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JEPPESEN
JeppView for Windows

General Information

Location: BUDAPEST HUN
ICAO/IATA: LHBP / BUD
Lat/Long: N47° 26.37', E019° 15.72'
Elevation: 496 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0620 Z
Sunset: 1452 Z

Runway Information

Runway: 13L
Length x Width: 12162 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 496 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 13R
Length x Width: 9875 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 448 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 31L
Length x Width: 9875 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 448 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 31R
Length x Width: 12162 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 416 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 117.300 VHF-DF
ATIS: 132.375
Budapest Tower: 118.100
Budapest Ground: 121.900
Budapest Clearance Delivery: 134.550
Budapest Approach: 124.900
Budapest Approach: 129.700
Budapest Approach: 122.975
Budapest Approach: 119.500

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1. GENERAL

1.1. ATIS

ATIS 132.375 117.3

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The aim of noise abatement procedures is to mitigate the impacts of the noise generated by ACFT at the APT and on the residential areas affected by landing and take-off procedures.

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

Only ACFT which comply with Chapters 3, 4, 5, 6, 8, 10 and 11 of Part II, Volume I of Annex 16 of the Convention on International Civil Aviation, or with stricter requirements in terms of noise emissions than the aforementioned regulations, may use the APT on a regular basis.

The airline or ACFT operator planning to use the APT is obliged to send to the APT operator in advance the noise certification of its ACFT intending to use the APT. The noise certificate must be sent in advance by email:

aodm@bud.hu

or by fax to: (+361) 296-6890.

The selection of the RWY to be used is performed by ATC on the basis of the regulations specified below.

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

1.2.2. RWY USE

Selection of RWY-In-Use

The direction in which ACFT take-off and land is determined by the speed and direction of the surface wind or by the preferential RWY system.

The term "RWY-in-use" is used to indicate the RWY that - at a particular time - is considered by ATC to be the most suitable for use by the types of ACFT expected to land or take off according to the preferential RWY system.

Normally, an ACFT will take-off and land into the wind, unless safety, RWY configuration or traffic conditions determine that a different direction is preferable. However, in selecting the RWY-in-use, ATC shall also take into consideration other relevant factors such as the aerodrome traffic circuits, the length of the RWY, the approach and landing aids available, meteorological conditions, ACFT performance, the existence of a preferential RWY system and noise abatement.

Accepting a RWY is a pilot's decision. If the pilot-in-command considers the RWY-in-use not usable for the reason of safety, he shall request permission to use another RWY. ATC will accept such request, provided that traffic and air safety conditions permit.

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1. GENERAL

Noise-preferential use of RWY System

RWY configuration scheme (normal operation):

	0000 - 0500LT	0500 - 0800LT	0800 - 2400LT
TAKE-OFF	13L	13L	31L
LANDING	31R	13R	31R

RWY configuration scheme (single RWY operation):

	0000 - 0500LT	0500 - 2400LT
TAKE-OFF	13L or 13R	31R or 31L
LANDING	31R or 31L	31R or 31L

Times of RWY changeover are subject to flexibility in order to ensure transition in safe conditions. ATC will operate the changeover as close as possible from the indicated time, taking into account the traffic conditions.

Daytime (0600-2200LT):

- **RWY direction 31:**
  In case of all traffic arriving to Terminal 2 and ICAO Code E traffic arriving to Terminal 1, RWY 31R, and, in case of ICAO Code A-D traffic arriving to Terminal 1, RWY 31L is to be used, but if traffic conditions require, RWY 31R can also be used for landings. In case of departing traffic, RWY 31L is to be used for take-off.
- **RWY direction 13:**
  In case of arriving traffic, RWY 13R, and 13L with the restrictions defined in this chapter are to be used for landings. In case of traffic departing from Terminal 2 and ICAO Code E traffic departing from Terminal 1, RWY 13L, and, in case of ICAO Code A-D traffic departing from Terminal 1, RWY 13R is to be used, but if traffic conditions require, RWY 13L is to be used for take-off.

Nighttime (2200-0600LT) - Operational Regulations which differ from Daytime:
Primarily RWY 31R or RWY 13R are to be used by arriving traffic in compliance with the authority resolution on the designation of noise protection zones. Light turbulence category ACFT arriving for the Terminal 1 apron may also use RWY 31L for landing between 2200-2400LT and between 0500-0600LT.

Between 0000-0500LT, RWY 13L is to be used for take-offs and RWY 31R is to be used for landings. In case RWY 13L/31R is closed in this period, RWY 13R is to be used for take-offs and RWY 31L is to be used for landings.

Exceptions:

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

- During the closure one of the two RWYs due to maintenance works, or another unexpected event;
- In case of calibration flights;
- If no ILS approach is available on the RWY selected on the basis of standard regulations;

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- When the crosswind component exceeds 15 KT or more (gusts included);
- When the tailwind component exceeds 5 KT or more (gusts included);
- When wind shear has been reported or forecast, or when thunderstorms are expected to affect arriving or departing traffic;
- When pilots report excessive wind at higher altitudes resulting in go-arounds;
- When the RWYs are contaminated or when estimated surface friction is less than good;
- For landing, when the ceiling is lower than 500′ or the visibility is less than 1900 meters;
- For departure, when the visibility is less than 1900 meters;
- When alternative RWYs are successively requested by pilots for safety reasons.

Gust components are derived from the maximum 3 second average wind speed which occurred during the last 10 minutes (or a shorter period in case of a marked discontinuity).

1.2.3. NIGHTTIME RESTRICTION

The number of movements of scheduled and non-scheduled commercial landings and take-offs may be planned as follows:

- 50 movements between 2200-0600LT;
- Out of this, 6 movements between 0000-0500LT.

1.2.4. REVERSE THRUST

The use of reverse thrust should be limited to idle thrust, except if aviation safety considerations require the use of a higher level of thrust (e.g. if the RWY is wet or snowy).

1.2.5. RUN-UP TESTS

1.2.5.1. GENERAL

The functional testing of ACFT engines on the ground is subject to permission. The selection of the location and the time for the activity is dependent on the size category of the ACFT and the power of the engine test.

Engine power tests (on power levels higher than idle power) for up to ICAO code C ACFT must be performed at the engine test stand constructed for this purpose. Deviations from this are only permitted as detailed in section 1.2.5.4.

Engine power tests for ACFT larger than ICAO Code C may be performed at the location and with the conditions described in section 1.2.5.4.

The obstacle-free nature (FOD) and cleanliness of the area must be verified in all cases. In case of any issues, the APT Operations Control Center (AOCC airside controller: Tel: (+361) 296-6914) must be notified.

The appropriate brake blocks must be provided for engine tests, and the presence of the hand-held fire extinguishers must be checked at the site.

Any surface pollution generated during engine testing must be reported to the AOCC.

Continuous two-way radio contact must be maintained with the unit competent in the area during engine testing.

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

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1.2.5.2. PERMITTING PROCEDURE

Requests for engine power tests must be sent to the AOCC in advance, at least 24 hours prior to the planned time of the engine test. The AOCC confirms the approval of the request to the applicant. Email: airport.ops@bud.hu.

Permission for actual engine start-up must be requested from the unit responsible for traffic management in the given area, by DRR radio (or air-to-air radio on the frequency of the competent unit in the given area), and the completion of the engine test must be reported to the same unit.

- Apron: Terminal 1 and Terminal 2 apron, engine test stand, helicopter tie-down position, Apron AA, AG, AL;
- TWR GRD: B5 holding bay, taxiways outside of the terminal and technical aprons, RWYs.

The AOO service records the most important specifics of engine tests (e.g. beginning and end of test, ACFT type, name of the company performing the test, location, etc.) using the form "Engine test voucher".

1.2.5.3. ENGINE TESTS AT IDLE POWER

Engine tests at idle power may be performed at the following locations, with a maximum of one engine, for a maximum of 5 minutes, without restriction in terms of the time of day:

- On the stands of the Terminal 1 apron with no exception of stands;
- On the stands of the Terminal 2 apron with no exception of stands;
- On the AA, AG, AL apron section, on the marked taxi lane, at the starting position marked at the apron exit point.

Engine tests at idle power may be performed at the locations listed in points 1-3 in section 1.2.5.4 without restriction in terms of the time of day and the duration of the test.

1.2.5.4. ENGINE POWER TESTS

Engine power tests may only be performed at the following locations:

1. At the engine test stand established for ACFT up to ICAO Code C, without restriction in terms of power, time of day and the duration of the test;
2. For helicopters at the helicopter tie-down position next to the engine test stand, without restriction in terms of power, between 0800 and 1800LT;
3. If the engine test stand is not suitable for the performance of the test for whatever reason, the B5 holding bay or taxiway A9 may also be designated, between 0800 and 1800LT.

If engine power testing is necessary between 1800-2200LT or between 0600-0800LT at the locations listed in point 3 above, the prior written permission of the National Transport Authority Office for Air Transport must also be obtained separately at least 24 hours prior to the planned time of the engine test, and must be attached to the request, to be submitted to the AOCC. The engine test complying with the contents of the authority permission is supervised and checked by the Duty Airside Manager (DAM).

It is prohibited to perform engine power test between 2200-0600LT outside the engine test stand.

1.2.5.5. THE OPERATIONAL RULES OF THE ENGINE TEST STAND

The procedural rules for the operation of the engine test stand are outlined in appendix M4-9. of the APT Rules. (See: URL:http://www.bud.hu/english/budapest-airport/facts_about_bud/airport_rules).

1.2.5.6. THE FEE PAYABLE FOR FUNCTIONAL ENGINE TESTING

Budapest APT Zrt. may levy an area usage fee for testing in the areas where engine power testing may be performed.

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1.2.6. AUXILIARY POWER UNIT (APU) (2200-0600LT)

- The APUs must be stopped at the latest within 5 minutes of arrival on stands equipped with a ready-installed external power source in operational condition.
- APUs may only be restarted for essential technical checks, or immediately prior to planned departure maximum 5-30 minutes prior to passenger boarding, depending on the ACFT type.
- The operation of APUs is not permitted without the presence of trained specialist staff.

1.2.7. EXCEPTIONS

The restrictions listed in paragraph 1.2.1. - 1.2.4. and 1.2.6. do not apply to the following cases:

- If the ACFT is in an emergency;
- Movements of ACFT operating due to various exceptional purposes, such as for humanitarian purposes, emergency search and rescue operations, medical assistance, patient transportation and life-saving (including the transportation of organs for transplantation, blood plasma and medication), as well as for disaster relief operations;
- ACFT participating in government flights, including movements for military, customs, law enforcement, fire-fighting, criminal investigation and national security purposes, as well as movements serving the transportation of heads of state and government on official visits;
- The restrictions also do not apply to exceptional cases when their enforcement would endanger aviation safety, under the given circumstances. The aviation safety justification must in all cases be attested by the party making reference to it.

1.3. LOW VISIBILITY PROCEDURES

1.3.1. OPERATION PHASE 1

When any RVR is 600m or less and/or cloud base is 200' or below, ATC will ensure that the ILS protection area is clear of known traffic before landing ACFT reaches 2NM distance from touchdown zone.

ACFT will be advised of these procedures in ATIS broadcast with following expression: "Attention! Low visibility procedures phase one are in force."

1.3.2. OPERATION PHASE 2

When any of the RVRs is less than 400m the ATC is responsible for preventing collision between ACFT and other traffic on TWYs and at intersections on the manoeuvring area.
ACFT will be advised of these procedures in ATIS broadcast with following expression: "Attention! Low visibility procedures phase two are in force."

During the approach pilots will be informed of:

- Failure and/or downgrading of aids or facilities;
- Significant changes in surface wind;
- Changes in RVR.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. OPERATION OF MODE S TRANSPONDERS WHEN ACFT IS ON THE GROUND

ACFT operators shall ensure that Mode S transponders are able to operate when the ACFT is on the ground.

Pilots shall select AUTO mode and assigned Mode A code.

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If AUTO mode is not available, select ON (e.g. XPDR) and assigned Mode A code

- from the request for push-back or taxi, whichever is earlier;
- after landing, continuously until the ACFT is fully parked on stand;
- when fully parked on stand, select STBY.

Whenever the ACFT is capable of reporting ACFT ident (i.e. call-sign used in flight), the ACFT ident should also be entered from the request for push-back or taxi, whichever is earlier (through the FMS or the transponder control panel).

Flight crew shall use ACFT ident format as defined by ICAO (e.g. SAS589, BAW869).

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

- if ACFT departs TCAS should not be selected before receiving the clearance to line-up;
- if ACFT arrives TCAS should then be deselected after vacating the RWY.

For ACFT taxiing without flight plan, Mode A code 2000 shall be selected.

1.5. TAXI PROCEDURES

Crossing active RWY 13R/31L is permitted with specific clearance only. In the absence of a specific clearance to cross the active RWY ahead ACFT shall not proceed beyond the relevant taxi holding point. They are designated as follows: A1, A2, A9, B1, B2, B5, C, D, K and X.

On Apron AG taxiing is allowed with Marshaller only.

On Apron AA and AL taxiing is not allowed, only towing between stand and break away point.

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

Traffic on the manoeuvring area will be monitored by ATC (ASMGCS).

Taxiing ACFT have to maintain continuous radio contact with BUDAPEST Ground or Tower while taxiing on the area.

TWY A1 restricted to ICAO code C, MAX wingspan 118'/36m.

TWYs S, T7N, T7S, W1 and W2, MAX wingspan 118'/36m.

TWY P3 MAX wingspan 118'/36m; behind stands R278 and R279 MAX wingspan 213'/65m.

TWYs H1, P1, P2, Q, R, V, MAX wingspan 171'/52m.

TWY T7, MAX wingspan 200'/61m.

TWYs P4 and U, MAX wingspan 213'/65m.

1.6. PARKING INFORMATION

Stands 31 thru 34 and 42 thru 45 equipped with SAFEGATE docking system.

On stand 40 docking guidance is provided by marshaller.

On stands 31 thru 34, 38 thru 40, 42 thru 45, R101 thru R108, R110 thru R117, G150 thru G155, and R270 thru R277, R278 thru R279 for ICAO code D & E ACFT push-back required.

On stands R220 thru R227 push-back required.

Due to length of the aviobridge, the following ACFT types have to shut down the engines on the port side (left) just after turning into the centerline of the stands 31, 42, thru 45 (Airbus A319, Boeing B737-500, B737-600, Bombardier CS100 and Embraer E170/175).

Follow-me car mandatory for taxiing to stands G150 thru G172.

1.7. OTHER INFORMATION

Birds.

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

160 KT at 4 NM from RWY THR.

Speed limits apply at specified waypoints for track containment purposes.

Pilots who are unable to comply with this speed assignment, shall inform ATC accordingly.

2.2. COMMUNICATION FAILURE PROCEDURES

- During a "RNAV arrival - transition to final approach" procedure shall continue via the acknowledged full procedure with the relevant constraints, then complete the final approach for the RWY in use.
- During a "direct to an intermediate RNAV arrival waypoint" procedure shall:
  - "continue via the acknowledged waypoint pairs with the relevant constraints, or
  - "proceed to the single acknowledged waypoint and join to the remaining RNAV arrival procedure with the relevant constraints, then complete the final approach for the RWY in use."
- During a "direct to an IAF/IF of T-bar based instrument procedure" shall continue via the acknowledged procedure with the relevant constraints, then complete the final approach for the RWY in use.
- Prior to entering the Budapest TMA shall proceed to the TMA entry point according to the flight plan and continue via the "RNAV arrival - transition to final approach" procedure with the relevant constraints, then complete the final approach for the RWY in use.
- Without RNAV capability, prior to entering the Budapest TMA or under radar vectoring shall proceed to TPS VOR/DME and follow the standard VOR approach procedure then complete the final approach for the RWY in use.

2.3. NOISE ABATEMENT PROCEDURES

- With the exception of ACFT using visual flight rules (VFR) and calibration ACFT, primarily the instrument landing procedure of the highest available level shall be used during landing, except if the pilot of the ACFT expressly requests a lower level approach procedure. In case of the unrestricted availability of both RWYs and their navigation equipment, visual approach procedures may not be used on threshold 13L.
- Prior to final approach, the last reported altitude must be maintained as long as possible.
- The reduction of the speed of the ACFT and the release of the landing gear and of high lift devices must be planned so that the conditions of stabilized approach and the appropriate approach speed should be in place by 5 NM from the touchdown point.
- Descent during final approach should be controlled so that increases to engine power can be avoided as much as possible.

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2. ARRIVAL

Exceptions:

The restrictions do not apply to the following cases:

- If the ACFT is in an emergency;
- Movements of ACFT operating due to various exceptional purposes, such as for humanitarian purposes, emergency search and rescue operations, medical assistance, patient transportation and life-saving (including the transportation of organs for transplantation, blood plasma and medication), as well as for disaster relief operations;
- ACFT participating in government flights, including movements for military, customs, law enforcement, fire-fighting, criminal investigation and national security purposes, as well as movements serving the transportation of heads of state and government on official visits;
- The restrictions also do not apply to exceptional cases when their enforcement would endanger aviation safety, under the given circumstances. The aviation safety justification must in all cases be attested by the party making reference to it.

2.4. CAT II/III OPERATIONS

RWYs 13R & 31R approved for CAT II/III and RWYs 13L & 31L approved for CAT II operations, special aircrew and ACFT certification required.

2.5. TAXI PROCEDURES

2.5.1. GENERAL

ATC expects arriving ACFT to vacate the RWY via rapid exit TWY. If ACFT is not able to comply, immediately notify Tower.

After vacating the RWY, pilots shall immediately contact BUDAPEST Ground for detailed taxi instructions.

Restrictions affecting the use of rapid exit TWYs J4, Y and Z will be given by Tower with landing clearance.

For Taxi Routings refer to 10-9 charts.

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2. ARRIVAL

2.5.2. ARRIVAL INFO

List of available taxi clearances issued by ATC:

ARR on RWY	Exit points	Taxi route on the manoeuvring area (TWY segments) to be followed	Stand/Gate numbers	Taxi route on apron (taxilane or TWY segments) to be followed	TML	Remarks
13R	A1	A1	R110-R108 G150-G172 R110-R117A*	G	1	Code D & E ACFT: B1 exit only
	B1	B1				
	A1/B1	A1/B1	G130-G141	G/Apron taxilane	Apron AG	Max Code B
	U	A2-A3-U or J4/B2-T-A3-U	31-34	U-W2	2	
			R220-R223			Available up to Code C ACFT
	T7N	A2-A3-A4-T7N or J4/B2-T-A3-A4-T7N	38-40*	T7N		*Code E ACFT: Exit via T7 only by Follow-Me car
			42 R210-R212*	T7N-H1		
			R224-R227	T7N-W1		
	P1	A2-A3-A4-P1 or J4/B2-B3-M-P1 J4/B2-T-A3-A4-P1**	R270-R279*	P1-P2-P3		*Code D & E ACFT: Exit via P4 only **Due to traffic reason
			43-45	P1-Q-S		
31R	L	Y-A7-L or Z-L or K-A6-L	31-34*	L-P2-W1-W2-U	2	U (+); *Code D & E ACFT: Exit via U
			38-40* 42-43 R210-R212	L-R-H1		*Code E ACFT: Exit via T7 only by Follow-Me car
			R220-R223	L-P2-W1-W2		P4 (+); *Code D & E ACFT: Enter P4 only
			R224-R227	L-P2-W1		
			R270-R279*	L-P3		
			44, 45	L-R-S		
31L	B1	B1	R101-R108 R150-G172 R110-R117A*	G	1	Code E ACFT: Restriction
	C	C				
	D	D				
	M10	B1-A1 or D/C-G-A1	G130-G141	G/Apron taxilane	Apron AG	Available up to Code B ACFT

(+) after coordination

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2. ARRIVAL

2.6. OTHER INFORMATION

2.6.1. ACFT WITHOUT RNAV CAPABILITY

All arriving traffic to LHBP without RNAV1-GNSS required capability should advise the appropriate ATC unit at first contact and request radar vectors for the relevant conventional ILS/LOC approach.

In case of missed approach request instructions from TWR.

2.6.2. HANDLING THE ARRIVING TRAFFIC IN BUDAPEST TMA

- "RNAV arrival - Transition to final approach" procedures can be expected during peak traffic periods by ATC.
- In low traffic periods or in nighttime operations shortcuts or direct to IAF of T-bar base final approaches may be expected.
- To eliminate additional radio communication to clarify the navigational capability of ACFT, the phrase "UNABLE RNAV DUE EQUIPMENT" shall be included by the pilot immediately following the ACFT call sign, whenever initial contact on the Budapest Approach frequency is established.
- "RNAV arrival - Transition to final approach" procedures will be used by ATC only in a radar environment.

3. DEPARTURE

3.1. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.1.1. GENERAL

Request start-up and push-back/power-back clearance from BUDAPEST Ground stating stand number and receipt of ATIS information by reading back QNH.

In case of multi-engine ACFT separate clearance to start-up should be requested for each engine from the ground staff. In case of no ground-cockpit connection, advise BUDAPEST Ground to provide Marshaller assistance to control the procedure.

Power-back procedure shall be performed by visual signals of Marshaller.

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

At stands 31, 32 and 44 engine start-up during push-back is allowed on idle power only.

At stand 45 engine start-up during push-back procedure is not allowed (silent push-back). It is allowed at the break away point only.

At stands R220 thru R227 start-up engines and taxi-out could be performed with power-back procedure for the prop and turboprop ACFT, if the MTOW is not more than 36,000 kg. The power-back procedure is not applicable when the Low Visibility Procedures are in operation or the published breaking action is at or less than medium-to-poor.

When engine start-up or power-back procedure is completed, request taxi clearance from BUDAPEST Ground and indicate receipt of clearance to the ground staff. The disconnected ground staff will give approval to commence taxiing.

At the stand taxi clearance will be given by BUDAPEST Ground to the designated holding point at the RWY.

For Taxi Routings refer to 10-9 charts.

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3. DEPARTURE

3.1.2. DEPARTURE INFO

List of available taxi clearances issued by ATC:

DEP from RWY	From stands/ gates	Exit points	Taxi route on apron (taxilane or TWY segments) to be followed	Holding points	Taxi route on the manoeuvring area (TWY segments) to be followed	TML	Remarks
13L	31-34*	L	U-W2-W1-P2-L	K or B5 O/R	L-A6-K or L-A6-N-B5	2	U (+); *Code D & E ACFT: Exit via U
	38-40*		H1-R-L				T7N (+) *Code E ACFT: Exit via T7 only
	42-43						
	R210-R212 R224-R227		W1-P2-L				P1 (+)
	R220-R223		W2-W1-P2-L				T7N or P1 (+)
	44-45		S-R-L				P1 (+)
	R270-R277	P4	P3-P4		P4-A7-A6-K or P4-A7-A6-N-B5		L (+) *Code D&E ACFT: Exit via P4 only
	R278-R279*		V-P4				
13R	R101-R108 R150-G172 R110-R117A*	C or D	G	C or D	C or D	1	*Code E&F ACFT: Exit via B1 only
	G130-G141	M10/C	Apron taxilane/G	C	C		Follow instructions
		M10/D		D	D		
31L	31-34	U	U	A2	U-A3-A2	2	
	R220-R223		W2-U				
	38-40*	T7N	T7N		T7N-A4-A3-A2		*Code E ACFT: Exit via T7 only **Code D ACFT: Exit via P1 or L only
	42-43**		H1-T7N				
	R210-R212 R224-R227		W1-T7N				
	44-45	P1	S-Q-P1		P1-A4-A3-A2		
	R270-R277	P4	P3-P4		P4-A7-A6-A5-A4-A3-A2		Code C ACFT P1 only (+) *Code D&E ACFT: Exit via P4 only
	R278-R279*		V-P4				
	R101-R108 G150-G172 R110-R117A*	A1	G-A1	A1	A1	1	*Code D&E ACFT: Exit via B1 only
	G130-G141	M10	Apron taxilane	A1 or B1 O/R	A1 or B1	Apron AG	

(+) after coordination

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3. DEPARTURE

3.2. NOISE ABATEMENT PROCEDURES

- Noise abatement departure routes have been designed for ACFT departing from RWY31L and 31R. These departure routes have to be followed by "heavy" and "medium" turbulence category ACFT and "light" category Jet ACFT.
- ACFT should not be diverted from assigned route unless for safety reasons.
- Pilots are invited to execute a rolling take-off whenever possible and to avoid the significant increase of engine power, while standing in the line-up position.
- In case of departure from RWY 13L, take-off shall be planned from TWY intersection K.
- If a departing ACFT belonging in the "medium" or "heavy" turbulence category receives RWY 31R for take-off, it must commence take-off from the end of the RWY, using TWY A9. If RWY 13R/31L is not available, a RWY 31R take-off from TWY intersection X may also be permitted for flow management reasons.
- Noise abatement take-off procedures, specified in Section 7 of Part I. of ICAO Doc 8168-OPS/611 (PANOPS) Volume I. (5th edition, 2006), must be used during take-offs, except if this is not recommended by the pilot of the ACFT or ATC due to foreseeable reasons (meteorological or aviation safety). If the noise abatement take-off cannot be executed due to foreseeable reasons, ATC must record this fact.
- The noise abatement take-off procedure must be executed in accordance with the NADP procedures described in the Appendix to Chapter 3 of Section 7 of Part I. of ICAO Doc 8168-OPS/611 (PAN-OPS) Vol. I. (5th edition, 2006).

Exceptions:

The restrictions do not apply to the following cases:

- If the ACFT is in an emergency;
- Movements of ACFT operating due to various exceptional purposes, such as for humanitarian purposes, emergency search and rescue operations, medical assistance, patient transportation and life-saving (including the transportation of organs for transplantation, blood plasma and medication), as well as for disaster relief operations;
- ACFT participating in government flights, including movements for military, customs, law enforcement, fire-fighting, criminal investigation and national security purposes, as well as movements serving the transportation of heads of state and government on official visits;
- The restrictions also do not apply to exceptional cases when their enforcement would endanger aviation safety, under the given circumstances. The aviation safety justification must in all cases be attested by the party making reference to it.

3.3. OTHER INFORMATION

3.3.1. COMMUNICATION FAILURE PROCEDURES

If departing ACFT has acknowledged an initial or intermediate clearance to climb to a level other than those specified in the filed FPL for the enroute phase of the flight and no time or geographical limit was included in the clearance, should maintain for a period of 7 minutes the level to which it was cleared and then should climb to the level included in the filed FPL unless the cruising level was definitely specified in the enroute clearance.

