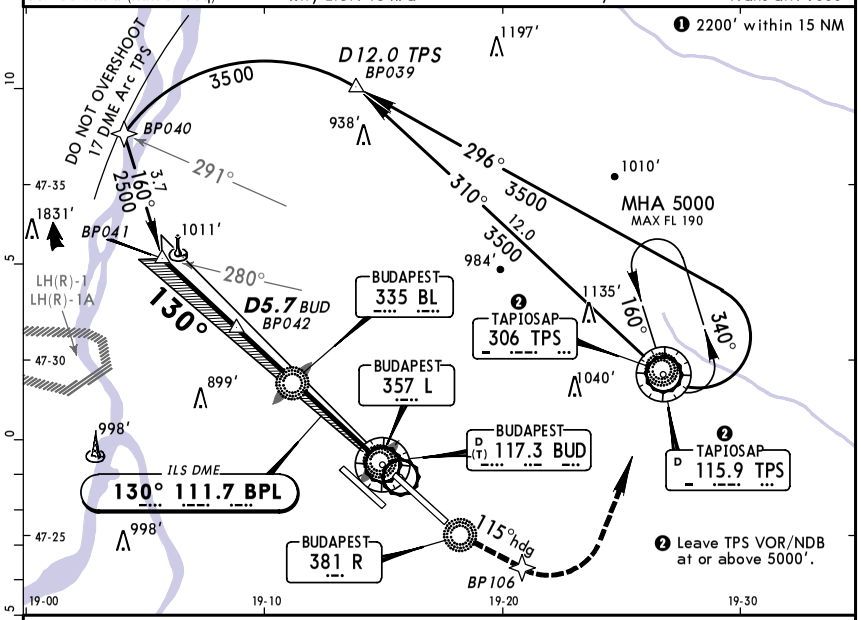
ATIS	BUDAPEST Approach (R)		FERIHEGY Director (APP)	FERIHEGY Tower	Ground
132.37 117.3	129.7	122.97	119.5	118.1	121.9

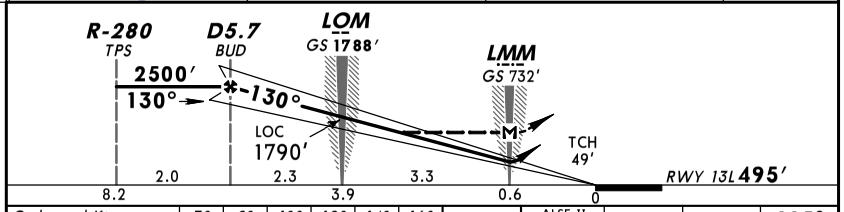
LOC BPL	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 495′
111.7	130°	1788′ (1293′)	695′ (200′)	RWY 495′

MISSED APCH: Climb STRAIGHT AHEAD to 1000′. At R Lctr turn LEFT to heading 115° and continue climbing to 3000′. When passing 1800′ turn LEFT to TPS VOR. Cross TPS VOR at 3000′.



Alt Set: hPa (MM on req) | Rwy Elev: 18 hPa | Trans level: By ATC | Trans alt: 9000′





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Desc Grad 5.2%	377	484	538	646	753	861
MAP at LMM						

ALSF-II | PAPI | PAPI | 1000′ | R 381 | 115° hdg LT

PANS OPS 3

JAR-OPS STRAIGHT-IN LANDING RWY 13L

	ILS DA(H) 695′ (200′) FULL	ILS DA(H) 695′ (200′) ALS out	LOC (GS out) MDA(H) 830′ (335′)	LMM out	ALS out
A	RVR 550m	RVR 1000m	RVR 900m	NOT AUTH	RVR 1500m
B					
C			RVR 1000m		RVR 1800m
D			RVR 1400m		RVR 2000m

CIRCLE-TO-LAND

Max Kts.	MDA(H) VIS
100	950′ (455′) 1900m
135	1100′ (605′) 2800m
180	1280′ (785′) 3700m
205	1460′ (965′) 4600m

LHBP/BUD
FERIHEGY

JEPPESEN
29 JUL 05 **Eff 4 Aug** (11-1A)

BUDAPEST, HUNGARY
(RNAV) CAT II ILS Rwy 13L

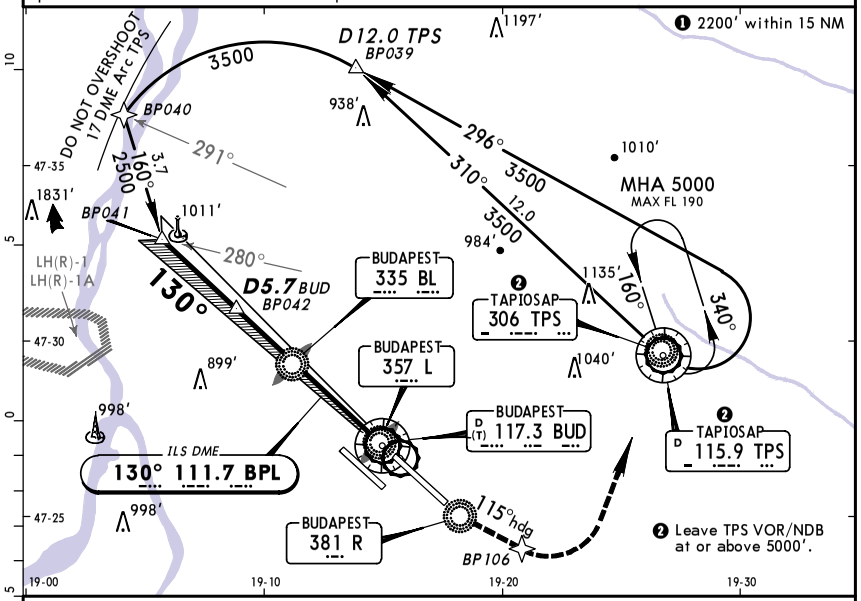
ATIS	BUDAPEST Approach (R)		FERIHEGY Director (APP)	FERIHEGY Tower	Ground
132.37 117.3	129.7	122.97	119.5	118.1	121.9

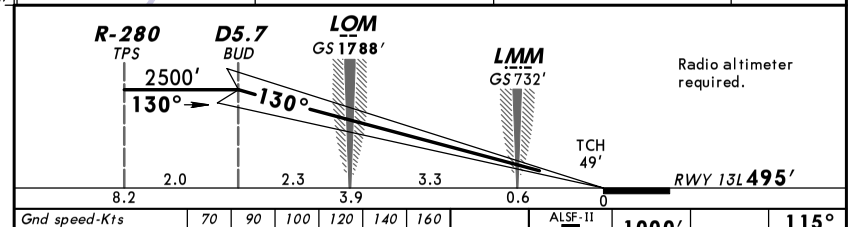
LOC	Final	GS	CAT II ILS	Apt Elev 495′
BPL	Apch Crs	LOM	RA 92′	
111.7	130°	1788′ (1293′)	DA(H) 595′ (100′)	RWY 495′

MISSED APCH: Climb STRAIGHT AHEAD to 1000′. At R Lctr turn LEFT to heading 115° and continue climbing to 3000′. When passing 1800′ turn LEFT to TPS VOR. Cross TPS VOR at 3000′.

