# Operating Rules and Taxi Procedures of ICAO Code E and Code F Aircraft

## 1. Procedures for ICAO Code E Aircraft

Due to the features of the taxiway infrastructure connected with the runway, ICAO Code E traffic must follow the taxi procedures and runway usage regulations as follows:

### 1.1 In case of direction 13

| | |
|---|---|
| Landing: | Runway 13R |
| Runway exit: | A2 / in the case of Apron 2 and the cargo apron, J4 also |
| Taxi in: | A2-T-B2-B1-R115/R117 |
| | A2/(J4-B2-T)-A3-U-34/35/36 |
| | A2/(J4-B2-T)-A3-A4-H1-39 |
| | A2/(J4-B2-T)-A3-A4-A5-A6-A7-P4-P3-R278A |
| | A2/(J4-B2-T)-A3-A4-A5-A6-A7-A8-E-C1/C2 |
| Taxi out: | R115/R117-B1-B2-B3-B4-B5 |
| | 34/35/36-U-(A4-A5-K)/(A4-A5-N-B5)/(F-B3-B4-B5) |
| | 39-H2-H1-A4-A5-(K/N-B5) |
| | R278A-P3-P4-A7-A6-(K/N-B5) |
| | C1/C2-E-A8-A7-A6-(K/N-B5) |
| Take-off: | Runway 13L |

If 13R is not available for landing:

| | |
|---|---|
| Landing: | Runway 13L |
| Runway exit: | X or A9 |
| Taxi in: | X/A9-A8-A7-A6-N-B4-B3-B2-B1-R115/R117 |
| | X/A9-A8-P4-P3-R278A |
| | X/A9-A8-A7-A6-A5-A4-U-34/35/36 |
| | X/A9-A8-A7-A6-A5-A4-H1-39 |
| | X/A9-A8-E-C1/C2 |

If 13L is not available for takeoff:

| | |
|---|---|
| Taxi out: | R115/R117-B1-13R-C-D |
| | R278A-P3-P4-A7-A6-(A5-A4-A3-T)/(N-B4-B3)-B2-13R-C-D |
| | 39-H1-A4-(A3-T)/(F-B3)-B2-B1-13R-C-D |
| | 34/35/36-U-(A3-T)/(F-B3)-B2-B1-13R-C-D |
| | C1/C2-E-A8-A7-A6-(A5-A4-A3-T)/(N-B4-B3)-B2-B1-13R-C-D |
| Take-off: | Runway 13R |

### 1.2 In case of direction 31

| | |
|---|---|
| Landing: | Runway 31R |
| Runway exit: | Z, K, B5 |
| Taxi in: | (Z-A6-N)/(K-N)/B5-B4-B3-B2-B1-R115/R117 |
| | (Z-A6)/K/(B5-N)-A5-A4-U-34/35/36 |
| | (Z-A6)/K/(B5-N)-A5-A4-H1-39 |
| | K/(B5-N)-A6-A7-P4-P3-R278A |
| | K/(B5-N)-A6-A7-A8-E-C1/C2 |
| Taxi out: | R115/R117-B1-B2-T-A2 |
| | R278A-P3-P4-A7-A6-A5-A4-A3-A2 |
| | 34/35/36-U-A3-A2 |

39-H1-A4-A3-A2
C1/C2-E-A8-A7-A6-A5-A4-A3-A2
Take-off: Runway 31L

If 31R is not available for landing:
Landing: Runway 31L
Runway exit: D
Taxi in: D-C-31L-B1-R115/117
D-C-31L-(B2-T)/(J4-B2-T)/A2-A3-U-34/35/36
D-C-31L-(B2-T)/(J4-B2-T)/A2-A3-A4-H1-39
D-C-31L-(B2)/(J4-B2)-B3-B4-N-A6-A7-P4-P3-R278A
D-C-31L-(B2)/(J4-B2)-B3-B4-N-A6-A7-A8-E-C1/C2

If 31L is not available for takeoff:
Taxi out: R115/R117-B1-B2-(B3-B4-N)/(T-A3-A4-A5)-A6-A7-A8-A9
R278A-P3-P4-A8-A9
34/35/36-U-(A4-A5)/(F-B3-B4-N)-A6-A7-A8-A9
39-H1-A4-A5-A6-A7-A8-A9
C1/C2-E-A8-A9
Take-off: Runway 31R

## 1.3 Backtrack procedures on the runways are prohibited for Code D, Code E and Code F aircraft, even at the taxiway intersections!

## 1.4 For Code E cargo aircraft, only stands C1, C2 on Cargo Apron, R115, R117 stands on Apron 1 and stand R278A on Apron 2 may be allocated.

# 2. Procedures for ICAO Code F Aircraft

Boeing B747-8I/F aircraft are classified as Code F category because of their size; however, based on simulations of the conducted ground movement geometry, they may use runways, taxiways and aircraft stands based on individual reconsideration, according to specific procedures. Consequently, these procedures specific to B747-8I/F operations (different from Code F) are discussed in chapter 3, below.