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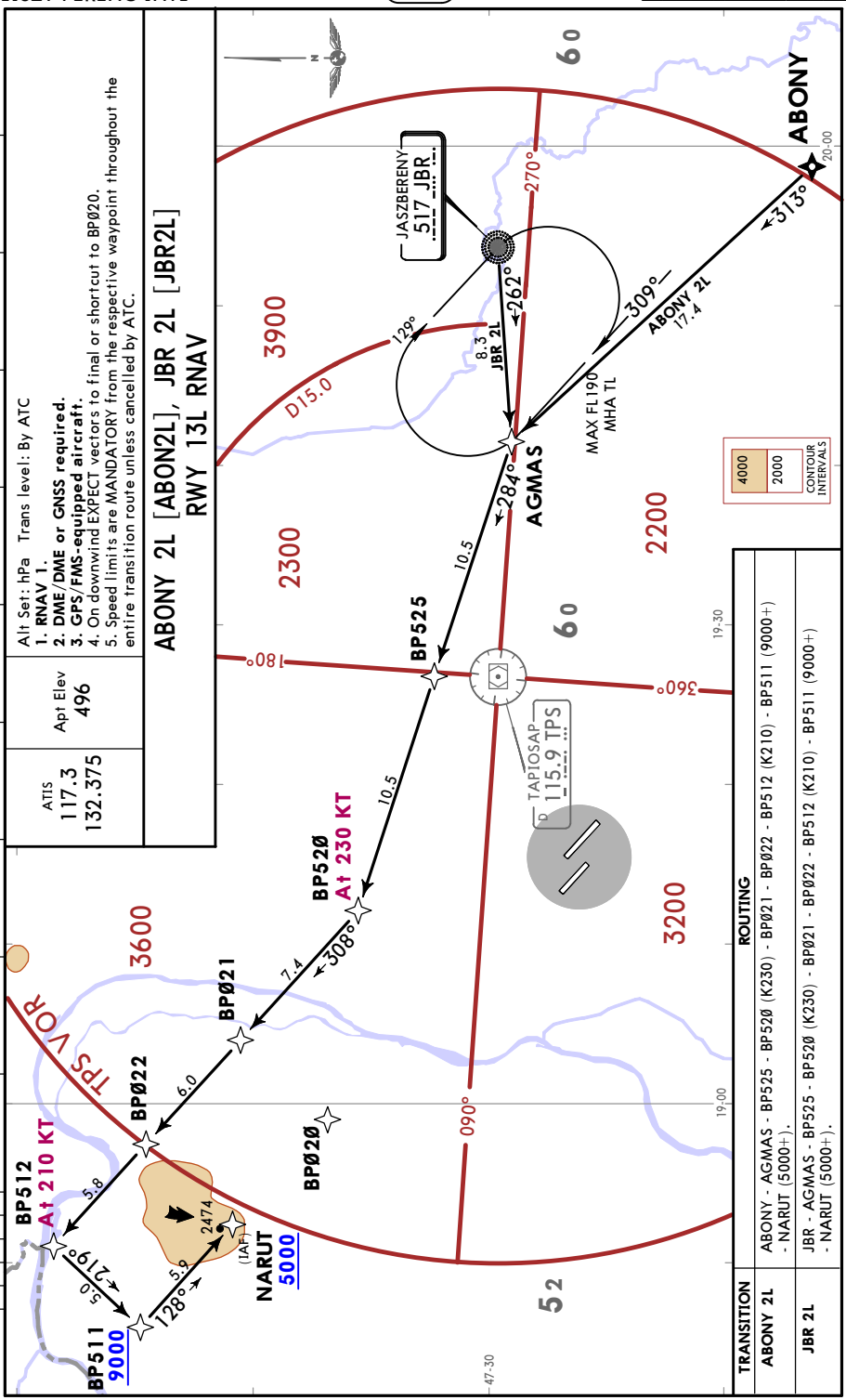

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN

16 JUN 17 (10-2A) Eff 22 Jun

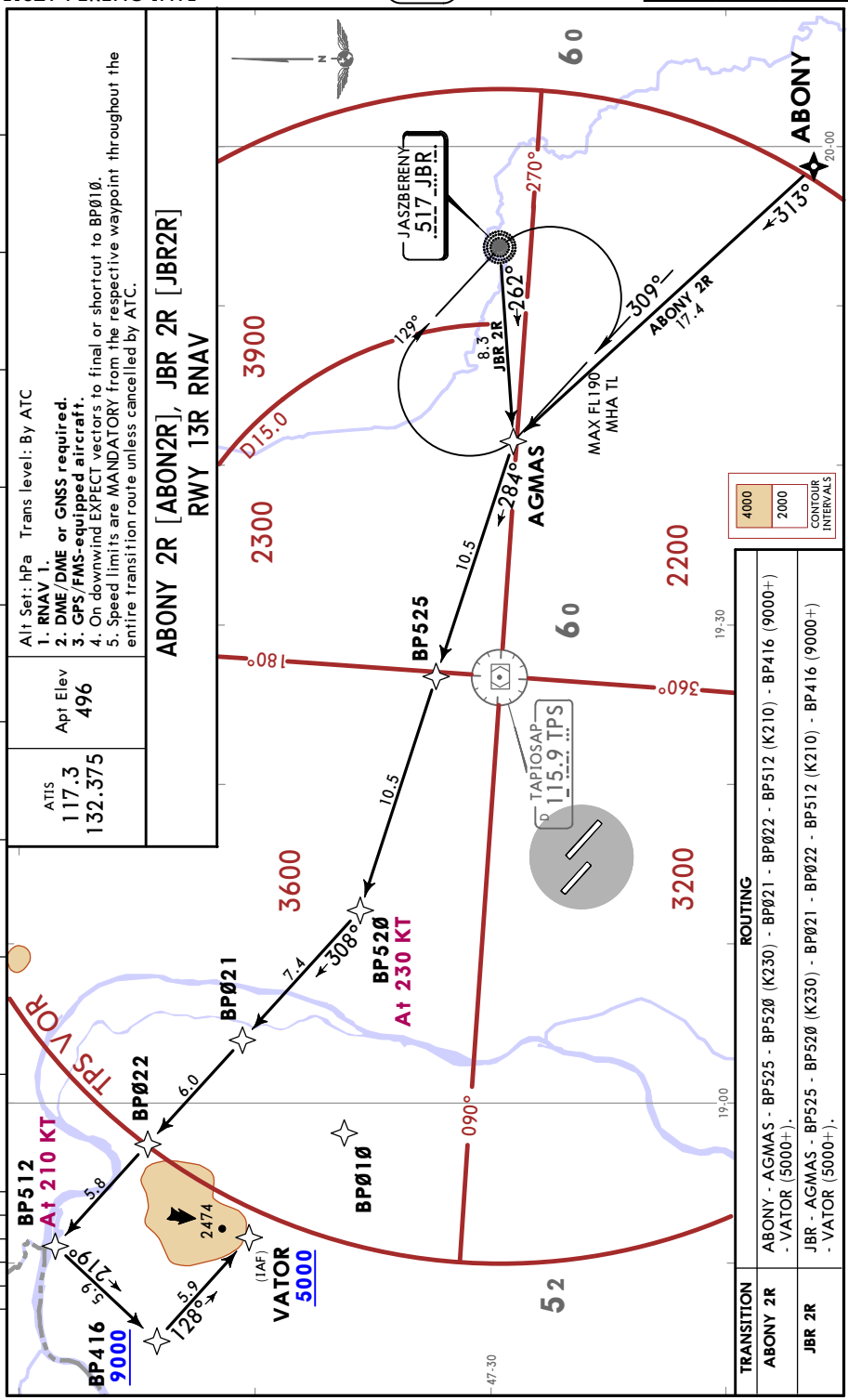
BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS 117.3 132.375

Apt Elev 496

Alt Set: hPa Trans level: By ATC
1. RNAV 1.
2. DME/DME or GNSS required.
3. GPS/FMS-equipped aircraft.
4. On downwind EXPECT vectors to final or shortcut to BPØ1Ø.
5. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

ABONY 2R [ABON2R], JBR 2R [JBR2R]
RWY 13R RNAV



TRANSITION	ROUTING
ABONY 2R	ABONY - AGMAS - BP525 - BP52Ø (K23Ø) - BPØ21 - BPØ22 - BP512 (K21Ø) - BP416 (9000+) - VATOR (5000+).
JBR 2R	JBR - AGMAS - BP525 - BP52Ø (K23Ø) - BPØ21 - BPØ22 - BP512 (K21Ø) - BP416 (9000+) - VATOR (5000+).

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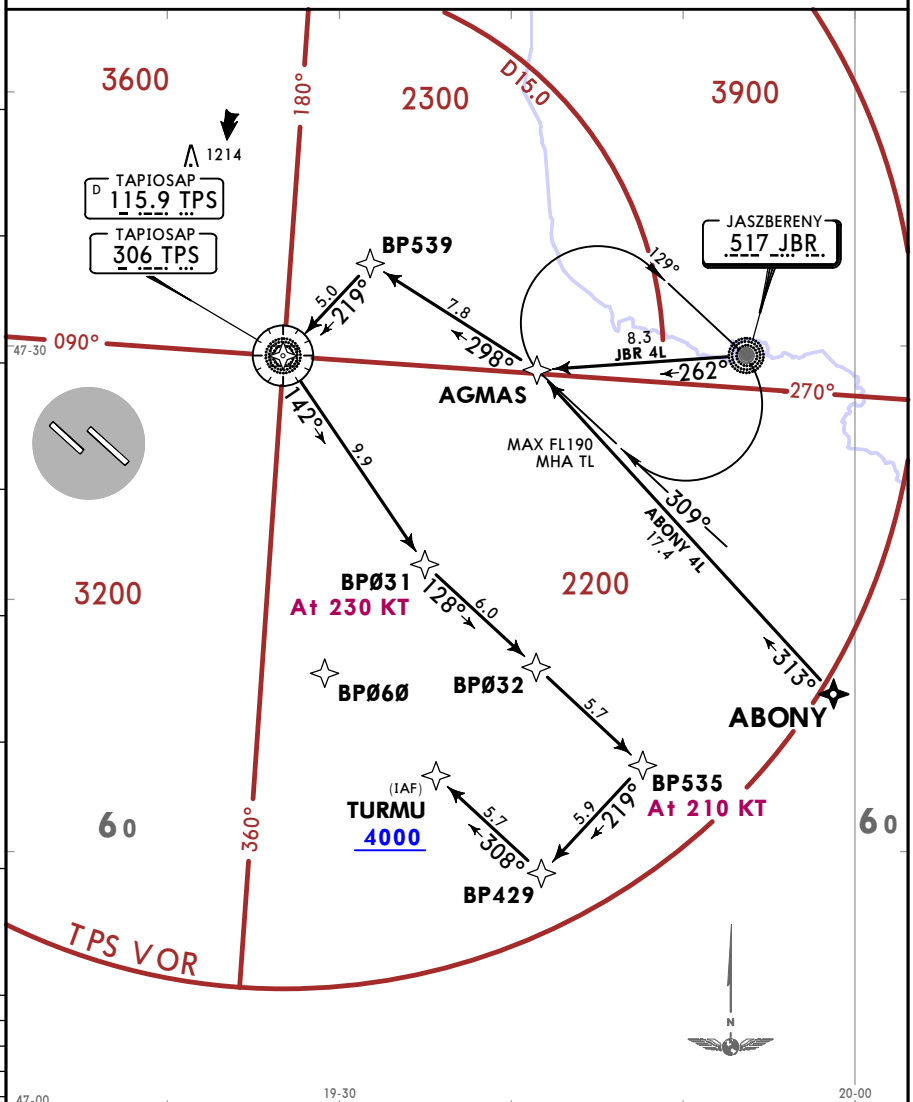
LHBP/BUD
LISZT FERENC INTL

JEPPESEN 16 JUN 17 (10-2B) Eff 22 Jun

BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS	Apt Elev	
117.3 132.375	496	Alt Set: hPa Trans level: By ATC **1. RNAV 1.** **2. DME/DME or GNSS required.** **3. GPS/FMS-equipped aircraft.** 4. On downwind EXPECT vectors to final or shortcut to BPØ6Ø. 5. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

ABONY 4L [ABON4L]
JBR 4L [JBR4L]
RWY 31L RNAV



TRANSITION	ROUTING
ABONY 4L	ABONY - AGMAS - BP539 - TPS - BPØ31 (K230) - BPØ32 - BP535 (K210) - BP429 - TURMU (4000+).
JBR 4L	JBR - AGMAS - BP539 - TPS - BPØ31 (K230) - BPØ32 - BP535 (K210) - BP429 - TURMU (4000+).

CHANGES: New format.

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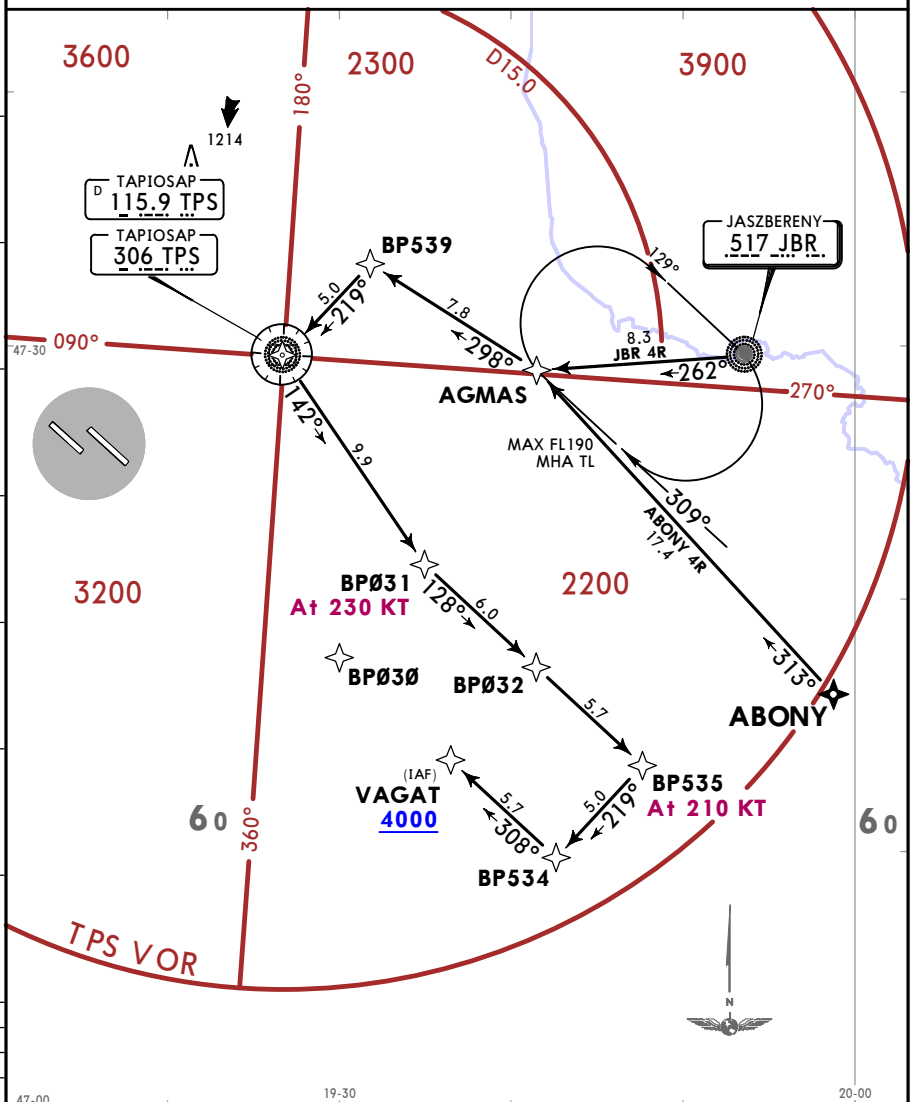
LHBP/BUD
LISZT FERENC INTL

JEPPESEN 16 JUN 17 (10-2C) Eff 22 Jun

BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS	Apt Elev	
117.3 132.375	496	Alt Set: hPa Trans level: By ATC **1. RNAV 1.** **2. DME/DME or GNSS required.** **3. GPS/FMS-equipped aircraft.** 4. On downwind EXPECT vectors to final or shortcut to BPØ3Ø. 5. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

ABONY 4R [ABON4R]
JBR 4R [JBR4R]
RWY 31R RNAV



TRANSITION	ROUTING
ABONY 4R	ABONY - AGMAS - BP539 - TPS - BPØ31 (K230) - BPØ32 - BP535 (K210) - BP534 - VAGAT (4000+).
JBR 4R	JBR - AGMAS - BP539 - TPS - BPØ31 (K230) - BPØ32 - BP535 (K210) - BP534 - VAGAT (4000+).

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN

16 JUN 17 (10-2D) Eff 22 Jun

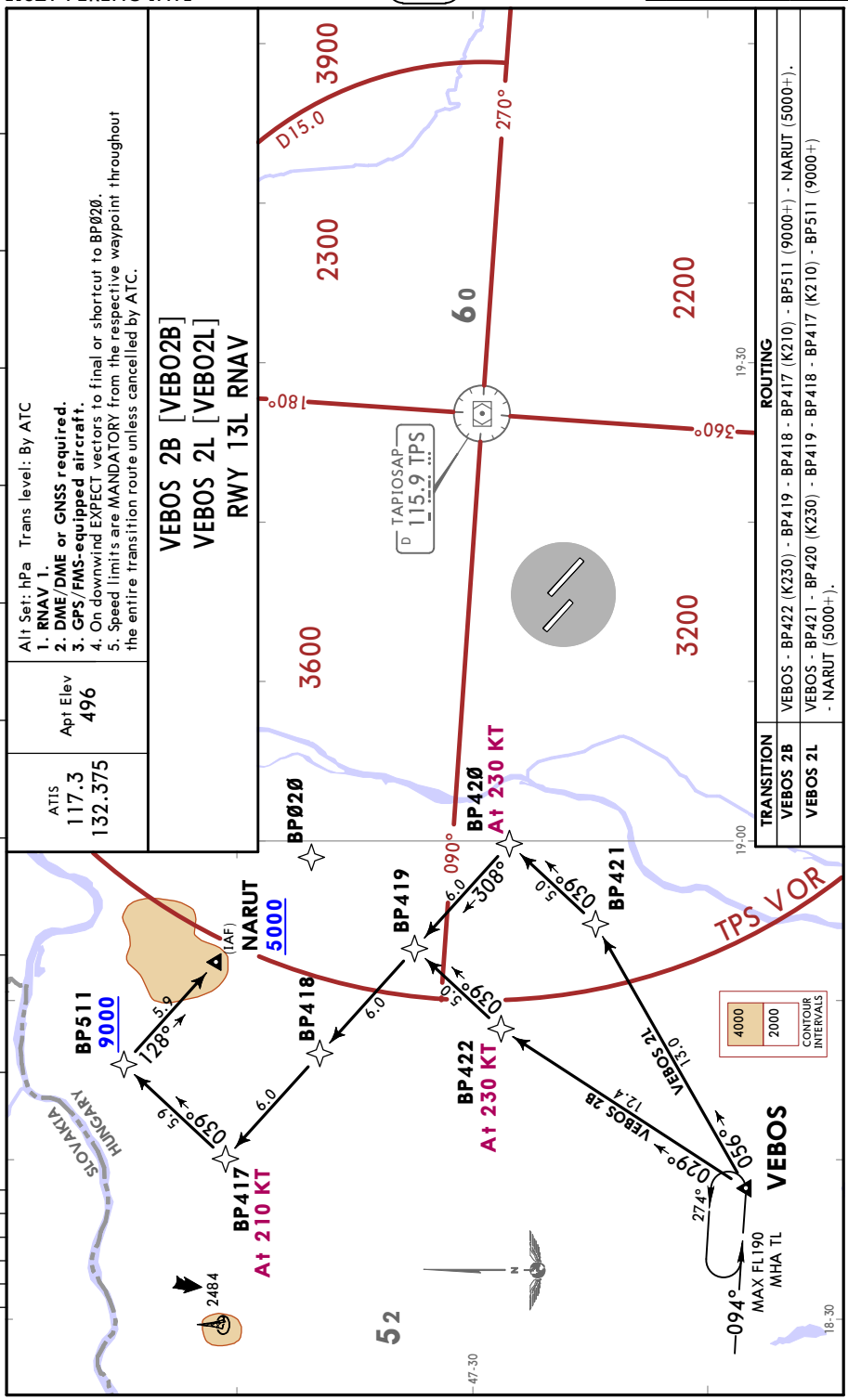
BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS 117.3 132.375

Apt Elev 496

Alt Set: hPa Trans level: By ATC
1. RNAV 1.
2. DME/DME or GNSS required.
3. GPS/FMS-equipped aircraft.
4. On downwind EXPECT vectors to final or shortcut to BPØ2Ø.
5. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

VEBOS 2B [VEBO2B]
VEBOS 2L [VEBO2L]
RWY 13L RNAV



TRANSITION	ROUTING
VEBOS 2B	VEBOS - BP422 (K230) - BP419 - BP418 - BP417 (K210) - BP511 (9000+) - NARUT (5000+).
VEBOS 2L	VEBOS - BP421 - BP420 (K230) - BP419 - BP418 - BP417 (K210) - BP511 (9000+) - NARUT (5000+).

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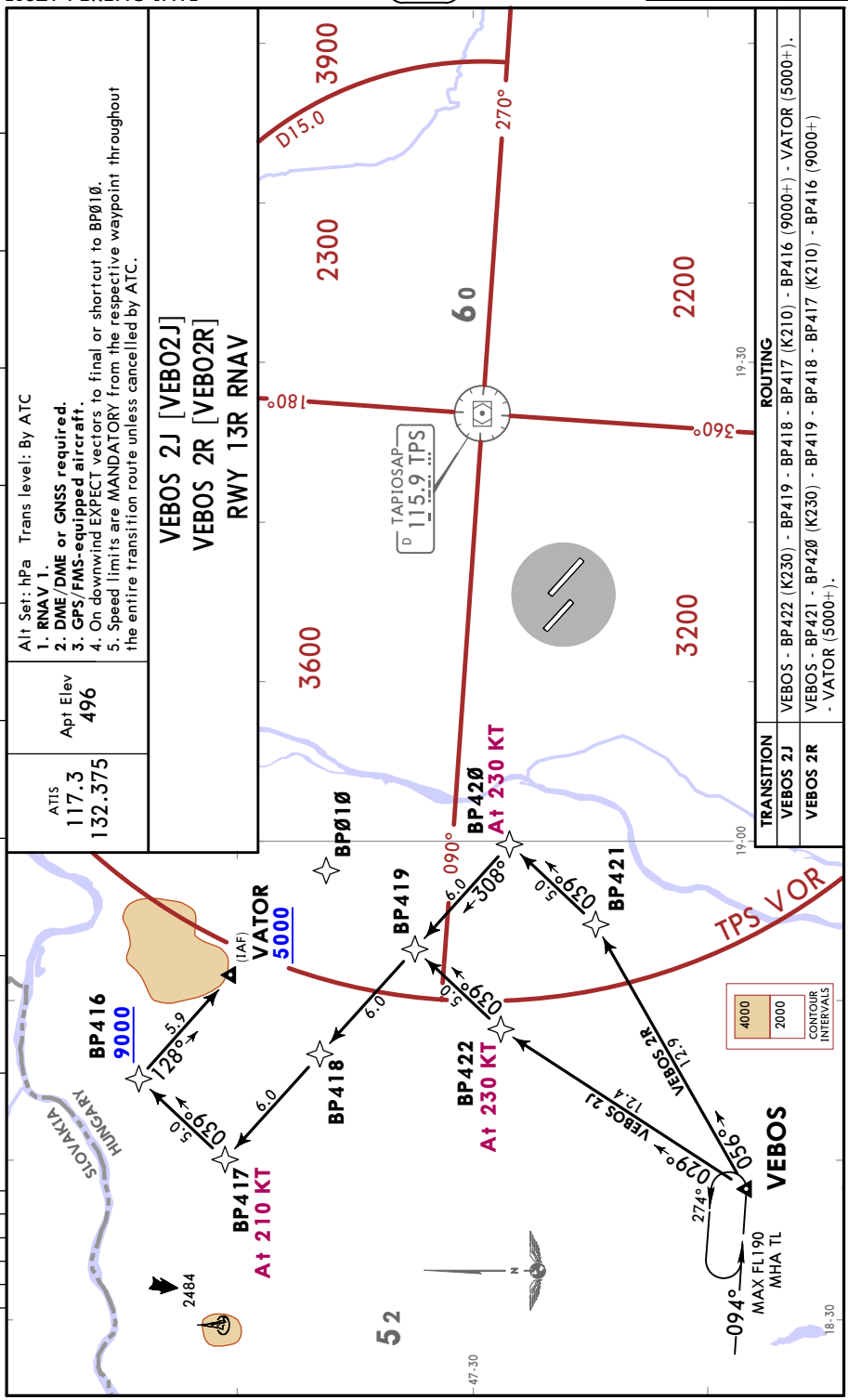
ATIS 117.3 132.375

Apt Elev 496

Alt Set: hPa Trans level: By ATC
1. RNAV 1.
2. DME/DME or GNSS required.
3. GPS/FMS-equipped aircraft.
4. On downwind EXPECT vectors to final or shortcut to BPØ1Ø.
5. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

VEBOS 2J [VEBO2J]
VEBOS 2R [VEBO2R]
RWY 13R RNAV



TRANSITION	ROUTING
VEBOS 2J	VEBOS - BP422 (K230) - BP419 - BP418 - BP417 (K210) - BP416 (9000+) - VATOR (5000+).
VEBOS 2R	VEBOS - BP421 - BP42Ø (K230) - BP419 - BP418 - BP417 (K210) - BP416 (9000+) - VATOR (5000+).

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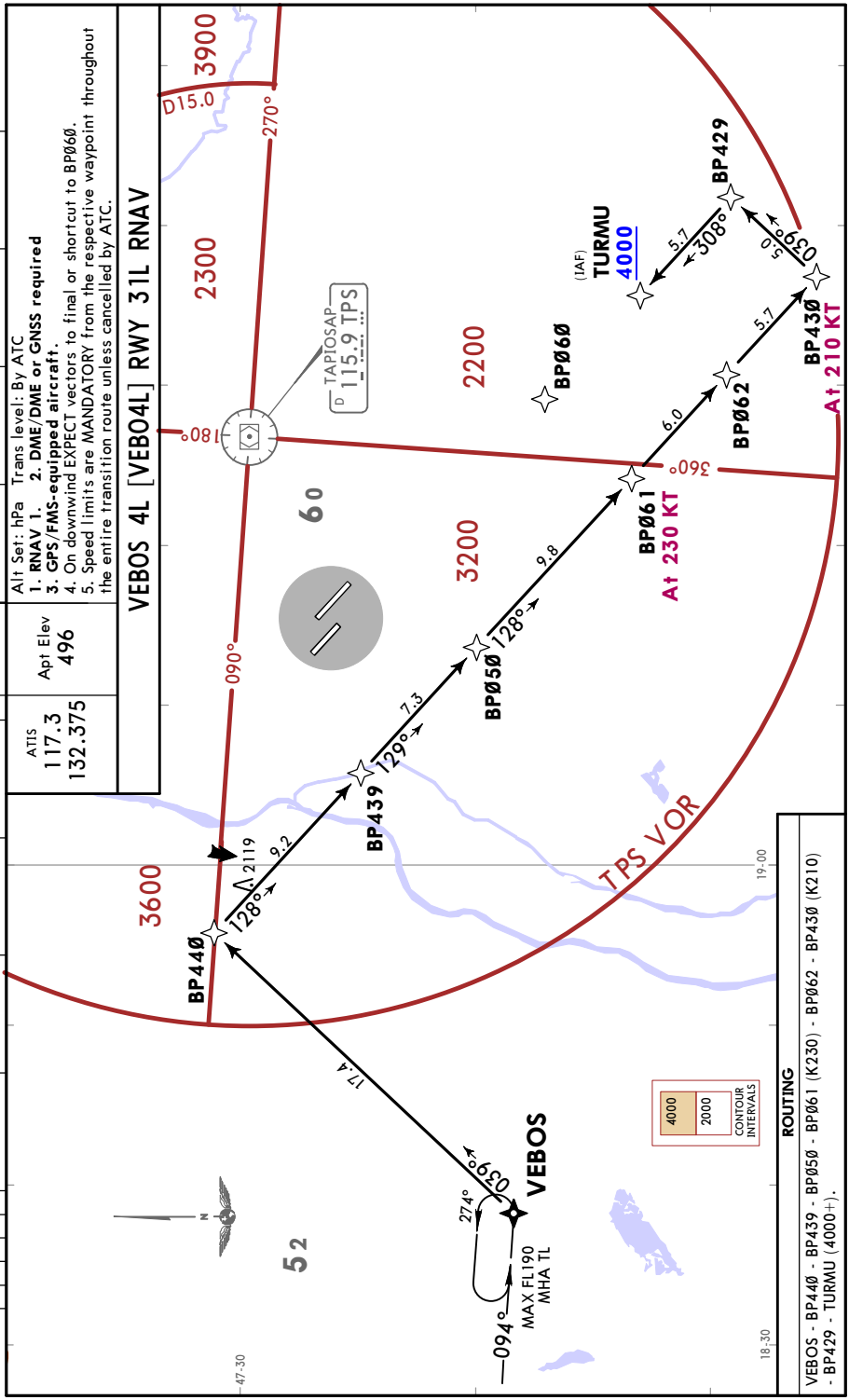
ATIS 117.3 132.375

Apt Elev 496

Alt Set: hPa Trans level: By ATC
1. RNAV 1. 2. DME/DME or GNSS required
3. GPS/FMS-equipped aircraft.
4. On downwind EXPECT vectors to final or shortcut to BPØ6Ø.
5. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

VEBOS 4L [VEBO4L] RWY 31L RNAV



ROUTING

VEBOS - BP44Ø - BP439 - BPØ5Ø - BPØ61 (K23Ø) - BPØ62 - BP43Ø (K21Ø) - BP429 - TURMU (4000+).

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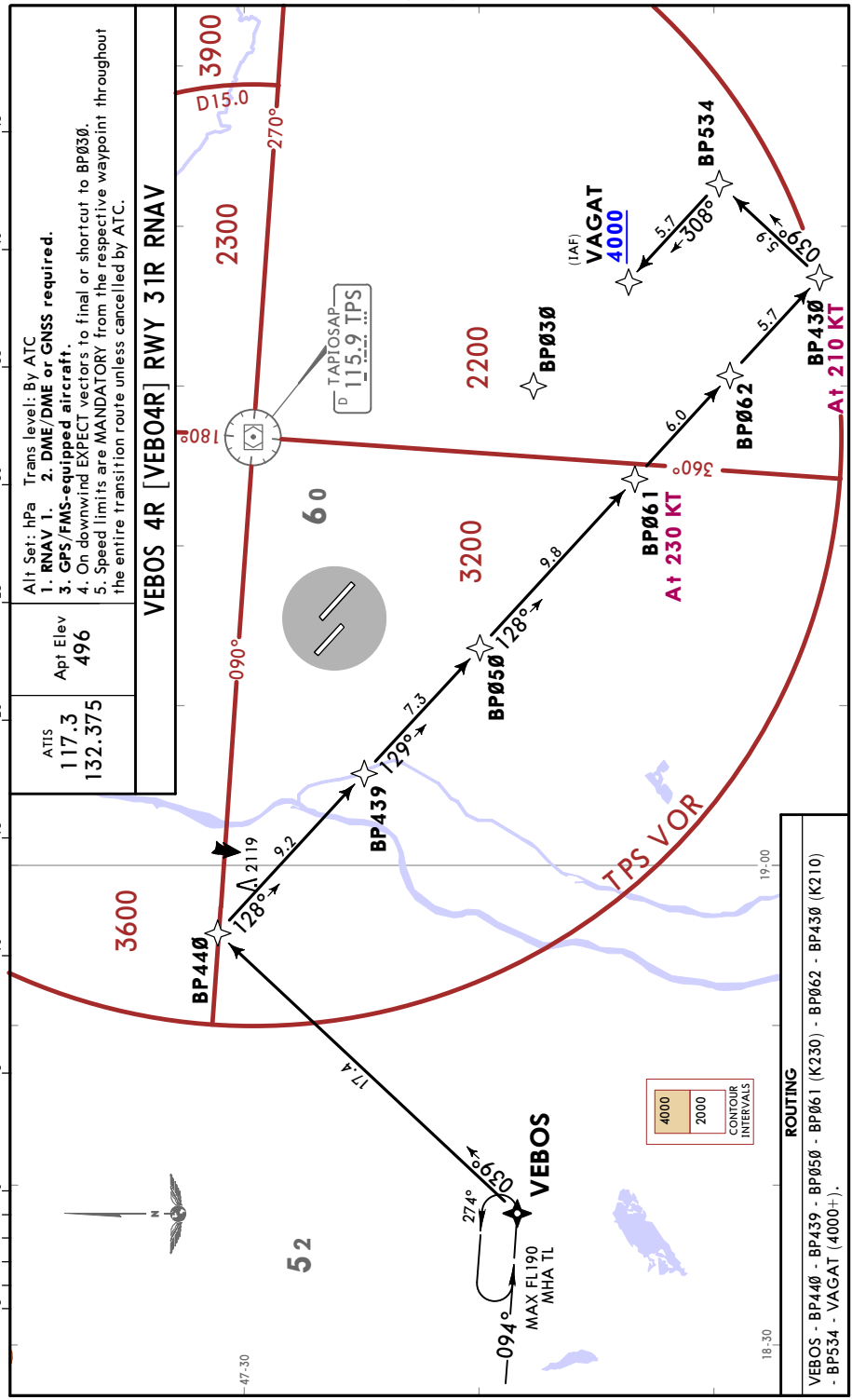

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN

16 JUN 17 (10-2H) Eff 22 Jun

BUDAPEST, HUNGARY
RNAV TRANSITION

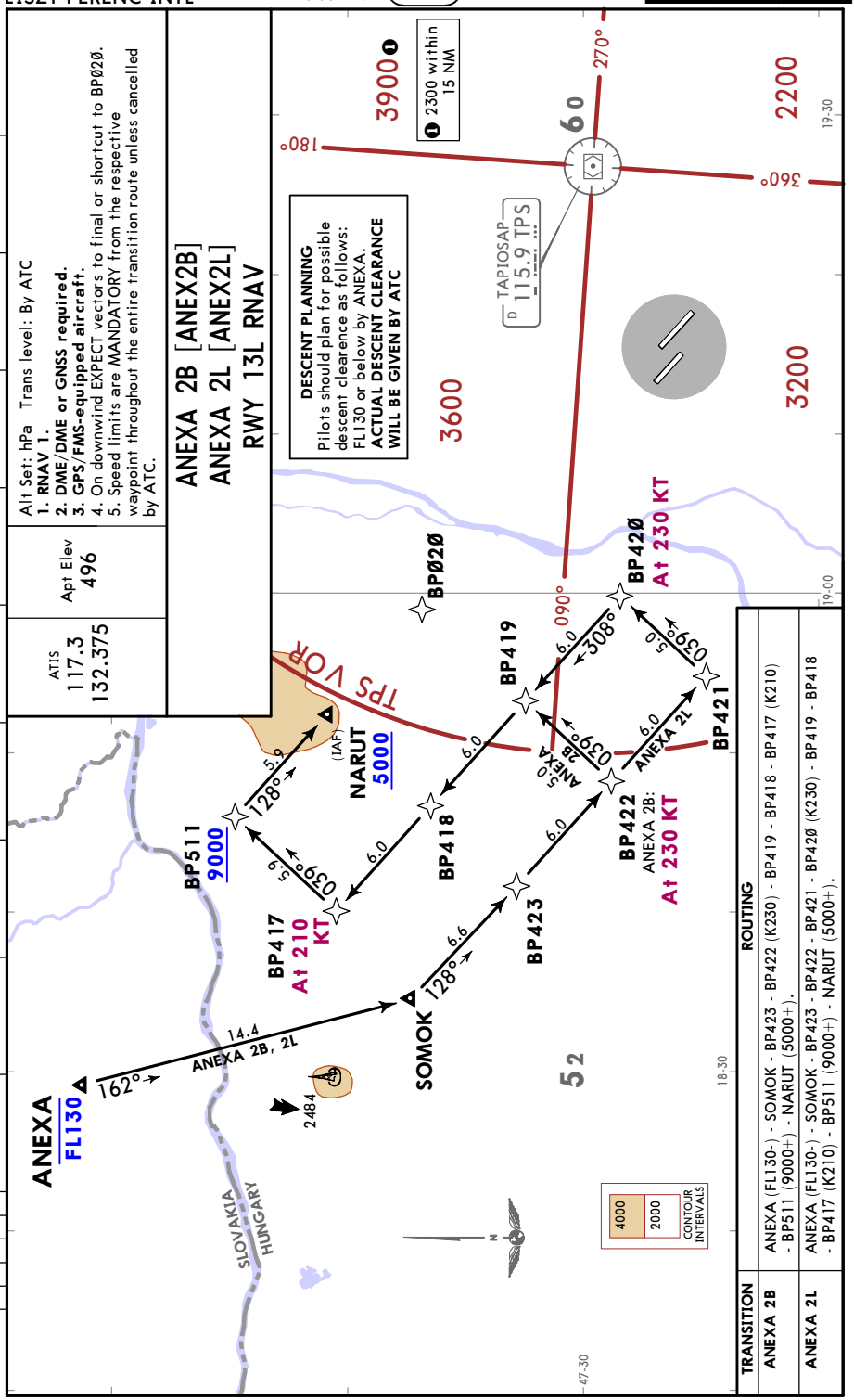
ATIS 117.3 132.375

Apt Elev 496

Alt Set: hPa Trans level: By ATC
1. RNAV 1.
2. DME/DME or GNSS required.
3. GPS/FMS-equipped aircraft.
4. On downwind EXPECT vectors to final or shortcut to BP020.
5. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

ANEXA 2B [ANEX2B]
ANEXA 2L [ANEX2L]
RWY 13L RNAV

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
FL130 or below by ANEXA.
ACTUAL DESCENT CLEARANCE WILL BE GIVEN BY ATC



TRANSITION	ROUTING
ANEXA 2B	ANEXA (FL130-) - SOMOK - BP423 - BP422 (K230) - BP419 - BP418 - BP417 (K210) - BP511 (9000+) - NARUT (5000+).
ANEXA 2L	ANEXA (FL130-) - SOMOK - BP423 - BP422 - BP421 - BP420 (K230) - BP419 - BP418 - BP417 (K210) - BP511 (9000+) - NARUT (5000+).