MSA TPS VOR: 3600′ 3800′ 2900′ 2100′

Alt Set: hPa (MM on req) Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 9000′
Special Aircrew & Acft Certification Required.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II PAPI PAPI | 1000′ | R 381 | 115° hdg LT

JAR-OPS

STRAIGHT-IN LANDING RWY 13L
CAT II ILS
ABCD
RA 92′
DA(H) 595′ (100′)

RVR 300m 1

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

PANS OPS 3

CHANGES: Communications. MSA. Waypoint.

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

LHBP/BUD
FERIHEGY

JEPPESEN
11 AUG 06 (11-2)

BUDAPEST, HUNGARY
(RNAV) ILS Rwy 13R

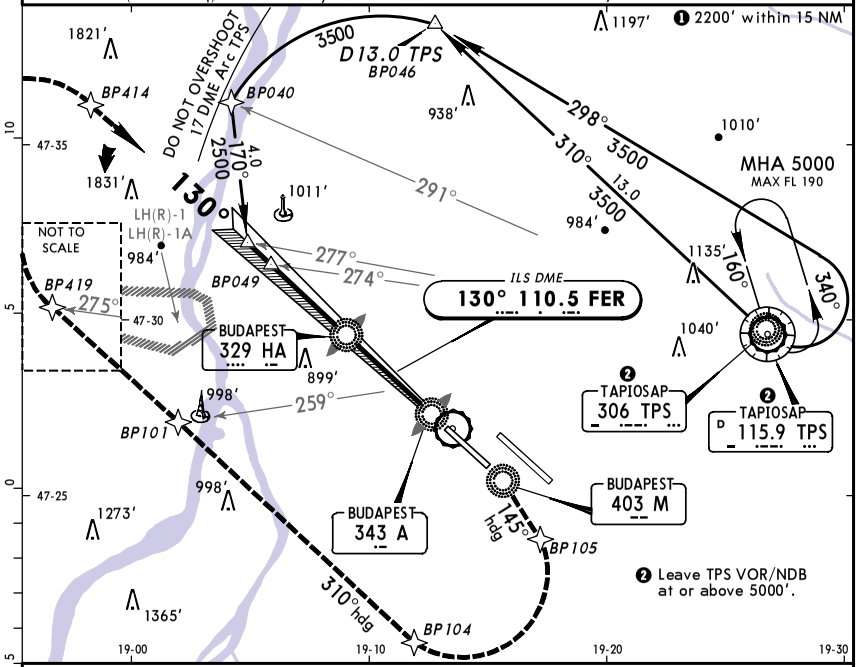
ATIS	BUDAPEST Approach (R)		FERIHEGY Director (APP)	FERIHEGY Tower	Ground
132.37 117.3	129.7	122.97	119.5	118.1	121.9

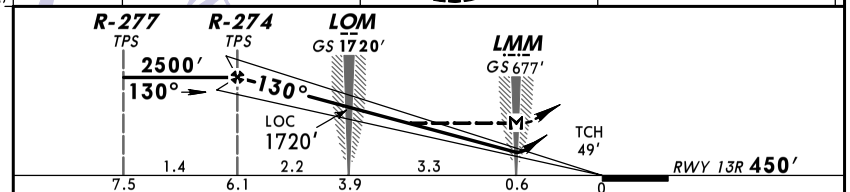
LOC	Final	GS	ILS	Apt Elev 495′
FER	Apch Crs	LOM	DA(H)	
110.5	130°	1720′ (1270′)	650′ (200′)	RWY 450′

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.

MSA TPS VOR: 3600′ 3800′ 2900′ 2100′

Alt Set: hPa (MM on req) Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 9000′





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Desc Grad 5.2%	377	484	538	646	753	861
MAP at LMM						

ALSF-II PAPI PAPI | MIM 1000′ | M 403 | 145° hdg RT

JAR-OPS

STRAIGHT-IN LANDING RWY 13R

	ILS		LOC (GS out)			CIRCLE-TO-LAND	
	DA(H) 650′ (200′)		MDA(H) 920′ (470′)			Max Kts.	MDA(H) VIS
	FULL	ALS out		LMM out	ALS out		
A	RVR 550m	RVR 1000m	RVR 1000m	NOT AUTH	RVR 1500m	100	950′ (455′) 1900m
B						135	1100′ (605′) 2800m
C			RVR 1200m		RVR 2000m	180	1280′ (785′) 3700m
D			RVR 1600m			205	1460′ (965′) 4600m

PANS OPS 3

CHANGES: Missed apch alt.

LHBP/BUD
FERIHEGY

JEPPESEN
11 AUG 06 (11-2A)

BUDAPEST, HUNGARY
(RNAV) CAT II ILS Rwy 13R

ATIS	BUDAPEST Approach (R)	FERIHEGY Director (APP)	FERIHEGY Tower	Ground
132.37 117.3	129.7 122.97	119.5	118.1	121.9

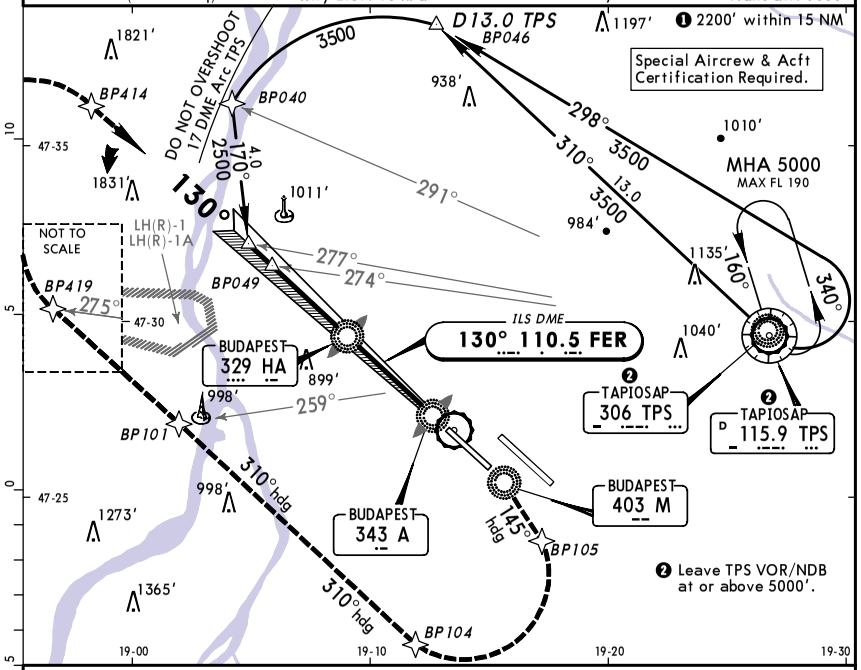
BRIEFING STRIP

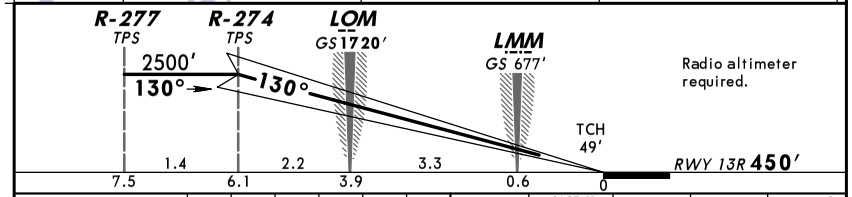
LOC	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev / RWY
FER 110.5	130°	LOM 1720′ (1270′)	Refer to Minimums	495′ / 450′

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.

