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Dátum	2015. 06. 29.	Iktatószám	HC-10537-1/2015

Tisztelt Légügyi Elnökhelyettes Úr!

Csatoltan megküldöm jóváhagyásra a magyar AIP 2015. augusztus 20-án hatályba lépő, 2015. július 9.-én közzétételre kerülő, 004/2015 sz. AIRAC módosítás tervezetét.

A módosításban foglalt változtatások részletes felsorolását az AIP módosítás fedőlapja tartalmazza.


Kérem Elnökhelyettes urat, hogy a 004/2015 sz. AIRAC AIP AMDT kiadását engedélyezni szíveskedjen.

Tisztelettel:



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AIP AMDT: AIRAC AMDT 004/2015

Effective Date: **20 AUG 2015**
Publication Date: 09 JUL 2015

1. Amendment content:**1.1 GEN 2.2**

- New abbreviation has been introduced: N-FRAB.

1.2 ENR 1.3 and ENR 6-LHCC-ERC-MISC1, ENR 6-LHCC-ERC-MISC2 and ENR 6-LHCC-ERC-MISC3 charts

- Modifications and updates regarding to the introduction of Night Free Route Airspace (N-FRAB).

1.3 New chart ENR 6-LHCC-ERC-MISC4 has been introduced.**1.4 ENR 2.2**

- The description of the Night Free Route Airspace (N-FRAB) between the Budapest and Bucharest CTA.

1.5 ENR 4.4-1

- Changes in the status of significant points.

2. Hand corrections to the following pages:

Nil

3. Record entry of amendment in GEN 0.2.**4. This AIP amendment incorporates information contained in the following publications:****NOTAM:**

Nil

SUP:

Nil

AIC:

Nil

5. Insert / remove the pages as shown in list on the next page:

Insert the following pages

GEN 0.2 - 1/2
GEN 0.4 - 1/2
GEN 0.4 - 3/4
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20 AUG 2015	ENR 1.3 - 7/8	30 APR 2015
20 AUG 2015	ENR 2.2 - 1/2	23 JUL 2015
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20 AUG 2015	ENR 4.4-1 - 1/2	05 FEB 2015
20 AUG 2015	ENR 4.4-1 - 3/4	05 FEB 2015
20 AUG 2015	ENR 4.4-1 - 5/6	05 FEB 2015
20 AUG 2015	ENR 6 LHCC ERC MISC 1 - 1/2	30 APR 2015
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20 AUG 2015	ENR 6 LHCC ERC MISC 3 - 1/2	30 APR 2015
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20 AUG 2015	AD 2 LHBP - 3/4	23 JUL 2015
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GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC AIP AMENDMENT			
<i>NR/Year</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
003/2008	05-Jun-2008	03-Jul-2008	
004/2008	14-Aug-2008	25-Sep-2008	
001/2009	29-Jan-2009	12-Mar-2009	
002/2009	26-Mar-2009	07-May-2009	
003/2009	10-Sep-2009	22-Oct-2009	
001/2010	03-Dec-2009	14-Jan-2010	
002/2010	25-Feb-2010	08-Apr-2010	
003/2010	17-Jun-2010	29-Jul-2010	
004/2010	15-Jul-2010	26-Aug-2010	
005/2010	07-Oct-2010	18-Nov-2010	
001/2011	30-Dec-2010	10-Feb-2011	
002/2011	24-Mar-2011	05-May-2011	
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003/2012	20-Sep-2012	20-Sep-2012	
004/2012	01-Nov-2012	13-Dec-2012	
001/2013	21-Feb-2013	04-Apr-2013	
002/2013	18-Apr-2013	30-May-2013	
003/2013	13-Jun-2013	25-Jul-2013	
004/2013	03-Oct-2013	14-Nov-2013	
001/2014	26-Dec-2014	06-Feb-2014	
002/2014	06-Feb-2014	03-Apr-2014	
003/2014	15-May-2014	26-Jun-2014	
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003/2015	11-Jun-2015	23-Jul-2015	
004/2015	09-Jul-2015	20-Aug-2015	

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GEN 0.4 CHECKLIST OF AIP PAGES

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AD 2-LHDC-VAC - 1	26 AUG 2010	AD 2-LHSM-ADC - 2	14 NOV 2013
AD 2-LHDC-VAC - 2	26 AUG 2010	AD 2-LHSM-AOCA-1634 - 1	20 SEP 2012
AD 2-LHFM - 1	23 JUL 2015	AD 2-LHSM-AOCA-1634 - 2	20 SEP 2012
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LRG	Long range
LS	The last message sent by me was ... or Last message was... (to be used in AFS as a procedure signal)
LT	+Local Time
LTD	Limited
LTF	+Land line telephone
LTP	Landing threshold point
LTT	Landline teletypewriter
LV	Light and variable (relating to wind)
LVE	Leave or leaving
LVL	Level
LYR	Layer or layered
M	
M	Mach number (followed by figures)
M	Metres (preceded by figures)
M	+Minimum values of runway visual range (followed by figures in METAR/SPECI and TAF)
MAA	Maximum authorized altitude
MAG	Magnetic
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAPT	Missed approach point
MAR	March
MAR	At sea
MAS	Manual A1 simplex
MAX	Maximum
MAY	May
MBST	Microburst
MCA	Minimum crossing altitude
MCTR	+Military CTR
MCW	Modulated continuous wave
MDA	Minimum descent altitude
MDF	Medium frequency direction-finding station
MDH	Minimum descent height
MEA	Minimum en route altitude
MEHT	Minimum eye-height over threshold (for visual approach slope indicator systems)
MET	†Meteorological or meteorology
METAR	†Aerodrome routine meteorological report (in meteorological code)
MET REPORT	Local routine meteorological report (in abbreviated plain language)
MF	Medium frequency (300 to 3 000 KHZ)
MHDF	Medium and high frequency direction-finding stations (at the same location)
MHVDF	Medium, high and very high frequency direction-finding stations (at the same location)
MHZ	Megahertz
MID	Mid-point (related to RVR)
MIFG	Shallow fog
MIL	Military
MIN	*Minutes
MIS	Missing ... (transmission identification) (to be used in AFS as a procedure signal)
MKR	Marker radio beacon
MLS	‡Microwave landing system
MM	Middle marker
MMO	+Main Meteorological Office
MNM	Minimum
MNPS	Minimum navigation performance specifications
MNT	Monitor or monitoring or monitored
MNTN	Maintain
MOA	Military operating area
MOC	Minimum obstacle clearance (required)

MOCA	Minimum obstacle clearance altitude
MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports e.g. MODRA = moderate rain)
MON	Above mountains
MON	Monday
MOPS	†Minimum operational performance standards
MOV	Move or moving or movement
MPS	Metres per second
MRA	Minimum reception altitude
MRG	Medium range
MRP	ATS MET reporting point
MS	Minus
MSA	Minimum sector altitude
MSAS	†(to be pronounced "EM-SAS") Multifunctional transport satellite (MTSAT) satellite-based augmentation system
MSAW	Minimum safe altitude warning
MSG	Message
MSL	Mean sea level
MSR	#Message ... (transmission identification) has been misrouted (to be used in AFS as a procedure signal)
MSSR	Monopulse secondary surveillance radar
MT	Mountain
MTOW	+Maximum take-off weight
MTU	Metric units
MTW	Mountain waves
MVDF	Medium and very high frequency direction-finding stations (at the same location)
MWO	Meteorological watch office
MX	Mixed type of ice formation (white and clear)
N	
N	North or Northern latitude
N	No distinct tendency (in RVR during previous 10 minutes)
NASC	†National AIS system centre
NAT	North Atlantic
NAV	Navigation
NB	Northbound
NBFR	Not before
NC	No change
NCD	No cloud detected (used in automated METAR/SPECI)
NDB	‡Non-directional radio beacon
NDV	No directional variations available (used in automated METAR/SPECI)
NE	North-east
NEB	North-eastbound
NEG	No or negative or permission not granted or that is not correct
N-FRAB	Night Free Route Airspace Between Budapest FIR and Bucharest FIR
NGT	Night
NIL	*†None or I have nothing to send to you
NM	Nautical miles
NML	Normal
NN	No name, unnamed
NNE	North-north-east
NNW	North-north-west
NO	No (negative) (to be used in AFS as a procedure signal)
NOF	International NOTAM office
NON	+Designation of non-modulated
NOSIG	†No significant change (used in trend-type landing forecasts)
NONFUA	+Not subject to Flexible use of airspace
NOTAM	†A notice distributed by means of telecommunication containing information concerning the

	establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.
NOV	November
NOZ	‡Normal operating zone
NR	Number
NRH	No reply heard
NS	Nimbostratus
NSC	Nil significant cloud
NSW	Nil significant weather
NTL	National
NTZ	‡No transgression zone
NW	North-west
NWB	North-westbound
NXT	Next
O	
OAC	Oceanic area control centre
OAS	Obstacle assessment surface
OBS	Observe or observed or observation
OBSC	Obscure or obscured or obscuring
OBST	Obstacle
OCA	Obstacle clearance altitude
OCA	Oceanic control area
OCC	Occulting (light)
OCH	Obstacle clearance height
OCNL	Occasional or occasionally
OCS	Obstacle clearance surface
OCT	October
OFZ	Obstacle free zone
OGN	Originate (to be used in AFS as a procedure signal)
OHD	Overhead
OK	*We agree or It is correct (to be used in AFS as a procedure signal)
OLDI	†On-line data interchange
OM	Outer marker
OPA	Opaque, white type of ice formation
OPC	Control indicated is operational control
OPMET	†Operational meteorological (information)
OPN	Open or opening or opened
OPR	Operator or operate or operative or operating or operational
OPS	†Operations
O/R	On request
ORD	Order
OSV	Ocean station vessel
OTP	On top
OTS	Organized track system
OUBD	Outbound
OVC	Overcast
P	
P	Maximum value of wind speed or runway visual range (followed by figures in METAR/SPECI and TAF)
P	Prohibited area (followed by identification)
PA	Precision approach
PALS	Precision approach lighting system (specify category)
PANS	Procedures for air navigation services
PAPI	†Precision approach path indicator

PAR	‡Precision approach radar
PARL	Parallel
PATC	Precision approach terrain chart (followed by name/title)
PAX	Passenger(s)
PBN	Performance-based navigation
PCD	Proceed or proceeding
PCL	Pilot-controlled lighting
PCN	Pavement classification number
PDC	‡Pre-departure clearance
PDG	Procedure design gradient
PER	Performance
PERM	Permanent
PIB	Pre-flight information bulletin
PJE	Parachute jumping exercise
PL	Ice pellets
PLA	Practice low approach
PLN	Flight plan
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust/sand whirls (dust devils)
P2	+Prognostic chart for 200 hPa
P3	+Prognostic chart for 300 hPa
P5	+Prognostic chart for 500 hPa
P7	+Prognostic chart for 700 hPa
P85	+Prognostic chart for 850 hPa
Psw	+Prognostic chart of significant weather
PTrVM	+Prognostic tropopause and maximum wind chart
POB	Persons on board
PON	+Pulse modulation, designation of emissions
POSS	Possible
PPI	Plan position indicator
PPR	Prior permission required
PPSN	Present position
PRFG	Aerodrome partially covered by fog
PRI	Primary
PRKG	Parking
PROB	‡Probability
PROC	Procedure
PROV	Provisional
PS	Plus
PSG	Passing
PSN	Position
PSP	Pierced steel plank
PSR	‡Primary surveillance radar
PSYS	Pressure system(s)
PTN	Procedure turn
PTS	Polar track structure
PWR	Power
Q	
QDL	Do you intend to ask me for a series of bearings? or I intend to ask for a series of bearings (to be used in radiotelegraphy as a Q Code)
QDM	‡Magnetic heading (zero wind)
QDR	Magnetic bearing
QFE	‡Atmospheric pressure at aerodrome elevation (or at runway threshold)
QFU	Magnetic orientation of runway
QGE	What is my distance to your station or Your distance to my station is (distance figures and

