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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: 0629 Z
Sunset: 1512 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

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Communication Information

ATIS: 117.300
ATIS: 132.375
Budapest Delivery Tower: 134.550
Budapest Tower: 118.100
Budapest Ground Tower: 121.900
Budapest Approach: 129.700
Budapest Approach: 119.500
Budapest Approach: 122.975

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1. GENERAL

1.1. ATIS

ATIS 132.37 117.3

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.

The selection of the RWY to be used is performed by ATC.

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.

1.2.2. RWY USE

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 and also RWY 13R are to be used by arriving traffic in compliance with the prevailing legal provisions. Light turbulence category ACFT arriving for the Terminal 1 apron may also use RWY 31L for landing outside of the period of deep sleep, from midnight to 0500LT.

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.

Restrictions on Landings on RWY 13L:

RWY 13L may only be used for landings on working days between 0800-2200LT by ACFT which comply at least with ICAO Annex 16 Vol. I, Section 3, and not exceeding a take-off weight of 100t.

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 noise abatement considerations cannot be taken into account during the selection of the RWY to be used, based on section 7.2 of appendix 2 of dDecree No. 16/2000. (XI.22.) of the Minister of Transport and Water Affairs;
- If the captain cites safety reasons;
- If the ACFT is in an emergency;
- If no ILS approach is available on the RWY selected.

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1. GENERAL

1.2.3. NIGHTTIME RESTRICTION (2200-0600LT)

Scheduled and non-scheduled commercial traffic may only be performed subject to restrictions.

ACFT performing patient transportation, disaster aversion, technical rescue, enforcement, criminal investigation, national security, military or government flights and those in an emergency may use the APT without restriction.

1.2.4. REVERSE THRUST

During nighttime between 2200-0600LT the use of reverse thrust should be limited to idle thrust, except for operational circumstances.

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.

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 the exception of stands 5 and 6;
- 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.

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1. GENERAL

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 and 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, 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).

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.

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

- The APUs must be stopped as soon as possible after arrival on the stands equipped with fixed or mobile external power sources.
- APUs may only be restarted for essential technical checks, or immediately prior to planned departure 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.

Deviation from these regulations is only possible:

- Due to safety reasons, or
- Upon warranted requests, with permission from the Duty Airside Manager (DAM).

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.

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1. GENERAL

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.

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.

1.6. PARKING INFORMATION

Stands 31 thru 35, 40 and 42 thru 45 equipped with SAFEGATE docking system.

On stands 1 thru 6, 31 thru 40, 42 thru 45, 107 thru 109, R110 thru R117, R220 thru R227 and R270 thru R279 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 and 42 thru 45 (Boeing B737-500, B737-600, Airbus A319).

1.7. OTHER INFORMATION

Birds.

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 160 KT within 4 NM from RWY THR.

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

2.2. NOISE ABATEMENT PROCEDURES

- It is prohibited to perform an approach below the glide path of the PAPI or in the given approach procedure.
- 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.

2.3. CAT II/III OPERATIONS

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

2.4. TAXI PROCEDURES

2.4.1. 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

2.4.2. ARRIVAL INFO

List of available taxi clearances issued by ATC and Apron Unit:

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	1-27 107-109 R110-R117*	G	1	Code D & E ACFT: B1 exit only
	B1	B1				
	A1/B1	A1/B1	R150-R151	Apron taxilane		
	A1/B1	A1/B1	G130-G141	G/Apron taxilane	Apron AG	Max Code B
	U	A2-A3-U or J4/B2-T-A3-U	31-35	U	2	
			36-37	U-W2		Available up to Code C ACFT
			R220-R223			
	T7N	A2-A3-A4-T7N or J4/B2-T-A3-A4-T7N	38-40*	T7N		*Code D ACFT Exit via P1 only
			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*-35	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 T7N only
			36-37 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	1-27 R110-R117 107-109 R150-R151	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

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2. ARRIVAL

2.5. OTHER INFORMATION

2.5.1. COMMUNICATION FAILURE PROCEDURES

- During a "Transition to final approach", procedure shall continue the acknowledged procedure and also the profile of that procedure up to the final APCH waypoint, then complete the final approach for the RWY in use.
- Prior entering Budapest TMA or under radar vectoring in Budapest TMA shall proceed to TPS VOR/DME and follow the standard instrument approach procedure for the RWY in use.

3. DEPARTURE

3.1. START-UP, PUSH-BACK & 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 30,000 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 and Apron Unit:

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*-35	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 T7N only
	42-43						
	R210-R212 R224-R227		W1-P2-L				P1 (+)
	36-37 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	1-27 R110-R117* 107-109 R150-R151	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	31-35	U	U	A2	U-A3-A2	2	
	36-37 R220-R223		W2-U				
	38-40*	T7N	T7N		T7N-A4-A3-A2		*Code D ACFT: via P1 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		P1 (+) *Code D&E ACFT: Exit via P4 only
	R278-R279*		V-P4				
	1-27 107-109 R110-R117*	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	

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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, pilots are requested by the APT operator to plan take-off from TWY K, if possible.
- 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, 31R take-off from TWY intersection X may also be permitted to ensure that the order of departing ACFT can be switched.
- Noise abatement take-off procedures 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 1 procedure described in ICAO Doc 8168-OPS/611 (PAN-OPS) Vol. I. (5th edition, 2006) section 7.

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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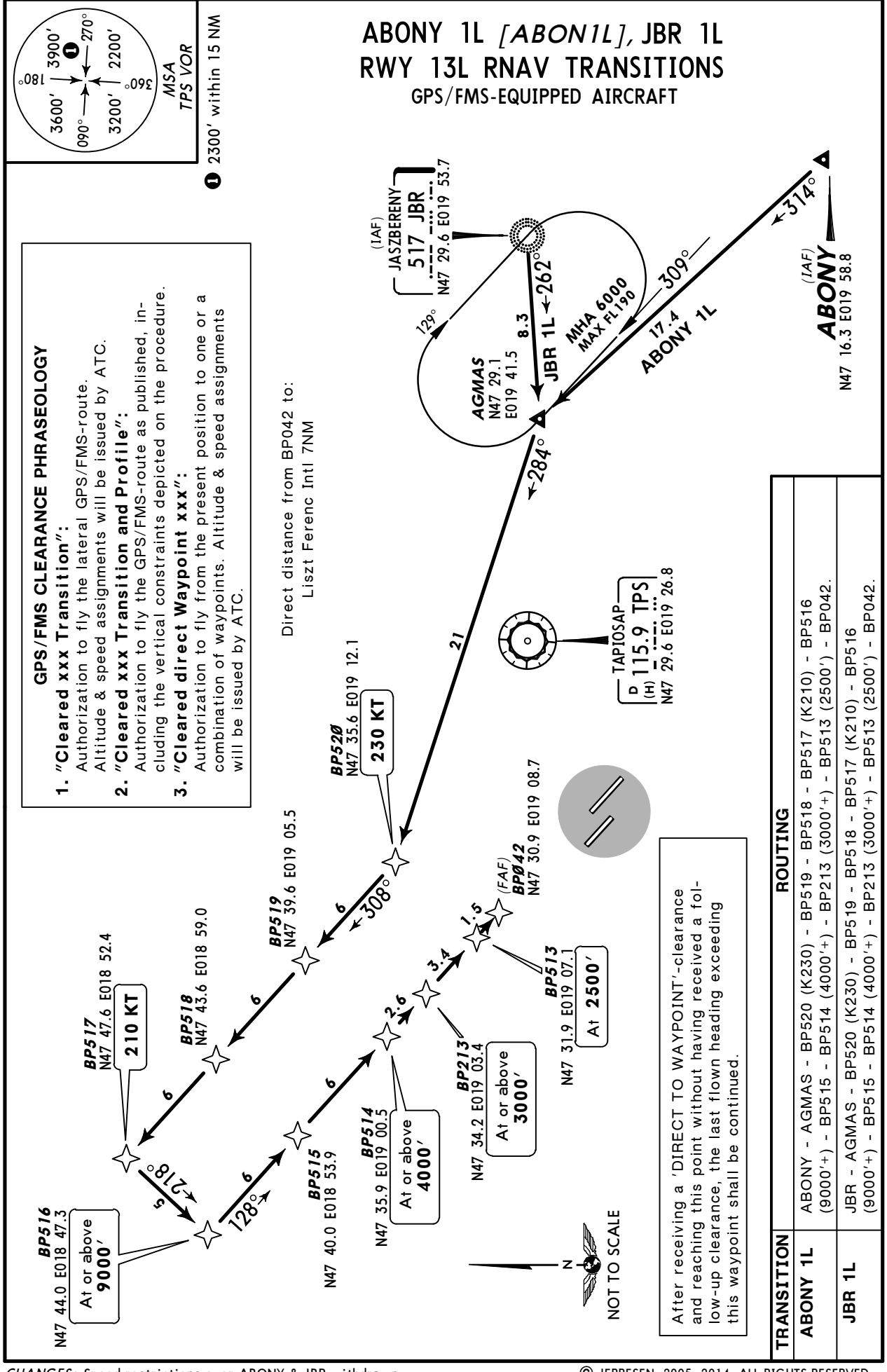
ATIS	Apt Elev
117.3 132.37	496′

Alt Set: hPa Trans level: By ATC Trans alt: 9000′
1. On downwind EXPECT vectors to final.
2. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.



TRANSITION	ROUTING
ABONY 1L	ABONY - AGMAS - BP520 (K230) - BP519 - BP518 - BP517 (K210) - BP516 (9000′+) - BP515 - BP514 (4000′+) - BP213 (3000′+) - BP513 (2500′) - BP042.
JBR 1L	JBR - AGMAS - BP520 (K230) - BP519 - BP518 - BP517 (K210) - BP516 (9000′+) - BP515 - BP514 (4000′+) - BP213 (3000′+) - BP513 (2500′) - BP042.

CHANGES: Speed restrictions over ABONY & JBR withdrawn.

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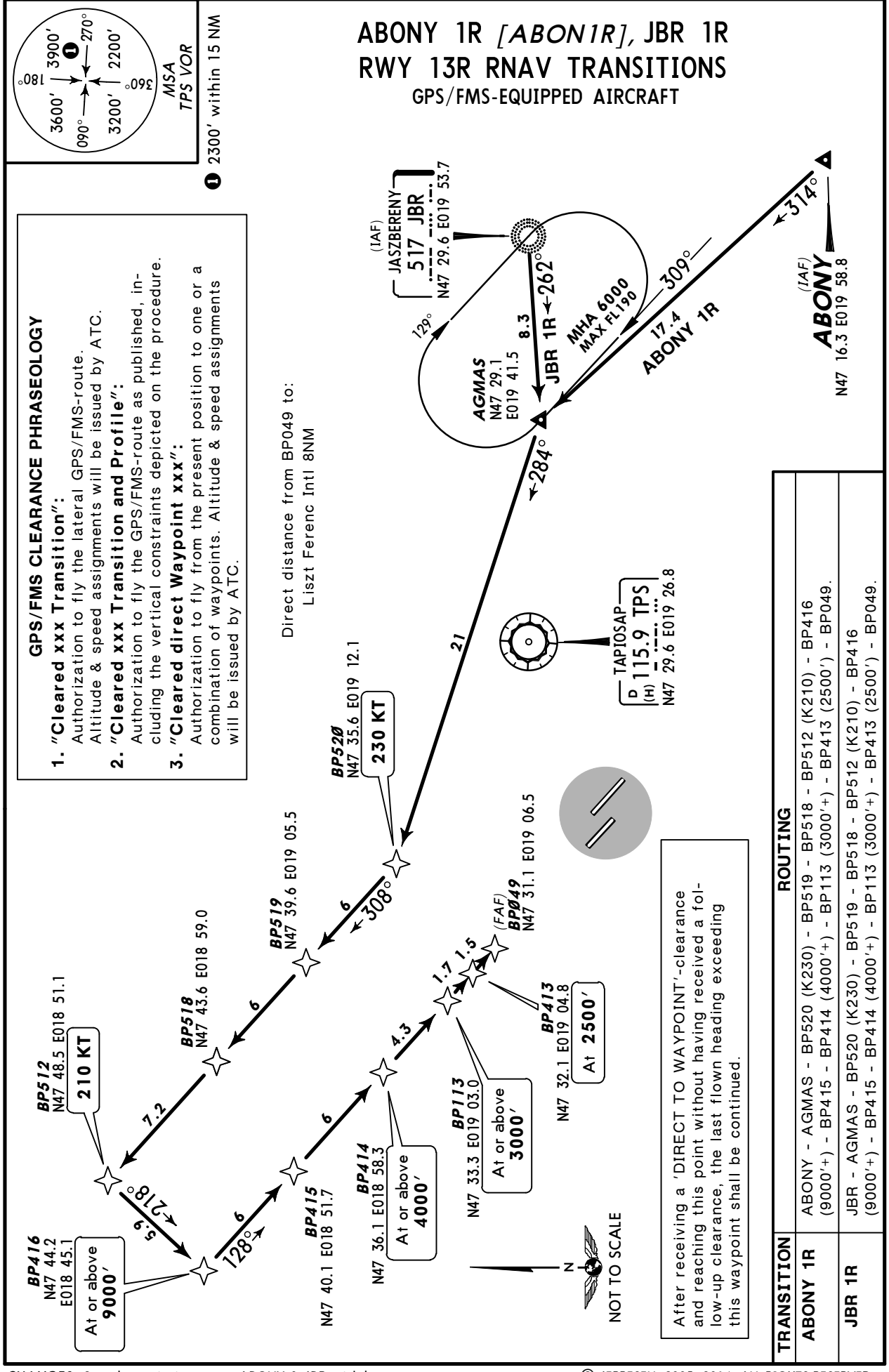
ATIS	Apt Elev
117.3 132.37	496'

Alt Set: hPa Trans level: By ATC Trans alt: 9000'
1. On downwind EXPECT vectors to final.
2. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.



TRANSITION	ROUTING
ABONY 1R	ABONY - AGMAS - BP520 (K230) - BP519 - BP518 - BP512 (K210) - BP416 (9000'+) - BP415 - BP414 (4000'+) - BP113 (3000'+) - BP413 (2500') - BP049.
JBR 1R	JBR - AGMAS - BP520 (K230) - BP519 - BP518 - BP512 (K210) - BP416 (9000'+) - BP415 - BP414 (4000'+) - BP113 (3000'+) - BP413 (2500') - BP049.

CHANGES: Speed restrictions over ABONY & JBR withdrawn.

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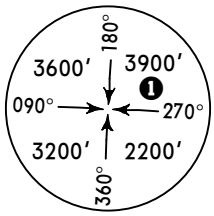
ATIS	Apt Elev	
117.3 132.37	496′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′ 1. On downwind EXPECT vectors to final. 2. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

ABONY 3L *[ABON3L]*, JBR 3L RWY 31L RNAV TRANSITION

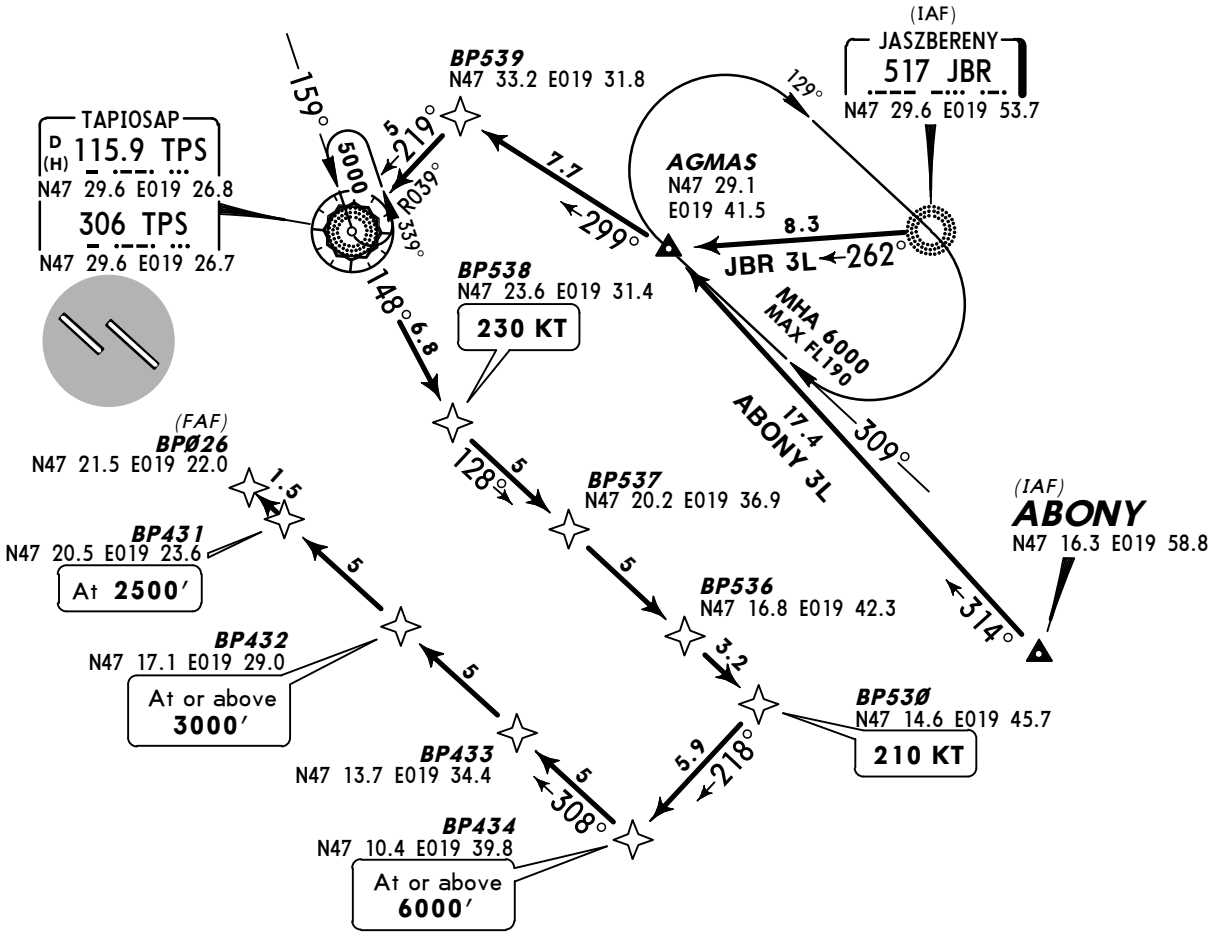
GPS/FMS-EQUIPPED AIRCRAFT

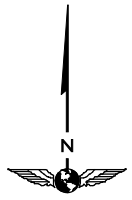


❶ 2300′ within 15 NM

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

Direct distance from BP026 to:
Liszt Ferenc Intl 6NM





NOT TO SCALE

GPS/FMS CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
ABONY 3L	ABONY - AGMAS - BP539 - TPS - BP538 (K230) -BP537 - BP536 - BP530 (K210) - BP434 (6000′+) - BP433 - BP432 (3000′+) - BP431 (2500′) - BP026.
JBR 3L	JBR - AGMAS - BP539 - TPS - BP538 (K230) - BP537 - BP536 - BP530 (K210) - BP434 (6000′+) - BP433 - BP432 (3000′+) - BP431 (2500′) - BP026.

CHANGES: Speed restrictions over ABONY & JBR withdrawn.

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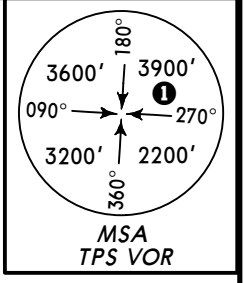
ATIS	Apt Elev	
117.3 132.37	496′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′ 1. On downwind EXPECT vectors to final. 2. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

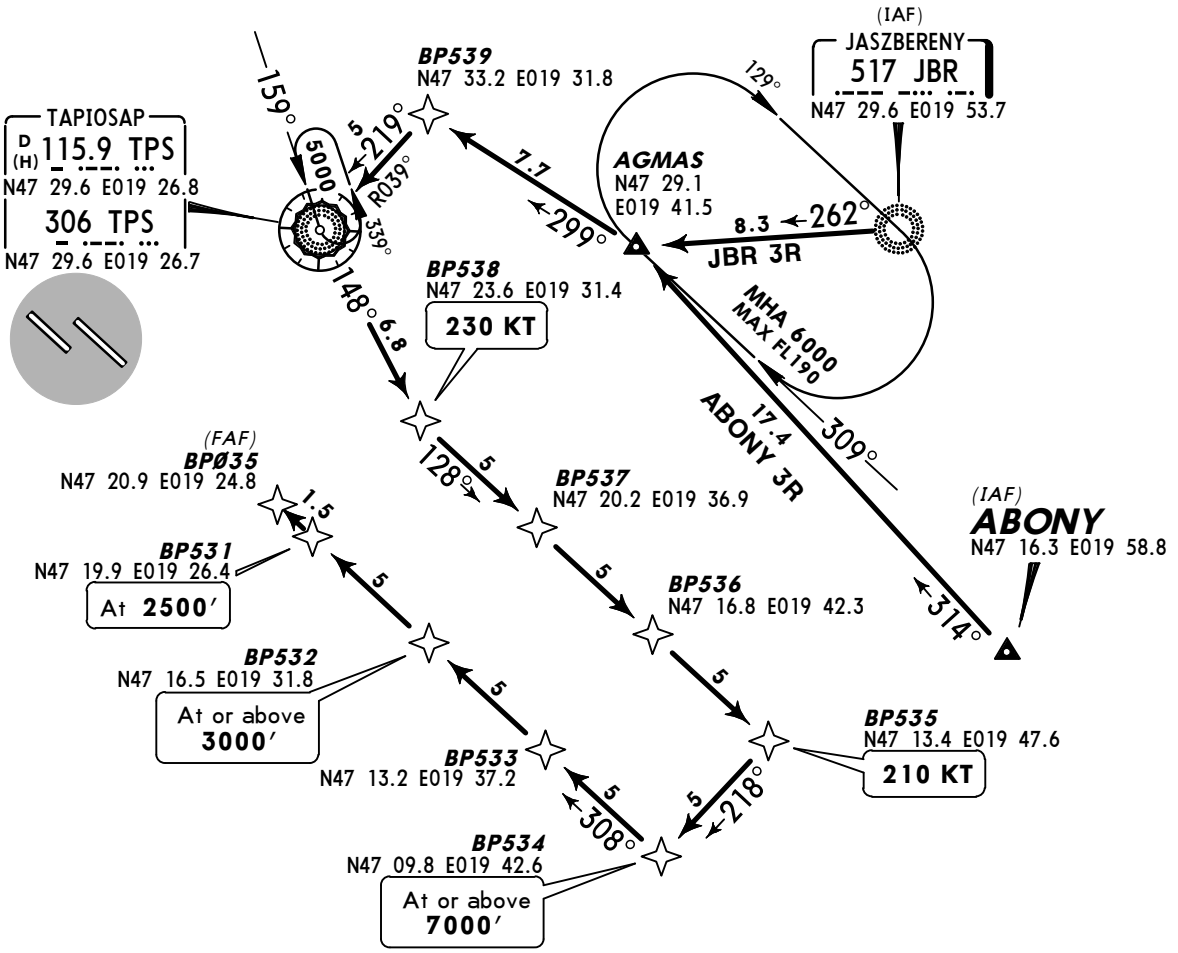
ABONY 3R *[ABON3R]*, JBR 3R
RWY 31R RNAV TRANSITION
GPS/FMS-EQUIPPED AIRCRAFT



❶ 2300′ within 15 NM

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

Direct distance from BP035 to:
Liszt Ferenc Intl 8NM



NOT TO SCALE

GPS/FMS CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
ABONY 3R	ABONY - AGMAS - BP539 - TPS - BP538 (K230) - BP537 - BP536 - BP535 (K210) - BP534 (7000′+) - BP533 - BP532 (3000′+) - BP531 (2500′) - BP035.
JBR 3R	JBR - AGMAS - BP539 - TPS - BP538 (K230) - BP537 - BP536 - BP535 (K210) - BP534 (7000′+) - BP533 - BP532 (3000′+) - BP531 (2500′) - BP035.

CHANGES: Speed restrictions over ABONY & JBR withdrawn.

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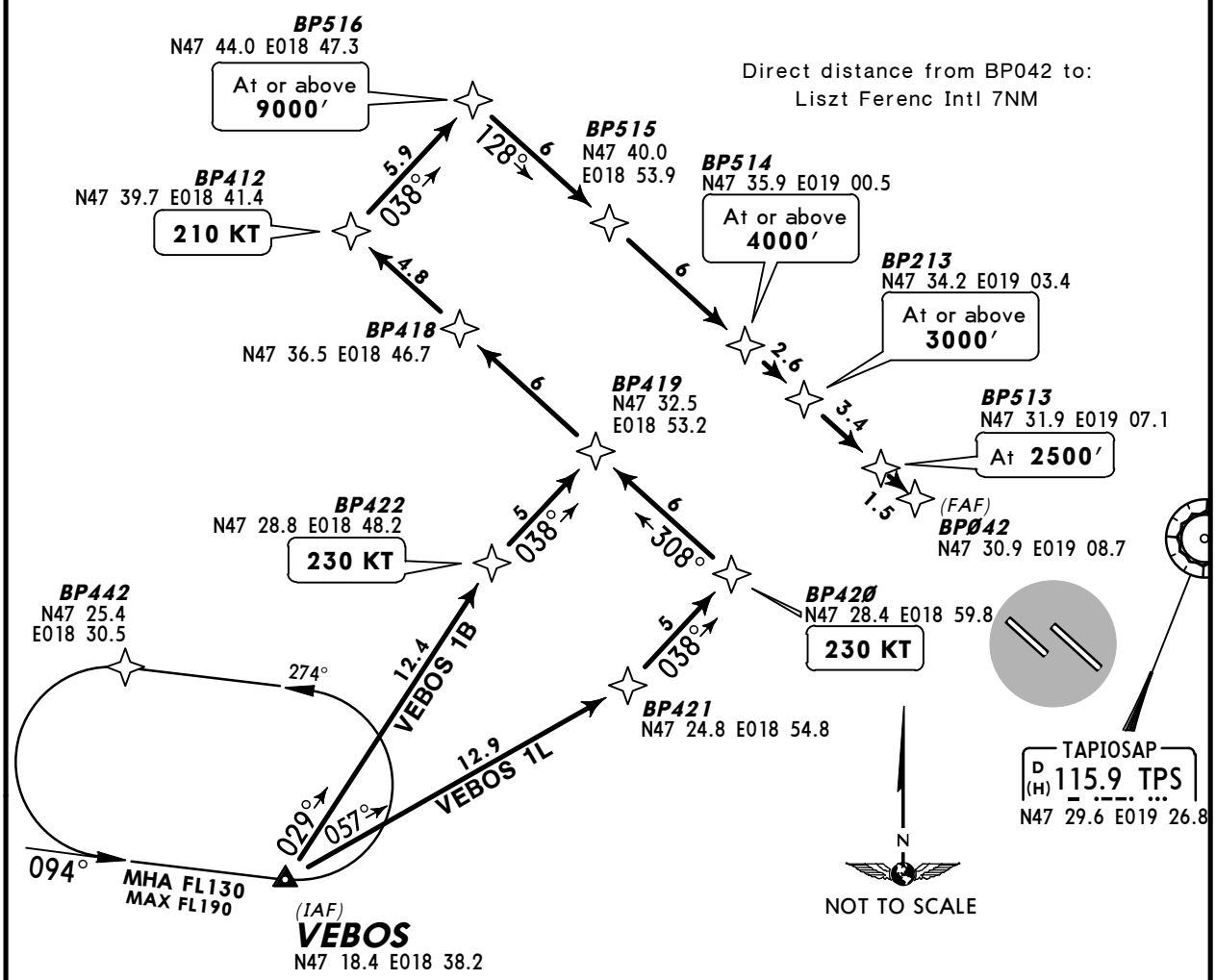
ATIS	Apt Elev	
117.3 132.37	496′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′ 1. On downwind EXPECT vectors to final. 2. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

VEBOS 1B *[VEBO1B]*
VEBOS 1L *[VEBO1L]*
RWY 13L RNAV TRANSITIONS
GPS/FMS-EQUIPPED AIRCRAFT



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

GPS/FMS CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
VEBOS 1B	VEBOS - BP422 (K230) - BP419 - BP418 - BP412 (K210) - BP516 (9000′+) - BP515 - BP514 (4000′+) - BP213 (3000′+) - BP513 (2500′) - BP042.
VEBOS 1L	VEBOS - BP421 - BP420 (K230) - BP419 - BP418 - BP412 (K210) - BP516 (9000′+) - BP515 - BP514 (4000′+) - BP213 (3000′+) - BP513 (2500′) - BP042.