MSA TPS VOR: 3600′ 3800′ 2900′ 2100′

Alt Set: hPa (MM on req) | Rwy Elev: 16 hPa | Trans level: By ATC | Trans alt: 9000′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II PAPI PAPI | MIM 1000′ | M 403 | 145° hdg RT

JAR-OPS STRAIGHT-IN LANDING RWY 13R
CAT II ILS

ABC	D
RA 107′	RA 119′
DA(H) 550′ (100′)	DA(H) 562′ (112′)

RVR 300m 1

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

PANS OPS 3

CHANGES: Missed apch alt.

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LHBP/BUD
FERIHEGY

JEPPESEN
29 JUL 05 (11-3) Eff 4 Aug

BUDAPEST, HUNGARY
(RNAV) ILS Rwy 31L

ATIS	BUDAPEST Approach (R)	FERIHEGY Director (APP)	FERIHEGY Tower	Ground
132.37 117.3	129.7 122.97	119.5	118.1	121.9

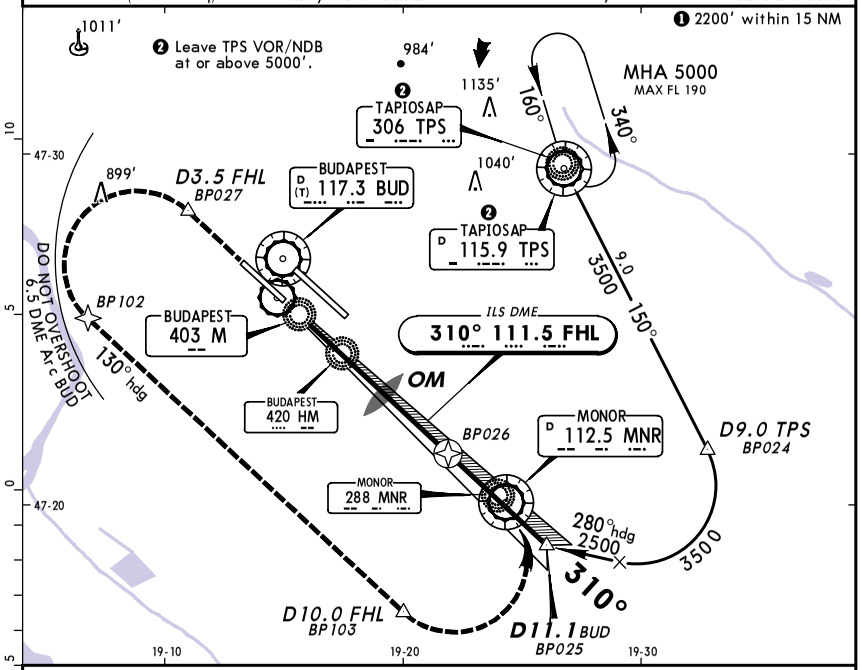
BRIEFING STRIP

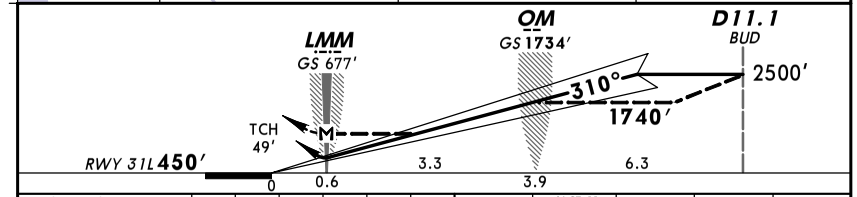
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
FHL 111.5	310°	OM 1734′ (1284′)	650′ (200′)	495′ / 450′

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.

MSA TPS VOR: 3600′ 3800′ 2900′ 2100′

Alt Set: hPa (MM on req) | Rwy Elev: 16 hPa | Trans level: By ATC | Trans alt: 9000′





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Desc Grad 5.2%	377	484	538	646	753	861
MAP at LMM						

ALSF-II PAPI PAPI | 1700′ ↑ | D3.5 FHL | 130° hdg LT

JAR-OPS STRAIGHT-IN LANDING RWY 31L

	ILS		LOC (GS out)		
	DA(H) 650′ (200′)		MDA(H) 760′ (310′)		
	FULL	ALS out		LMM out	ALS out
A	RVR 550m	RVR 1000m	RVR 900m	NOT AUTH	RVR 1500m
B					
C			RVR 1000m		RVR 1800m
D			RVR 1400m		RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	950′ (455′)	1900m
135	1100′ (605′)	2800m
180	1280′ (785′)	3700m
205	1460′ (965′)	4600m

PANS OPS 3

CHANGES: Communications. MSA.

LHBP/BUD
FERIHEGY

JEPPESEN
29 JUL 05 (11-3A) Eff 4 Aug

BUDAPEST, HUNGARY
(RNAV) CAT II ILS Rwy 31L

ATIS	BUDAPEST Approach (R)	FERIHEGY Director (APP)	FERIHEGY Tower	Ground
132.37 117.3	129.7 122.97	119.5	118.1	121.9

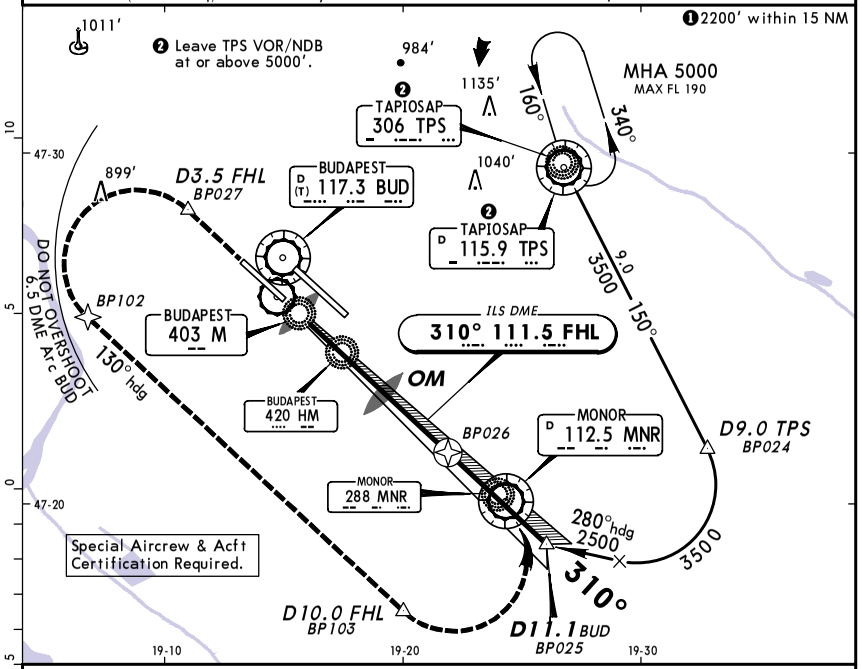
BRIEFING STRIP

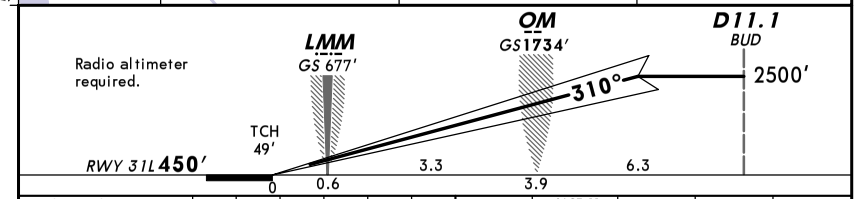
LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev / RWY
FHL 111.5	310°	OM 1734′ (1284′)	RA 90′ DA(H) 550′ (100′)	Apt Elev 495′ RWY 450′

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.

