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Airport Information For LHBP

Terminal Charts For LHBP

Revision Letter For Cycle 13-2016

Change Notices

Notebook

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: 0245 Z
Sunset: 1843 Z

Runway Information

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

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

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

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

Communication Information

ATIS: 132.375

ATIS: 117.300

Budapest Ground Tower: 121.900

Budapest Tower: 118.100

Budapest Delivery Tower: 134.550

Budapest Approach: 119.500

Budapest Approach: 122.975

Budapest Approach: 129.700

LHBP/BUD

LISZT FERENC INTL

10 JUL 15

JEPPesen

10-1P

Eff 23 Jul

BUDAPEST, HUNGARY

AIRPORT BRIEFING

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. 1, 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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BUDAPEST, HUNGARY

AIRPORT BRIEFING

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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(10-1P2)

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BUDAPEST, HUNGARY

AIRPORT BRIEFING

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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JEPPESEN**10-1P3****Eff 23 Jul****BUDAPEST, HUNGARY****AIRPORT BRIEFING****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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20 MAY 16

10-1P4

Eff 26 May

AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

160 KT at 4 NM from RWY THR.

Speed limits apply at specified waypoints for track containment purposes.

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

2.2. COMMUNICATION FAILURE PROCEDURES

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

2.3. NOISE ABATEMENT PROCEDURES

- 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.

2.4. HANDLING THE ARRIVING TRAFFIC IN BUDAPEST TMA

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

2.5. 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.

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(10-1P5)

Eff 26 May

BUDAPEST, HUNGARY

AIRPORT BRIEFING

2. ARRIVAL**2.6. TAXI PROCEDURES****2.6.1. 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.

2.6.2. 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			Available up to Code C ACFT
			R220-R223	U-W2		
	T7N	A2-A3-A4-T7N or J4/B2-T-A3-A4-T7N	38-40*	T7N		
			42 R210-R212*	T7N-H1		*Code D ACFT Exit via P1 only
	P1	A2-A3-A4-P1 or J4/B2-B3-M-P1 J4/B2-T-A3-A4-P1**	R224-R227	T7N-W1		
			R270-R279*	P1-P2-P3		*Code D & E ACFT: Exit via P4 only **Due to traffic reason
	31R	L	Y-A7-L or Z-L or K-A6-L	31-34*-35	2	U (+); *Code D & E ACFT: Exit via U
				38-40* 42-43 R210-R212		*Code E ACFT Exit via T7N only
				36-37 R220-R223		P4 (+); *Code D & E ACFT: Enter P4 only
				R224-R227		
				R270-R279*		
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

(+) after coordination

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20 MAY 16

JEPPesen

10-1P6

Eff 26 May

BUDAPEST, HUNGARY

AIRPORT BRIEFING

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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(10-1P7)

Eff 26 May

BUDAPEST, HUNGARY

AIRPORT BRIEFING

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	*Code D ACFT: via P1 only	
	36-37 R220-R223		W2-U					
	38-40*		T7N					
	42-43*	T7N	H1-T7N		T7N-A4-A3-A2			
	R210-R212 R224-R227		W1-T7N					
	44-45	P1	S-Q-P1		P1-A4-A3-A2			P1 (+) *Code D&E ACFT: Exit via P4 only
	R270-R277	P4	P3-P4		P4-A7-A6-A5-A4-A3-A2			
	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		

(+) after coordination

LHBP/BUD**LISZT FERENC INTL**

13 JUN 14

JEPPesen**10-1P8****Eff 26 Jun****BUDAPEST, HUNGARY****AIRPORT BRIEFING**

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. 1. (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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LISZT FERENC INTL

JEPPESSEN
20 MAY 16 10-2B

Eff 26 May

BUDAPEST, HUNGARY
RNAV TRANSITION

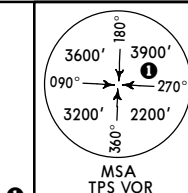
ATIS
117.3
132.375

Apt Elev
496'

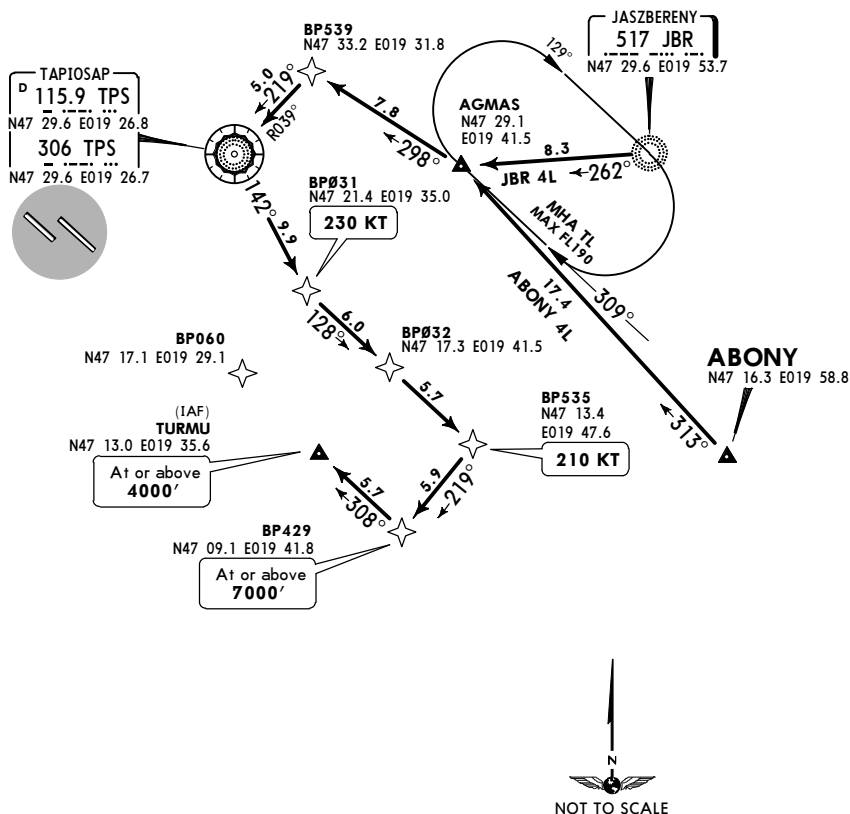
- Alt Set: hPa Trans level: By ATC Trans alt: 10000'
1. RNAV 1.
 2. DME/DME or GNSS required.
 3. GPS/FMS-equipped aircraft.
 4. On downwind EXPECT vectors to final or shortcut to BP060.
 5. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

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

Direct distance from TURMU to:
Liszt Ferenc Intl 19NM



7300' within 15 NM



TRANSITION	ROUTING
ABONY 4L	ABONY - AGMAS - BP539 - TPS - BP031 (K230) - BP032 - BP535 (K210) - BP429 (7000'+) - TURMU (4000'+).
JBR 4L	JBR - AGMAS - BP539 - TPS - BP031 (K230) - BP032 - BP535 (K210) - BP429 (7000'+) - TURMU (4000'+).

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LISZT FERENC INTL

JEPPESSEN
20 MAY 16 10-2C Eff 26 May

BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS
117.3
132.375

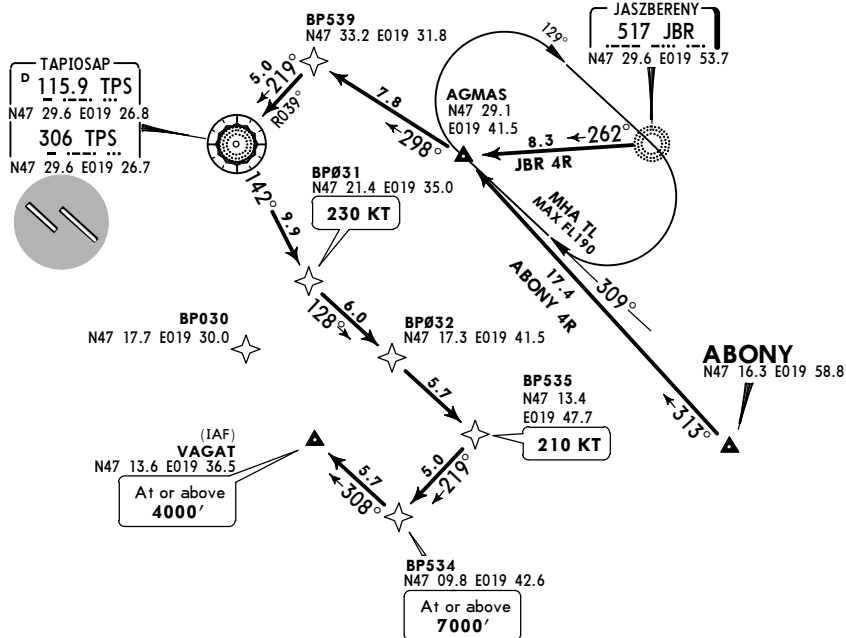
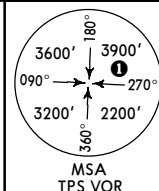
Apt Elev
496'

- Alt Set: hPa Trans level: By ATC Trans alt: 10000'
1. RNAV 1.
 2. DME/DME or GNSS required.
 3. GPS/FMS-equipped aircraft.
 4. On downwind EXPECT vectors to final or shortcut to BP030.
 5. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

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

Direct distance from VAGAT to:
Liszt Ferenc Intl 19NM

① 2300' within 15 NM



TRANSITION	ROUTING
ABONY 4R	ABONY - AGMAS - BP539 - TPS - BP031 (K230) - BP032 - BP535 (K210) - BP534 (7000'+) - VAGAT (4000'+).
JBR 4R	JBR - AGMAS - BP539 - TPS - BP031 (K230) - BP032 - BP535 (K210) - BP534 (7000'+) - VAGAT (4000'+).

LHBP/BUD
LISZT FERENC INTL

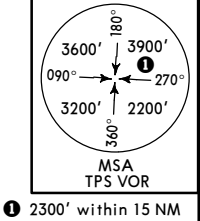
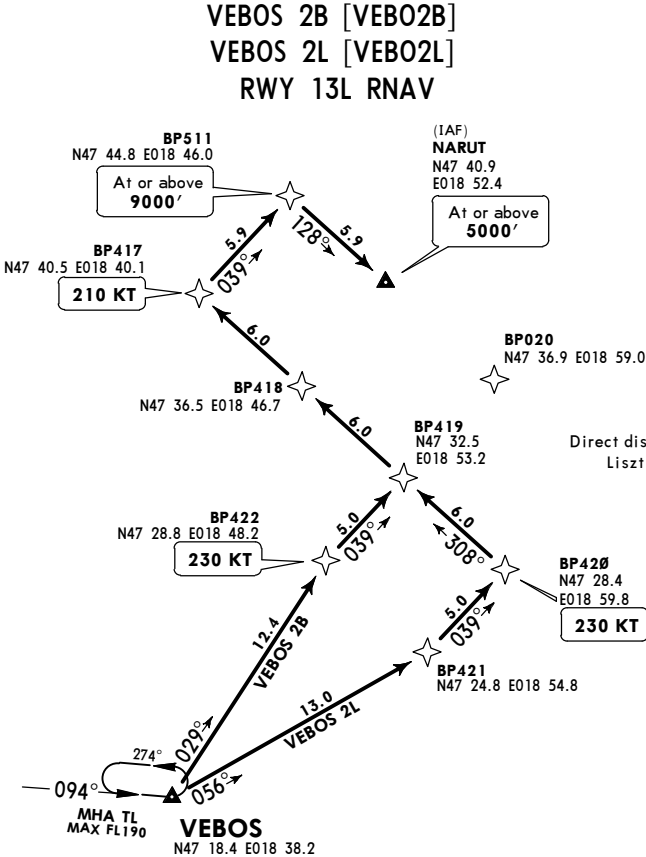
JEPPESSEN
20 MAY 16 (10-2D) Eff 26 May

BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS
117.3
132.375

Apt Elev
496'

- Alt Set: hPa Trans level: By ATC Trans alt: 10000'
1. RNAV 1.
 2. DME/DME or GNSS required.
 3. GPS/FMS-equipped aircraft.
 4. On downwind EXPECT vectors to final or shortcut to BP020.
 5. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.



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

LHBP/BUD
LISZT FERENC INTL

JEPPESSEN
20 MAY 16 (10-2E) Eff 26 May

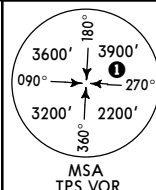
BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS
117.3
132.375

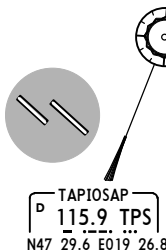
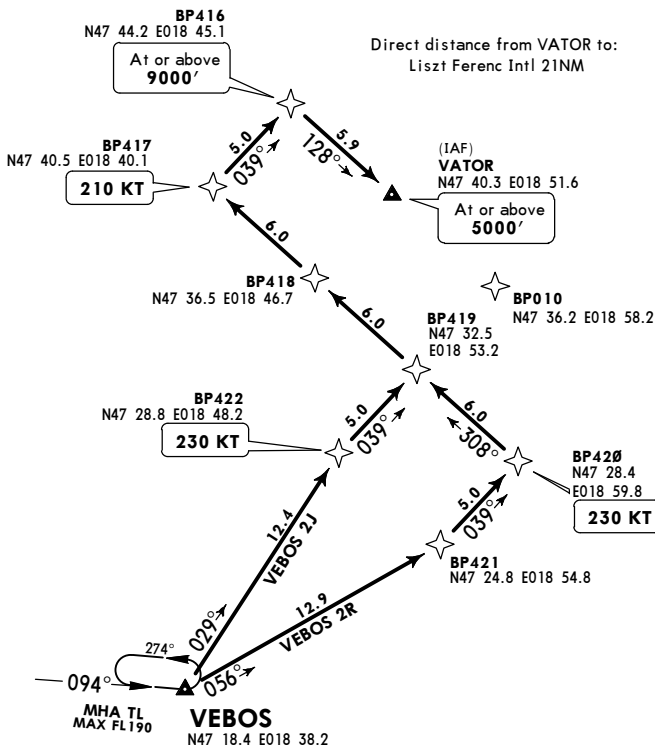
Apt Elev
496'

- Alt Set: hPa Trans level: By ATC Trans alt: 10000'
1. RNAV 1.
 2. DME/DME or GNSS required.
 3. GPS/FMS-equipped aircraft.
 4. On downwind EXPECT vectors to final or shortcut to BP010.
 5. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

VEBOS 2J [VEB02J]
VEBOS 2R [VEB02R]
RWY 13R RNAV



1 2300' within 15 NM



TRANSITION	ROUTING
VEBOS 2J	VEBOS - BP422 (K230) - BP419 - BP418 - BP417 (K210) - BP416 (9000'+) - VATOR (5000'+).
VEBOS 2R	VEBOS - BP421 - BP420 (K230) - BP419 - BP418 - BP417 (K210) - BP416 (9000'+) - VATOR (5000'+).

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LHBP/BUD
LISZT FERENC INTL

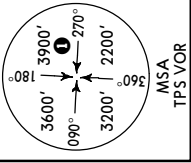
JEPPesen
20 MAY 16 (10-2G) Eff 26 May

BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS
117.3
132.375

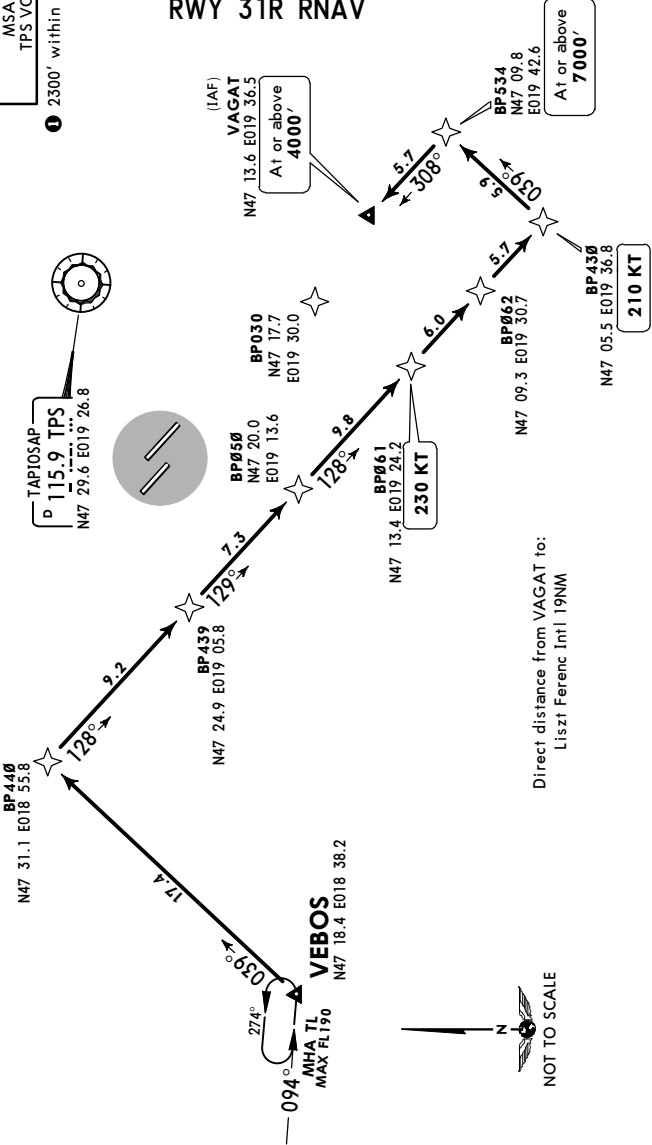
Apt Elev
496'

- Alt Set: hPa Trans level: By ATC Trans alt: 10000'
1. RNAV 1.
 2. DME/DME or GNSS required.
 3. GPS/FMS-equipped aircraft.
 4. On downwind EXPECT vectors to final or shortcut to BP030
 5. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.



MSA
TPS VOR
① 2300' within 15 NM

VEBOS 4R [VEBO4R]
RWY 31R RNAV



Direct distance from VAGAT to:
Liszt Ferenc Intl 19NM

NOT TO SCALE

ROUTING

VEBOS - BP440 - BP439 - BP050 - BP061 (K230) - BP062 - BP430 (K210) - BP534 (7000'+) - VAGAT (4000'+).