CHANGES: Speed restriction over VEBOS withdrawn.

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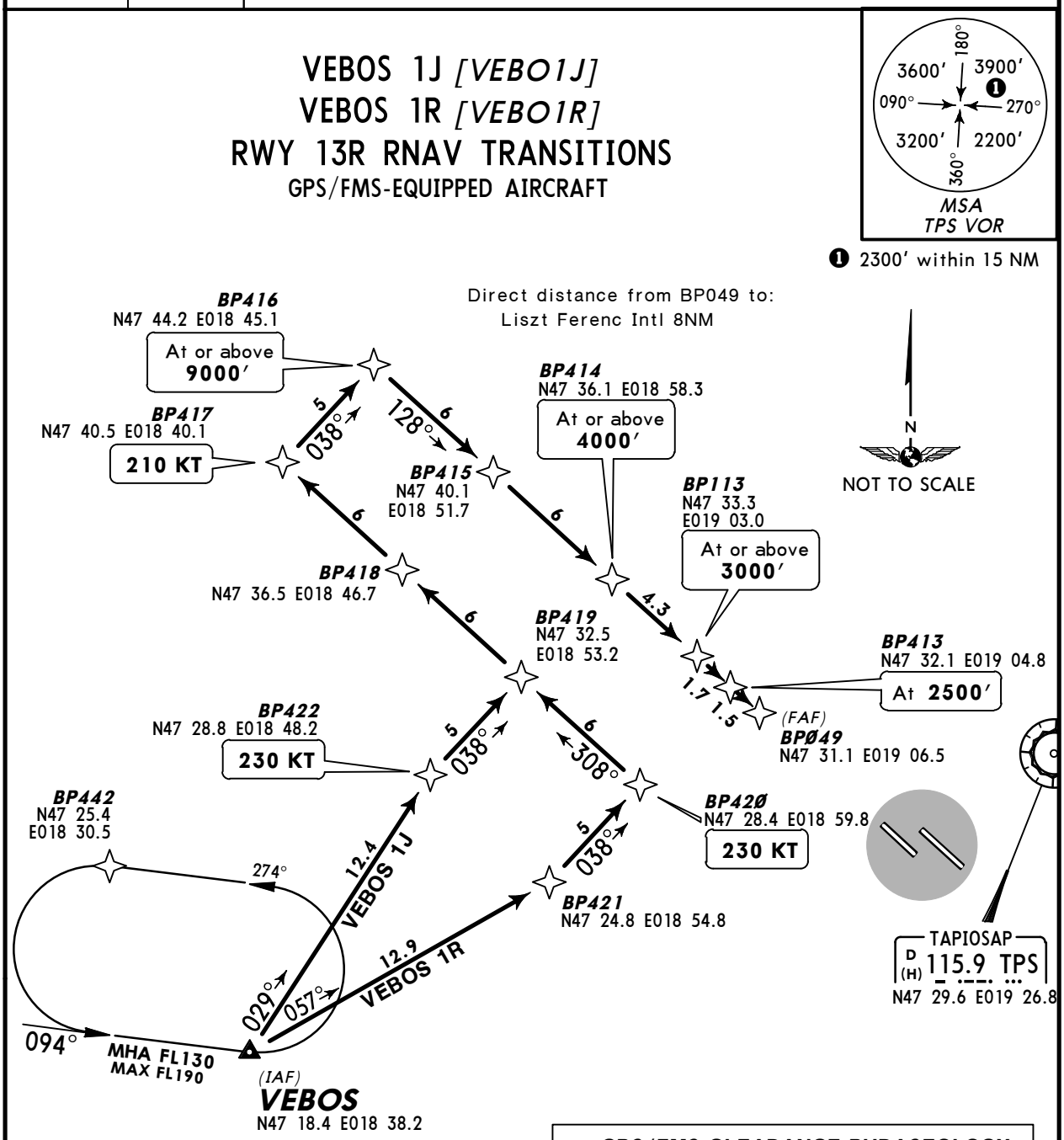
ATIS	Apt Elev	
117.3 132.37	496′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′ 1. On downwind EXPECT vectors to final. 2. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

VEBOS 1J *[VEBO1J]*
VEBOS 1R *[VEBO1R]*
RWY 13R RNAV TRANSITIONS
GPS/FMS-EQUIPPED AIRCRAFT



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

GPS/FMS CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
VEBOS 1J	VEBOS - BP422 (K230) - BP419 - BP418 - BP417 (K210) - BP416 (9000′+) - BP415 - BP414 (4000′+) - BP113 (3000′+) - BP413 (2500′) - BP049.
VEBOS 1R	VEBOS - BP421 - BP420 (K230) - BP419 - BP418 - BP417 (K210) - BP416 (9000′+) - BP415 - BP414 (4000′+) - BP113 (3000′+) - BP413 (2500′) - BP049.

CHANGES: Speed restriction over VEBOS withdrawn.

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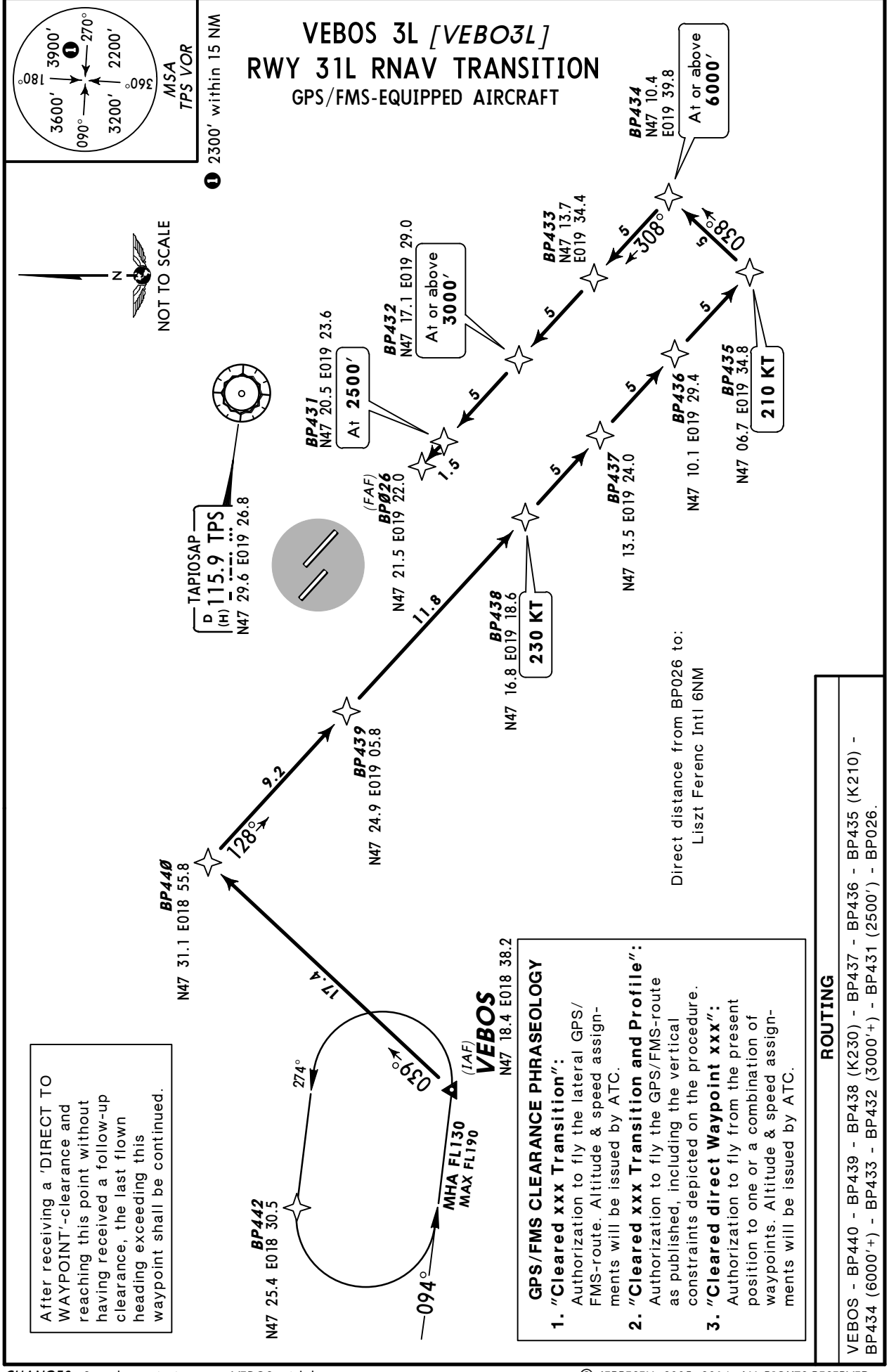
ATIS	Apt Elev
117.3 132.37	496′

Alt Set: hPa Trans level: By ATC Trans alt: 9000′
1. On downwind EXPECT vectors to final.
2. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.



CHANGES: Speed restriction over VEBOS withdrawn.

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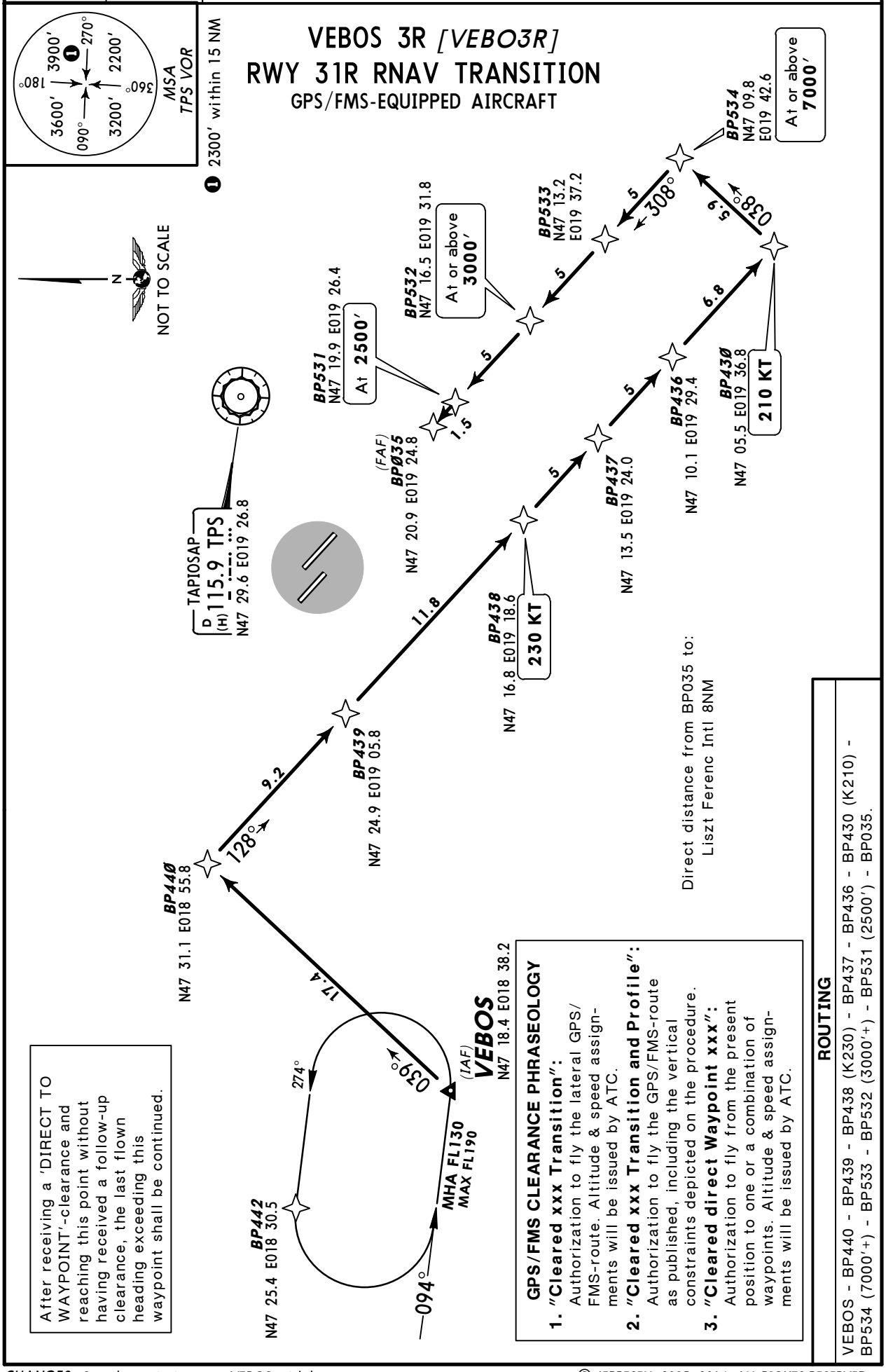
ATIS	Apt Elev
117.3 132.37	496′

Alt Set: hPa Trans level: By ATC Trans alt: 9000′
1. On downwind EXPECT vectors to final.
2. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.



CHANGES: Speed restriction over VEBOS withdrawn.

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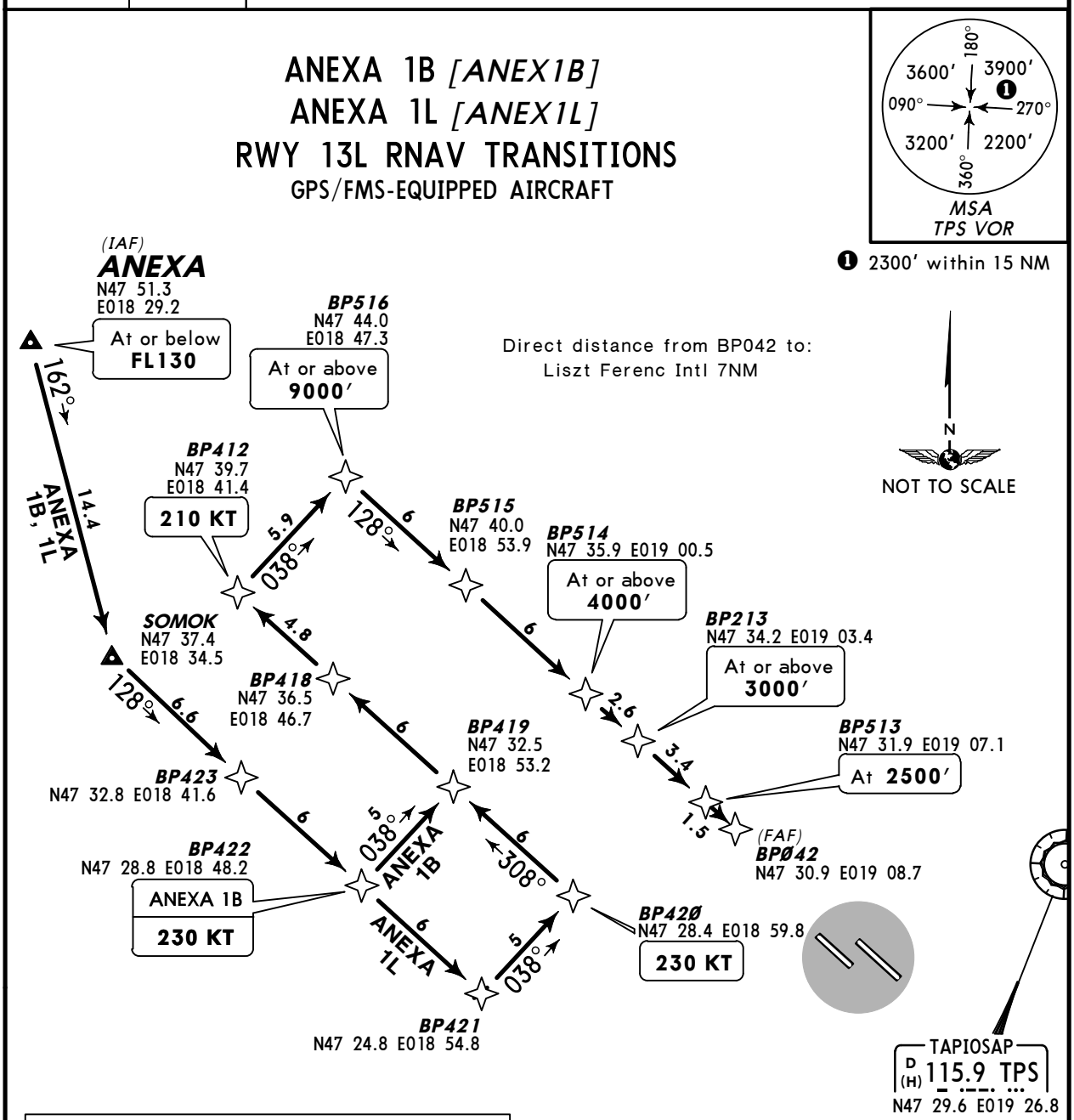
ATIS	Apt Elev	
117.3 132.37	496′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′ 1. On downwind EXPECT vectors to final. 2. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

ANEXA 1B *[ANEX1B]*
ANEXA 1L *[ANEX1L]*
RWY 13L RNAV TRANSITIONS
GPS/FMS-EQUIPPED AIRCRAFT



GPS/FMS CLEARANCE PHRASEOLOGY

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

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

TRANSITION	ROUTING
ANEXA 1B	ANEXA (FL130-) - SOMOK - BP423 - BP422 (K230) - BP419 - BP418 - BP412 (K210) - BP516 (9000′+) - BP515 - BP514 (4000′+) - BP213 (3000′+) - BP513 (2500′) - BP042.
ANEXA 1L	ANEXA (FL130-) - SOMOK - BP423 - BP422 - BP421 - BP420 (K230) - BP419 - BP418 - BP412 (K210) - BP516 (9000′+) - BP515 - BP514 (4000′+) - BP213 (3000′+) - BP513 (2500′) - BP042.

CHANGES: Speed restriction over ANEXA withdrawn; crossing established.

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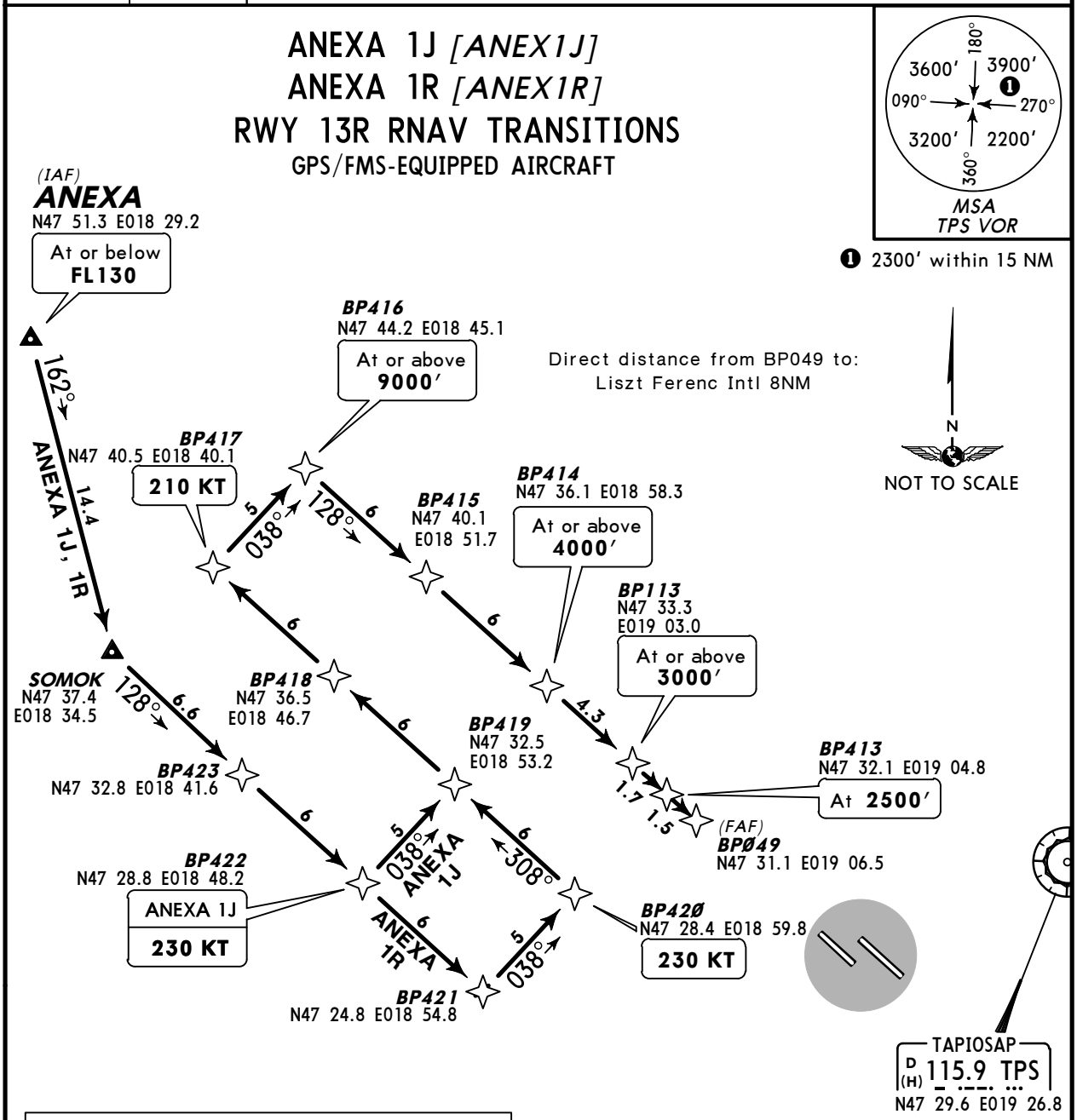
ATIS	Apt Elev	
117.3 132.37	496′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′ 1. On downwind EXPECT vectors to final. 2. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

ANEXA 1J [ANEX1J]
ANEXA 1R [ANEX1R]
RWY 13R RNAV TRANSITIONS
GPS/FMS-EQUIPPED AIRCRAFT



GPS/FMS CLEARANCE PHRASEOLOGY

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

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

TRANSITION	ROUTING
ANEXA 1J	ANEXA (FL130-) - SOMOK - BP423 - BP422 (K230) - BP419 - BP418 - BP417 (K210) - BP416 (9000′+) - BP415 - BP414 (4000′+) - BP113 (3000′+) - BP413 (2500′) - BP049.
ANEXA 1R	ANEXA (FL130-) - SOMOK - BP423 - BP422 - BP421 - BP420 (K230) - BP419 - BP418 - BP417 (K210) - BP416 (9000′+) - BP415 - BP414 (4000′+) - BP113 (3000′+) - BP413 (2500′) - BP049.

CHANGES: Speed restriction over ANEXA withdrawn; crossing established.

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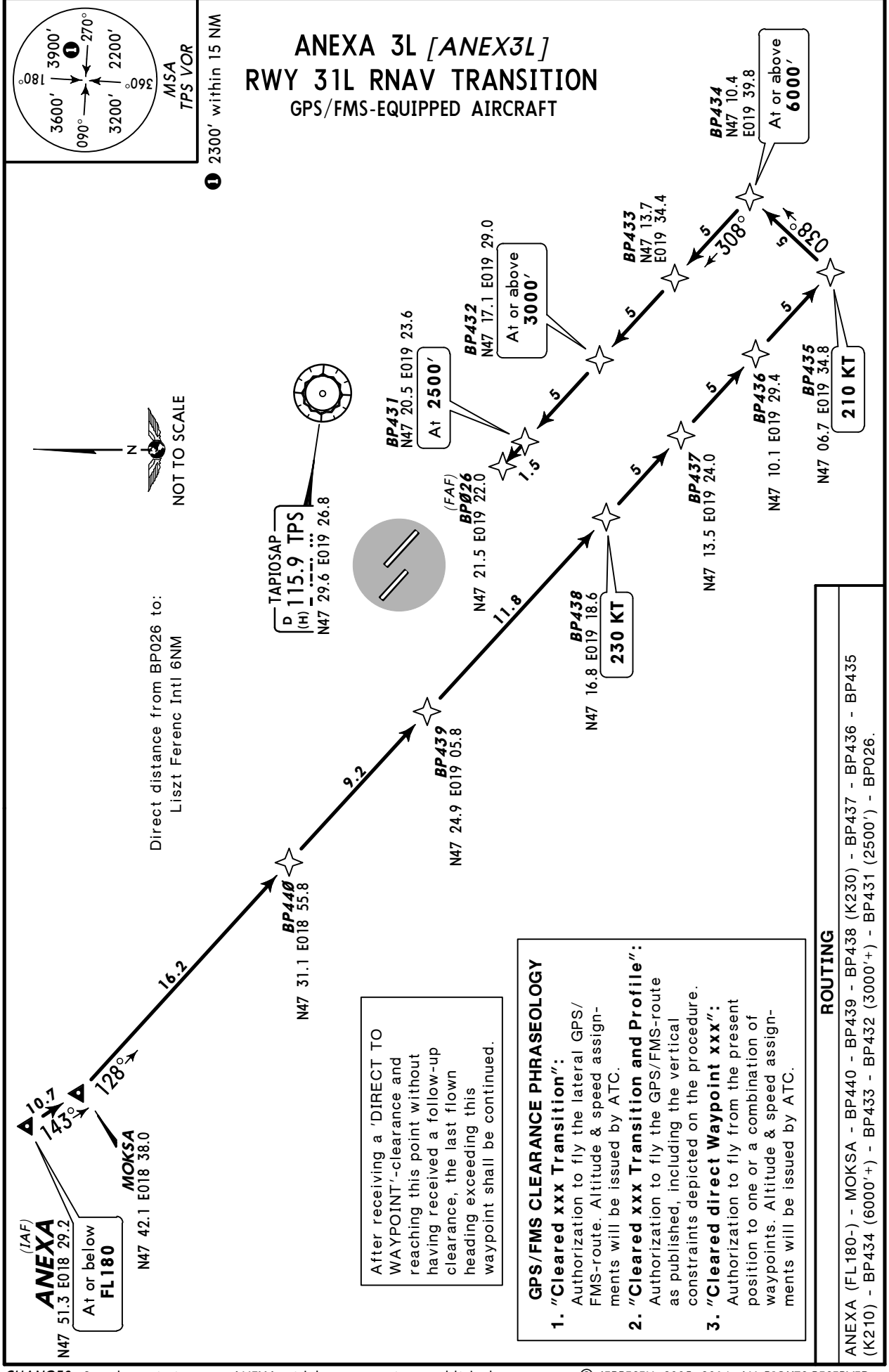
ATIS	Apt Elev
117.3 132.37	496′

Alt Set: hPa Trans level: By ATC Trans alt: 9000′
1. On downwind EXPECT vectors to final.
2. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.



CHANGES: Speed restriction over ANEXA withdrawn; crossing established.