MSA TPS VOR: 180°–3600′, 090°–3800′, 270°–2900′, 360°–2100′

Alt Set: hPa (MM on req) | Rwy Elev: 16 hPa | Trans level: By ATC | Trans alt: 9000′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II PAPI PAPI | 1700′ | D3.5 FHL | 130° hdg LT

JAR-OPS

STRAIGHT-IN LANDING RWY 31L
CAT II ILS
ABCD
RA 90′
DA(H) 550′ (100′)

RVR 300m 1

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

PANS OPS 3

CHANGES: Communications. MSA.

LHBP/BUD
FERIHEGY

JEPPESEN
29 JUL 05 (11-4) Eff 4 Aug

BUDAPEST, HUNGARY
(RNAV) ILS Rwy 31R

ATIS	BUDAPEST Approach (R)	FERIHEGY Director (APP)	FERIHEGY Tower	Ground
132.37 117.3	129.7 122.97	119.5	118.1	121.9

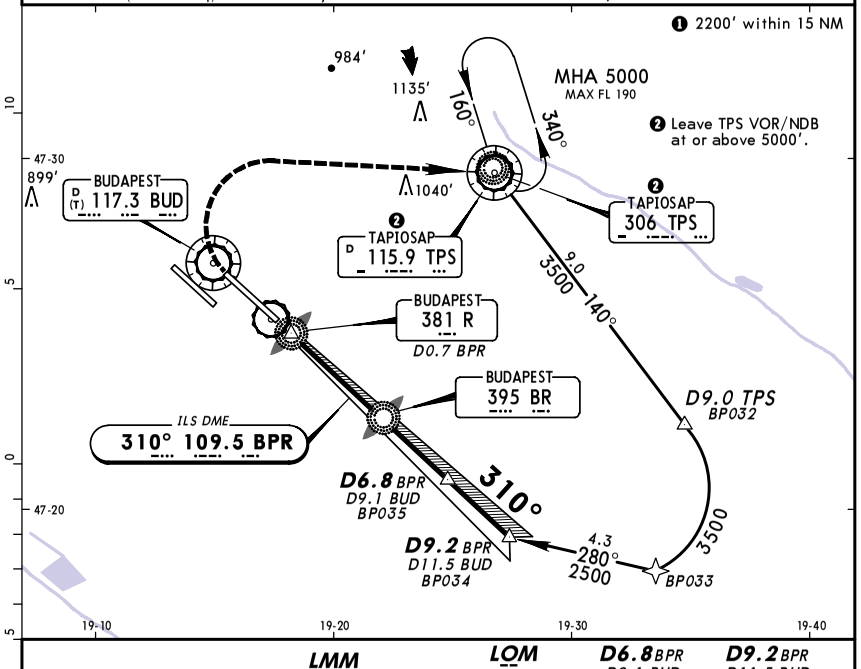
BRIEFING STRIP

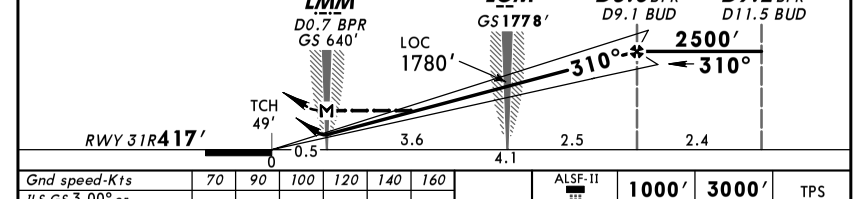
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
BPR 109.5	310°	LOM 1778′ (1361′)	617′ (200′)	Apt Elev 495′ RWY 417′

MISSED APCH: Climb STRAIGHT AHEAD to 1000′, then turn RIGHT climbing to 3000′ to TPS VOR.

MSA TPS VOR: 180°–3600′, 090°–3800′, 270°–2900′, 360°–2100′

Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 9000′





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Desc Grad 5.2%	377	484	538	646	753	861
MAP at LMM/D0.7 BPR						

ALSF-II PAPI PAPI | 1000′ | 3000′ RT | TPS 115.9

JAR-OPS

STRAIGHT-IN LANDING RWY 31R

	ILS DA(H) 617′ (200′) FULL	ILS DA(H) 617′ (200′) ALS out	LOC (GS out) MDA(H) 800′ (383′)	LOC (GS out) MDA(H) 800′ (383′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	RVR 1800m
C				
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H) VIS
100	950′ (455′) 1900m
135	1100′ (605′) 2800m
180	1280′ (785′) 3700m
205	1460′ (965′) 4600m

PANS OPS 3

CHANGES: Communications. MSA. Missed apch.

LHBP/BUD
FERIHEGY

JEPPESEN
29 JUL 05 (11-4A) Eff 4 Aug

BUDAPEST, HUNGARY
(RNAV) CAT II ILS Rwy 31R

ATIS	BUDAPEST Approach (R)	FERIHEGY Director (APP)	FERIHEGY Tower	Ground
132.37 117.3	129.7 122.97	119.5	118.1	121.9

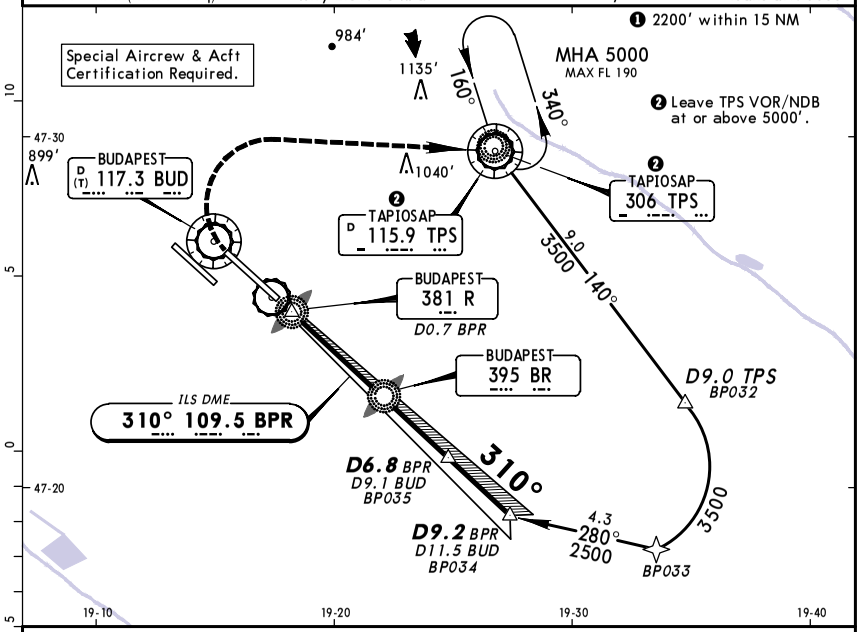
BRIEFING STRIP

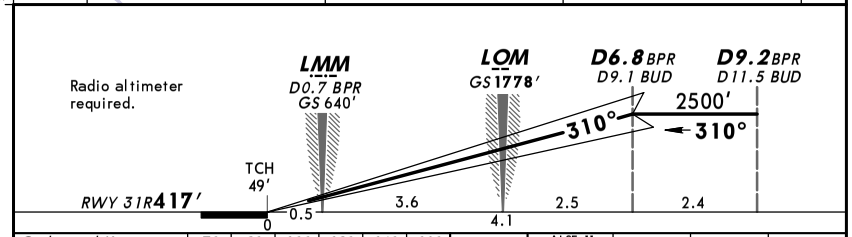
LOC BPR	Final Apch Crs	GS LOM	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev / RWY
109.5	310°	1778′ (1361′)		495′ / 417′

MISSED APCH: Climb STRAIGHT AHEAD to 1000′, then turn RIGHT climbing to 3000′ to TPS VOR.