LHBP/BUD
LISZT FERENC INTL

JEPPESSEN
20 MAY 16 (10-2H)

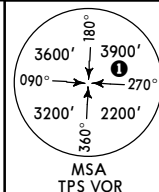
Eff 26 May

BUDAPEST, HUNGARY
RNAV TRANSITION

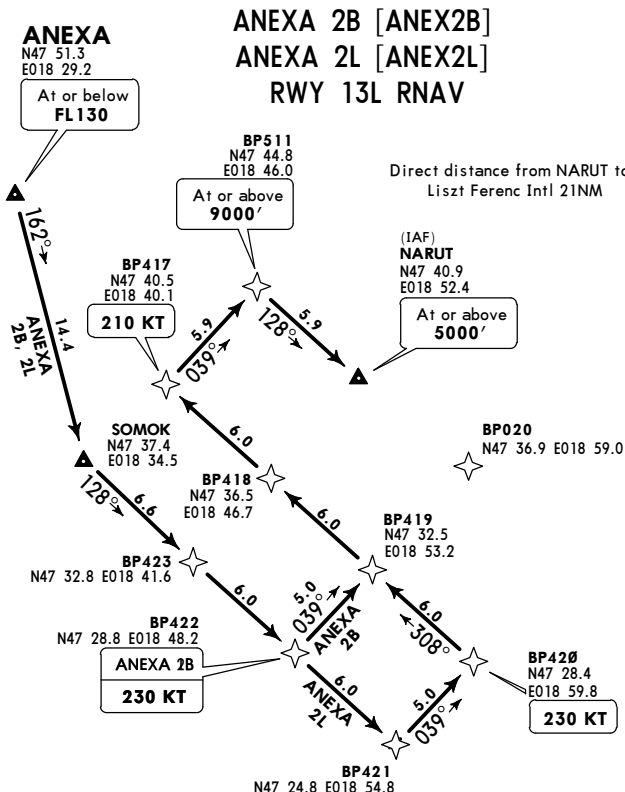
ATIS
117.3
132.375

Apt Elev
496'

- Alt Set: hPa Trans level: By ATC Trans alt: 10000'
1. RNAV 1.
 2. DME/DME or GNSS required.
 3. GPS/FMS-equipped aircraft.
 4. On downwind EXPECT vectors to final or shortcut to BP020.
 5. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.



2300' within 15 NM



Direct distance from NARUT to:
Liszt Ferenc Intl 21NM

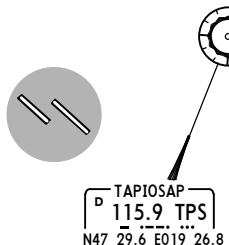
(IAF)
NARUT
N47 40.9
E018 52.4

BP020
N47 36.9 E018 59.0

BP419
N47 32.5
E018 53.2

BP420
N47 28.4
E018 59.8

BP421
N47 24.8 E018 54.8



DESCENT PLANNING

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



NOT TO SCALE

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

ROUTING

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LHBP/BUD
LISZT FERENC INTL

JEPPESSEN
20 MAY 16 **(10-2M)**

Eff 26 May

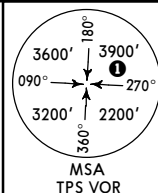
BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS
117.3
132.375

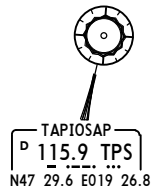
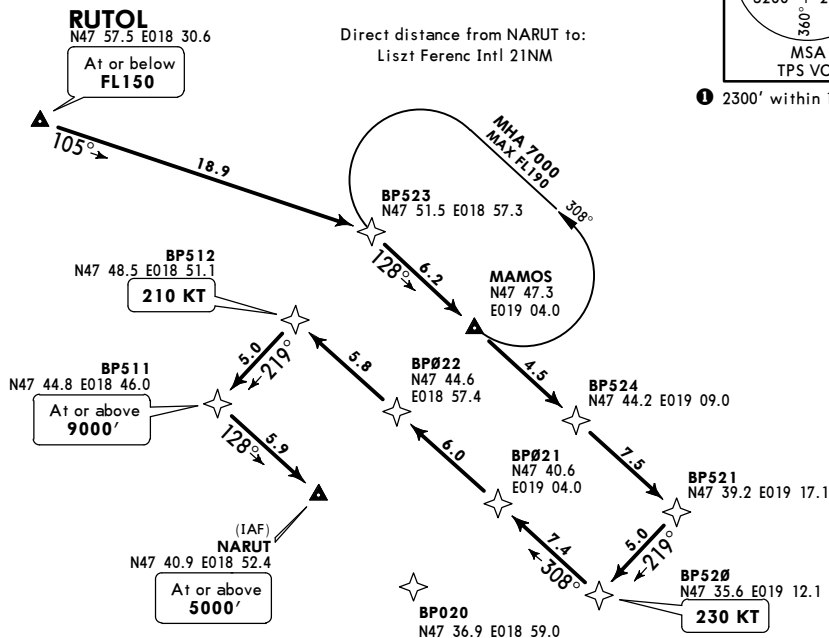
Apt Elev
496'

- Alt Set: hPa Trans level: By ATC Trans alt: 10000'
1. RNAV 1.
 2. DME/DME or GNSS required.
 3. GPS/FMS-equipped aircraft.
 4. On downwind EXPECT vectors to final or shortcut to BP020.
 5. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

RUTOL 2L [RUTO2L]
RWY 13L RNAV



① 2300' within 15 NM



DESCENT PLANNING

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

ROUTING

RUTOL (FL150-) - BP523 - MAMOS - BP524 - BP521 - BP520 (K230) - BP021 - BP022 - BP512 (K210) - BP511 (9000'+) - NARUT (5000'+).

LHBP/BUD
LISZT FERENC INTL

JEPPESSEN
20 MAY 16 10-2N Eff 26 May

BUDAPEST, HUNGARY
RNAV TRANSITION

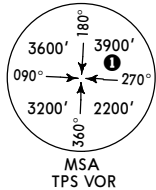
ATIS
117.3
132.375

Apt Elev
496'

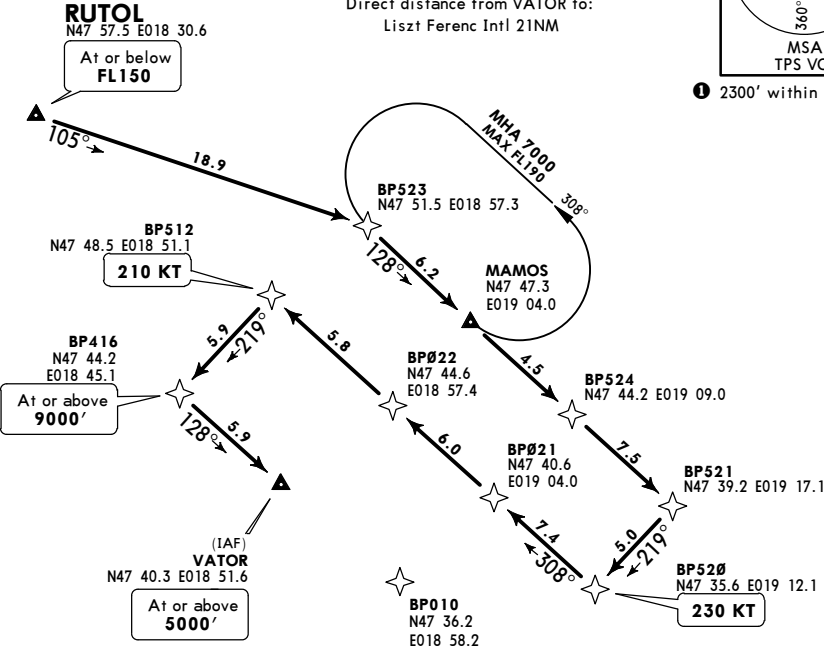
- Alt Set: hPa Trans level: By ATC Trans alt: 10000'
1. RNAV 1.
 2. DME/DME or GNSS required.
 3. GPS/FMS-equipped aircraft.
 4. On downwind EXPECT vectors to final or shortcut to BP010.
 5. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

RUTOL 2R [RUTO2R]
RWY 13R RNAV

Direct distance from VATOR to:
Liszt Ferenc Intl 21NM



2300' within 15 NM



TAIPOSAP
D 115.9 TPS
N47 29.6 E019 26.8



NOT TO SCALE

DESCENT PLANNING

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

ROUTING

RUTOL (FL150-) - BP523 - MAMOS - BP524 - BP521 - BP520 (K230) - BP021 - BP022 - BP512 (K210)
- BP416 (9000'+) - VATOR (5000'+).

LHBP/BUD
LISZT FERENC INTL

JEPPESSEN
20 MAY 16 **(10-2P)**

Eff 26 May

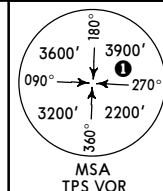
BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS
117.3
132.375

Apt Elev
496'

- Alt Set: hPa Trans level: By ATC Trans alt: 10000'
1. RNAV 1.
 2. DME/DME or GNSS required.
 3. GPS/FMS-equipped aircraft.
 4. On downwind EXPECT vectors to final or shortcut to BP060.
 5. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

RUTOL 4L [RUTO4L]
RWY 31L RNAV



RUTOL

N47 57.5 E018 30.6

At or below
FL210

ERGOM
N47 48.5
E018 44.0

MAMOS
N47 47.3 E019 04.0

BP540

N47 39.1 E019 11.7

TAPIO SAP

115.9 TPS

N47 29.6 E019 26.8

306 TPS

N47 29.6 E019 26.7

At or below
10000'

Direct distance from TURMU to:
Liszt Ferenc Intl 19NM



BP031
N47 21.4 E019 35.0
230 KT

BP060
N47 17.1
E019 29.1

BP032
N47 17.3 E019 41.5

(IAF)
TURMU
N47 13.0 E019 35.6

At or above
4000'

BP429
N47 09.1 E019 41.8

At or above
7000'

BP535
N47 13.4
E019 47.6
210 KT

DESCENT PLANNING

Pilots should plan for possible
descent clearance as follows:
FL210 or below by RUTOL.
ACTUAL DESCENT CLEARANCE
WILL BE GIVEN BY ATC

ROUTING

RUTOL (FL210-) - ERGOM - BP540 - TPS (10000'-) - BP031 (K230) - BP032 - BP535 (K210) - BP429 (7000'+)
- TURMU (4000'+).

LHBP/BUD
LISZT FERENC INTL

JEPPESSEN
20 MAY 16 **(10-2Q)**

Eff 26 May

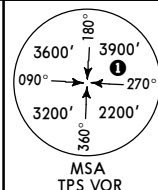
BUDAPEST, HUNGARY
RNAV TRANSITION

ATIS
117.3
132.375

Apt Elev
496'

Alt Set: hPa Trans level: By ATC Trans alt: 10000'
1. RNAV 1.
2. DME/DME or GNSS required.
3. GPS/FMS-equipped aircraft.
4. On downwind EXPECT vectors to final or shortcut to BP030.
5. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.

RUTOL 4R [RUTO4R]
RWY 31R RNAV

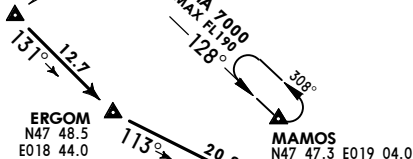


2300' within 15 NM

RUTOL

N47 57.5 E018 30.6

At or below
FL210



BP540
N47 39.1 E019 11.7

TAPIOSAP
D 115.9 TPS
N47 29.6 E019 26.8
306 TPS
N47 29.6 E019 26.7

At or below
10000'

Direct distance from VAGAT to:
Liszt Ferenc Intl 19NM



BP031
N47 21.4 E019 35.0
230 KT

BP030
N47 17.7
E019 30.0

BP032
N47 17.3
E019 41.5
BP535
N47 13.4
E019 47.6

210 KT

(IAF)
VAGAT
N47 13.6 E019 36.5
At or above
4000'

BP534
N47 09.8 E019 42.6
At or above
7000'

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
FL210 or below by RUTOL.
ACTUAL DESCENT CLEARANCE WILL BE GIVEN BY ATC

ROUTING

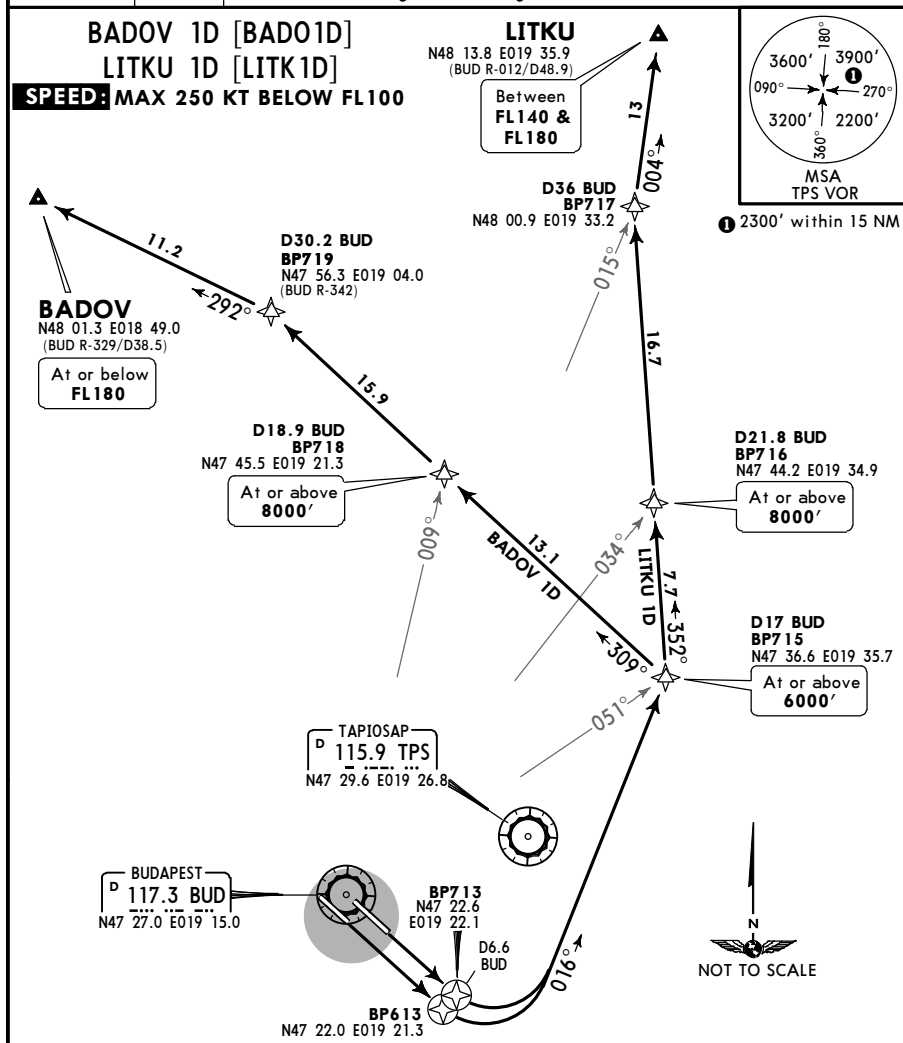
RUTOL (FL210-) - ERGOM - BP540 - TPS (10000'-) - BP031 (K230) - BP032 - BP535 (K210) - BP534 (7000'+) - VAGAT (4000'+).

LHBP/BUD
LISZT FERENC INTL

JEPPESSEN
20 MAY 16 (10-3) Eff 26 May

BUDAPEST, HUNGARY
SID

BUDAPEST Approach 129.7	Apt Elev 496'	Trans level: By ATC Trans alt: 10000' 1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500'. 2. SIDs include minimum noise routings. Execute procedures in accordance with NADP 1. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement. 3. An acceleration segment according to PANS-OPS is not contained.
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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	RWY	INITIAL CLIMB/ROUTING
BADOV 1D	13R/L	On runway heading to D6.6 BUD, 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 D6.6 BUD, 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-).

LHBP/BUD
LISZT FERENC INTL

JEPPESSEN
20 MAY 16 **(10-3A)** Eff 26 May

BUDAPEST, HUNGARY

SID

BUDAPEST
Approach
129.7

Apt Elev
496'

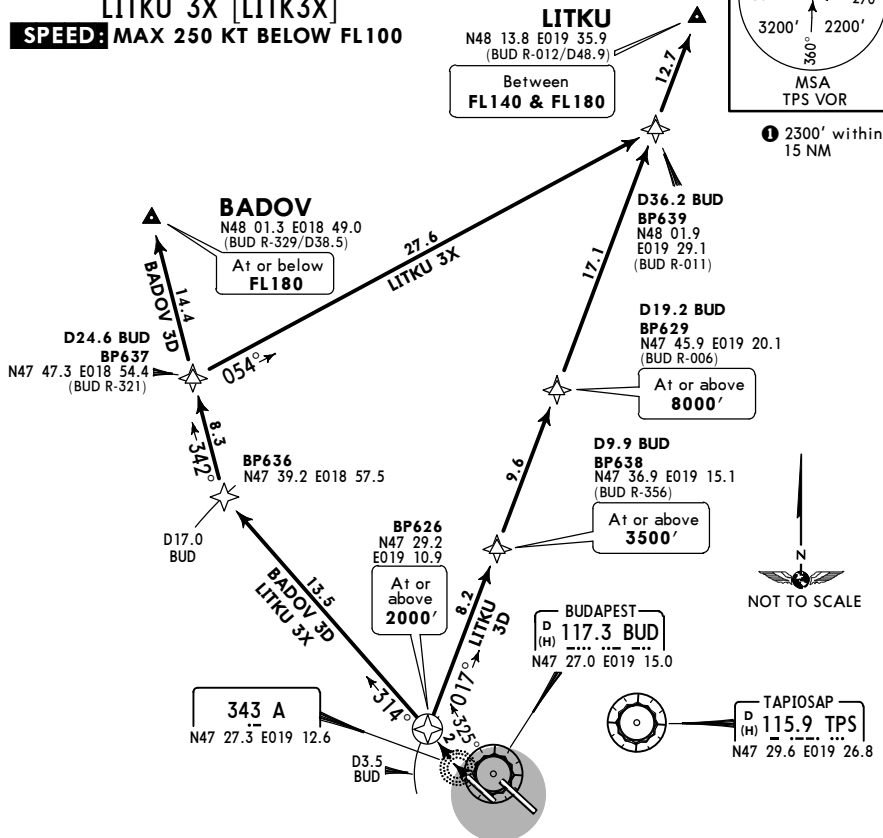
Trans level: By ATC Trans alt: 10000'
1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500'.
2. SIDs include minimum noise routings. Execute procedures in accordance with NADP 1. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement.
3. An acceleration segment according to PANS-OPS is not contained.

BADOV 3D [BADO3D]

LITKU 3D [LITK3D]

LITKU 3X [LITK3X]

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

RWY	INITIAL CLIMB
31L	Climb to A, turn RIGHT, 325° track to D3.5 BUD.