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN

16 JUN 17 (10-2J) Eff 22 Jun

BUDAPEST, HUNGARY
RNAV TRANSITION

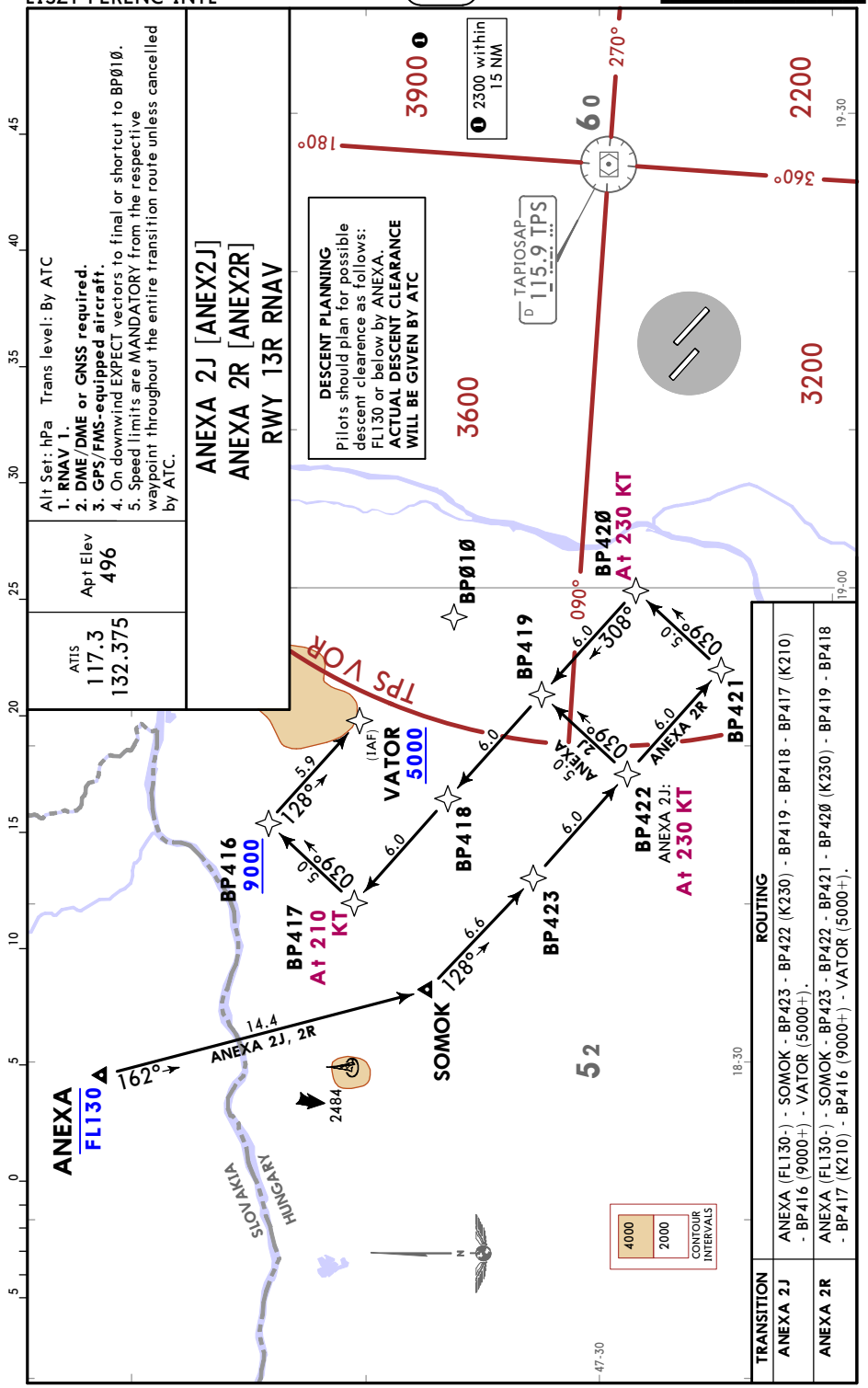
Alt Set: hPa Trans level: By ATC
1. RNAV 1.
2. DME/DME or GNSS required.
3. GPS/FMS-equipped aircraft.
4. On downwind EXPECT vectors to final or shortcut to BP010.
5. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

Apt Elev 496

ATIS 117.3 132.375

ANEXA 2J [ANEX2J]
ANEXA 2R [ANEX2R]
RWY 13R RNAV

DESCENT PLANNING
Pilots should plan for possible descent clearence as follows:
FL130 or below by ANEXA.
ACTUAL DESCENT CLEARANCE WILL BE GIVEN BY ATC



TRANSITION	ROUTING
ANEXA 2J	ANEXA (FL130-) - SOMOK - BP423 - BP422 (K230) - BP419 - BP418 - BP417 (K210) - BP416 (9000+) - VATOR (5000+).
ANEXA 2R	ANEXA (FL130-) - SOMOK - BP423 - BP422 - BP421 - BP420 (K230) - BP419 - BP418 - BP417 (K210) - BP416 (9000+) - VATOR (5000+).

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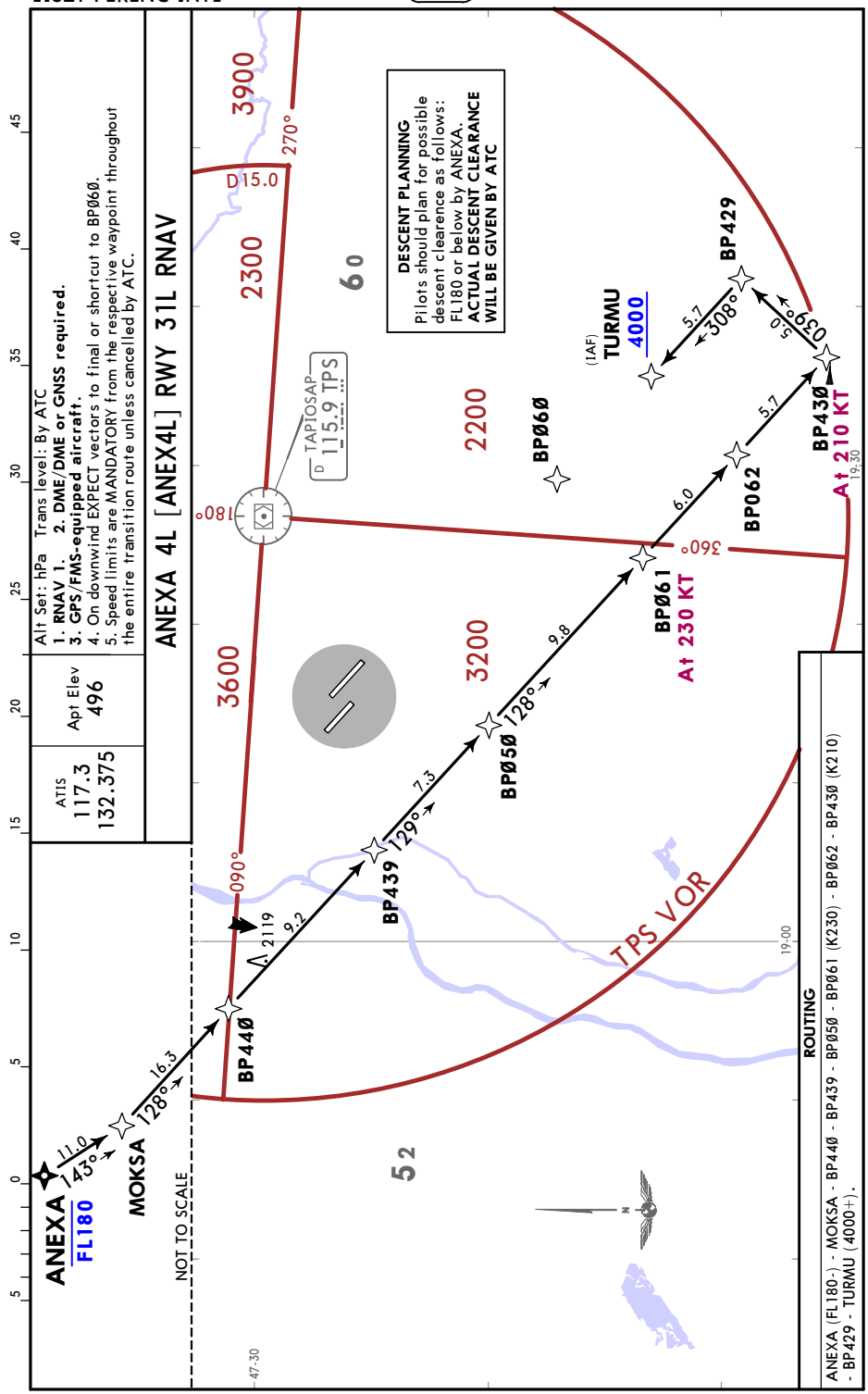
LHBP/BUD
LISZT FERENC INTL

JEPPESEN
16 JUN 17 (10-2K) Eff 22 Jun

BUDAPEST, HUNGARY
RNAV TRANSITION



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LHBP/BUD
LISZT FERENC INTL

JEPPESEN 16 JUN 17 (10-2L) Eff 22 Jun

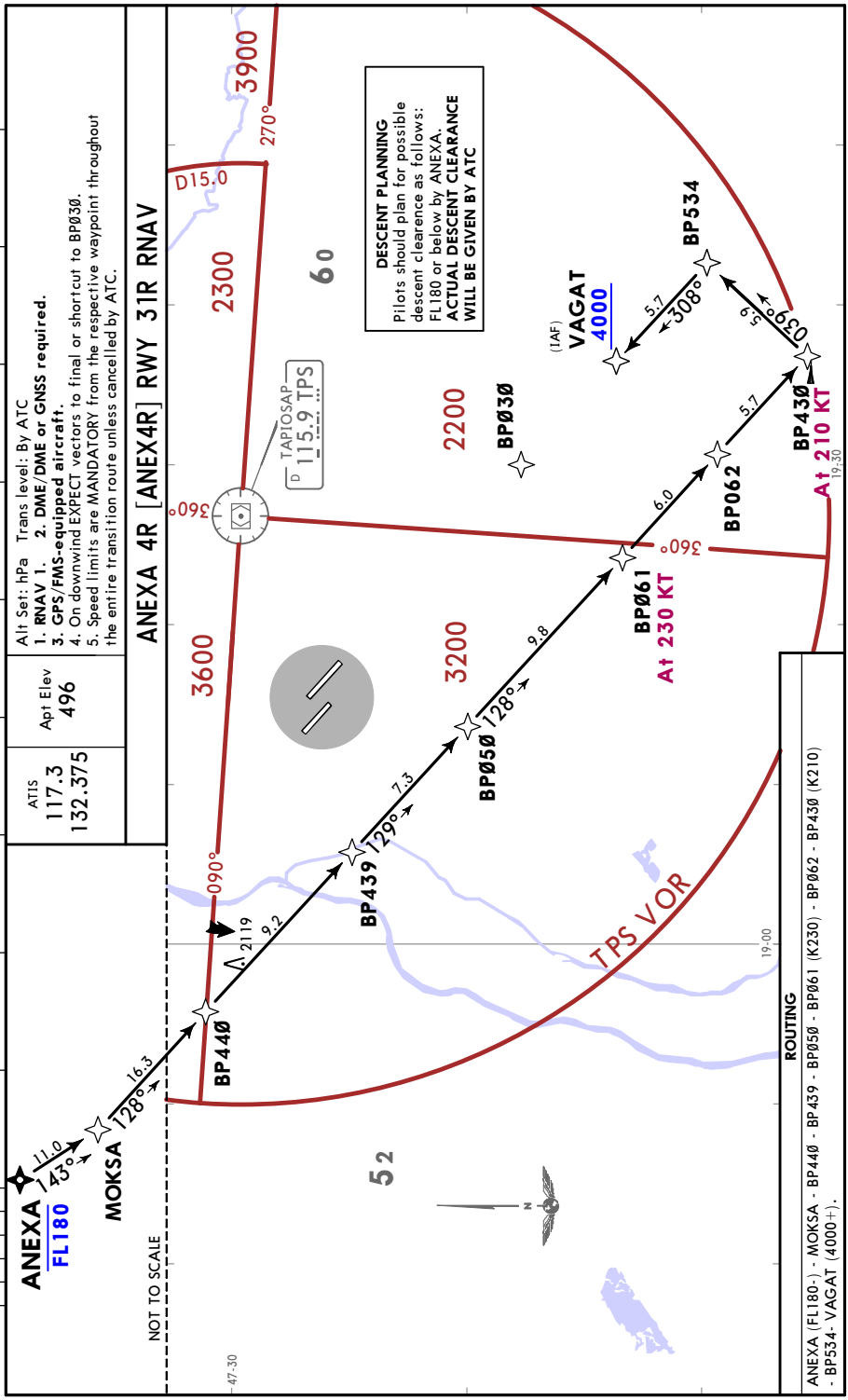
BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS 117.3 132.375

Apt Elev 496

Alt Set: hPa Trans level: By ATC
1. RNAV 1. 2. DME/DME or GNSS required.
3. GPS/FMS-equipped aircraft.
4. On downwind EXPECT vectors to final or shortcut to BP030.
5. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

ANEXA 4R [ANEX4R] RWY 31R RNAV



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LHBP/BUD
LISZT FERENC INTL

JEPPESEN

16 JUN 17 (10-2M) Eff 22 Jun

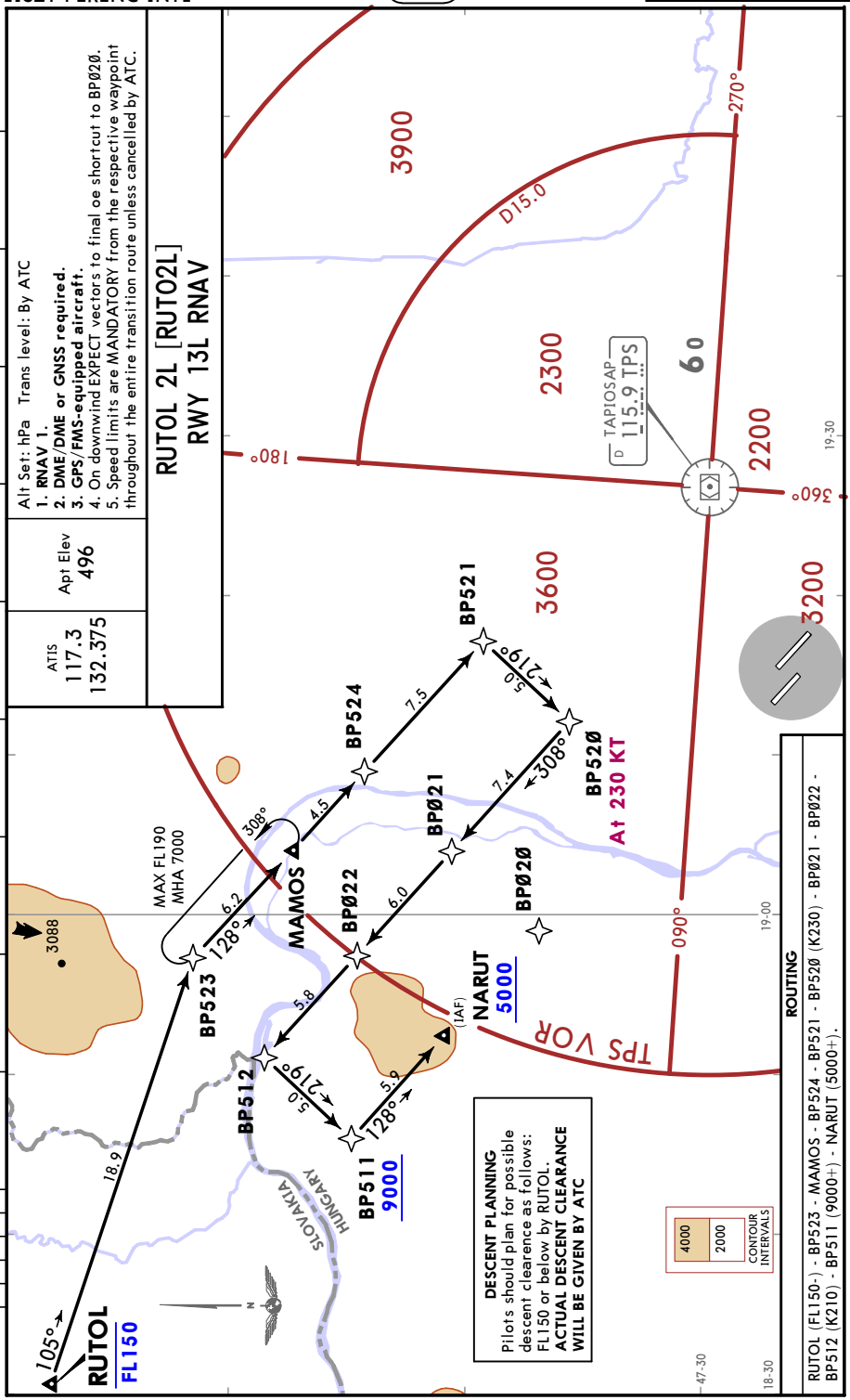
BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS 117.3 132.375

Apt Elev 496

Alt Set: hPa Trans level: By ATC
1. RNAV 1.
2. DME/DME or GNSS required.
3. GPS/FMS-equipped aircraft.
4. On downwind EXPECT vectors to final oe shortcut to BPØ2Ø.
5. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

RUTOL 2L [RUTO2L]
RWY 13L RNAV



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LHBP/BUD
LISZT FERENC INTL

JEPPESEN 16 JUN 17 (10-2N) Eff 22 Jun

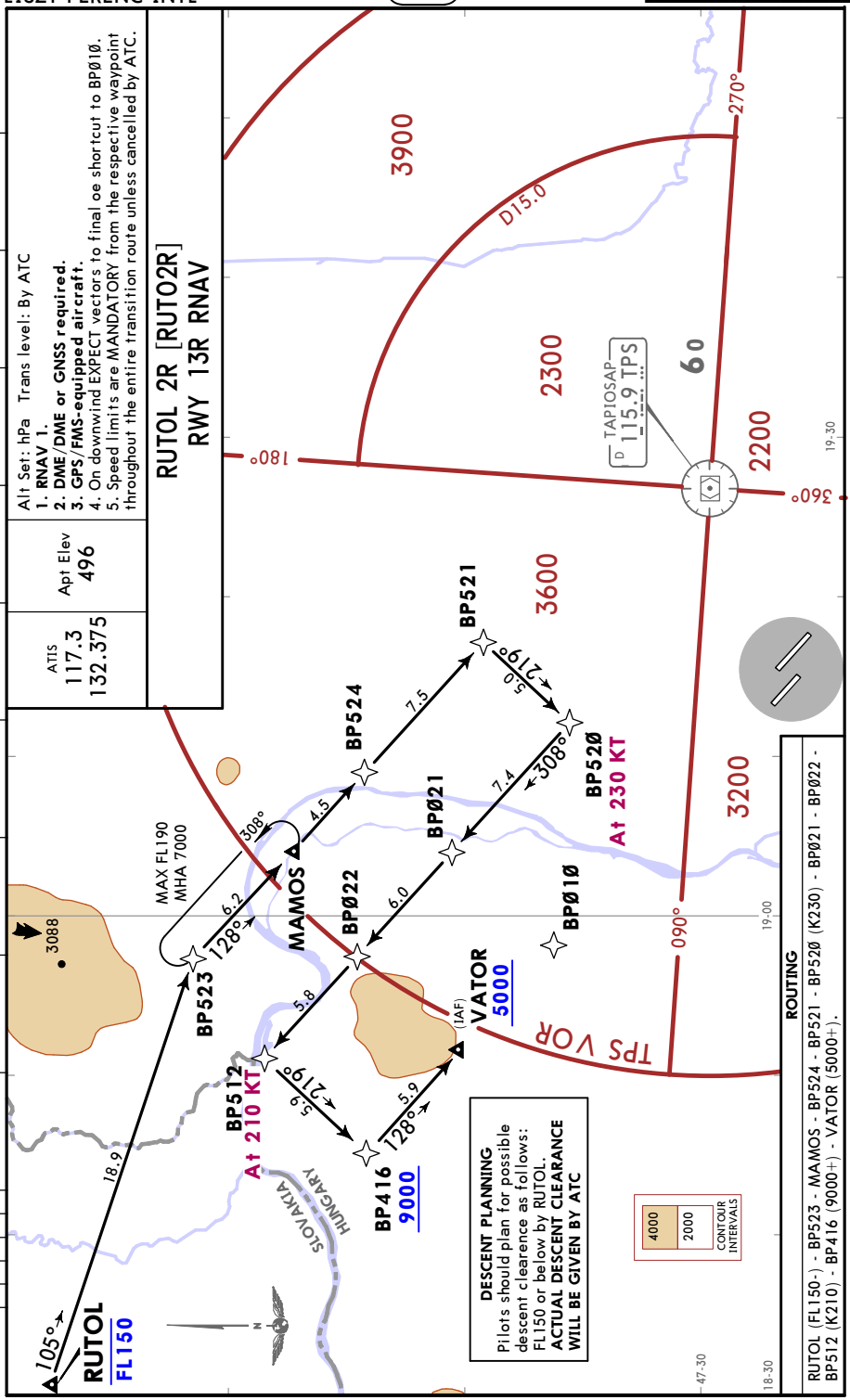
BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS 117.3 132.375

Apt Elev 496

Alt Set: hPa Trans level: By ATC
1. **RNAV 1.**
2. **DME/DME or GNSS required.**
3. **GPS/FMS-equipped aircraft.**
4. On downwind EXPECT vectors to final oe shortcut to BPØ1Ø.
5. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

RUTOL 2R [RUTO2R]
RWY 13R RNAV



DESCENT PLANNING
Pilots should plan for possible descent clearence as follows: FL150 or below by RUTOL. **ACTUAL DESCENT CLEARANCE WILL BE GIVEN BY ATC**

ROUTING
RUTOL (FL150-) - BP523 - MAMOS - BP524 - BP521 - BP52Ø (K230) - BPØ21 - BPØ22 - BP512 (K210) - BP416 (9000+) - VATOR (5000+).

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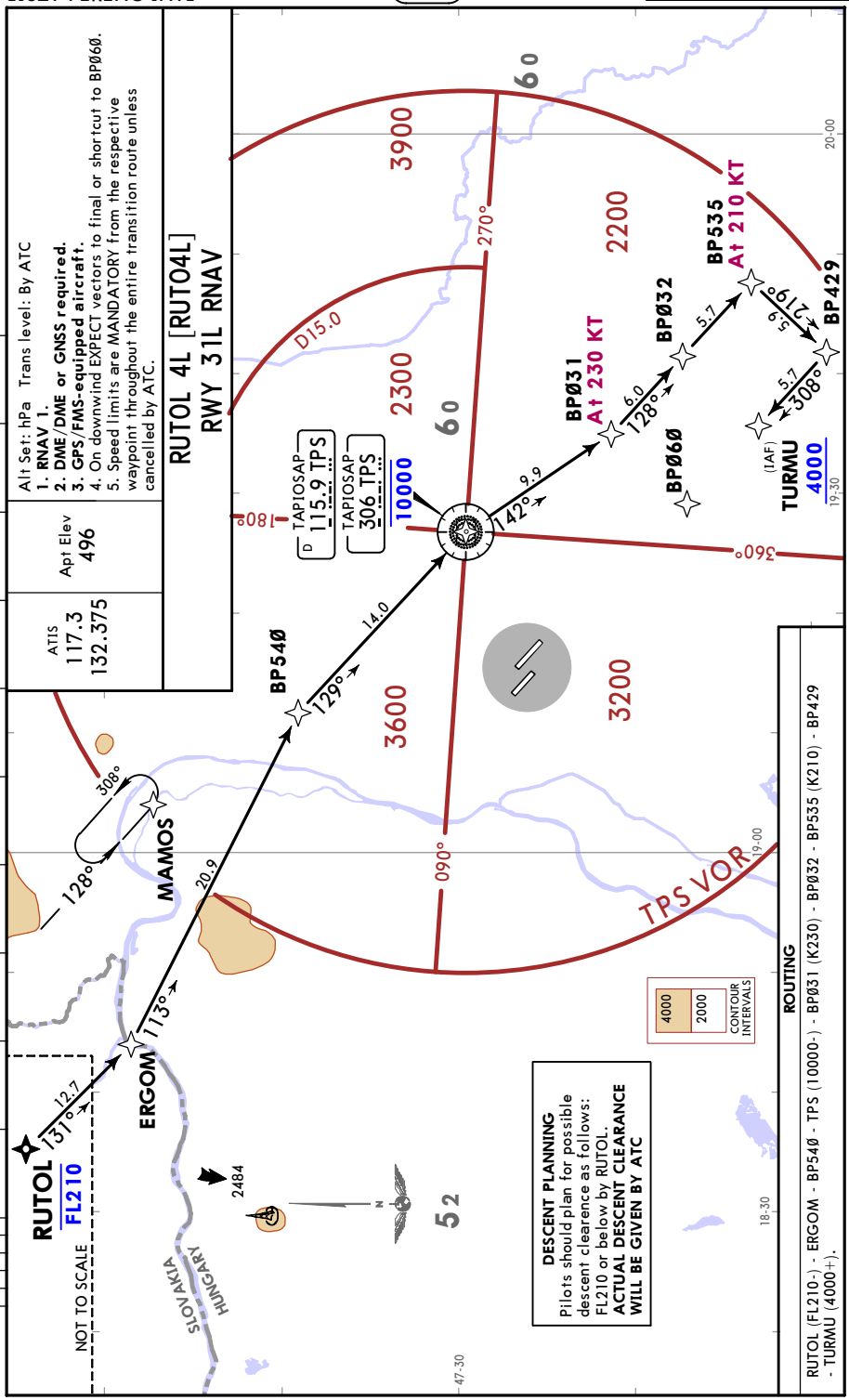

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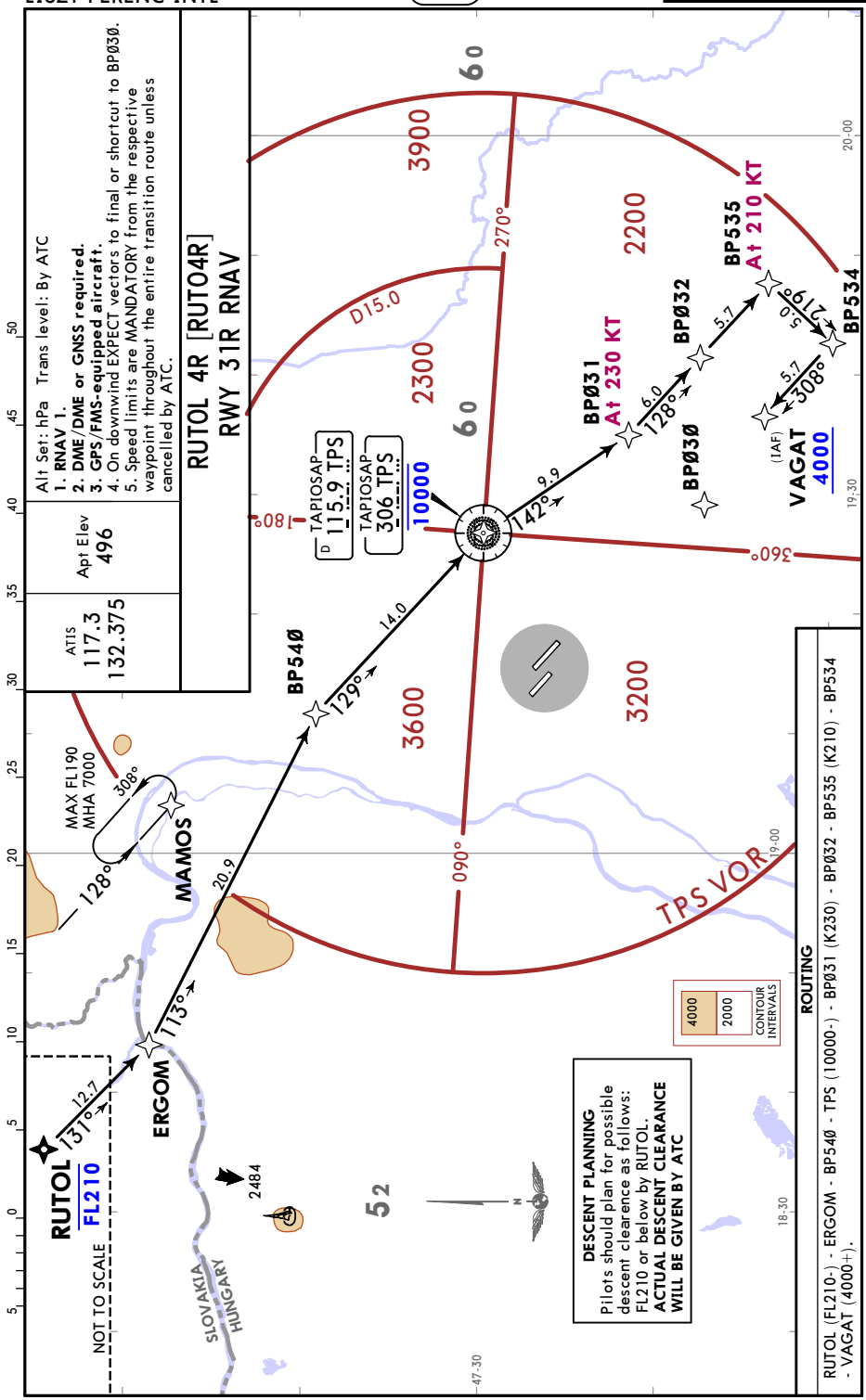
LHBP/BUD
LISZT FERENC INTL

JEPPESEN

16 JUN 17 (10-2Q) Eff 22 Jun

BUDAPEST, HUNGARY
RNAV TRANSITION



CHANGES: New format.