MSA TPS VOR: 180°–3800′; 090°–270°; 2900′; 2100′; 360°–3600′

Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 9000′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II PAPI PAPI | 1000′ | 3000′ RT | TPS 115.9

JAR-OPS STRAIGHT-IN LANDING RWY 31R
CAT II ILS

Missed apch climb gradient mim 3.0%
ABCD
RA 104′
DA(H) 517′ (100′)

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′)

RVR 300m ❶

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

PANS OPS 3

CHANGES: Communications. MSA. Missed apch.

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

LHBP/BUD
FERIHEGY

JEPPESEN
29 JUL 05 (13-1) Eff 4 Aug

BUDAPEST, HUNGARY
(RNAV) VOR Rwy 13L

ATIS	BUDAPEST Approach (R)	FERIHEGY Director (APP)	FERIHEGY Tower	Ground
132.37 117.3	129.7 122.97	119.5	118.1	121.9

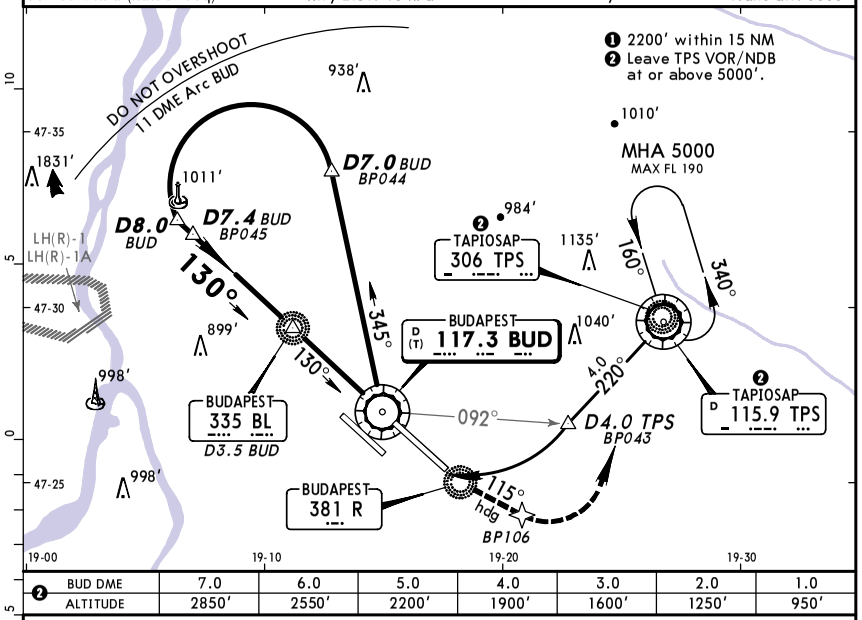
BRIEFING STRIP

VOR BUD	Final Apch Crs	Minimum Alt (CONDITIONAL) Refer to Profile	MDA(H)	Apt Elev / RWY
117.3	130°		900′ (405′)	495′ / 495′

MISSED APCH: Climb STRAIGHT AHEAD to 1000′. At R Lctr turn LEFT to heading 115° and continue climbing to 3000′. When passing 2000′ turn LEFT to TPS VOR. Cross TPS VOR at 3000′.

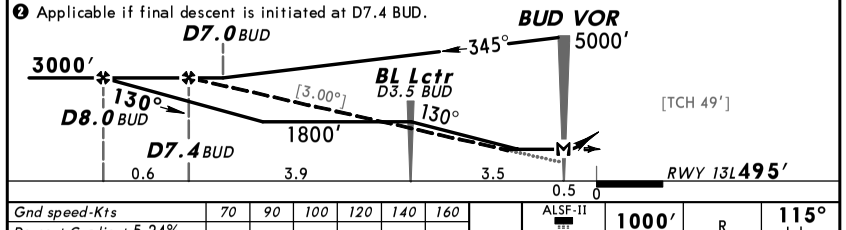
MSA TPS VOR: 180°–3800′; 090°–270°; 2900′; 2100′; 360°–3600′

Alt Set: hPa (MM on req) | Rwy Elev: 18 hPa | Trans level: By ATC | Trans alt: 9000′



❷ BUD DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2850′	2550′	2200′	1900′	1600′	1250′	950′

❷ Applicable if final descent is initiated at D7.4 BUD.



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

ALSF-II PAPI PAPI | 1000′ | R 381 | 115° hdg LT

JAR-OPS STRAIGHT-IN LANDING RWY 13L

MDA(H) 900′ (405′)

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	950′ (455′)	1900m
135	1100′ (605′)	2800m
180	1280′ (785′)	3700m
205	1460′ (965′)	4600m

PANS OPS 3

CHANGES: Communications. MSA. Missed apch.

LHBP/BUD
FERIHEGY

JEPPESEN
29 JUL 05 (13-2) Eff 4 Aug

BUDAPEST, HUNGARY
(RNAV) VOR Rwy 31L

ATIS	BUDAPEST Approach (R)	FERIHEGY Director (APP)	FERIHEGY Tower	Ground
132.37 117.3	129.7 122.97	119.5	118.1	121.9