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	units) (to be used in radiotelegraphy as a Q Code)
QJH	Shall I run my test tape/a test sentence? or Run your test tape/a test sentence (to be used in AFS as a Q Code)
QNH	‡Altimeter sub-scale setting to obtain elevation when on the ground
QSP	Will you relay to ... free of charge or I will relay to ... free of charge (to be used in AFS as a Q Code)
QTA	Shall I cancel telegram number ... ? or Cancel telegram number ... (to be used in AFS as a Q Code)
QTE	True bearing
QTF	Will you give me the position of my station according to the bearings taken by the D/F stations which you control? or The position of your station according to the bearings taken by the D/F stations that I control was ... latitude ... longitude (or other indication of position), class ... at ... hours (to be used in radiotelegraphy as a Q Code)
QUAD	Quadrant
QUJ	Will you indicate the TRUE track to reach you? or The TRUE track to reach me is ... degrees at ... hours (to be used in radiotelegraphy as a Q Code)
R	
R	Right (preceded by runway designator number to identify a parallel runway)
R	Red
R	+Runway visual range (followed by figures in the METAR/SPECI)
R	*Received (acknowledgement of receipt) (to be used in AFS as a procedure signal)
R	Restricted area (followed by identification)
R	+Radial (VOR)
RA	Rain
RAC	Rules of the air and air traffic services
RAG	Ragged
RAI	Runway alignment indicator
RAIM	†Receiver autonomous integrity monitoring
RASC	†Regional AIS system centre
RASS	Remote altimeter setting source
RB	Rescue boat
RCA	Reach cruising altitude
RCC	Rescue coordination centre
RCF	Radiocommunication failure message (message type designator)
RCH	Reach or reaching
RCL	Runway centre line
RCLL	Runway centre line light(s)
RCLR	Recleared
RDH	Reference datum height
RDL	Radial
RDO	Radio
RE	Recent (used to qualify weather phenomena e.g. RERA = recent rain)
REA	+Ready message
REC	Receive or receiver
REDL	Runway edge light(s)
REF	Reference to... or refer to...
REG	Registration
RENL	Runway end light(s)
REP	Report or reporting or reporting point
REQ	Request or requested
ERTE	Re-route
RESA	Runway end safety area
RFC	+Radio facility chart
RG	Range (lights)
RHC	Right-hand circuit
RIF	Reclearance in flight
RITE	Right (direction of turn)

RL	Report leaving
RLA	Relay to
RLCE	Request level change en route
RLLS	Runway lead-in lighting system
RLNA	Request level not available
RMAC	+Radar minimum altitude chart
RMK	Remark
RNAV	†(to be pronounced "AR-NAV") Area navigation
RNG	Radio range
RNP	Required navigation performance
ROBEX	†Regional OPMET bulletin exchange (scheme)
ROC	Rate of climb
ROD	Rate of descent
RON	Receiving only
RPI	‡Radar position indicator
RPL	Repetitive flight plan
RPLC	Replace or replaced
RPS	Radar position symbol
RPT	*Repeat or I repeat (to be used in AFS as a procedure signal)
RQ	*Request (to be used in AFS as a procedure signal)
RQMNTS	Requirements
RQP	Request flight plan (message type designator)
RQS	Request supplementary flight plan (message type designator)
RR	Report reaching
RRA	(or RRB, RRC... etc. in sequence) Delayed meteorological message (message type designator)
RSC	Rescue sub-centre
RSCD	Runway surface condition
RSP	Responder beacon
RSR	En-route surveillance radar
RTD	Delayed (used to indicate delayed meteorological message; message type designator)
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTN	Return or returned or returning
RTODAH	Rejected take-off distance available, helicopter
RTS	Return to service
RTT	Radioteletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVR	‡Runway visual range
RVSM	‡Reduced vertical separation minima (300 M/1 000 ft between FL 290 and FL 410)
RWY	Runway
S	
S	State of the sea (followed by figures in METAR/SPECI)
S	South or Southern latitude
SA	Sand
SALS	Simple approach lighting system
SAN	Sanitary
SAP	As soon as possible
SAR	Search and rescue
SARPS	Standards and Recommended Practices (ICAO)
SAT	Saturday
SATCOM	†Satellite communication
SB	Southbound

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SBAS	†(to be pronounced "ESS-BASS") Satellite-based augmentation system
SC	Stratocumulus
SCT	Scattered
SDBY	Stand by
SE	South-east
SEA	Sea (used in connection with sea-surface temperature and state of the sea)
SEB	South-eastbound
SEC	Seconds
SECN	Section
SECT	Sector
SELCAL	†Selective calling system
SEP	September
SER	Service or servicing or served
SEV	Severe (used e.g. to qualify icing and turbulence reports)
SFC	Surface
SG	Snow grains
SGL	Signal
SH	Showers (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g SHRASN = showers of rain and snow)
SHF	Super high frequency (3 000 to 30 000 MHZ)
SID	†Standard instrument departure
SIF	Selective identification feature
SIG	Significant
SIGMET	†Information concerning en-route weather phenomena which may affect the safety of aircraft operations
SIMUL	Simultaneous or simultaneously
SIWL	Single isolated wheel load
SKED	Schedule or scheduled
SLAP	+Slot allocation procedure
SLP	Speed limiting point
SLT	+Slot allocation message
SLW	Slow
SMC	Surface movement control
SMR	Surface movement radar
SN	Snow
SNOCLO	Aerodrome closed due to snow (used in METAR/SPECI)
SNOWTAM	†Special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format.
SOC	Start of climb
SPECI	†Aerodrome special meteorological report (in meteorological code)
SPECIAL	†Local special meteorological report (in abbreviated plain language)
SPL	Supplementary flight plan (message type designator)
SPOC	SAR point of contact
SPOT	†Spot wind
SQ	Squall
SQL	Squall line
SR	Sunrise
SRA	Surveillance radar approach
SRE	Surveillance radar element of precision approach radar system
SRG	Short range
SRR	Search and rescue region
SRQ	+Slot request message
SRY	Secondary
SS	Sandstorm
SS	Sunset
SSB	Single sideband
SSE	South-south-east

SSR	‡Secondary surveillance radar
SST	Supersonic transport
SSW	South-south-west
ST	Stratus
STA	Straight-in approach
STAR	†Standard instrument arrival
STD	Standard
STF	Stratiform
STN	Station
STNR	Stationary
STOL	Short take-off and landing
STS	Status
STWL	Stopway light(s)
SUBJ	Subject to
SUN	Sunday
SUP	Supplement (AIP supplement)
SUPPS	Regional supplementary procedures
SVC	Service message
SVCBL	Serviceable
SW	South-west
SWB	South-westbound
SWY	Stopway
S6	+6-hourly surface synoptic chart
T	
T	Temperature
T	True (preceded by a bearing to indicate reference to True North)
TA	Transition altitude
TAA	Terminal arrival altitude
TACAN	†UHF tactical air navigation aid
TAF	†Aerodrome forecast (in meteorological code)
TAIL	†Tail wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing or taxi
TC	Tropical cyclone
TCA	+Area of responsibility of TMA sector
TCP	+Transfer of control point
TCU	Towering cumulus
TDA	+Area of responsibility of BUDAPEST DIRECTOR
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO	†Temporary or temporarily
TFC	Traffic
TGL	Touch-and-go landing
TGL	+Temporary Guidance Leaflet
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIBA	†Traffic information broadcast by aircraft
TIL	†Until
TIP	Until past... (place)
TIZ	+Traffic Information Zone
TKOF	Take-off
TL	Till (followed by time by which weather change is forecast to end)

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TLOF	Touchdown and lift-off area
TMA	‡Terminal control area
TN	Minimum temperature (followed by figures in TAF)
TNA	Turn altitude
TNH	Turn height
TO	To... (place)
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP	†Cloud top
TORA	Take-off run available
TOX	Toxic
TP	Turning point
TR	Track
TRA	Temporary reserved airspace
TRANS	Transmits or transmitter
TREND	†Trend forecast
TRCC	+Terminal Radar Control Centre
TRL	Transition level
TROP	Tropopause
TS	Thunderstorm (in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome).
TS	Thunderstorm (followed by RA = rain, SN = snow, PL = ice pellets, GAR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow)
TSA	+Temporary Segregated Area
TT	Teletypewriter
TUE	Tuesday
TURB	Turbulence
T-VASIS	†(to be pronounced "TEE -VASIS") T visual approach slope indicator system
TVOR	Terminal VOR
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway
TWYL	Taxiway-link
TX	Maximum temperature (followed by figures in TAF)
TXT	*Text (when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT) (to be used in AFS as a procedure signal)
TYP	Type of aircraft
TYPH	Typhoon
U	
U	Upward (tendency in RVR during previous 10 minutes)
UA	Unmanned aircraft
UAB	Until advised by...
UAC	Upper area control centre
UAR	Upper air route
UAS	Unmanned aircraft system
UDF	Ultra high frequency direction-finding station
UFN	Until further notice
UHDT	Unable higher due traffic
UHF	‡Ultra high frequency (300 to 3 000 MHz)
UIC	Upper information centre
UIR	‡Upper flight information region
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable

UP	Unidentified precipitation (used in automated METAR/SPECI)
U/S	Unserviceable
USD	+US dollar
UTA	Upper control area
UTC	±Coordinated Universal Time
U2	+200 hPa chart
U3	+300 hPa chart
U4	+400 hPa chart
U5	+500 hPa chart
U7	+700 hPa chart
U25	+250 hPa chart
U85	+850 hPa chart
V	
V	Variations from the mean wind direction (preceded and followed by figures in METAR/SPECI, e.g. 350V070)
VA	Volcanic ash
VAC	Visual approach chart (followed by name/title)
VAL	In valleys
VAN	Runway control van
VAR	Magnetic variation
VAR	Visual-aural radio range
VASIS	Visual approach slope indicator systems
VC	Vicinity of the aerodrome (followed by FG = fog, FC = funnel cloud, SH = shower, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand or BLSN = blowing snow, DS = duststorm, SS = sandstorm, TS = thunderstorm, VA = volcanic ash e.g. VC FG = vicinity fog)
VCY	Vicinity
VDF	Very high frequency direction-finding station
VER	Vertical
VFR	±Visual flight rules
VHF	±Very high frequency (30 to 300 MHz)
VIP	±Very important person
VIS	Visibility
VLF	Very low frequency (3 to 30 kHz)
VLR	Very long range
VMC	±Visual meteorological conditions
VOLMET	†Meteorological information for aircraft in flight
VOR	±VHF omnidirectional radio range
VORTAC	†VOR and TACAN combination
VOT	VOR airborne equipment test facility
VPA	Vertical path angle
VPT	Visual manoeuvre with prescribed track
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
VTOL	Vertical take-off and landing
VV	Vertical visibility (followed by figures in METAR/SPECI and TAF)
VWS	+Vertical wind shear
W	
W	Sea-surface temperature (followed by figures in METAR/SPECI)
W	West or western longitude
W	White
WAAS	†Wide area augmentation system
WAC	World Aeronautical Chart – ICAO 1 : 1 000 000 (followed by name/title)
WAFC	World area forecast centre

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WB	Westbound
WBAR	Wing bar lights
WD	+Working day
WDI	Wind direction indicator
WDSPR	Widespread
WE	+Weekend
WED	Wednesday
WEF	With effect from or effective from
WGS-84	World Geodetic System - 1984
WI	Within
WID	Width or wide
WIE	With immediate effect or effective immediately
WILCO	†Will comply
WIND	Wind
WIP	Work in progress
WKN	Weaken or weakening
WMO	+World Meteorological Organization
WNW	West-north-west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSPD	Wind speed
WSW	West-south-west
WT	Weight
WTSPT	Waterspout
WWW	Worldwide web
WX	Weather
X	
X	Cross
XBAR	Crossbar (of approach lighting system)
XNG	Crossing
XS	Atmospherics
Y	
Y	Yellow
YCZ	Yellow caution zone (runway lighting)
YES	*Yes (affirmative) (to be used in AFS as a procedure signal)
YR	Your
Z	
Z	Coordinated Universal Time (in meteorological messages)

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4.2.8 Military Exercise Areas

The primary function of this type of chart is to provide information on military exercises areas (TRAs) at a scale of 1: 1 500 000.

4.2.9 Instrument approach chart

These charts are produced for each IAP available at aerodromes. The aeronautical information depicted is dark blue colour.

Waypoints are shown in green overlay to facilitate BRNAV operations.

These charts are at a scale of 1:250 000 and included in part AD 2.

4.2.10 Visual approach chart

These charts are produced at different scales on coloured topographic base. The primary function is to provide information on the visual approach procedures available at aerodromes published in Part AD 2. The holding patterns and minimum holding altitudes associated with the approach procedures are shown.

4.2.11 Standard instrument departures chart

These charts at a scale of 1:500 000 or 1:250 000 provide flight crew with information to enable them to comply with the designed SID route from the take-off to the en-route phase of flight. Each chart includes relevant aeronautical information as well as the textual description of the designated SID routes.

Waypoints are shown in green overlay to facilitate BRNAV operations.