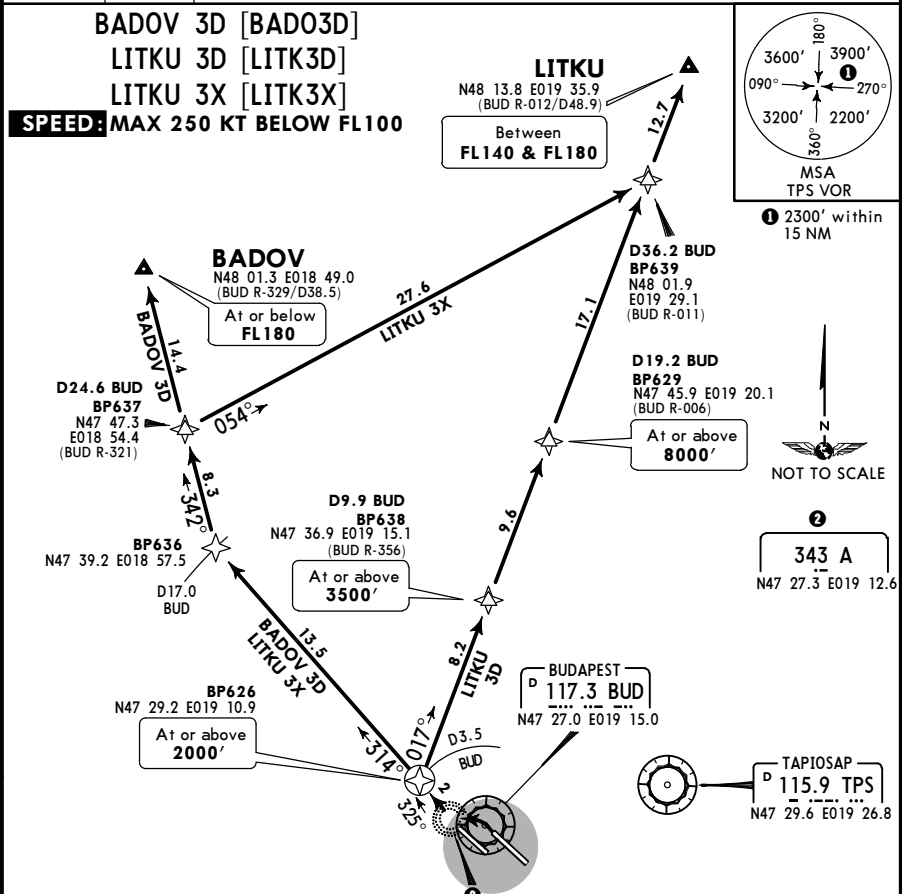
SID	ROUTING
BADOV 3D	At D3.5 BUD turn LEFT, 314° track, at D17.0 BUD turn RIGHT, 342° track to BADOV. GPS/FMS: BP626 (2000'+) - BP636 - BADOV (FL180-).
LITKU 3D	At BUD 3.5 DME turn RIGHT, 017° track to LITKU. GPS/FMS: BP626 (2000'+) - BP638 (3500'+) - BP629 (8000'+) - BP639 - LITKU (FL140+; FL180-).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

LHBP/BUD
LISZT FERENC INTL

JEYPESEN
20 MAY 16 (10-3B) Eff 26 May

BUDAPEST, HUNGARY
SID

BUDAPEST Approach 129.7	Apt Elev 496'	Trans level: By ATC Trans alt: 10000' 1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500'. 2. SIDs include minimum noise routings. Execute procedures in accordance with NADP 1. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement. 3. An acceleration segment according to PANS-OPS is not contained.
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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.

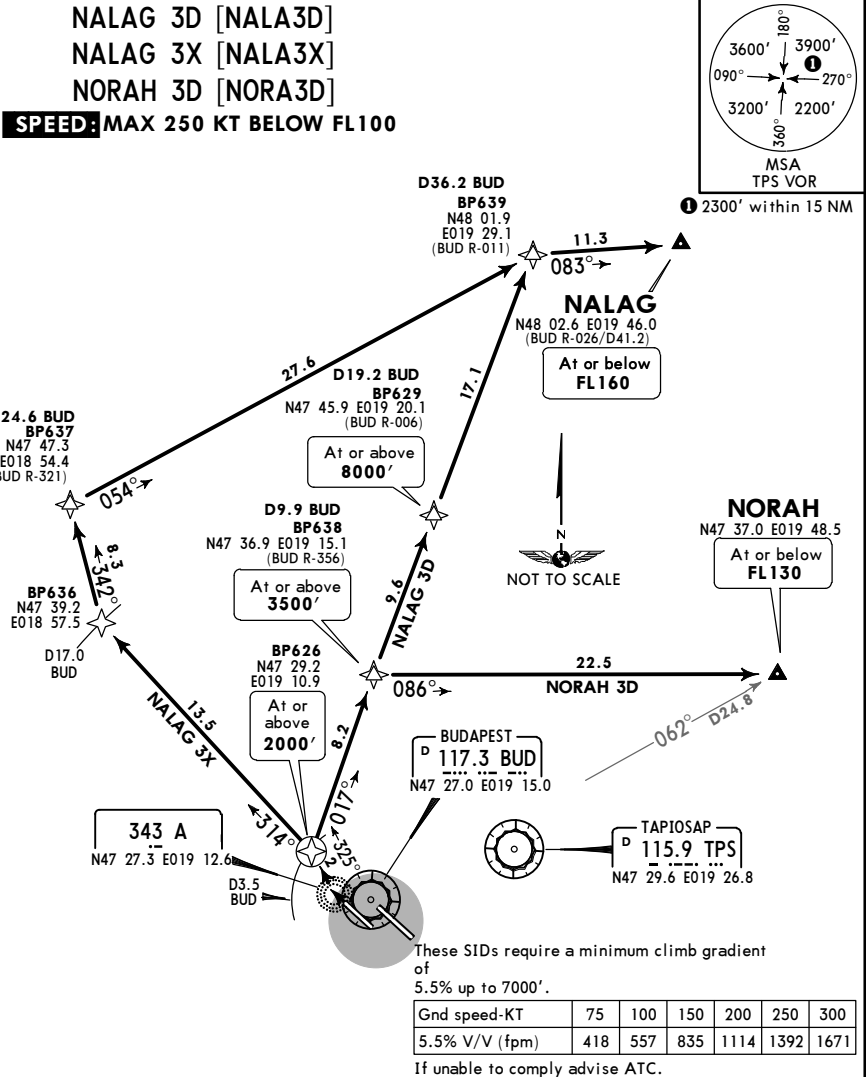
Initial climb clearance 7000', further climb by ATC.	
RWY	INITIAL CLIMB
31R	Climb to 1700', turn LEFT to A (if unable to climb advise ATC), turn RIGHT, 325° track to D3.5 BUD.
SID	ROUTING
BADOV 3D	At D3.5 BUD turn LEFT, 314° track, at D17.0 BUD turn RIGHT, 342° track to BADOV. GPS/FMS: BP626 (2000'+) - BP636 - BADOV (FL180-).
LITKU 3D	At BUD 3.5 DME turn RIGHT, 017° track to LITKU. GPS/FMS: BP626 (2000'+) - BP638 (3500'+) - BP629 (8000'+) - BP639 - LITKU (FL140+; FL180-).
LITKU 3X	At D3.5 BUD turn LEFT, 314° track, at D17.0 BUD turn RIGHT, 342° track, at D24.6 BUD turn RIGHT, 054° track, at D36.2 BUD turn LEFT, 017° track to LITKU. GPS/FMS: BP626 (2000'+) - BP637 - BP639 - LITKU (FL140+; FL180-).

LHBP/BUD
LISZT FERENC INTL

JEPPESSEN
20 MAY 16 (10-3D) Eff 26 May

BUDAPEST, HUNGARY
SID

BUDAPEST Approach 129.7	Apt Elev 496'	Trans level: By ATC Trans alt: 10000' 1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500'. 2. SIDs include minimum noise routings. Execute procedures in accordance with NADP1. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement. 3. An acceleration segment according to PANS-OPS is not contained.
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Initial climb clearance 7000', further climb by ATC	
RWY	INITIAL CLIMB
31L	Climb to A, turn RIGHT, 325° track to D3.5 BUD.
SID	ROUTING
NALAG 3D	At D3.5 BUD turn RIGHT, 017° track, at D36.2 BUD turn RIGHT, 083° track to NALAG. GPS/FMS: BP626 (2000'+) - BP638 (3500'+) - BP629 (8000'+) - BP639 - NALAG (FL160-).
NALAG 3X	At D3.5 BUD turn LEFT, 314° track, at D17.0 BUD turn RIGHT, 342° track, at D24.6 BUD turn RIGHT, 054° track, at D36.2 BUD turn RIGHT, 083° track to NALAG. GPS/FMS: BP626 (2000'+) - BP636 - BP637 - BP639 - NALAG (FL160-).
NORAH 3D	At D3.5 BUD turn RIGHT, 017° track, at D9.9 BUD turn RIGHT, 086° track to NORAH. GPS/FMS: BP626 (2000'+) - BP638 (3500'+) - NORAH (FL130-).

LHBP/BUD
LISZT FERENC INTL

JEPPESSEN
20 MAY 16 (10-3E) Eff 26 May

BUDAPEST, HUNGARY
SID

BUDAPEST
Approach
129.7

Apt Elev
496'

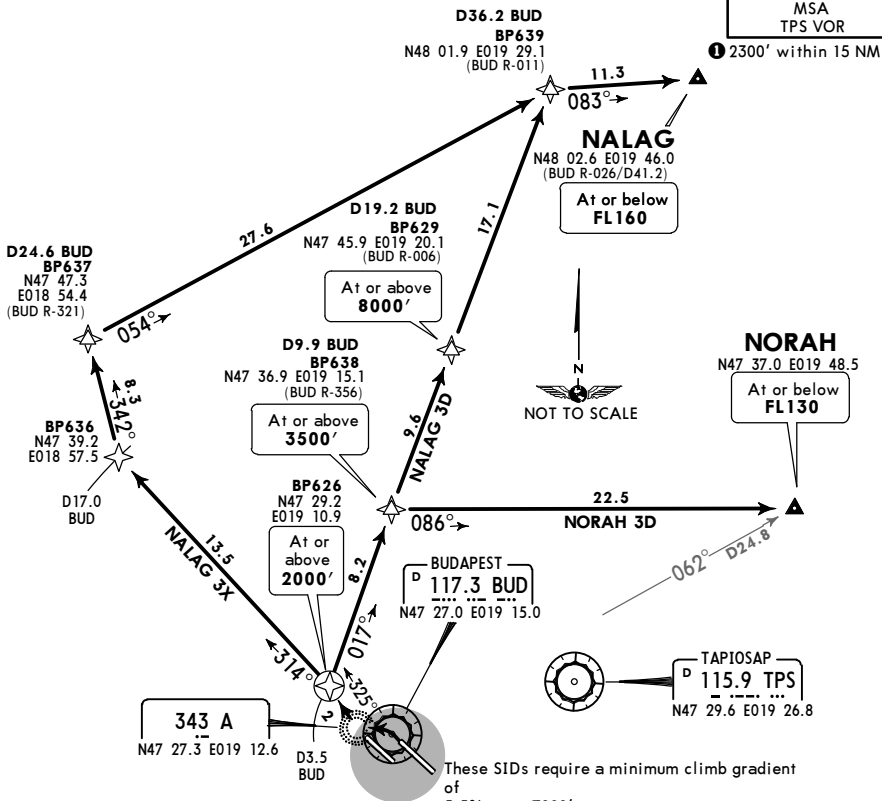
Trans level: By ATC Trans alt: 10000'
1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500'.
2. SIDs include minimum noise routings. Execute procedures in accordance with NADP 1. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement.
3. An acceleration segment according to PANS-OPS is not contained.

NALAG 3D [NALA3D]

NALAG 3X [NALA3X]

NORAH 3D [NORA3D]

SPEED: MAX 250 KT BELOW FL100



Initial climb clearance 7000', further climb by ATC

RWY

INITIAL CLIMB

31R

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

SID

ROUTING

NALAG 3D

At D3.5 BUD turn RIGHT, 017° track, at D36.2 BUD turn RIGHT, 083° track to NALAG.
GPS/FMS: BP626 (2000'+) - BP638 (3500'+) - BP629 (8000'+) - BP639 - NALAG (FL160-).

NALAG 3X

At D3.5 BUD turn LEFT, 314° track, at D17.0 BUD turn RIGHT, 342° track, at D24.6 BUD turn RIGHT, 054° track, at D36.2 BUD turn RIGHT, 083° track to NALAG.
GPS/FMS: BP626 (2000'+) - BP636 - BP637 - BP639 - NALAG (FL160-).

NORAH 3D

At D3.5 BUD turn RIGHT, 017° track, at D9.9 BUD turn RIGHT, 086° track to NORAH.
GPS/FMS: BP626 (2000'+) - BP638 (3500'+) - NORAH (FL130-).

LHBP/BUD
LISZT FERENC INTL

JEPPESSEN
20 MAY 16 (10-3F) Eff 26 May

BUDAPEST, HUNGARY

SID

BUDAPEST
Approach
129.7

Apt Elev
496'

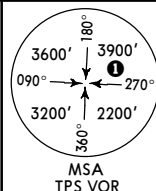
Trans level: By ATC Trans alt: 10000'

1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500'.
2. SIDs include minimum noise routings. Execute procedures in accordance with NADP 1. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement.
3. An acceleration segment according to PANS-OPS is not contained.

ERLOS 1D [ERLO1D]

PUSTA 1D [PUST1D]

SPEED: MAX 250 KT BELOW FL100



① 2300' within 15 NM



TAPIOSAP
D 115.9 TPS
N47 29.6 E019 26.8



BUDAPEST
D 117.3 BUD
N47 27.0 E019 15.0

BP608
At or above
4000'

BP613
N47 22.0
E019 21.3

D6.6
BUD
BP713
N47 22.6 E019 22.1

PUSTA
N47 09.1 E018 44.5
PUSZTA-
SZABOLCS
D 117.1 PTB
N47 09.1 E018 44.5
At or below
FL180

D7.6 PTB
BP611
N47 12.7 E018 54.5
At or above
7000'



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	RWY	INITIAL CLIMB/ROUTING
ERLOS 1D	13L/R	On runway heading to D6.6 BUD, turn RIGHT, 185° track to ERLOS. GPS/FMS: BP613 (13R)/BP713 (13L) - ERLOS (FL170-).
PUSTA 1D		On runway heading to D6.6 BUD, turn RIGHT, 281° track, at BUD R-186 turn LEFT, 239° track (PTB R-059 inbound) to PUSTA. GPS/FMS: BP613 (13R)/BP713 (13L) - BP608 (4000'+) - BP611 (7000'+) - PUSTA (FL180-).

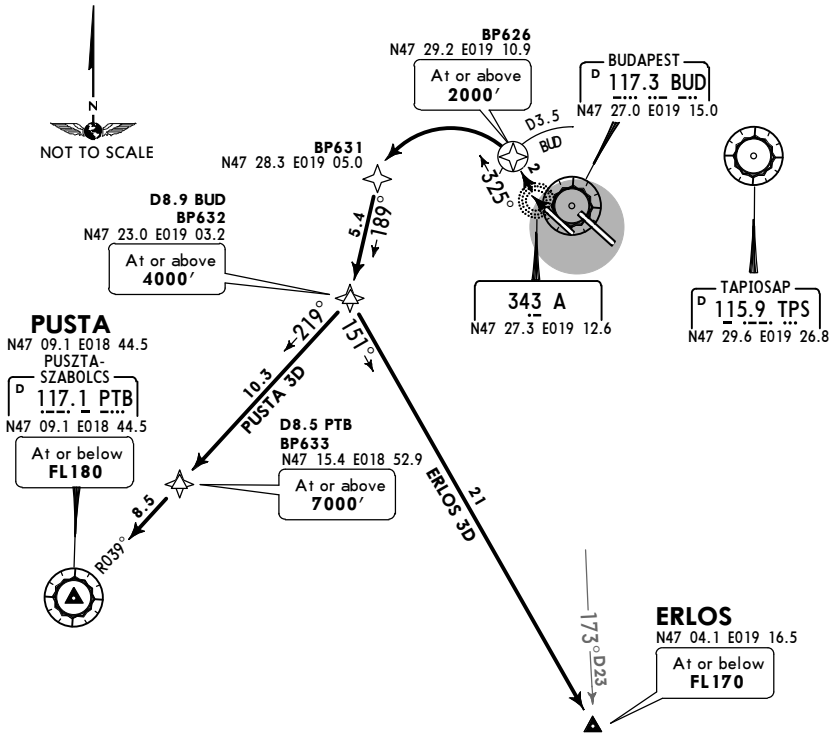
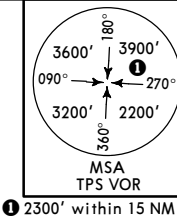
LHBP/BUD
 LISZT FERENC INTL

JEPPESSEN
 20 MAY 16 (10-3G) Eff 26 May

BUDAPEST, HUNGARY
 SID

BUDAPEST Approach 129.7	Apt Elev 496'	Trans level: By ATC Trans alt: 10000' 1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500'. 2. SIDs include minimum noise routings. Execute procedures in accordance with NADP 1. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement. 3. An acceleration segment according to PANS-OPS is not contained.
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ERLOS 3D [ERLO3D]
 PUSTA 3D [PUST3D]
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	
RWY	INITIAL CLIMB
31L	Climb to A, turn RIGHT, 325° track to D3.5 BUD.
SID	ROUTING
ERLOS 3D	At D3.5 BUD turn LEFT, 189° track, at D8.9 BUD turn LEFT, 151° track to ERLOS. GPS/FMS: BP626 (2000'+) - BP631 - BP632 (4000'+) - ERLOS (FL170-).
PUSTA 3D	At D3.5 BUD turn LEFT, 189° track, at D8.9 BUD turn RIGHT, 219° track to PUSTA. GPS/FMS: BP626 (2000'+) - BP631 - BP632 (4000'+) - BP633 (7000'+) - PUSTA (FL180-).

LHBP/BUD
LISZT FERENC INTL

JEPPESSEN
20 MAY 16 (10-3H) Eff 26 May

BUDAPEST, HUNGARY
SID

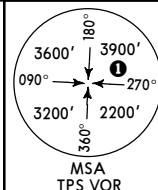
BUDAPEST
Approach
129.7

Apt Elev
496'

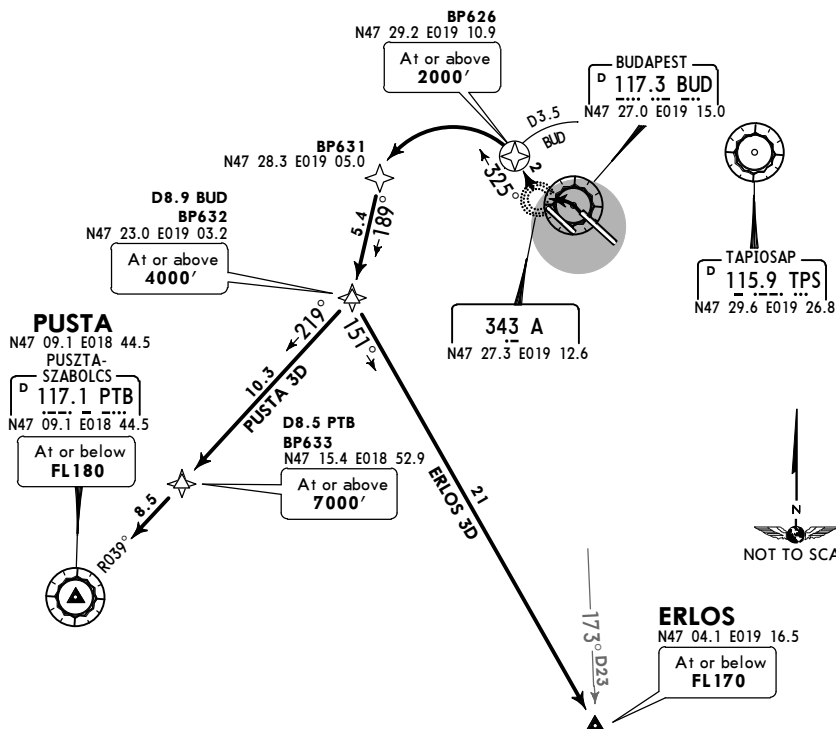
Trans level: By ATC Trans alt: 10000'
1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500'.
2. SIDs include minimum noise routings. Execute procedures in accordance with NADP 1. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement.
3. An acceleration segment according to PANS-OPS is not contained.

