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HungaroControl Pte. Ltd. Co.

AIP SUP: 004/2026

AFS:LHBPYNYN

Hungarian Air Navigation Services

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Implementation of alternative overnight parking positions at APRON-2

1. GENERAL

The objective of this AIP-SUP is to inform the relevant personnel about the implementation and operating rules of new alternative overnight parking positions, installed at APRON-2 of LHBP airport.

- Introduce the details of the new parking positions
- Declare the procedures and restrictions of the new positions.

2. BACKGROUND

To manage the growing volume of traffic, Budapest Airport Zrt. has designed and installed new alternative overnight parking positions on the existing pavement using the apron taxiways and aircraft stand taxilanes. Due to their location, these parking spaces have limited use and are intended for aircraft parked overnight.

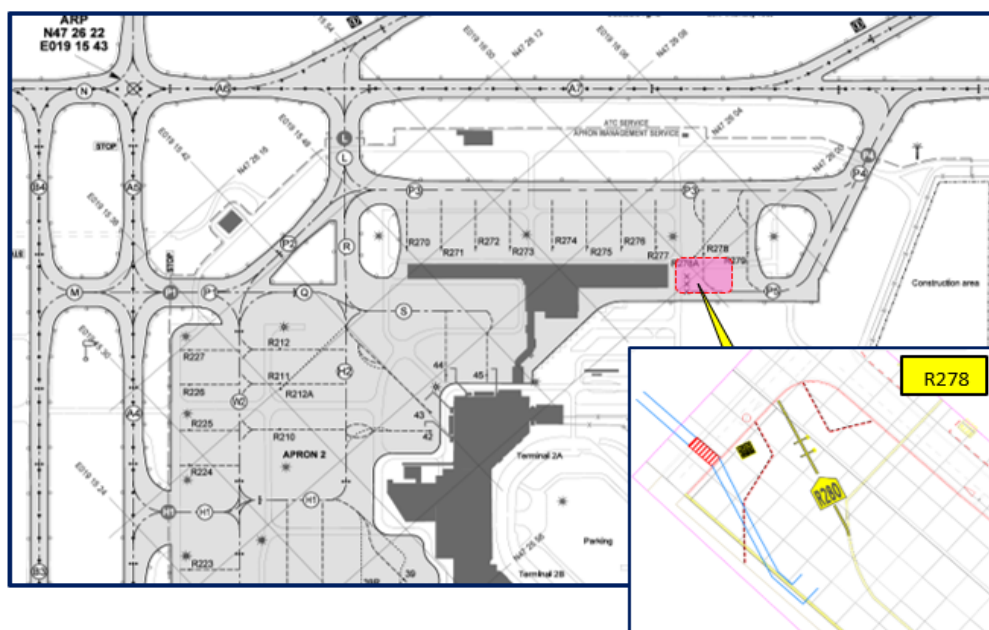
3. PERIOD OF OPERATIONS

From: **20:00 01st of MAY 2026**

To: **23:59 02nd of SEPTEMBER 2026 (PERM)**

4. DETAILS OF ALTERNATIVE PARKING STAND 280:

4.1 CHART OF PARKING STAND 280 :



4.2 DETAILS OF PARKING STAND 280 :

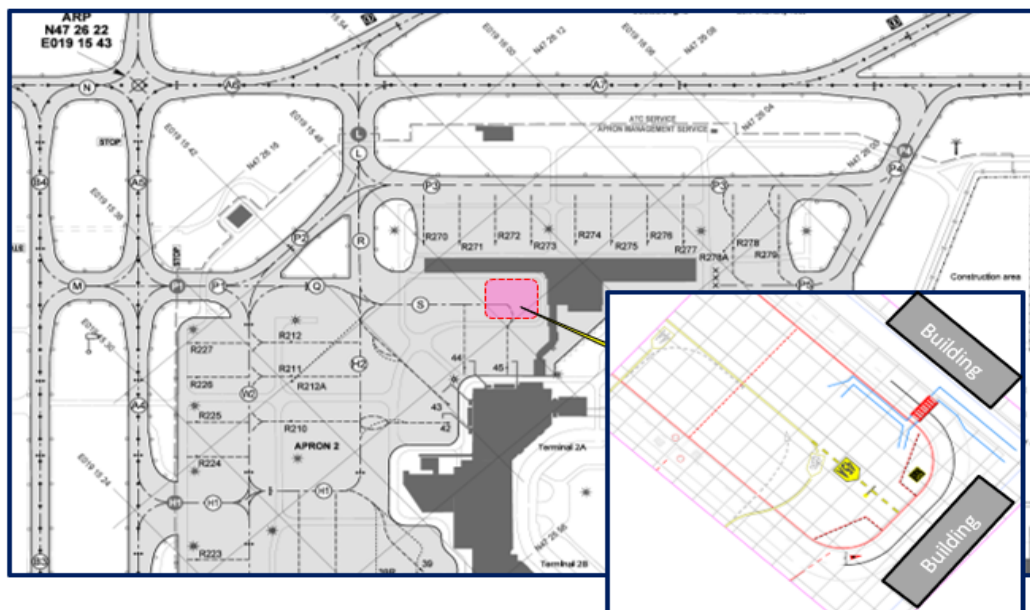
Item	Data	Remarks
Stand ID:	R 2 8 0	Nil
General location:	Apron-2, in front of stand R278, on TXL P5	Nil
PSN of stand:	See NOTAM	Nil
Nature of stand:	Angled Nose in	Nil
Orientation of stand	~ 333°	Calculated
Max wingspan:	35,99 M	ICAO/EASA CODE C
Docking:	By Marshaller	Nil
Departure:	Push back procedure	To TXL P3 or TWY P4
Operational period:	20:00-05:00	Time in UTC

4.3 OPERATIONAL PROCEDURES AND RESTRICTIONS OF PARKING STAND 280 :

- All arrivals are escorted by FOLLOW ME vehicles from EXIT POINT P4 or from intersection P3 and P4.
- The final positioning of arrivals are performed by Marshaller using hand signals by ICAO ANNEX 2
- The embarkations and disembarkations of passengers are managed by bus, or following the walk in walk out procedures.
- The start up and taxi procedures are regulated by Para 1 (En route clearance issuance and CTOT-related procedures) and Para 2 (Start-up, push-back and power-back procedures) of LHBP AD 2.20 LOCAL AERODROME REGULATIONS part of Hungarian AIP