5. LIST OF AERONAUTICAL CHARTS AVAILABLE

All series listed are part of the AIP

Title of series	Scale	Name and/or number	Price (HUF)	Date
Aeronautical Chart - ICAO	1:500 000	Hungary 2252-B 2251A	1600.-	25 JUL 2013
En route Chart - ICAO	1:1 000 000	Hungary ENR 6-LHCC-ERC	500.-	05 FEB 2015
Appendix to En route Chart - ICAO	Nil	ENR 6-LHCC-ERC-MISC 1-4	500.-	20 AUG 2015
Military Exercise Areas	1:1 500 000	Hungary ENR 6-LHCC-TRA	200.-	03 JUL 2008
P/R/D Areas	1:1 500 000	Hungary ENR 6-LHCC-PRD	200.-	18 NOV 2010
Aerodrome Chart - ICAO	1:10 000	Békéscsaba AD 2-LHBC-ADC	200.-	14 NOV 2013
	1:10 000	Budapest/Liszt Ferenc International Airport AD 2-LHBP-ADC	200.-	23 JUL 2015
Appendix 1 to ADC	Nil	AD 2-LHBP-MISC-ARR	200.-	25 JUL 2013
Appendix 2 to ADC	Nil	AD 2-LHBP-MISC-DEP	200.-	25 JUL 2013
	1:10 000	Debrecen AD 2-LHDC-ADC	150.-	14 NOV 2013
	1:7 500	Nyíregyháza AD 2-LHNY-ADC	150.-	23 JUL 2015
	1:10 000	Pécs/Pogány AD 2-LHPP-ADC	150.-	26 JUN 2014
	1: 10 000	Győr/Pér AD 2-LHPR-ADC	200.-	26 JUN 2014

Title of series	Scale	Name and/or number	Price (HUF)	Date
		Hévíz/Balaton		
	1:10 000	AD 2-LHSM-ADC	150.-	14 NOV 2013
Aerodrome Obstacle Chart - ICAO - Type A		Budapest/Liszt Ferenc International Airport		
	1:20 000	RWY 13R/31L AD 2-LHBP-AOC/A 13R/31L	150.-	23 JUL 2015
	1:20 000	RWY 13L/31R AD 2-LHBP-AOC/A 13L/31R	150.-	23 JUL 2015
		Debrecen		
	1:12 500	AD 2-LHDC-AOC/A	200.-	26 AUG 2010
		Pécs/Pogány		
	1:20 000	AD 2-LHPP-AOC/A	200.-	26 AUG 2010
		Hévíz/Balaton		
	1:20 000	AD 2-LHSM-AOCA-1634	200.-	20 SEP 2012
Aircraft Parking/Docking Chart - ICAO		Budapest/Liszt Ferenc International Airport		
	1:5 000	AD 2-LHBP-PDC/1	200.-	14 NOV 2013
	1:5 000	AD 2-LHBP-PDC/2	200.-	23 JUL 2015
	1:5 000	AD 2-LHBP-PDC/3	200.-	30 MAY 2013
Instrument Approach Chart - ICAO		Békéscsaba		
	1:275 000	AD 2-LHBC-NDB 17L	200.-	14 NOV 2013
	1:275 000	AD 2-LHBC-NDB 35R	200.-	14 NOV 2013
	1:275 000	AD 2-LHBC-RNAV 17L	200.-	14 NOV 2013
	1:275 000	AD 2-LHBC-RNAV 35R	200.-	14 NOV 2013
		Budapest/Liszt Ferenc International Airport		
	1:300 000	AD 2-LHBP-ILS/LOC-13L	200.-	26 JUN 2014
	1:300 000	AD 2-LHBP-VOR-13L	200.-	26 JUN 2014
	1:300 000	AD 2-LHBP-NDB-13L	200.-	26 JUN 2014
	1:300 000	AD 2-LHBP-ILS/LOC-13R	200.-	26 JUN 2014
	1:300 000	AD 2-LHBP-ILS/LOC-31L	200.-	26 JUN 2014
	1:300 000	AD 2-LHBP-VOR-31L	200.-	26 JUN 2014
	1:300 000	AD 2-LHBP-NDB-31L	200.-	26 JUN 2014
	1:300 000	AD 2-LHBP-ILS/LOC-31R	200.-	26 JUN 2014
	1:300 000	AD 2-LHBP-VOR-31R	200.-	26 JUN 2014
	1:300 000	AD 2-LHBP-NDB-31R	200.-	30 APR 2015
		Debrecen		
	1:250 000	AD 2-LHDC-ILS 05R	200.-	26 AUG 2010
	1:250 000	AD 2-LHDC-NDB 23L	200.-	26 AUG 2010
	1:250 000	AD 2-LHDC-RNAV (GNSS) 05R	200.-	26 AUG 2010
	1:250 000	AD 2-LHDC-RNAV (GNSS) 23L	200.-	26 AUG 2010
		Fertőszentmiklós		
	1:175 000	AD 2-LHFM-RNAV (GNSS) 16(A,B)	200.-	26 AUG 2010
	1:175 000	AD 2-LHFM-RNAV (GNSS) 34(A,B)	200.-	26 AUG 2010

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8.4. Terminal navigation charge shall be calculated in accordance with the following formula:

$$R = t \times N$$

where R is the charge, the terminal navigation unit rate and N the number of service units corresponding to such a flight.

8.5. The terminal navigation unit rate is published on the following EUROCONTROL website:

URL:<http://www.eurocontrol.int/articles/information-circulars>

8.6. For a given flight, the number of service units, designated by N, shall be the quotient, obtained by dividing by fifty (50) the number of metric tons in the highest maximum certificated take-off weight of the aircraft to the power of 0.7, shown by the formula below:

$$N = (MTOW / 50)^{0.7}$$

8.7. The rules for condition of payment of the terminal navigation charge, the interest rate applied for the calculation of interest after late payment, are identical of those applicable to the en-route charges.

8.8. The EURCONTROL is entrusted with the collection of terminal navigation charge and with the treatment of claims, according to a bilateral agreement concluded between EURCONTROL and the designated Hungarian air navigation service provider.

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- of an approach to land outside an aerodrome.

4. FREE ROUTE AIRSPACE GENERAL PROCEDURES

4.1 Area of application

- 4.1.1 HUFRA is available during period 0500 - 2300 (0400-2200) from the ground level to FL 660 in the airspace encompassed by the lateral limits of the Budapest FIR (LHCC FIR) including the areas where responsibility for provision of ATS have been delegated for Budapest ACC.
During period 2300 - 0500 (2200-0400) the free route operation is extended across the border of the Budapest FIR and Bucharest FIR (N-FRAB - Night Free Route Airspace between the Budapest and Bucharest FIRs).

4.2 Flight Procedures

4.2.1 General

- 4.2.1.1 Within HUFRA, aircraft other than State aircraft, shall comply with the aircraft equipment requirements published in *GEN 1.5*
- 4.2.1.2 Within HUFRA airspace, users will be able to plan user-preferred trajectories using significant points - five-letter name-codes - and/or en-route radio navigation aids published in *ENR 4.4* and *ENR 4.1*, respectively. Segments between the significant points shall be defined by means of DCT (Direct) instructions.
- 4.2.1.3 Within HUFRA, significant points are considered as FRA entry, FRA exit, FRA intermediate, FRA arrival and FRA departure points, as described in *ENR 4.4*. All en-route radio navigation aids published in *ENR 4.1* are considered as FRA intermediate points.
- 4.2.1.4 Within HUFRA, there is no restriction on the maximum DCT distance.

4.2.2 Overflying traffic

- 4.2.2.1 Overflight traffic shall be planned directly between FRA entry, FRA exit and FRA intermediate points.
- 4.2.2.2 An exception to the rule is made during the initial HUFRA implementation phase when the DCT segments which are not available are announced in accordance with paragraph 4.5 below.
- 4.2.2.3 Traffic proceeding inbound or outbound airports located in close vicinity of LHCC FIR shall be planned in accordance with 4.2.2.1 above and paragraph 4.4 below also using the relevant FRA arrival and FRA departure points. Airports in close vicinity of LHCC FIR are considered to be: LOWW and LZIB.

4.2.3 Access to/from airports and terminal airspace

- 4.2.3.1 Flights arriving at or departing from airports located within LHCC FIR are eligible for free route operations and shall be planned in accordance with the paragraphs below.
- 4.2.3.2 In case of departing flight from an airport where standard instrument departures procedures (SIDs) are published, RNAV-capable departing flights shall be planned directly from the SID final waypoint to the HUFRA exit point.
- 4.2.3.3 In case of arriving flight to an airport where standard instrument arrival procedures (STARs), or transition procedures are published, RNAV-capable arriving flights shall be planned directly from the HUFRA entry point to the STAR initial waypoint or transition procedure.
- 4.2.3.4 The SID/STAR or transition procedures shall not be indicated in the filed route of the FPLs.
- 4.2.3.5 Where SIDs are not published, the flights shall be planned DCT to the HUFRA exit point.
- 4.2.3.6 Where STARs are not published, the flights shall be planned DCT from the HUFRA entry point to the airport.

4.2.4 Cross-Border Applications

- 4.2.4.1 The planning of DCT segments across the HUFRA borders (cross border DCT) during period 0500 - 2300 (0400-2200) is not allowed. Entry and exit from the HUFRA shall be planned using the published FRA entry and FRA exit points only. During period of the HUFRA and the N-FRAB cross-border operations between 2300 - 0500 (2200-0400) cross-border DCTs are allowed. See *ENR-2.2*.
- 4.2.4.2 The planning of DCT segments that are partially outside the lateral limits of HUFRA (multiple re-entry segments) is not allowed.
- 4.2.4.3 The planning of DCT segments closer than 3 NM to the HUFRA border is not allowed.

4.3 Airspace Reservation - Special Areas

4.3.1 Re-routing Special Areas

4.3.1.1 Flights may be planned through active TRAs or danger areas.

4.3.2 Promulgation of route extension

4.3.2.1 In the case where there is no availability to cross the active reserved area, occasionally:

- a. a flight may be instructed to proceed to one of the five significant points which are published in ENR 4.4 as an intermediate point, with the remark "in case TRA 32/33 active";
- b. tactical radar vectoring may be applied in order to ensure an additional safety margin between active TRA boundaries and flight trajectories. It is expected that the average extension to be considered by aircraft operators will be approximately 5 NM and in exceptional circumstances, not more than 10 NM.

4.3.2.2 Restrictions on the maximum DCT distance inserted in the flight plan will not be enforced.

4.4 Flight Planning (Item 15)

4.4.1 General

4.4.1.1 In case of more than 30 minutes of flying time or 200 NM (370 KM), an intermediate point may be inserted at which a change of speed, flight level, track, or flight rules are planned. There is no restriction on the number of intermediate points that may be used.

4.4.1.2 The use of a point entered in latitude and longitude for a change of speed or flight level shall be avoided.

4.4.2 ATS Route Network

4.4.2.1 The ATS route network within LHCC FIR will be withdrawn.

4.4.2.2 Within HUFRA no reference shall be made in the flight plan to ATS routes.

4.4.3 Flight Level Orientation Scheme

4.4.3.1 Cruising levels must be planned in accordance with the information provided in the column "Remarks/Usage" in ENR 4.4. The direction of cruising levels (EVEN or ODD) must be chosen depending on the direction of the flight level required over the FRA entry and FRA exit points as described in the following table:

Direction of Cruising levels within HUFRA		
FLs over FRA entry point	FLs over FRA exit point	FLs inside HUFRA
EVEN	EVEN	FLs for all DCT segments
ODD	ODD	FLs for all DCT segments
EVEN	ODD	A change from EVEN to ODD FLs must be planned inside HUFRA
ODD	EVEN	A change from ODD to EVEN FLs must be planned inside HUFRA

Note: ODD is the direction of IFR cruising levels with a magnetic track between 000° and 179° while EVEN is the direction of IFR cruising levels with a magnetic track between 180° and 359°, as described in the table of cruising levels in ENR 1.7.

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4.4.3.2 Cruising levels must also be planned in accordance with the adjacent ATS route network Flight Level Orientation Scheme.