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BUDAPEST Approach 129.7	Apt Elev 496	Trans alt: 10000 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.

BADOV 1D [BADO1D]
LITKU 1D [LITK1D]
RWY 13L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100

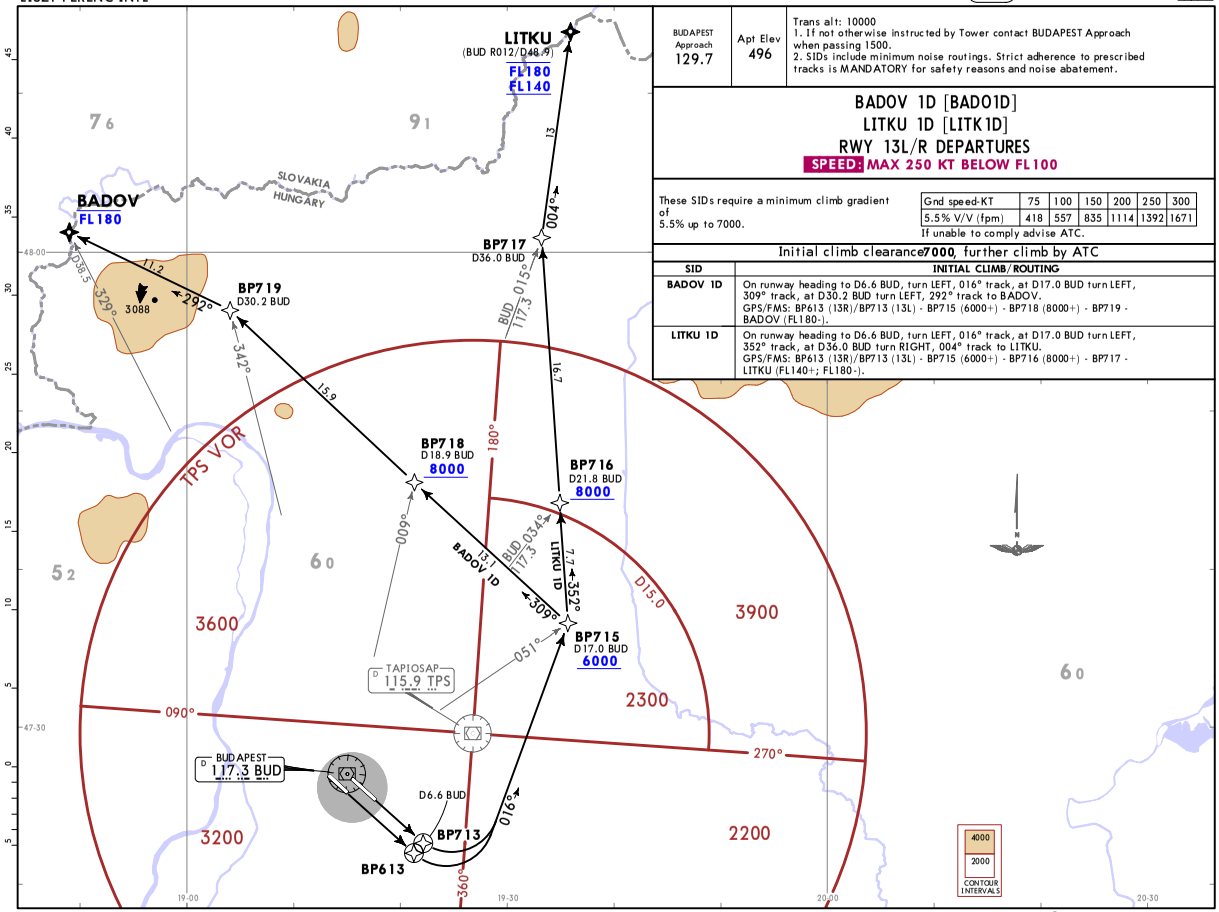
These SIDs require a minimum climb gradient of 5.5% up to 7000.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	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 D6.6 BUD, turn LEFT, 016° track, at D17.0 BUD turn LEFT, 309° track, at D30.2 BUD turn LEFT, 292° track to BADOV. GPS/FMS: BP613 (13R)/BP713 (13L) - BP715 (6000+) - BP718 (8000+) - BP719 - BADOV (FL180-).
LITKU 1D	On runway heading to D6.6 BUD, turn LEFT, 016° track, at D17.0 BUD turn LEFT, 352° track, at D36.0 BUD turn RIGHT, 004° track to LITKU. GPS/FMS: BP613 (13R)/BP713 (13L) - BP715 (6000+) - BP716 (8000+) - BP717 - LITKU (FL140+; FL180-).



CHANGES: General note.

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BUDAPEST Approach	Apt Elev
129.7	496

Trans alt: 10000
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.

BADOV 3D [BAD03D]
LITKU 3D [LITK3D]
LITKU 3X [LITK3X]
RWY 31L DEPARTURES

SPEED: MAX 250 KT BELOW FL100

These SIDs require a minimum climb gradient of 5.5% up to 7000.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

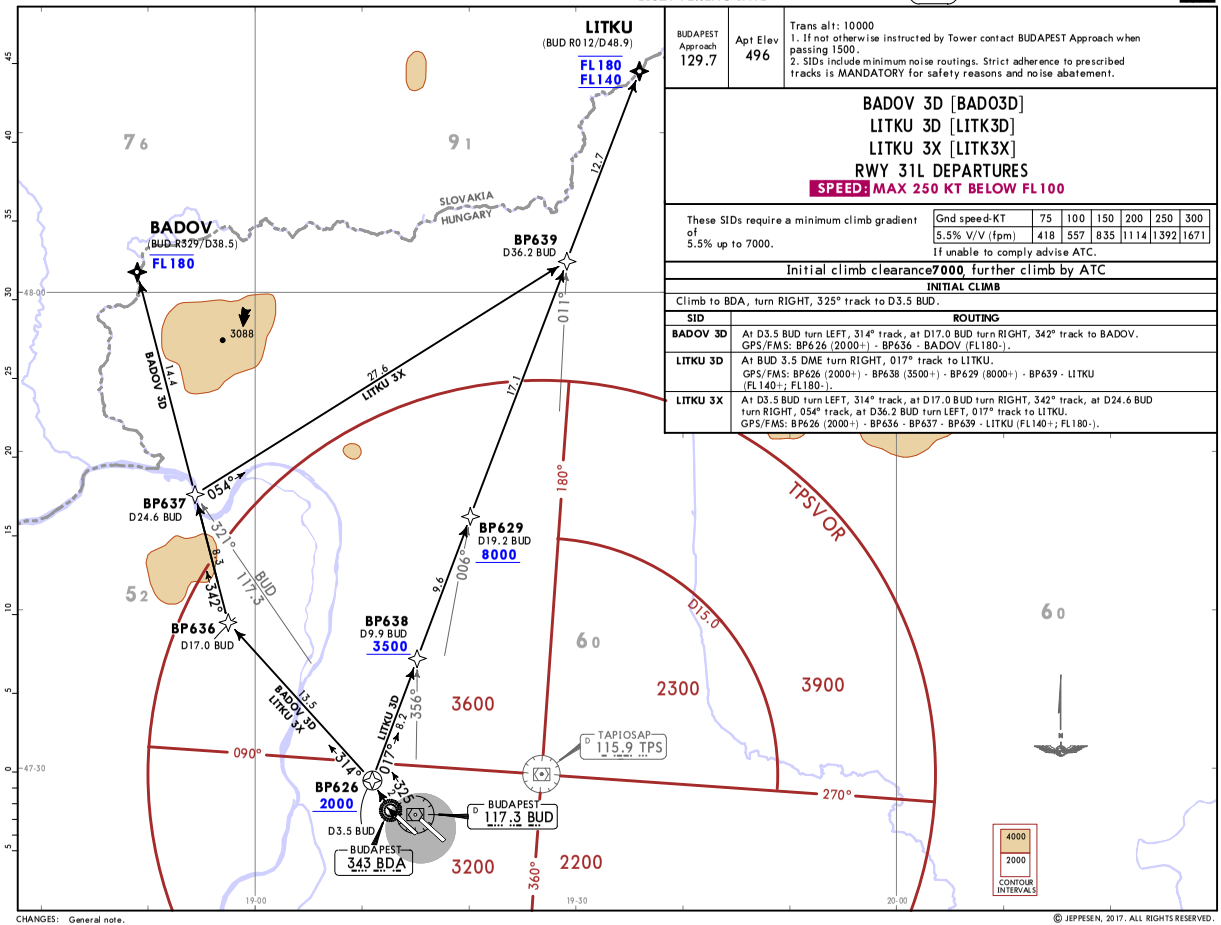
If unable to comply advise ATC.

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

INITIAL CLIMB

Climb to BDA, turn RIGHT, 325° track to D3.5 BUD.

SID	ROUTING
BADOV 3D	At D3.5 BUD turn LEFT, 314° track, at D17.0 BUD turn RIGHT, 342° track to BADOV. GPS/FMS: BP626 (2000+) - BP636 - BADOV (FL180-).
LITKU 3D	At BUD 3.5 DME turn RIGHT, 017° track to LITKU. GPS/FMS: BP626 (2000+) - BP638 (3500+) - BP629 (8000+) - BP639 - LITKU (FL140+; FL180-).
LITKU 3X	At D3.5 BUD turn LEFT, 314° track, at D17.0 BUD turn RIGHT, 342° track, at D24.6 BUD turn RIGHT, 054° track, at D36.2 BUD turn LEFT, 017° track to LITKU. GPS/FMS: BP626 (2000+) - BP636 - BP637 - BP639 - LITKU (FL140+; FL180-).



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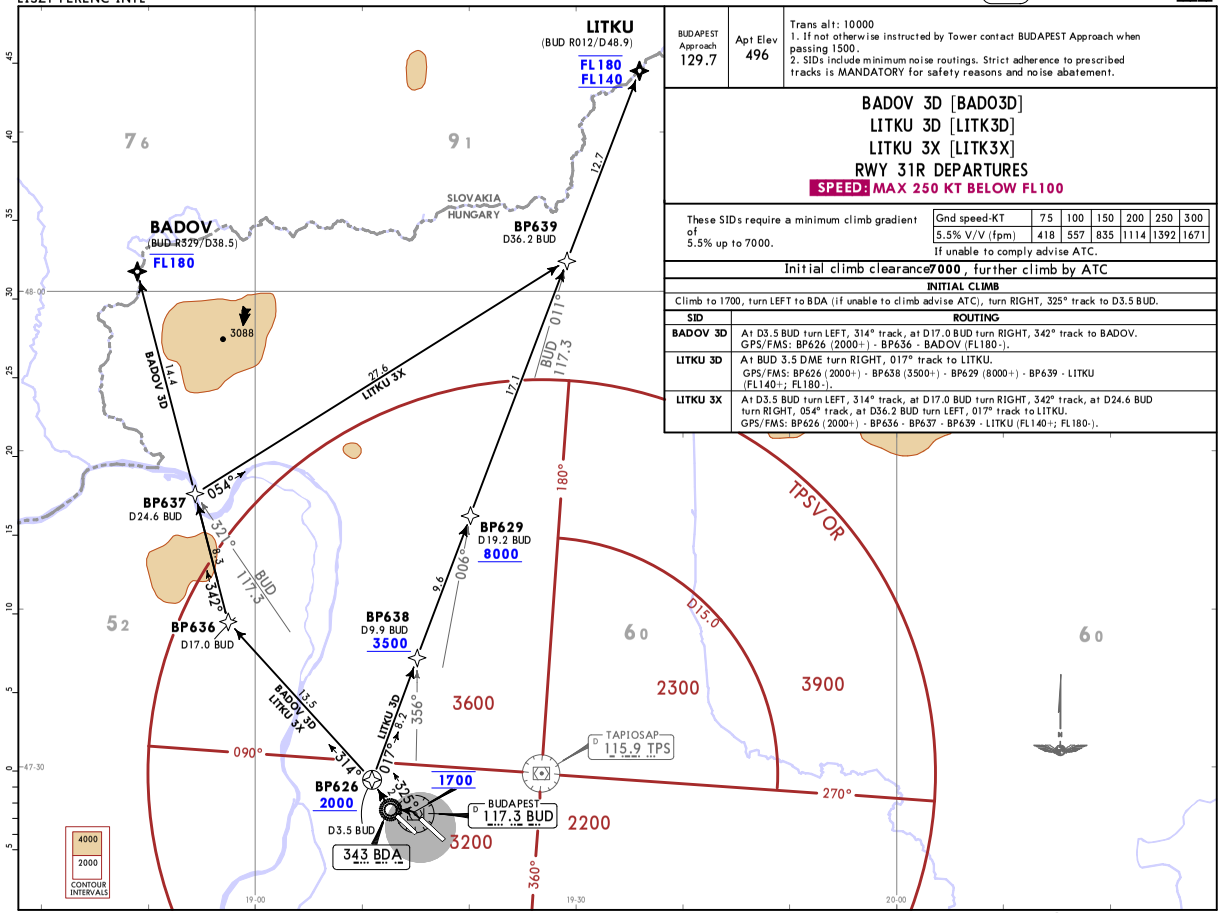

BUDAPEST Approach	Apt Elev
129.7	496

Trans alt: 10000
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.

BADOV 3D [BAD03D]
LITKU 3D [LITK3D]
LITKU 3X [LITK3X]
RWY 31R DEPARTURES

SPEED: MAX 250 KT BELOW FL100

These SIDs require a minimum climb gradient of 5.5% up to 7000.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply advise ATC.

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

INITIAL CLIMB

Climb to 1700, turn LEFT to BDA (if unable to climb advise ATC), turn RIGHT, 325° track to D3.5 BUD.

SID	ROUTING
BADOV 3D	At D3.5 BUD turn LEFT, 314° track, at D17.0 BUD turn RIGHT, 342° track to BADOV. GPS/FMS: BP626 (2000+) - BP636 - BADOV (FL180-).
LITKU 3D	At BUD 3.5 DME turn RIGHT, 017° track to LITKU. GPS/FMS: BP626 (2000+) - BP638 (3500+) - BP629 (8000+) - BP639 - LITKU (FL140+; FL180-).
LITKU 3X	At D3.5 BUD turn LEFT, 314° track, at D17.0 BUD turn RIGHT, 342° track, at D24.6 BUD turn RIGHT, 054° track, at D36.2 BUD turn LEFT, 017° track to LITKU. GPS/FMS: BP626 (2000+) - BP636 - BP637 - BP639 - LITKU (FL140+; FL180-).

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BUDAPEST Approach 129.7	Apt Elev 496	Trans alt: 10000 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.

NALAG 1D [NALA1D], NORAH 1D [NORA1D]
RWYS 13L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100

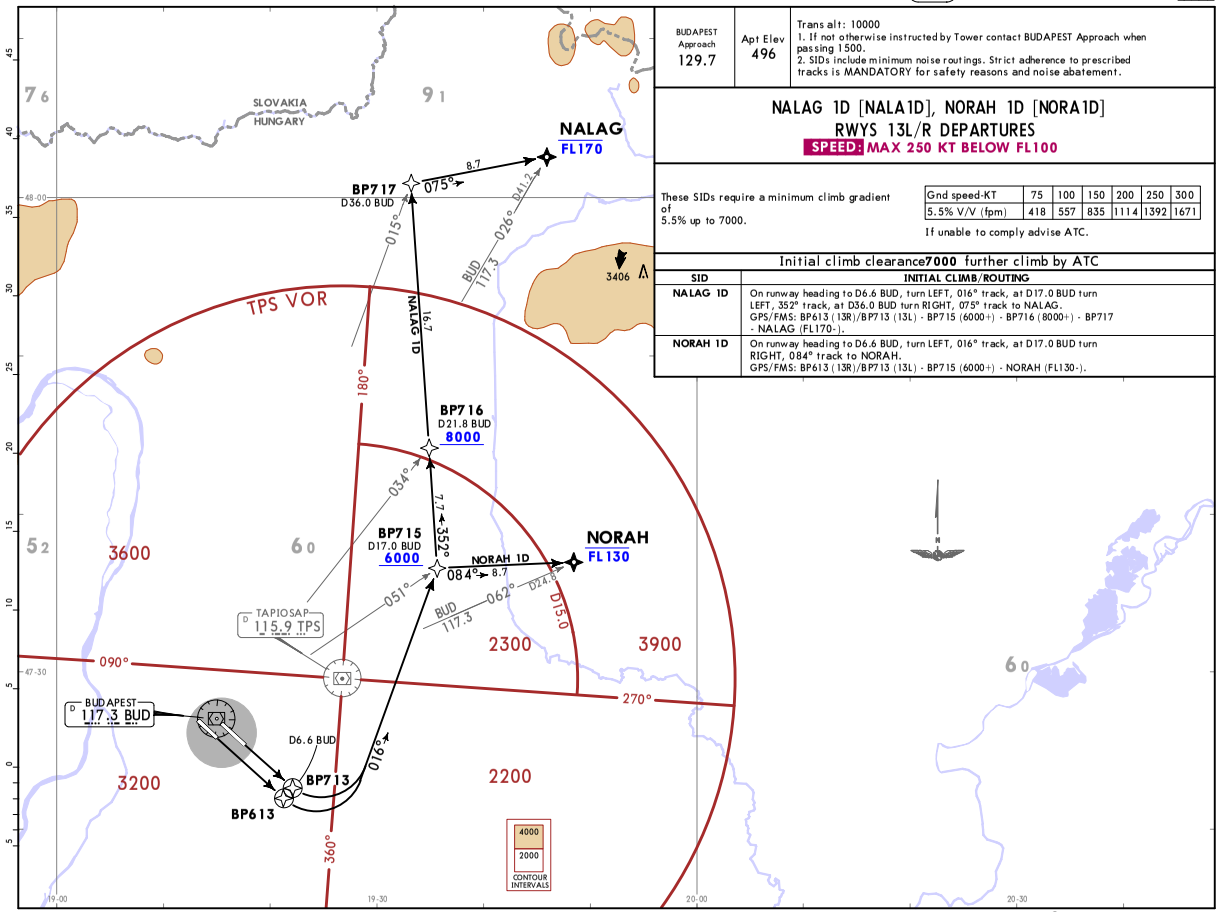
These SIDs require a minimum climb gradient of
5.5% up to 7000.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply advise ATC.

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

SID	INITIAL CLIMB/ROUTING
NALAG 1D	On runway heading to D6.6 BUD, turn LEFT, 016° track, at D17.0 BUD turn LEFT, 352° track, at D36.0 BUD turn RIGHT, 075° track to NALAG. GPS/FMS: BP613 (13R)/BP713 (13L) - BP715 (6000+) - BP716 (8000+) - BP717 - NALAG (FL170-).
NORAH 1D	On runway heading to D6.6 BUD, turn LEFT, 016° track, at D17.0 BUD turn RIGHT, 084° track to NORAH. GPS/FMS: BP613 (13R)/BP713 (13L) - BP715 (6000+) - NORAH (FL130-).



CHANGES: General note.

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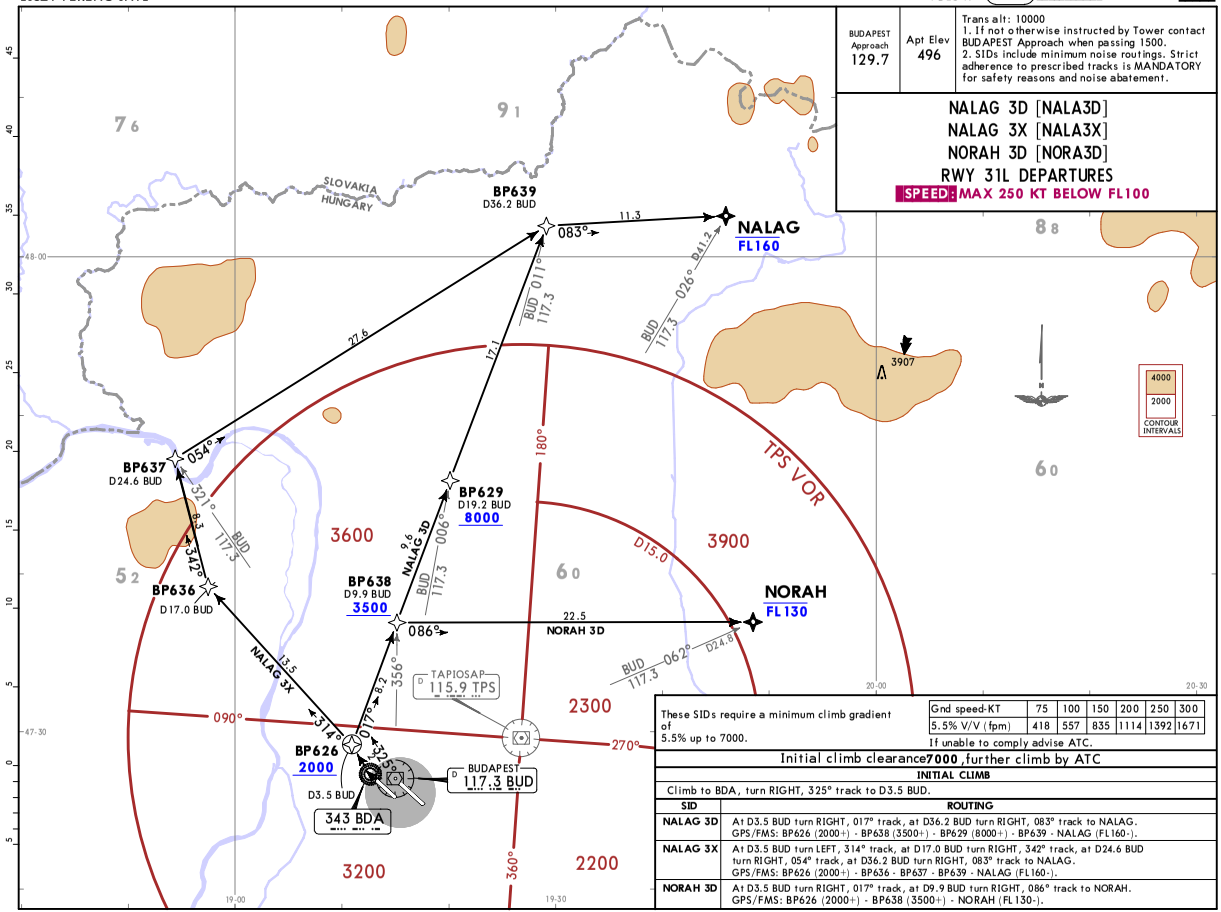
BUDAPEST Approach	Apt Elev
129.7	496

Trans alt: 10000
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.

NALAG 3D [NALA3D]
NALAG 3X [NALA3X]
NORAH 3D [NORA3D]
RWY 31L DEPARTURES

SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 5.5% up to 7000.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply advise ATC.

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

INITIAL CLIMB

Climb to BDA, turn RIGHT, 325° track to D3.5 BUD.

SID	ROUTING
NALAG 3D	At D3.5 BUD turn RIGHT, 017° track, at D36.2 BUD turn RIGHT, 083° track to NALAG. GPS/FMS: BP626 (2000+) - BP638 (3500+) - BP629 (8000+) - BP639 - NALAG (FL160-).
NALAG 3X	At D3.5 BUD turn LEFT, 314° track, at D17.0 BUD turn RIGHT, 342° track, at D24.6 BUD turn RIGHT, 054° track, at D36.2 BUD turn RIGHT, 083° track to NALAG. GPS/FMS: BP626 (2000+) - BP636 - BP637 - BP639 - NALAG (FL160-).
NORAH 3D	At D3.5 BUD turn RIGHT, 017° track, at D9.9 BUD turn RIGHT, 086° track to NORAH. GPS/FMS: BP626 (2000+) - BP638 (3500+) - NORAH (FL130-).

CHANGES: General note.

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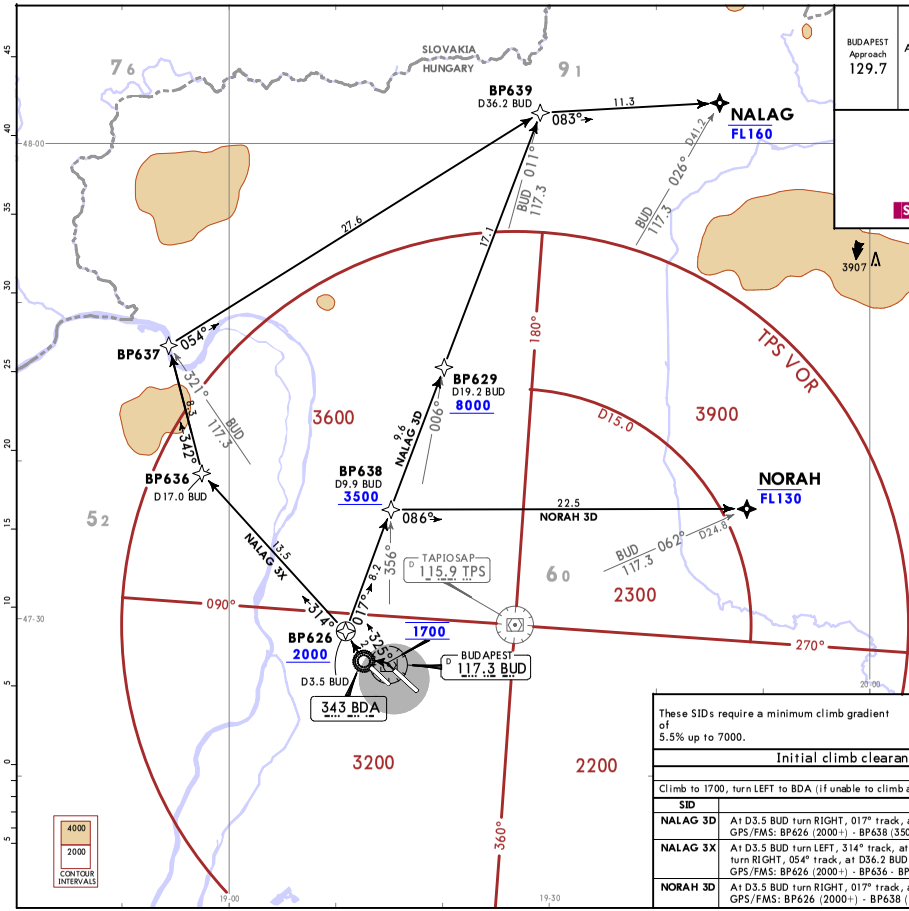
BUDAPEST Approach	Apt Elev	
129.7	496	Trans alt: 10000 1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500. 2. SIDs include minimum noise routings. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement.

NALAG 3D [NALA3D]
NALAG 3X [NALA3X]
NORAH 3D [NORA3D]
RWY 31R DEPARTURES

SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 5.5% up to 7000.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply advise ATC.

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

INITIAL CLIMB

Climb to 1700, turn LEFT to BDA (if unable to climb advise ATC), turn RIGHT, 325° track to D3.5 BUD.