- The push back procedure is conducted to taxiway P3 if EXIT POINT P4 is specified by GRD unit of ATC Tower. If the exit point is other than EXIT POINT P4, the aircraft is pushed back onto taxiway P4.
- The procedures will be executed by the relevant ground handling agent supervised by the airport Marshaller service.

5. DETAILS OF ALTERNATIVE PARKING STAND 45A:

5.1 CHART OF PARKING STAND 45A :



5.2 DETAILS OF PARKING STAND 45A :

Item	Data	Remarks
Stand ID:	4 5 A	Nil
PSN of stand:	See NOTAM	Nil
General location:	Apron-2, behind stand 45, on TXL S	Nil
Nature of stand:	Straight, Nose in	Nil
Direction of stand	~132°	Calculated
Max wingspan:	35,99 M	ICAO/EASA CODE C
Docking:	By Marshaller	Nil
Departure:	Push back procedure	To TXL H2 or R or Q
Operational period	20:00-05:00	Time in UTC

5.3 OPERATIONAL PROCEDURES AND RESTRICTIONS OF PARKING STAND 45A :

- All arrivals are escorted by FOLLOW ME vehicles from intersection Q-R-S-H2
- The final positioning of arrivals are performed by Marshaller using hand signals by ICAO ANNEX 2
- The embarkations and disembarkations of passengers are managed by bus, or following the walk in walk out procedures.
- The start up and taxi procedures are regulated by Para 1 (En route clearance issuance and CTOT-related procedures) and Para 2 (Start-up, push-back and power-back procedures) of LHBP AD 2.20 LOCAL AERODROME REGULATIONS part of Hungarian AIP
- The push back procedure is conducted to taxiway R or Q if the EXIT POINT H1 or U, is specified by GRD unit of ATC Tower. If the EXIT POINT is P1, L or P4, the aircraft is pushed back onto taxiway H2.
- The procedures will be executed by the relevant ground handling agent supervised by the airport Marshaller service.
- In case parking stand 45A is occupied the arrivals and departures from stand 45 is prohibited.
- In case parking stand 45A is occupied the push and pull procedure to TXL S from stand 44 is prohibited. The ACFT shall be pushed to taxiway R or Q in case EXIT POINT H1 or U, If the EXIT POINT is P1, L or P4 the aircraft is pushed back onto taxiway H2.

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