4.4.4 Flight Planning procedures for departing and arriving flights from/to significant airports

4.4.4.1 Flight Planning of any departing flights from LHBP shall comply with the following procedures:

Airport	SID End Point	HUFRA Mandatory Intermediate Point	HUFRA (X) Exit Point 0500 - 2300 (0400-2200)	N-FRAB (X) Exit point 2300 - 0500 (2200-0400)	Flight Plan (Item 15)	Remark	
LHBP	NALAG	RIGSA	KEKED, LONLA, GEMTO, KARIL, BADOR		NALAG DCT RIGSA DCT HUFRA (X)		
	NALAG	RIGSA		N-FRAB (X)	NALAG DCT RIGSA DCT N-FRAB (X)		
	NORAH		NARKA, BUDOP		NORAH DCT HUFRA (X)		
	NORAH			N-FRAB (X)	NORAH DCT N-FRAB (X)		
	ERLOS	MAVIR	TEGRI, INVED			ERLOS DCT MAVIR DCT HUFRA (X)	
				N-FRAB (X)	ERLOS DCT MAVIR DCT N-FRAB (X)		
			KEROP		ERLOS DCT MAVIR DCT KEROP	Below FL135	
	PUSTA		KEROP, VEBAL, KOPRY, DIMLO, GOTAR		PUSTA DCT (X)		
	GILEP		SUNIS, ARSIN, ABETI, BEGLA		GILEP DCT (X)		
	TORNO		NATEX		TORNO DCT NATEX	Only for city pair LHBP - LOWW	
TORNO		XOMBA		TORNO DCT XOMBA	Only for city pair LHBP - LZIB		

4.4.4.2 Flight Planning of any arriving flights to LHBP shall comply with the following procedures:

HUFRA (E) Entry Point 0500 - 2300 (0400-2200)	N-FRAB (E) Entry point 2300 - 0500 (2200-0400)	HUFRA Mandatory Intermediate Point	Transition Initial Point	Airport	Flight Plan (Item 15)	Remark
KEKED, LONLA, KARIL		RIGSA - GELKA	JBR	LHBP	HUFRA (E) DCT RIGSA DCT GELKA DCT JBR	
	N-FRAB (E)	RIGSA - GELKA	JBR		N-FRAB (E) DCT RIGSA DCT GELKA DCT JBR	
DEMOP			JBR		DEMOP DCT JBR	
NARKA, MEGIK, BUDOP, DEGET, MOPUG, PARAK			ABONY		HUFRA (E) DCT ABONY	
	N-FRAB (E)		ABONY		N-FRAB (E) DCT ABONY	
VEBAL, KOPRY, DIMLO, GOTAR			VEBOS		(E) DCT VEBOS	
STEIN						STEIN not available for ARR LHBP

4.4.5 Flights arriving at or departing from airports located in close vicinity of LHCC FIR

4.4.5.1 Flight Planning of any departing flight shall comply with the following procedures:

Airport	HUFRA (E) Entry Point	HUFRA Mandatory Intermediate Point	HUFRA (X) Exit Point 0500 - 2300 (0400-2200)	N-FRAB (X) Exit point 2300 - 0500 (2200-0400)	Flight Plan (Item 15)	Remark
LOWW	ALAMU	EPARI	KEKED, LONLA, GEMTO, KARIL, BADOR, NARKA, BUDOP, TEGRI		ALAMU DCT EPARI DCT HUFRA (X)	
	ALAMU	EPARI		N-FRAB (X)	ALAMU DCT EPARI DCT N-FRAB (X)	
	STEIN	SIRDU	LONLA, GEMTO, KARIL, BADOR, NARKA, BUDOP, TEGRI		STEIN DCT SIRDU DCT HUFRA (X)	
	STEIN	SIRDU		N-FRAB (X)	STEIN DCT SIRDU DCT N-FRAB (X)	
	SASAL		INVED, BABIT, VEBAL, KOPRY		SASAL DCT HUFRA (X)	
	SASAL			N-FRAB (X)	SASAL DCT N- FRAB (X)	

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Airport	HUFRA (E) Entry Point	HUFRA Mandatory Intermediate Point	HUFRA (X) Exit Point 0500 - 2300 (0400-2200)	N-FRAB (X) Exit point 2300 - 0500 (2200-0400)	Flight Plan (Item 15)	Remark
LZIB	VAMOG	SIRDU	VEBAL, KOPRY, DIMLO, GOTAR		VAMOG DCT SIRDU DCT (X)	
	VAMOG	GITAS	KEKED, LONLA, GEMTO, KARIL, BADOR, NARKA, BUDOP, TEGRI, MOPUG, INVED, KEROP, BABIT		VAMOG DCT GITAS DCT HUFRA (X)	
	VAMOG	GITAS		N-FRAB (X)	VAMOG DCT GITAS DCT N-FRAB (X)	
	ERGOM		LONLA, GEMTO, KARIL, BADOR, NARKA, BUDOP, TEGRI		ERGOM DCT HUFRA (X)	
	ERGOM			N-FRAB (X)	ERGOM DCT N-FRAB (X)	

4.4.5.2 Flight Planning of any arriving flight shall comply with the following procedures:

HUFRA (E) Entry Point 0500 - 2300 (0400-2200)	N-FRAB (E) Entry point 2300 - 0500 (2200-0400)	HUFRA Mandatory Intermediate Point	Transition Initial Point	Airport	Flight Plan (Item 15)	Remark
KEKED (and for DEP LHBP via TORNO SID)		TORNO	NATEX	LOWW	(E) DCT TORNO DCT NATEX	
LONLA, KARIL, NARKA, MEGIK, BUDOP, DEGET, MOPUG, PARAK		BALUX - TORNO	NATEX		HUFRA (E) DCT BALUX DCT TORNO DCT NATEX	
	N-FRAB (E)	BALUX - TORNO	NATEX		N-FRAB (E) DCT BALUX DCT TORNO DCT NATEX	
KEKED, LONLA, KARIL, NARKA, MEGIK, BUDOP, DEGET, MOPUG, PARAK		BALUX	XOMBA	LZIB	HUFRA (E) DCT BALUX DCT XOMBA	
	N-FRAB (E)	BALUX	XOMBA		N-FRAB (E) DCT BALUX DCT XOMBA	
TONDO, VEBAL, KOPRY, DIMLO			XOMBA		(E) DCT XOMBA	

4.4.5.3 The other flights arriving at or departing from other airports located in close vicinity of LHCC FIR are considered as overflying traffic (see para 4.2.2.3 above).

4.5 Route Availability Document

4.5.1 All HUFRA constrains, exceptions and restrictions, if any will be published via the RAD and promulgated in accordance with ENR 1.10.

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ENR 2.2 OTHER REGULATED AIRSPACE

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / Purpose	Remarks
1	2	3	4	5
N-FRAB NIGHT FREE ROUTE AIRSPACE BETWEEN BUDAPEST AND BUCHAREST CTA Airspace encompassed by the lateral limits of Hungary and Romania Ground – FL660 in Budapest FIR FL105 – FL660 in Bucharest CTA C	Budapest ACC within Budapest FIR and Bucharest ACC within Bucharest CTA	Budapest Radar EN, HU in Budapest ACC sectors between 2300 - 0500 (2200-0400)	see ENR-2.1	During N-FRAB users will be able to plan user- preferred trajectories through the use of published FRA relevant waypoints included in ENR-4.4, and relevant Radio Navigation Aids (ENR-4.1). Segments between waypoints will be indicated by means of "DCT" instruction. Within N-FRAB there is no limitations on the length of "DCT" neither on the number of intermediate points. During the availability of N-FRAB significant points established on the common FIR border shall be considered as an intermediate point. The planning of DCT segments closer than 3 NM to the N-FRAB border is not allowed. During the availability of N-FRAB, flight planning rules concerning the use of mandatory intermediate points for traffic inbound or outbound airports located within or in close vicinity of LHCC FIR prescribed in ENR 1.3 para 4.4.4.1 and ENR 1.3 para 4.4.5.1 shall be applied for the initial/final phase of flight. All Night Free Route operation within N- FRAB constrains, exceptions and restrictions, if any will be published via the RAD and promulgated in accordance with ENR- 1.10

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / Purpose	Remarks
1	2	3	4	5
KOSICE TMA 2 482346N 0202459E along border HUNGARY_SLOVAKREPUBLI C - 482000N 0214901E - 481703N 0214953E - 481110N 0210551E - 482346N 0202459E 9500 FT ALT 1000 FT AGL D	KOSICE APP	KOSICE RADAR EN, SK	119.85 MHZ / STD 121.5 MHZ / EMRG	TMA 2 available only for civil aircraft approaching RWY 01. Aircraft has to be equipped with SSR transponder. Using TMA 2 by State aircraft is excluded unless they have received a diplomatic clearance from the Ministry of Foreign Affairs of the Republic of Hungary.

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / Purpose	Remarks
1	2	3	4	5
LESMO AREA 474906N 0173651E - 474449N 0173000E - 473559N 0172918E - 473559N 0171554E - 473555N 0164005E along border AUSTRIA_HUNGARY - 480024N 0170939E along border HUNGARY_SLOVAKREPUBLI C - 474906N 0173651E FL 245 5500 FT ALT C	ATC and alerting service provided by Wien ATCC. SAR coordination and operation provided by the appropriate Hungarian authorities.			

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / Purpose	Remarks
1	2	3	4	5
RUTOL AREA 480214N 0184917E along border HUNGARY_SLOVAKREPUBLI C - 474551N 0182754E - 475117N 0182910E - 475729N 0183036E - 480214N 0184917E FL 195 FL 90 C	ATS provided by Budapest ATCC. Search and rescue co- ordination and operations provided by appropriate authorities of the Slovak Republic.	BUDAPEST APPROACH EN, HU H24		

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ENR 4.4-1 NAME-CODE DESIGNATORS FOR FRA SIGNIFICANT POINTS

Name-code designator	Coordinates	FRA relevance	Remarks/Usage
1	2	3	4
ABETI	474040N 0170046E	(X) Exit Point	EVEN FLs for all exiting aircraft
ABONY	471615N 0195845E	(A) Arrival Point (First way point of the STAR/transition procedure for LHBP)	
ABULI	482903N 0202912E	(X) Exit Point	EVEN FLs for all exiting aircraft
AGMAS	472903N 0194130E	(H) Holding Point (Terminal holding point)	ARR LHBP
ALAMU	474413N 0181948E	(E) Entry Point	ODD FLs for all entering aircraft
AMRAX	480529N 0192158E	(X) Exit Point	EVEN FLs for all exiting aircraft
ARSIN	473402N 0164513E	(X) Exit Point	EVEN FLs for all exiting aircraft
BABIT	455554N 0185544E	(E / X) Entry / Exit Point	EVEN FLs for all entering aircraft ODD FLs for all exiting aircraft
BABOX	465345N 0194059E	(D) Final point of the SID procedure for LHKE	DEP LHKE
BADOR	473425N 0220629E	(X) Exit Point 0500 - 2300 (0400-2200)	ODD FLs for all exiting aircraft
		(I) Intermediate point 2300 - 0500 (2200-0400)	
BADOV	480116N 0184857E	(D) Final point of the SID procedure for LHBP	DEP LHBP
BALAP	480405N 0191500E	(E) Entry Point	ODD FLs for all entering aircraft
BALUX	472027N 0190746E	(I) Intermediate point	Mandatory waypoint for LOWW ARR except from KEKED. See also ENR 6 LHCC ERC MISC chart
BAREB	454446N 0182448E	(E / X) Entry / Exit Point	EVEN FLs for all entering aircraft ODD FLs for all exiting aircraft
BEGLA	474951N 0170652E	(X) Exit Point	EVEN FLs for all exiting aircraft
BINKU	465534N 0202733E	(D) Final point of the SID procedure for LHKE	DEP LHKE
BOKSI	463807N 0194951E	(A) Arrival point (First way point of the STAR for LHKE)	