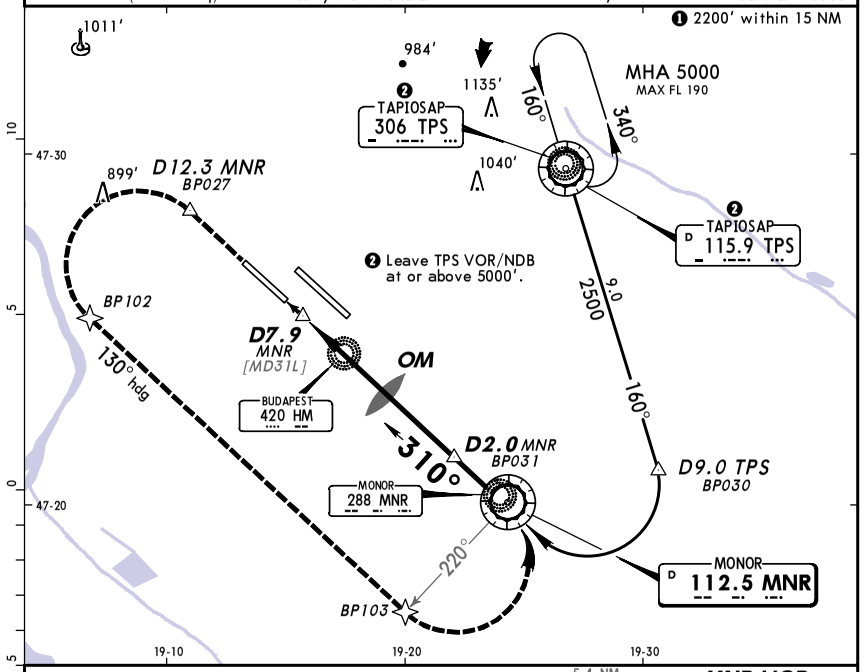
BRIEFING STRIP

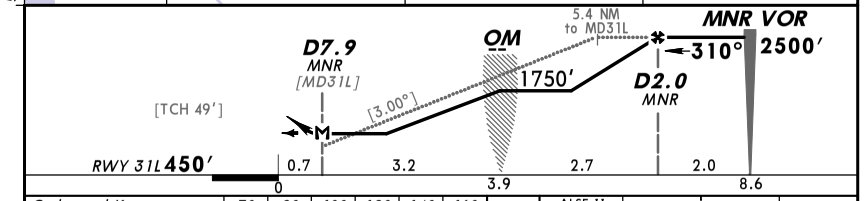
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
MNR 112.5	310°	D2.0 MNR 2500′ (2050′)	Refer to Minimums	Apt Elev 495′ RWY 450′

MISSED APCH: Climb on RWY HEADING to 1700′ to D12.3 MNR, then turn LEFT onto heading 130° climbing to 2500′. At R-220 MNR turn LEFT to MNR VOR and follow approach procedure.

MSA TPS VOR: 3600′ 3800′ 2900′ 2100′

Alt Set: hPa (MM on req) | Rwy Elev: 16 hPa | Trans level: By ATC | Trans alt: 9000′





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D7.9 MNR						

ALSF-II PAPI PAPI | 1700′ on Rwy hdg | D12.3 MNR

JAR-OPS STRAIGHT-IN LANDING RWY 31L

MDA(H) AB: 810′ (360′) CD: 900′ (450′)

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C	RVR 1200m	RVR 2000m
D	RVR 1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	950′ (455′)	1900m
135	1100′ (605′)	2800m
180	1280′ (785′)	3700m
205	1460′ (965′)	4600m

PANS OPS 3

CHANGES: Communications. MSA.

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LHBP/BUD
FERIHEGY

JEPPESEN
29 JUL 05 (13-3) Eff 4 Aug

BUDAPEST, HUNGARY
(RNAV) VOR Rwy 31R

ATIS	BUDAPEST Approach (R)	FERIHEGY Director (APP)	FERIHEGY Tower	Ground
132.37 117.3	129.7 122.97	119.5	118.1	121.9

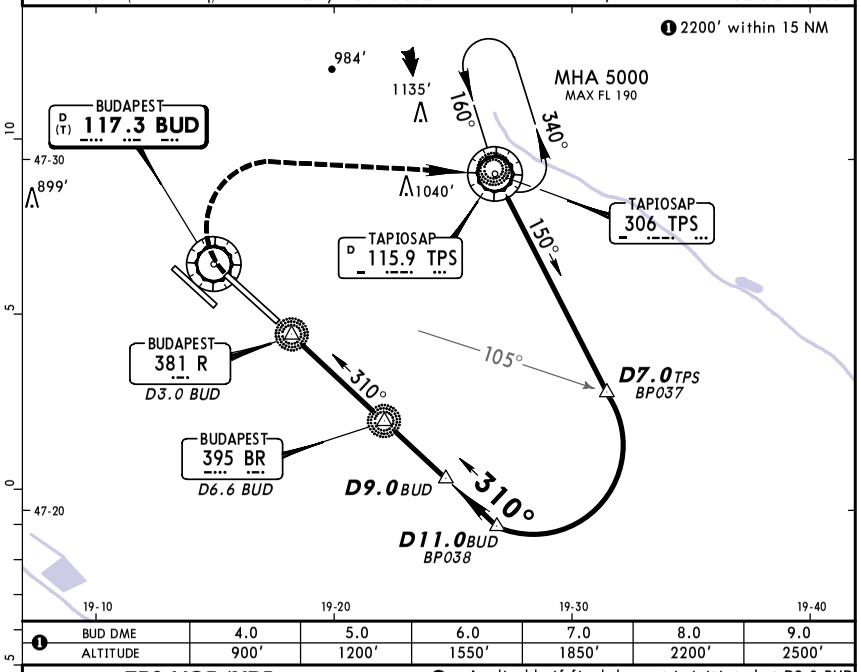
BRIEFING STRIP

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
BUD 117.3	310°	(CONDITIONAL) Refer to Profile	800′ (383′)	Apt Elev 495′ RWY 417′

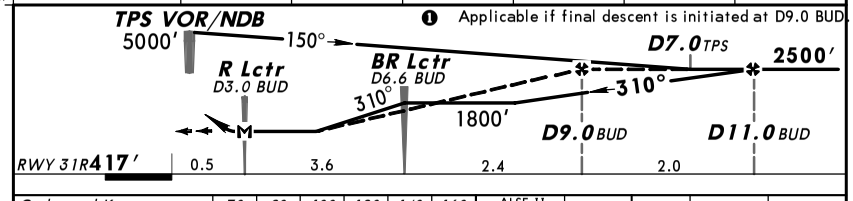
MISSED APCH: Climb on RWY HEADING to 1000′, then turn RIGHT climbing to 3000′ to TPS VOR.

MSA TPS VOR: 3600′ 3800′ 2900′ 2100′

Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 9000′



1 BUD DME	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	900′	1200′	1550′	1850′	2200′	2500′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at R Lctr/D3.0 BUD						

ALSF-II PAPI PAPI | 1000′ on Rwy hdg | 3000′ RT | TPS 115.9

JAR-OPS STRAIGHT-IN LANDING RWY 31R

MDA(H) 800′ (383′)

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	950′ (455′)	1900m
135	1100′ (605′)	2800m
180	1280′ (785′)	3700m
205	1460′ (965′)	4600m

PANS OPS 3

CHANGES: Communications. MSA. Missed apch.

LHBP/BUD
FERIHEGY

JEPPESEN
11 AUG 06 (16-1)

BUDAPEST, HUNGARY
NDB Rwy 13L

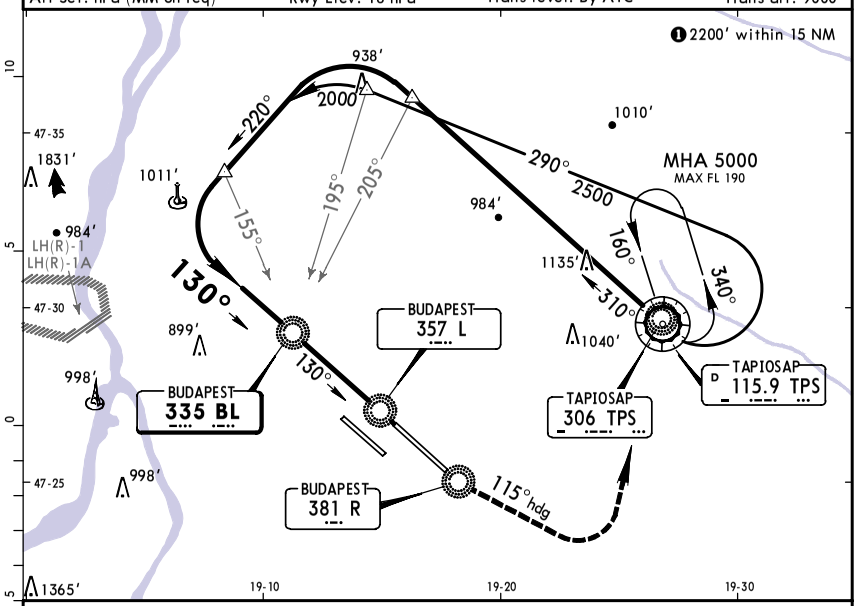
ATIS	BUDAPEST Approach (R)	FERIHEGY Director (APP)	FERIHEGY Tower	Ground
132.37 117.3	129.7 122.97	119.5	118.1	121.9