ERLOS 3D [ERLO3D]
PUSTA 3D [PUST3D]

**SPEED: MAX 250 KT
BELOW FL100**



① 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
31R	Climb to 1700', turn LEFT to A (if unable to climb advise ATC), turn RIGHT, 325° track to D3.5 BUD.
SID	ROUTING
ERLOS 3D	At D3.5 BUD turn LEFT, 189° track, at D8.9 BUD turn LEFT, 151° track to ERLOS. GPS/FMS: BP626 (2000'+) - BP631 - BP632 (4000'+) - ERLOS (FL170-).
PUSTA 3D	At D3.5 BUD turn LEFT, 189° track, at D8.9 BUD turn RIGHT, 219° track to PUSTA. GPS/FMS: BP626 (2000'+) - BP631 - BP632 (4000'+) - BP633 (7000'+) - PUSTA (FL180-).

LHBP/BUD
LISZT FERENC INTL

JEPPESSEN
20 MAY 16 (10-3J) Eff 26 May

BUDAPEST, HUNGARY

SID

BUDAPEST
Approach
129.7

Apt Elev
496'

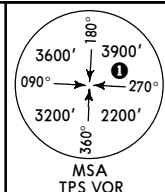
Trans level: By ATC Trans alt: 10000'

1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500'.
2. SIDs include minimum noise routings. Execute procedures in accordance with NADP1. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement.
3. An acceleration segment according to PANS-OPS is not contained.

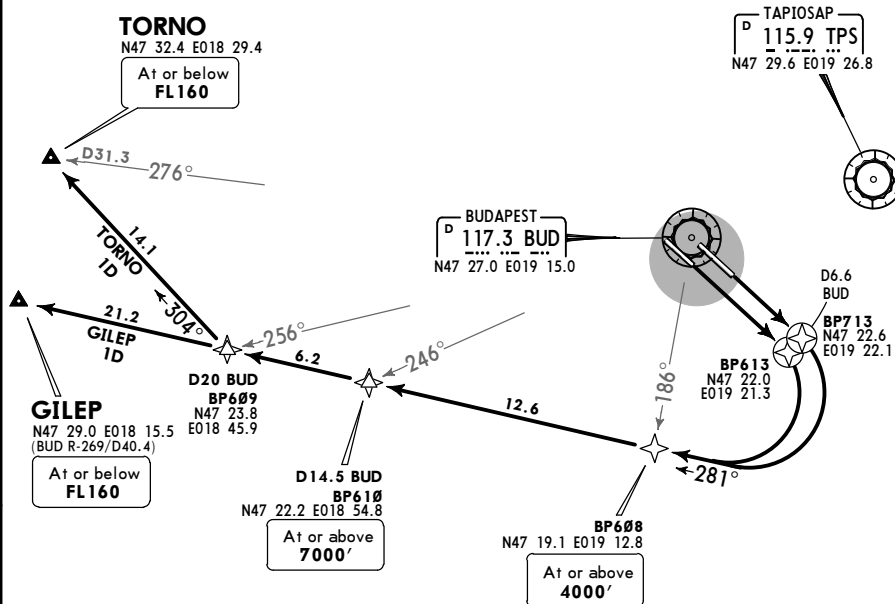
GILEP 1D [GILE1D]

TORNO 1D [TORN1D]

SPEED: MAX 250 KT BELOW FL100



① 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

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

LHBP/BUD
LISZT FERENC INTL

JEPPESSEN
20 MAY 16 (10-3K) Eff 26 May

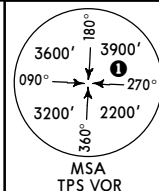
BUDAPEST, HUNGARY
SID

BUDAPEST
Approach
129.7

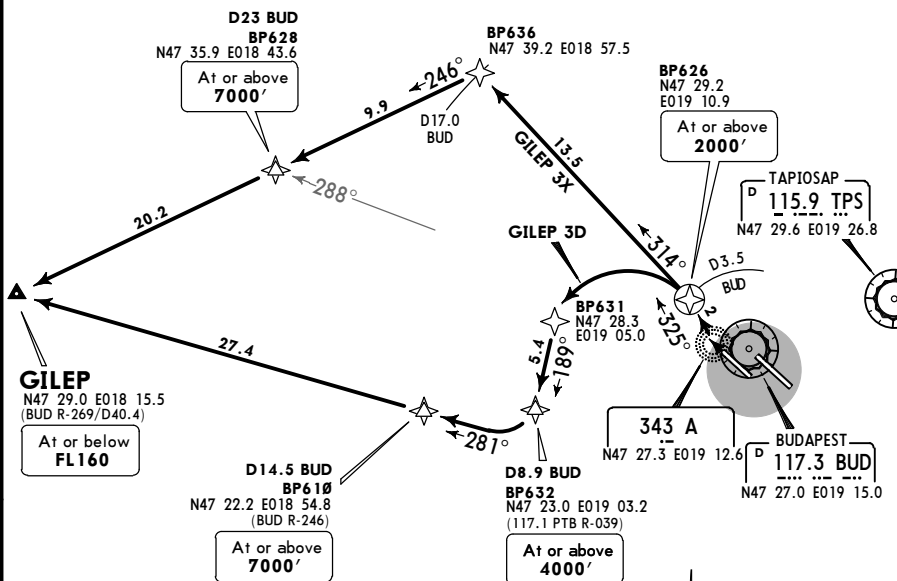
Apt Elev
496'

Trans level: By ATC Trans alt: 10000'
1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500'.
2. SIDs include minimum noise routings. Execute procedures in accordance with NADP1. 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]
SPEED: MAX 250 KT BELOW FL100



1 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	Climb to A, turn RIGHT, 325° track to D3.5 BUD.
SID	ROUTING
GILEP 3D	At D3.5 BUD turn LEFT, 189° track, at D8.9 BUD turn RIGHT, 281° track to GILEP. GPS/FMS: BP626 (2000'+) - BP631 - BP632 (4000'+) - BP610 (7000'+) - GILEP (FL160-).
GILEP 3X	At D3.5 BUD turn LEFT, 314° track, at BUD 17 DME turn LEFT, 246° track to GILEP. GPS/FMS: BP626 (2000'+) - BP636 - BP628 (7000'+) - GILEP (FL160-).

LHBP/BUD
LISZT FERENC INTL

JEPPESSEN
20 MAY 16 (10-3L) Eff 26 May

BUDAPEST, HUNGARY

SID

BUDAPEST
Approach
129.7

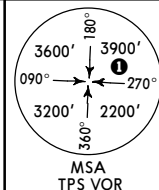
Apt Elev
496'

Trans level: By ATC Trans alt: 10000'
1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500'.
2. SIDs include minimum noise routings. Execute procedures in accordance with NADP1. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement.
3. An acceleration segment according to PANS-OPS is not contained.

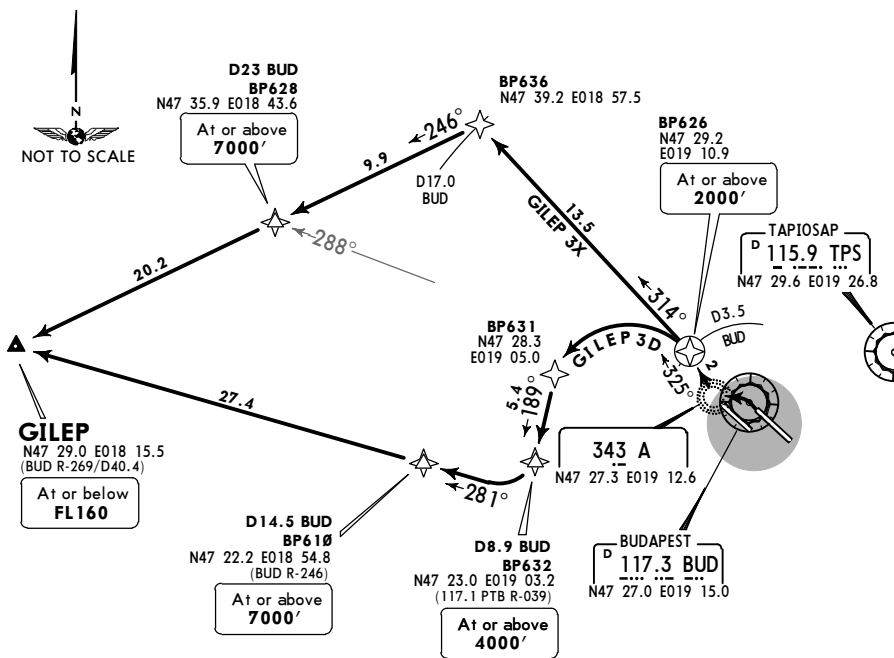
GILEP 3D [GILE3D]

GILEP 3X [GILE3X]

SPEED: MAX 250 KT BELOW FL100



① 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
31R	Climb to 1700', turn LEFT to A (if unable to climb advise ATC), turn RIGHT, 325° track to D3.5 BUD.
SID	ROUTING
GILEP 3D	At D3.5 BUD turn LEFT, 189° track, at D8.9 BUD turn RIGHT, 281° track to GILEP. GPS/FMS: BP626 (2000'+) - BP631 - BP632 (4000'+) - BP610 (7000'+) - GILEP (FL160-).
GILEP 3X	At D3.5 BUD turn LEFT, 314° track, at BUD 17 DME turn LEFT, 246° track to GILEP. GPS/FMS: BP626 (2000'+) - BP636 - BP628 (7000'+) - GILEP (FL160-).

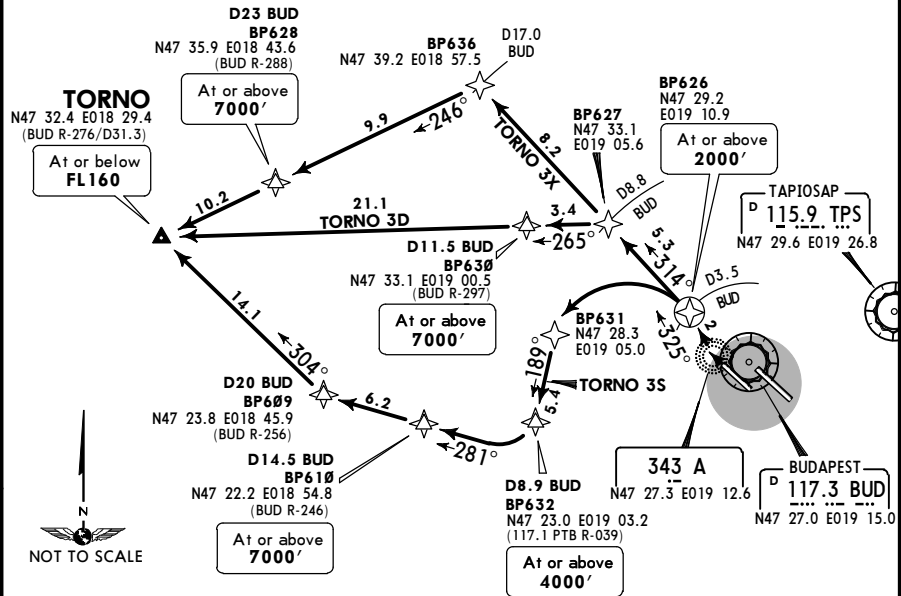
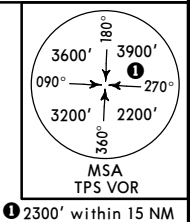
LHBP/BUD
LISZT FERENC INTL

JEPPesen
20 MAY 16 (10-3M) Eff 26 May

BUDAPEST, HUNGARY
SID

BUDAPEST Approach 129.7	Apt Elev 496'	Trans level: By ATC Trans alt: 10000' 1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500'. 2. SIDs include minimum noise routings. Execute procedures in accordance with NDAP 1. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement. 3. An acceleration segment according to PANS-OPS is not contained.
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TORNO 3D [TORN3D]
TORNO 3S [TORN3S], TORNO 3X [TORN3X]
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.

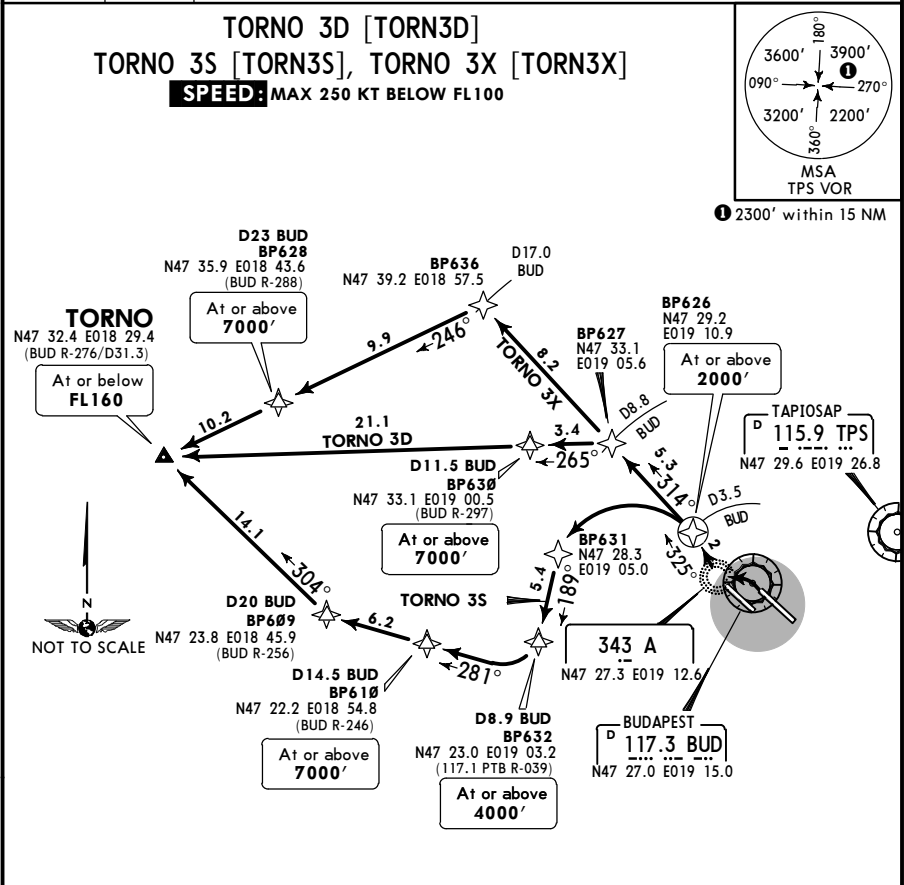
Initial climb clearance 7000', further climb by ATC	
RWY	INITIAL CLIMB
31L	Climb to A, turn RIGHT, 325° track to D3.5 BUD.
SID	ROUTING
TORNO 3D	At D3.5 BUD turn LEFT, 314° track, at D8.8 BUD turn LEFT, 265° track to TORNO. GPS/FMS: BP626 (2000'+) - BP627 - BP630 (7000'+) - TORNO (FL160-).
TORNO 3S	At D3.5 BUD turn LEFT, 189° track, at D8.9 BUD turn RIGHT, 281° track, at D20 BUD turn RIGHT, 304° track to TORNO. GPS/FMS: BP626 (2000'+) - BP631 - BP632 (4000'+) - BP610 (7000'+) - BP609 - TORNO (FL160-).
TORNO 3X	At D3.5 BUD turn LEFT, 314° track, at D17.0 BUD turn LEFT, 246° track to TORNO. GPS/FMS: BP626 (2000'+) - BP636 - BP628 (7000'+) - TORNO (FL160-).

LHBP/BUD
LISZT FERENC INTL

JEPPesen
20 MAY 16 (10-3N) Eff 26 May

BUDAPEST, HUNGARY
SID

BUDAPEST Approach 129.7	Apt Elev 496'	Trans level: By ATC Trans alt: 10000' 1. If not otherwise instructed by Tower contact BUDAPEST Approach when passing 1500'. 2. SIDs include minimum noise routings. Execute procedures in accordance with NADP 1. Strict adherence to prescribed tracks is MANDATORY for safety reasons and noise abatement. 3. An acceleration segment according to PANS-OPS is not contained.
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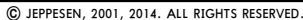


These SIDs require a minimum climb gradient of 5.5% up to 7000'.