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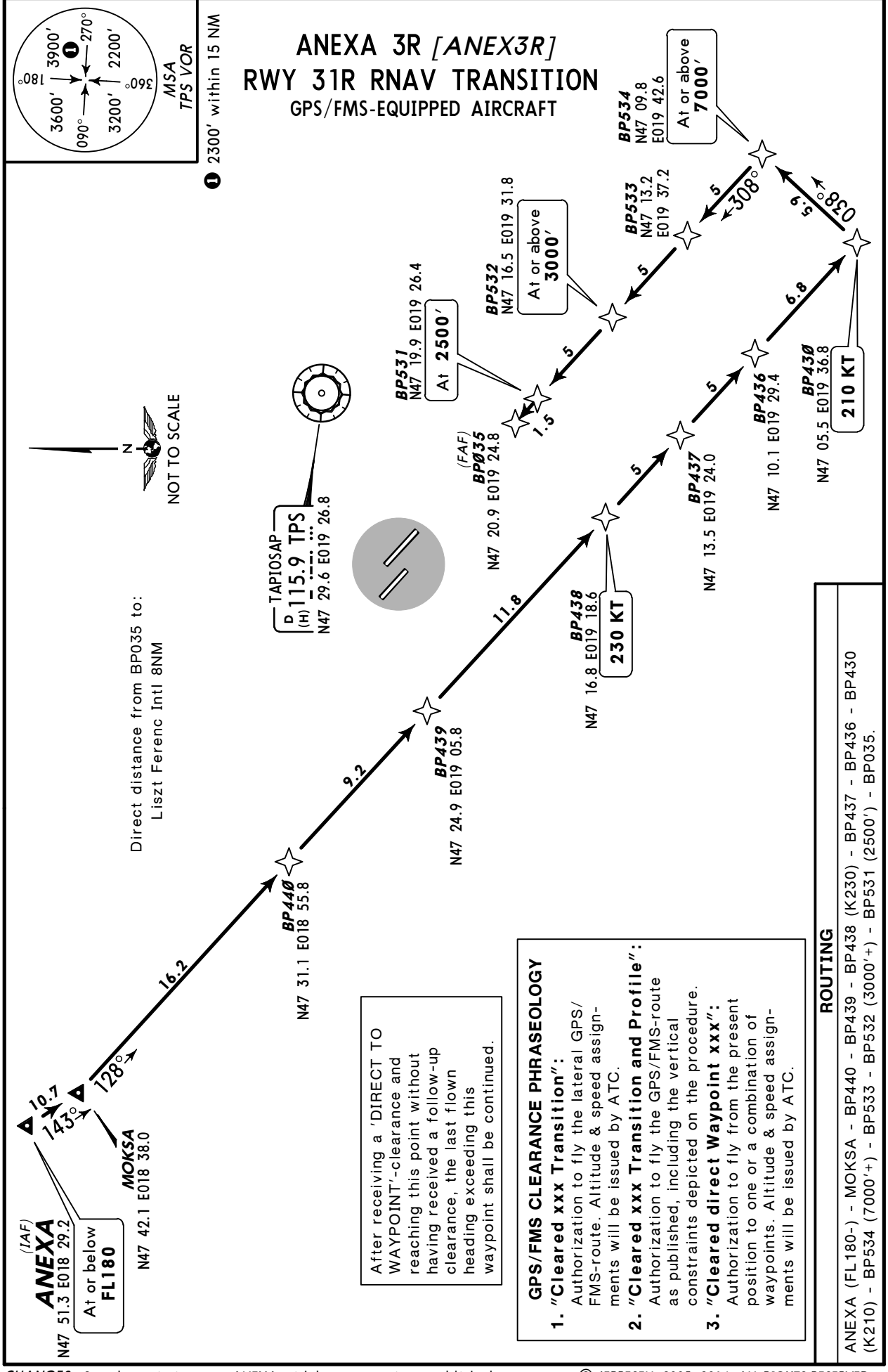
ATIS	Apt Elev
117.3 132.37	496′

Alt Set: hPa Trans level: By ATC Trans alt: 9000′
1. On downwind EXPECT vectors to final.
2. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.



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

GPS/FMS CLEARANCE PHRASEOLOGY

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

ROUTING

ANEXA (FL180-) - MOKSA - BP440 - BP439 - BP438 (K230) - BP437 - BP436 - BP430 (K210) - BP534 (7000′+) - BP533 - BP532 (3000′+) - BP531 (2500′) - BP035.

CHANGES: Speed restriction over ANEXA withdrawn; crossing established.

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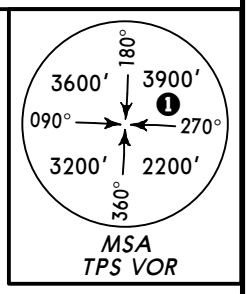
ATIS	Apt Elev	
117.3 132.37	496′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′ 1. On downwind EXPECT vectors to final. 2. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

RUTOL 1L *[RUTO1L]*
RWY 13L RNAV TRANSITION
GPS/FMS-EQUIPPED AIRCRAFT



❶ 2300′ within 15 NM

Direct distance from BP042 to:
Liszt Ferenc Intl 7NM

(IAF)
RUTOL
N47 57.5 E018 30.6
At or below **FL150**

105° 18.9

MHA 7000
MAX FL190
308°

BP523
N47 51.5 E018 57.3

128° 6.2

MAMOS
N47 47.3
E019 04.0

BP517
N47 47.6 E018 52.4
210 KT

5 218°

BP516
N47 44.0 E018 47.3
At or above **9000′**

128° 6

BP518
N47 43.6
E018 59.0

6

BP522
N47 43.2 E019 10.6

6

BP519
N47 39.6
E019 05.5

6

BP521
N47 39.2 E019 17.1

6

BP515
N47 40.0 E018 53.9

6

5 218°

BP520
N47 35.6 E019 12.1
230 KT

6 308°

BP514
N47 35.9 E019 00.5
At or above **4000′**

2.6

3.4

BP213
N47 34.2 E019 03.4
At or above **3000′**

1.5

(FAF)
BP042
N47 30.9 E019 08.7

BP513
N47 31.9 E019 07.1
At **2500′**

N

NOT TO SCALE

TAPIOSAP
D (H) 115.9 TPS
N47 29.6 E019 26.8

GPS/FMS CLEARANCE PHRASEOLOGY

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

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

ROUTING

RUTOL (FL150-) - BP523 - MAMOS - BP522 - BP521 - BP520 (K230) - BP519 - BP518 - BP517 (K210) - BP516 - BP515 - BP514 (4000′+) - BP213 (3000′+) - BP513 (2500′) - BP042.

CHANGES: Speed restriction over RUTOL withdrawn; crossing established.

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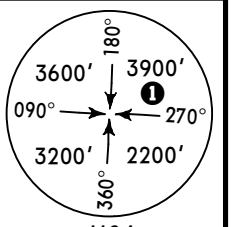
ATIS	Apt Elev	
117.3 132.37	496′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′ 1. On downwind EXPECT vectors to final. 2. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

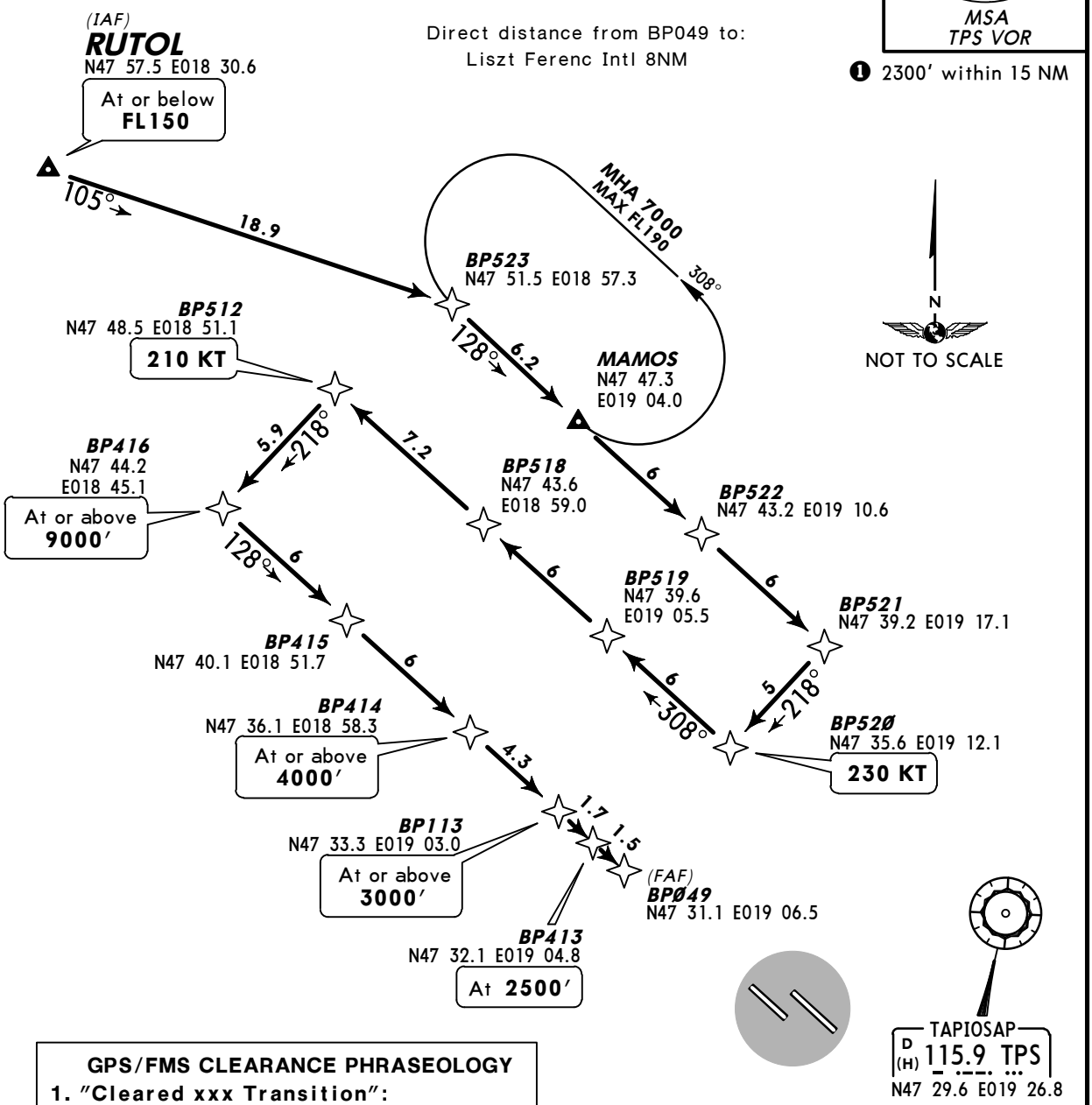
RUTOL 1R *[RUTO1R]*
RWY 13R RNAV TRANSITION
GPS/FMS-EQUIPPED AIRCRAFT



MSA
TPS VOR

❶ 2300′ within 15 NM

Direct distance from BP049 to:
Liszt Ferenc Intl 8NM



GPS/FMS CLEARANCE PHRASEOLOGY

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

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

ROUTING

RUTOL (FL150-) - BP523 - MAMOS - BP522 - BP521 - BP520 (K230) - BP519 - BP518 - BP512 (K210) - BP416 (9000′+) - BP415 - BP414 (4000′+) - BP113 (3000′+) - BP413 (2500′) - BP049.

CHANGES: Speed restriction over RUTOL withdrawn; crossing established.

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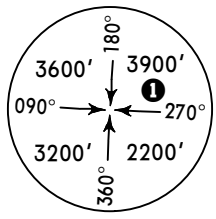
ATIS	Apt Elev	
117.3 132.37	496′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′ 1. On downwind EXPECT vectors to final. 2. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

RUTOL 3L *[RUTO3L]*
RWY 31L RNAV TRANSITION
GPS/FMS-EQUIPPED AIRCRAFT



❶ 2300′ within 15 NM

GPS/FMS CLEARANCE PHRASEOLOGY

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

(IAF)
RUTOL
N47 57.5 E018 30.6
At or below **FL210**

131° 12.7

MHA 7000
MAX FL190
128°
308°

ERGOM
N47 48.5
E018 44.0

113° 20.9

MAMOS
N47 47.3 E019 04.0

BP540
N47 39.1 E019 11.7

129° 13.9

159°
R309°
5000
339°

TAPIOSAP
D (H) 115.9 TPS
N47 29.6 E019 26.8
306 TPS
N47 29.6 E019 26.7

Direct distance from BP026 to:
Liszt Ferenc Intl 6NM

N
NOT TO SCALE

148° 6.8

BP538
N47 23.6 E019 31.4
230 KT

128° 5

BP537
N47 20.2 E019 36.9

5

BP536
N47 16.8
E019 42.3

3.2

BP530
N47 14.6
E019 45.7
210 KT

218° 5.9

BP434
N47 10.4 E019 39.8
At or above **6000′**

308° 5

BP433
N47 13.7 E019 34.4

5

BP432
N47 17.1 E019 29.0
At or above **3000′**

5

BP431
N47 20.5 E019 23.6
At **2500′**

1.5

(FAF)
BP026
N47 21.5 E019 22.0

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

ROUTING

RUTOL (FL210-) - ERGOM - BP540 - TPS - BP538 (K230) - BP537 - BP536 - BP530 (K210) - BP434 (6000′+) - BP433 - BP432 (3000′+) - BP431 (2500′) - BP026.

CHANGES: Speed restriction over RUTOL withdrawn; crossing established.

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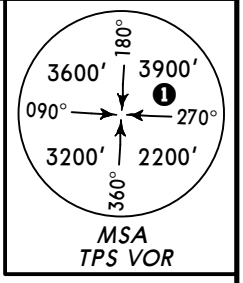
ATIS	Apt Elev	
117.3 132.37	496′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′ 1. On downwind EXPECT vectors to final. 2. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

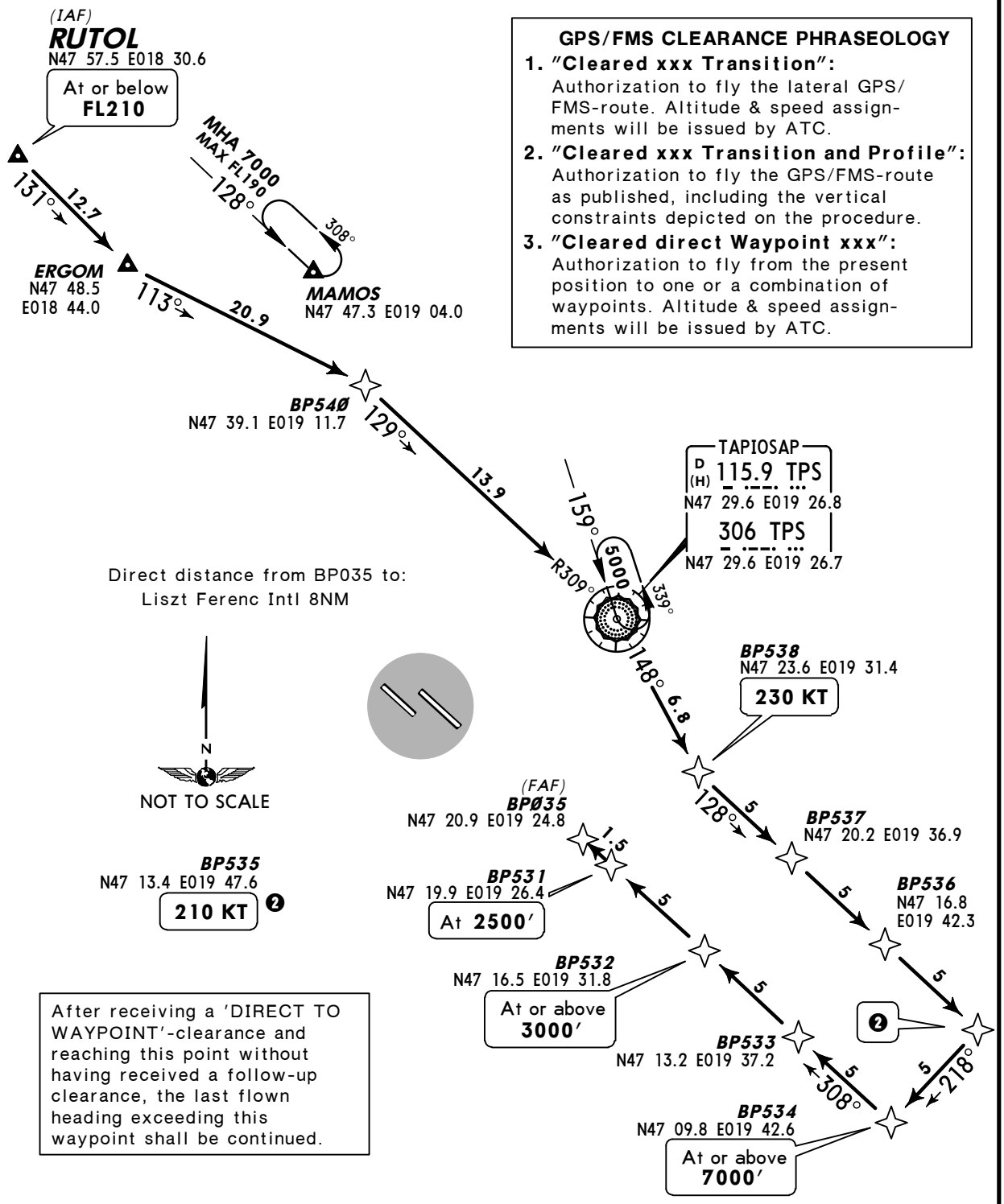
RUTOL 3R *[RUTO3R]*
RWY 31R RNAV TRANSITION
GPS/FMS-EQUIPPED AIRCRAFT



❶ 2300′ within 15 NM

GPS/FMS CLEARANCE PHRASEOLOGY

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



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

ROUTING

RUTOL (FL210-) - ERGOM - BP540 - TPS - BP538 (K230) - BP537 - BP536 - BP535 (K210) - BP534 (7000′+) - BP533 - BP532 (3000′+) - BP531 (2500′) - BP035.

CHANGES: Speed restriction over RUTOL withdrawn; crossing established.

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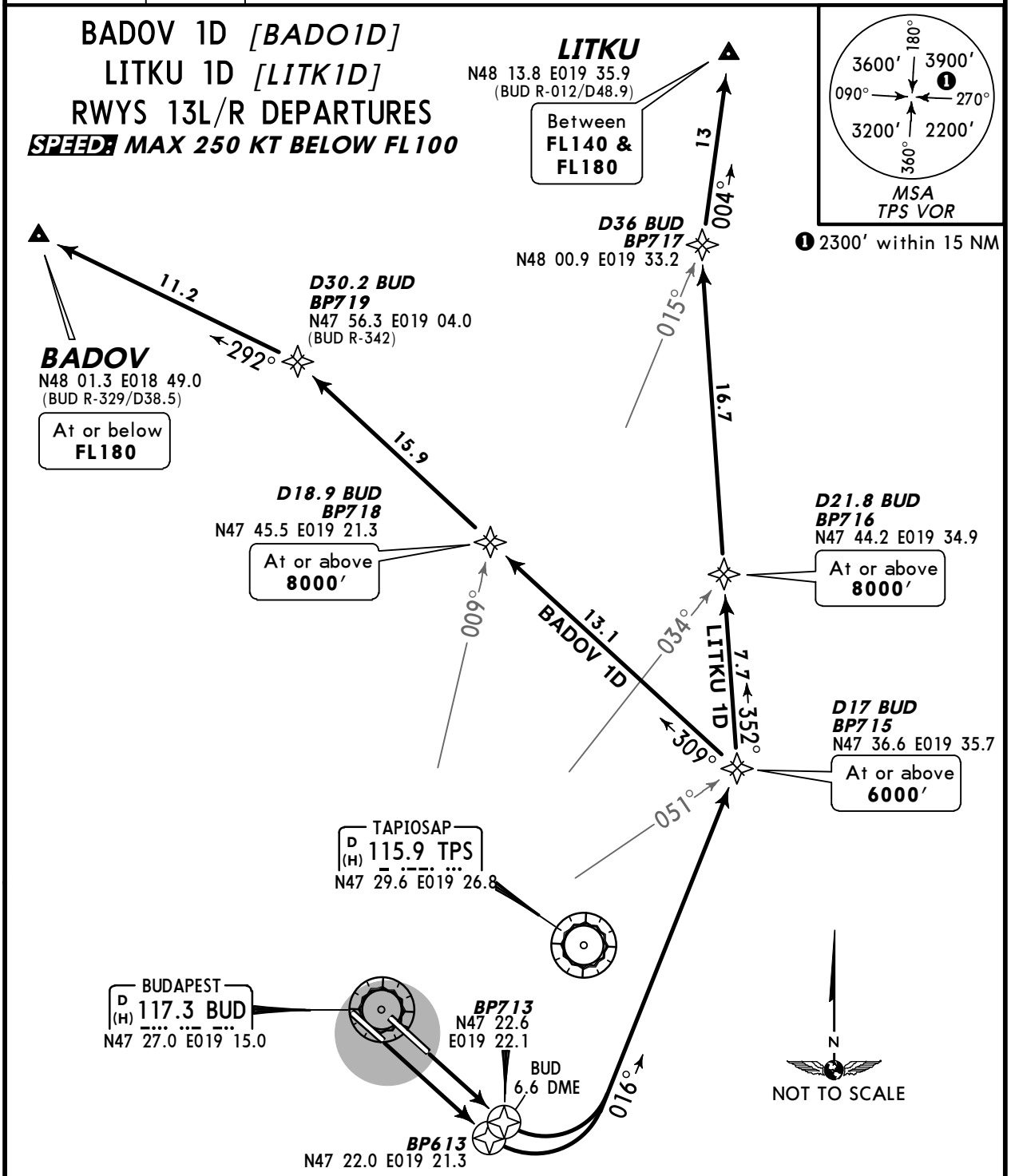
BUDAPEST Approach 129.7	Apt Elev 496′	Trans level: By ATC Trans alt: 9000′ 1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500′. 2. SIDs include minimum noise routings. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement. 3. An acceleration segment according to PANS-OPS is not contained.

BADOV 1D *[BADO1D]*
LITKU 1D *[LITK1D]*
RWYS 13L/R DEPARTURES
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 BUD 6.6 DME, turn LEFT, 016° track, at D17 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 BUD 6.6 DME, turn LEFT, 016° track, at D17 BUD turn LEFT, 352° track, at D36 BUD turn RIGHT, 004° track to LITKU. **GPS/FMS:** BP613 (13R)/BP713 (13L) - BP715 (6000′+) - BP716 (8000′+) - BP717 - LITKU (FL140+; FL180-).

CHANGES: MSA.

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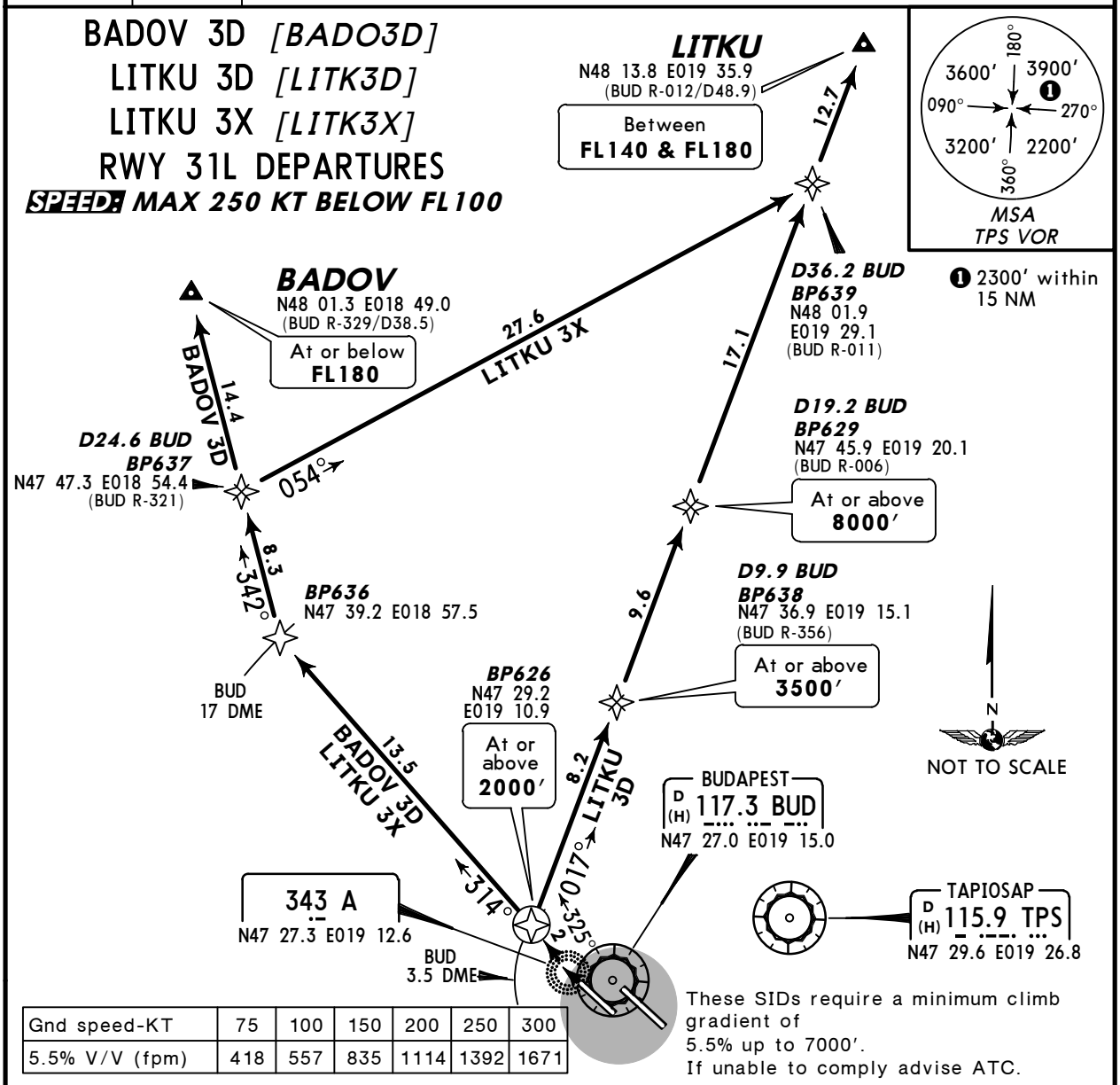
BUDAPEST Approach 129.7	Apt Elev 496′	Trans level: By ATC Trans alt: 9000′ 1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500′. 2. SIDs include minimum noise routings. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement. 3. An acceleration segment according to PANS-OPS is not contained.

BADOV 3D *[BADO3D]*
LITKU 3D *[LITK3D]*
LITKU 3X *[LITK3X]*
RWY 31L DEPARTURES
SPEED: MAX 250 KT BELOW FL100



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

These SIDs require a minimum climb gradient of 5.5% up to 7000′.
If unable to comply advise ATC.

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

RWY	INITIAL CLIMB
31L	**After take-off proceed to A.** The initial climbing speed to the noise abatement initiation point is V_2 +10 KT to 20 KT. **After passing A turn RIGHT and proceed on 325° track.** When reaching an altitude equivalent to at least 1300′ decrease body angle/angle of pitch while maintaining a positive rate of climb, accelerate towards V_{ZF} and either: a) reduce power with the initiation of the first flap/slat retraction; or b) reduce power after flap/slat retraction. **Cross BUD 3.5 DME at or above 2000′.** Maintain a positive rate of climb and accelerate to and maintain a climb speed of V_{ZF} + 10 KT to 20 KT to 3500′. When reaching 3500′, transition to normal en-route climb speed.

SID	ROUTING
BADOV 3D	At BUD 3.5 DME turn LEFT, 314° track, at BUD 17 DME 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 BUD 3.5 DME turn LEFT, 314° track, at BUD 17 DME 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-).

CHANGES: MSA.

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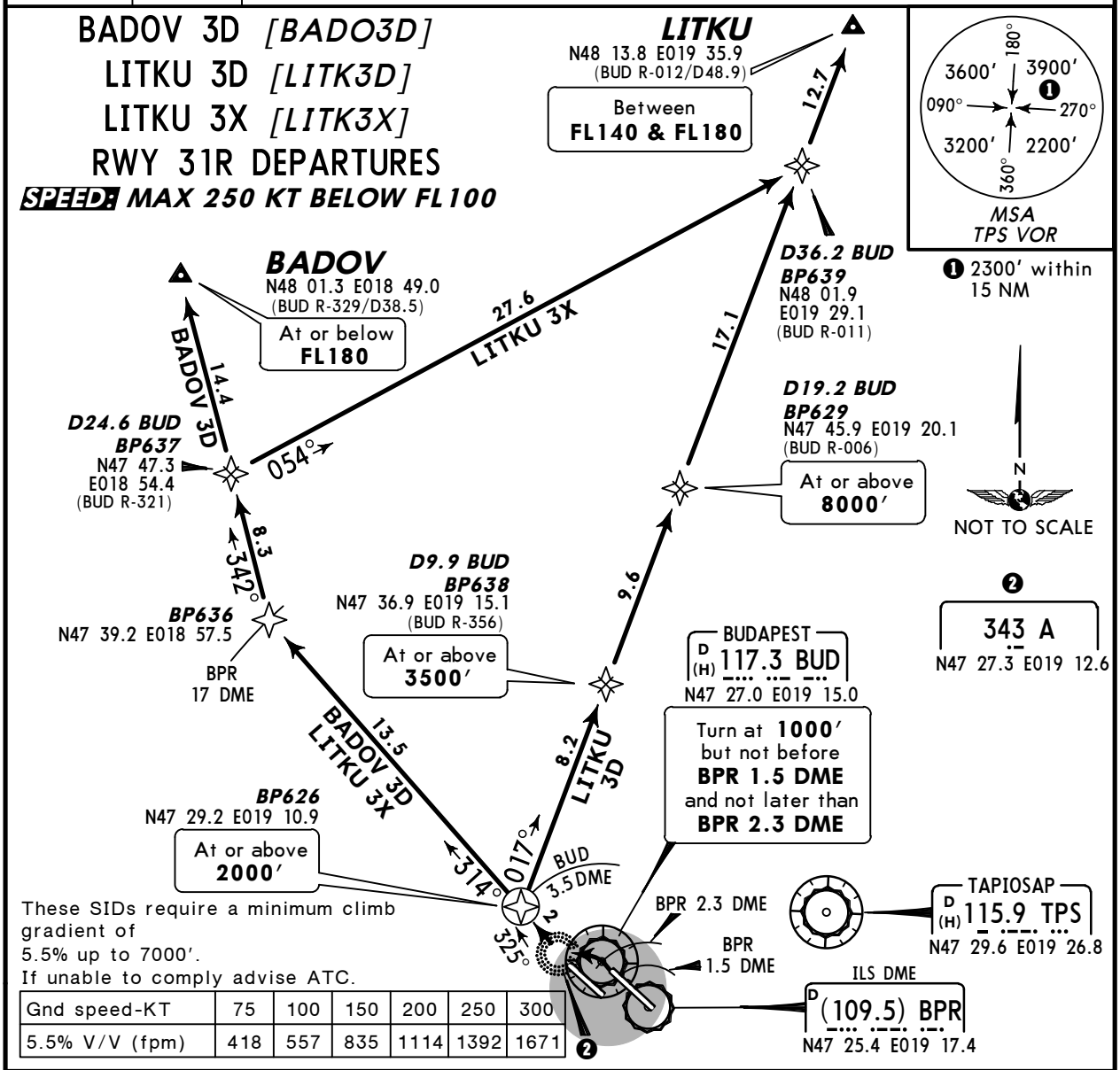
BUDAPEST Approach 129.7	Apt Elev 496′	Trans level: By ATC Trans alt: 9000′ 1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500′. 2. SIDs include minimum noise routings. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement. 3. An acceleration segment according to PANS-OPS is not contained.