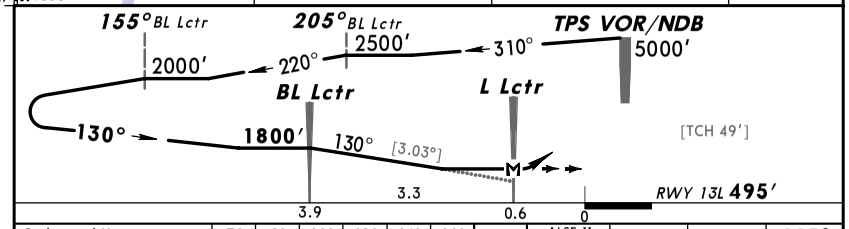
Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
BL 335	130°	BL Lctr 1800′ (1305′)	900′ (405′)	495′ / RWY 495′

MISSED APCH: Climb STRAIGHT AHEAD to 1000′. At R Lctr turn LEFT to heading 115° and continue climbing to 3000′. When passing 1800′ turn LEFT to TPS. Cross TPS at 3000′.

MSA TPS VOR: 180°–3600′, 3800′; 090°–270°; 2900′, 2100′; 360°

Alt Set: hPa (MM on req) | Rwy Elev: 18 hPa | Trans level: By ATC | Trans alt: 9000′





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.28% or Descent angle [3.03°]	375	482	536	643	750	858
MAP at L Lctr						

ALSF-II PAPI PAPI | 1000′ | R 381 | 115° hdg LT

JAR-OPS STRAIGHT-IN LANDING RWY 13L — MDA(H) 900′ (405′)

	ALS out	Max Kts	MDA(H)	VIS
A	RVR 900m	100	950′ (455′)	1900m
B	RVR 1000m	135	1100′ (605′)	2800m
C	RVR 1000m	180	1280′ (785′)	3700m
D	RVR 1400m	205	1460′ (965′)	4600m

CIRCLE-TO-LAND

PANS OPS 3

CHANGES: None.

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LHBP/BUD
FERIHEGY

JEPPESEN
11 AUG 06 (16-2)

BUDAPEST, HUNGARY
NDB Rwy 13R

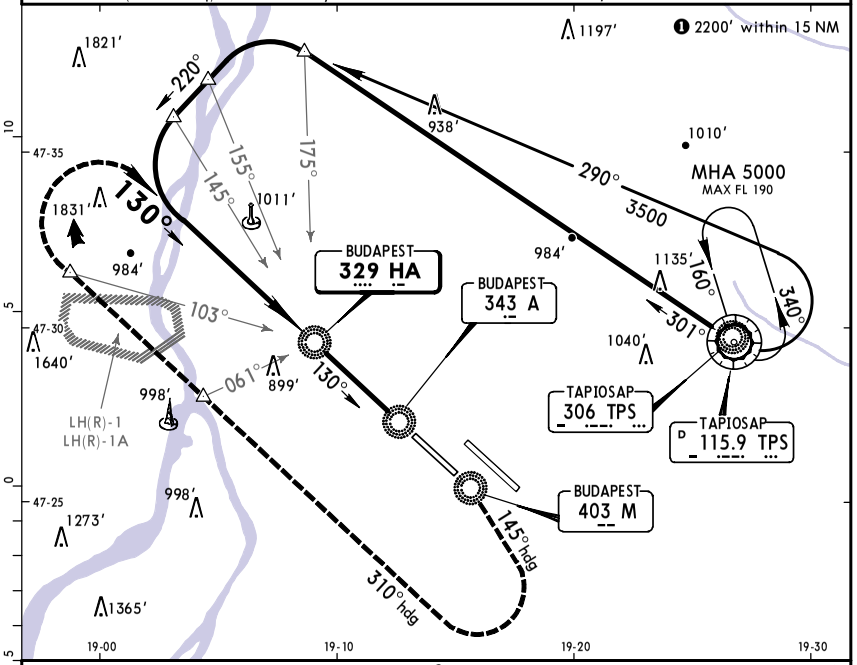
ATIS	BUDAPEST Approach (R)	FERIHEGY Director (APP)	FERIHEGY Tower	Ground
132.37 117.3	129.7 122.97	119.5	118.1	121.9

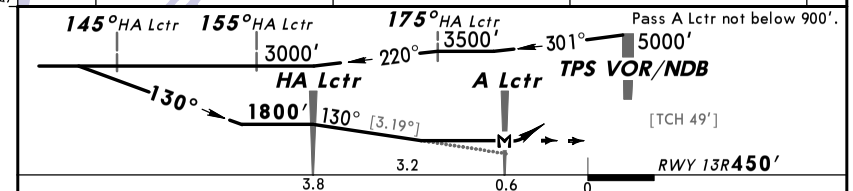
Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
HA 329	130°	HA Lctr 1800′ (1350′)	920′ (470′)	495′ / RWY 450′

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-061 HA Lctr at 4000′. At R-103 HA Lctr turn RIGHT to heading 130°, descent to 1800′ and proceed inbound to HA Lctr to follow approach procedure.

MSA TPS VOR: 180°–3600′, 3800′; 090°–270°; 2900′, 2100′; 360°

Alt Set: hPa (MM on req) | Rwy Elev: 16 hPa | Trans level: By ATC | Trans alt: 9000′





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.57% or Descent angle [3.19°]	395	508	564	677	790	903
MAP at A Lctr						

ALSF-II PAPI PAPI | MIM 1000′ | M 403 | 145° hdg RT

JAR-OPS STRAIGHT-IN LANDING RWY 13R — MDA(H) 920′ (470′)

	ALS out	Max Kts	MDA(H)	VIS
A	RVR 1000m	100	950′ (455′)	1900m
B	RVR 1200m	135	1100′ (605′)	2800m
C	RVR 1200m	180	1280′ (785′)	3700m
D	RVR 1600m	205	1460′ (965′)	4600m

CIRCLE-TO-LAND

PANS OPS 3

CHANGES: Missed apch alt.