SID	ROUTING
NALAG 3D	At D3.5 BUD turn RIGHT, 017° track, at D36.2 BUD turn RIGHT, 083° track to NALAG. GPS/FMS: BP626 (2000+) - BP638 (3500+) - BP629 (8000+) - BP639 - NALAG (FL160-).
NALAG 3X	At D3.5 BUD turn LEFT, 314° track, at D17.0 BUD turn RIGHT, 342° track, at D24.6 BUD turn RIGHT, 054° track, at D36.2 BUD turn RIGHT, 083° track to NALAG. GPS/FMS: BP626 (2000+) - BP636 - BP637 - BP639 - NALAG (FL160-).
NORAH 3D	At D3.5 BUD turn RIGHT, 017° track, at D9.9 BUD turn RIGHT, 086° track to NORAH. GPS/FMS: BP626 (2000+) - BP638 (3500+) - NORAH (FL130-).

CHANGES: General note.

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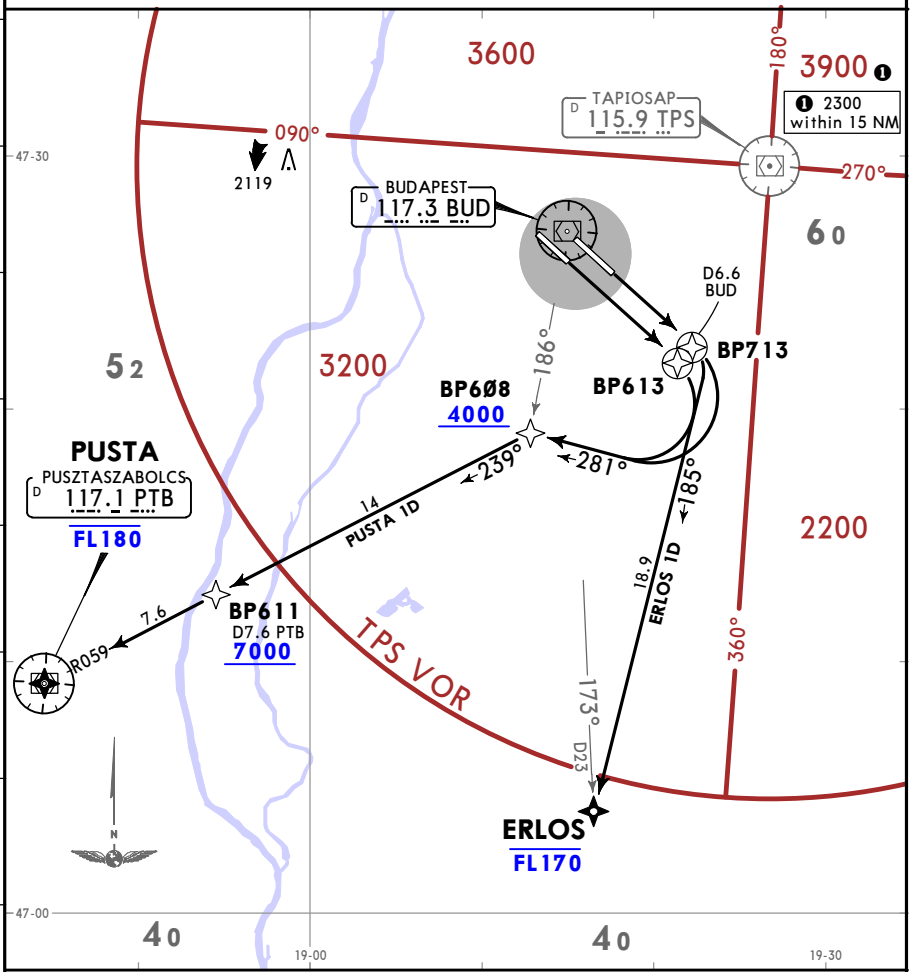
BUDAPEST Approach 129.7	Apt Elev 496	Trans alt: 10000 1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500. 2. SIDs include minimum noise routings. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement.

ERLOS 1D [ERLO1D], PUSTA 1D [PUST1D]
RWYS 13L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 5.5% up to 7000.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	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 D6.6 BUD, turn RIGHT, 185° track to ERLOS. GPS/FMS: BP613 (13R)/BP713 (13L) - ERLOS (FL170-).
PUSTA 1D	On runway heading to D6.6 BUD, turn RIGHT, 281° track, at BUD R186 turn LEFT, 239° track (PTB R059 inbound) to PUSTA. GPS/FMS: BP613 (13R)/BP713 (13L) - BP608 (4000+) - BP611 (7000+) - PUSTA (FL180-).

CHANGES: General note.

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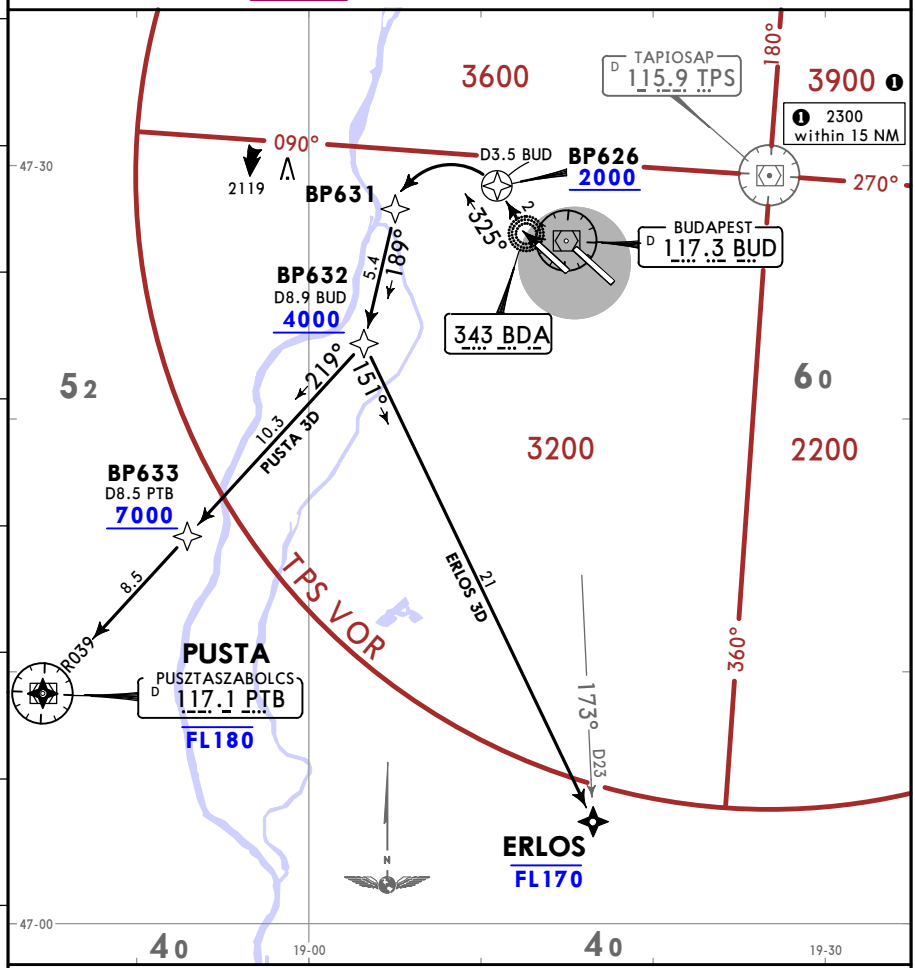
BUDAPEST Approach 129.7	Apt Elev 496	Trans alt: 10000 1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500. 2. SIDs include minimum noise routings. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement.

ERLOS 3D [ERLO3D], PUSTA 3D [PUST3D]
RWY 31L DEPARTURES
SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 5.5% up to 7000.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply advise ATC.

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

INITIAL CLIMB

Climb to BDA, turn RIGHT, 325° track to D3.5 BUD.

SID	ROUTING
ERLOS 3D	At D3.5 BUD turn LEFT, 189° track, at D8.9 BUD turn LEFT, 151° track to ERLOS. GPS/FMS: BP626 (2000+) - BP631 - BP632 (4000+) - ERLOS (FL170-).
PUSTA 3D	At D3.5 BUD turn LEFT, 189° track, at D8.9 BUD turn RIGHT, 219° track to PUSTA. GPS/FMS: BP626 (2000+) - BP631 - BP632 (4000+) - BP633 (7000+) - PUSTA (FL180-).

CHANGES: General note.

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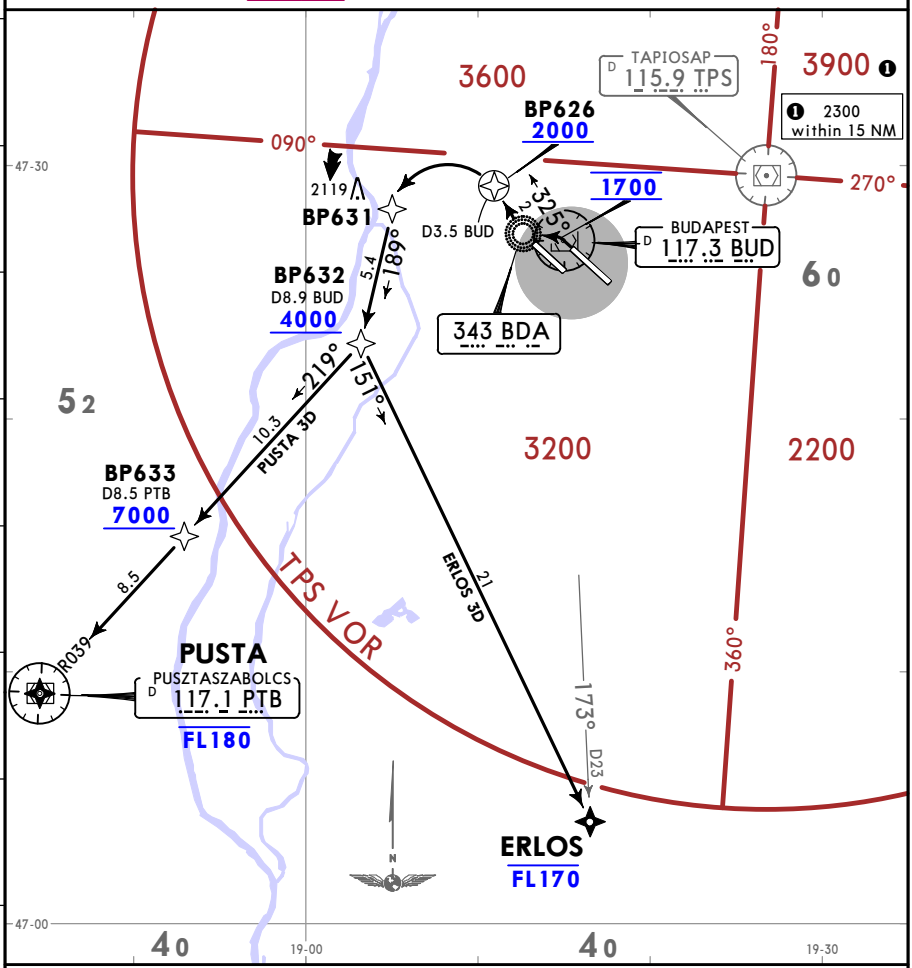
BUDAPEST Approach 129.7	Apt Elev 496	Trans alt: 10000 1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500. 2. SIDs include minimum noise routings. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement.

ERLOS 3D [ERLO3D], PUSTA 3D [PUST3D]
RWY 31R DEPARTURES
SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 5.5% up to 7000.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply advise ATC.

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

INITIAL CLIMB

Climb to 1700, turn LEFT to BDA (if unable to climb advise ATC), turn RIGHT, 325° track to D3.5 BUD.

SID	ROUTING
ERLOS 3D	At D3.5 BUD turn LEFT, 189° track, at D8.9 BUD turn LEFT, 151° track to ERLOS. GPS/FMS: BP626 (2000+) - BP631 - BP632 (4000+) - ERLOS (FL170-).
PUSTA 3D	At D3.5 BUD turn LEFT, 189° track, at D8.9 BUD turn RIGHT, 219° track to PUSTA. GPS/FMS: BP626 (2000+) - BP632 (4000+) - BP633 (7000+) - PUSTA (FL180-).

CHANGES: General note.

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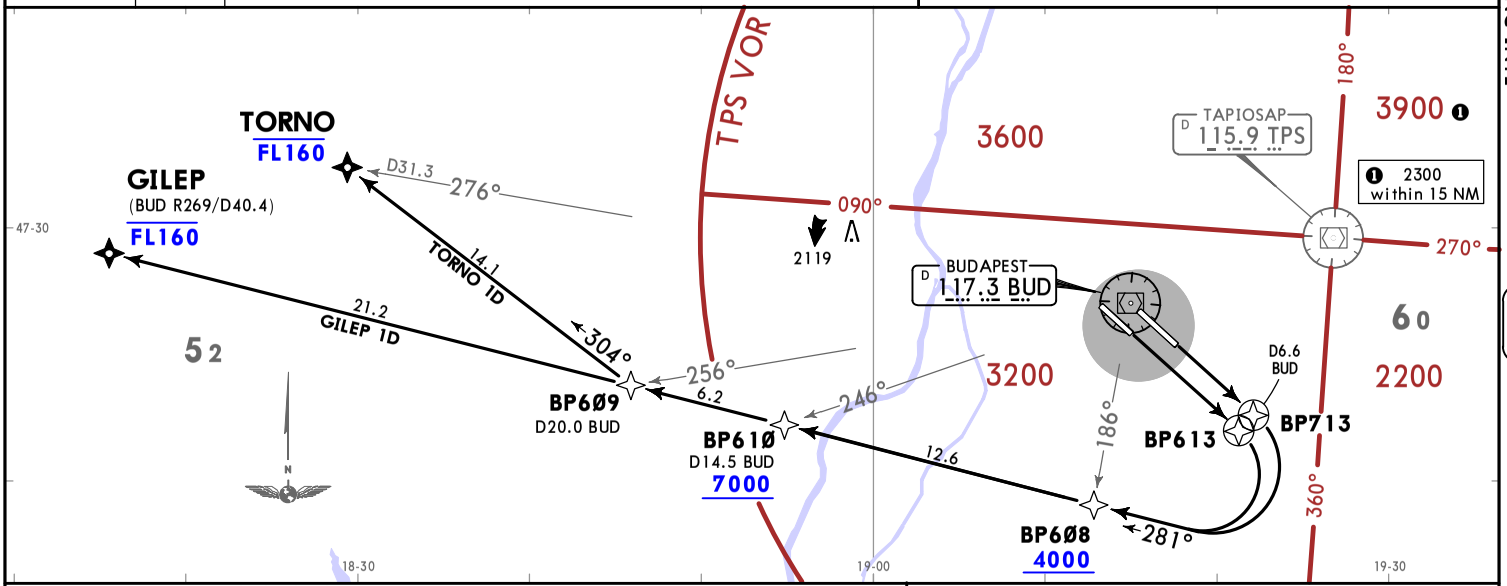
BUDAPEST Approach 129.7	Apt Elev 496	Trans alt: 10000 1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500. 2. SIDs include minimum noise routings. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement.

GILEP 1D [GILE1D], TORNO 1D [TORN1D] RWYS 13L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100



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

SID	INITIAL CLIMB/ROUTING
GILEP 1D	On runway heading to D6.6 BUD, turn RIGHT, 281° track to GILEP. GPS/FMS: BP613 (13R)/BP713 (13L) - BP608 (4000+) - BP610 (7000+) - GILEP (FL160-).
TORNO 1D	On runway heading to D6.6 BUD, turn RIGHT, 281° track, at D20.0 BUD turn RIGHT, 304° track to TORNO. GPS/FMS: BP613 (13R)/BP713 (13L) - BP608 (4000+) - BP610 (7000+) - BP609 - TORNO (FL160-).

These SIDs require a minimum climb gradient of 5.5% up to 7000.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply advise ATC.

CHANGES: General note.

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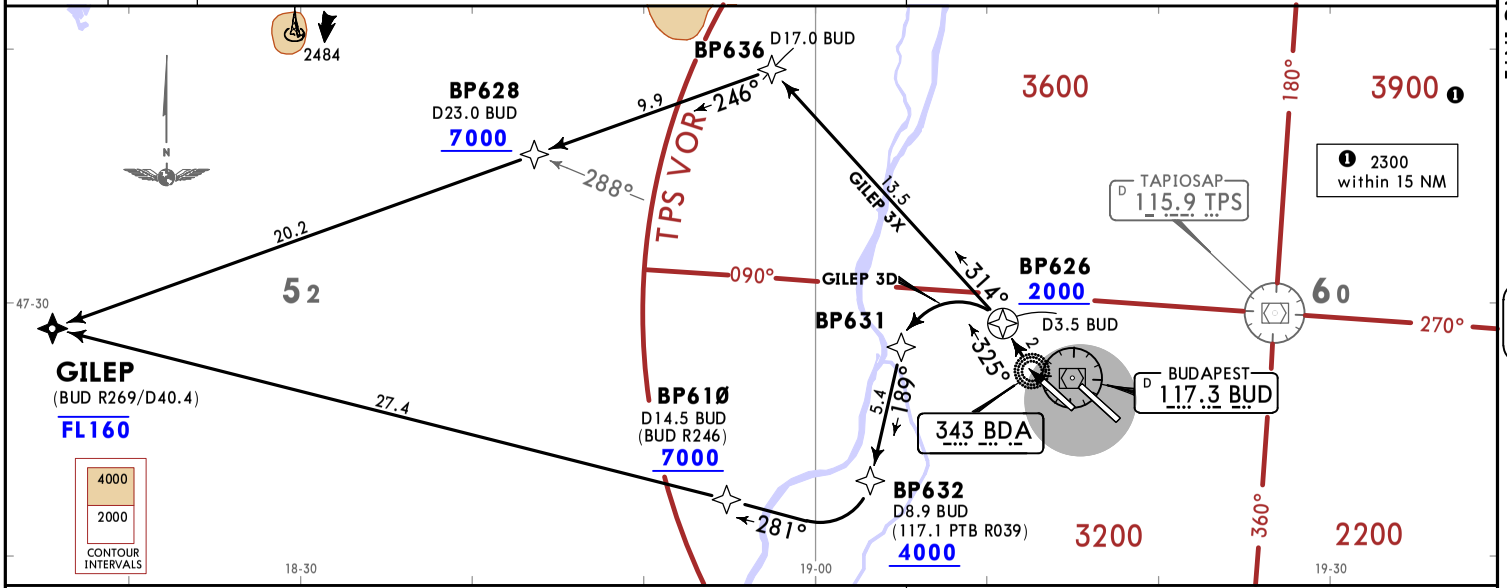
GILEP 3D [GILE3D], GILEP 3X [GILE3X] RWY 31L DEPARTURES

SPEED: MAX 250 KT BELOW FL100

BUDAPEST Approach	Apt Elev
129.7	496

Trans alt: 10000
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.



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

INITIAL CLIMB

Climb to BDA, turn RIGHT, 325° track to D3.5 BUD.

SID	ROUTING
GILEP 3D	At D3.5 BUD turn LEFT, 189° track, at D8.9 BUD turn RIGHT, 281° track to GILEP. GPS/FMS: BP626 (2000+) - BP631 - BP632 (4000+) - BP610 (7000+) - GILEP (FL160-).
GILEP 3X	At D3.5 BUD turn LEFT, 314° track, at D17.0 BUD turn LEFT, 246° track to GILEP. GPS/FMS: BP626 (2000+) - BP636 - BP628 (7000+) - GILEP (FL160-).

These SIDs require a minimum climb gradient of
5.5% up to 7000.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply advise ATC.

CHANGES: General note.

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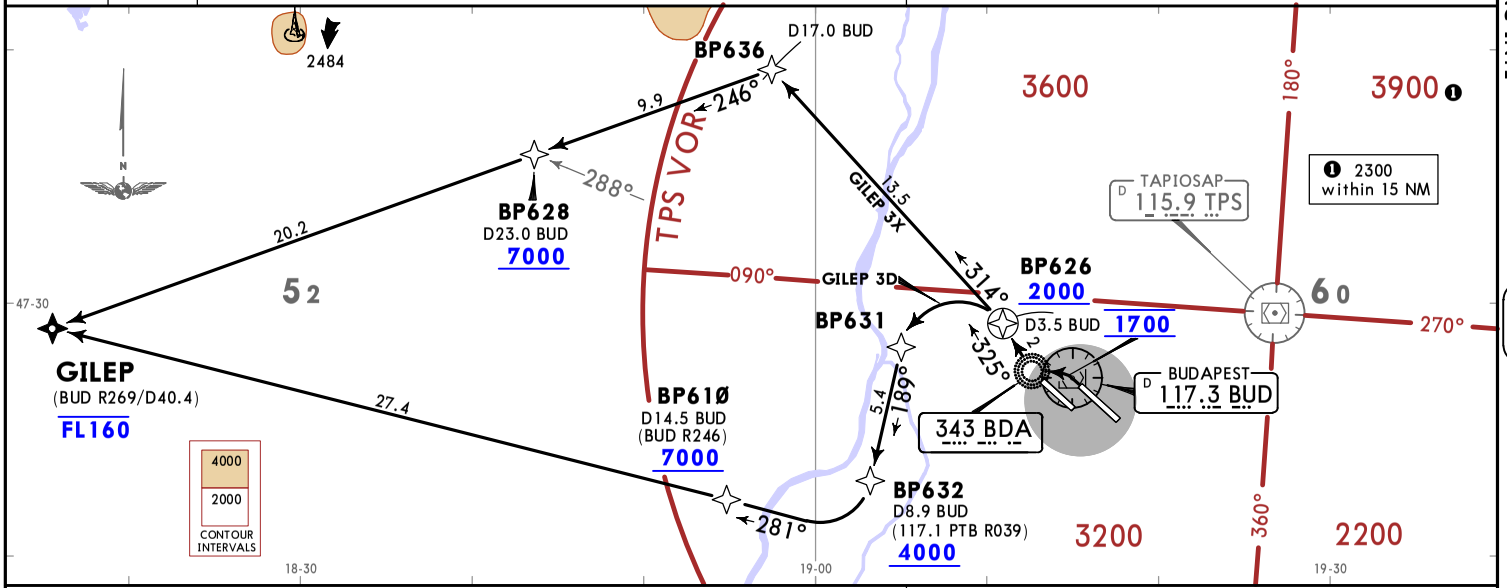
GILEP 3D [GILE3D], GILEP 3X [GILE3X] RWY 31R DEPARTURES

SPEED: MAX 250 KT BELOW FL100

BUDAPEST Approach 129.7	Apt Elev 496	Trans alt: 10000 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.



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

INITIAL CLIMB
Climb to 1700, turn LEFT to BDA (if unable to climb advise ATC), turn RIGHT, 325° track to D3.5 BUD.

SID	ROUTING
GILEP 3D	At D3.5 BUD turn LEFT, 189° track, at D8.9 BUD turn RIGHT, 281° track to GILEP. GPS/FMS: BP626 (2000+) - BP631 - BP632 (4000+) - BP610 (7000+) - GILEP (FL160-).
GILEP 3X	At D3.5 BUD turn LEFT, 314° track, at D17.0 BUD turn LEFT, 246° track to GILEP. GPS/FMS: BP626 (2000+) - BP636 - BP628 (7000+) - GILEP (FL160-).

These SIDs require a minimum climb gradient of
5.5% up to 7000.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply advise ATC.

CHANGES: General note.

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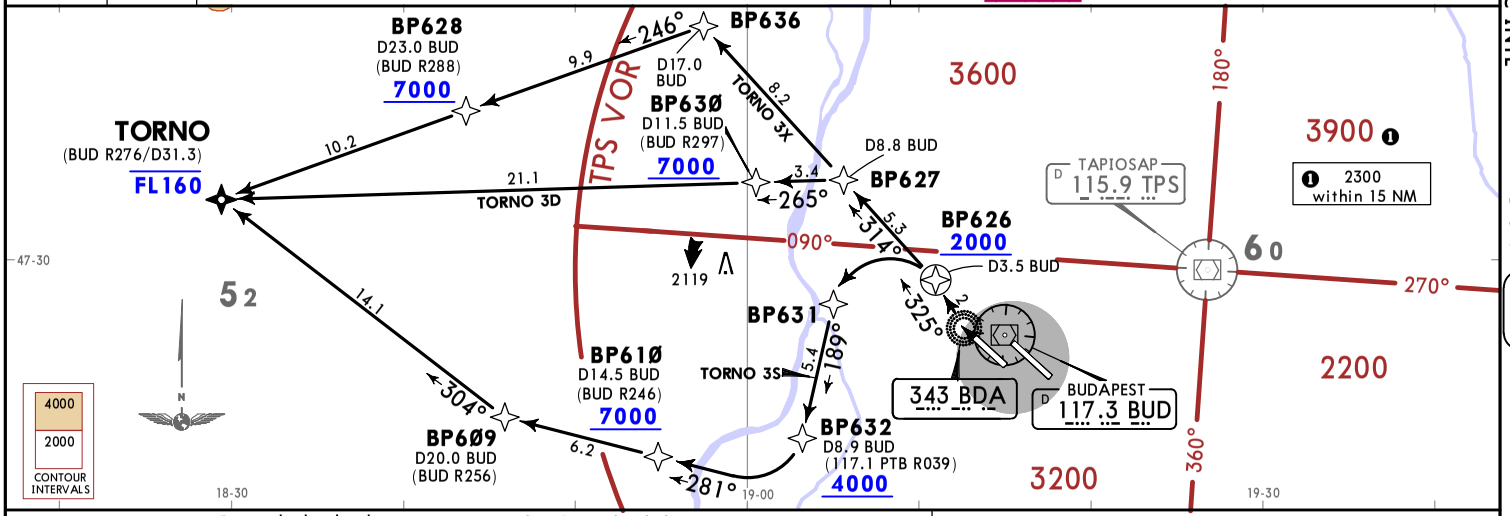
BUDAPEST Approach 129.7	Apt Elev 496	Trans alt: 10000 1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500. 2. SIDs include minimum noise routings. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement.

TORNO 3D [TORN3D]
TORNO 3S [TORN3S], TORNO 3X [TORN3X]
RWY 31L DEPARTURES

SPEED: MAX 250 KT BELOW FL100



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

INITIAL CLIMB

Climb to BDA, turn RIGHT, 325° track to D3.5 BUD.

SID	ROUTING
TORNO 3D	At D3.5 BUD turn LEFT, 314° track, at D8.8 BUD turn LEFT, 265° track to TORNO. GPS/FMS: BP626 (2000+) - BP627 - BP630 (7000+) - TORNO (FL160-).
TORNO 3S	At D3.5 BUD turn LEFT, 189° track, at D8.9 BUD turn RIGHT, 281° track, at D20.0 BUD turn RIGHT, 304° track to TORNO. GPS/FMS: BP626 (2000+) - BP631 - BP632 (4000+) - BP610 (7000+) - BP609 - TORNO (FL160-).
TORNO 3X	At D3.5 BUD turn LEFT, 314° track, at D17.0 BUD turn LEFT, 246° track to TORNO. GPS/FMS: BP626 (2000+) - BP636 - BP628 (7000+) - TORNO (FL160-).

These SIDs require a minimum climb gradient of
5.5% up to 7000.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply advise ATC.

CHANGES: General note.

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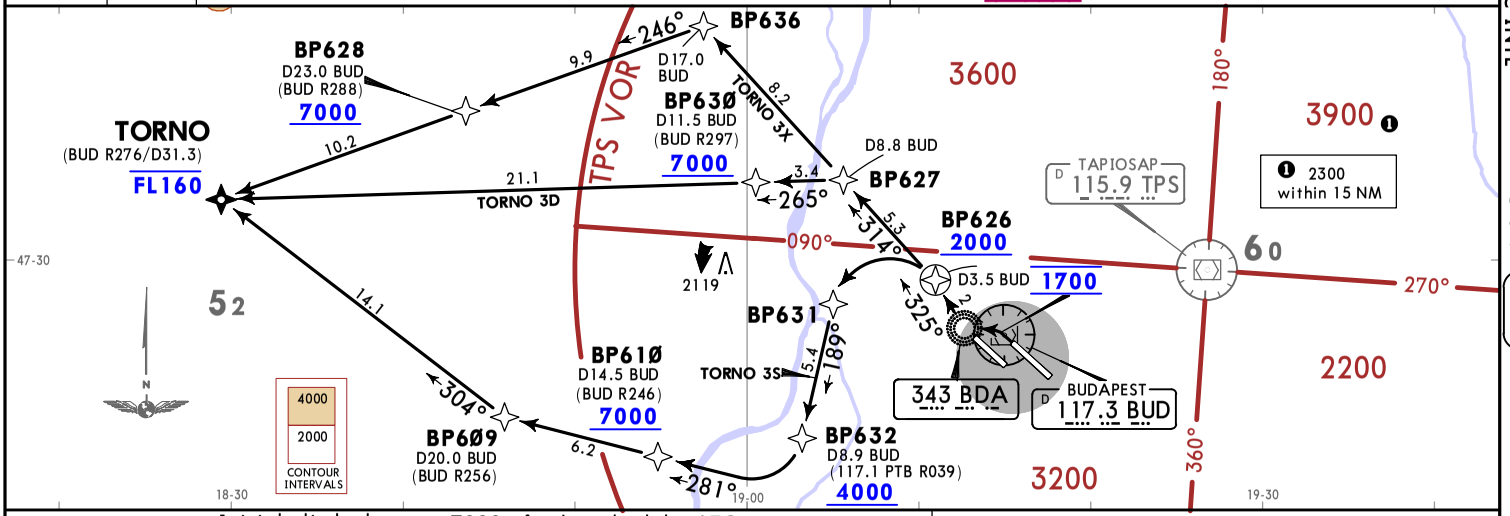
BUDAPEST Approach 129.7	Apt Elev 496	Trans alt: 10000 1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500. 2. SIDs include minimum noise routings. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement.