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

SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 5.5% up to 7000′.
If unable to comply advise ATC.

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

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

RWY	INITIAL CLIMB
31R	**Take-off and climb up to 1000′.** The initial climbing speed to the noise abatement initiation point is V_2 +10 KT to 20 KT. **At 1000′ turn LEFT and proceed to A and continue climbing.** Initiate turn not before BPR 1.5 DME and not later than BPR 2.3 DME. **After passing A turn RIGHT and proceed on 325° track.** When reaching an altitude equivalent to at least 1300′ decrease body angle/angle of pitch while maintaining a positive rate of climb, accelerate towards V_{ZF} and either: a) reduce power with the initiation of the first flap/slat retraction; or b) reduce power after flap/slat retraction. **Cross BUD 3.5 DME at or above 2000′.** Maintain a positive rate of climb and accelerate to and maintain a climb speed of V_{ZF} + 10 KT to 20 KT to 3500′. When reaching 3500′, transition to normal en-route climb speed.

SID	ROUTING
BADOV 3D	At BUD 3.5 DME turn LEFT, 314° track, at BUD 17 DME 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 BUD 3.5 DME turn LEFT, 314° track, at BUD 17 DME 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-).

CHANGES: MSA.

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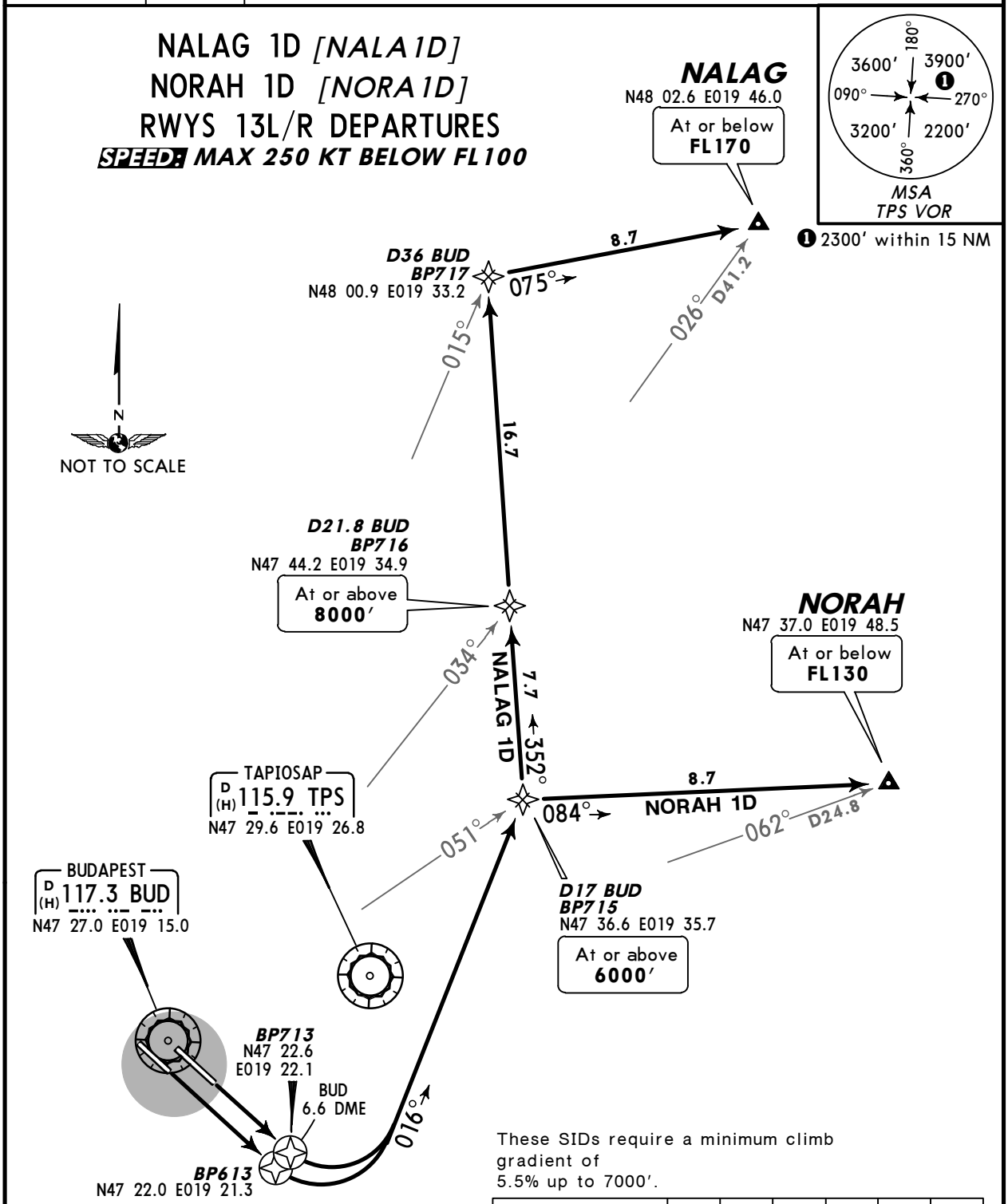
BUDAPEST Approach 129.7	Apt Elev 496′	Trans level: By ATC Trans alt: 9000′ 1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500′. 2. SIDs include minimum noise routings. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement. 3. An acceleration segment according to PANS-OPS is not contained.

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 BUD 6.6 DME, turn LEFT, 016° track, at D17 BUD turn LEFT, 352° track, at D36 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 BUD 6.6 DME, turn LEFT, 016° track, at D17 BUD turn RIGHT, 084° track to NORAH. **GPS/FMS:** BP613 (13R)/BP713 (13L) - BP715 (6000′+) - NORAH (FL130-).

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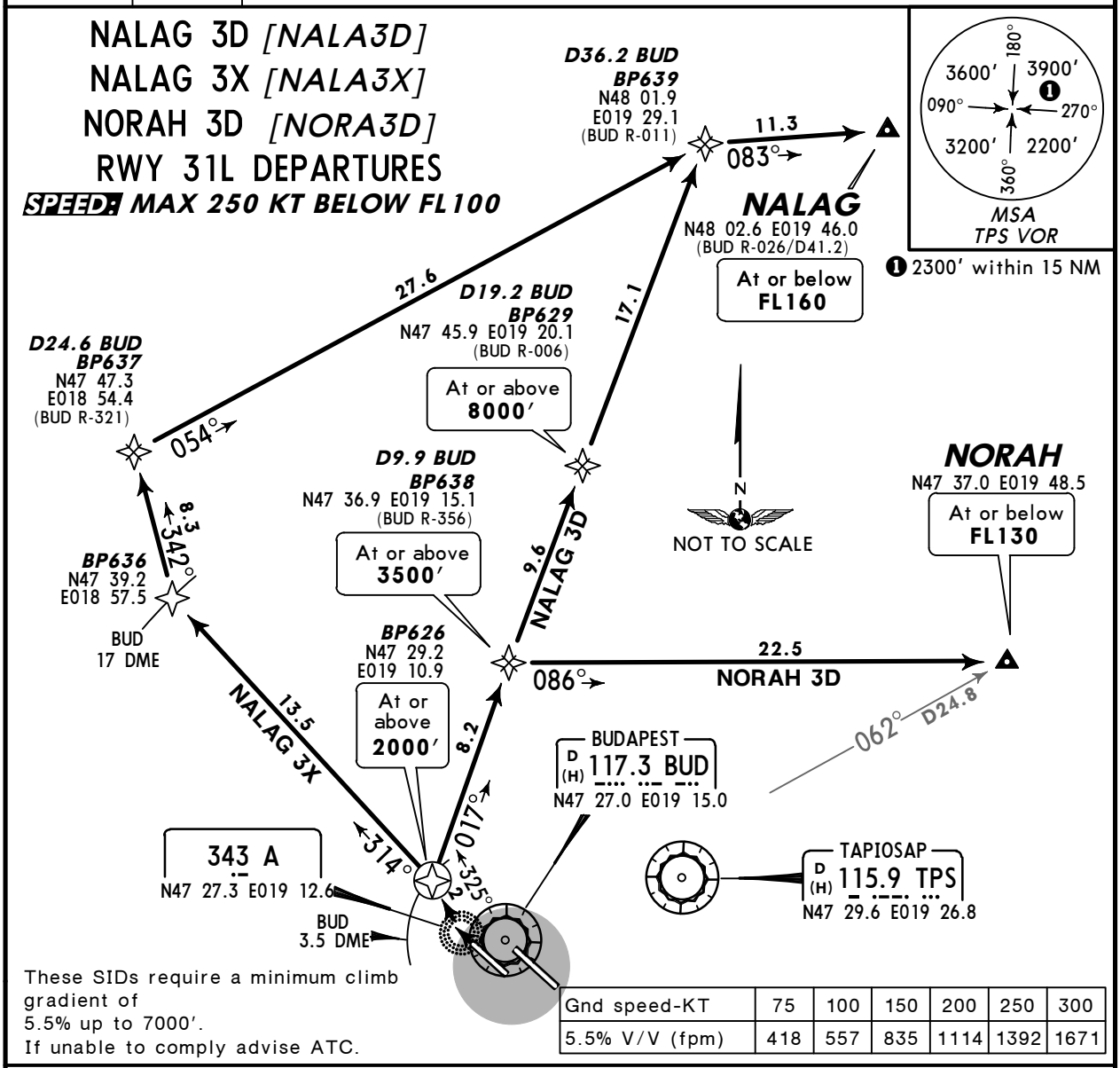
BUDAPEST Approach 129.7	Apt Elev 496′	Trans level: By ATC Trans alt: 9000′ 1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500′. 2. SIDs include minimum noise routings. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement. 3. An acceleration segment according to PANS-OPS is not contained.

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′.
If unable to comply advise ATC.

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

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

RWY	INITIAL CLIMB
31L	**After take-off proceed to A.** The initial climbing speed to the noise abatement initiation point is V_2 +10 KT to 20 KT. **After passing A turn RIGHT and proceed on 325° track.** When reaching an altitude equivalent to at least 1300′ decrease body angle/angle of pitch while maintaining a positive rate of climb, accelerate towards V_{ZF} and either: a) reduce power with the initiation of the first flap/slat retraction; or b) reduce power after flap/slat retraction. **Cross BUD 3.5 DME at or above 2000′.** Maintain a positive rate of climb and accelerate to and maintain a climb speed of V_{ZF} + 10 KT to 20 KT to 3500′. When reaching 3500′, transition to normal en-route climb speed.

SID	ROUTING
NALAG 3D	At BUD 3.5 DME 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 BUD 3.5 DME turn LEFT, 314° track, at BUD 17 DME 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 BUD 3.5 DME turn RIGHT, 017° track, at D9.9 BUD turn RIGHT, 086° track to NORAH. **GPS/FMS:** BP626 (2000′+) - BP638 (3500′+) - NORAH (FL130-).

CHANGES: MSA.

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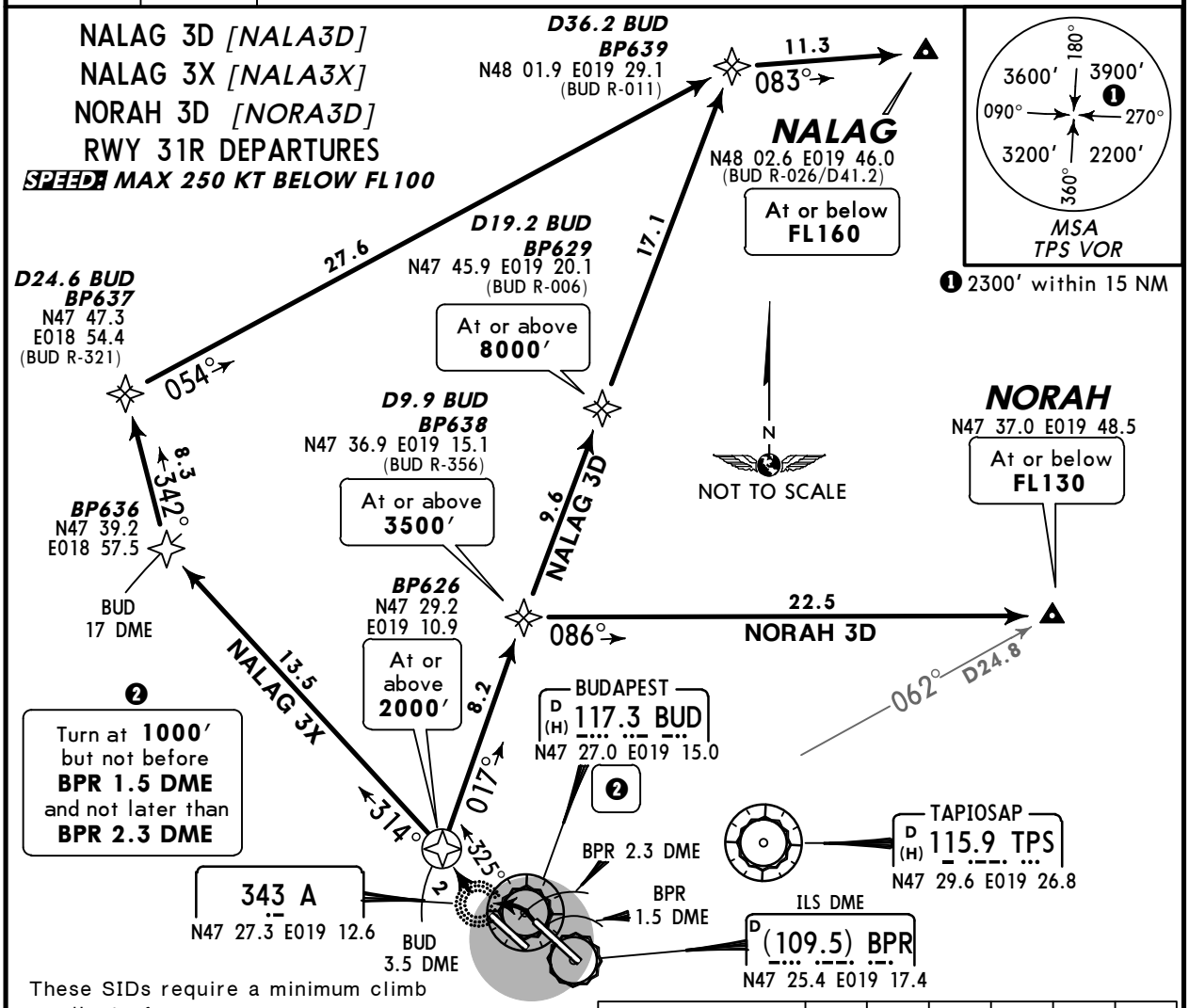

These SIDs require a minimum climb gradient of 5.5% up to 7000′.
If unable to comply advise ATC.

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

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

RWY	INITIAL CLIMB
31R	**Take-off and climb up to 1000′.** The initial climbing speed to the noise abatement initiation point is V_2+10 KT to 20 KT. **At 1000′ turn LEFT and proceed to A and continue climbing.** Initiate turn not before BPR 1.5 DME and not later than BPR 2.3 DME. **After passing A turn RIGHT and proceed on 325° track.** When reaching an altitude equivalent to at least 1300′ decrease body angle/angle of pitch while maintaining a positive rate of climb, accelerate towards V_{ZF} and either: a) reduce power with the initiation of the first flap/slat retraction; or b) reduce power after flap/slat retraction. **Cross BUD 3.5 DME at or above 2000′.** Maintain a positive rate of climb and accelerate to and maintain a climb speed of V_{ZF} + 10 KT to 20 KT to 3500′. When reaching 3500′, transition to normal en-route climb speed.

SID	ROUTING
NALAG 3D	At BUD 3.5 DME 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 BUD 3.5 DME turn LEFT, 314° track, at BUD 17 DME 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 BUD 3.5 DME turn RIGHT, 017° track, at D9.9 BUD turn RIGHT, 086° track to NORAH. **GPS/FMS:** BP626 (2000′+) - BP638 (3500′+) - NORAH (FL130-).

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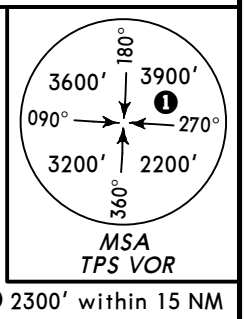
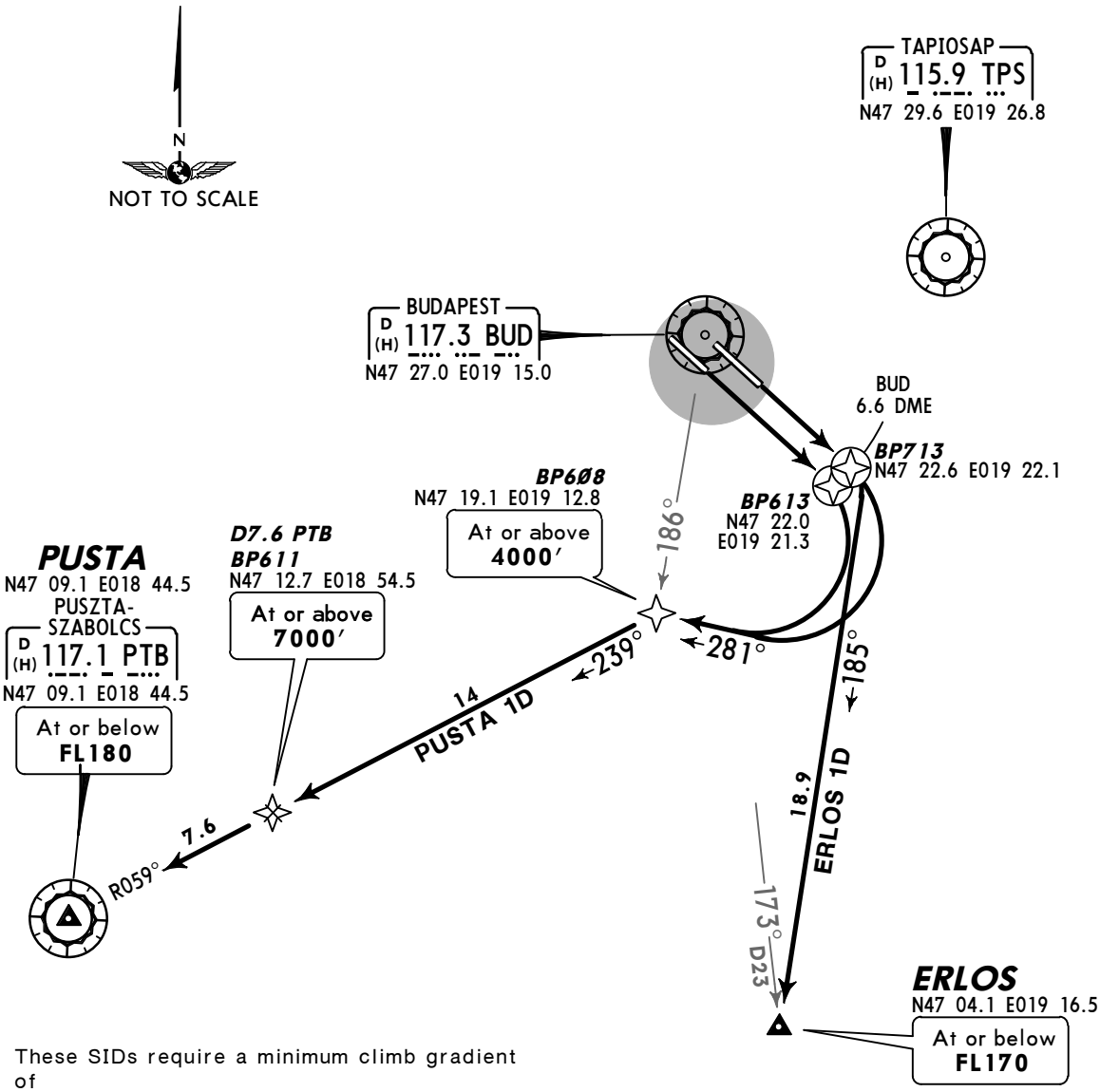
ERLOS 1D *[ERLO1D]*
PUSTA 1D *[PUST1D]*
RWYS 13L/R DEPARTURES
SPEED: MAX 250 KT BELOW FL100





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 BUD 6.6 DME, turn RIGHT, 185° track to ERLOS. **GPS/FMS:** BP613 (13R)/BP713 (13L) - ERLOS (FL170-).
PUSTA 1D	On runway heading to BUD 6.6 DME, turn RIGHT, 281° track, at BUD R-186 turn LEFT, 239° track (PTB R-059 inbound) to PUSTA. **GPS/FMS:** BP613 (13R)/BP713 (13L) - BP608 (4000′+) - BP611 (7000′+) - PUSTA (FL180-).

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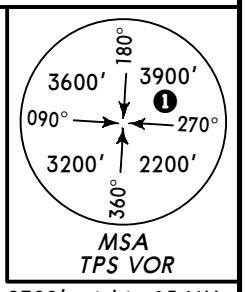
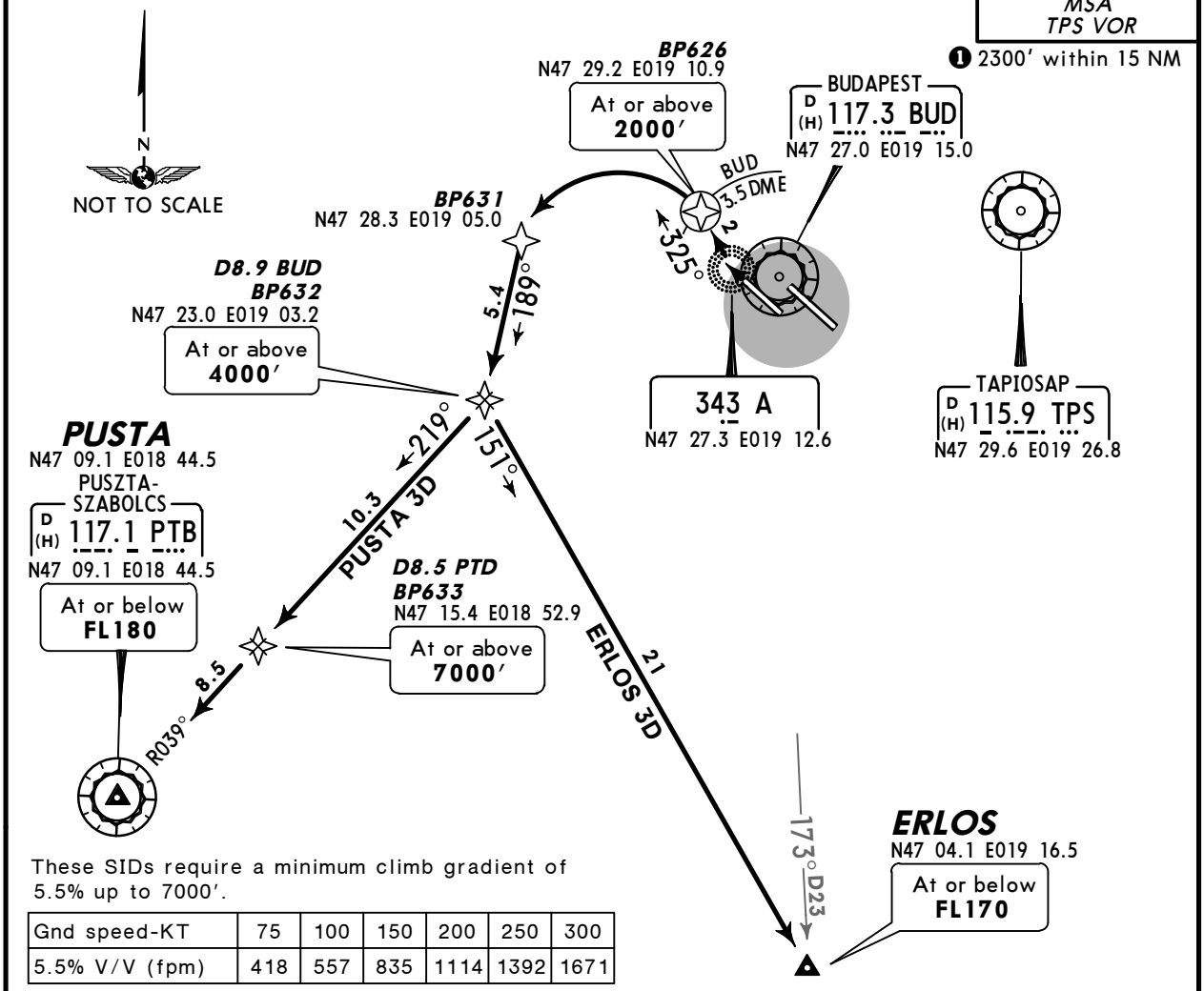
BUDAPEST Approach 129.7	Apt Elev 496′	Trans level: By ATC Trans alt: 9000′ 1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500′. 2. SIDs include minimum noise routings. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement. 3. An acceleration segment according to PANS-OPS is not contained.

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



2300′ within 15 NM



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

RWY	INITIAL CLIMB
31L	**After take-off proceed to A.** The initial climbing speed to the noise abatement initiation point is V_2 +10 KT to 20 KT. **After passing A turn RIGHT and proceed on 325° track.** When reaching an altitude equivalent to at least 1300′ decrease body angle/angle of pitch while maintaining a positive rate of climb, accelerate towards V_{ZF} and either: a) reduce power with the initiation of the first flap/slat retraction; or b) reduce power after flap/slat retraction. **Cross BUD 3.5 DME at or above 2000′.** Maintain a positive rate of climb and accelerate to and maintain a climb speed of V_{ZF} + 10 KT to 20 KT to 3500′. When reaching 3500′, transition to normal en-route climb speed.

SID	ROUTING
ERLOS 3D	At BUD 3.5 DME 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 BUD 3.5 DME 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: MSA.