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



LHBP/BUD



BUDAPEST, HUNGARY
LISZT FERENC INTL

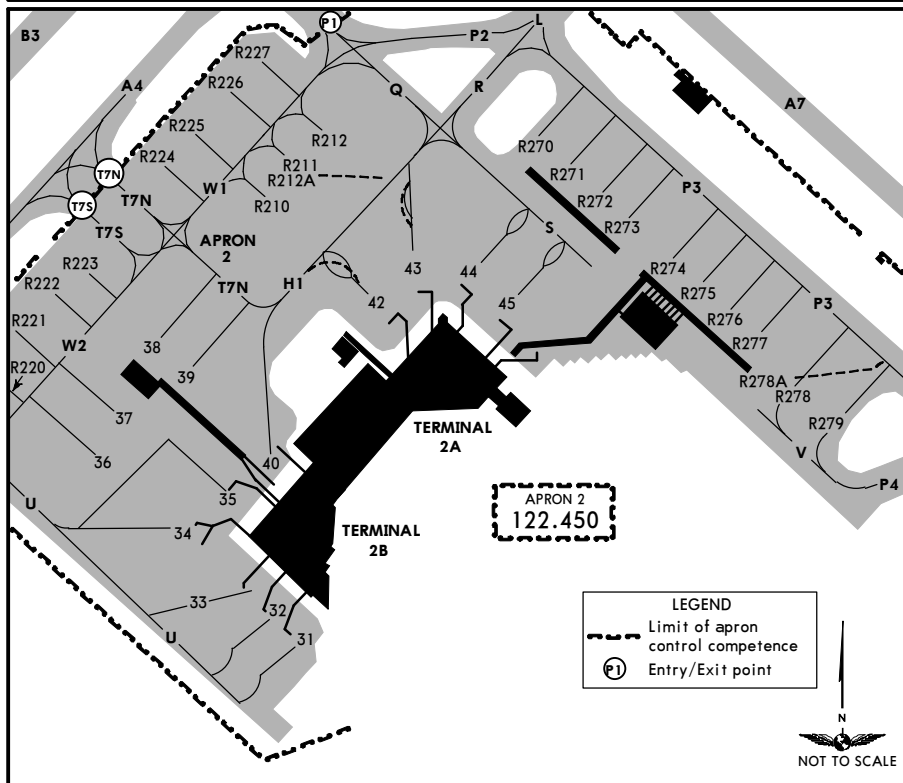
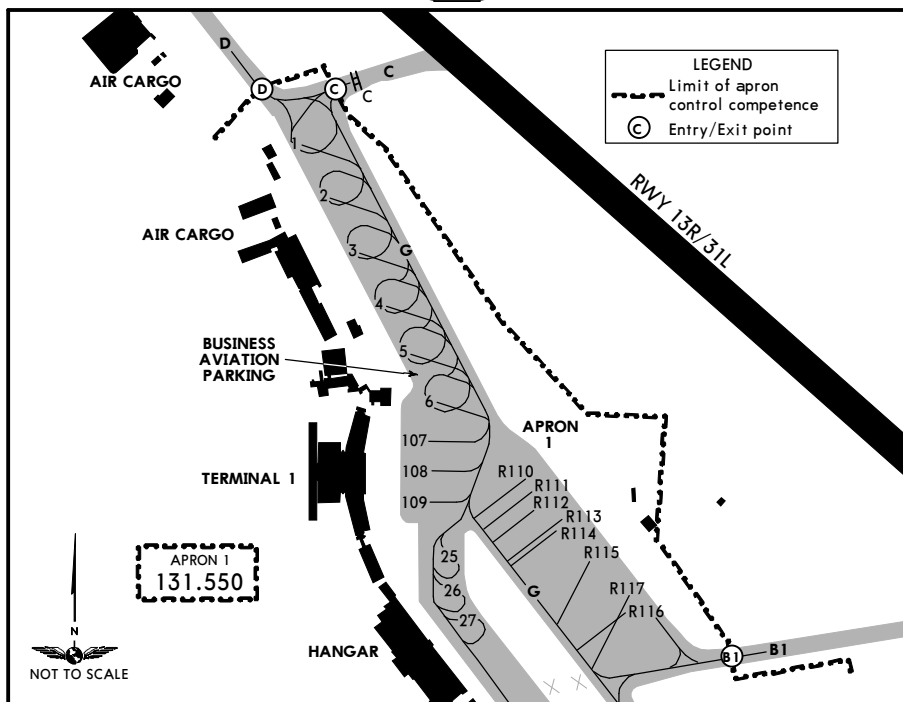
ADDITIONAL RUNWAY INFORMATION							
RWY	LANDING BEYOND			USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
13L	HIRL (60m)CL (15m)ALSF-II TDZ PAP-L(3.0°) RVR			11,129' 3392m		②	148' 45m
31R	HIRL (60m)CL (15m)ALSF-II TDZ PAP-L(3.0°) ① RVR			11,190' 3411m			
① HST-Y&Z							
② TAKE-OFF RUN AVAILABLE							
RWY 13L:							
From rwy head		12,162' (3707m)		From rwy head		12,162' (3707m)	
twy K int		9678' (2950m)		twy X int		8694' (2650m)	
				twy K int		2313' (705m)	
13R	HIRL (60m)CL (15m)ALSF-II TDZ PAP-L(3.0°) ③ RVR			8842' 2695m		①	148' 45m
31L	HIRL (60m)CL (15m)ALSF-II TDZ PAP-L(3.0°) RVR			8599' 2621m			
③ HSTIL HST-J4							
④ TAKE-OFF RUN AVAILABLE							
RWY 13R:							
From rwy head		9875' (3010m)		From rwy head		9875' (3010m)	
twy C int		8038' (2450m)		twy B1/B2 int		5906' (1800m)	
twy B1/B2 int		3937' (1200m)		twy C int		1657' (505m)	

Standard TAKE-OFF ①						
	LVP must be in force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.						

LHBP/BUD

JEPPesen
10 JUL 15 10-9B Eff 23 Jul

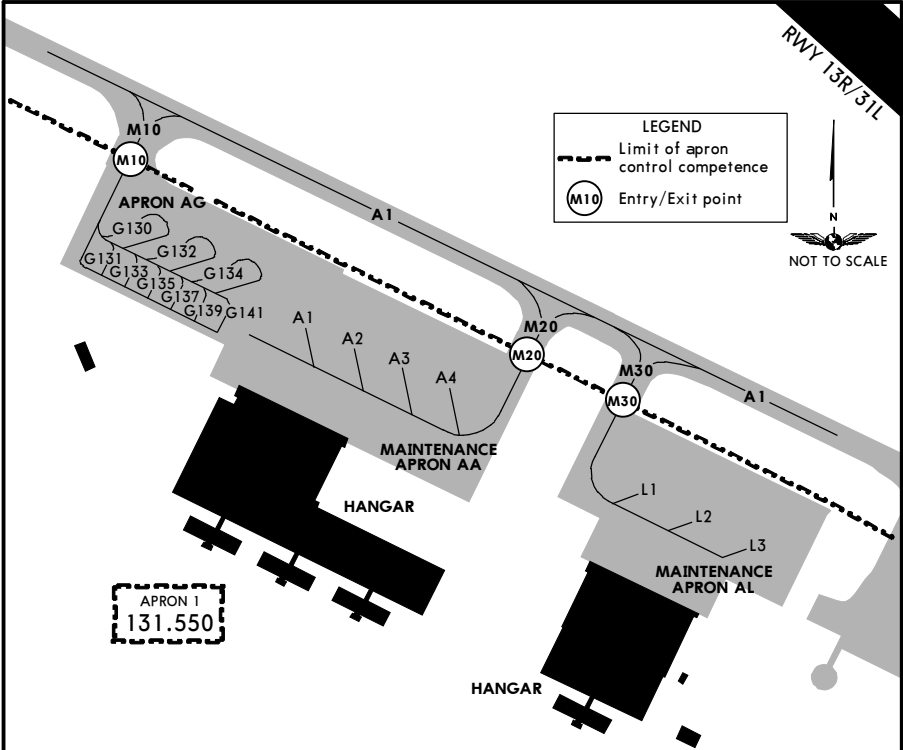
BUDAPEST, HUNGARY
LISZT FERENC INTL



LHBP/BUD

JEPPesen
10 JUL 15 10-9C Eff 23 Jul

BUDAPEST, HUNGARY
LISZT FERENC INTL



INS COORDINATES

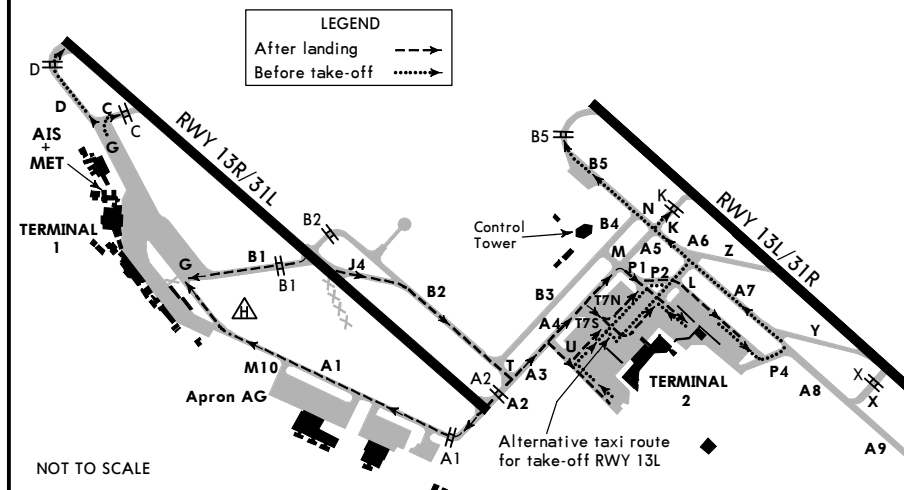
STAND No.	COORDINATES	STAND No.	COORDINATES
1	N47 26.7 E019 13.4	L1	N47 25.8 E019 14.5
2, 3	N47 26.6 E019 13.4	L2	N47 25.8 E019 14.6
4, 5	N47 26.5 E019 13.5	L3	N47 25.7 E019 14.6
6	N47 26.4 E019 13.5	R110 thru R112	N47 26.4 E019 13.7
25 thru 27	N47 26.3 E019 13.6	R113 thru R115	N47 26.3 E019 13.7
31, 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		

LHBP/BUD

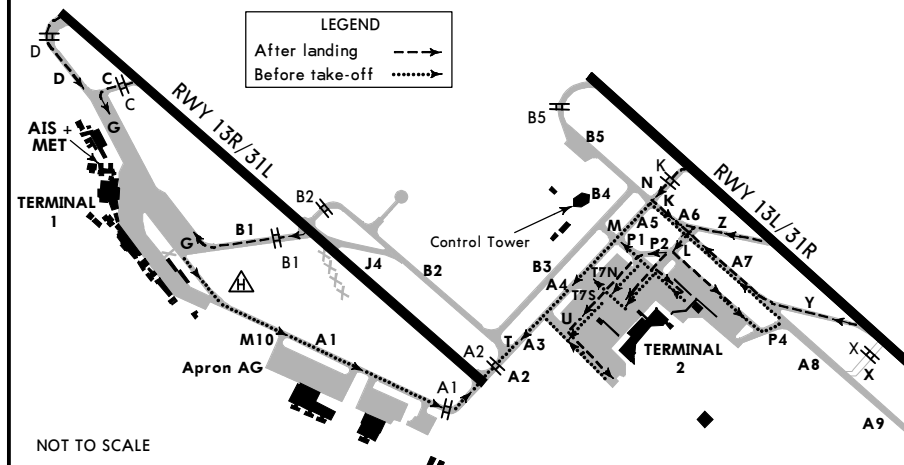
JEPPesen
30 OCT 15 (10-9D) Eff 12 Nov

BUDAPEST, HUNGARY
LISZT FERENC INTL

TAXI ROUTING RWYs 13L/R



TAXI ROUTING RWYs 31L/R



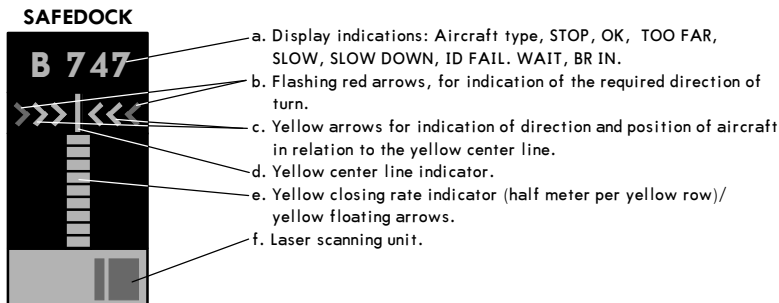
LHBP/BUD


JEPPESSEN
 30 OCT 15 **(10-9E)** **Eff 12 Nov**
BUDAPEST, HUNGARY
LISZT FERENC INTL

SAFEGATE DOCKING SYSTEM

A. SYSTEM DESCRIPTION

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



B. DOCKING PROCEDURE

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

WARNING:

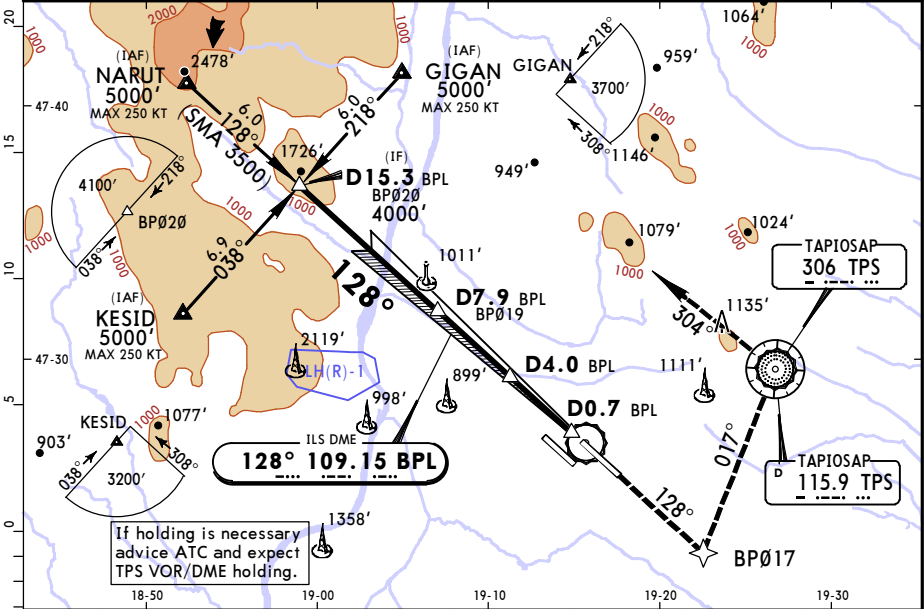
- When the detection of the aircraft is not possible (the closing rate indicator does not appear) the aircraft has to stop safety distance from the aviobridge (as primary obstacle) and wait for the marshaller's manual guidance.
- When the identification of the aircraft is not made 12m before the correct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

LHBP/BUD
LISZT FERENC INTL

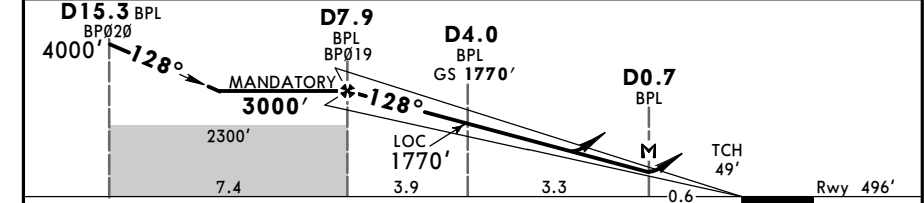
20 MAY 16 **11-1** Eff 26 May

BUDAPEST, HUNGARY
ILS or LOC Rwy 13L

BRIEFING STRIP™	ATIS 132.375 117.3		BUDAPEST Approach 129.7 122.975 119.5		BUDAPEST Tower 118.1		Ground 121.9				
	LOC BPL 109.15		Final Apch Crs 128°		GS D4.0 BPL 1770' (1274')		ILS DA(H) Refer to Minimums		Apt Elev 496' Rwy 496'		TAA 25 NM IAF
	MISSED APCH: Climb to 4000' on 128°. Cross BP017 at or above 1900', then turn LEFT (MAX 220 KT) onto 017° inbound to TPS VOR/NDB. Then turn LEFT onto 304° to GIGAN.										
	Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 10000' DME and RNAV1(GNSS) required.										



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



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	BP017 on 128°
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849		
MAP at D0.7 BPL								

Standard				STRAIGHT-IN LANDING RWY 13L				CIRCLE-TO-LAND			
ILS				LOC (GS out)				MISSED APCH			
Missed apch climb gradient mim 4.0%				Missed apch climb gradient mim 2.5%				Missed apch climb gradient mim 2.5%			
A: 955' (459')				A: 950' (454')				A: 950' (454')			
B: 964' (468')				B: 964' (468')				B: 980' (484')			
C: 974' (478')				C: 974' (478')				C: 1000' (504')			
D: 984' (488')				D: 984' (488')				D: 1020' (524')			
DA(H) 696' (200')				ABC: 860' (364') D: 880' (384')				DA(H) B: 980' (484')			
FULL Limited ALS out				ALS out				ALS out			
A				RVR 1400m				Max Kts			
B				RVR 1500m				MDA(H) 1500m			
C				RVR 1500m				135 1190' (694') 1600m			
D				RVR 1500m				180 1310' (814') 2400m			
RVR 550m				RVR 750m				205 1510' (1014') 3600m			
RVR 1200m				RVR 1500m							
RVR 1500m				RVR 1500m							
CMV 2200m				RVR 1700m							
CMV 2300m				RVR 1800m							

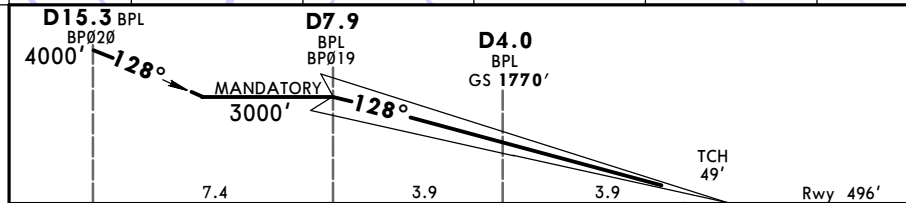
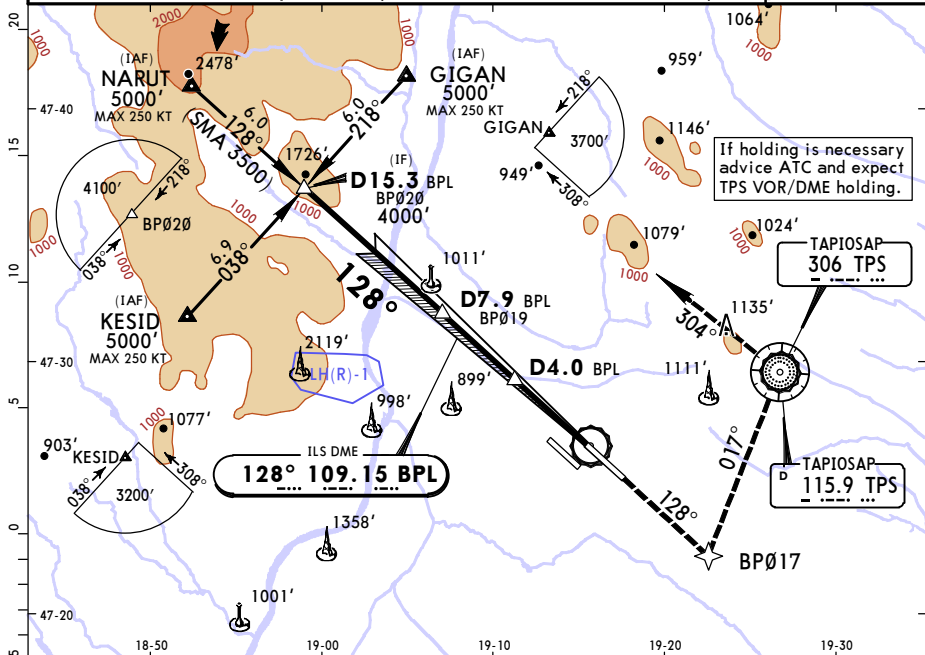
BUDAPEST, HUNGARY
■ **CAT II ILS Rwy 13L**

20 MAY 16 (11-1A)

Eff 26 May

BUDAPEST, HUNGARY
■ **CAT II ILS Rwy 13L**

DME INFO STAT	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 D4.0 BPL	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 496'		TAA 25 NM IAF	
	109.15	128°	1770' (1274')		Rwy 496'			
	MISSED APCH: Climb to 4000' on 128°. Cross BP017 at or above 1900', then turn LEFT (MAX 220 KT) onto 017° inbound to TPS VOR/NDB. Then turn LEFT onto 304° to GIGAN.							
	Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 10000'							
1. DME and RNAV1 (GNSS) required. 2. Special Aircrew & Acft Certification Required.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	BP017 on 128°
GS 3.00°	372	478	531	637	743	849		

Standard

STRAIGHT-IN LANDING RWY 13L

CAT II ILS

Missed apch climb gradient mim 4.0%

Missed apch climb gradient min 2.5%

ABC
RA 92'

D
RA 94'

D

E
DA

DA

D

DA(H) **596'** (100')DA(H) **599'** (103')

866'(370'

882' (386')

896' (400')

209'(413')

RVR 300m **1**

RVR 450m

1 Operators applying U.S. Ops Sp
CHANGES: Procedure revised. Minimums.

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LHBP/BUD
LISZT FERENC INTL

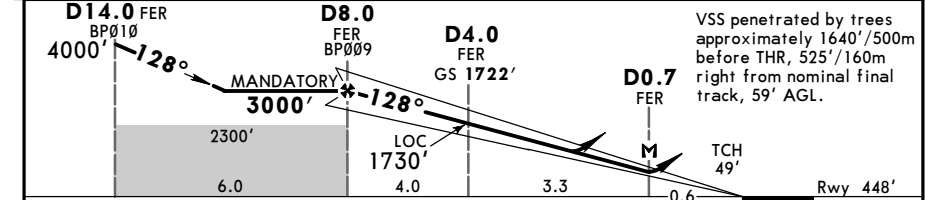
20 MAY 16 **(11-2)** Eff 26 May

BUDAPEST, HUNGARY
ILS or LOC Rwy 13R

BRIEFING STRIP™	ATIS		BUDAPEST Approach			BUDAPEST Tower		Ground	
	132.375 117.3		129.7 122.975 119.5			118.1		121.9	
	LOC FER	Final Apch Crs	GS D4.0 FER	ILS DA(H) Refer to Minimums		Apt Elev 496'		TAA 25 NM IAF	
	110.5	128°	1722' (1274')			Rwy 448'			
	MISSED APCH: Cross BP007 at or above 1100', then turn RIGHT (MAX 220KT) to BP006. Cross BP006 at or above 2500', then turn RIGHT onto 308° to KESID. Reach 4000' by BP005.								
Alt Set: hPa		Rwy Elev: 16 hPa		Trans level: By ATC		Trans alt: 10000'			
DME and RNAV1(GNSS) required.									



