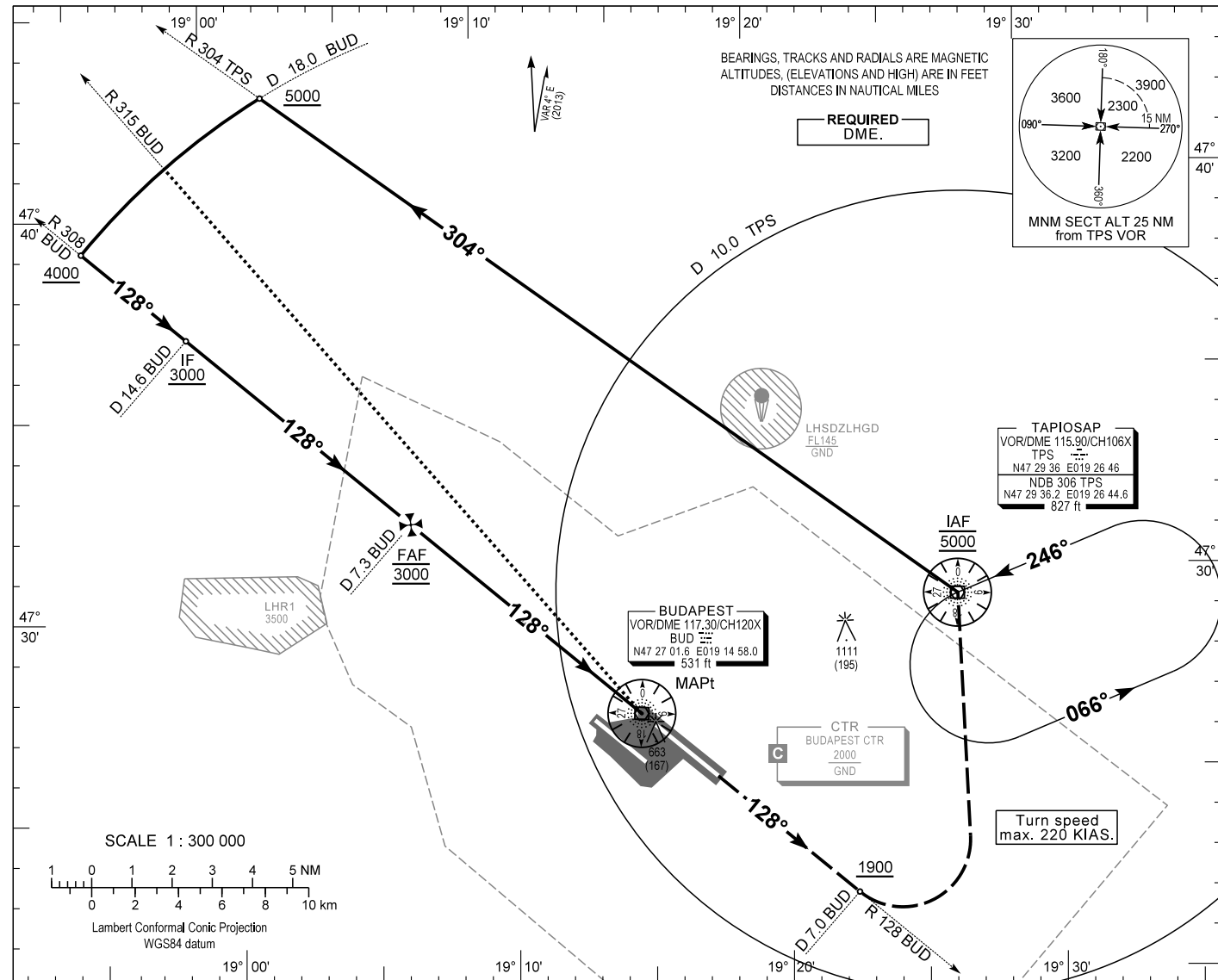


INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 496
HEIGHTS RELATED TO THR RWY 13L - ELEV 496

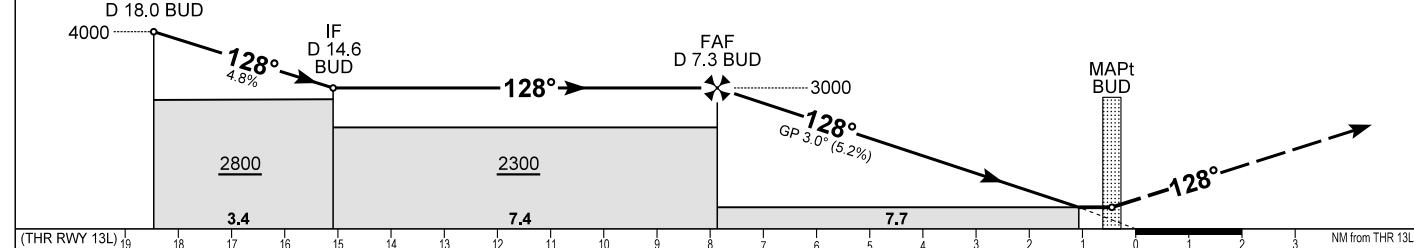
BUDAPEST APPROACH 129.700
ATIS 132.375 (117.300)
BUDAPEST TOWER 122.975
BUDAPEST GROUND 119.500
118.100
121.900

BUDAPEST/LISZT FERENC VOR RWY 13L
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE 10000

MISSED APPROACH
Climb 4000 and continue on R 308 BUD outbound.
Cross D 7.0 BUD at 1900 or above and turn left direct to TPS VOR/DME.
Maximum turning speed 220 KIAS.
Reach 4000 by TPS VOR/DME and enter holding pattern as published.



CAT OF ACFT	A	B	C	D	DME BUD	NM	6.0	5.0	4.0	3.0	2.0	1.0	
QCA (H) STRAIGHT-IN	2.5% macg	1680 (1184)	1710 (1214)	1730 (1234)	1750 (1254)	DIST THR / RWY 13L	NM	6.5	5.5	4.5	3.5	2.5	1.5
	3.7% macg	880 (384)			ALTITUDE	ft	2620	2300	1980	1660	1350	1030	
CIRCLING		980	1190	1310	1510	Timing not authorised for defining the MAPt.							

GS	kt	80	100	120	140	160	180
FAF - RWY 13L (7.7 NM)	min:sec	5:47	4:38	3:52	3:19	2:54	2:35
Rate of descent (324.8 ft/NM)	ft/min	430	540	640	750	860	970

AD 2 LHBP INSTRUMENT APPROACH CHART VOR RWY 13L

VOR approach procedure:
Initial altitude: 5000.
Leave TPS on R 304 TPS and maintain 5000.
When reaching D 18.0 BUD turn left and join D 18.0 BUD DME arc CCW and descend 4000.
After crossing R 315 BUD leading radial turn left and intercept R 308 BUD (final track) inbound, descend 3000.
When crossing D 7.3 BUD descend to published minimum altitude related to aircraft category.

Holding procedure:
Holding fix: TPS VOR.
Left hand holding pattern.
Maximum speed: 230 KIAS
Inbound track: 246°
Outbound track: 066°
Rate of turn: 3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound timing: 1 min.
Minimum holding altitude: 5000
4000 for Missed approach
Maximum holding altitude: 10000

Final approach descent: 3.0°.