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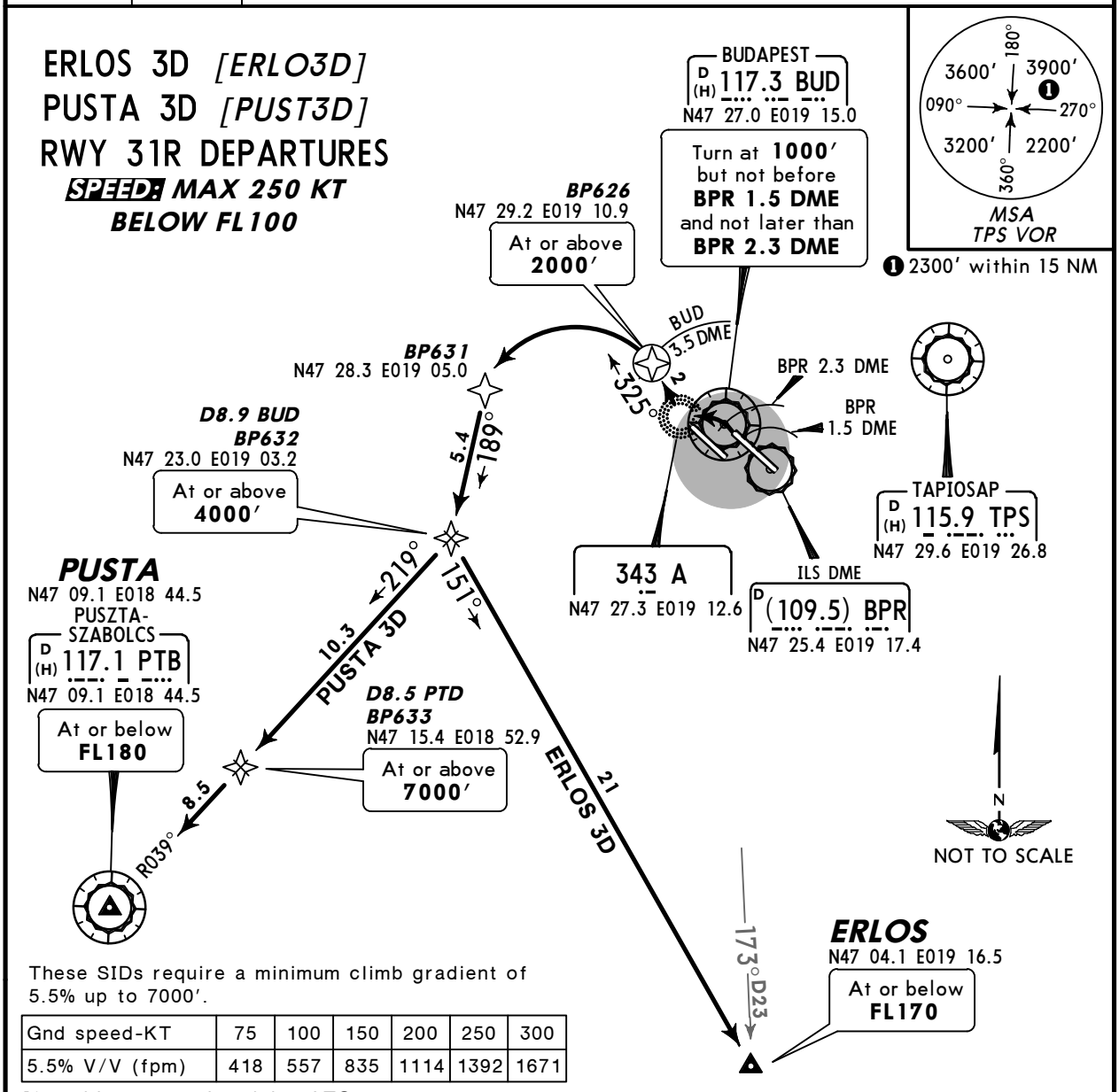
BUDAPEST Approach 129.7	Apt Elev 496′	Trans level: By ATC Trans alt: 9000′ 1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500′. 2. SIDs include minimum noise routings. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement. 3. An acceleration segment according to PANS-OPS is not contained.



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

RWY	INITIAL CLIMB
31R	**Take-off and climb up to 1000′.** The initial climbing speed to the noise abatement initiation point is V_2 +10 KT to 20 KT. **At 1000′ turn LEFT and proceed to A and continue climbing.** Initiate turn not before BPR 1.5 DME and not later than BPR 2.3 DME. **After passing A turn RIGHT and proceed on 325° track.** When reaching an altitude equivalent to at least 1300′ decrease body angle/angle of pitch while maintaining a positive rate of climb, accelerate towards V_{ZF} and either: a) reduce power with the initiation of the first flap/slat retraction; or b) reduce power after flap/slat retraction. **Cross BUD 3.5 DME at or above 2000′.** Maintain a positive rate of climb and accelerate to and maintain a climb speed of V_{ZF} + 10 KT to 20 KT to 3500′. When reaching 3500′, transition to normal en-route climb speed.

SID	ROUTING
ERLOS 3D	At BUD 3.5 DME 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 BUD 3.5 DME 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-).

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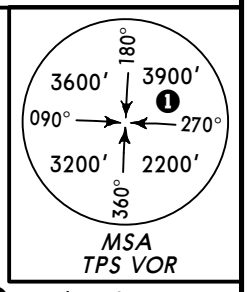
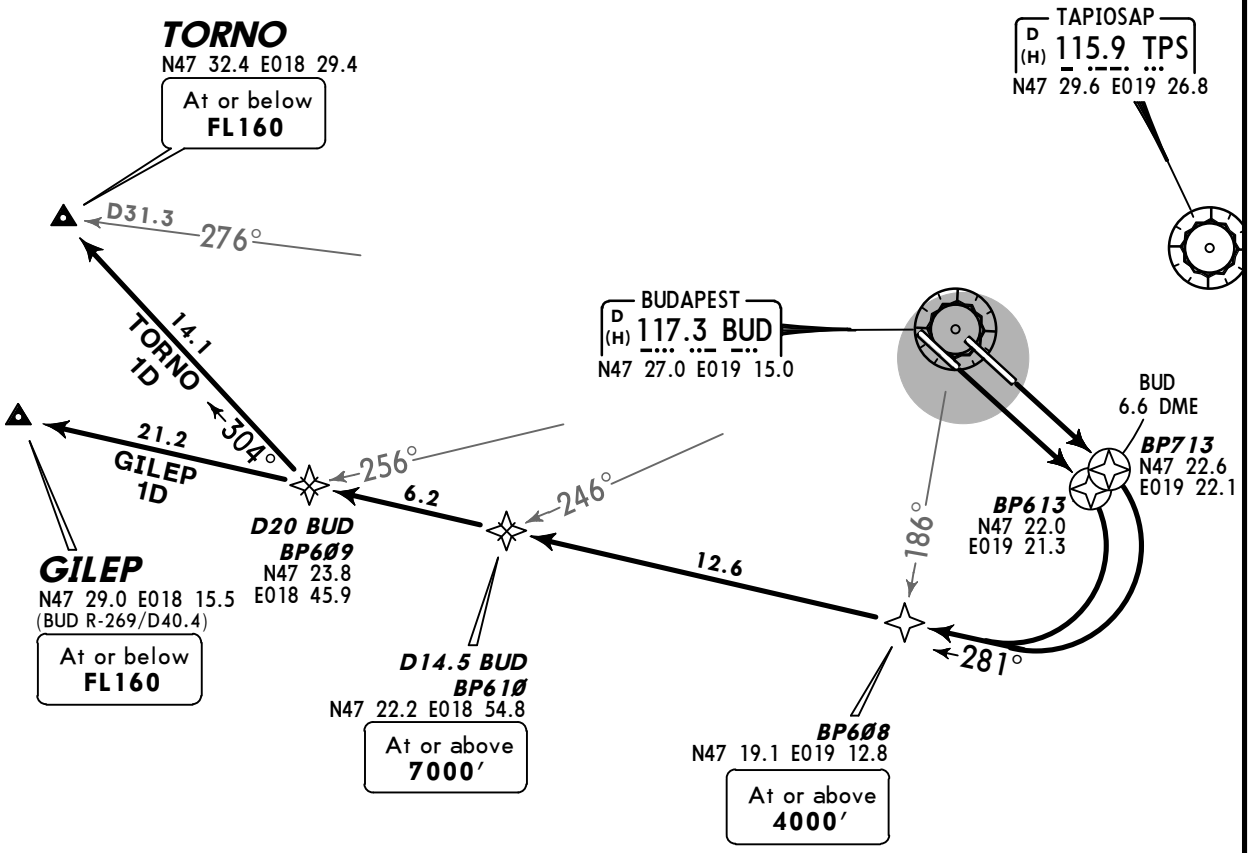
BUDAPEST Approach 129.7	Apt Elev 496′	Trans level: By ATC Trans alt: 9000′ 1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500′. 2. SIDs include minimum noise routings. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement. 3. An acceleration segment according to PANS-OPS is not contained.

GILEP 1D *[GILE1D]*
TORNO 1D *[TORN1D]*
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
GILEP 1D	On runway heading to BUD 6.6 DME, turn RIGHT, 281° track to GILEP. **GPS/FMS:** BP613 (13R)/BP713 (13L) - BP608 (4000′+) - BP610 (7000′+) - GILEP (FL160-).
TORNO 1D	On runway heading to BUD 6.6 DME, turn RIGHT, 281° track, at D20 BUD turn RIGHT, 304° track to TORNO. **GPS/FMS:** BP613 (13R)/BP713 (13L) - BP608 (4000′+) - BP610 (7000′+) - BP609 - TORNO (FL160-).

CHANGES: MSA.

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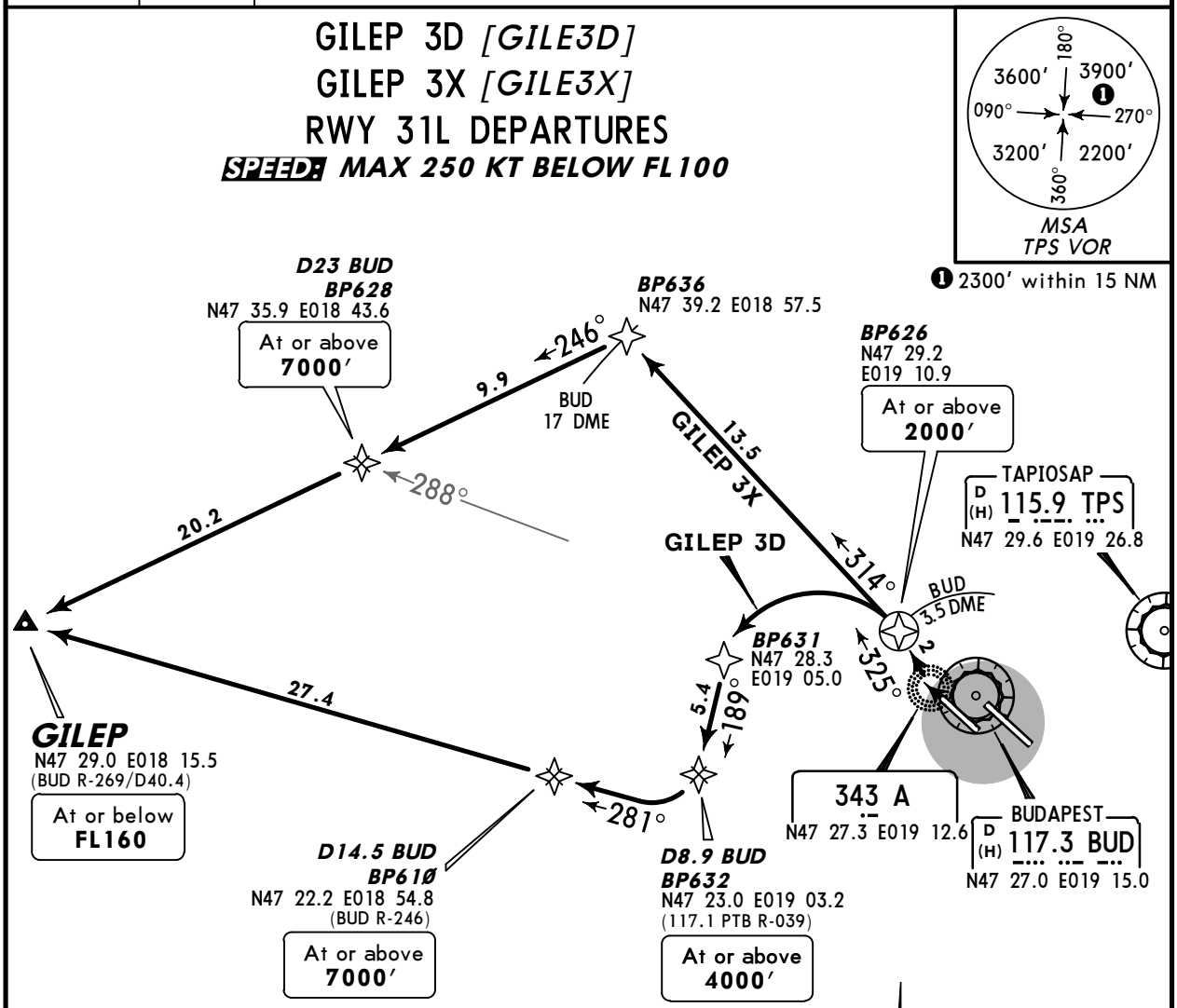
BUDAPEST Approach 129.7	Apt Elev 496′	Trans level: By ATC Trans alt: 9000′ 1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500′. 2. SIDs include minimum noise routings. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement. 3. An acceleration segment according to PANS-OPS is not contained.

GILEP 3D *[GILE3D]*
GILEP 3X *[GILE3X]*
RWY 31L DEPARTURES
SPEED: MAX 250 KT BELOW FL100



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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

RWY	INITIAL CLIMB
31L	**After take-off proceed to A.** The initial climbing speed to the noise abatement initiation point is V_2 +10 KT to 20 KT. **After passing A turn RIGHT and proceed on 325° track.** When reaching an altitude equivalent to at least 1300′ decrease body angle/angle of pitch while maintaining a positive rate of climb, accelerate towards V_{ZF} and either: a) reduce power with the initiation of the first flap/slat retraction; or b) reduce power after flap/slat retraction. **Cross BUD 3.5 DME at or above 2000′.** Maintain a positive rate of climb and accelerate to and maintain a climb speed of V_{ZF} + 10 KT to 20 KT to 3500′. When reaching 3500′, transition to normal en-route climb speed.

SID	ROUTING
GILEP 3D	At BUD 3.5 DME 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 BUD 3.5 DME turn LEFT, 314° track, at BUD 17 DME turn LEFT, 246° track to GILEP. **GPS/FMS:** BP626 (2000′+) - BP636 - BP628 (7000′+) - GILEP (FL160-).

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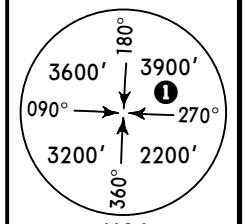
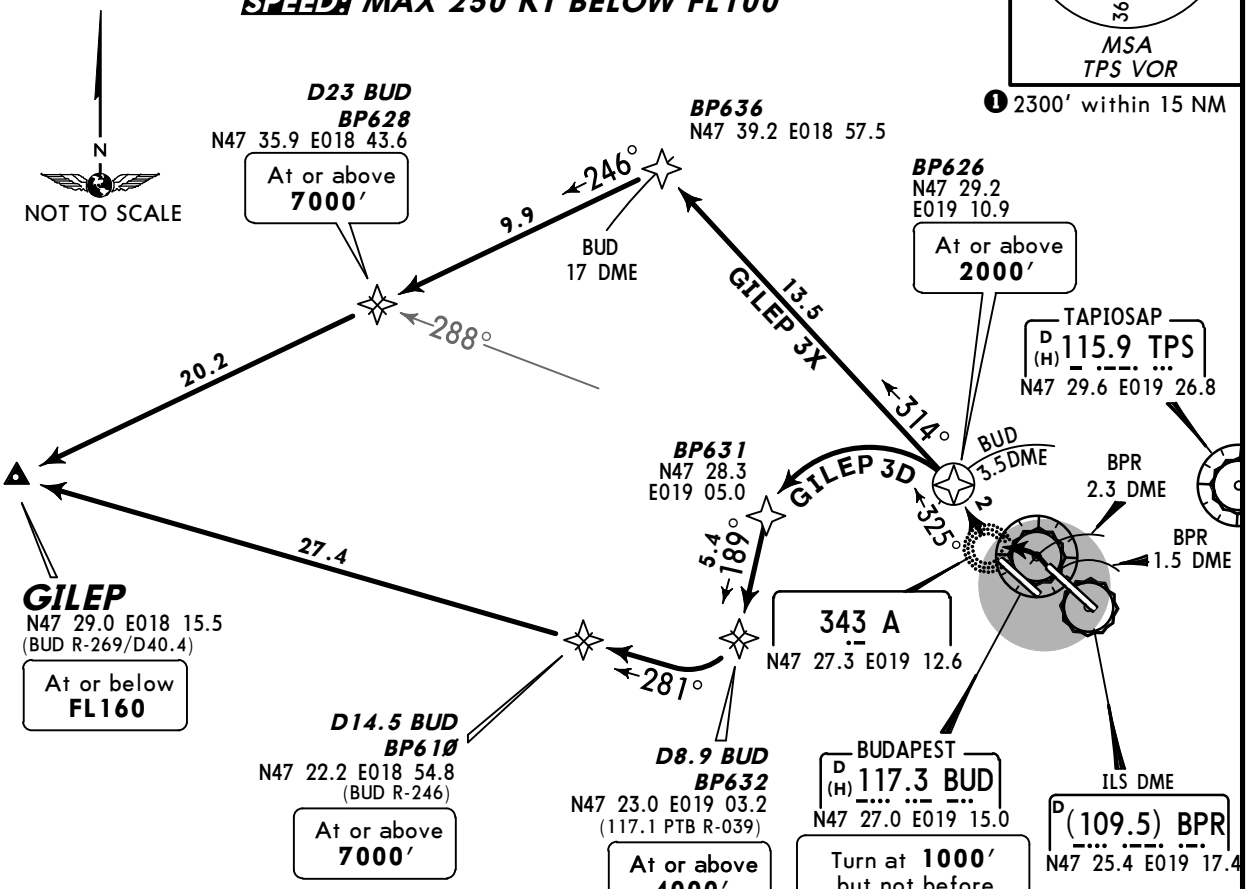
GILEP 3D *[GILE3D]*
GILEP 3X *[GILE3X]*
RWY 31R DEPARTURES
SPEED: MAX 250 KT BELOW FL100



❶ 2300′ within 15 NM



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

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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

RWY	INITIAL CLIMB
31R	**Take-off and climb up to 1000′.** The initial climbing speed to the noise abatement initiation point is V_2+10 KT to 20 KT. **At 1000′ turn LEFT and proceed to A and continue climbing.** Initiate turn not before BPR 1.5 DME and not later than BPR 2.3 DME. **After passing A turn RIGHT and proceed on 325° track.** When reaching an altitude equivalent to at least 1300′ decrease body angle/angle of pitch while maintaining a positive rate of climb, accelerate towards V_{ZF} and either: a) reduce power with the initiation of the first flap/slat retraction; or b) reduce power after flap/slat retraction. **Cross BUD 3.5 DME at or above 2000′.** Maintain a positive rate of climb and accelerate to and maintain a climb speed of V_{ZF} + 10 KT to 20 KT to 3500′. When reaching 3500′, transition to normal en-route climb speed.

SID	ROUTING
GILEP 3D	At BUD 3.5 DME 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 BUD 3.5 DME turn LEFT, 314° track, at BUD 17 DME turn LEFT, 246° track to GILEP. **GPS/FMS:** BP626 (2000′+) - BP636 - BP628 (7000′+) - GILEP (FL160-).

CHANGES: MSA.

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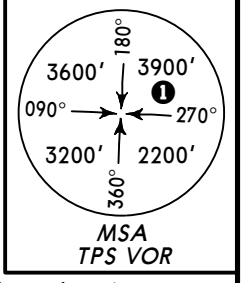
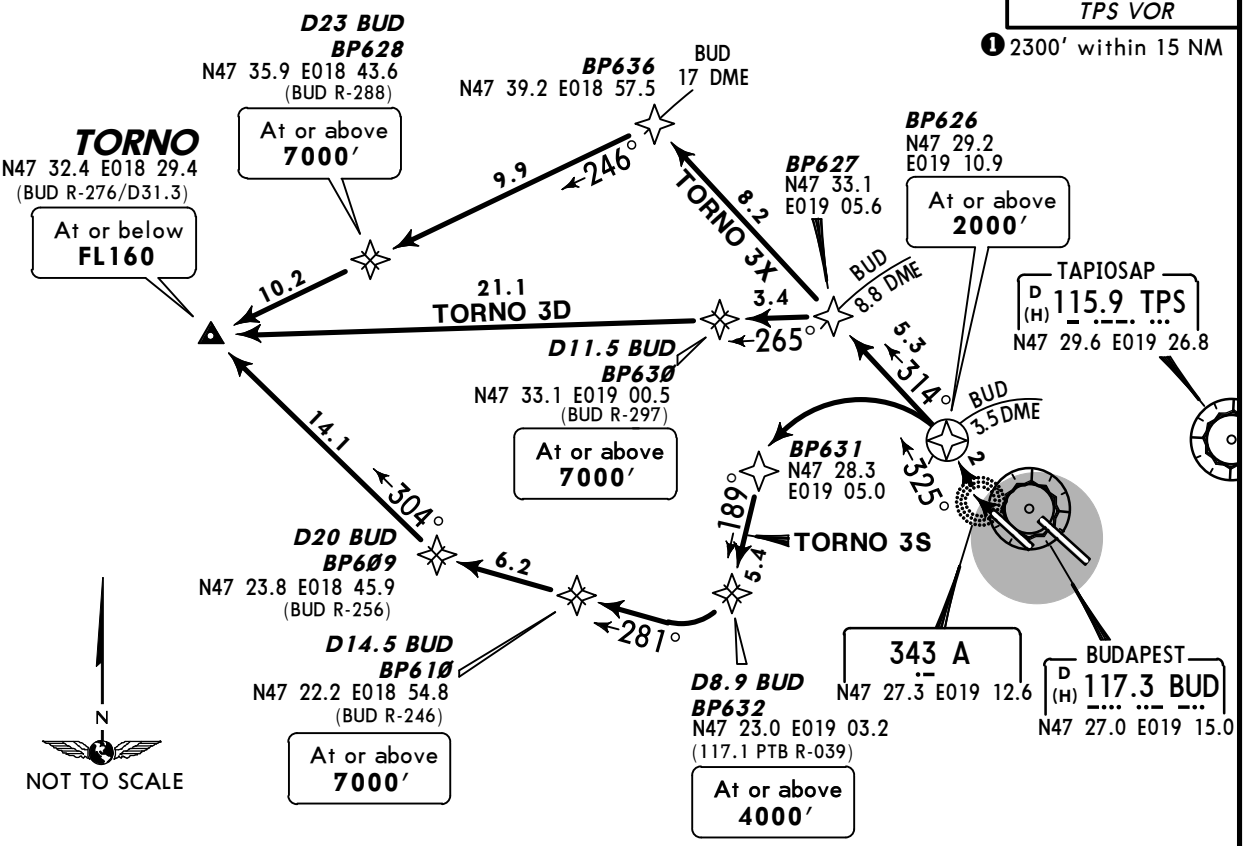
TORNO 3D *[TORN3D]*
TORNO 3S *[TORN3S]*, TORNO 3X *[TORN3X]*
RWY 31L DEPARTURES

SPEED: MAX 250 KT BELOW FL100





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5.5% V/V (fpm)	418	557	835	1114	1392	1671

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

RWY	INITIAL CLIMB
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SID	ROUTING
TORNO 3D	At BUD 3.5 DME turn LEFT, 314° track, at BUD 8.8 DME turn LEFT, 265° track to TORNO. **GPS/FMS:** BP626 (2000′+) - BP627 - BP630 (7000′+) - TORNO (FL160-).
TORNO 3S	At BUD 3.5 DME turn LEFT, 189° track, at D8.9 BUD turn RIGHT, 281° track, at D20 BUD turn RIGHT, 304° track to TORNO. **GPS/FMS:** BP626 (2000′+) - BP631 - BP632 (4000′+) - BP610 (7000′+) - BP609 - TORNO (FL160-).
TORNO 3X	At BUD 3.5 DME turn LEFT, 314° track, at BUD 17 DME turn LEFT, 246° track to TORNO. **GPS/FMS:** BP626 (2000′+) - BP636 - BP628 (7000′+) - TORNO (FL160-).

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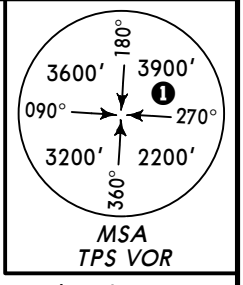
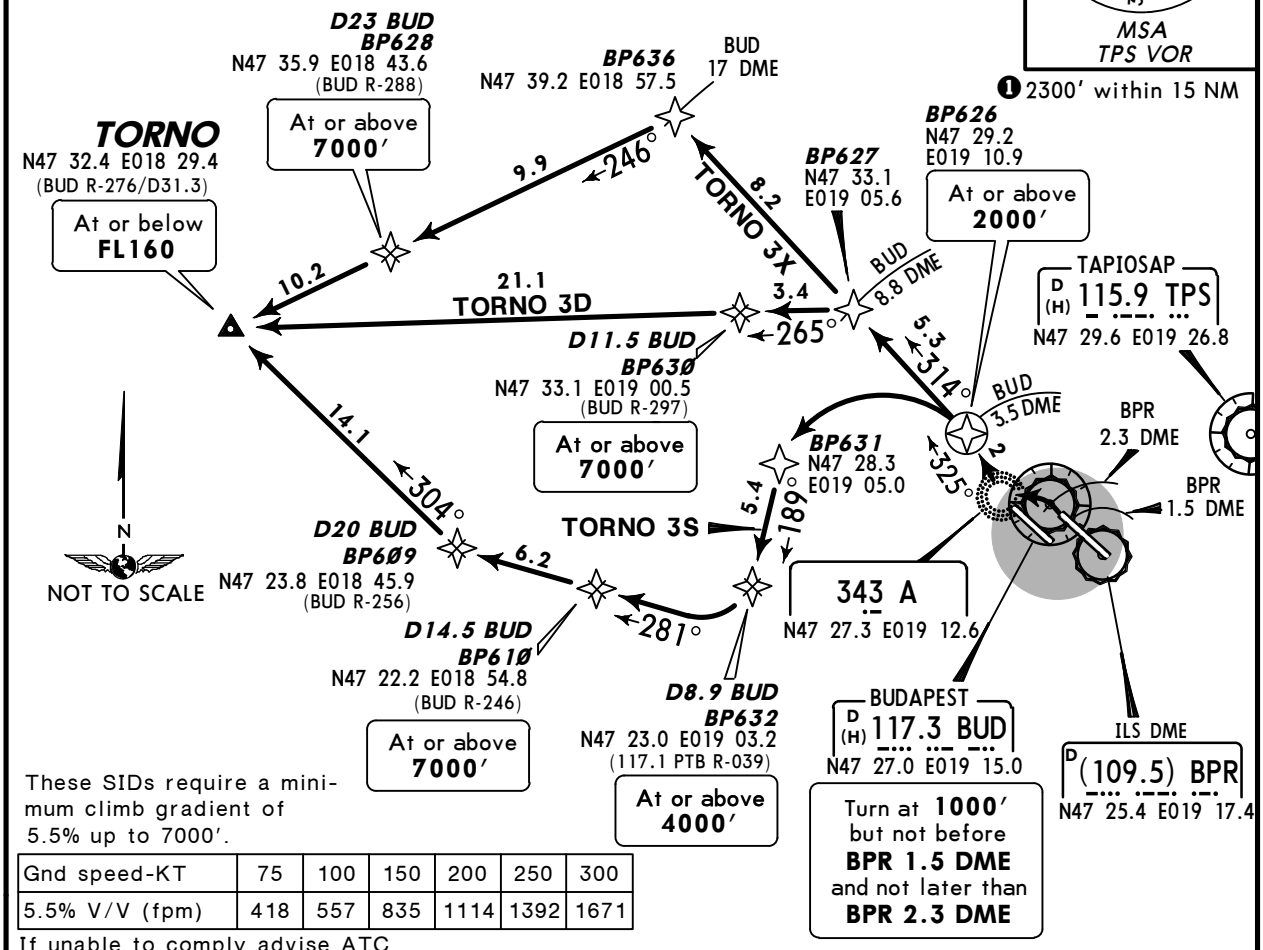
TORNO 3D [TORN3D]
TORNO 3S [TORN3S], TORNO 3X [TORN3X]
RWY 31R DEPARTURES
SPEED: MAX 250 KT BELOW FL100



❶ 2300′ within 15 NM



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LHBP/BUD

Apt Elev **496′**

N47 26.4 E019 15.7

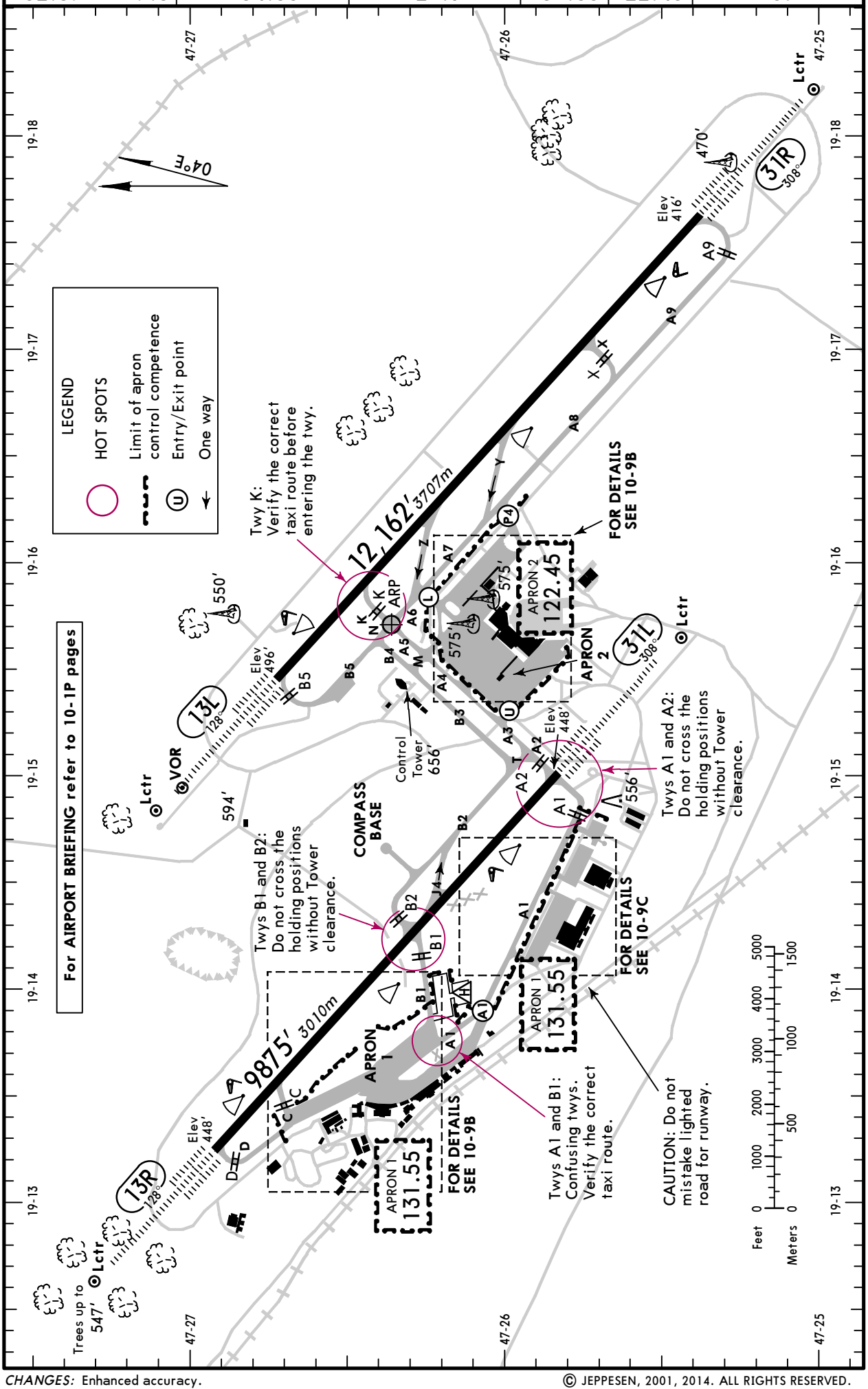
JEPPESEN

5 SEP 14 (10-9)

BUDAPEST, HUNGARY

LISZT FERENC INTL

ATIS		BUDAPEST Delivery	Ground	BUDAPEST Apron 1	BUDAPEST Apron 2	Tower
132.37	117.3	134.55	121.9	131.55	122.45	118.1



CHANGES: Enhanced accuracy.

