

Quick Reference Sheet - LHCC / Budapest FIR

Standard Instrument Departures

LHBP – Budapest (init. climb: 7000ft)

SID	RWY31	RWY13	Cld. altitude	Handoff
BADOV	3D		FL180	LZBB_CTR
GILEP	3D/3X ²		FL160	LHCC_CTR
ERLOS	3D		FL170	LHCC_CTR
LITKU	3D/3X ²	1D	FL180	LZBB_CTR
NALAG ¹	3D/3X ²		FL170	LHCC_CTR
NORAH	3D		FL130	LHCC_CTR
PUSTA	3D		FL180	LHCC_CTR
TORNO	3S/3X ²		FL160	LHCC_CTR

LHDC – Debrecen

SID	RWY05R	RWY23L	Init. climb ³
PERIT			
VERIG	5D	2D	FL100/FL110 ⁴
NARKA			

LHSM - Sármellék

SID	RWY16	RWY34	Init. climb ³
SUNOR	1D	3D	FL100/FL110 ⁴
NALOX			

Separation between departing aircraft			Separation between arrivals				
First A/C	Second A/C	Distance	Procedure	31R	13R	31L	13L
Heavy	Heavy	4 nm	VMC/IMC	4 nm	5 nm	4 nm ³	5 nm ³
Heavy	Medium	5 nm	Preparation ¹	7 nm			
Heavy	Light	6 nm	Low-Vis. ²	10 nm			
Medium	Light	5 nm					
Separation = 3nm if none of the above conditions apply			1: RVR < 800m or CBH < 400 ft 2: RVR < 600m or CBH < 200 ft 3: These values only apply in case of two aircraft: if more than two aircraft are on final for the same runway, separation shall be 10nm or greater				

Note:

- ¹: NALAG departures shall only be used if airspace „LH-TRA23” is active
- ²: 3X departures are for turboprop aircraft only
- ³: depending on transition level
- ⁴: if there is an aircraft in the holding over the IAF, initial climb should be 4000 feet – further climb shall only be issued if separation between departing and arriving traffic is ensured
- Aircraft flying an IFR traffic pattern when runways 31L/R are active or unable to follow a SID shall be cleared direct „A” beacon then to fly heading 325.

Arrival Procedures

LHBP – Budapest¹

Transition	RWY31	RWY13	H/O altitude	
			RWY31	RWY13
ABONY		1R/1L	FL150	FL150
ANEXA		1J/1B	FL170	FL150
JBR		1R/1L	FL190	FL190
RUTOL	3R/3L	1R/1L	FL190	FL170
VEBOS		1J/1B	FL170	FL170

LHDC - Debrecen

STAR	RWY05R	RWY23L	Approach (IAF: DC001)
PERIT			<u>05R</u> :
VERIG	5A	2A	ILS,NDB,RNAV
NARKA			<u>23L</u> :NDB,RNAV

LHSM - Sármellék

IAF	RWY16	RWY34
SME	ILS NDB, RNAV	NDB, RNAV

- ¹:Transition designators: **3R:** RWY31R, **1R,1J:** RWY13R. **3L:** RWY31L, **1L,1B:** RWY13L
- At LHDC and LHSM only one aircraft is permitted to commence approach at the same time – other arrivals shall enter a holding over the IAF until the approaching aircraft has landed
- At LHDC and LHSM only procedural control is available – radar vectors must not be issued

Defining transition level

QNH	Transition altitude	Transition level
≥ 1013	9000 ft	FL100
1012-977		FL110
≤ 976		FL120

COM frequencies

Station	Frequency	Callsign
LHBP_DEL	134.550	Budapest Delivery
LHBP_GND	121.600	Budapest Ground
LHBP_TWR	118.100	Budapest Tower
LHBP_APP	129.700	Budapest Approach
LHBP_D_APP	119.500	Budapest Approach
LHBP_U_APP	122.975	Budapest Approach
LHCC_CTR	133.200	Budapest Control
LHCC_E_CTR	120.375	Budapest Control
LHCC_I_CTR	119.350	Budapest Info
LHDC_TWR	125.900	Debrecen Tower
LHSM_TWR	134.575	Sármellék Tower
LOVV_CTR	134.350	Wien Radar
LOWW_APP	128.200	Wien Radar
LZBB_CTR	126.475	Bratislava Radar
LZIB_APP	120.900	Stefanik Approach
UKLV_CTR	128.000	Lviv Center
LRBB_CTR	122.025	Bucharest Radar
LYBA_CTR	123.775	Beograd Center
LDZO_CTR	135.800	Zagreb Center
LJLJ_CTR	131.275	Ljubljana Radar

Runway configurations (Preferred up to 5kts tailwind component)

Formula: $\cos(\text{rwy course-wind direction}) * \text{windspeed} < 5$

Airport	Departures	Arrivals
LHBP	31L	31R/31L
	13L/13R	13R
LHDC	05R	05R
	23L	23L
LHSM	16	16
	34	34

ILS frequencies

RWY	Freq.	Other information
31R	109.500	BPR 308° CATII/III Elevation:416'
13R	110.500	FER 128° CATII Elevation:496'
31L	111.500	FHL 308° CATII Elevation:448'
13L	109.150	BPL 128° CATII Elevation:496'
05R	110.100	DCN 044° CATI Elevation:355'
16	108.750	SMK 162° CATI Elevation:408'

VFR traffic

Airport	Rep. points	Procedure
LHBP	SOROK, PAKON	Aircraft may only enter the CTR zone via these points, with permission issued by Budapest Tower, at 1500ft. Flight operations in Budapest CTR require at least a Mode-C transponder. LHBP-inbound traffic shall be cleared for a visual approach - if approach clearance may not be granted due to high traffic load, arriving VFR aircraft shall enter a holding over HIGHWAY or LAKE. (depending on active runways) Traffic pattern: RWY31L/13L: left hand, RWY31R/13R: right hand, altitude: 1500ft
LHDC	JOZA, EBES, HOPI	Traffic pattern: RWY05R: right hand, RWY23L: left hand, altitude: 1500ft
LHSM	DIOSKAL, BALATON	Traffic pattern: RWY16: right hand, RWY34: left hand, altitude: 1500ft

Published holdings

FIX	Freq.	Instructions	Altitude (min./max.)
AGMAS	-	309°/R	6000ft/FL190
MAMOS	-	128°/L	7000/FL190
VEBOS	-	094/L°	FL130/FL190
TPS	115.900	159°/L	5000 (3000-MA)/FL190
DC	295	034°/L	5000 (4000-MA)/-
SME	428	357°/L(RWY16), 144°/R(RWY34)	4000 (3000-MA)/-