TORNO 3D [TORN3D]
TORNO 3S [TORN3S], TORNO 3X [TORN3X]
RWY 31R DEPARTURES

SPEED: MAX 250 KT BELOW FL100



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

INITIAL CLIMB	
Climb to 1700, turn LEFT to BDA (if unable to climb advise ATC), turn RIGHT, 325° track to D3.5 BUD.	
SID	**ROUTING**
TORNO 3D	At D3.5 BUD turn LEFT, 314° track, at D8.8 BUD turn LEFT, 265° track to TORNO. GPS/FMS: BP626 (2000+) - BP627 - BP630 (7000+) - TORNO (FL160-).
TORNO 3S	At D3.5 BUD turn LEFT, 189° track, at D8.9 BUD turn RIGHT, 281° track, at D20.0 BUD turn RIGHT, 304° track to TORNO. GPS/FMS: BP626 (2000+) - BP631 - BP632 (4000+) - BP610 (7000+) - BP609 - TORNO (FL160-).
TORNO 3X	At D3.5 BUD turn LEFT, 314° track, at D17.0 BUD turn LEFT, 246° track to TORNO. GPS/FMS: BP626 (2000+) - BP636 - BP628 (7000+) - TORNO (FL160-).

These SIDs require a minimum climb gradient of 5.5% up to 7000.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply advise ATC.

CHANGES: General note.

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LHBP/BUD

Apt Elev **496′**

N47 26.4 E019 15.7

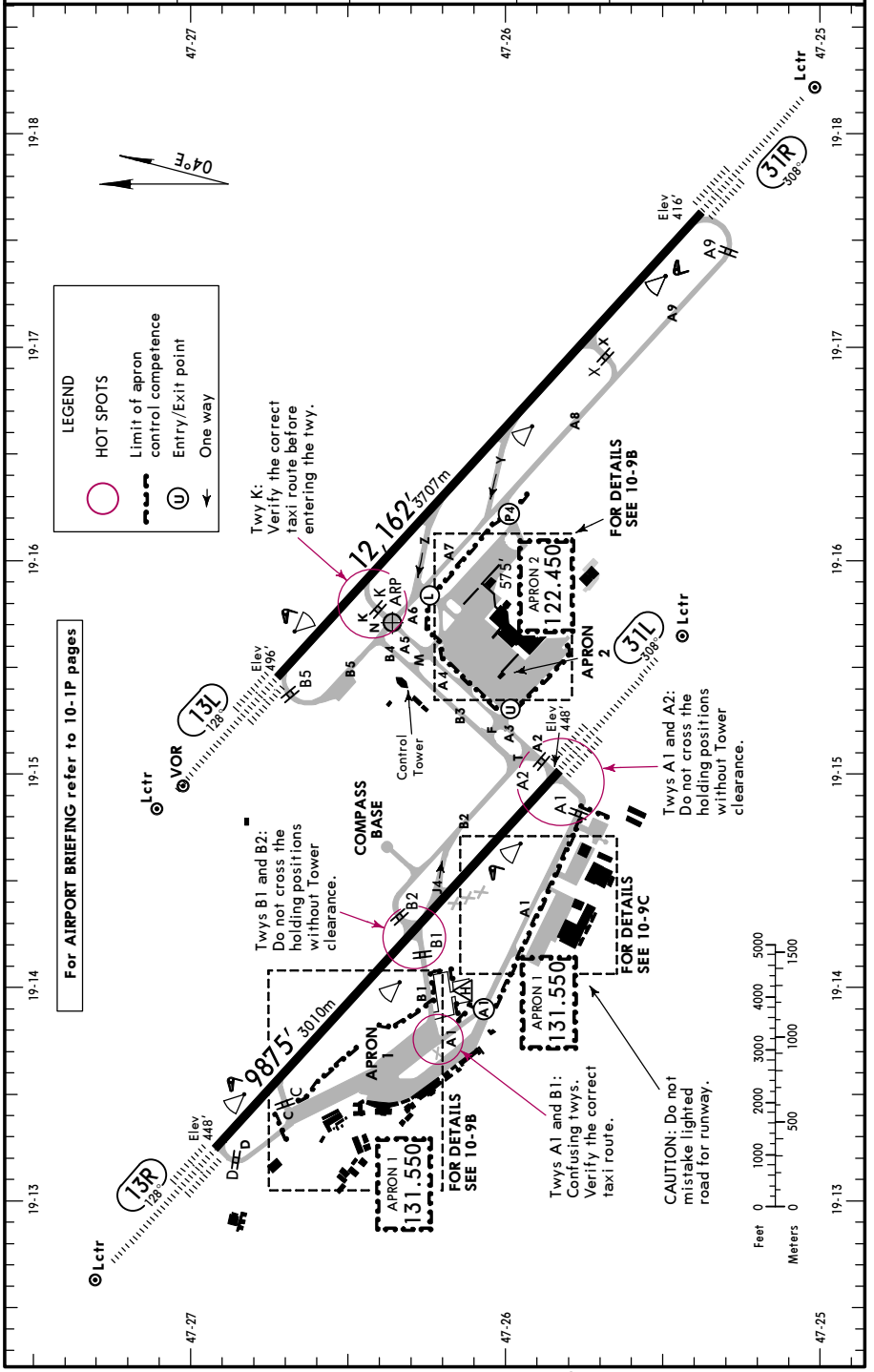
JEPPESEN

28 OCT 16 (10-9) **Eff 10 Nov**

BUDAPEST, HUNGARY

LISZT FERENC INTL

ATIS		BUDAPEST Delivery	Ground	BUDAPEST Apron 1	BUDAPEST Apron 2	Tower
132.375	117.3	134.550	121.9	131.550	122.450	118.1



CHANGES: Twy F established.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
13L	HIRL (60m) CL (15m) ALSF-II TDZ PAPI-L(3.0°) RVR		11,129' 3392m	❷	148' 45m
31R	HIRL (60m) CL (15m) ALSF-II TDZ PAPI-L(3.0°) ❶ RVR		11,190' 3411m		

❶ HST-Y&Z

❷ TAKE-OFF RUN AVAILABLE

RWY 13L:
From rwy head 12,162'(3707m)
twy K int 9678'(2950m)

RWY 31R:
From rwy head 12,162' (3707m)
twy X int 8694' (2650m)
twy K int 2313' (705m)

13R	HIRL (60m) CL (15m) ALSF-II TDZ PAPI-L(3.0°) ❸ RVR		8842' 2695m	❹	148' 45m
31L	HIRL (60m) CL (15m) ALSF-II TDZ PAPI-L(3.0°) RVR		8599' 2621m		

❸ HSTIL HST-J4

❹ TAKE-OFF RUN AVAILABLE

RWY 13R:
From rwy head 9875'(3010m)
twy C int 8038'(2450m)
twy B1/B2 int 3937'(1200m)

RWY 31L:
From rwy head 9875' (3010m)
twy B1/B2 int 5906' (1800m)
twy C int 1657' (505m)

Standard

TAKE-OFF 1

Approved Operators	LVP must be in force: HIRL, CL & mult. RVR req	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		

1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

CHANGES: None.

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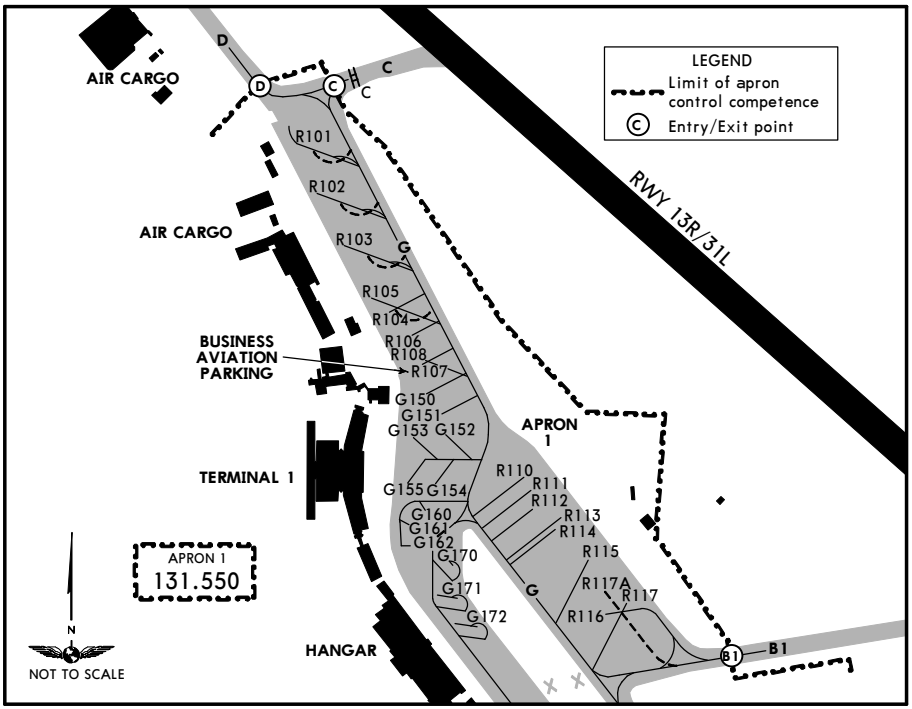

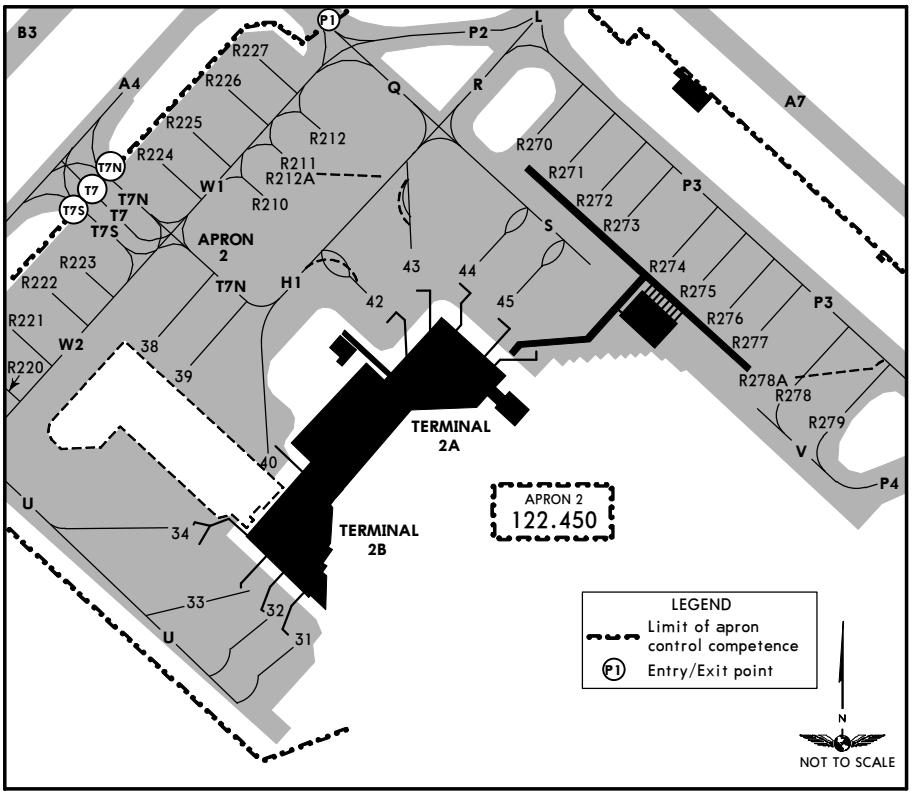

CHANGES: Stands. Construction area.

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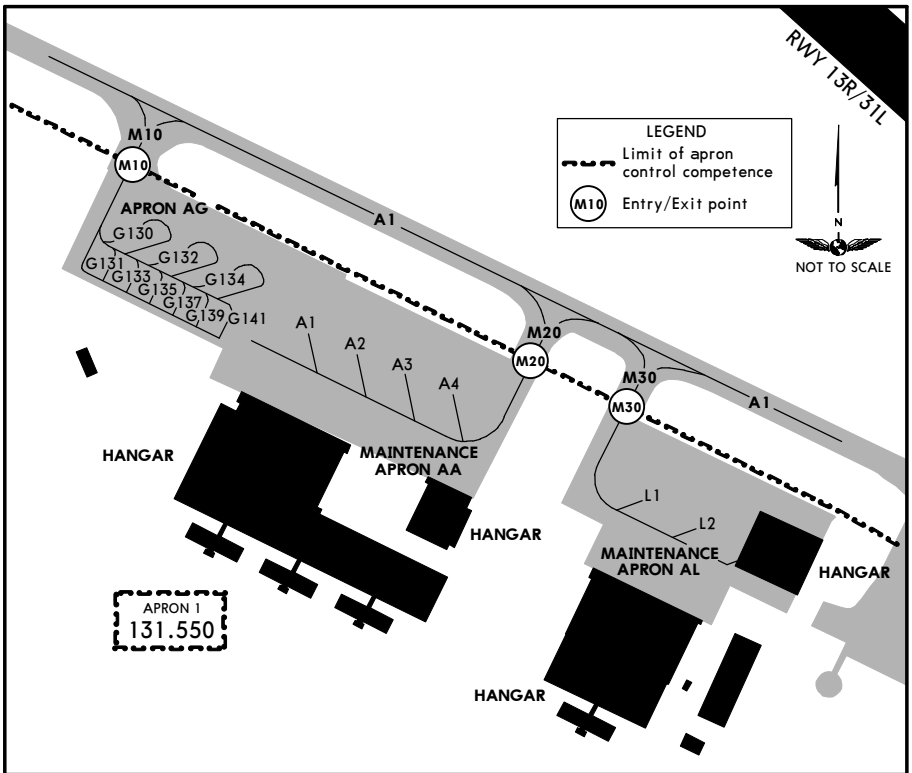

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
31, 32	N47 25.9 E019 15.6	R104 thru R108	N47 26.5 E019 13.5
33, 34	N47 25.9 E019 15.5	R110 thru R112	N47 26.4 E019 13.7
38, 39	N47 26.0 E019 15.5	R113 thru R115	N47 26.3 E019 13.7
40	N47 26.0 E019 15.6	R116, R117	N47 26.3 E019 13.8
43, 44	N47 26.1 E019 15.7	R117A	N47 26.3 E019 13.7
45	N47 26.0 E019 15.8	R210 thru R212A	N47 26.1 E019 15.6
70, 71	N47 26.1 E019 15.8	R220	N47 26.0 E019 15.3
72 thru 75	N47 26.1 E019 15.9	R221	N47 26.0 E019 15.4
76 thru 78	N47 26.0 E019 16.0	R222, R223	N47 26.1 E019 15.4
79	N47 26.0 E019 16.1	R224	N47 26.1 E019 15.5
82	N47 26.1 E019 15.9	R225, R226	N47 26.2 E019 15.5
84	N47 26.0 E019 16.0	R227	N47 26.2 E019 15.6
A1, A2	N47 25.9 E019 14.3	R270, R271	N47 26.1 E019 15.8
A3, A4	N47 25.8 E019 14.4	R272 thru R275	N47 26.1 E019 15.9
G130	N47 25.9 E019 14.2	R276	N47 26.1 E019 16.0
G131	N47 25.9 E019 14.1	R277 thru R278A	N47 26.0 E019 16.0
G132 thru G141	N47 25.9 E019 14.2	R279	N47 26.0 E019 16.1
G150	N47 26.4 E019 13.5		
G151, G152	N47 26.4 E019 13.6		
G153 thru G155	N47 26.4 E019 13.5		
G160 thru G162	N47 26.3 E019 13.5		
G170 thru G172	N47 26.3 E019 13.6		
L1	N47 25.8 E019 14.5		
L2	N47 25.8 E019 14.6		
R101 thru R103	N47 26.6 E019 13.4		

CHANGES: INS Coordinates.

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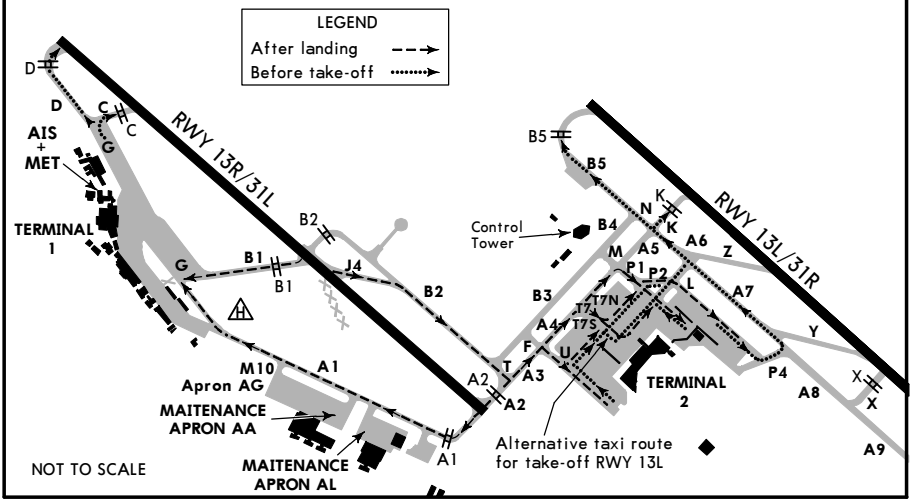
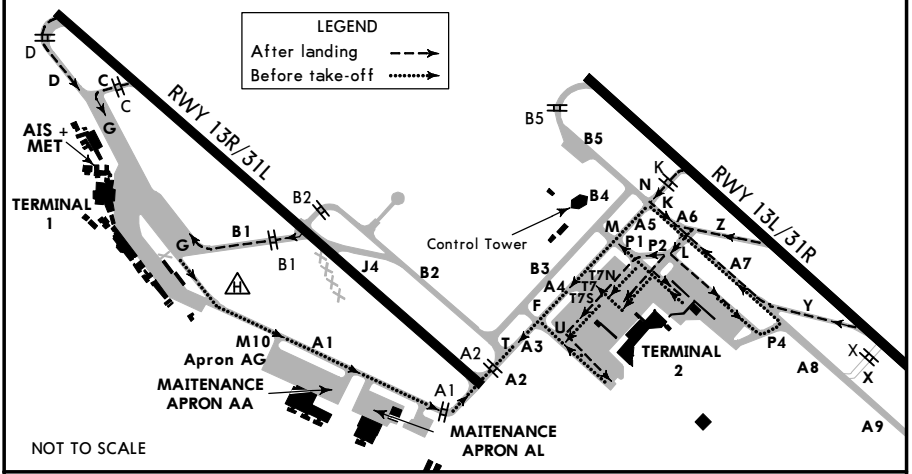
TAXI ROUTING RWYs 13L/R



TAXI ROUTING RWYs 31L/R



CHANGES: Twy F.

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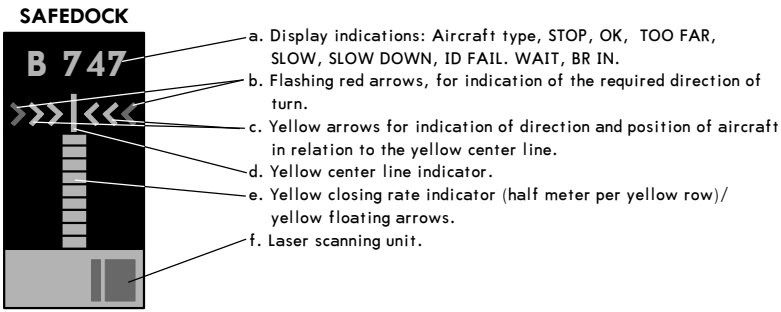
SAFEGATE DOCKING SYSTEM

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.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN

2 SEP 16 (11-1) Eff 15 Sep

BUDAPEST, HUNGARY
ILS or LOC Rwy 13L

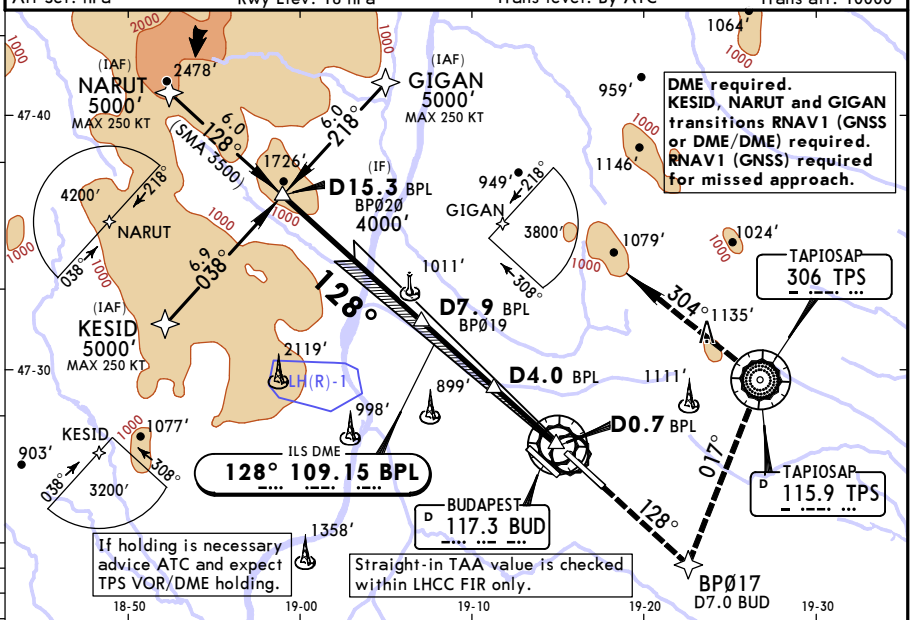
BRIEFING STRIP™

ATIS	BUDAPEST Approach	BUDAPEST Tower	Ground
132.375 117.3	129.7 122.975 119.5	118.1	121.9

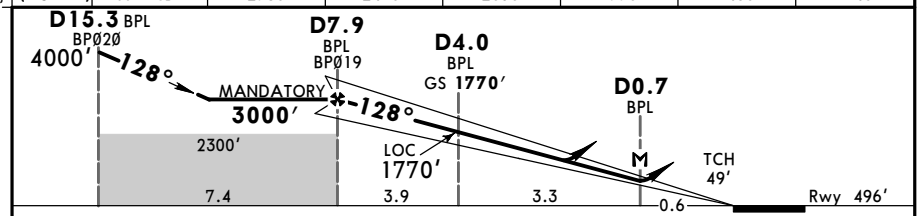
LOC BPL	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 496′ Rwy 496′	TAA 25 NM IAF
109.15	128°	D4.0 BPL 1770′(1274′)			

MISSED APCH (RNAV): Climb to 4000′ and continue on RWY track 128°. Cross BPØ17 at or above 1900′ and turn LEFT (MAX 220 KT) to 017° to TPS VOR. Proceed to GIGAN on 304°.
MISSED APCH (CONVENTIONAL): Climb to 4000′ and continue on R-128 BUD. Cross D7.0 BUD at or above 1900′ and turn LEFT (MAX 220 KT) to TPS VOR. Reach TPS VOR at 3000′ or above and turn LEFT to intercept and follow R-304 TPS to GIGAN.
ACFT without RNAV capability contact ATC.

Alt Set: hPa | Rwy Elev: 18 hPa | Trans level: By ATC | Trans alt: 10000′



LOC (GS out)	BPL DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2730′	2410′	2090′	1770′	1460′	1140′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849
MAP at D0.7 BPL						

ALSF-II
PAPI

Refer to Missed Apch above

Standard — STRAIGHT-IN LANDING RWY 13L — CIRCLE-TO-LAND

	ILS Missed apch climb gradient mim 4.0%	ILS Missed apch climb gradient mim 2.5%	LOC (GS out) Missed apch climb gradient mim 3.8%	LOC (GS out) Missed apch climb gradient mim 2.5%
DA(H)	696′(200′)	A:955′(459′) B:964′(468′) C:974′(478′) D:984′(488′)	ABC:860′(364′) D:880′(384′)	A:950′(454′) B:980′(484′) C:1000′(504′) D:1020′(524′)

PANS OPS

	FULL	Limited	ALS out		ALS out		ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR1400m	RVR 1500m	RVR 1000m	RVR 1500m	RVR1400m	RVR 1500m	100	980′(484′)	1500m
B				RVR 1500m				RVR1500m		135	1190′(694′)	1600m
C					CMV 2200m		RVR1700m	RVR1600m	CMV 2400m	180	1310′(814′)	2400m
D					CMV 2300m	RVR1100m	RVR1800m	RVR1700m		205	1510′(1014′)	3600m

CHANGES: Missed approach. Notes. Waypoints.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN

2 SEP 16 (11-1A) Eff 15 Sep

BUDAPEST, HUNGARY
CAT II ILS Rwy 13L

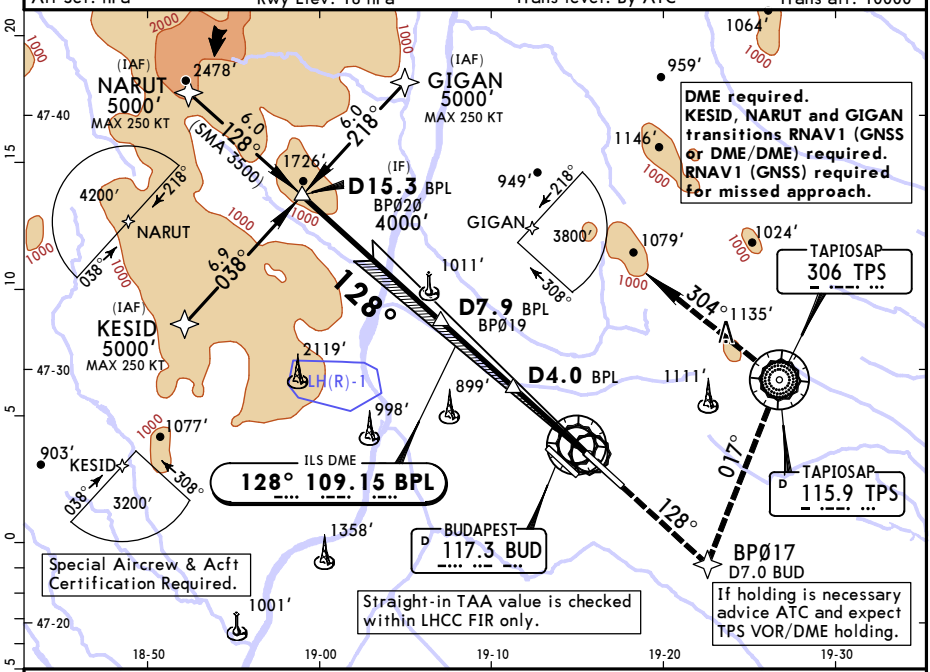
BRIEFING STRIP™

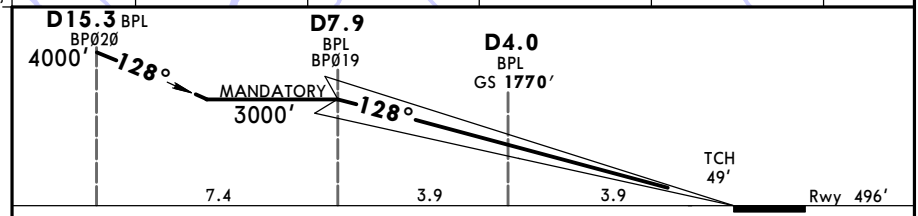
ATIS	BUDAPEST Approach	BUDAPEST Tower	Ground
132.375 117.3	129.7 122.975 119.5	118.1	121.9

LOC BPL	Final Apch Crs	GS	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 496' Rwy 496'	TAA 25 NM IAF
109.15	128°	D4.0 BPL 1770' (1274')			

MISSED APCH (RNAV): Climb to 4000' and continue on RWY track 128°. Cross BPØ17 at or above 1900' and turn LEFT (MAX 220 KT) to 017° to TPS VOR. Proceed to GIGAN on 304°.
MISSED APCH (CONVENTIONAL): Climb to 4000' and continue on R-128 BUD. Cross D7.0 BUD at or above 1900' and turn LEFT (MAX 220 KT) to TPS VOR. Reach TPS VOR at 3000' or above and turn LEFT to intercept and follow R-304 TPS to GIGAN.
ACFT without RNAV capability contact ATC.

Alt Set: hPa | Rwy Elev: 18 hPa | Trans level: By ATC | Trans alt: 10000'





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **13L**
CAT II ILS

Missed apch climb gradient mim 4.0%		Missed apch climb gradient mim 2.5%			
ABC	D	A	B	C	D
RA 92'	RA 94'	DA(H) 866'(370')	DA(H) 882'(386')	DA(H) 896'(400')	DA(H) 909'(413')
DA(H) 596' (100')	DA(H) 599' (103')				
RVR 300m [1]		RVR 450m			

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

CHANGES: Missed approach. Notes. Waypoints.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN

2 SEP 16 (11-2) Eff 15 Sep

BUDAPEST, HUNGARY
ILS or LOC Rwy 13R

BRIEFING STRIP™

ATIS	BUDAPEST Approach	BUDAPEST Tower	Ground
132.375 117.3	129.7 122.975 119.5	118.1	121.9

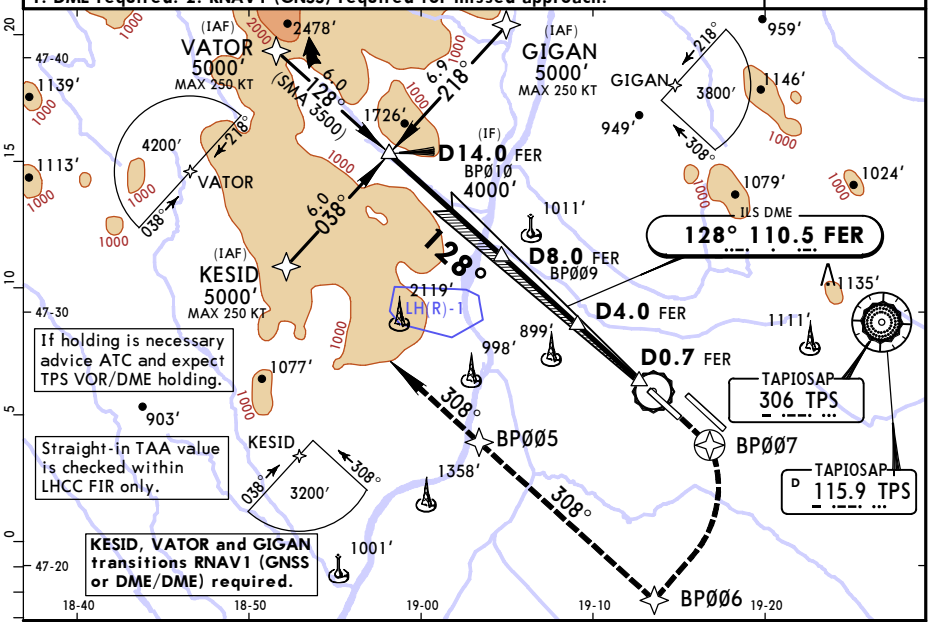
LOC FER	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 496′ Rwy 448′
110.5	128°	D4.0 FER 1722′(1274′)		

MISSED APCH: Cross BPØØ7 at or above 1100′, then turn RIGHT (MAX 220KT) to BPØØ6. Cross BPØØ6 at or above 2500′, and turn RIGHT onto 308° to KESID. Reach 4000′ by BPØØ5.
ACFT without RNAV capability contact ATC.