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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 PAP-L(3.0°)	RVR		11,129′ *3392m*	❷	148′ *45m*
31R	HIRL *(60m)* CL *(15m)* ALSF-II TDZ PAP-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 PAP-L(3.0°)	❸ RVR		8842′ *2695m*	❹	148′ *45m*
31L	HIRL *(60m)* CL *(15m)* ALSF-II TDZ PAP-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 ❶

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

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

CHANGES: None.

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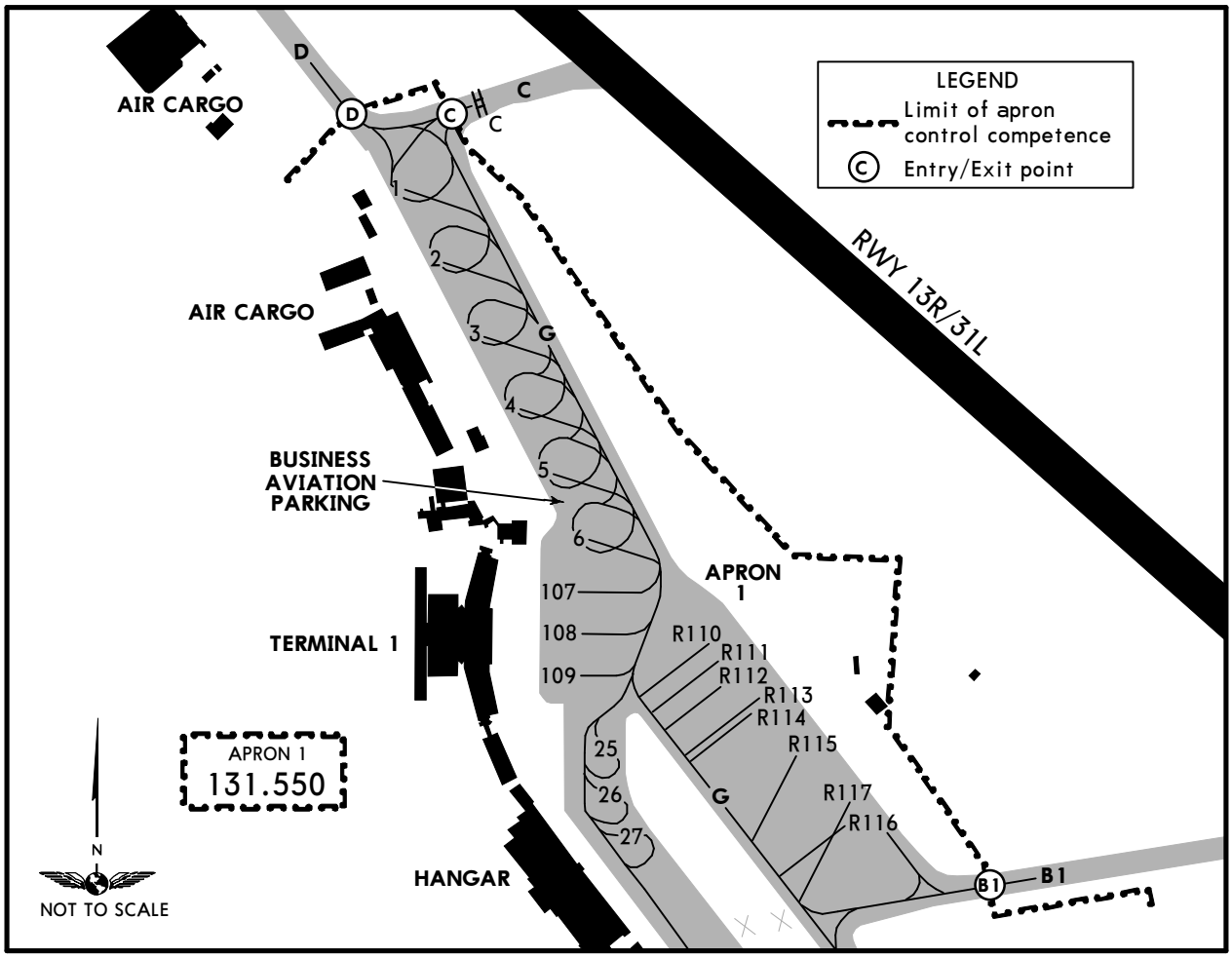

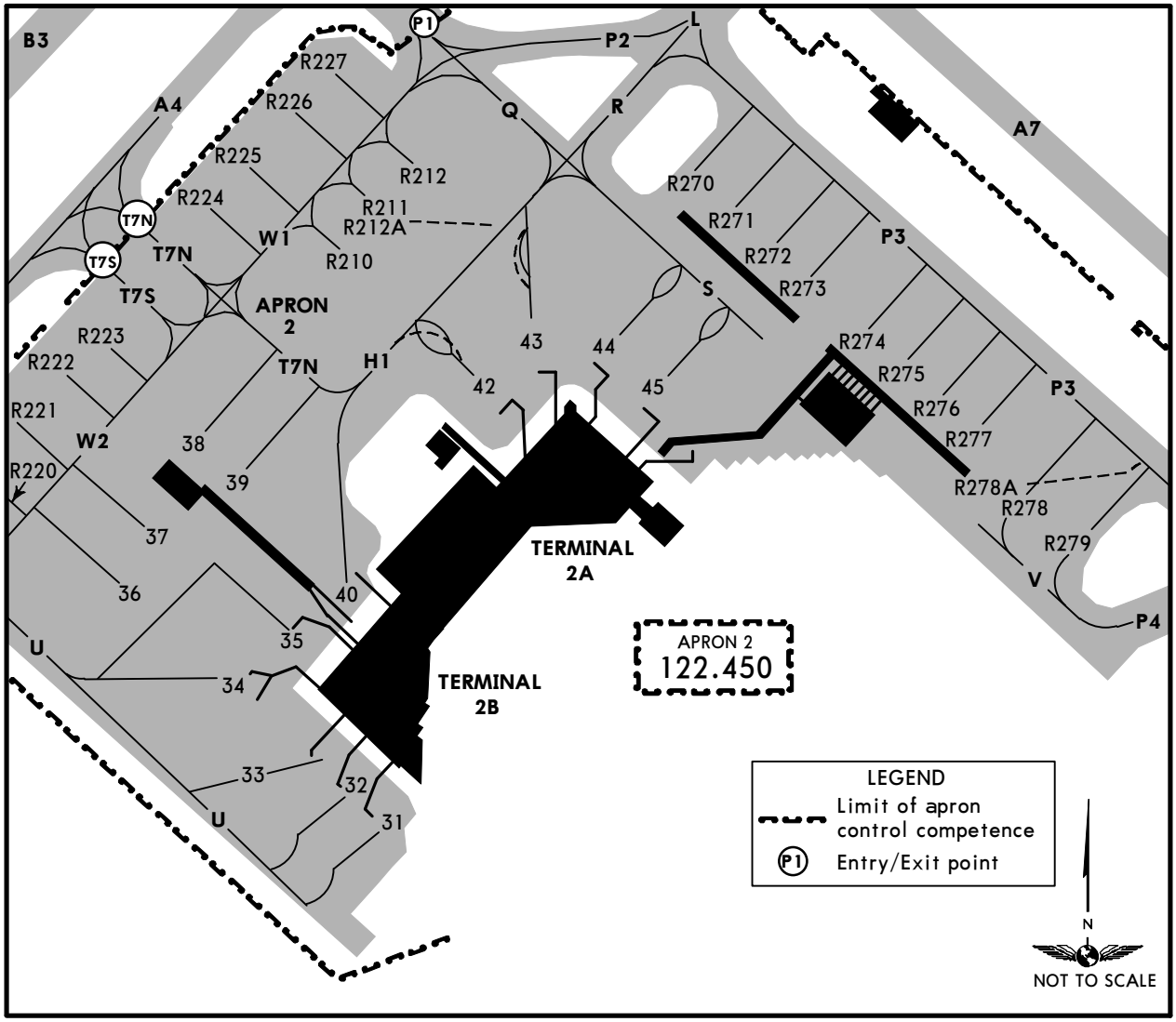

CHANGES: Stands.

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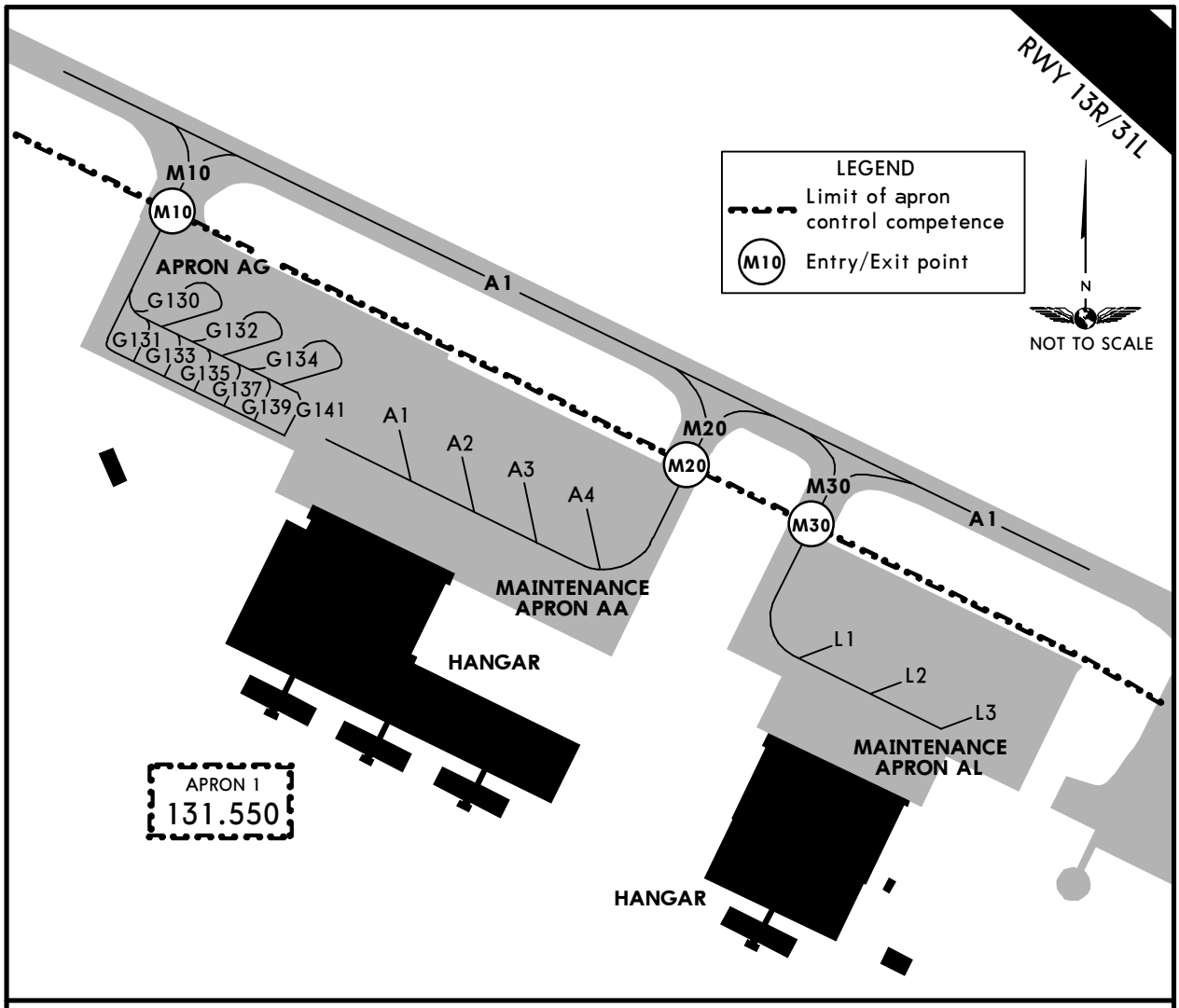

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N47 26.7 E019 13.4	L1	N47 25.8 E019 14.5
2, 3	N47 26.6 E019 13.4	L2	N47 25.8 E019 14.6
4, 5	N47 26.5 E019 13.5	L3	N47 25.7 E019 14.6
6	N47 26.4 E019 13.5	R110 thru R112	N47 26.4 E019 13.7
25 thru 27	N47 26.3 E019 13.6	R113 thru R115	N47 26.3 E019 13.7
31, 32	N47 25.9 E019 15.6	R116, R117	N47 26.3 E019 13.8
33, 34	N47 25.9 E019 15.5	R210 thru R212A	N47 26.1 E019 15.6
35	N47 26.0 E019 15.5	R220	N47 26.0 E019 15.3
36	N47 26.0 E019 15.4	R221	N47 26.0 E019 15.4
37 thru 39	N47 26.0 E019 15.5	R222, R223	N47 26.1 E019 15.4
40	N47 26.0 E019 15.6	R224	N47 26.1 E019 15.5
43, 44	N47 26.1 E019 15.7	R225, R226	N47 26.2 E019 15.5
45	N47 26.0 E019 15.8	R227	N47 26.2 E019 15.6
70, 71	N47 26.1 E019 15.8	R270, R271	N47 26.1 E019 15.8
72 thru 75	N47 26.1 E019 15.9	R272 thru R275	N47 26.1 E019 15.9
76 thru 78	N47 26.0 E019 16.0	R276	N47 26.1 E019 16.0
79	N47 26.0 E019 16.1	R277 thru R278A	N47 26.0 E019 16.0
82	N47 26.1 E019 15.9	R279	N47 26.0 E019 16.1
84	N47 26.0 E019 16.0		
107 thru 109	N47 26.4 E019 13.5		
A1, A2	N47 25.9 E019 14.3		
A3, A4	N47 25.8 E019 14.4		
G130	N47 25.9 E019 14.2		
G131	N47 25.9 E019 14.1		
G132 thru G141	N47 25.9 E019 14.2		

CHANGES: Stands.

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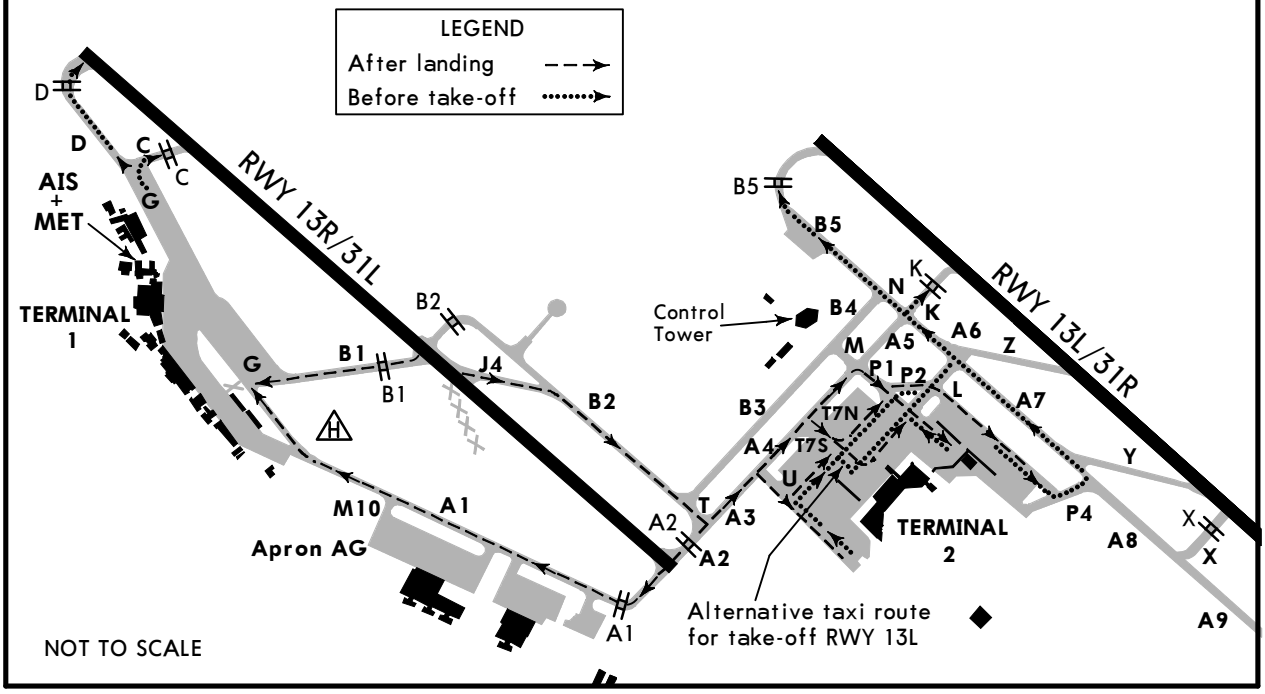
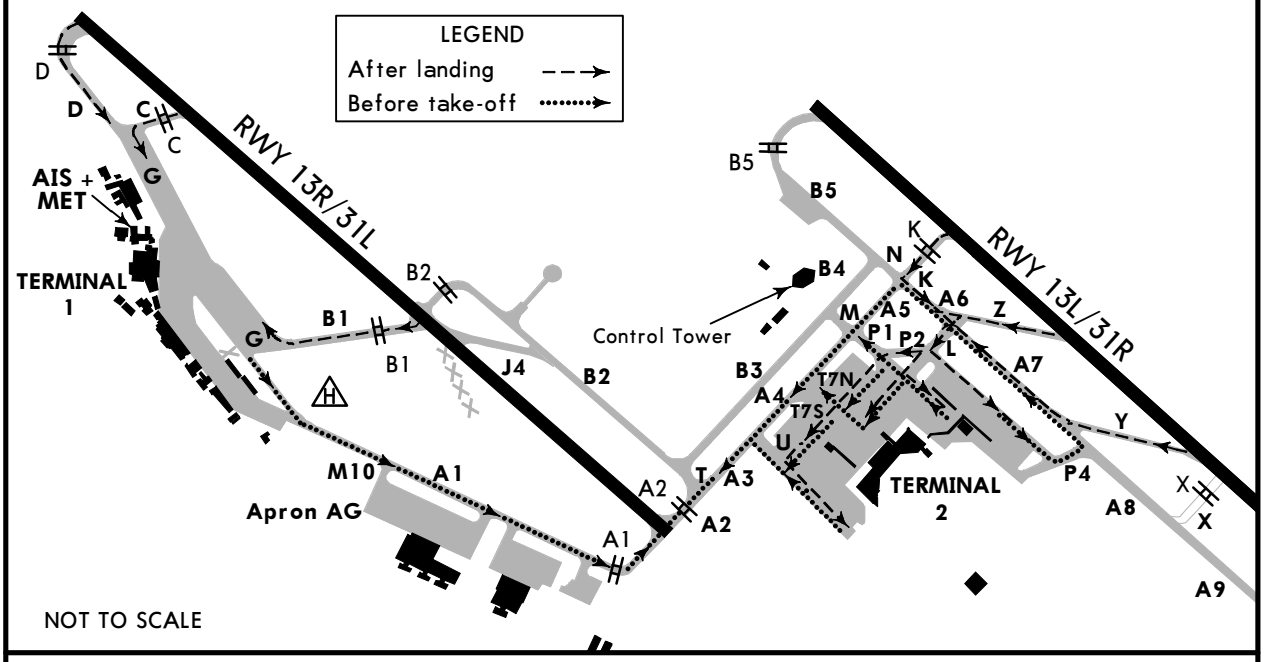
TAXI ROUTING RWYs 13L/R



TAXI ROUTING RWYs 31L/R



CHANGES: Apron. Apron entry/exit point.

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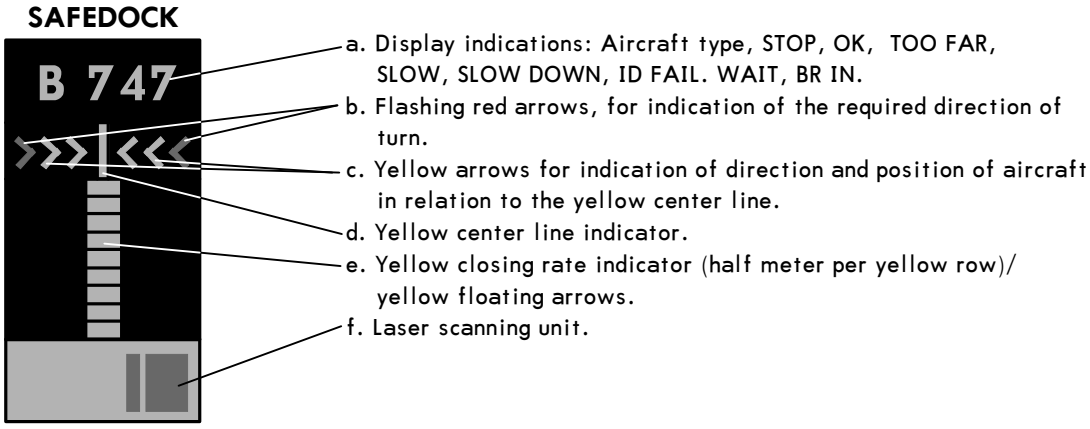
SAFEGATE DOCKING SYSTEM

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

30 OCT 15 (11-1) Eff 12 Nov

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 D4.2 BPL	ILS DA(H)	Apt Elev 496′ / Rwy 496′
109.15	128°	1832′(1336′)	696′(200′)	

MISSED APCH: Continuous climb to 3000′. Climb STRAIGHT AHEAD to R Lctr, then turn LEFT onto 113°. When passing 2000′ turn LEFT (MAX 230 KT) to TPS VOR.

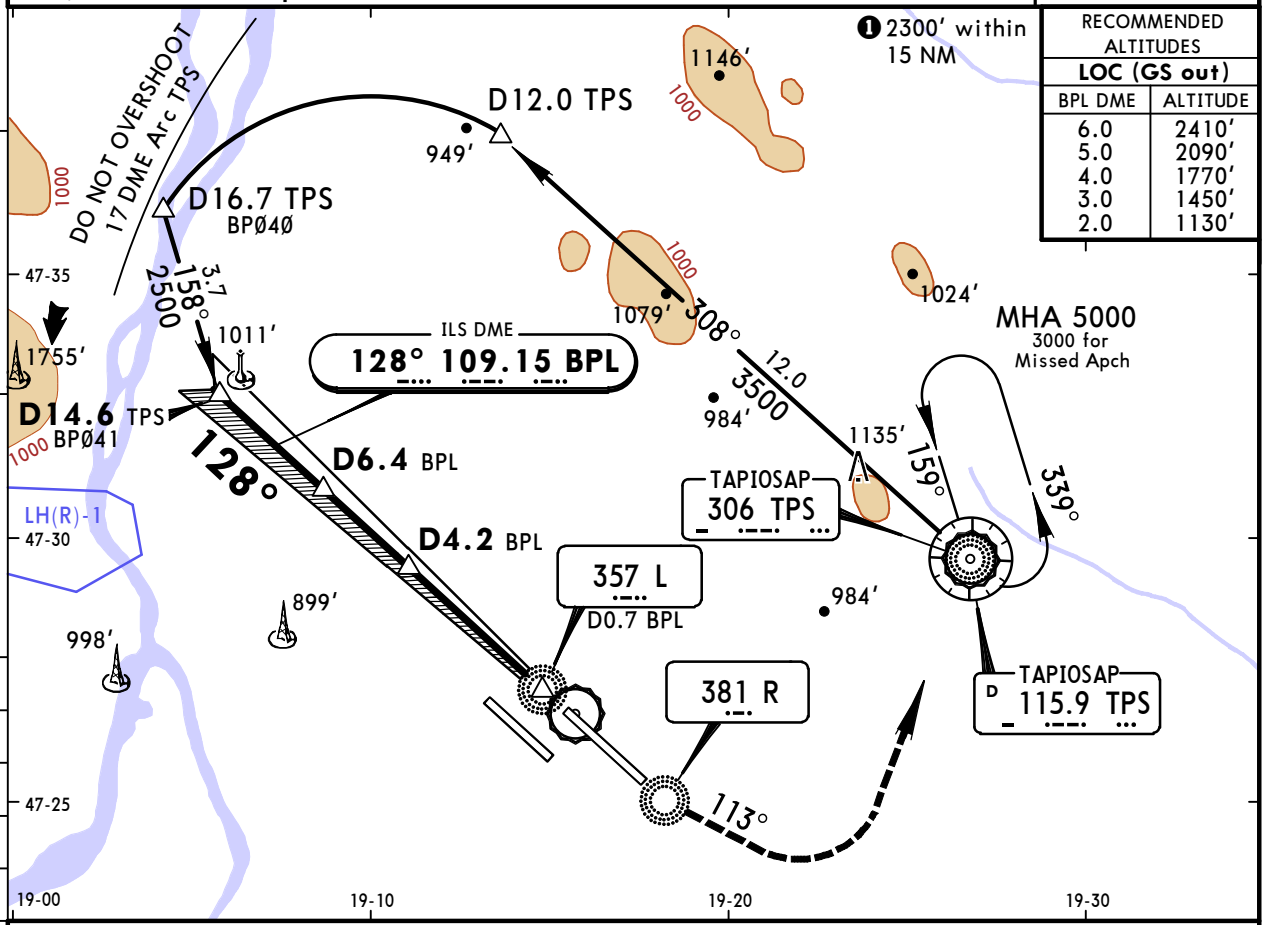
Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 9000′

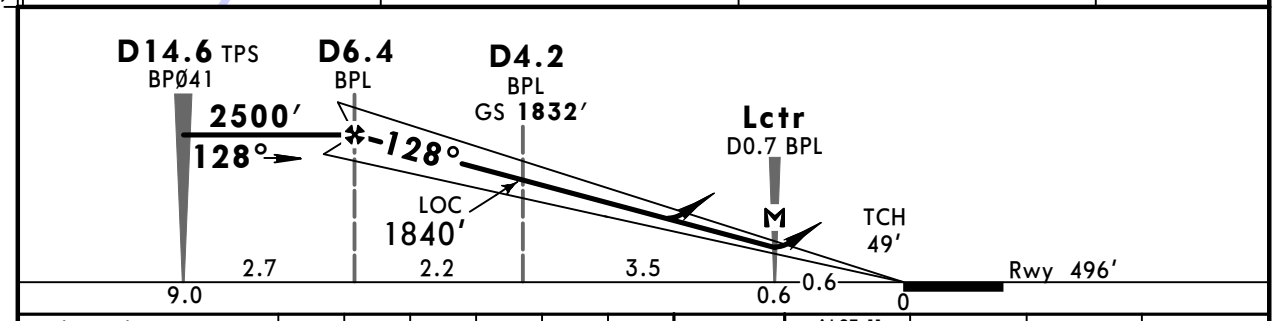
VOR, DME and ADF required.