Name-code designator	Coordinates	FRA relevance	Remarks/Usage
1	2	3	4
BUDOP	464115N 0212948E	(E / X) Entry / Exit Point 0500 - 2300 (0400-2200)	EVEN FLs for all entering aircraft ODD FLs for all exiting aircraft
		(I) Intermediate point 2300 - 0500 (2200-0400)	
DEGET	462937N 0211602E	(E) Entry Point 0500 - 2300 (0400-2200)	EVEN FLs for all entering aircraft
		(I) Intermediate point 2300 - 0500 (2200-0400)	
DEMOP	481029N 0200325E	(E / X) Entry / Exit Point	EVEN FLs for all entering aircraft ODD FLs for all exiting aircraft
DIMLO	464101N 0162522E	(E / X) Entry / Exit Point	ODD FLs for all entering aircraft EVEN FLs for all exiting aircraft
DODAR	471252N 0193139E	(I) Intermediate Point	
EBORO	462121N 0195915E	(I) Intermediate Point	
EPARI	474111N 0185841E	(I) Intermediate Point	Mandatory waypoint for LOWW DEP entering to HUFRA via ALAMU. See also ENR 6 LHCC ERC MISC chart
ERGOM	474830N 0184359E	(E) Entry Point	ODD FLs for all entering aircraft
ERLOS	470403N 0191630E	(D) Final point of the SID procedure for LHBP	DEP LHBP
ETARO	473000N 0190000E	(I) Intermediate Point	
ETNOG	473938N 0215812E	(I) Intermediate Point	
GELKA	480605N 0201359E	(I) Intermediate Point	Mandatory waypoint for ARR LHBP entering to HUFRA via LONLA, KEKED, PITOK. See also ENR 6 LHCC ERC MISC chart
GEMTO	480800N 0223540E	(X) Exit Point	ODD FLs for all exiting aircraft
GILEP	472900N 0181532E	(D) Final point of the SID procedure for LHBP	DEP LHBP
GITAS	470317N 0181027E	(I) Intermediate Point	Mandatory waypoint for LZIB DEP entering to HUFRA via VAMOG, See also ENR 6 LHCC ERC MISC chart
GOTAR	465952N 0161329E	(E / X) Entry / Exit Point	ODD FLs for all entering aircraft EVEN FLs for all exiting aircraft
INVED	460928N 0202405E	(X) Exit Point 0500 - 2300 (0400-2200)	ODD FLs for all exiting aircraft
		(I) Intermediate point 2300 - 0500 (2200-0400)	

Name-code designator	Coordinates	FRA relevance	Remarks/Usage
1	2	3	4
KARIL	474738N 0222632E	(E / X) Entry / Exit Point 0500 - 2300 (0400-2200)	EVEN FLs for all entering aircraft ODD FLs for all exiting aircraft
		(I) Intermediate point 2300 - 0500 (2200-0400)	
KEKED	483123N 0211729E	(E / X) Entry / Exit Point	ODD FLs for all entering aircraft EVEN FLs for all exiting aircraft
KENIN	482142N 0215538E	(E / X) Entry / Exit Point	ODD FLs for all entering aircraft EVEN FLs for all exiting aircraft
KEROP	461104N 0194148E	(X) Exit Point	ODD FLs for all exiting aircraft
KOLUM	482616N 0210429E	(A) Arrival Point (First way point of the STAR/transition procedure for LZKZ)	ARR LZKZ see AIP Slovakia
KOPRY	461425N 0165746E	(E / X) Entry / Exit Point	ODD FLs for all entering aircraft EVEN FLs for all exiting aircraft
KOVEK	475050N 0203010E	(I) Intermediate Point	
KUSIS	475218N 0222302E	(I) Intermediate Point	For tactical re-routing in case TRA 32/33 active
KUVEX	475430N 0172615E	(X) Exit Point	ARR LZIB
LITKU	481350N 0193555E	(X / D) Exit / Final point of the SID procedure for LHBP	EVEN FLs for all exiting aircraft
LONLA	482024N 0221911E	(E / X) Entry / Exit Point	EVEN FLs for all entering aircraft ODD FLs for all exiting aircraft
LUVEL	464600N 0212010E	(I) Intermediate Point	For tactical re-routing in case TRA 32/33 active
MAVIR	462354N 0194931E	(I / D) Intermediate / Final point of the SID procedure for LHKE	DEP LHKE
MEGIK	471230N 0215140E	(E) Entry Point 0500 - 2300 (0400-2200)	EVEN FLs for all entering aircraft
		(I) Intermediate point 2300 - 0500 (2200-0400)	
MOGMA	475220N 0165602E	(E) Entry Point	ODD FLs for all entering aircraft only for ARR LZIB
MOPUG	460949N 0204229E	(E) Entry Point 0500 - 2300 (0400-2200)	EVEN FLs for all entering aircraft
		(I) Intermediate point 2300 - 0500 (2200-0400)	
NALAG	480233N 0194557E	(D) Final point of the SID procedure for LHBP	DEP LHBP
NALOX	465211N 0164912E	(D / A) Final point of the SID procedure for LHSM airport / First way point of the STAR for LHSM	DEP/ARR LHSM

Name-code designator	Coordinates	FRA relevance	Remarks/Usage
1	2	3	4
NARKA	471454N 0215136E	(E / X) Entry / Exit Point 0500 - 2300 (0400-2200) (I) Intermediate point 2300 - 0500 (2200-0400)	EVEN FLs for all entering aircraft ODD FLs for all exiting aircraft
NATEX	474449N 0173000E	(A) Arrival Point (First way point of the STAR for LOWW airport)	
NIKAB	463709N 0173244E	(I) Intermediate Point	
NIPUR	474302N 0200047E	(I) Intermediate Point	For tactical re-routing in case TRA 32/33 active
NORAH	473658N 0194829E	(I / D) Intermediate / Final point of the SID procedure for LHBP	DEP LHBP
OGVUN	472306N 0175120E	(D / A) Final point of the SID procedure for LHPA airport / First way point of the STAR for LHPA	DEP/ARR LHPA
OKORA	464559N 0182217E	(I) Intermediate Point	
OLATI	465914N 0172845E	(I) Intermediate Point	
OSLEN	464336N 0202145E	(A) Arrival Point (First way point of the STAR for LHKE)	
PARAK	460950N 0200539E	(E / X) Entry / Exit Point	EVEN FLs for all entering aircraft ODD FLs for all exiting aircraft
PATAK	480423N 0190738E	(X) Exit Point	EVEN FLs for all exiting aircraft
PERIT	474718N 0213722E	(I / A / D) Intermediate / First way point of the STAR for LHDC Final point of the SID procedure for LHDC	ARR/DEP LHDC
PESAT	474254N 0170311E	(X) Exit Point	ARR LOWW airport see AIP Austria
PIDON	460720N 0180410E	(I / A / D) Intermediate / First way point of the STAR for LHPP Final point of the SID procedure for LHPP	ARR/DEP LHPP
PITOK	481929N 0202218E	(E / X) Entry / Exit Point	ODD FLs for all entering aircraft EVEN FLs for all exiting aircraft
PUSTA	470908N 0184432E	(D) Final point of the SID procedure for LHBP	DEP LHBP
RIGSA	480952N 0204506E	(I) Intermediate Point	Mandatory waypoint for DEP/ARR LHBP. See also ENR 6 LHCC ERC MISC chart
ROMKA	481319N 0215025E	(I) Intermediate Point	Mandatory in case of LHTRA32B and LHTRA33B active
SASAL	471705N 0162828E	(E) Entry Point	ODD FLs for all entering aircraft

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Name-code designator	Coordinates	FRA relevance	Remarks/Usage
1	2	3	4
SIRDU	471517N 0171955E	(I) Intermediate Point	Mandatory waypoint for LOWW DEP entering to HUFRA via STEIN
SOGMO	463637N 0174103E	(I) Intermediate Point	
SOPRO	473516N 0164809E	(E / X) Entry / Exit Point	Only below 9500 feet AMSL ODD FLs for all entering aircraft EVEN FLs for all exiting aircraft
STEIN	472539N 0163559E	(E / X) Entry / Exit Point	ODD FLs for all entering aircraft EVEN FLs for all exiting aircraft Exit only for DEP LHPA
SUBES	472516N 0172536E	(I) Intermediate Point	
SUNIS	470831N 0162059E	(X) Exit Point	EVEN FLs for all exiting aircraft
SUNOR	462847N 0171750E	(D / A) Final point of the SID procedure for LHSM First way point of the STAR for LHSM	DEP/ARR LHSM
TEGRI	461546N 0210616E	(X) Exit Point 0500 - 2300 (0400-2200)	ODD FLs for all exiting aircraft
		(I) Intermediate point 2300 - 0500 (2200-0400)	
TEKNO	473726N 0172432E	(I) Intermediate Point	
TONDO	460250N 0192121E	(E) Entry Point	EVEN FLs for all entering aircraft
TORNO	473223N 0182924E	(I / D) Intermediate / Final point of the SID procedure for LHBP	1.) Mandatory waypoint for ARR LOWW and entering to HUFRA via KEKED. See also ERC MISC-4 2.) DEP LHBP
UVERA	471200N 0202547E	(I) Intermediate Point	For tactical re-routing in case TRA 32/33 active
VAMOG	474714N 0173945E	(E / X) Entry / Exit Point	ODD FLs for all entering aircraft EVEN FLs for all exiting aircraft
VEBAL	455929N 0171748E	(E / X) Entry / Exit Point	ODD FLs for all entering aircraft EVEN FLs for all exiting aircraft
VEBOS	471823N 0183814E	(A) Arrival Point (First way point of the STAR/transition procedure for LHBP)	
VERIG	471020N 0214329E	(I / A / D) Intermediate / First way point of the STAR for LHDC Final point of the SID procedure for LHDC	ARR/DEP LHDC
XOMBA	474524N 0180343E	(X) Exit Point	ARR LZIB

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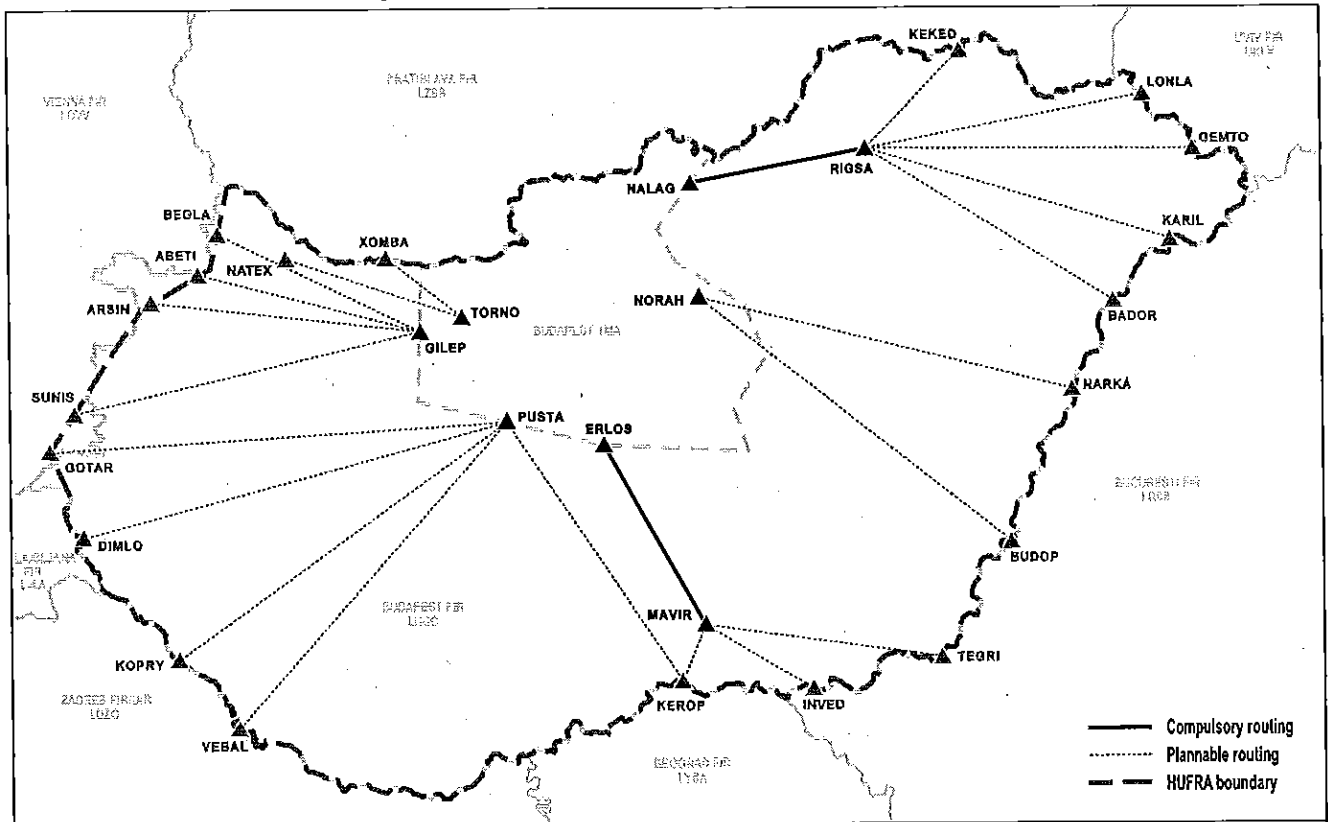
ENR 6 EN-ROUTE CHARTS