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



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 1100' MIM at BP007
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849	
MAP at D0.7 FER							

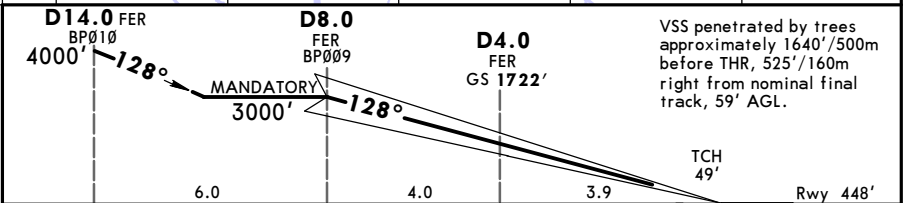
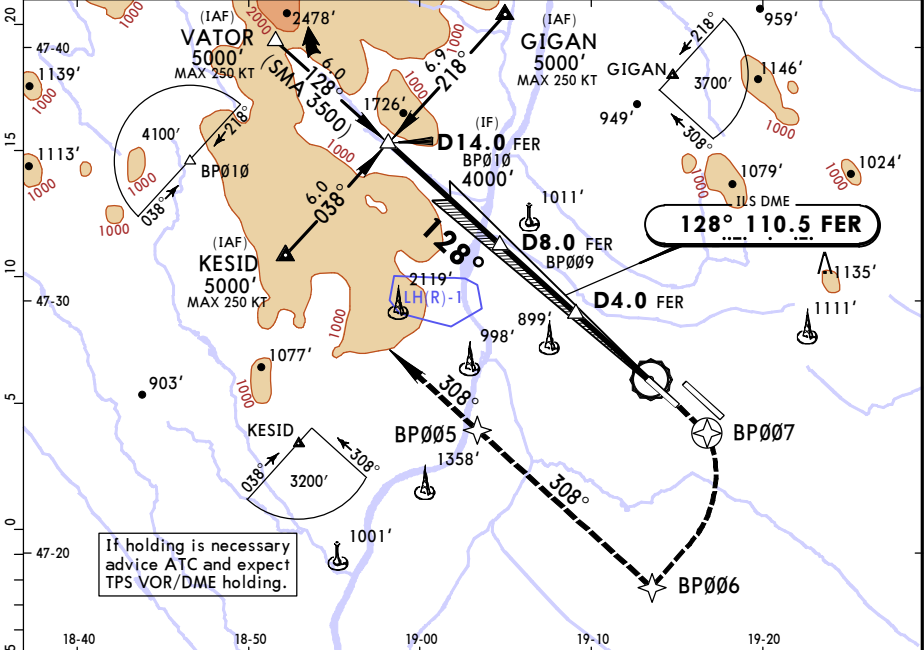
Standard				STRAIGHT-IN LANDING RWY 13R				CIRCLE-TO-LAND			
ILS				LOC (GS out)							
Missed apch climb gradient mim 3.4%				Missed apch climb gradient mim 2.5%				Missed apch climb gradient mim 2.5%			
DA(H)				DA(H)				DA(H)			
A: 648' (200')				A: 958' (510')				A: 1220' (772')			
B: 655' (207')				B: 967' (519')				B: 1250' (802')			
C: 665' (217')				C: 977' (529')				C: 1270' (822')			
D: 665' (217')				D: 987' (539')				D: 1290' (842')			
FULL Limited ALS out				ALS out				ALS out			
Max Kts				MDA(H)				VIS			
A				RVR 1500m				100 980' (484') 1500m			
B				RVR 1500m				135 1190' (694') 1600m			
C				RVR 1500m				180 1310' (814') 2400m			
D				RVR 1500m				205 1510' (1014') 3600m			

LHBP/BUD
LISZT FERENC INTL

JEPPesen
20 MAY 16 (1-2A) Eff 26 May

BUDAPEST, HUNGARY
CAT II ILS Rwy 13R

BRIEFING STRIP™	ATIS 132.375 117.3		BUDAPEST Approach 129.7 122.975 119.5		BUDAPEST Tower 118.1		Ground 121.9				
	LOC FER 110.5		Final Apt Crs 128°		GS D4.0 FER 1722' (1274')		CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev 496' Rwy 448'		TAA 25 NM IAF
	MISSED APCH: Cross BP007 at or above 1100', then turn RIGHT (MAX 220KT) to BP006. Cross BP006 at or above 2500', then turn RIGHT onto 308° to KESID. Reach 4000' by BP005.										
	Alt Set: hPa Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 10000' 1. DME and RNAV1(GNSS) required. 2. Special Aircrew & Acft Certification Required.										



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	1100' MIM at BP007
GS	3.00°	372	478	531	637	743		

Standard								STRAIGHT-IN LANDING RWY 13R							
								CAT II ILS							
Missed apch climb gradient mim 3.9%								Missed apch climb gradient mim 2.5%							
ABC				D				A		B		C		D	
RA 107'				RA 123'				DA(H)		DA(H)		DA(H)		DA(H)	
DA(H) 548' (100')				DA(H) 563' (115')				869' (421')		885' (437')		898' (450')		912' (464')	
RVR 300m I								RVR 450m							

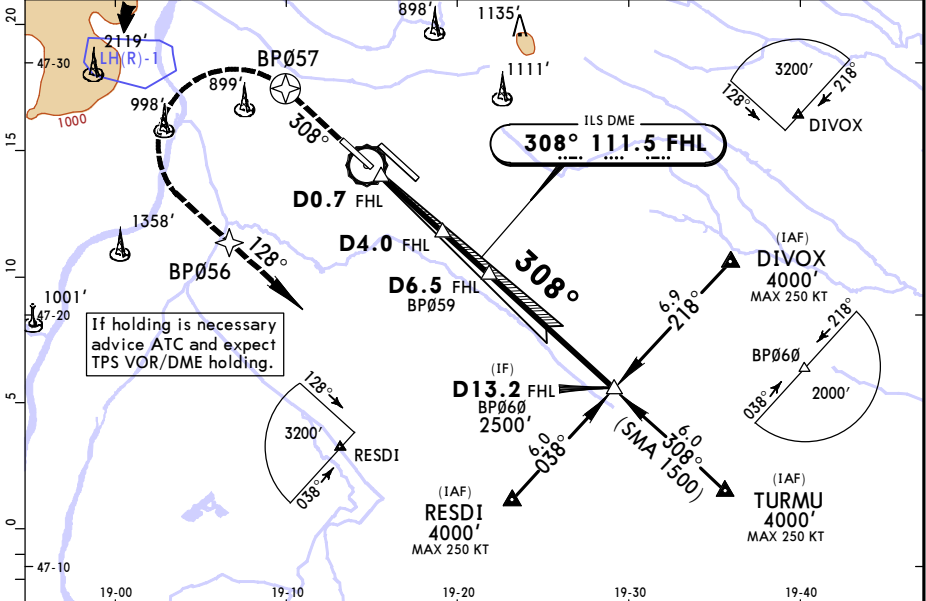
I Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

LHBP/BUD
LISZT FERENC INTL

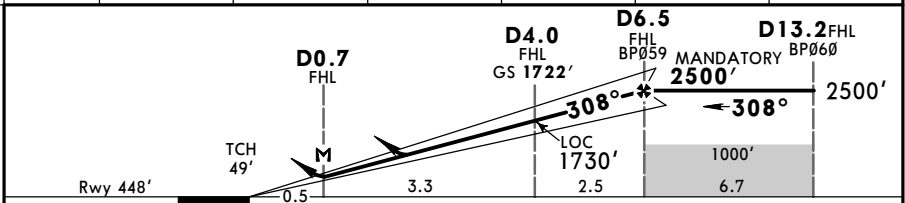
JEPPesen

BUDAPEST, HUNGARY
ILS or LOC Rwy 31L

ATIS 132.375 117.3		BUDAPEST Approach 129.7 122.975 119.5		BUDAPEST Tower 118.1		Ground 121.9	
LOC FHL 111.5	Final Apch Crs 308°	GS D4.0 FHL 1722' (1274')	ILS DA(H) Refer to Minimums	Apt Elev 496' Rwy 448'		TAA 25 NM IAF	
MISSED APCH: Climb to 3000' on 308°. Cross BP057 at or above 2000', then turn LEFT (MAX 220 KT) onto 128° to BP056. Reach 3000' by BP056 and continue on 128° to RESDI.							
Alt Set: hPa		Rwy Elev: 16 hPa		Trans level: By ATC			
DME and RNAV1(GNSS) required.							



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



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

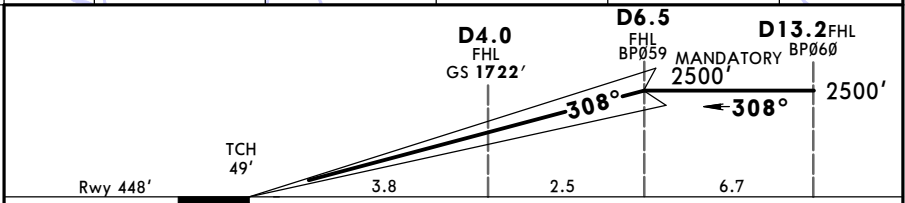
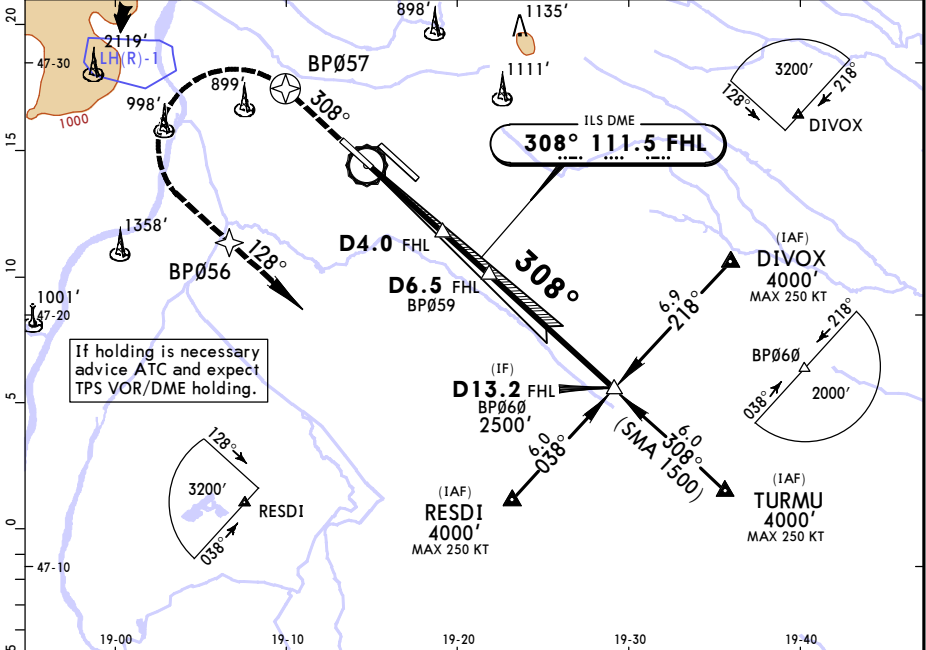
Standard				STRAIGHT-IN LANDING RWY 31L				CIRCLE-TO-LAND			
Missed apch climb gradient mim 5.9%		Missed apch climb gradient mim 2.5%		Missed apch climb gradient mim 4.7%		Missed apch climb gradient mim 2.5%					
A: 1205' (757')		A: 1215' (767')		A: 840' (392')		A: 1360' (912')					
B: 1215' (767')		B: 1225' (777')		B: 880' (432')		B: 1380' (932')					
C: 1225' (777')		C: 1235' (787')		C: 920' (472')		C: 1400' (952')					
D: 1235' (787')						D: 1420' (972')					
DA(H) 648' (200')		DA(H) 648' (200')		DA(H) 648' (200')		DA(H) 648' (200')					
FULL Limited ALS out		ALS out		ALS out		ALS out					
A								Max Kts	MDA(H)	VIS	
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	RVR 1100m	RVR 1500m	RVR 1500m	100	980' (484')	1500m	
C					RVR 1300m			135	1190' (694')	1600m	
D					CMV 2400m	CMV 2200m	CMV 2400m	180	1310' (814')	2400m	
								205	1510' (1014')	3600m	

LHBP/BUD
LISZT FERENC INTL

JEPPesen
20 MAY 16 11-3A Eff 26 May

BUDAPEST, HUNGARY
CAT II ILS Rwy 31L

BRIEFING STRIP™	ATIS 132.375 117.3		BUDAPEST Approach 129.7 122.975 119.5		BUDAPEST Tower 118.1		Ground 121.9	
	LOC FHL 111.5	Final Apch Crs 308°	GS D4.0 FHL 1722' (1274')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 496'		TAA 25 NM IAF	
					Rwy 448'			
	MISSED APCH: Climb to 3000' on 308°. Cross BP057 at or above 2000', then turn LEFT (MAX 220 KT) onto 128° to BP056. Reach 3000' by BP056 and continue on 128° to RESDI.							
	Alt Set: hPa		Rwy Elev: 16 hPa		Trans level: By ATC		Trans alt: 10000'	
1. DME and RNAV1(GNSS) required. 2. Special Aircrew & Acft Certification Required.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	
GS	3.00°	372	478	531	637	743	PAPI	BP057 on 308°

Standard		STRAIGHT-IN LANDING RWY 31L			
CAT II ILS					
Missed apch climb gradient mim 5.9%		Missed apch climb gradient mim 2.5%			
ABC	D	A	B	C	D
RA 91'	RA 95'	DA(H)	DA(H)	DA(H)	DA(H)
DA(H) 548' (100')	DA(H) 553' (105')	1116' (668')	1133' (685')	1145' (697')	1159' (711')
RVR 300m I		RVR 450m			

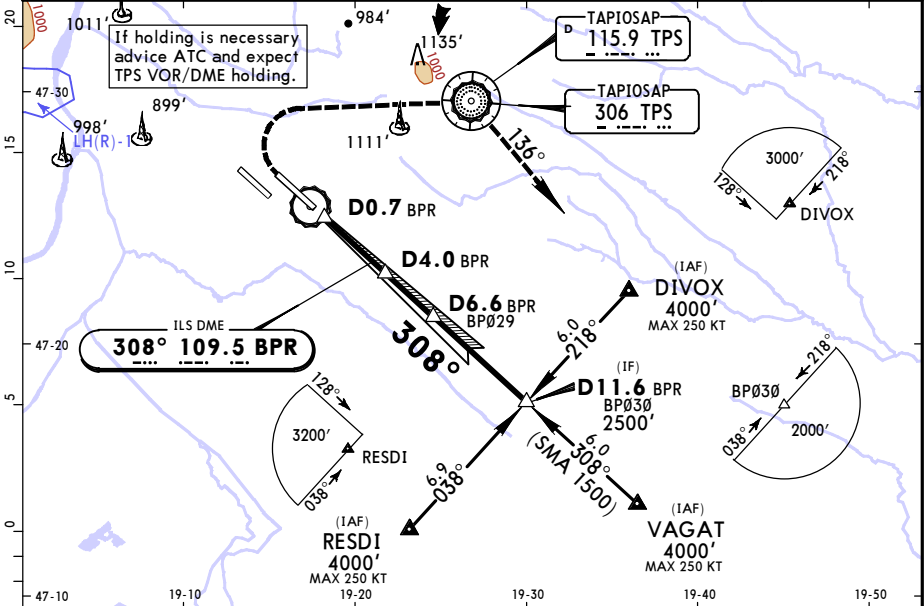
Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

LHBP/BUD
LISZT FERENC INTL

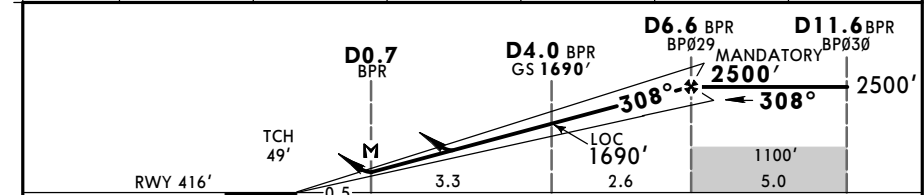
JEPPesen
20 MAY 16 11-4 Eff 26 May

BUDAPEST, HUNGARY
ILS or LOC Rwy 31R

BREEZING STRIP™	ATIS		BUDAPEST Approach			BUDAPEST Tower		Ground	
	132.375 117.3		129.7 122.975 119.5			118.1		121.9	
	LOC BPR	Final Apch Crs	GS D4.0 BPR	ILS DA(H) Refer to Minimums		Apt Elev 496' Rwy 416'		TAA 25 NM IAF	
	MISSED APCH: Climb to 3000' on 308°. When passing 900' turn RIGHT (MAX 185 KT) to TPS VOR/NDB. Then turn RIGHT onto 136° to DIVOX.								
	Alt Set: hPa		Rwy Elev: 15 hPa		Trans level: By ATC		Trans alt: 10000'		
	DME and RNAV1(GNSS) required.								



