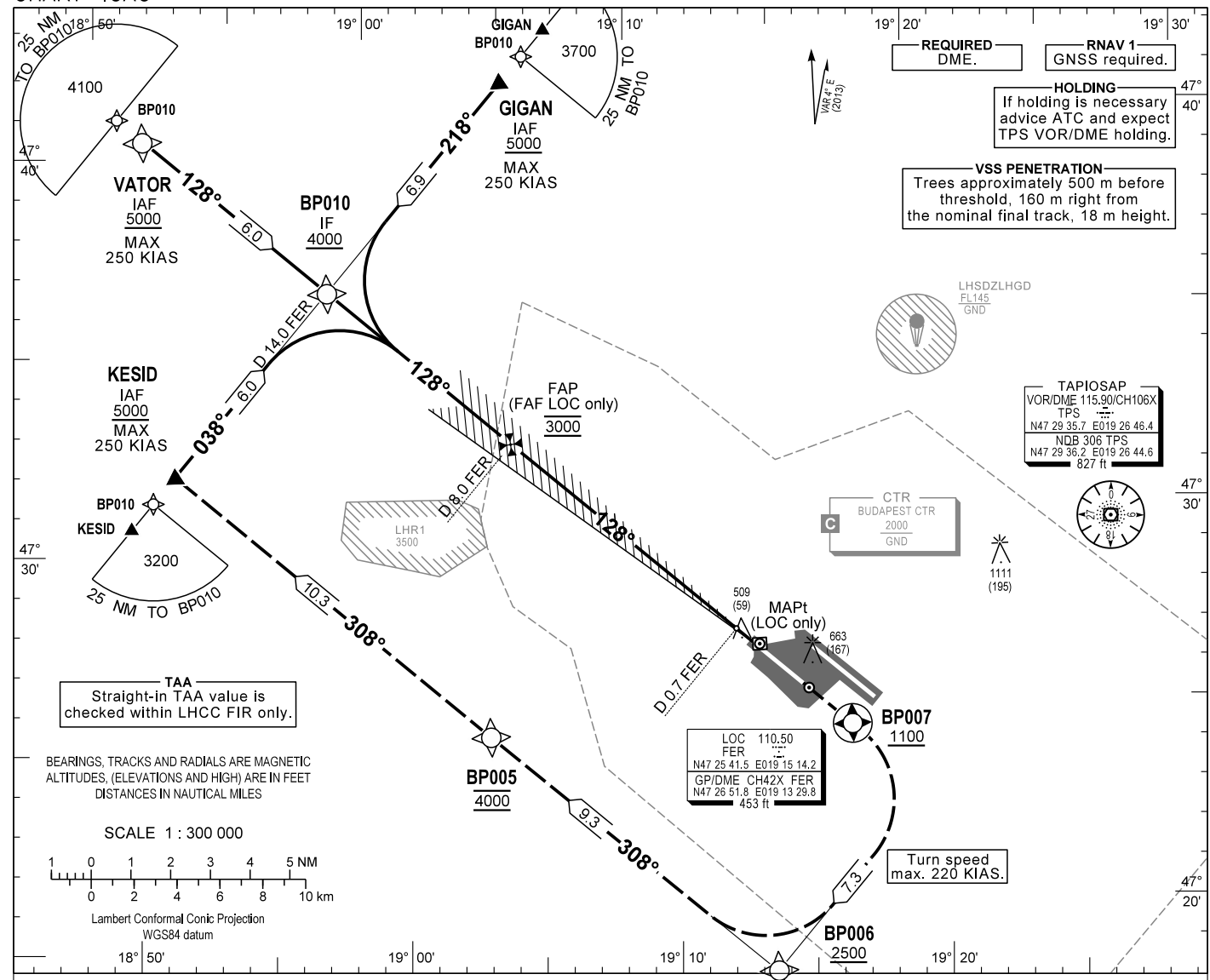


INSTRUMENT APPROACH CHART - ICAO  
AERODROME ELEV 496  
HEIGHTS RELATED TO THR RWY 13R - ELEV 448

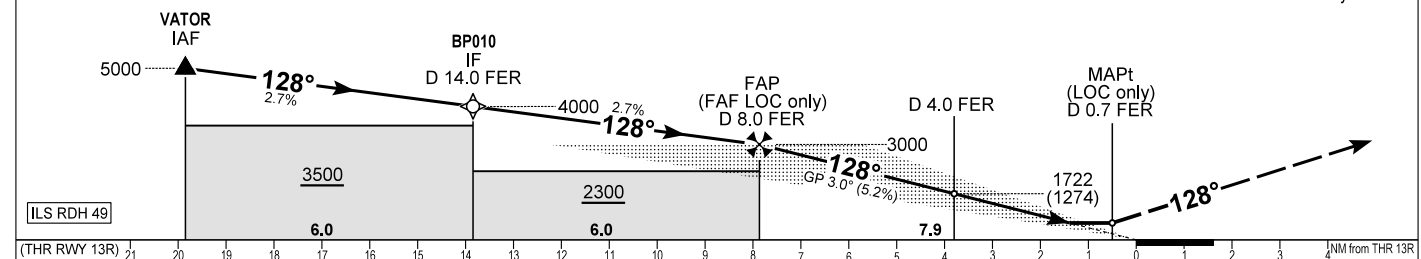
BUDAPEST APPROACH 129.700 ATIS 132.375 (117.300)  
122.975 BUDAPEST TOWER 118.100  
119.500 BUDAPEST GROUND 121.900