TAA 25 NM IAF

Alt Set: hPa Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 10000′

1. DME required. 2. RNAV1 (GNSS) required for missed approach.

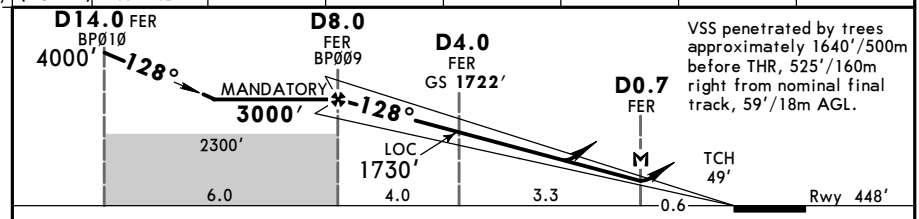


If holding is necessary advice ATC and expect TPS VOR/DME holding.

Straight-in TAA value is checked within LHCC FIR only.

KESID, VATOR and GIGAN transitions RNAV1 (GNSS or DME/DME) required.

LOC (GS out)	FER DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2680′	2360′	2050′	1730′	1410′	1090′



VSS penetrated by trees approximately 1640′/500m before THR, 525′/160m right from nominal final track, 59′/18m AGL.

Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849
MAP at D0.7 FER						

ALSF-II PAPI

BPØØ7

Standard STRAIGHT-IN LANDING RWY 13R

ILS				LOC (GS out)			
Missed apch climb gradient mim 3.4%				Missed apch climb gradient mim 2.5%		Missed apch climb gradient mim 3.2%	Missed apch climb gradient mim 2.5%
DA(H)				DA(H)		DA(H) 940′(492′)	DA(H)
AB: 648′(200′)				A: 958′(510′)			A: 1220′(772′)
C: 655′(207′)				B: 967′(519′)			B: 1250′(802′)
D: 665′(217′)				C: 977′(529′)			C: 1270′(822′)
				D: 987′(539′)			D: 1290′(842′)
FULL	Limited	ALS out		ALS out		ALS out	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		RVR 1500m	RVR 1500m
B							
C				RVR 1700m	CMV 2400m	CMV 2300m	CMV 2400m
D							

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	980′(484′)	1500m
135	1190′(694′)	1600m
180	1310′(814′)	2400m
205	1510′(1014′)	3600m

PANS OPS

CHANGES: Notes. Waypoints.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN

2 SEP 16
Eff 15 Sep

(11-2A)

BUDAPEST, HUNGARY
CAT II/III ILS Rwy 13R

BRIEFING STRIP

ATIS	BUDAPEST Approach	BUDAPEST Tower	Ground
132.375 117.3	129.7 122.975 119.5	118.1	121.9

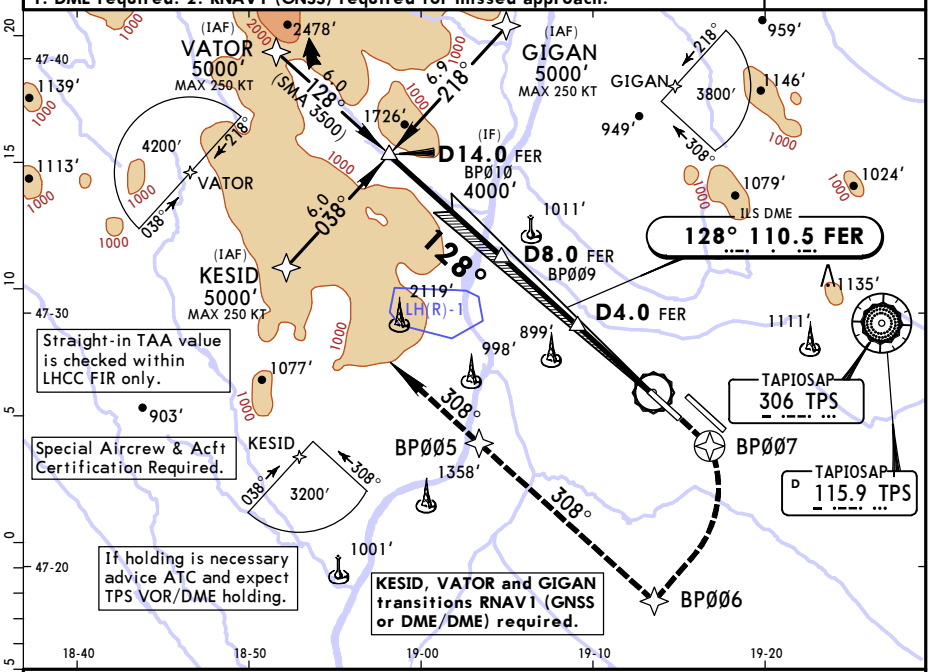
LOC	Final	GS	CAT II & IIIA ILS	Apt Elev 496′
FER	Apch Crs	D4.0 FER	Refer to	Rwy 448′
110.5	128°	1722′(1274′)	Minimums	

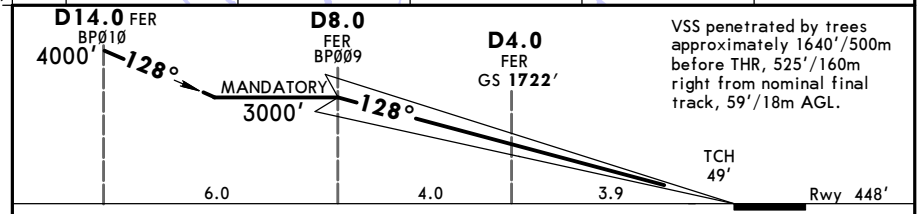
MISSED APCH: Cross BPØØ7 at or above 1100′, then turn RIGHT (MAX 220KT) to BPØØ6. Cross BPØØ6 at or above 2500′, and turn RIGHT onto 308° to KESID. Reach 4000′ by BPØØ5.
ACFT without RNAV capability contact ATC.

TAA
25 NM
IAF

Alt Set: hPa Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 10000′

1. DME required. 2. RNAV1 (GNSS) required for missed approach.





VSS penetrated by trees approximately 1640′/500m before THR, 525′/160m right from nominal final track, 59′/18m AGL.

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI

BPØØ7

Standard

STRAIGHT-IN LANDING RWY **13R**

CAT IIIA ILS	CAT II ILS			
	Missed apch climb gradient mim 3.6%			Missed apch climb gradient mim 2.5%
	AB	C	D	
	RA 107′	RA 119′	RA 135′	
	DA(H)	DA(H)	DA(H)	DA(H)
DH 50′	548′(100′)	559′(111′)	574′(126′)	A: 869′ (421′) C: 898′ (450′) B: 885′ (437′) D: 912′ (464′)
RVR 200m	RVR 300m [1]		RVR 400m	RVR 450m

PANS OPS

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

CHANGES: Notes. Waypoints. Minimums.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN

2 SEP 16 (11-3) Eff 15 Sep

BUDAPEST, HUNGARY
❶ILS or LOC Rwy 31L

BRIEFING STRIP

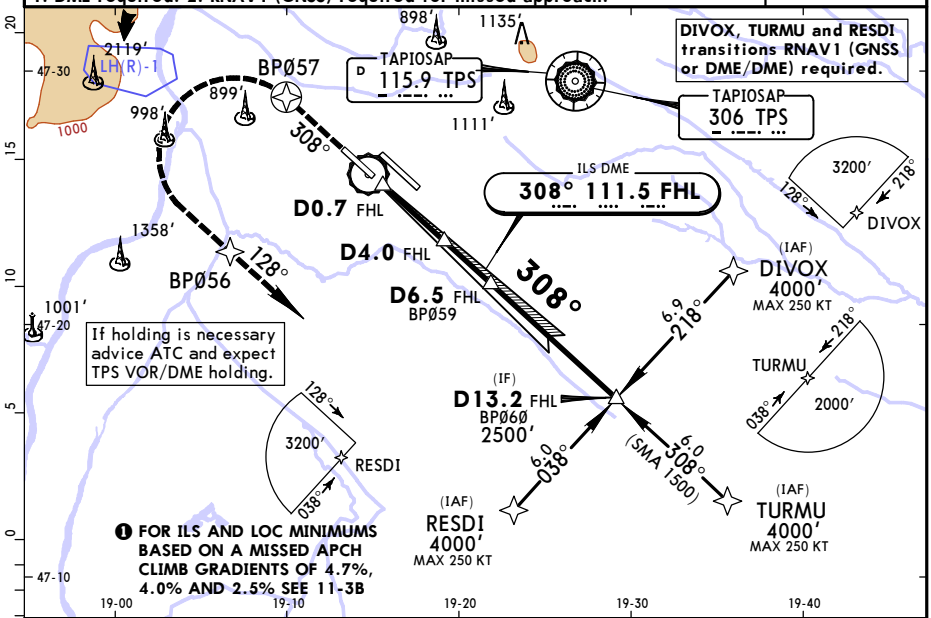
ATIS	BUDAPEST Approach	BUDAPEST Tower	Ground
132.375 117.3	129.7 122.975 119.5	118.1	121.9

LOC FHL	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 496′ Rwy 448′
111.5	**308°**	**D4.0 FHL** **1722′**(1274′)		

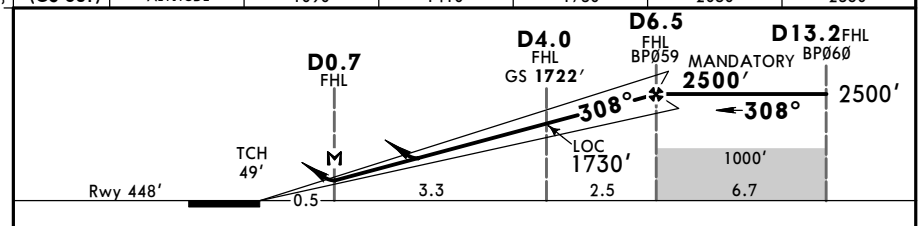
MISSED APCH: Climb to 3000′ on RWY track 308°. Cross BPØ57 at or above 2000′, then turn LEFT (MAX 220 KT) onto 128° to BPØ56. Reach 3000′ by BPØ56 and continue on 128° to RESDI.
ACFT without RNAV capability contact ATC.

TAA
25 NM
IAF

Alt Set: hPa Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 10000′
1. DME required. 2. RNAV1 (GNSS) required for missed approach.



LOC (GS out)	FHL DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	1090′	1410′	1730′	2050′	2360′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849
MAP at D0.7 FHL						

ALSF-II
PAPI
BPØ57 on 308°

Standard STRAIGHT-IN LANDING RWY 31L

ILS			LOC (GS out)		CIRCLE-TO-LAND		
Missed apch climb gradient mim 5.9%			Missed apch climb gradient mim 4.7%				
DA(H) 648′(200′)			DA(H) A:840′(392′) B:880′(432′)	CD:920′(472′)			
FULL	Limited	ALS out		ALS out	Max Kts	MDA(H)	VIS
A			RVR 1100m	RVR 1500m	100	980′(484′)	1500m
B	RVR 550m	RVR 750m	RVR 1300m		135	1190′(694′)	1600m
C		RVR 1200m	RVR 1500m	CMV 2200m	180	1310′(814′)	2400m
D					205	1510′(1014′)	3600m

PANS OPS

CHANGES: Notes. Waypoints.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN

2 SEP 16 (11-3A) Eff 15 Sep

BUDAPEST, HUNGARY
CAT II ILS Rwy 31L

BRIEFING STRIP

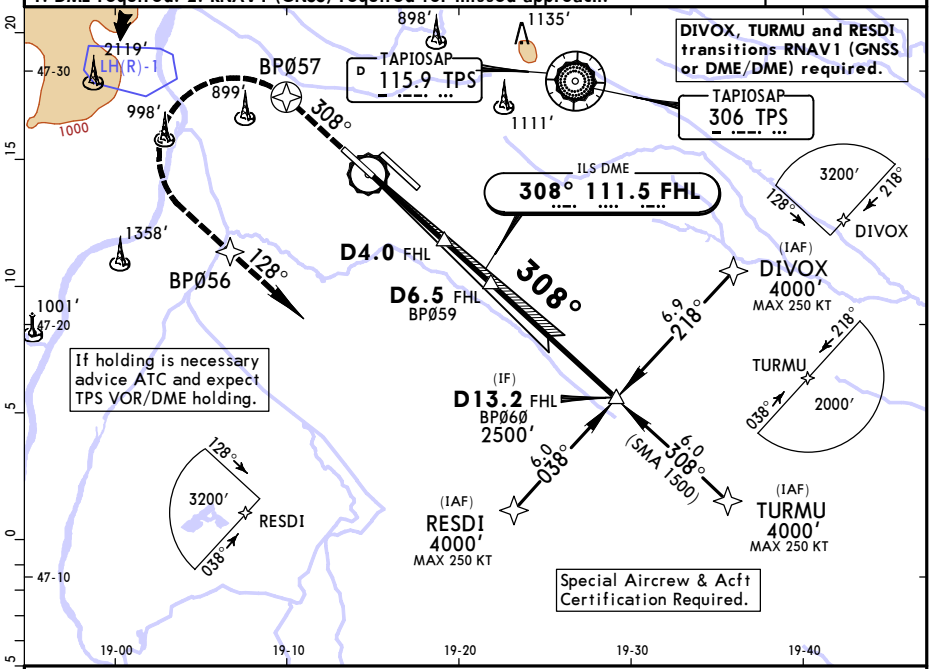
ATIS	BUDAPEST Approach	BUDAPEST Tower	Ground
132.375 117.3	129.7 122.975 119.5	118.1	121.9

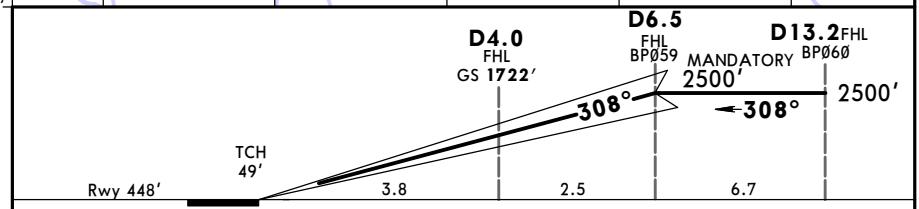
LOC FHL	Final Apch Crs	GS	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 496′ Rwy 448′
111.5	308°	D4.0 FHL 1722′(1274′)		

TAA 25 NM IAF

MISSED APCH: Climb to 3000′ on RWY track 308°. Cross BPØ57 at or above 2000′, then turn LEFT (MAX 220 KT) onto 128° to BPØ56. Reach 3000′ by BPØ56 and continue on 128° to RESDI.
ACFT without RNAV capability contact ATC.

Alt Set: hPa Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 10000′
1. DME required. 2. RNAV1 (GNSS) required for missed approach.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI BPØ57 on 308°

Standard STRAIGHT-IN LANDING RWY 31L
CAT II ILS

Missed apch climb gradient mim 5.9%		Missed apch climb gradient mim 4.7%	Missed apch climb gradient mim 4.0%	Missed apch climb gradient mim 2.5%
ABC	D			
RA 91′	RA 95′	A:807′(359′)	A:911′(463′)	A:1116′(668′)
DA(H) 548′(100′)	DA(H) 553′(105′)	DA(H) B:823′(375′) C:836′(388′) D:850′(402′)	DA(H) B:928′(480′) C:941′(493′) D:954′(506′)	DA(H) B:1133′(685′) C:1145′(697′) D:1159′(711′)
RVR 300m 1		RVR 450m	RVR 450m	RVR 450m

PANS OPS

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

CHANGES: Notes. Waypoints.

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ILS or LOC Rwy 31L MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 4.7%

Standard	STRAIGHT-IN LANDING RWY 31L ILS DA(H) A: 895′(447′) B: 905′(457′) C: 915′(467′) D: 925′(477′)	
		ALS out
A	RVR 1400m	RVR 1500m
B		
C	RVR 1500m	CMV 2200m
D		

MISSED APCH CLIMB GRADIENT MIM 4.0%

Standard	STRAIGHT-IN LANDING RWY 31L ILS DA(H) A: 1000′(552′) B: 1010′(562′) C: 1020′(572′) D: 1029′(581′)	
		ALS out
A	RVR 1500m	
B		
C	RVR 1900m	CMV 2400m
D	RVR 2000m	

MISSED APCH CLIMB GRADIENT MIM 2.5%

Standard	STRAIGHT-IN LANDING RWY 31L ILS DA(H) A: 1205′(757′) B: 1215′(767′) C: 1225′(777′) D: 1235′(787′)	
		ALS out
A	RVR 1500m	
B		
C	CMV 2400m	
D		

Standard	STRAIGHT-IN LANDING RWY 31L LOC (GS out) DA(H) A: 1360′(912′) B: 1380′(932′) C: 1400′(952′) D: 1420′(972′)	
		ALS out
A	RVR 1500m	
B		
C	CMV 2400m	
D		

CHANGES: New page.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN

2 SEP 16 (11-4) Eff 15 Sep

BUDAPEST, HUNGARY
ILS or LOC Rwy 31R

BRIEFING STRIP

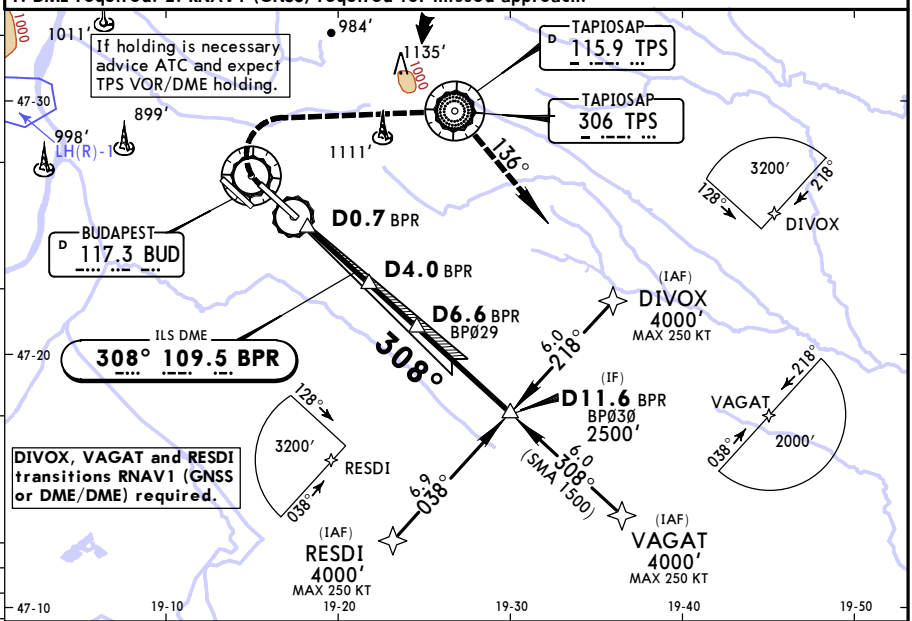
ATIS	BUDAPEST Approach	BUDAPEST Tower	Ground
132.375 117.3	129.7 122.975 119.5	118.1	121.9

LOC	Final	GS	ILS		
BPR	Apch Crs	D4.0 BPR	DA(H)	Apt Elev 496′	TAA
109.5	308°	1690′(1274′)	Refer to Minimums	Rwy 416′	25 NM IAF

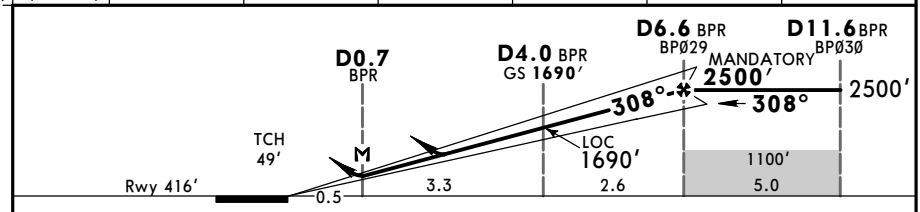
MISSED APCH (RNAV): Climb to 3000′ on RWY track 308°. Passing 900′ turn RIGHT (MAX 185 KT) to TPS VOR. At TPS VOR turn RIGHT onto 136° to DIVOX.
MISSED APCH (CONVENTIONAL): Climb to 3000′ on R-128 BUD inbound. Passing 900′ turn RIGHT (MAX 185 KT) to TPS VOR. Reach TPS VOR at 3000′ and turn RIGHT to intercept and follow R-136 TPS to DIVOX.
ACFT without RNAV capability contact ATC.

Alt Set: hPa | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10000′

1. DME required. 2. RNAV1 (GNSS) required for missed approach.



LOC (GS out)	BPR DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	1060′	1380′	1690′	2010′	2330′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849
MAP at D0.7 BPR						

ALSF-II
PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY 31R

ILS Missed apch climb gradient mim 3.6%	ILS Missed apch climb gradient mim 2.5%	LOC (GS out) Missed apch climb gradient mim 3.6%	LOC (GS out) Missed apch climb gradient mim 2.5%
DA(H) AB: 616′(200′) C: 617′(201′) D: 627′(211′)	DA(H) A: 1169′(753′) B: 1179′(763′) C: 1189′(773′) D: 1199′(783′)	DA(H) 760′(344′)	DA(H) A: 1430′(1014′) B: 1450′(1034′) C: 1480′(1064′) D: 1490′(1074′)

CIRCLE-TO-LAND

PANS OPS

	FULL	Limited	ALS out	ALS out	ALS out	ALS out	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	RVR 900m	RVR 1500m	RVR 1500m
B							
C				CMV 2400m		RVR 1600m	CMV 2400m
D							

Max Kts	MDA(H)	VIS
100	980′(484′)	1500m
135	1190′(694′)	1600m
180	1310′(814′)	2400m
205	1510′(1014′)	3600m

CHANGES: Missed approach. Notes. Waypoints.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN

2 SEP 16
Eff 15 Sep

(11-4A)

BUDAPEST, HUNGARY
CAT II/III ILS Rwy 31R

BRIEFING STRIP TM

ATIS	BUDAPEST Approach	BUDAPEST Tower	Ground
132.375 117.3	129.7 122.975 119.5	118.1	121.9

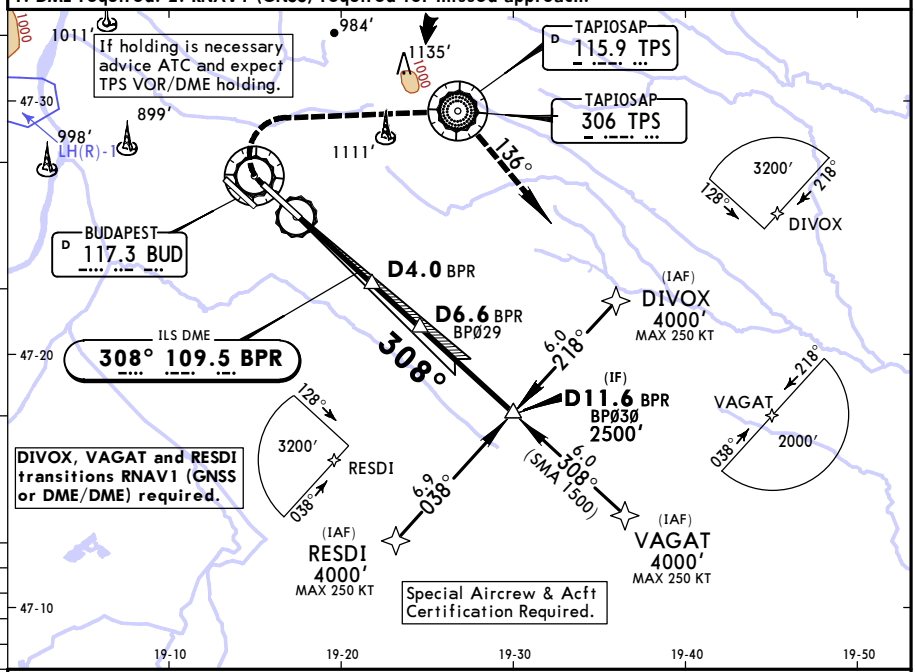
LOC BPR	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 496′
109.5	**308°**	**D4.0 BPR** **1690′**(1274′)	Refer to Minimums	Rwy 416′

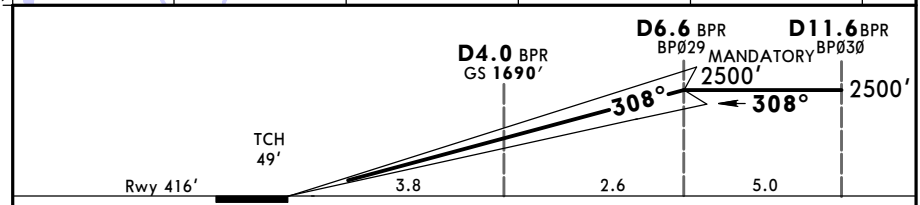
TAA 25 NM IAF

MISSED APCH (RNAV): Climb to 3000′ on RWY track 308°. Passing 900′ turn RIGHT (MAX 185 KT) to TPS VOR. At TPS VOR turn RIGHT onto 136° to DIVOX.
MISSED APCH (CONVENTIONAL): Climb to 3000′ on R-128 BUD inbound. Passing 900′ turn RIGHT (MAX 185 KT) to TPS VOR. Reach TPS VOR at 3000′ and turn RIGHT to intercept and follow R-136 TPS to DIVOX.
ACFT without RNAV capability contact ATC.

Alt Set: hPa | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10000′

1. DME required. 2. RNAV1 (GNSS) required for missed approach.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY **31R**

CAT IIIA ILS	CAT II ILS				
	Missed apch climb gradient mim 3.6%				Missed apch climb gradient mim 2.5%
	A	B	C	D	
	RA 105′	**RA 121′**	**RA 134′**	**RA 149′**	
	DA(H)	DA(H)	DA(H)	DA(H)	DA(H)
DH **50′**	**516′**(100′)	**532′**(116′)	**544′**(128′)	**558′**(142′)	A:**1080′**(664′) C:**1110′**(694′) B:**1097′**(681′) D:**1123′**(707′)
RVR 200m	RVR 300m 1		RVR 400m	RVR 450m	RVR 450m

PANS OPS

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

CHANGES: Missed approach. Notes. Waypoints.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN
2 SEP 16
Eff 15 Sep
(12-1)

BUDAPEST, HUNGARY
RNAV (GNSS) Rwy 13L

ATIS	BUDAPEST Approach	BUDAPEST Tower	Ground
132.375 117.3	129.7 122.975 119.5	118.1	121.9

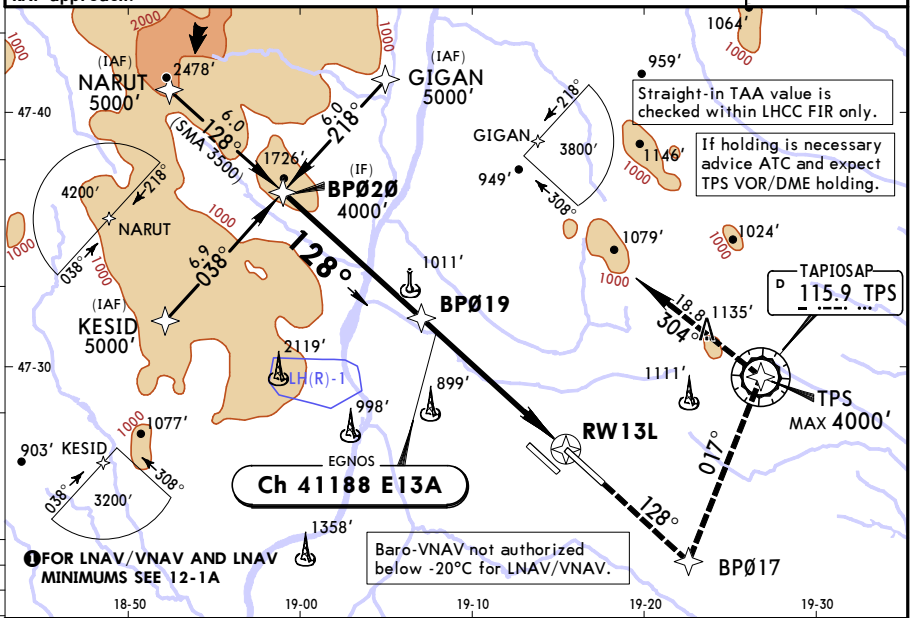
BRIEFING STRIP™

EGNOS	Final Apch Crs	Mandatory Alt	LPV DA(H) Refer to Minimums	Apt Elev 496′
Ch 41188 E13A	128°	BPØ19 3000′(2504′)		Rwy 496′

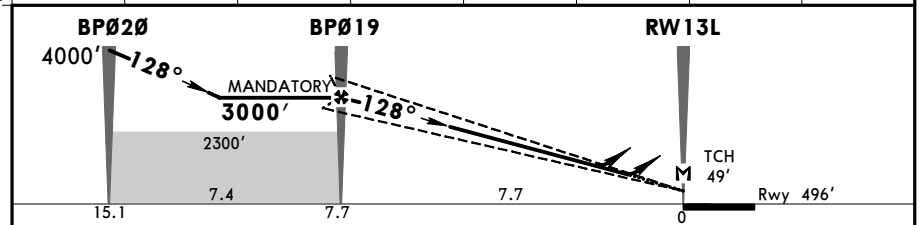
MISSED APCH: Climb to BPØ17 at or above 1900′. Turn LEFT to TPS to TPS at or above 3000′. Then turn LEFT to GIGAN at 4000′. MAX turn speed 200 KT.

TAA 25 NM IAF

Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 10000′
RNP approach.



DIST to RW13L	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2770′	2460′	2140′	1820′	1500′	1180′	860′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW13L							

ALSF-II
PAPI
BPØ17

Standard STRAIGHT-IN LANDING RWY 13L

LPV
Missed apch climb gradient mim 4.0%
DA(H) **696′** (200′)

Missed apch climb gradient mim 2.5%
DA(H)
A: **767′** (271′) C: **786′** (290′)
B: **777′** (281′) D: **796′** (300′)

CIRCLE-TO-LAND

PANS OPS

	STRAIGHT-IN LANDING FULL	Limited	ALS out	FULL	Limited	ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 600m	RVR 750m	RVR 1300m	100	970′(474′)	1500m
B				RVR 650m		RVR 1400m	135	1190′(694′)	1600m
C							180	1310′(814′)	2400m
D							205	1510′(1014′)	3600m

CHANGES: Missed approach. Notes. Waypoints. Minimums.