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

RECOMMENDED ALTITUDES

LOC (GS out)	
BPL DME	ALTITUDE
6.0	2410′
5.0	2090′
4.0	1770′
3.0	1450′
2.0	1130′





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 L Lctr						

ALSF-II, PAPI, PAPI

R 381

113° LT

230 KT MAX

Standard STRAIGHT-IN LANDING RWY 13L

	ILS DA(H) 696′(200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) DA(H) 830′(334′)	LOC ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	950′(454′)	1900m
135	1100′(604′)	2800m
180	1280′(784′)	3700m
205	1460′(964′)	4600m

PANS OPS

CHANGES: Notes. Markers withdrawn. Arrival withdrawn.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN
30 OCT 15 (11-1A) Eff 12 Nov

BUDAPEST, HUNGARY
CAT II ILS Rwy 13L

BRIEFING STRIP ™

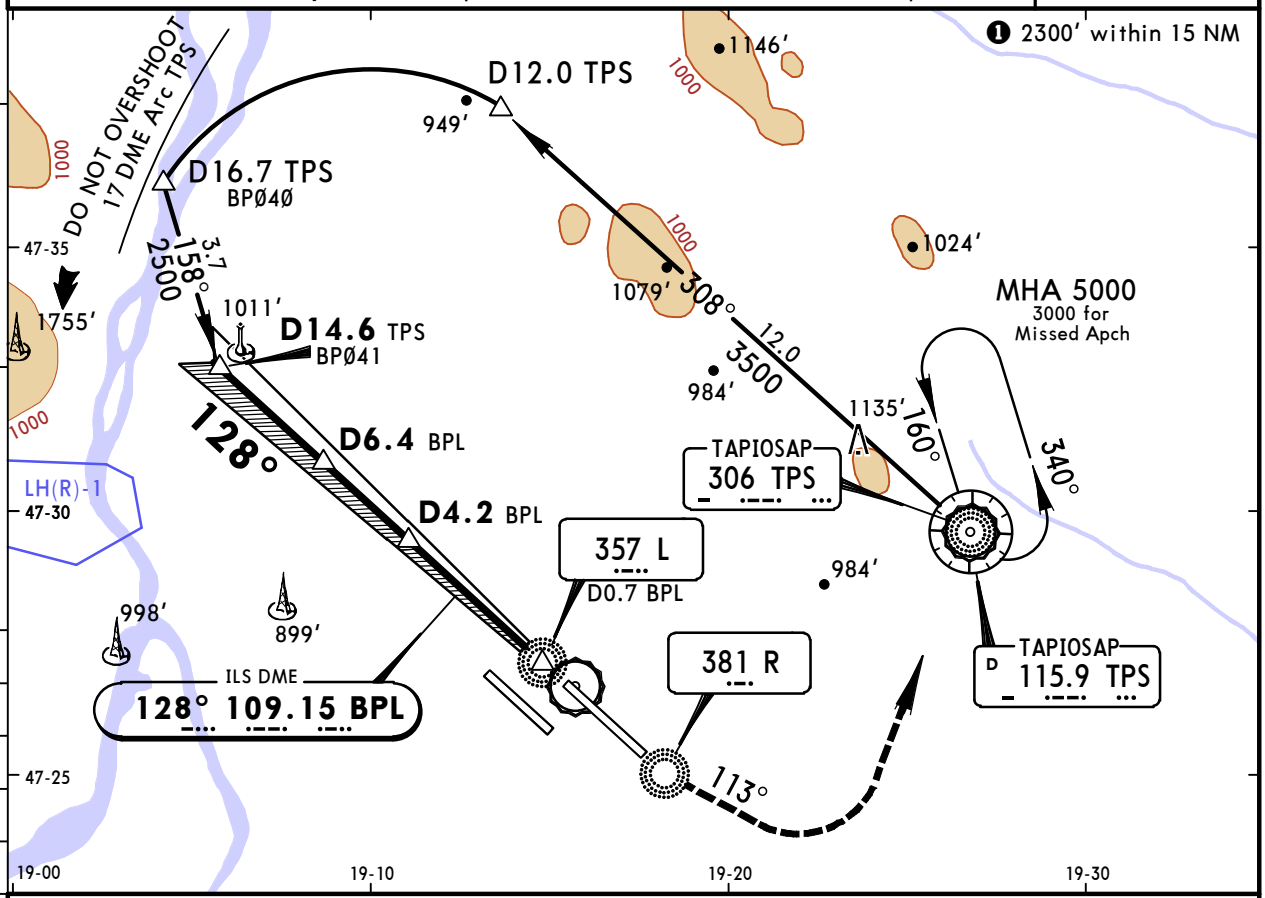
ATIS	BUDAPEST Approach	BUDAPEST Tower	Ground
132.375 117.3	129.7 122.975 119.5	118.1	121.9

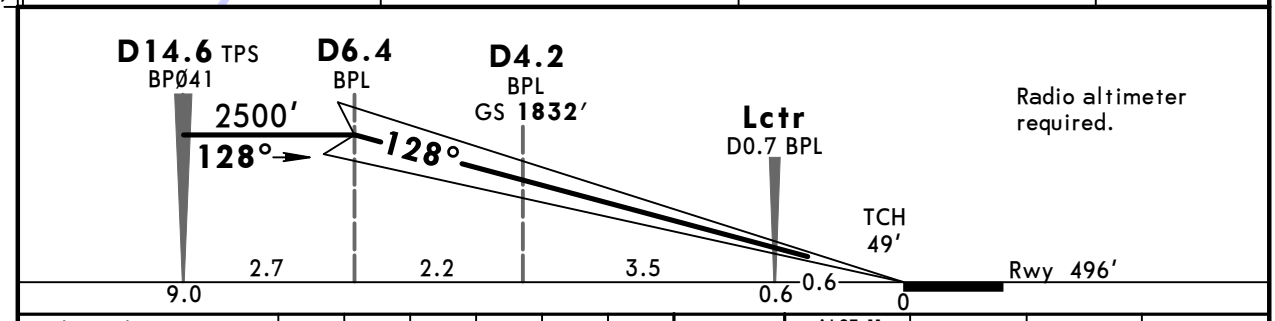
LOC BPL	Final Apch Crs	GS	CAT II ILS	Apt Elev 496′
109.15	**128°**	**D4.2 BPL** **1832′** (1336′)	**RA 92′** DA(H) 596′ (100′)	Rwy 496′

MISSED APCH: Continuous climb to 3000′. Climb STRAIGHT AHEAD to R Lctr, then turn LEFT onto 113°. When passing 2000′ turn LEFT (MAX 230 KT) to TPS VOR.

Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 9000′
1. **VOR, DME and ADF required.** 2. Special Aircrew & Acft Certification Required.

MSA TPS VOR: 180° 3900′; 090° 3600′; 270° 3200′; 360° 2200′





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

ALSF-II; PAPI PAPI

R **381**

113° LT

230 KT MAX

Standard

STRAIGHT-IN LANDING RWY **13L**
CAT II ILS
ABCD
RA 92′
DA(H) **596′** (100′)

PANS OPS

RVR 300m 1

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

CHANGES: Notes. Marker withdrawn. Arrival withdrawn.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN
30 OCT 15
Eff 12 Nov
(11-2)

BUDAPEST, HUNGARY
❶ ILS or LOC Rwy 13R

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

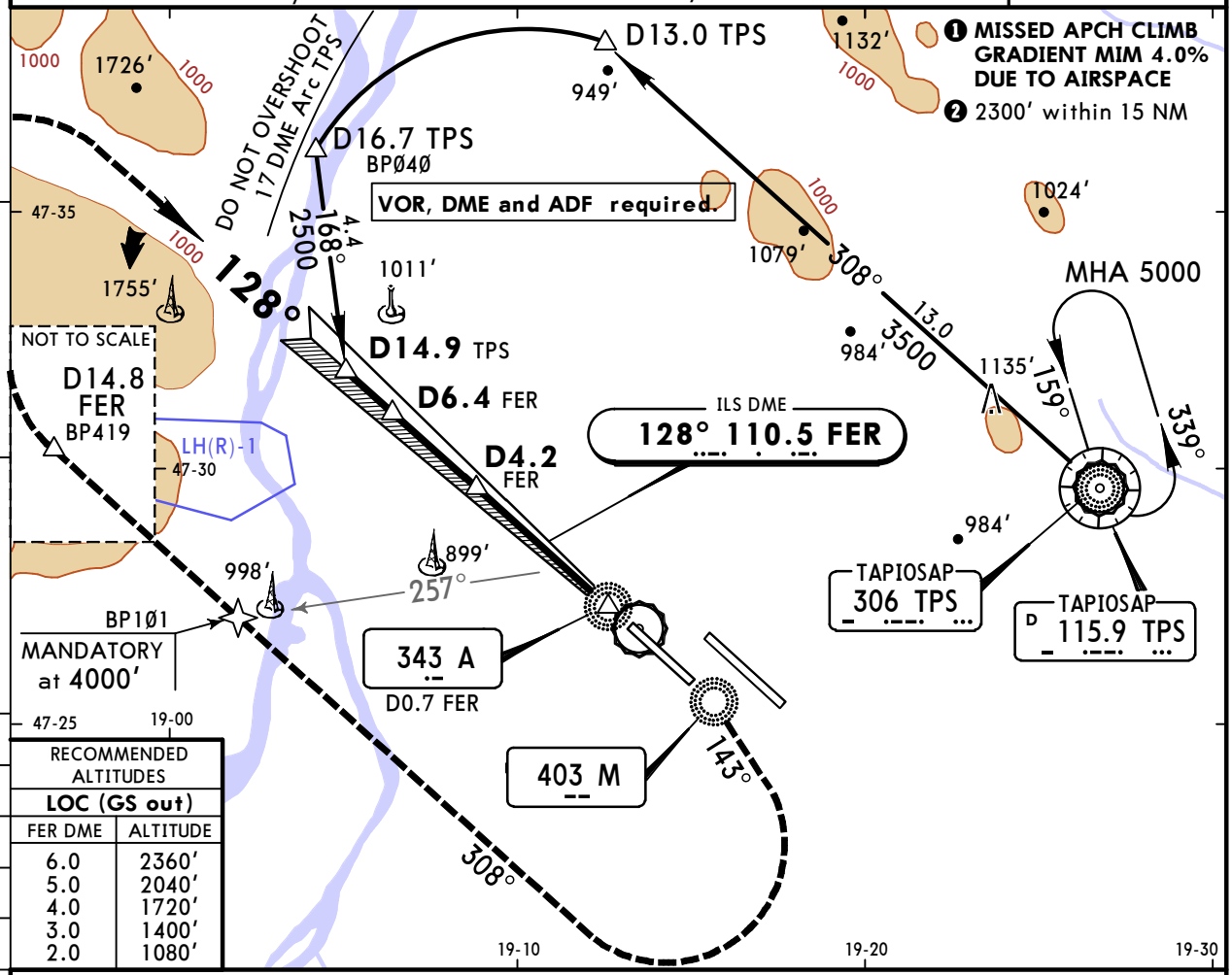
BRIEFING STRIP ™

LOC	Final	GS	ILS	
FER	Apch Crs	D4.2 FER	DA(H)	Apt Elev 496′
110.5	128°	1784′(1336′)	648′(200′)	Rwy 448′

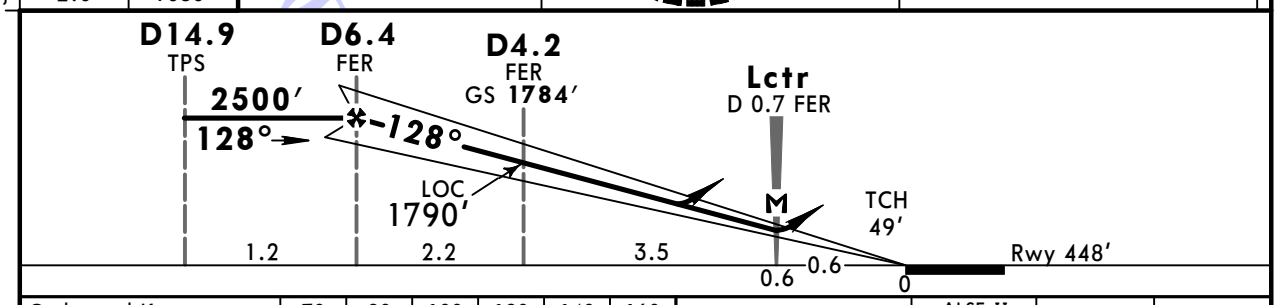
MISSED APCH: Continuous climb to 4000′. Climb STRAIGHT AHEAD to M Lctr, then turn RIGHT to 143°. When passing 2500′ turn RIGHT to 308°. When crossing D14.8 FER turn RIGHT to intercept LOC, descend to 3000′, then follow approach procedure.

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

Alt Set: hPa | Rwy Elev: 16 hPa | Trans level: By ATC | Trans alt: 9000′



RECOMMENDED ALTITUDES	
LOC (GS out)	
FER DME	ALTITUDE
6.0	2360′
5.0	2040′
4.0	1720′
3.0	1400′
2.0	1080′



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 A Lctr						

ALSF-II; PAPI PAPI | M 403 | 143° RT

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

	ILS DA(H) 648′(200′)			LOC (GS out) DA(H) 920′(472′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	RVR 1500m
B					
C					CMV 2200m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	970′(474′)	1900m
135	1100′(604′)	2800m
180	1280′(784′)	3700m
205	1460′(964′)	4600m

PANS OPS

CHANGES: Notes. Markers withdrawn. Arrival withdrawn.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN
30 OCT 15
Eff 12 Nov
(11-2A)

BUDAPEST, HUNGARY
❶ CAT II ILS Rwy 13R

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

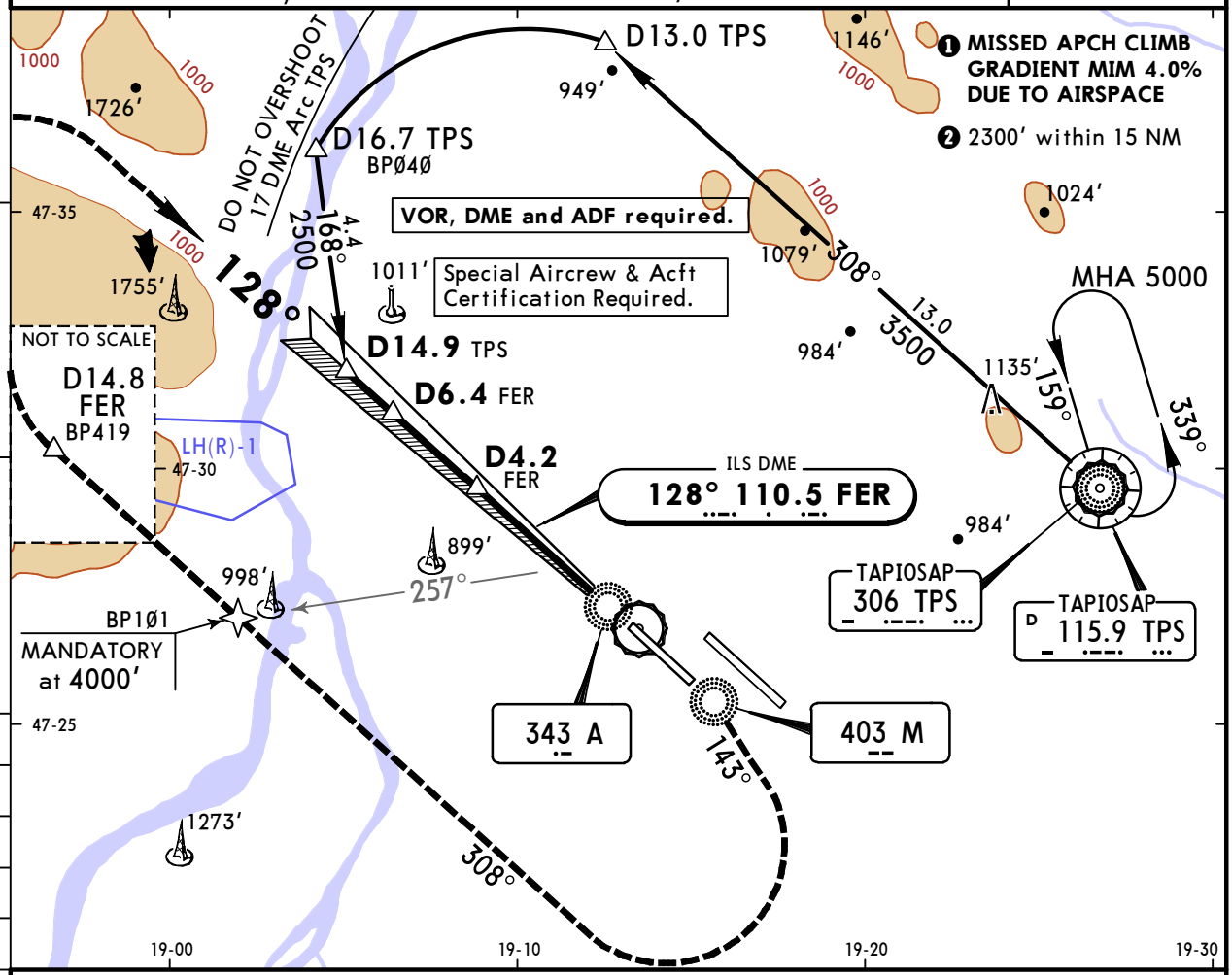
BRIEFING STRIP™

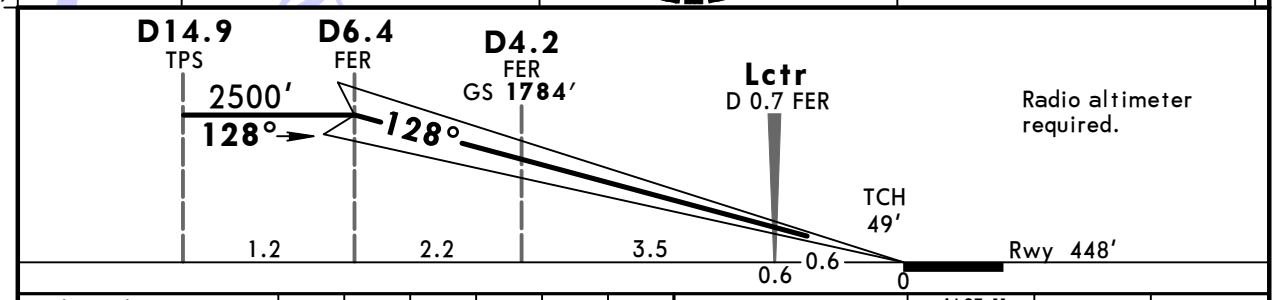
LOC	Final	GS	CAT II ILS	Apt Elev 496′
FER	Apch Crs	D4.2 FER	RA/DA(H)	
110.5	128°	1784′ (1336′)	Refer to Minimums	Rwy 448′

MISSED APCH: Continuous climb to 4000′. Climb STRAIGHT AHEAD to M Lctr, then turn RIGHT to 143°. When passing 2500′ turn RIGHT to 308°. When crossing D14.8 FER turn RIGHT to intercept LOC, descend to 3000′, then follow approach procedure.

MSA TPS VOR: 180° 3600′; 090° 3900′ ❷; 270° 3200′; 360° 2200′

Alt Set: hPa | Rwy Elev: 16 hPa | Trans level: By ATC | Trans alt: 9000′





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

ALSF-II PAPI PAPI | M 403 | 143° RT

PANS OPS

Standard

STRAIGHT-IN LANDING RWY **13R**
Missed apch climb gradient minimum 4.0%
CAT II ILS

ABC	D
RA 108′	**RA 120′**
DA(H) **548′** (100′)	DA(H) **560′** (112′)

RVR 300m ❶

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

CHANGES: Notes. Markers withdrawn. Arrival withdrawn.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN

30 OCT 15 (11-3) Eff 12 Nov

BUDAPEST, HUNGARY
ILS or LOC Rwy 31L

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

BRIEFING STRIP ™

LOC	Final	GS	ILS	
FHL	Apch Crs	D4.2 FHL	DA(H)	Apt Elev 496′
111.5	308°	1784′(1336′)	648′(200′)	Rwy 448′

MISSED APCH: Continuous climb to 2500′. Climb STRAIGHT AHEAD to D12.3 MNR, turn LEFT onto 128°. When crossing D10.0 FHL turn LEFT to intercept LOC and follow approach procedure.

Alt Set: hPa Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 9000′

VOR, DME and ADF required.

MSA TPS VOR: 180° 3600′ 3900′ ❶; 090° 270°; 3200′ 2200′ 360°

❶ 2300′ within 15 NM

1011′ 1000 984′ 1135′ 159° 339° MHA 5000 TAPIOSAP 306 TPS 984′ TAPIOSAP D 115.9 TPS 9.0 3500 149° D12.3 MNR 899′ 403 M D0.8 FHL 128° ILS DME 308° 111.5 FHL D4.2 FHL D6.6 FHL MONOR D 112.5 MNR D9.0 TPS MONOR 288 MNR 278° 2500 308° D10.0 FHL BP1Ø3 D1.7 MNR BPØ25 19-10 47-20 47-30 19-20 19-30

RECOMMENDED ALTITUDES	
LOC (GS out)	
FHL DME	ALTITUDE
6.0	2360′
5.0	2040′
4.0	1720′
3.0	1400′
2.0	1080′
1.0	770′

Lctr D0.8 FHL; D4.2 FHL GS 1784′; D6.6 FHL; D1.7 MNR BPØ25; 2500′; 308°; 308°; LOC 1790′; TCH 49′; M; Rwy 448′; 0; 0.6; 0.6; 3.4; 2.4; 3.9; 10.3

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 M Lctr						

ALSF-II PAPI PAPI

D12.3 MNR 128° LT

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

	ILS DA(H) 648′(200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) DA(H) 760′(312′)	LOC (GS out) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	950′(454′)	1900m
135	1100′(604′)	2800m
180	1280′(784′)	3700m
205	1460′(964′)	4600m

PANS OPS

CHANGES: Notes. Markers withdrawn. Arrival withdrawn.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN 30 OCT 15 (11-3A) Eff 12 Nov

BUDAPEST, HUNGARY
CAT II ILS Rwy 31L

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

BRIEFING STRIP ™

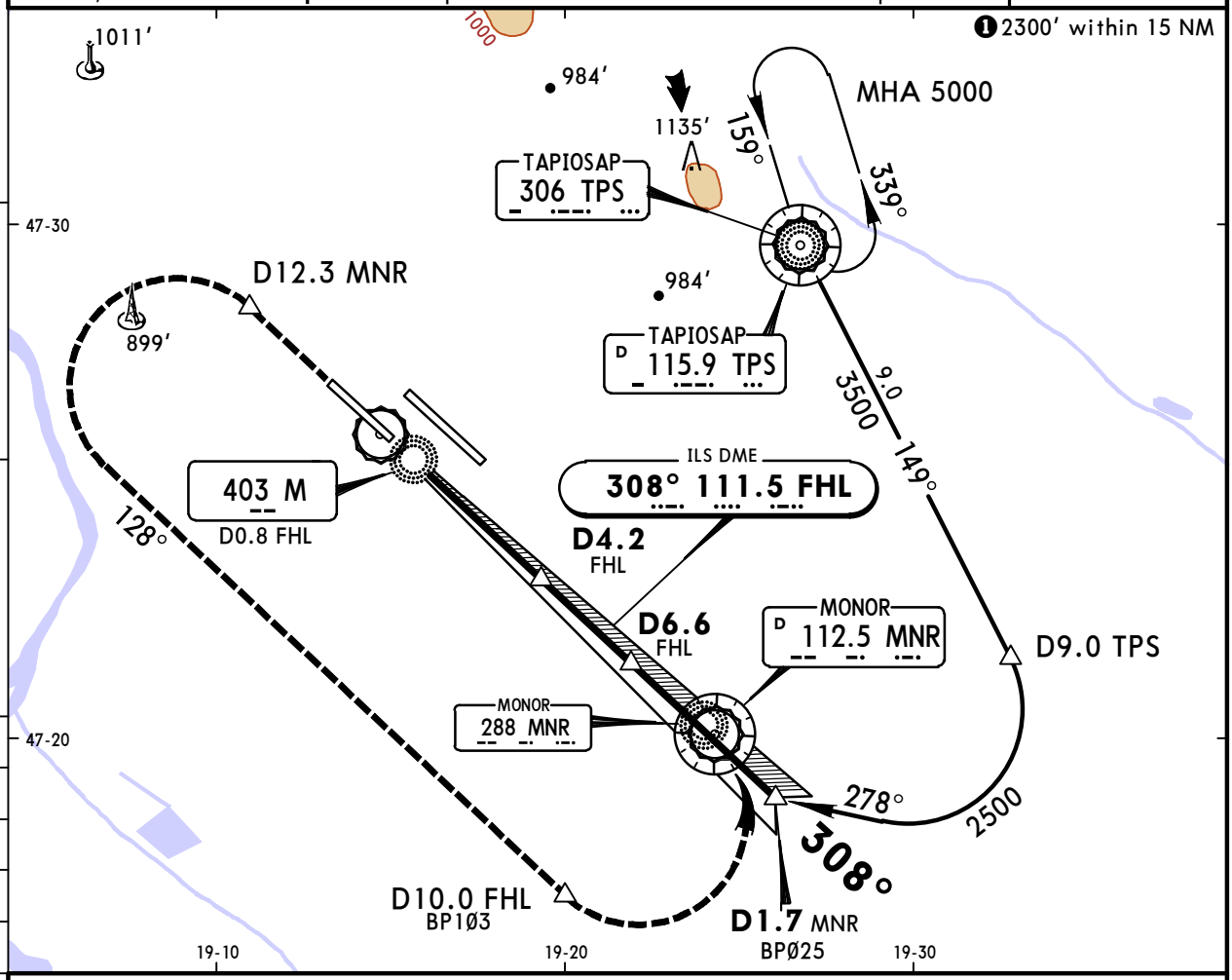
LOC FHL	Final Apch Crs	GS	CAT II ILS	Apt Elev 496′
111.5	**308°**	**D4.2 FHL** **1784′** (1336′)	**RA 90′** DA(H) 548′ (100′)	Rwy 448′

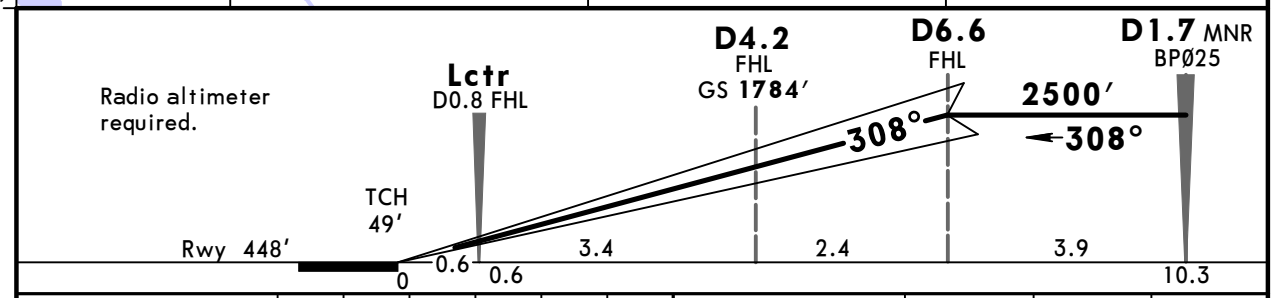
MISSED APCH: Continuous climb to 2500′. Climb STRAIGHT AHEAD to D12.3 MNR, turn LEFT onto 128°. When crossing D10.0 FHL turn LEFT to intercept LOC and follow approach procedure.