LHBP/BUD
FERIHEGY

JEPPESEN
29 JUL 05 (16-3) Eff 4 Aug

BUDAPEST, HUNGARY
NDB Rwy 31L

ATIS	BUDAPEST Approach (R)	FERIHEGY Director (APP)	FERIHEGY Tower	Ground
132.37 117.3	129.7 122.97	119.5	118.1	121.9

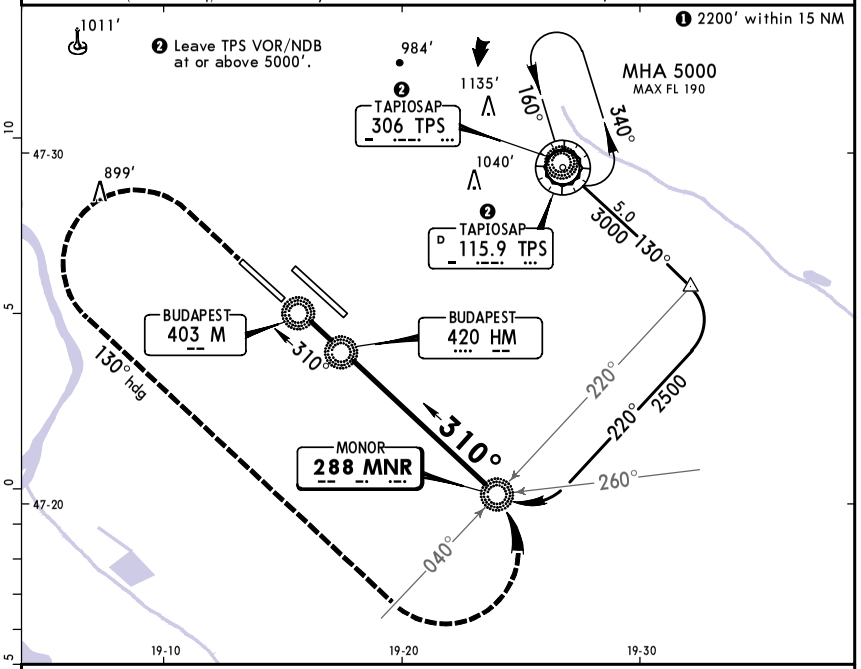
BRIEFING STRIP

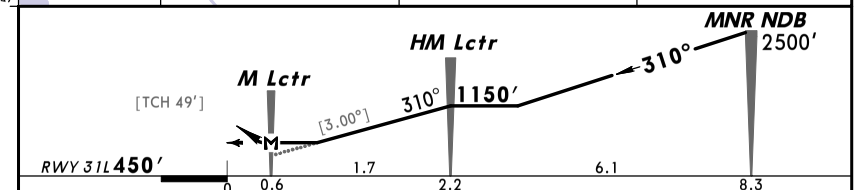
NDB	Final	Minimum Alt	MDA(H)	Apt Elev 495′
MNR	Apch Crs	HM Lctr	Refer to	RWY 450′
288	310°	1150′ (700′)	Minimums	

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.

MSA TPS VOR: 3600′ 3800′ 2900′ 2100′

Alt Set: hPa (MM on req) | Rwy Elev: 16 hPa | Trans level: By ATC | Trans alt: 9000′





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at M Lctr						

ALSF-II PAPI PAPI | 1700′ | 130° hdg LT | 2500′

JAR-OPS STRAIGHT-IN LANDING RWY 31L

MDA(H) AB: 810′ (360′) CD: 900′ (450′)

	ALS out		Max Kts	MDA(H)	VIS
A	RVR 900m	RVR 1500m	100	950′ (455′)	1900m
B	RVR 1000m		135	1100′ (605′)	2800m
C	RVR 1200m	RVR 2000m	180	1280′ (785′)	3700m
D	RVR 1600m		205	1460′ (965′)	4600m

CIRCLE-TO-LAND

PANS OPS 3

CHANGES: Communications. MSA.

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LHBP/BUD
FERIHEGY

JEPPESEN
29 JUL 05 (16-4) Eff 4 Aug

BUDAPEST, HUNGARY
NDB Rwy 31R

ATIS	BUDAPEST Approach (R)	FERIHEGY Director (APP)	FERIHEGY Tower	Ground
132.37 117.3	129.7 122.97	119.5	118.1	121.9

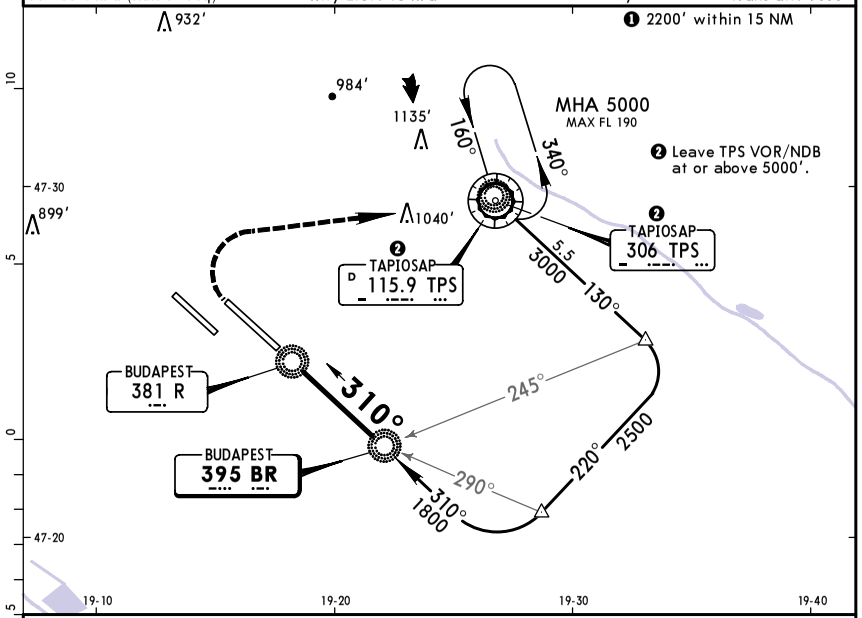
BRIEFING STRIP

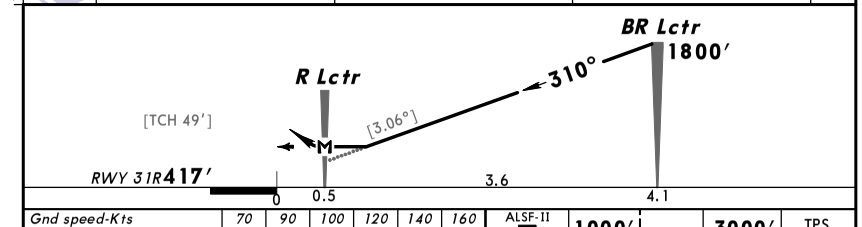
Lctr	Final	Minimum Alt	MDA(H)	Apt Elev 495′
BR	Apch Crs	BR Lctr		RWY 417′
395	310°	1800′ (1383′)	800′ (383′)	

MISSED APCH: Climb on RWY HEADING to 1000′, then turn RIGHT climbing to 3000′ to TPS VOR/NDB.

MSA TPS VOR: 3600′ 3800′ 2900′ 2100′

Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 9000′





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.34% or Descent angle [3.06°]	379	487	541	650	758	866
MAP at R Lctr						

ALSF-II PAPI PAPI | 1000′ on RWY hdg | 3000′ RT | TPS 115.9 306

JAR-OPS STRAIGHT-IN LANDING RWY 31R

MDA(H) 800′ (383′)

	ALS out		Max Kts	MDA(H)	VIS
A	RVR 900m	RVR 1500m	100	950′ (455′)	1900m
B	RVR 1000m		135	1100′ (605′)	2800m
C		RVR 1800m	180	1280′ (785′)	3700m
D	RVR 1400m	RVR 2000m	205	1460′ (965′)	4600m

CIRCLE-TO-LAND

PANS OPS 3

CHANGES: Communications. MSA.