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



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	900' on 308°
ILS GS or LOC Desc Angle	372	478	531	637	743	849		
MAP at D0.7 BPR								

Standard				STRAIGHT-IN LANDING RWY 31R				CIRCLE-TO-LAND			
ILS				LOC (GS out)				Mandatory			
Missed apch climb gradient mim 3.6%				Missed apch climb gradient mim 2.5%				Missed apch climb gradient mim 2.5%			
DA(H)				DA(H)				DA(H)			
A: 616' (200')				A: 1169' (753')				A: 1430' (1014')			
B: 617' (201')				B: 1179' (763')				B: 1450' (1034')			
C: 617' (201')				C: 1189' (773')				C: 1480' (1064')			
D: 627' (211')				D: 1199' (783')				D: 1490' (1074')			
FULL Limited ALS out				ALS out				ALS out			
A				RVR 1500m				Max Kts			
B				RVR 1500m				100			
C				RVR 1500m				135			
D				RVR 1500m				180			
RVR 550m				RVR 900m				205			
RVR 750m				RVR 1600m				MDA(H)			
RVR 1200m				CMV 2400m				980' (484')			
CMV 2400m				RVR 1500m				135			
				RVR 1600m				180			
				CMV 2400m				205			
								1190' (694')			
								1310' (814')			
								1510' (1014')			
								3600m			

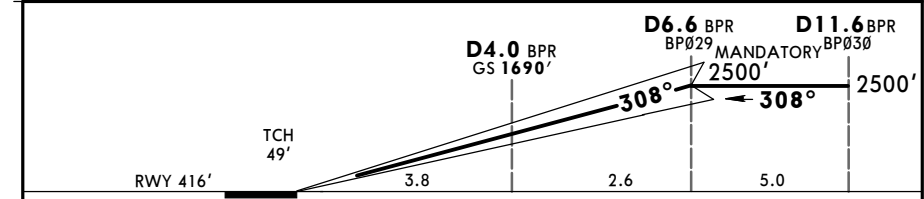
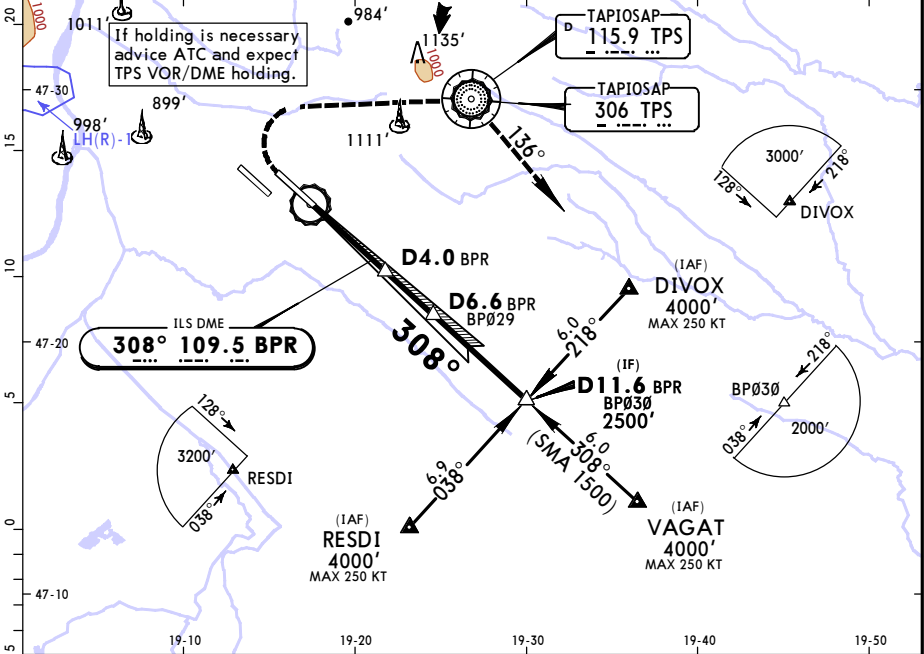
LHBP/BUD
LISZT FERENC INTL

20 MAY 16
Eff 26 May

JEPPesen
(11-4A)

BUDAPEST, HUNGARY
CAT II/III ILS Rwy 31R

BRIEFING STRIP™	ATIS		BUDAPEST Approach			BUDAPEST Tower		Ground	
	132.375 117.3		129.7 122.975 119.5			118.1		121.9	
	LOC BPR	Final Apch Crs	GS D4.0 BPR	CAT II & IIIA ILS RA/DA(H) Refer to Minimums		Apt Elev 496'		TAA 25 NM IAF	
	109.5	308°	1690' (1274')			Rwy 416'			
	MISSED APCH: Climb to 3000' on 308°. When passing 900' turn RIGHT (MAX 185 KT) to TPS VOR/NDB. Then turn RIGHT onto 136° to DIVOX.								
	Alt Set: hPa Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10000' 1. DME and RNAV1 (GNSS) required. 2. Special Aircrew & Acft Certification Required.								



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		900' on 308°	
GS	3.00°	372	478	531	637	743	849	PAPI		

STRAIGHT-IN LANDING RWY 31R									
CAT IIIA ILS					CAT II ILS				
Missed apch climb gradient mim 3.6%					Missed apch climb gradient mim 2.5%				
A RA 105' DA(H) 516' (100')					A: 1080' (664') C: 1110' (694') B: 1097' (681') D: 1123' (707')				
B RA 121' DA(H) 532' (116')									
C RA 134' DA(H) 544' (128')									
D RA 149' DA(H) 558' (142')									
DH 50'									
RVR 200m					RVR 450m				
RVR 300m					RVR 450m				
RVR 400m					RVR 450m				
RVR 450m					RVR 450m				

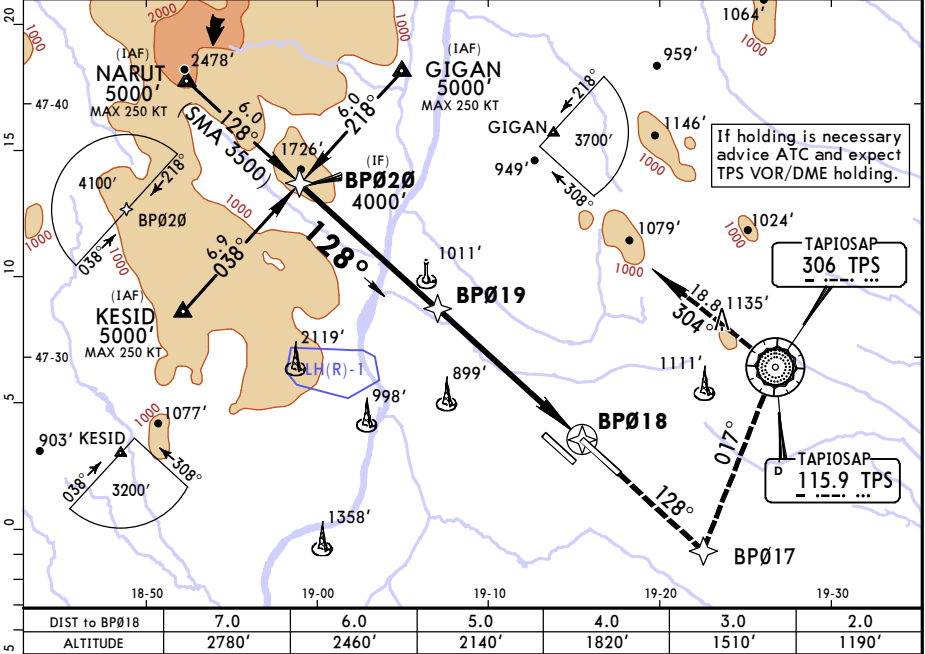
LHBP/BUD
LISZT FERENC INTL

JEPPESEN
20 MAY 16
Eff 26 May (12-1)

BUDAPEST, HUNGARY
RNAV (GNSS) Rwy 13L

BRIEFING STRIP™

ATIS 132.375 117.3		BUDAPEST Approach 129.7 122.975 119.5		BUDAPEST Tower 118.1		Ground 121.9
RNAV	Final Apc Crs 128°	Mandatory Alt BP019 3000' (2504')	LNAV DA(H) Refer to Minimums	Apt Elev 496' Rwy 496'		TAA 25 NM IAF
MISSED APCH: Climb to 4000' on 128°. Cross BP017 at or above 1900', then turn LEFT (MAX 220 KT) onto 017° to TPS VOR/NDB. Then turn LEFT onto 304° to GIGAN.						
Alt Set: hPa		Rwy Elev: 18 hPa	Trans level: By ATC		Trans alt: 10000'	
RNAV(GNSS) required.						



BP020

4000'

128°

MANDATORY

3000'

2300'

7.4

15.1

BP019

7.7

BP018

3.00°

7.7

0

ALS-II

PAPI

BP017

on 128°

TCH

49'

M

Rwy 496'

Gnd speed-Kts

70

90

100

120

140

160

Descent Angle

3.00°

372

478

531

637

743

849

MAP at BP018

Standard

STRAIGHT-IN LANDING RWY 13L

Missed apch climb gradient mim 3.1%

A: 860' (364')

DA(H) B: 900' (404') CD: 920' (424')

Missed apch climb gradient mim 2.5%

DA(H) A: 1030' (534') C: 1080' (584')

B: 1060' (564') D: 1100' (604')

CIRCLE-TO-LAND

Max Kts

MDA(H)

VIS

100

980' (484')

1500m

135

1190' (694')

1600m

180

1310' (814')

2400m

205

1510' (1014')

3600m

ALS out

ALS out

A

RVR 1000m

B

RVR 1200m

C

RVR 1300m

D

RVR 1300m

RVR 1500m

RVR 1500m

RVR 2000m

CMV 2100m

RVR 2000m

CMV 2400m

BP020

4000'

128°

BP019

7.4

BP018

3.00°

7.7

TCH

49'

M

Rwy 496'

Gnd speed-Kts

70

90

100

120

140

160

Descent Angle

3.00°

372

478

531

637

743

849

MAP at BP018

Standard

STRAIGHT-IN LANDING RWY 13L

Missed apch climb gradient mim 3.1%

A: 860' (364')

DA(H) B: 900' (404') CD: 920' (424')

Missed apch climb gradient mim 2.5%

DA(H) A: 1030' (534') C: 1080' (584')

B: 1060' (564') D: 1100' (604')

CIRCLE-TO-LAND

Max Kts

MDA(H)

VIS

100

980' (484')

1500m

135

1190' (694')

1600m

180

1310' (814')

2400m

205

1510' (1014')

3600m

BP020

4000'

128°

BP019

7.4

BP018

3.00°

7.7

TCH

49'

M

Rwy 496'

Gnd speed-Kts

70

90

100

120

140

160

Descent Angle

3.00°

372

478

531

637

743

849

MAP at BP018

Standard

STRAIGHT-IN LANDING RWY 13L

Missed apch climb gradient mim 3.1%

A: 860' (364')

DA(H) B: 900' (404') CD: 920' (424')

Missed apch climb gradient mim 2.5%

DA(H) A: 1030' (534') C: 1080' (584')

B: 1060' (564') D: 1100' (604')

CIRCLE-TO-LAND

Max Kts

MDA(H)

VIS

100

980' (484')

1500m

135

1190' (694')

1600m

180

1310' (814')

2400m

205

1510' (1014')

3600m

BP020

4000'

128°

BP019

7.4

BP018

3.00°

7.7

TCH

49'

M

Rwy 496'

Gnd speed-Kts

70

90

100

120

140

160

Descent Angle

3.00°

372

478

531

637

743

849

MAP at BP018

Standard

STRAIGHT-IN LANDING RWY 13L

Missed apch climb gradient mim 3.1%

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MAP at BP018

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4000'

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Rwy 496'

Gnd speed-Kts

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Descent Angle

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MAP at BP018

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A: 860' (364')

DA(H) B: 900' (404') CD: 920' (424')

Missed apch climb gradient mim 2.5%

DA(H) A: 1030' (534') C: 1080' (584')

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Max Kts

MDA(H)

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49'

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Rwy 496'

Gnd speed-Kts

70

90

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120

140

160

Descent Angle

3.00°

372

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MAP at BP018

Standard

STRAIGHT-IN LANDING RWY 13L

Missed apch climb gradient mim 3.1%

A: 860' (364')

DA(H) B: 900' (404') CD: 920' (424')

Missed apch climb gradient mim 2.5%

DA(H) A: 1030' (534') C: 1080' (584')

B: 1060' (564') D: 1100' (604')

CIRCLE-TO-LAND

Max Kts

MDA(H)

VIS

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980' (484')

1500m

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1190' (694')

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1310' (814')

2400m

205

1510' (1014')

3600m

BP020

4000'

128°

BP019

7.4

BP018

3.00°

7.7

TCH

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M

Rwy 496'

Gnd speed-Kts

70

90

100

120

140

160

Descent Angle

3.00°

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478

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MAP at BP018

Standard

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Missed apch climb gradient mim 3.1%

A: 860' (364')

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DA(H) A: 1030' (534') C: 1080' (584')

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CIRCLE-TO-LAND

Max Kts

MDA(H)

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1310' (814')

2400m

205

1510' (1014')

3600m

BP020

4000'

128°

BP019

7.4

BP018

3.00°

7.7

TCH

49'

M

Rwy 496'

Gnd speed-Kts

70

90

100

120

140

160

Descent Angle

3.00°

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MAP at BP018

Standard

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Max Kts

MDA(H)

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BP020

4000'

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49'

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Rwy 496'

Gnd speed-Kts

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100

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140

160

Descent Angle

3.00°

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MAP at BP018

Standard

STRAIGHT-IN LANDING RWY 13L

Missed apch climb gradient mim 3.1%

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CIRCLE-TO-LAND

Max Kts

MDA(H)

VIS

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1310' (814')

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128°

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3.00°

7.7

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Rwy 496'

Gnd speed-Kts

70

90

100

120

140

160

Descent Angle

3.00°

372

478

531

637

743

849

MAP at BP018

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Missed apch climb gradient mim 3.1%

A: 860' (364')

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DA(H) A: 1030' (534') C: 1080' (584')

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Max Kts

MDA(H)

VIS

100

980' (484')

1500m

135

1190' (694')

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4000'

128°

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3.00°

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Rwy 496'

Gnd speed-Kts

70

90

100

120

140

160

Descent Angle

3.00°

372

478

531

637

743

849

MAP at BP018

Standard

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Missed apch climb gradient mim 3.1%

A: 860' (364')

DA(H) B: 900' (404') CD: 920' (424')

Missed apch climb gradient mim 2.5%

DA(H) A: 1030' (534') C: 1080' (584')

B: 1060' (564') D: 1100' (604')

CIRCLE-TO-LAND

Max Kts

MDA(H)

VIS

100

980' (484')

1500m

135

1190' (694')

1600m

180

1310' (814')

2400m

205

1510' (1014')

3600m

BP020

4000'

128°

BP019

7.4

BP018

3.00°

7.7

TCH

49'

M

Rwy 496'

Gnd speed-Kts

70

90

100

120

140

160

Descent Angle

3.00°

372

478

531

637

743

849

MAP at BP018

Standard

STRAIGHT-IN LANDING RWY 13L

Missed apch climb gradient mim 3.1%

A: 860' (364')

DA(H) B: 900' (404') CD: 920' (424')

Missed apch climb gradient mim 2.5%

DA(H) A: 1030' (534') C: 1080' (584')

B: 1060' (564') D: 1100' (604')

CIRCLE-TO-LAND

Max Kts

MDA(H)

VIS

100

980' (484')

1500m

135

1190' (694')

1600m

180

1310' (814')

2400m

205

1510' (1014')

3600m

BP020

4000'

128°

BP019

7.4

BP018

3.00°

7.7

TCH

49'

M

Rwy 496'

Gnd speed-Kts

70

90

100

120

140

160

Descent Angle

3.00°

372

478

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849

MAP at BP018

Standard

STRAIGHT-IN LANDING RWY 13L

Missed apch climb gradient mim 3.1%

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DA(H) B: 900' (404') CD: 920' (424')

Missed apch climb gradient mim 2.5%

DA(H) A: 1030' (534') C: 1080' (584')

B: 1060' (564') D: 1100' (604')

CIRCLE-TO-LAND

Max Kts

MDA(H)

VIS

100

980' (484')

1500m

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1190' (694')

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1310' (814')

2400m

205

1510' (1014')

3600m

BP020

4000'

128°

BP019

7.4

BP018

3.00°

7.7

TCH

49'

M

Rwy 496'

Gnd speed-Kts

70

90

100

120

140

160

Descent Angle

3.00°

372

478

531

637

743

849

MAP at BP018

Standard

STRAIGHT-IN LANDING RWY 13L

Missed apch climb gradient mim 3.1%

A: 860' (364')

DA(H) B: 900' (404') CD: 920' (424')

Missed apch climb gradient mim 2.5%

DA(H) A: 1030' (534') C: 1080' (584')

B: 1060' (564') D: 1100' (604')

</

PANS OPS

CHANGES: New procedure.

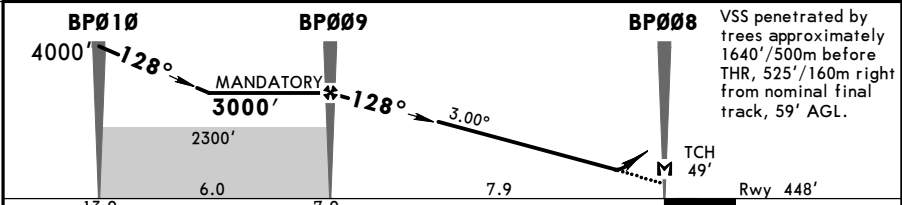
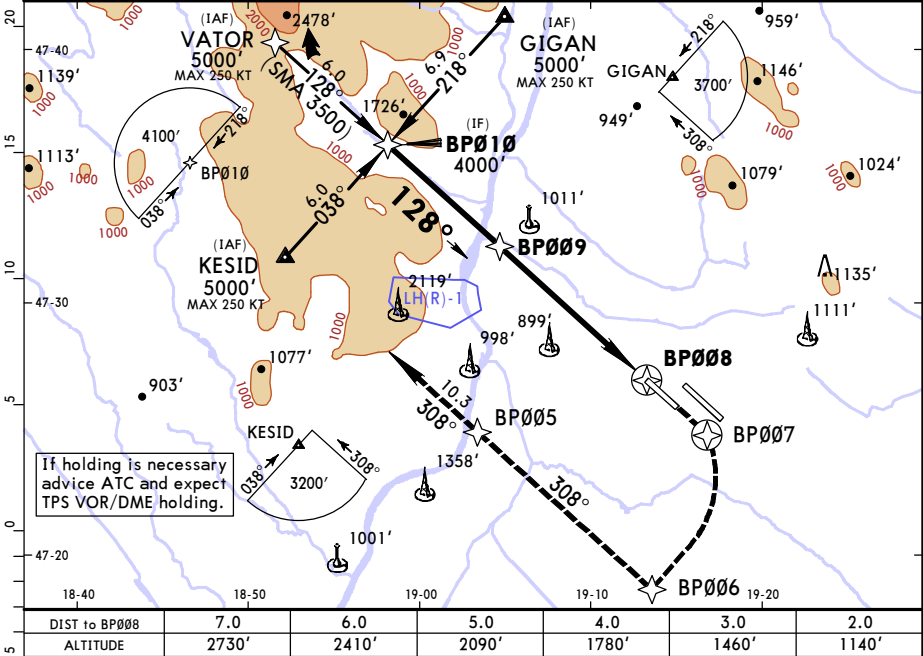
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LHBP/BUD
LISZT FERENC INTL

JEPPESSEN
20 MAY 16
Eff 26 May 12-2

BUDAPEST, HUNGARY
RNAV (GNSS) Rwy 13R

BRIEFING STRIP™	ATIS 132.375 117.3		BUDAPEST Approach 129.7 122.975 119.5			BUDAPEST Tower 118.1		Ground 121.9	
	RNAV	Final Apch Crs 128°	Mandatory Alt BP009 3000' (2552')		LNAV DA(H) Refer to Minimums		Apt Elev 496' Rwy 448'		TAA 25 NM IAF
	MISSED APCH: Cross BP007 at or above 1100', then turn RIGHT (MAX 220KT) to BP006. Cross BP006 at or above 2500', then turn RIGHT onto 308° to KESID. Reach 4000' by BP005.								
	Alt Set: hPa Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 10000' RNAV1(GNSS) required.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1100' MIM at BP007
Descent Angle	3.00°	372	478	531	637	743		
MAP at BP008								