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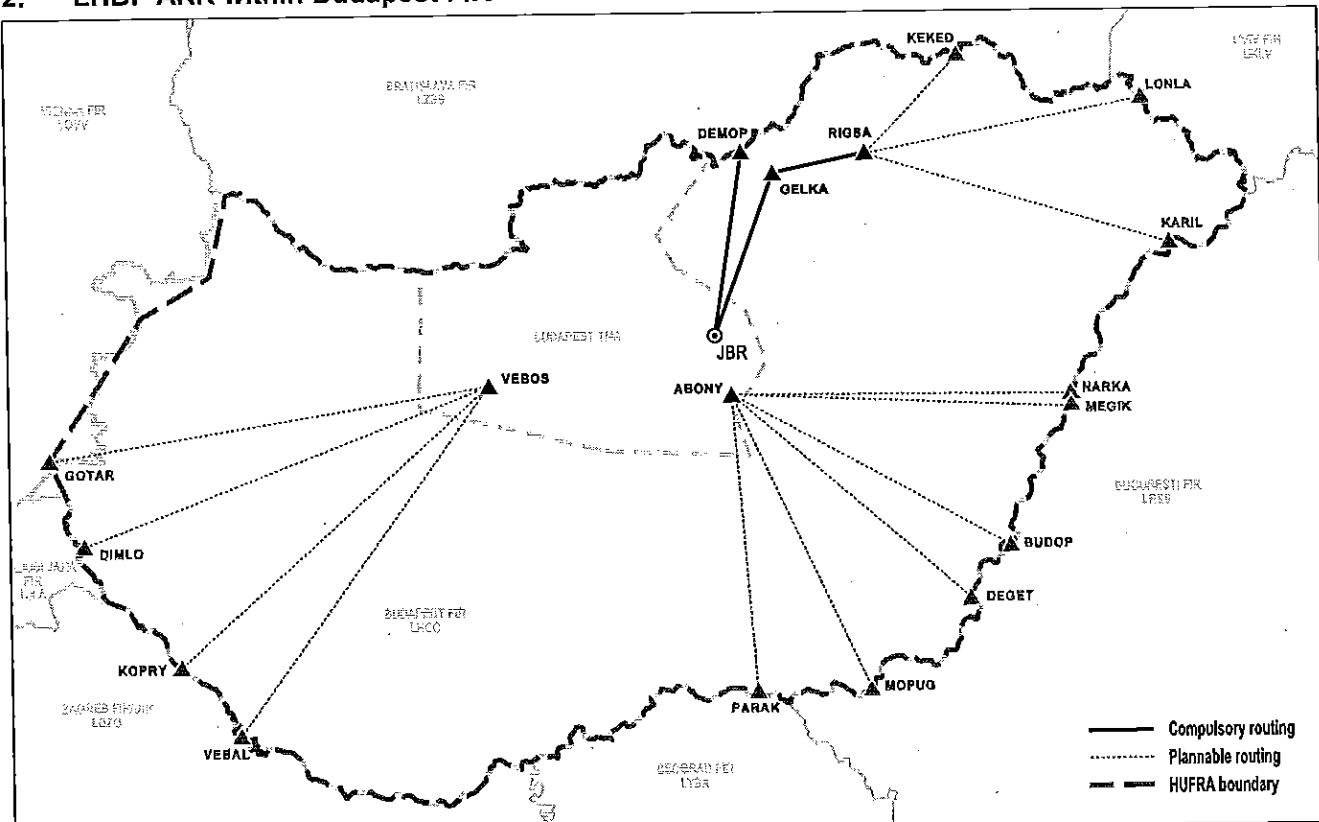
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COMPULSORY AND PLANNABLE LINKS

1. LHBP DEP within Budapest FIR



Airport	SID End Point	HUFRA Mandatory Intermediate Point	HUFRA (X) Exit Point 0500 - 2300 (0400-2200)	N-FRAB (X) Exit point 2300 - 0500 (2200-0400)	Flight Plan (Item 15)	Remark	
LHBP	NALAG	RIGSA	KEKED, LONLA, GEMTO, KARIL, BADOR		NALAG DCT RIGSA DCT HUFRA (X)		
	NALAG	RIGSA		N-FRAB (X)	NALAG DCT RIGSA DCT N-FRAB (X)		
	NORAH		NARKA, BUDOP		NORAH DCT HUFRA (X)		
	NORAH			N-FRAB (X)	NORAH DCT N-FRAB (X)		
	ERLOS	MAVIR		TEGRI, INVED		ERLOS DCT MAVIR DCT HUFRA (X)	
					N-FRAB (X)	ERLOS DCT MAVIR DCT N-FRAB (X)	
				KEROP		ERLOS DCT MAVIR DCT KEROP	Below FL135
	PUSTA		KEROP, VEBAL, KOPRY, DIMLO, GOTAR		PUSTA DCT (X)		
	GILEP		SUNIS, ARSIN, ABETI, BEGLA		GILEP DCT (X)		
	TORNO		NATEX		TORNO DCT NATEX	Only for city pair LHBP - LOWW	
TORNO		XOMBA		TORNO DCT XOMBA	Only for city pair LHBP - LZIB		

2. LHBP ARR within Budapest FIR

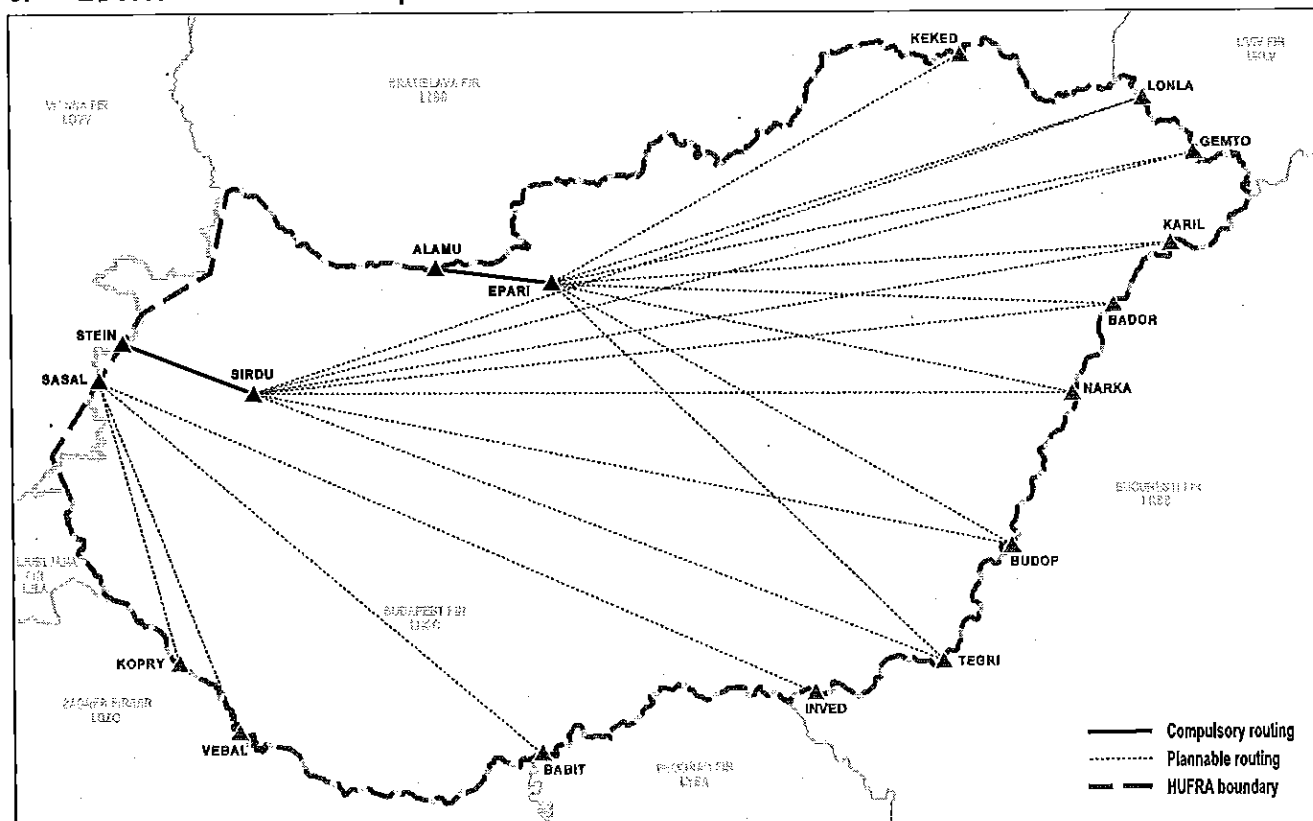


HUFRA (E) Entry Point 0500 - 2300 (0400-2200)	N-FRAB (E) Entry point 2300 - 0500 (2200-0400)	HUFRA Mandatory Intermediate Point	Transition Initial Point	Airport	Flight Plan (Item 15)	Remark
KEKED, LONLA, KARIL		RIGSA - GELKA	JBR	LHBP	HUFRA (E) DCT RIGSA DCT GELKA DCT JBR	
	N-FRAB (E)	RIGSA - GELKA	JBR		N-FRAB (E) DCT RIGSA DCT GELKA DCT JBR	
DEMOP			JBR		DEMOP DCT JBR	
NARKA, MEGIK, BUDOP, DEGET, MOPUG, PARAK			ABONY		HUFRA (E) DCT ABONY	
	N-FRAB (E)		ABONY		N-FRAB (E) DCT ABONY	
VEBAL, KOPRY, DIMLO, GOTAR			VEBOS		(E) DCT VEBOS	
STEIN						STEIN not available for ARR LHBP

AIP HUNGARY

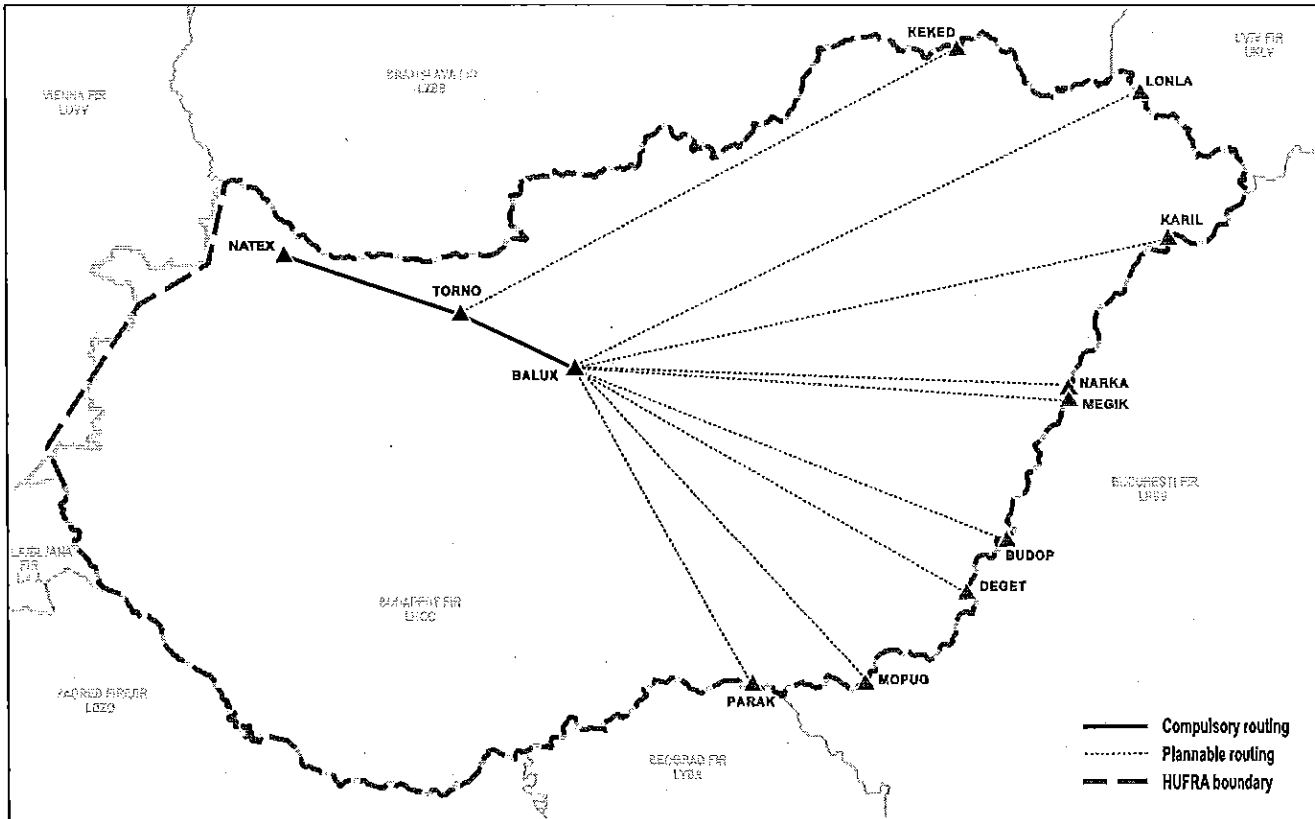
APPENDIX 2 TO ENR 6-LHCC-ERC
COMPULSORY AND PLANNABLE LINKS