Alt Set: hPa Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 9000′

1. **VOR, DME and ADF required.** 2. Special Aircrew & Acft Certification Required.

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





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

ALSF-II PAPI PAPI

D12.3 MNR

128° LT

Standard

STRAIGHT-IN LANDING RWY **31L**
CAT II ILS
ABCD
RA 90′
DA(H) **548′** (100′)

RVR 300m ❶

PANS OPS

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

CHANGES: Notes. Markers withdrawn. Arrival withdrawn.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN

30 OCT 15 (11-4) Eff 12 Nov

BUDAPEST, HUNGARY
ILS or LOC Rwy 31R

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

BRIEFING STRIP™

LOC BPR	Final Apch Crs	GS D4.2 BPR	ILS DA(H)	Apt Elev 496'
109.5	308°	1752'(1336')	616'(200')	Rwy 416'

MISSED APCH: Continuous climb to 3000'. Initially climb STRAIGHT AHEAD to 900', then turn RIGHT (MAX 185 KT) to TPS VOR.

Alt Set: hPa Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 9000'

VOR, DME and ADF required.

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

❶ 2300' within 15 NM

MHA 5000 3000 for Missed Apch

TAPIOSAP D 115.9 TPS

TAPIOSAP 306 TPS

381 R D0.7 BPR

ILS DME 308° 109.5 BPR

D4.2 BPR

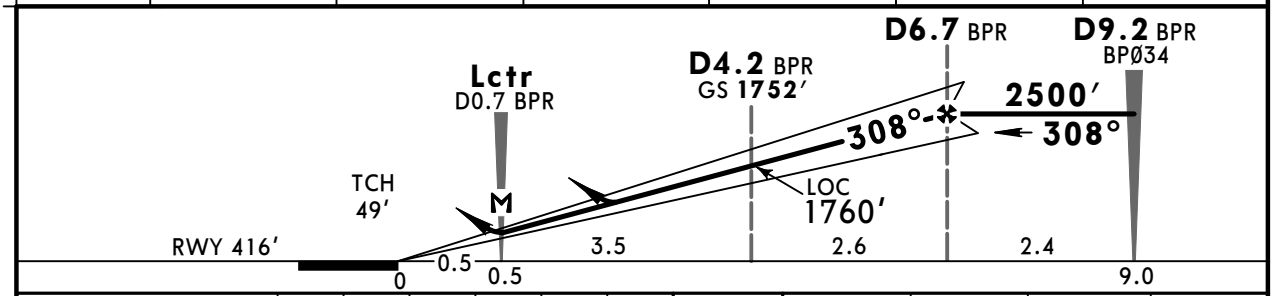
D6.7 BPR

D9.2 BPR BPØ34

D9.0 TPS

D12.2 TPS

LOC (GS out)	BPR DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	1050'	1370'	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 R Lctr						

ALSF-II PAPI PAPI 900' 185 KT MAX RT TPS 115.9

Standard STRAIGHT-IN LANDING RWY 31R

	ILS DA(H) 616'(200') FULL	ILS Limited	ILS ALS out	LOC (GS out) DA(H) 800'(384')	LOC ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	950'(454')	1900m
135	1100'(604')	2800m
180	1280'(784')	3700m
205	1460'(964')	4600m

PANS OPS

CHANGES: Notes. Markers withdrawn. Arrival withdrawn.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN
30 OCT 15
Eff 12 Nov
11-4A

BUDAPEST, HUNGARY
CAT II/III ILS Rwy 31R

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

BRIEFING STRIP ™

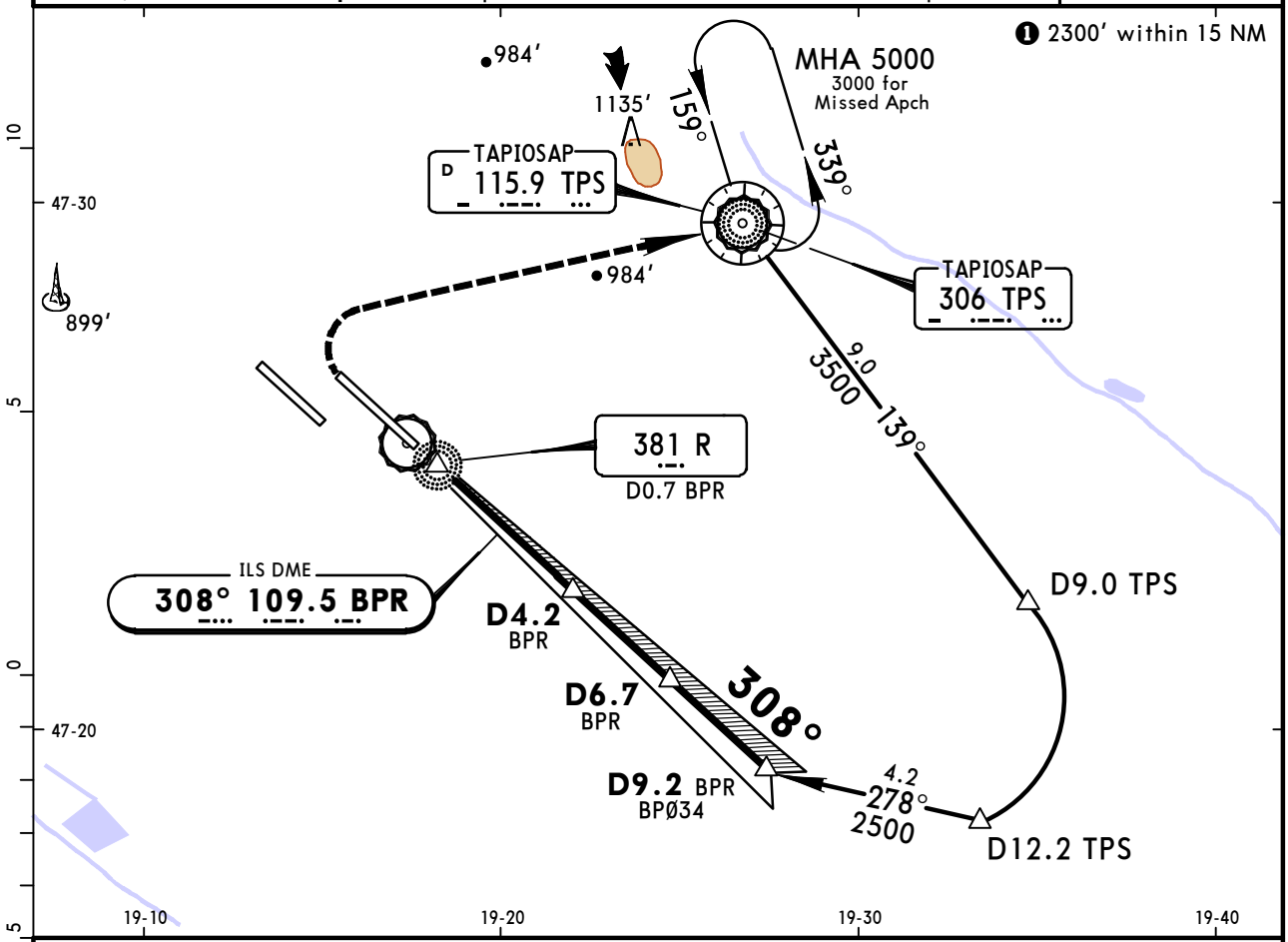
LOC BPR	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 496′
109.5	**308°**	**D4.2 BPR** **1752′** (1336′)	Refer to Minimums	Rwy 416′

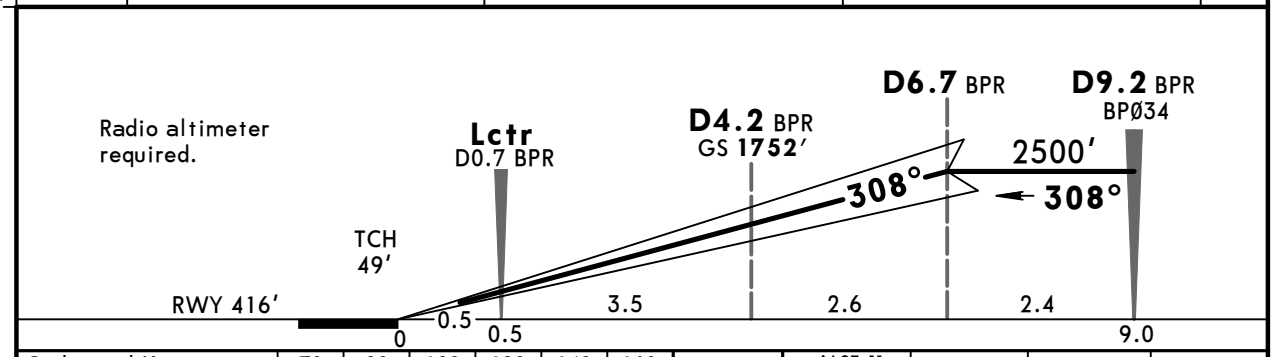
MISSED APCH: Continuous climb to 3000′. Initially climb STRAIGHT AHEAD to 900′, then turn RIGHT (MAX 185 KT) to TPS VOR.

Alt Set: hPa Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 9000′

1. **VOR, DME and ADF required.** 2. Special Aircrew & Acft Certification Required.

MSA TPS VOR
180°
3600′ 3900′
090° 270°
3200′ 2200′
360°





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

ALSF-II
PAPI PAPI

900′

185 KT MAX RT

TPS 115.9

Standard

STRAIGHT-IN LANDING RWY **31R**

CAT IIIA ILS	CAT II ILS	
	Missed apch climb gradient mim 3.0%	Missed apch climb gradient mim 2.5%
	ABCD **RA 103′** DA(H) **516′** (100′)	AB: **RA 103′** DA(H) **516′** (100′) C: **RA 107′** DA(H) **521′** (105′) D: **RA 122′** DA(H) **534′** (118′)
DH **50′**		
RVR 200m	RVR 300m [1]	

PANS OPS

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

CHANGES: Notes. Markers withdrawn. Arrival withdrawn.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN
30 OCT 15 (13-1) Eff 12 Nov

BUDAPEST, HUNGARY
VOR Rwy 13L

BRIEFING STRIP TM

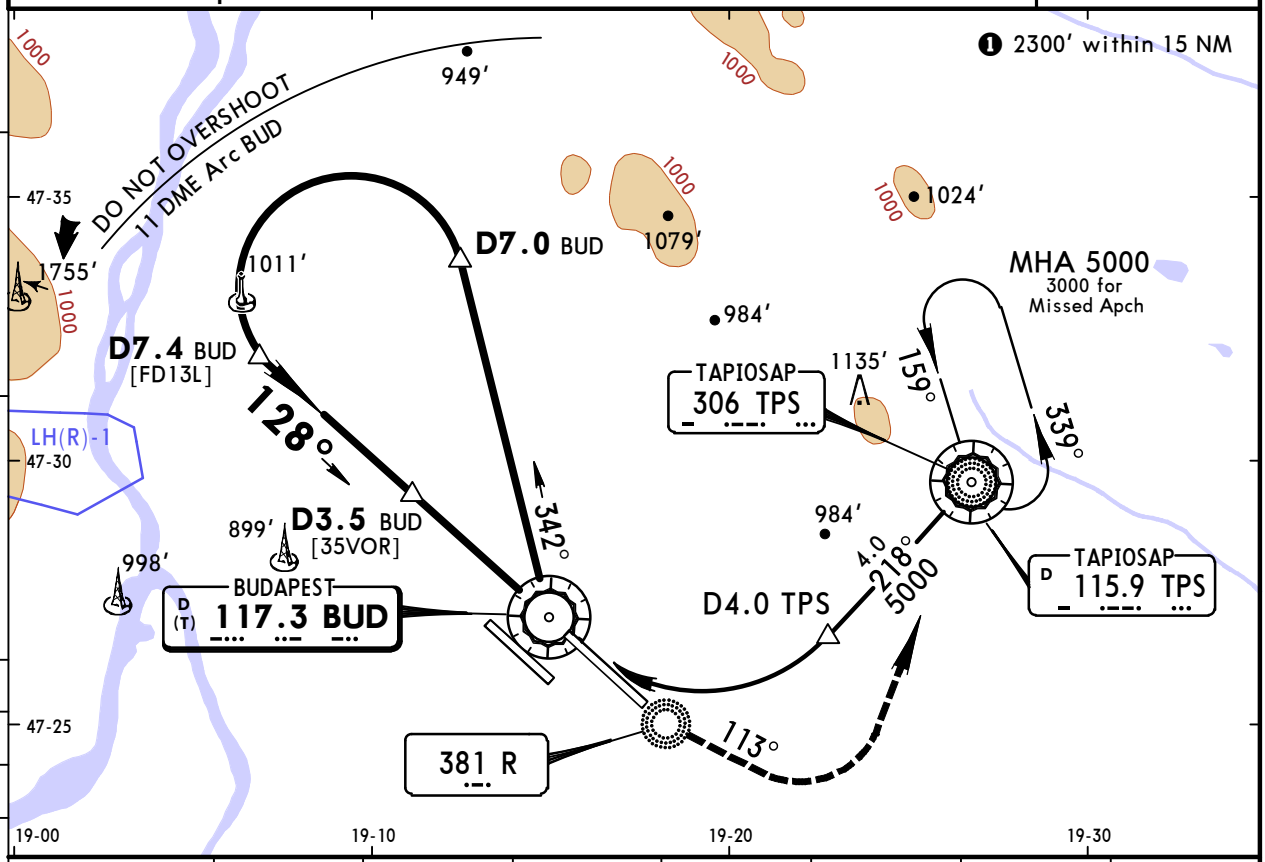
ATIS	BUDAPEST Approach	BUDAPEST Tower	Ground
132.375 117.3	129.7 122.975 119.5	118.1	121.9

VOR BUD	Final Apch Crs	Minimum Alt D7.4 BUD	DA(H)	Apt Elev / Rwy
117.3	128°	3000′ (2504′)	900′ (404′)	Apt Elev 496′ / Rwy 496′

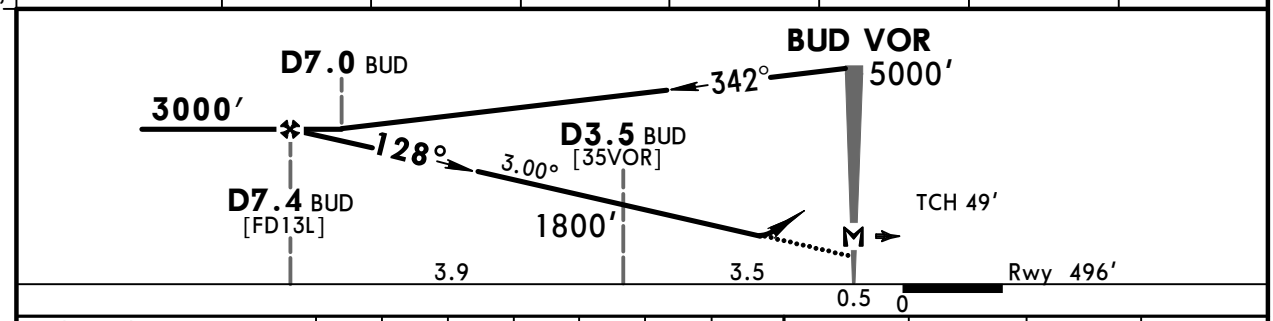
MISSED APCH: Continuous climb to 3000′. Climb STRAIGHT AHEAD to R Lctr, then turn LEFT onto 113°. When passing 2000′ turn LEFT (MAX 230 KT) to TPS VOR.

Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 9000′
DME and ADF required.

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



BUD DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2880′	2560′	2240′	1920′	1610′	1290′	970′



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 PAPI

R 381

113° LT

230 KT MAX

Standard STRAIGHT-IN LANDING RWY 13L

DA(H) 900′ (404′)

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

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	950′ (454′)	1900m
135	1100′ (604′)	2800m
180	1280′ (784′)	3700m
205	1460′ (964′)	4600m

PANS OPS

CHANGES: Notes.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN
30 OCT 15 (13-2) Eff 12 Nov

BUDAPEST, HUNGARY
VOR Rwy 31L

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

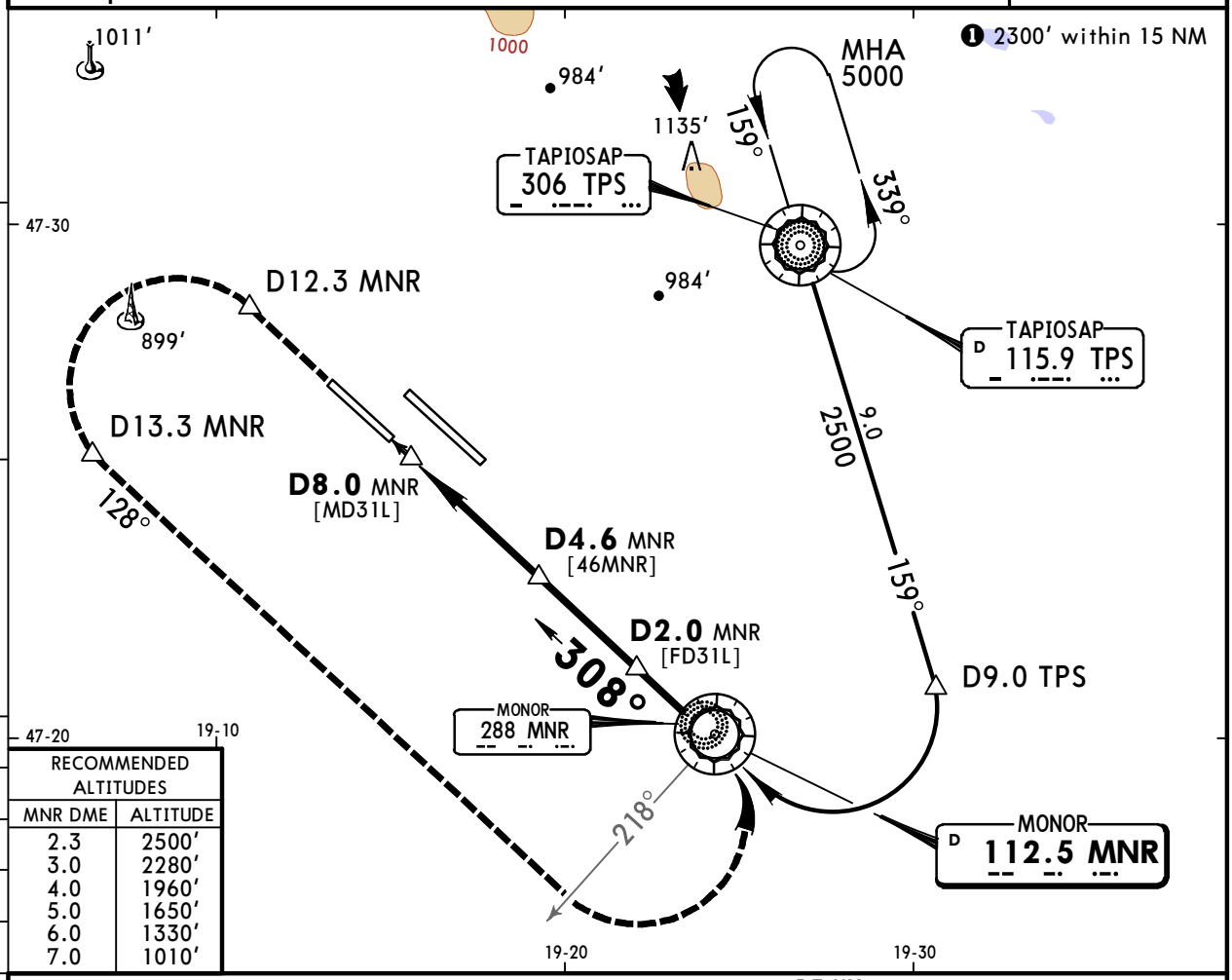
BRIEFING STRIP™

VOR MNR	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 496′
112.5	308°	D2.0 MNR 2500′(2052′)	830′(382′)	Rwy 448′

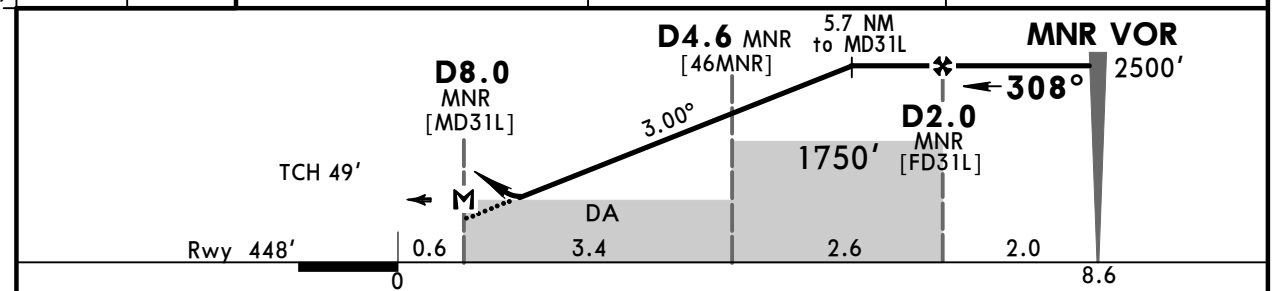
MISSED APCH: Continuous climb to 2500′. Climb STRAIGHT AHEAD to 1700′ to D12.3 MNR, turn LEFT onto 128° to 2500′ to D13.3 MNR. When crossing R-218 MNR turn LEFT to MNR.

Alt Set: hPa Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 9000′
DME required.

MSA TPS VOR: 180° 3900′; 090° 3600′; 270° 3200′; 360° 2200′



RECOMMENDED ALTITUDES	
MNR DME	ALTITUDE
2.3	2500′
3.0	2280′
4.0	1960′
5.0	1650′
6.0	1330′
7.0	1010′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D8.0 MNR						

ALSF-II PAPI PAPI

D12.3 MNR 128° LT

PANS OPS

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

DA(H) **830′(382′)**

		ALS out
A	RVR 1100m	RVR 1500m
B		
C		RVR 1800m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	950′(454′)	1900m
135	1100′(604′)	2800m
180	1280′(784′)	3700m
205	1460′(964′)	4600m

CHANGES: None.

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LHBP/BUD
LISZT FERENC INTL

JEPPESEN
20 NOV 15 (13-3)

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

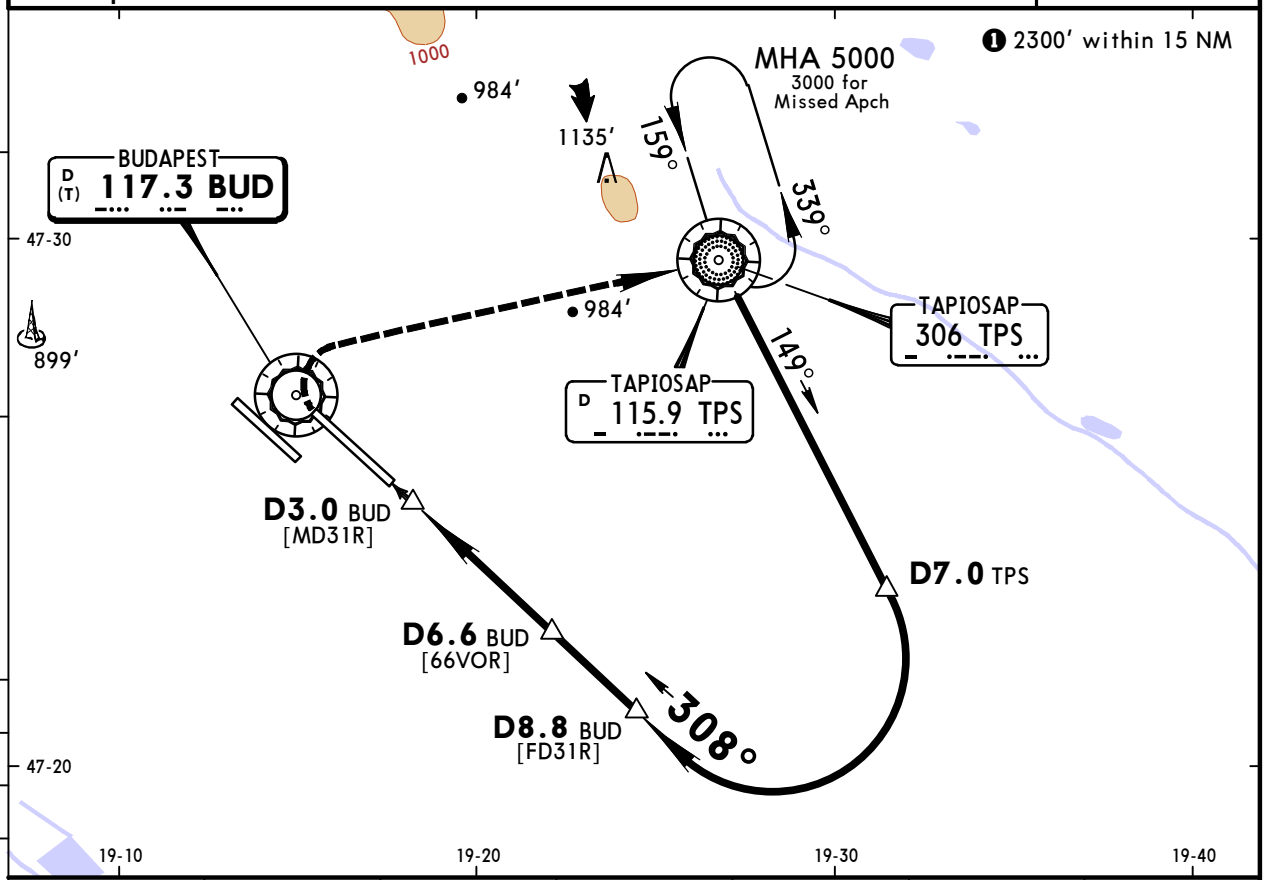
BRIEFING STRIP ™

VOR BUD	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / Rwy
117.3	308°	D8.8 BUD 2500′(2084′)	860′(444′)	Apt Elev 496′ / Rwy 416′

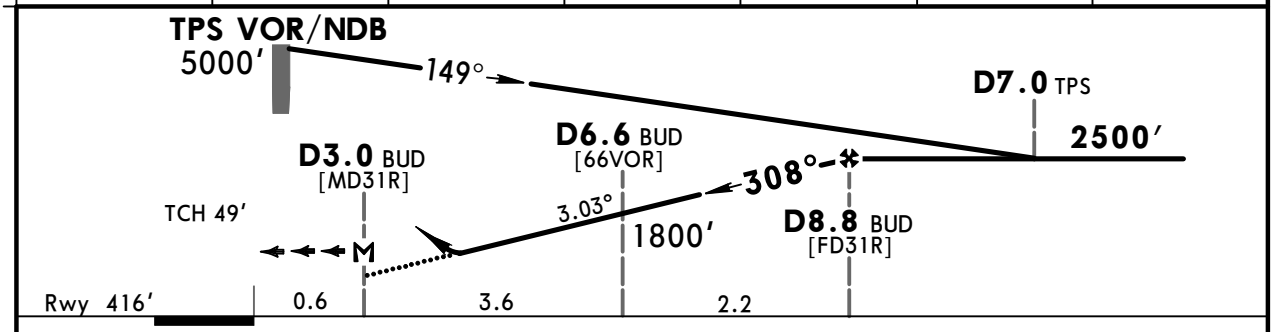
MISSED APCH: As soon as practicable turn RIGHT (MAX 185 KT) to TPS VOR, climbing to 3000′ and hold.

Alt Set: hPa Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 9000′
DME required.

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



BUD DME	4.0	5.0	6.0	7.0	8.0	8.8
ALTITUDE	960′	1290′	1610′	1930′	2250′	2500′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.03°	375	482	536	643	750	858
MAP at D3.0 BUD						

ALSF-II, PAPI PAPI

185 KT MAX RT

TPS 115.9

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

DA(H) **860′(444′)**

PANS OPS

		ALS out
A	RVR 1400m	RVR 1500m
B		
C		CMV 2100m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	950′(454′)	1900m
135	1100′(604′)	2800m
180	1280′(784′)	3700m
205	1460′(964′)	4600m

CHANGES: FAF.

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JeppView for Windows

Chart changes since cycle 26-2015

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BUDAPEST, (LISZT FERENC INTL - LHBP)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LHBP