**BUDAPEST/LISZT FERENC**  
ILS or LOC RWY 13R  
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE 10000

MISSED APPROACH  
 Cross BP007 at 1100 or above then turn right inbound BP006.  
 Maximum turning speed 220 KIAS.  
 Cross BP006 at 2500 or above and turn right to track 308° inbound KESID.  
 Reach 4000 by BP005.



| CAT OF ACFT            |           | A          | B          | C          | D          | DME FER                       |  |      |      |      |      |      |     |
|------------------------|-----------|------------|------------|------------|------------|-------------------------------|--|------|------|------|------|------|-----|
| OCA (H)<br>STRAIGHT-IN | CAT I     | 2.5% macg  | 958 (510)  | 967 (519)  | 977 (529)  | 987 (539)                     | NM   | 7.0  | 6.0  | 5.0  | 4.0  | 3.0  | 2.0 |
|                        |           | 3.4% macg  | 635 (187)  | 647 (199)  | 655 (207)  | 665 (217)                     | NM   | 6.8  | 5.8  | 4.8  | 3.8  | 2.8  | 1.8 |
|                        | CAT II    | 2.5% macg  | 869 (421)  | 885 (437)  | 898 (450)  | 912 (464)                     | Timing not authorised for defining the MAPt. |      |      |      |      |      |     |
|                        |           | 3.9% macg  | 501 (53)   | 501 (53)   | 548 (100)  | 563 (115)                     | GS   |      |      |      |      |      |     |
| LOC                    | 2.5% macg | 1220 (772) | 1250 (802) | 1270 (822) | 1290 (842) | kt                            | 80   | 100  | 120  | 140  | 160  | 180  |     |
|                        | 3.2% macg | 940 (492)  |            |            |            | FAP/FAF - THR 13R (7.9 NM)    |  |      |      |      |      |      |     |
| CIRCLING               |           | 980        | 1190       | 1310       | 1510       | min:sec                       | 5:54   | 4:43 | 3:56 | 3:23 | 2:57 | 2:38 |     |
|                        |           |            |            |            |            | Rate of descent (324.7 ft/NM) | ft/min                                       | 430  | 540  | 640  | 750  | 860  | 970 |

AD 2 LHBP INSTRUMENT APPROACH CHART ILS OR LOC RWY 13R

| SEQ | P&T | Name            | Latitude    | Longitude    | FlyOver | Bearing/ (Len Dur) | Turn Direction | Altitude (FT) | IAS (KT) | VPA/RDH (FT) | RNP (NM) |
|-----|-----|-----------------|-------------|--------------|---------|--------------------|----------------|---------------|----------|--------------|----------|
| 010 | IF  | KESID(IAF)      | N47 31 47.2 | E018 52 10.0 | N       | ...                | ...            | +5000         | -250     | ...          | ...      |
| 020 | TF  | BP010(IF)       | N47 36 13.8 | E018 58 09.0 | N       | 042 T/6.01 NM      | ...            | +4000         | ...      | -1.6°        | ...      |
| 010 | IF  | GIGAN(IAF)      | N47 41 17.3 | E019 04 58.0 | N       | ...                | ...            | +5000         | -250     | ...          | ...      |
| 020 | TF  | BP010(IF)       | N47 36 13.8 | E018 58 09.0 | N       | 222 T/6.85 NM      | ...            | +4000         | ...      | -1.4°        | ...      |
| 010 | IF  | VATOR(IAF)      | N47 40 15.8 | E018 51 35.1 | N       | ...                | ...            | +5000         | -250     | ...          | ...      |
| 020 | TF  | BP010(IF)       | N47 36 13.8 | E018 58 09.0 | N       | 132 T/6.00 NM      | ...            | +4000         | ...      | -1.6°        | ...      |
| 010 | IF  | BP010(IF)       | N47 36 13.8 | E018 58 09.0 | N       | ...                | ...            | +4000         | ...      | ...          | ...      |
| 020 | CF  | BP009(FAP)      | N47 32 12.4 | E019 04 40.2 | N       | 132 T/5.97 NM      | ...            | @3000         | ...      | -1.6°        | ...      |
| 030 | CF  | BP008(LTP/FTP)  | N47 26 55.3 | E019 13 14.7 | Y       | 132 T/7.86 NM      | ...            | +497          | ...      | -3.0°/15     | ...      |
| 010 | IF  | MAPt (LOC only) | N47 27 16.7 | E019 12 40.1 | Y       | ...                | ...            | +940          | ...      | ...          | ...      |
| 020 | TF  | BP007(TP)       | N47 24 44.4 | E019 16 46.5 | Y       | 132 T/3.24 NM      | ...            | +1100         | ...      | 1.9°         | ...      |
| 030 | CF  | BP006           | N47 18 37.5 | E019 13 32.8 | N       | 222 T/7.34 NM      | R              | +2500         | -220     | 1.9°         | ...      |
| 040 | TF  | BP005           | N47 24 52.2 | E019 03 22.1 | N       | 312 T/9.32 NM      | R              | @4000         | -220     | 1.4°         | ...      |
| 050 | TF  | KESID           | N47 31 47.2 | E018 52 10.0 | Y       | 312 T/10.28 NM     | ...            | @4000         | ...      | 0.0°         | ...      |

Final approach descent: 3.0°.  
LOC only descent: 3.01°.