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RNAV (GNSS) Rwy 13L MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 2.5%

Standard STRAIGHT-IN LANDING RWY **13L**
LNAV/VNAV

DA(H)
A: **767'** (271') C: **798'** (302')
B: **777'** (281') D: **824'** (328')

		ALS out
A	RVR 750m [1]	RVR 1300m
B	RVR 750m [2]	RVR 1400m
C	RVR 750m [3]	
D	RVR 800m	RVR 1500m

[1] With TDZ, CL and HUD: RVR 600m.
[2] With TDZ, CL and HUD: RVR 650m.
[3] With TDZ, CL and HUD: RVR 700m.

Standard STRAIGHT-IN LANDING RWY **13L**
LNAV

DA(H)
A: **860'** (364') C: **900'** (404')
B: **870'** (374') D: **910'** (414')

		ALS out
A	RVR 1000m	RVR 1500m
B		
C	RVR 1200m	RVR 1900m
D		

CHANGES: New page.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN
2 SEP 16
Eff 15 Sep
(12-2)

BUDAPEST, HUNGARY
❶RNAV (GNSS) Rwy 13R

BRIEFING STRIP ™

ATIS	BUDAPEST Approach	BUDAPEST Tower	Ground
132.375 117.3	129.7 122.975 119.5	118.1	121.9

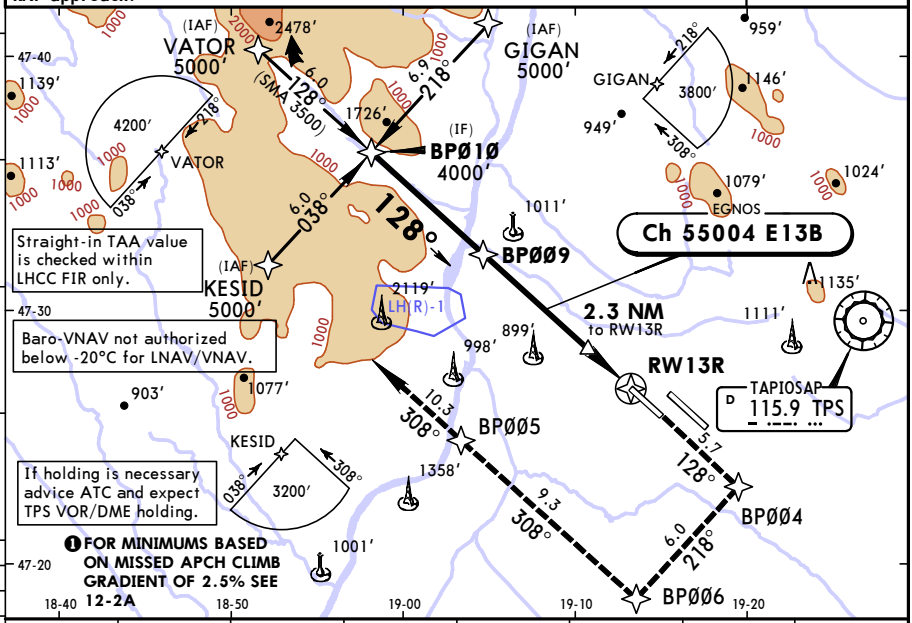
EGNOS	Final Apch Crs	Mandatory Alt	LPV DA(H) Refer to Minimums	Apt Elev 496′
Ch 55004 E13B	128°	BPØØ9 3000′(2552′)		Rwy 448′

TAA 25 NM IAF

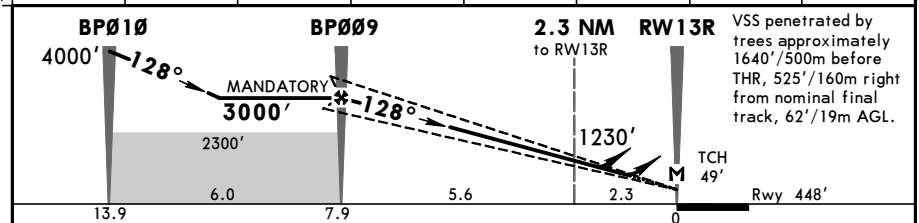
MISSED APCH: Climb to BPØØ4 at or above 1100′. Turn RIGHT to BPØØ6 at or above 2500′. Then turn RIGHT to BPØØ5 at 4000′ and continue to KESID at 4000′. MAX turn speed 200 KT.

Alt Set: hPa Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 10000′

RNP approach.



DIST to RW13R	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2730′	2410′	2090′	1770′	1450′	1130′	820′



VSS penetrated by trees approximately 1640′/500m before THR, 525′/160m right from nominal final track, 62′/19m AGL.

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW13R						

ALSF-II
PAPI
BPØØ4

Standard

STRAIGHT-IN LANDING RWY 13R
Missed apch climb gradient mim 4.0%

LPV
DA(H) AB: 648′ (200′)
C: 652′ (204′)
D: 662′ (214′)

LNAV/VNAV
DA(H)
A: 710′ (262′) C: 730′ (282′)
B: 720′ (272′) D: 740′ (292′)

LNAV
DA(H) 830′ (382′)

PANS OPS

	FULL	Limited	ALS out		ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m ❶	RVR 1300m	RVR1100m	RVR1500m
B							
C				RVR 750m ❷	RVR 1400m		RVR1800m
D							

❶ With TDZ, CL and HUD: RVR 600m. ❷ With TDZ, CL and HUD: RVR 650m.

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	970′(474′)	1500m
135	1190′(694′)	1600m
180	1310′(814′)	2400m
205	1510′(1014′)	3600m

CHANGES: Missed approach. Notes. Waypoints. Minimums.

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RNAV (GNSS) Rwy 13R MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 2.5%

Standard STRAIGHT-IN LANDING RWY **13R**
LPV

DA(H) A: **848'** (400') C: **867'** (419')
B: **857'** (409') D: **877'** (429')

		ALS out
A	RVR 1100m	RVR 1500m
B	RVR 1200m	
C		RVR 1900m
D	RVR 1300m	RVR 2000m

Standard STRAIGHT-IN LANDING RWY **13R**
LNAV/VNAV

DA(H) A: **848'** (400') C: **878'** (430')
B: **857'** (409') D: **905'** (457')

		ALS out
A	RVR 1100m	RVR 1500m
B	RVR 1200m	
C	RVR 1300m	RVR 2000m
D	RVR 1400m	CMV 2100m

Standard STRAIGHT-IN LANDING RWY **13R**
LNAV

DA(H) A: **900'** (452') C: **940'** (492')
B: **920'** (472') D: **960'** (512')

		ALS out
A	RVR 1400m	RVR 1500m
B	RVR 1500m	
C		CMV 2300m
D	RVR 1600m	CMV 2400m

CHANGES: New page.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN
2 SEP 16
Eff 15 Sep
(12-3)

BUDAPEST, HUNGARY
RNAV (GNSS) Rwy 31L

BRIEFING STRIP TM

ATIS	BUDAPEST Approach	BUDAPEST Tower	Ground
132.375 117.3	129.7 122.975 119.5	118.1	121.9

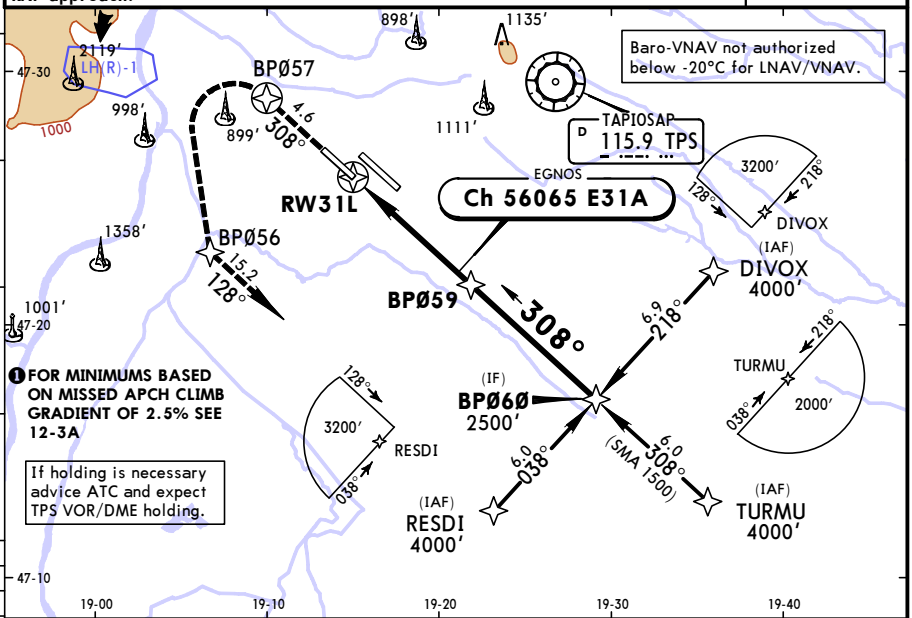
EGNOS	Final Apch Crs	Mandatory Alt	LPV DA(H) Refer to Minimums	Apt Elev 496′
Ch 56065 E31A	308°	BPØ59 2500′(2052′)		Rwy 448′

MISSED APCH: Climb to BPØ57 at or above 2000′. Turn LEFT direct to BPØ56 at 3000′. Then turn LEFT and continue to RESDI at 3000′. MAX turn speed 200 KT.

TAA 25 NM IAF

Alt Set: hPa Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 10000′

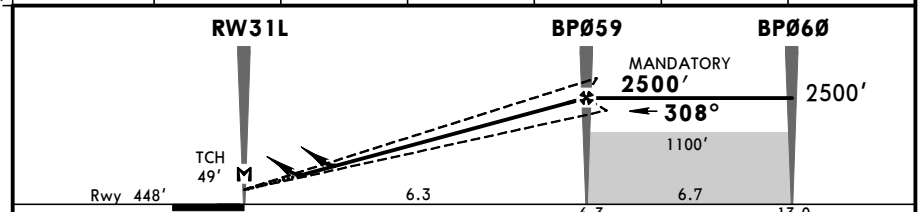
RNP approach.



1 FOR MINIMUMS BASED ON MISSED APCH CLIMB GRADIENT OF 2.5% SEE 12-3A

If holding is necessary advice ATC and expect TPS VOR/DME holding.

DIST to RW31L	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	820′	1130′	1450′	1770′	2090′	2410′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW31L						

ALSF-II
PAPI
BPØ57

Standard

STRAIGHT-IN LANDING RWY **31L**
Missed apch climb gradient mim 4.0%

LPV: DA(H) **648′** (200′)

LNAV/VNAV: DA(H) A:**741′**(293′) C:**775′**(327′) B:**750′**(302′) D:**806′**(358′)

LNAV: DA(H) **900′**(452′)

CIRCLE-TO-LAND

	FULL	Limited	ALS out		ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m 1	RVR 1400m	RVR1400m	RVR1500m	100	970′(474′)	1500m
B				RVR 750m 2				135	1190′(694′)	1600m
C				RVR 800m	RVR 1500m		CMV2100m	180	1310′(814′)	2400m
D				RVR 900m	RVR 1600m			205	1510′(1014′)	3600m

PANS OPS

1 With TDZ, CL and HUD: RVR 650m. 2 With TDZ, CL and HUD: RVR 700m.

CHANGES: Missed approach. Notes. Waypoints. Minimums.

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RNAV (GNSS) Rwy 31L MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 2.5%

Standard STRAIGHT-IN LANDING RWY **31L**
LPV

DA(H)
A: **951'** (503') C: **971'** (523')
B: **961'** (513') D: **980'** (532')

		ALS out
A	RVR 1500m	
B		
C	RVR 1700m	CMV 2400m
D		

Standard STRAIGHT-IN LANDING RWY **31L**
LNAV/VNAV

DA(H)
A: **951'** (503') C: **982'** (534')
B: **961'** (513') D: **1008'** (560')

		ALS out
A	RVR 1500m	
B		
C	RVR 1700m	CMV 2400m
D	RVR 1800m	

Standard STRAIGHT-IN LANDING RWY **31L**
LNAV

DA(H)
A: **1050'** (602') C: **1100'** (652')
B: **1070'** (622') D: **1120'** (672')

		ALS out
A	RVR 1500m	
B		
C	CMV 2300m	CMV 2400m
D	CMV 2400m	

CHANGES: New page.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN 1 DEC 17 Eff 7 Dec (12-4)

BUDAPEST, HUNGARY
❶RNAV (GNSS) Z Rwy 31R

BRIEFING STRIP ™

ATIS	BUDAPEST Approach	BUDAPEST Tower	Ground
132.375 117.3	129.7 122.975 119.5	118.1	121.9

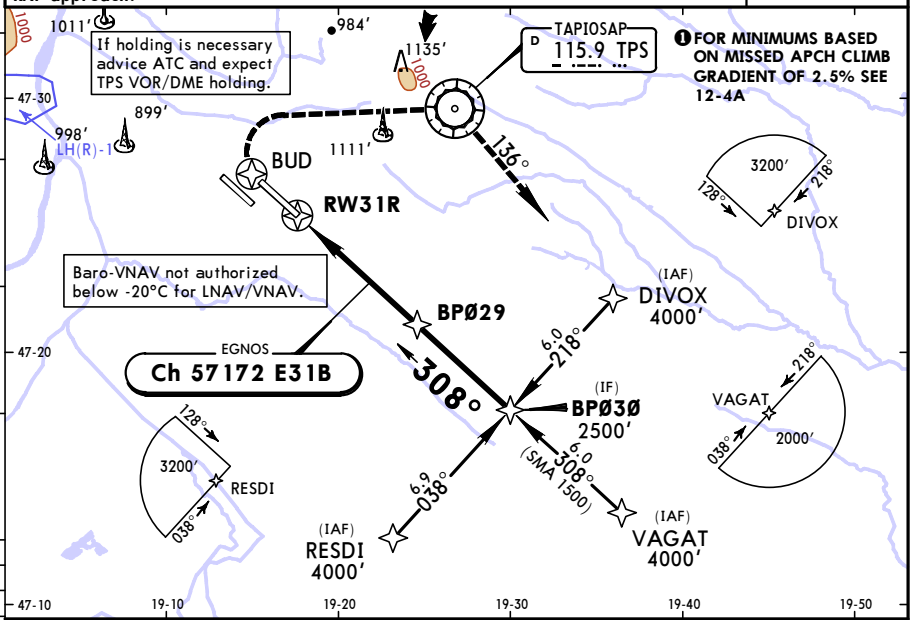
EGNOS	Final Apch Crs	Mandatory Alt	LPV DA(H) Refer to Minimums	Apt Elev 496′
Ch 57172 E31B	308°	BPØ29 2500′(2084′)		Rwy 416′

MISSED APCH: Climb to BUD at or above 900′. Turn RIGHT direct to TPS at 3000′. Then turn RIGHT and continue to DIVOX at 3000′. MAX turn speed 185 KT.

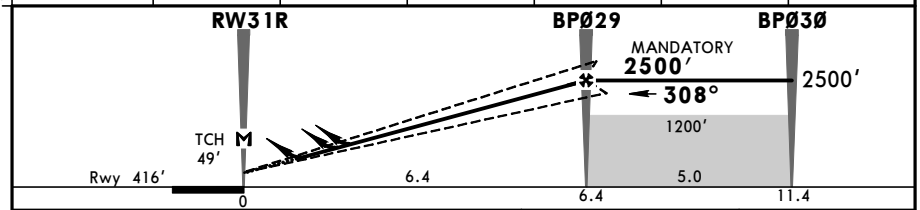
TAA 25 NM IAF

Alt Set: hPa Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10000′

RNP approach.



DIST to RW31R	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	780′	1100′	1420′	1740′	2060′	2380′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW31R						

ALSF-II PAPI **BUD**

Standard STRAIGHT-IN LANDING RWY **31R**
Missed apch climb gradient mim 4.0%

LPV CAT I	LNAV/VNAV	LNAV CDFA
DA(H)	DA(H)	DA/MDA(H)
A: **616′**(200′) C: **627′**(211′)	AB: **666′** (250′)	AB: **770′** (354′)
B: **617′**(201′) D: **636′**(220′)	C: **669′** (253′)	C: **780′** (364′)
	D: **687′** (271′)	D: **790′** (374′)

PANS OPS

	FULL	TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 550m	RVR 550m ❶	RVR1200m	RVR 750m ❷	RVR 1300m	RVR 900m	RVR 1500m
B							
C						RVR 1000m	RVR 1700m
D							

❶W/o HUD/AP/FD: RVR 750m ❷ With TDZ, CL and HUD: CAT A RVR 550m, CAT B,C & D RVR 600m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	970′(474′)	1500m
135	1190′(694′)	1600m
180	1310′(814′)	2400m
205	1510′(1014′)	3600m

CHANGES: Procedure title.

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RNAV (GNSS) Z Rwy 31R MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 2.5%

Standard STRAIGHT-IN LANDING RWY **31R**
LPV CAT I

DA(H)
A: **979′** (563′) C: **999′** (583′)
B: **989′** (573′) D: **1009′** (593′)

	FULL/TDZ or CL out	ALS out
A	RVR 1500m	
B		
C	RVR 2000m	RVR 2400m
D		

Standard STRAIGHT-IN LANDING RWY **31R**
LNAV/VNAV

DA(H)
A: **979′** (563′) C: **1010′** (594′)
B: **989′** (573′) D: **1036′** (620′)

		ALS out
A	RVR 1500m	
B		
C	RVR 2000m	RVR 2400m
D	RVR 2100m	

Standard STRAIGHT-IN LANDING RWY **31R**
LNAV
CDFA

DA/MDA(H)
A: **1100′** (684′) C: **1150′** (734′)
B: **1130′** (714′) D: **1170′** (754′)

		ALS out
A	RVR 1500m	
B		
C	RVR 2400m	
D		

CHANGES: Procedure title.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN

1 DEC 17
Eff 7 Dec

(12-5)

CAT A, B & C

BUDAPEST, HUNGARY
RNAV (GNSS) Y Rwy 31R

BRIEFING STRIP™

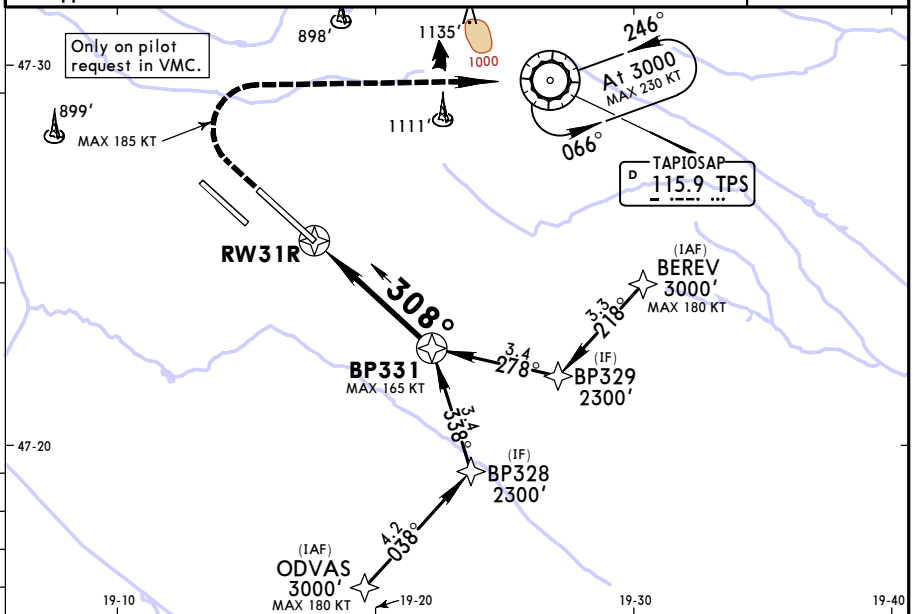
ATIS	BUDAPEST Approach	BUDAPEST Tower	Ground
132.375 117.3	129.7 122.975 119.5	118.1	121.9

RNAV	Final Apch Crs	Minimum Alt	LNAV DA/MDA(H)	Apt Elev 496′
	308°	**BP331** **1800′**(1384′)	**1300′**(884′)	Rwy 416′

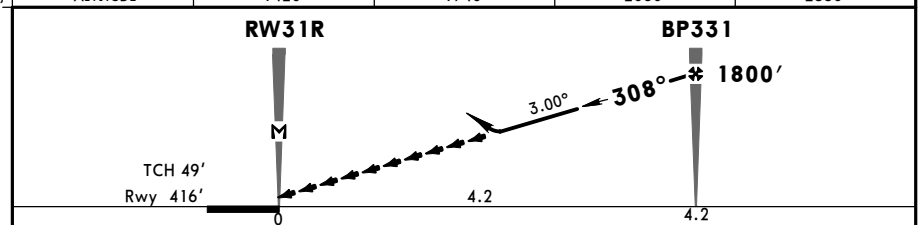
No MSA published

MISSED APCH: Climb to 3000′ on runway heading. When passing 900′ turn RIGHT (MAX 185 KT) to TPS and hold at 3000′.

Alt Set: hPa Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10000′
RNP approach.



DIST to RW31R	3.0	4.0	5.0	6.0
ALTITUDE	1420′	1740′	2060′	2380′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW31R						

ALSF-II
PAPI

Refer to Missed Apch above

Standard

STRAIGHT-IN LANDING RWY **31R**

CEILING REQUIRED

LNAV

CDFA

DA/MDA(H) **1300′** (884′)

PANS OPS

	CEILING-VISIBILITY
A	
B	1500′- 5 km
C	
D	NOT APPLICABLE

CHANGES: New procedure.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN

2 SEP 16 (13-1) Eff 15 Sep

BUDAPEST, HUNGARY
VOR Rwy 13L

BRIEFING STRIP ™

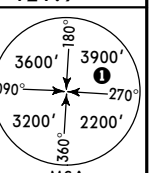
ATIS	BUDAPEST Approach	BUDAPEST Tower	Ground
132.375 117.3	129.7 122.975 119.5	118.1	121.9

VOR BUD	Final Apch Crs	Mandatory Alt	DA(H)	Apt Elev / Rwy
117.3	128°	D7.3 BUD 3000′ (2504′)	Refer to Minimums	Apt Elev 496′ Rwy 496′

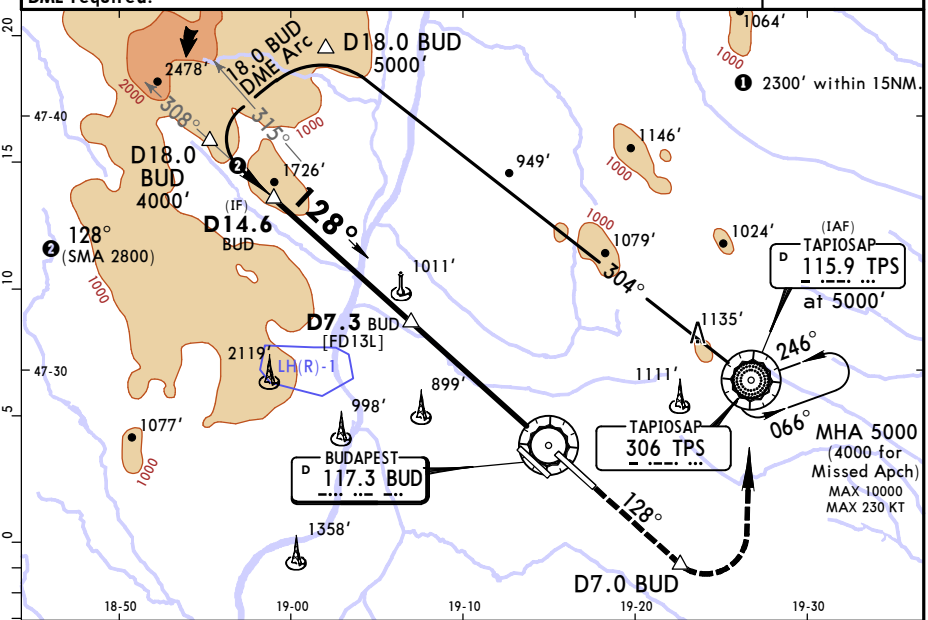
MISSED APCH: Climb to 4000′ and continue on R-128 BUD. Cross D7.0 BUD at or above 1900′, and turn LEFT (MAX 220 KT) to TPS VOR. Reach TPS VOR at 3000′ or above and enter holding.

Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 10000′

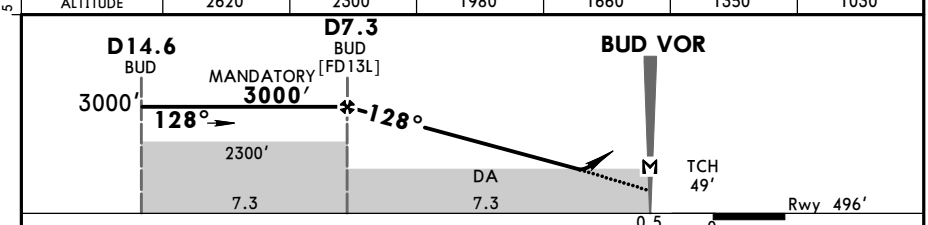
DME required.



MSA TPS VOR



BUD DME	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2620′	2300′	1980′	1660′	1350′	1030′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at BUD VOR							

ALSF-II PAPI

D7.0 BUD

BUD on 117.3 R-128

Standard STRAIGHT-IN LANDING RWY 13L

Missed apch climb gradient mim 3.7%

DA(H) **880′** (384′)

Missed apch climb gradient mim 2.5%

A: **950′** (454′) C: **1000′** (504′)

DA(H) B: **980′** (484′) D: **1020′** (524′)

		ALS out		ALS out
A	RVR 1100m	RVR 1500m	RVR 1400m	RVR 1500m
B			RVR 1500m	
C		RVR 1800m	RVR 1600m	CMV 2400m
D			RVR 1700m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	980′ (484′)	1500m
135	1190′ (694′)	1600m
180	1310′ (814′)	2400m
205	1510′ (1014′)	3600m

PANS OPS

CHANGES: Missed approach.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN 2 SEP 16 (13-2) Eff 15 Sep

BUDAPEST, HUNGARY
VOR Rwy 31R

ATIS	BUDAPEST Approach	BUDAPEST Tower	Ground
132.375 117.3	129.7 122.975 119.5	118.1	121.9

BRIEFING STRIP

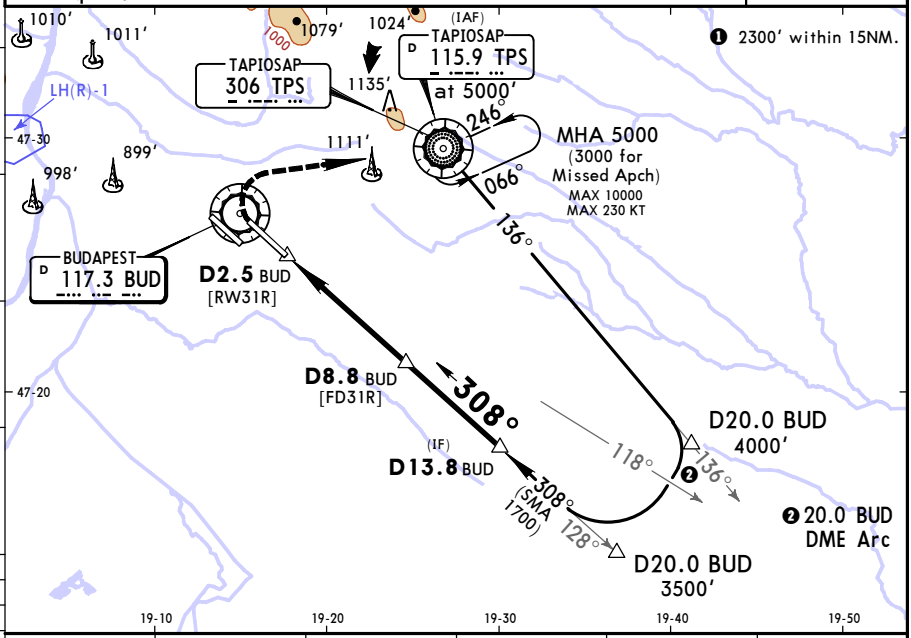
VOR BUD	Final Apch Crs	Mandatory Alt	DA(H)	Apt Elev / Rwy
117.3	308°	D8.8 BUD 2500′ (2084′)	Refer to Minimums	Apt Elev 496′ Rwy 416′

MISSED APCH: Climb to 3000′ on 308°. When passing 900′ turn RIGHT (MAX 185 KT) to TPS VOR. At 3000′ enter holding at TPS VOR.

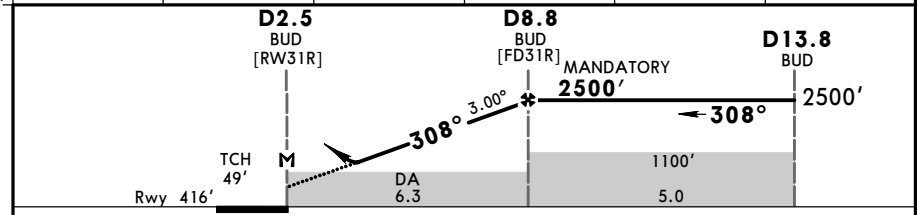
MSA TPS VOR: 3600′ (090°–180°), 3900′ (180°–270°), 3200′ (270°–360°), 2200′ (360°–090°)

Alt Set: hPa Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10000′

DME required.



BUD DME	4.0	5.0	6.0	7.0	8.0
ALTITUDE	950′	1270′	1580′	1900′	2220′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.5 BUD						

ALSF-II PAPI 900′ on 308°

Standard STRAIGHT-IN LANDING RWY **31R**

Missed apch climb gradient mim 3.7%	Missed apch climb gradient mim 2.5%
AB: 770′ (354′)	AB: 1240′ (824′)
DA(H) CD: 790′ (374′)	DA(H) CD: 1260′ (844′)

PANS OPS	ALS out	ALS out
A	RVR 900m	RVR 1500m
B		RVR 1500m
C	RVR 1000m	RVR 1700m
D		CMV 2400m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	980′ (484′)	1500m
135	1190′ (694′)	1600m
180	1310′ (814′)	2400m
205	1510′ (1014′)	3600m

CHANGES: None.

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