3. LOWW DEP within Budapest FIR



Airport	HUFRA (E) Entry Point	HUFRA Mandatory Intermediate Point	HUFRA (X) Exit Point 0500 - 2300 (0400-2200)	N-FRAB (X) Exit point 2300 - 0500 (2200-0400)	Flight Plan (Item 15)	Remark
LOWW	ALAMU	EPARI	KEKED, LONLA, GEMTO, KARIL, BADOR, NARKA, BUDOP, TEGRI		ALAMU DCT EPARI DCT HUFRA (X)	
	ALAMU	EPARI		N-FRAB (X)	ALAMU DCT EPARI DCT N-FRAB (X)	
	STEIN	SIRDU	LONLA, GEMTO, KARIL, BADOR, NARKA, BUDOP, TEGRI		STEIN DCT SIRDU DCT HUFRA (X)	
	STEIN	SIRDU		N-FRAB (X)	STEIN DCT SIRDU DCT N-FRAB (X)	
	SASAL		INVED, BABIT, VEBAL, KOPRY		SASAL DCT HUFRA (X)	
	SASAL			N-FRAB (X)	SASAL DCT N-FRAB (X)	

4. LOWW ARR within Budapest FIR

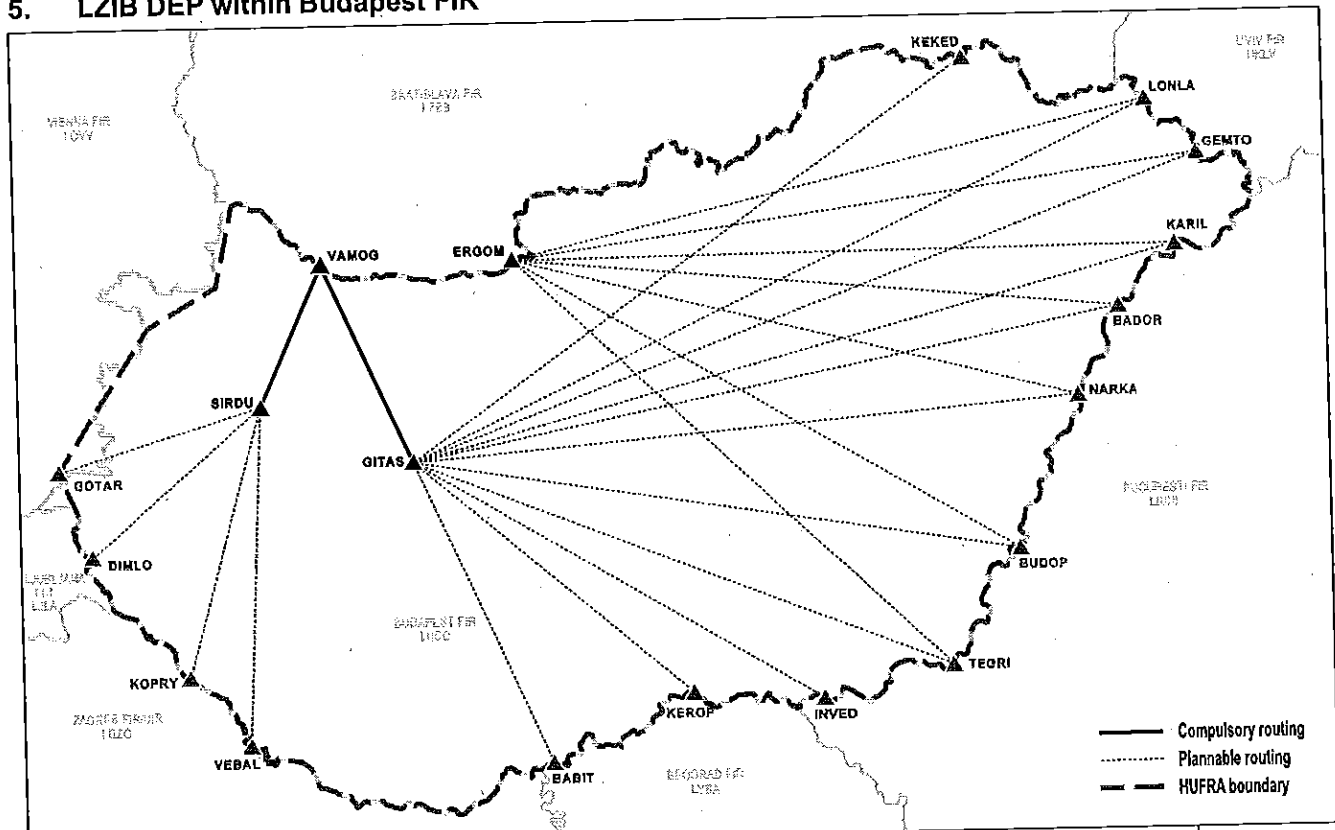


HUFRA (E) Entry Point 0500 - 2300 (0400-2200)	N-FRAB (E) Entry point 2300 - 0500 (2200-0400)	HUFRA Mandatory Intermediate Point	Transition Initial Point	Airport	Flight Plan (Item 15)	Remark
KEKED (and for DEP LHBP via TORNO SID)		TORNO	NATEX	LOWW	(E) DCT TORNO DCT NATEX	
LONLA, KARIL, NARKA, MEGIK, BUDOP, DEGET, MOPUG, PARAK		BALUX - TORNO	NATEX		HUFRA (E) DCT BALUX DCT TORNO DCT NATEX	
	N-FRAB (E)	BALUX - TORNO	NATEX		N-FRAB (E) DCT BALUX DCT TORNO DCT NATEX	

AIP HUNGARY

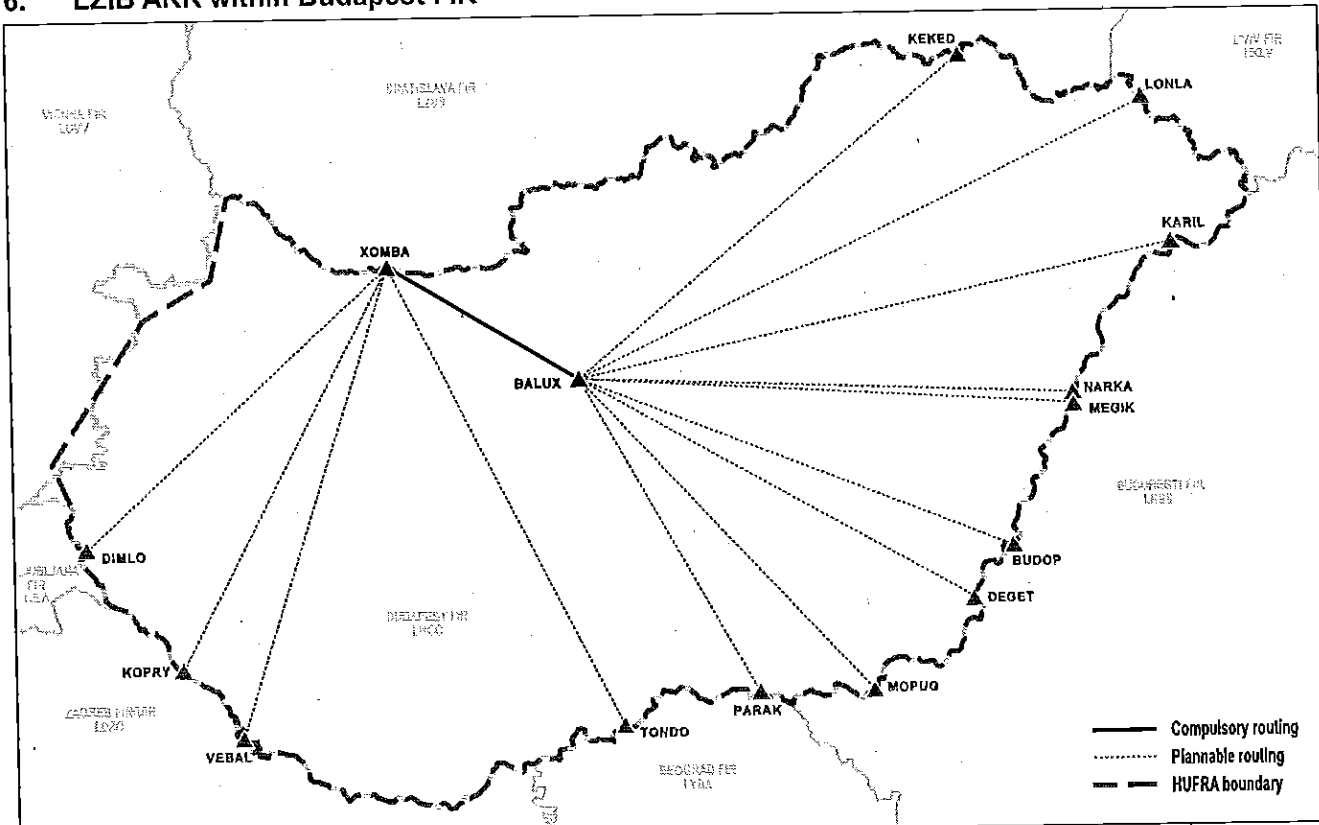
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COMPULSORY AND PLANNABLE LINKS

5. LZIB DEP within Budapest FIR



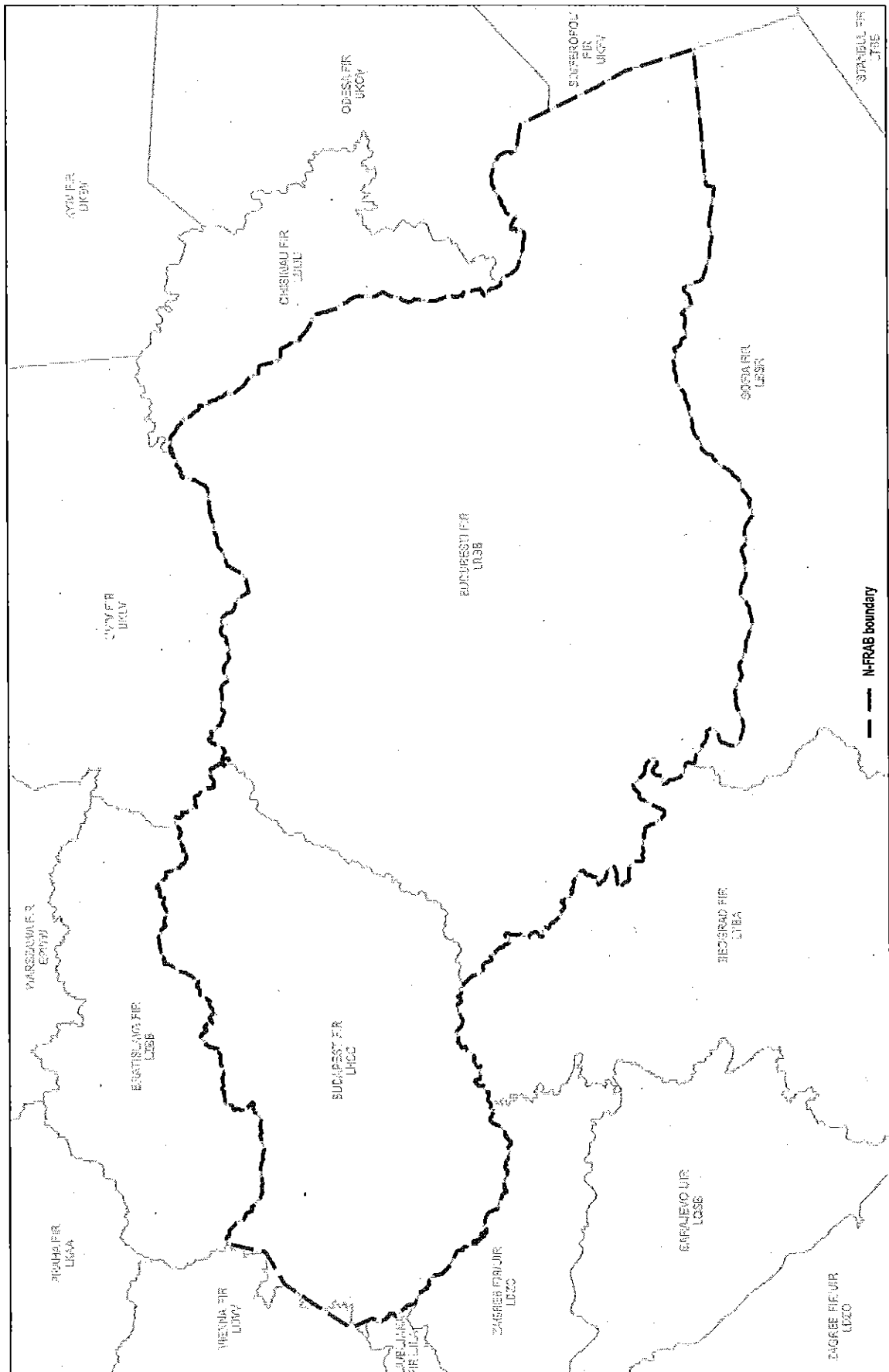
Airport	HUFRA (E) Entry Point	HUFRA Mandatory Intermediate Point	HUFRA (X) Exit Point 0500 - 2300 (0400-2200)	N-FRAB (X) Exit point 2300 - 0500 (2200-0400)	Flight Plan (Item 15)	Remark
LZIB	VAMOG	SIRDU	VEBAL, KOPRY, DIMLO, GOTAR		VAMOG DCT SIRDU DCT (X)	
	VAMOG	GITAS	KEKED, LONLA, GEMTO, KARIL, BADOR, NARKA, BUDOP, TEGRI, MOPUG, INVED, KEROP, BABIT		VAMOG DCT GITAS DCT HUFRA (X)	
	VAMOG	GITAS		N-FRAB (X)	VAMOG DCT GITAS DCTN-FRAB (X)	
	ERGOM		LONLA, GEMTO, KARIL, BADOR, NARKA, BUDOP, TEGRI		ERGOM DCT HUFRA (X)	
	ERGOM			N-FRAB (X)	ERGOM DCT N-FRAB (X)	