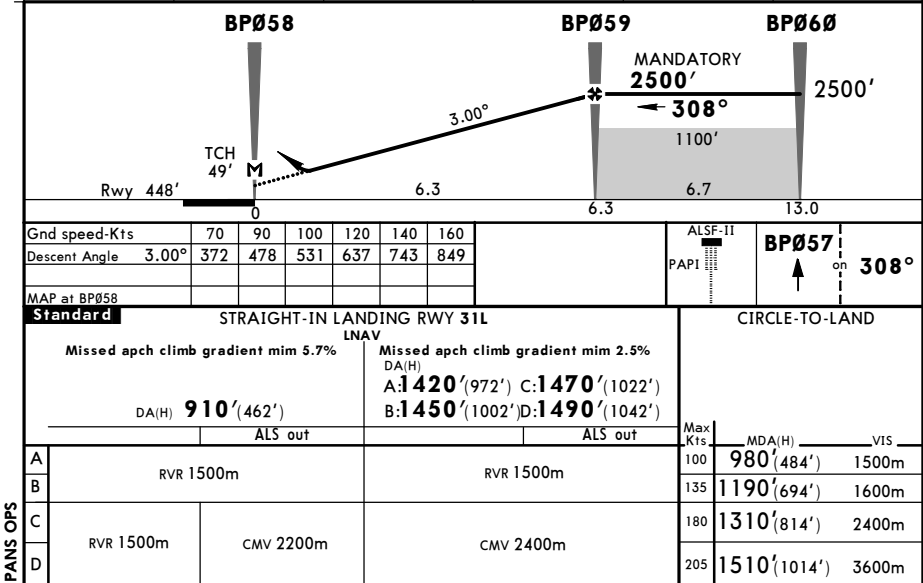
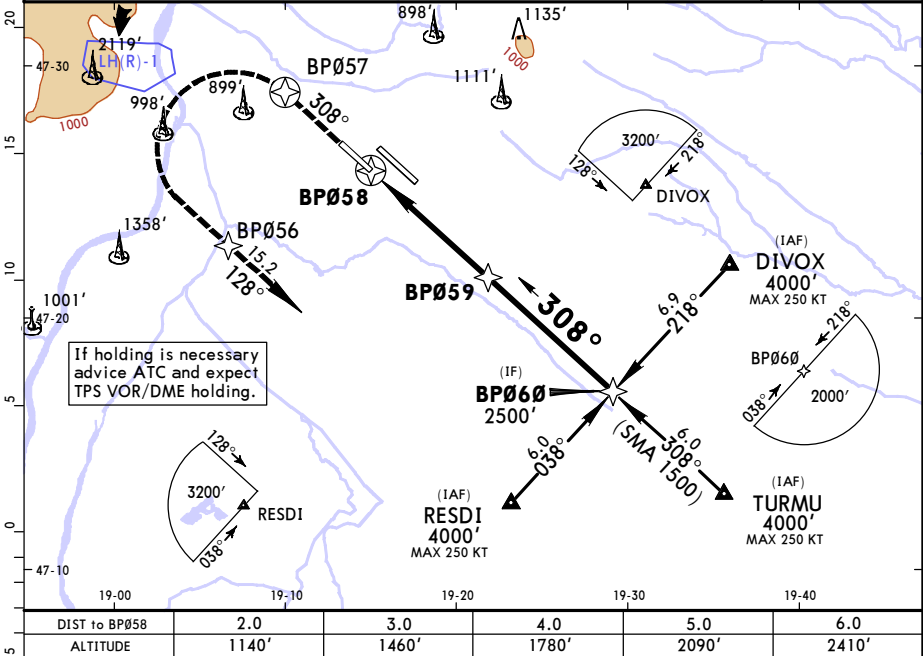
Standard				STRAIGHT-IN LANDING RWY 13R				CIRCLE-TO-LAND				
Missed apch climb gradient mim 3.0%				Missed apch climb gradient mim 2.5%								
C: 970' (522')				DA(H) A: 1020' (572') C: 1070' (622')								
DA(H) AB: 940' (492') D: 1000' (552')				B: 1040' (592') D: 1090' (642')								
ALS out				ALS out								
A	RVR 1500m			RVR 1500m			Max Kts	MDA(H)	VIS			
B							100	980' (484')	1500m			
C	RVR 1700m	CMV 2400m		CMV 2200m		CMV 2400m	135	1190' (694')	1600m			
D	RVR 1800m			CMV 2300m			180	1310' (814')	2400m			
								205	1510' (1014')	3600m		

LHBP/BUD
LISZT FERENC INTL

JEPPESSEN
20 MAY 16
Eff 26 May 12-3

BUDAPEST, HUNGARY
RNAV (GNSS) Rwy 31L

BRIEFING STRIP™	ATIS 132.375 117.3	BUDAPEST Approach 129.7 122.975 119.5		BUDAPEST Tower 118.1	Ground 121.9
	RNAV	Final Apch Crs 308°	Mandatory Alt BP059 2500' (2052')	LNAV DA(H) 910' (462')	Apt Elev 496' Rwy 448'
	MISSED APCH: Climb to 3000' on 308°. Cross BP057 at or above 2000', then turn LEFT (MAX 220 KT) onto 128° to BP056. Reach 3000' by BP056 and continue on 128° to RESDI.				
Alt Set: hPa Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 10000'					TAA 25 NM IAF
RNAV1(GNSS) required.					



CHANGES: New procedure.

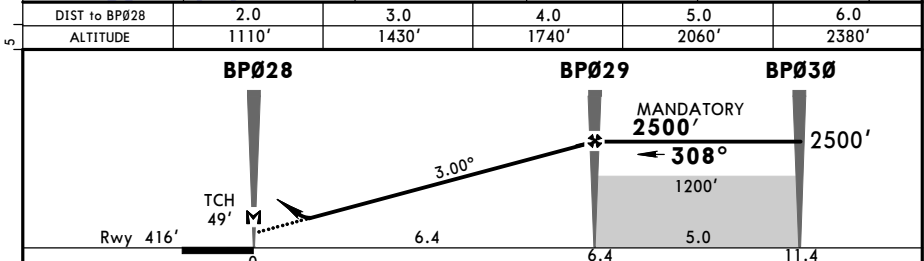
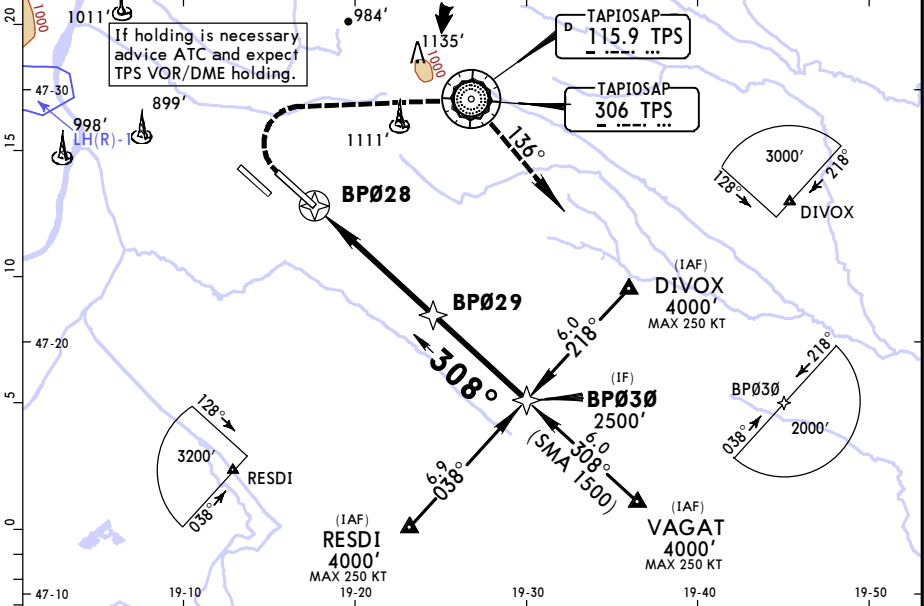
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LHBP/BUD
LISZT FERENC INTL

JEPPesen
20 MAY 16
Eff 26 May 12-4

BUDAPEST, HUNGARY
RNAV (GNSS) Rwy 31R

BRIEFING STRIP™	ATIS 132.375 117.3	BUDAPEST Approach 129.7 122.975 119.5	BUDAPEST Tower 118.1	Ground 121.9
	RNAV	Final Apch Crs 308°	Mandatory Alt BP029 2500' (2084')	LNAV DA(H) Refer to Minimums
			Apt Elev 496' Rwy 416'	
MISSED APCH: Climb to 3000' on 308°. When passing 900' turn RIGHT (MAX 185 KT) to TPS VOR/NDB. Then turn RIGHT onto 136° to DIVOX.				
Alt Set: hPa Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10000'				
RNAV1(GNSS) required.				
				TAA 25 NM IAF



MAP at BP028						ALSIF-II PAPI	900' on 308°
Standard						CIRCLE-TO-LAND	
STRAIGHT-IN LANDING RWY 31R							
Missed apch climb gradient min 3.6%			Missed apch climb gradient min 2.5% DA(H)				
DA(H) ABC: 770' (354') D: 790' (374')			A: 1380' (964') C: 1430' (1014') B: 1400' (984') D: 1450' (1034')				
ALS out		ALS out		Max Kts	MDA(H)	VIS	
A	RVR 1500m	RVR 1500m		100	980' (484')	1500m	
B	RVR 900m	RVR 1500m		135	1190' (694')	1600m	
C	RVR 1600m	CMV 2400m		180	1310' (814')	2400m	
D	RVR 1000m	RVR 1700m			205	1510' (1014')	3600m

PANS OPS

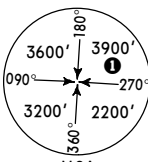
CHANGES: New procedure.

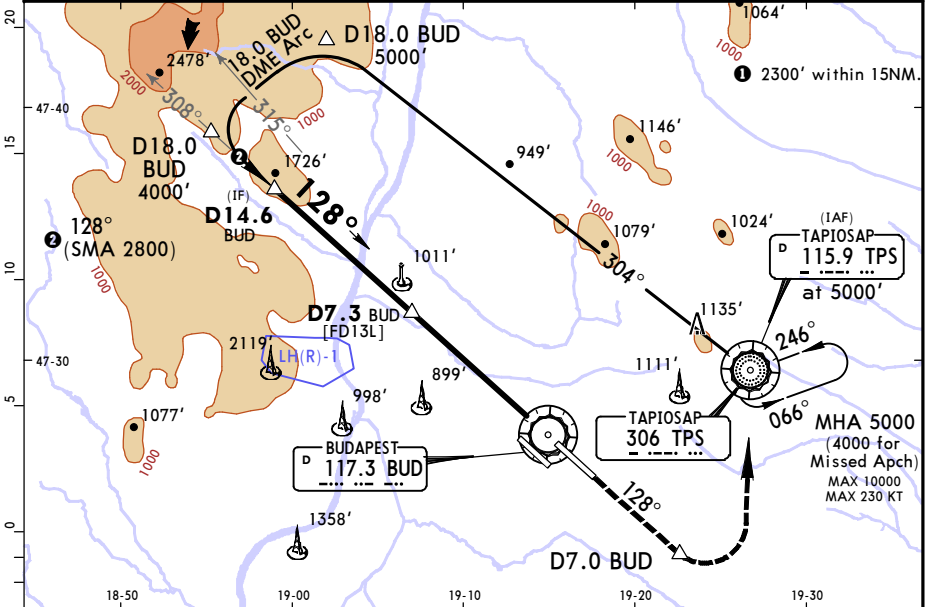
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LHBP/BUD
LISZT FERENC INTL

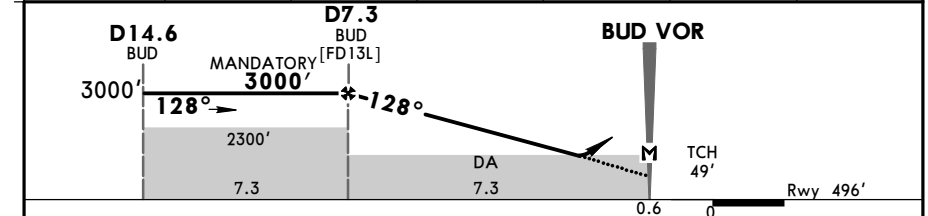
JEPPESSEN
20 MAY 16 (13-1) Eff 26 May

BUDAPEST, HUNGARY
VOR Rwy 13L

BRIEFING STRIP ™	ATIS		BUDAPEST Approach			BUDAPEST Tower		Ground	
	132.375 117.3		129.7 122.975 119.5			118.1		121.9	
	VOR BUD 117.3	Final Apch Crs 128°	Mandatory Alt D7.3 BUD 3000' (2504')		DA(H) Refer to Minimums	Apt Elev 496' Rwy 496'			
	MISSED APCH: Climb to 4000' on 128°. Cross D7.0 BUD at or above 1900', then turn LEFT (MAX 220 KT) to TPS VOR. Reach 4000' by TPS VOR and enter holding.								
	Alt Set: hPa		Rwy Elev: 18 hPa		Trans level: By ATC		Trans alt: 10000'		
DME required.									



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



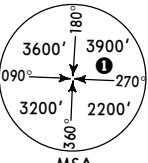
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	D7.0 BUD on 128°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at BUD VOR								

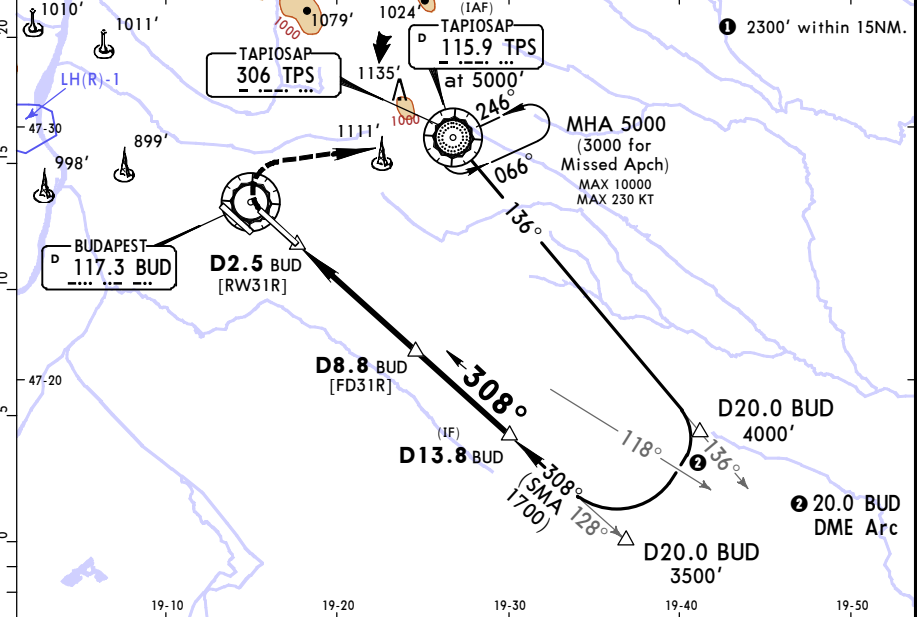
Standard				STRAIGHT-IN LANDING RWY 13L				CIRCLE-TO-LAND				
Missed apch climb gradient mim 3.7%				Missed apch climb gradient mim 2.5%								
DA(H) 880' (384')				A: 1680' (1184') C: 1730' (1234') DA(H) B: 1710' (1214') D: 1750' (1254')								
		ALS out				ALS out		Max Kts	MDA(H)		VIS	
A	RVR 1100m	RVR 1500m	RVR 1500m		100	980' (484')		1500m				
B					135	1190' (694')		1600m I				
C		RVR 1800m	CMV 5000m	180	1310' (814')		2400m I					
D				205	1510' (1014')		3600m I					
I After approach with MACG 2.5%: VIS 5000m.												

LHBP/BUD
LISZT FERENC INTL

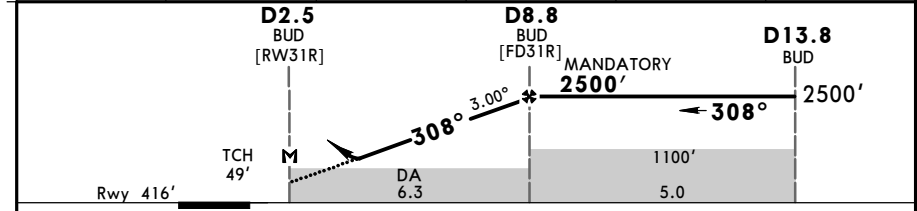
JEPPESSEN
20 MAY 16 **13-2** Eff 26 May

BUDAPEST, HUNGARY
VOR Rwy 31R

BRIEFING STRIP ™	ATIS 132.375 117.3		BUDAPEST Approach 129.7 122.975 119.5		BUDAPEST Tower 118.1		Ground 121.9	
	VOR BUD 117.3	Final Apch Crs 308°	Mandatory Alt D8.8 BUD 2500' (2084')	DA(H) Refer to Minimums		Apt Elev 496' Rwy 416'		
	MISSED APCH: Climb to 3000' on 308°. When passing 900' turn RIGHT (MAX 185 KT) to TPS VOR. At 3000' enter holding at TPS VOR.							
	Alt Set: hPa		Rwy Elev: 15 hPa		Trans level: By ATC		Trans alt: 10000'	
	DME required.							



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



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	900' on 308°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D2.5 BUD								

Standard STRAIGHT-IN LANDING RWY 31R				CIRCLE-TO-LAND		
Missed apch climb gradient mim 3.7%		Missed apch climb gradient mim 2.5%				
AB: 770' (354')		AB: 1240' (824')				
DA(H) CD: 790' (374')		DA(H) CD: 1260' (844')				
ALS out		ALS out		Max Kts	MDA(H)	VIS
A	RVR 900m	RVR 1500m	RVR 1500m	100	980' (484')	1500m
B				135	1190' (694')	1600m
C				180	1310' (814')	2400m
D	RVR 1000m	RVR 1700m	CMV 2400m	205	1510' (1014')	3600m

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BUDAPEST, (LISZT FERENC INTL - LHBP)				
REV	ILS OR LOC RWY 31L	11-3	17 Jun 2016	23 Jun 2016
REV	CAT II ILS RWY 31L	11-3A	17 Jun 2016	23 Jun 2016
ADD	ILS OR LOC RWY 31L MNMS	11-3B	17 Jun 2016	23 Jun 2016
REV	ILS OR LOC RWY 31R	11-4	17 Jun 2016	23 Jun 2016
REV	CAT II/III ILS RWY 31R	11-4A	17 Jun 2016	23 Jun 2016
REV	VOR RWY 13L	13-1	17 Jun 2016	23 Jun 2016
REV	VOR RWY 31R	13-2	17 Jun 2016	23 Jun 2016

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LHBP