6. LZIB ARR within Budapest FIR



HUFRA (E) Entry Point 0500 - 2300 (0400-2200)	N-FRAB (E) Entry point 2300 - 0500 (2200-0400)	HUFRA Mandatory Intermediate Point	Transition Initial Point	Airport	Flight Plan (Item 15)	Remark
KEKED, LONLA, KARIL, NARKA, MEGIK, BUDOP, DEGET, MOPUG, PARAK		BALUX	XOMBA	LZIB	HUFRA (E) DCT BALUX DCT XOMBA	
	N-FRAB (E)	BALUX	XOMBA		N-FRAB (E) DCT BALUX DCT XOMBA	
TONDO, VEBAL, KOPRY, DIMLO			XOMBA		(E) DCT XOMBA	

APPENDIX 4 TO ENR 6-LHCC-ERC
NIGHT FREE ROUTE AIRSPACE BETWEEN BUDAPEST AND BUCHAREST FIR



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LHPP AD 2.24 CHARTS RELATED TO THE AERODROME	AD 2-LHPP - 7
AERODROME CHART - ICAO	AD 2-LHPP-ADC - 1
AERODROME OBSTACLE CHART TYPE A - ICAO	AD 2-LHPP-AOCA - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHPP-VAC - 1
AD 2-LHPR - 1	
LHPR AD 2.1 AERODROME LOCATION INDICATOR - NAME	AD 2-LHPR - 1

LHPR GYŐR/PÉR

LHPR AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATION	AD 2-LHPR - 1
LHPR AD 2.3 OPERATIONAL HOURS	AD 2-LHPR - 1
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LHPR AD 2.7 SEASONAL AVAILABILITY - CLEARING	AD 2-LHPR - 2
LHPR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHPR - 3
LHPR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHPR - 3
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LHPR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHPR - 5
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LHPR AD 2.17 ATS AIRSPACE	AD 2-LHPR - 6
LHPR AD 2.18 ATS COMMUNICATION FACILITIES	AD 2-LHPR - 6
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STANDARD DEPARTURE CHART INSTRUMENT RWY 12	AD 2-LHPR-SID-12 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPR-ILS/LOC-30 - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHPR-VAC - 1
LHSM AD 2.1 AERODROME LOCATION INDICATOR - NAME	AD 2-LHSM - 1

LHSM HÉVÍZ/BALATON

LHSM AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATION	AD 2-LHSM - 1
LHSM AD 2.3 OPERATIONAL HOURS	AD 2-LHSM - 1
LHSM AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHSM - 2
LHSM AD 2.5 PASSENGER FACILITIES	AD 2-LHSM - 2
LHSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHSM - 2
LHSM AD 2.7 SEASONAL AVAILABILITY - CLEARING	AD 2-LHSM - 3
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LHSM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHSM - 4
LHSM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHSM - 5
LHSM AD 2.13 DECLARED DISTANCES	AD 2-LHSM - 5
LHSM AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2-LHSM - 6
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LHSM AD 2.17 ATS AIRSPACE	AD 2-LHSM - 7
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AERODROME OBSTACLE CHART - ICAO	AD 2-LHSM-AOCA-1634 - 1
STANDARD INSTRUMENT DEPARTURES - ICAO	AD 2-LHSM-SID-16 - 1
STANDARD INSTRUMENT DEPARTURES - ICAO	AD 2-LHSM-SID-34 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHSM-ILS/LOC-16 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHSM-NDB-16 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHSM-NDB-34 - 1
RNAV (GNSS) APPROACH CHART	AD 2-LHSM-RNAV-16 - 1

VISUAL APPROACH CHART - ICAO AD 2-LHSM-VAC - 1
LHUD AD 2.1 AERODROME LOCATION INDICATOR - NAME AD 2-LHUD - 1

LHUD SZEGED

LHUD AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATION AD 2-LHUD - 1
LHUD AD 2.3 OPERATIONAL HOURS AD 2-LHUD - 1
LHUD AD 2.4 HANDLING SERVICES AND FACILITIES AD 2-LHUD - 2
LHUD AD 2.5 PASSENGER FACILITIES AD 2-LHUD - 2
LHUD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES AD 2-LHUD - 2
LHUD AD 2.7 SEASONAL AVAILABILITY - CLEARING AD 2-LHUD - 3
LHUD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA AD 2-LHUD - 3
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LHUD AD 2.17 ATS AIRSPACE AD 2-LHUD - 7
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LHUD AD 2.24 CHARTS RELATED TO THE AERODROME AD 2-LHUD - 7
VISUAL APPROACH CHART - ICAO AD 2-LHUD-VAC - 1

AIP HUNGARY

4	Remarks	Trained personnel: 138 In case of expected aircraft incident or accident the aerodrome operator may introduce limitations to the arrival and departure traffic, due to fire-fighting capacity available. Expected delays will be announced by the appropriate ATC unit.
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LHBP AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	18 snow ploughs/sweepers; 2 snow blowers; 5 snow scrapers/ploughs; 2 carbamid spreaders, 2 Friction testers
2	Clearance priorities	1. RWY 31R/13L; 2. RWY 13R/31L; 3. Main TWYs - A and B; 4. other TWYs and Aprons
3	Remarks	See AD 1.2 para 2.

LHBP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Apron	Surface	Strength
		APRON 1	CONC+ASPH	PCN 50/R/B/X/T
		APRON 2	CONC	PCN 75/R/B/X/T
		APRON AG	CONC	PCN 75/R/B/X/T
		APRON AA	CONC	PCN 75/R/B/X/T
		APRON AL	CONC	PCN 75/R/B/X/T
2	Taxiway width, surface and strength	Width:	23 M (exception A1= 19 M)	
		Surface:	Concrete or asphalt	
		Strength	See ADC Chart	
3	Altimeter checkpoint location and elevation	Location:	At Aprons	
		Elevation:	See PDC Chart	
4	VOR checkpoints	VOR:	See ADC Chart	
5	INS checkpoints	INS:	See PDC Chart	
6	Remarks	TWY A1 downgraded to code C ACFT (max. wingspan 36.00 M)		

LHBP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Guide lines at Aprons. Nose in guidance at aircraft stands on Aprons. Sign boards at all intersections with TWY and RWY and at all holding positions.		
2	RWY and TWY markings and LGT	RWY:	Designator, THR, TDZ, centre line, edge, as appropriate.	
		TWY:	Centre line, holding positions on all TWYs.	
3	Stop bars	Stop bars where appropriate.		

4	Remarks	Nil
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LHBP AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Location Direction (GEO) Distance (M)	Obstacle type Elevation Markings/LGT	Location Direction (GEO) Distance (M)	
a	b	c	a	b	
13R/APCH	Trees	300/320	Not available		See AOC/A Chart
	156 M	680-1 240 M			
	166 M	From THR			
31R/APCH	RWY slope	310			
	128.7 M	900 M			
		From THR			
31R/TKOF	Building	300			
	(TWR)	3 286 M			
	200 M	From THR			

LHBP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Budapest Liszt Ferenc International Airport
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	Budapest Aeronautical Meteorological Centre; 9 HR
4	Type of landing forecast Interval of issuance	TAF CODE; half hourly
5	Briefing/consultation provided	Personal consultation
6	Flight documentation Language(s) used	Charts, abbreviated plain language text; English, Hungarian
7	Charts and other information available for briefing or consultation	SWL, SWM-SWH, IS (FL 050, FL 100, FL 180, FL 240, FL 300, FL 340, FL 390); other information: GAMET
8	Supplementary equipment available for providing information	Telephone/Telefax
9	ATS Units provided with information	Budapest TWR; Budapest APP; Budapest ACC
10	Additional information	For VOLMET See GEN 3.5 para 7.

LHPP AD 2.1 AERODROME LOCATION INDICATOR - NAME

LHPP PÉCS/POGÁNY

LHPP AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATION

1	ARP coordinates and site at AD	455921N 0181432E, at the geometrical centre of the RWY
2	Direction and distance from (city)	9 KM SSE from the centre of Pécs
3	Elevation/Reference temperature	198 M / 27.4°C
4	MAG VAR/ annual change	3° E (2009) / 0.1° increasing
5	AD Administration, address, telephone, telefax, AFS	Post: Pecs/Poganyi Repuloteret Mukodteto Kft. H-7666 Pogany, Repuloter Phone: (+36) 72-526-140 Phone: (+36) 72-526-144 AFS: LHPPZPZX Email: info@airportpecs.hu; fly@airportpecs.hu URL: www.airportpecs.hu
6	Types of traffic permitted (IFR/VFR)	IFR-VFR
7	Remarks	Nil

LHPP AD 2.3 OPERATIONAL HOURS

1	AD Administration	MAY 01 - AUG 31 MON, TUE, WED, THU, FRI: 0800 - 1800 (0700-1700) SAT, SUN, Legal Holiday: 0900 - 1700 (0800-1600) MAR 01 - APR 30, SEP 01 - OCT 31 MON, TUE, WED, THU, FRI: 0800 - 1600 (0700-1500) SAT, SUN, Legal Holiday: 0900 - 1500 (0800-1400) NOV 01 - FEB 28 MON, TUE, WED, THU, FRI: 0800 - 1400 SAT, SUN, Legal Holiday: 0900 - 1300 (PPR 0500 - 2100)
2	Customs and immigration	3 workdays prior request required for flights outside the Schengen Region departing/arriving to/from LHPP. Further information: Phone: (+36) 72-526-156 Email: info@airportpecs.hu
3	Health and sanitation	Nil
4	AIS Briefing Office	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	H24
7	ATS	As Administration
8	Fuelling	As Administration
9	Handling	As Administration

10	Security	H24
11	De-icing	As Administration
12	Remarks	Nil

LHPP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	AVGAS 100LL, JET-A1, Gasoline 95
3	Fuelling facilities/capacity	Available (10000 L)
4	De-icing facilities	Available at parking stands on request
5	Hangar space for visiting aircraft	up to 20 M wingspan on request
6	Repair facilities for visiting aircraft	Nil
7	Remarks	GPU

LHPP AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants in the city	In the city
3	Transportation	Taxi, local public coach, car hire
4	Medical facilities	First aid at AD, hospital in the city
5	Bank and Post Office	In the city, credit card acceptance at AD
6	Tourist Office	In the city
7	Remarks	Accommodation for limited number of guests in Pogány

LHPP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	ICAO Cat. 3.
2	Rescue equipment	1 fire truck and hand-operated fire extinguishers
3	Capability for removal of disabled aircraft	Available (restricted, up to 30 tons)
4	Remarks	For ICAO Cat. 5., 3 hours prior request required.

LHPP AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	1 snow plough and sweeper, 1 carbamid spreader
2	Clearance priorities	RWY, TWYs, Apron 1, Apron 2
3	Remarks	Nil