## 2.1. Planning Procedures

The following procedures are valid for ICAO/EASA Code F aircrafts listed below:

- Antonov-AN-124-100-200 (Ruslan / Condor)
- Antonov-AN-225 (Mrija / Cossac)
- Airbus A380
- Lockheed C5 (Galaxy)

Due to the nature of operation, in the case of each movement of Code F aircraft, the AOCC shall make sure that the operation of relevant infrastructural elements is ensured on the planning level. As a result, the AOCC grants unique approval for each flight that is indicated in the daily traffic plan.

Since CAT 10 firefighting capability is mandatory to ensure for the operation of Airbus A380 aircraft at the airport, the AOCC is obliged to notify RHTP (the Airport Firefighting Service) in writing or via landline telephone about the arrival and departure of aircraft of this type. This communication exchange must verify the temporary availability of CAT 10 firefighting capability. If for some reason CAT 10 capability is not available, then the operation of the A380 aircraft must not be allowed.

The AOCC shall also notify the BUD Sustainability Department of Code F operations by forwarding the relevant information to kornyezetvedelem@bud.hu.

The AOCC shall be obliged to forward a summary report of the movements of the affected aircraft category to ITM LH (the CAA) on the first Monday of each month, indicating respective dates, times, and the runway used.

For handling Code F aircraft, the infrastructure elements listed in Chapter 2 shall be available.

## 2.2. Runway Use

Code F aircraft may only use runway 13L/31R for landing and take-off operations.

In the case of runway 13L/31R, Code F aircraft may only use taxiways A9 and B5 for taxi out and taxi in operations.

Due to the physical location of holding point B5, during LVP1 or LVP2 operations, no Code F aircraft may hold at B5 if there is an arriving aircraft within 10 NM of the touchdown point conducting a CAT II/CAT III approach

to runway 13L. In the event that the above provisions are impossible to fulfill, the Code F aircraft may hold short in line with the B5 holding bay.

## 2.3. Designated Parking Positions

For Code F aircraft, only the B5 Holding Bay and stand C1 on the cargo apron may be allocated as a parking position, due to the distances available.

Note:

- **Stand C2 may only be used to accommodate the Boeing 747-8I/F, out of the Code F aircraft,**

- **If there is a Code F aircraft parked on stand C1 and it is not a Boeing 747-8I/F, maximum a Code E aircraft may be parked on stand C2.**

Airbus A380 passenger aircraft is exempted from this rule. In the case of these two types, the following stands may be allocated, taking the order of preferences into consideration:

1. Stand 36 (Terminal 2B)
2. TWY A4 (at the junction of TWY H1)
3. B5 Holding Bay
4. Stand R117A

If the conditions specified in the following points are not available on the given stand, then the next stand in the order of preferences shall be used.

In the case of all stands, docking is guided by the Marshaller ensured by the BUD AOO unit. Stand 36 is an exception, where a visual docking guidance system is available. In this case the presence of the Marshaller is mandatory.

When Stands 36 and R117A are used, it is mandatory to perform wing walking at both wingtips between the apron exit point and the allocated stand in the case of both arriving and departing aircraft.

### 2.3.1. Aircraft Stand 36

This is the only stand that is equipped with a passenger loading bridge (PLB) and its physical dimensions are suitable for receiving Code F aircraft. However, due to the capabilities of the building and the PLB the bridge can only be connected to the main deck doors. On this stand, it is possible to provide service with two bridges simultaneously.

If this stand is used, a tow bar, a push-back tractor capable of performing the push-back procedure, and competent technical staff must be provided.

In order to ensure the required safety distances on the stand, the service roads behind and next to the stand have to be used with extra care. GSE taller than 5 meters may not use this service road section.

When this stand is used, stands 36L, 36R, and 35L may not be used.

If the visual docking guidance system (VDGS) of the stand is operational, then the Marshaller has a supervisory role. If the VDGS is out of operation, then docking shall be guided by a Marshaller. Boeing B747-8I aircraft has

to be stopped on the nose-gear stop line that is first from the building, and Airbus A380 aircraft has to be stopped on the second nose-gear stop line.

### 2.3.2. Taxiway A4

In accordance with EASA rules, TWY A4 is not suitable for performing Code F taxi operations, as the required safety distances are not ensured there for Code F aircraft. In the case of all taxiways which do not lead to aircraft stands, the minimum separation stipulated in CS ADR-DSN.D.260 must be minimum 51 meters. In the case of taxiways which lead to aircraft stands, this distance is 47.5 meters, and taking this into consideration, TWY A4 is not suitable for taxiing, but due to the lower speed of taxiing it may be operated as a stand or as taxilane on stand, thus it can be operated as the number-one remote stand.

Based on its position within the taxiway system, this stand is not allowed to be used in the case of occupancy over 3 hours.

The aircraft has to be stopped ensuring that the wingtip is at the centerline of the H1 exit point.

After stopping, the given taxiway section (TWY A4 and H1 EXIT POINT) must be closed with physical barriers, and a NOTAM must be issued.

If a refueling need is indicated, then the stand may be accessed from the direction of both A5 and A3, depending on the relevant procedures of airlines and ground handling service providers.

If this stand is used, the preparation area of ground service equipment is designated either on stand R223 or on R224.

### 2.3.3. B5 Holding Bay

The B5 Holding Bay may be used as a parking stand from either direction (TWY B5 and N).

The aircraft has to be stopped in a way which ensures that, if required, it could be turned around by a towing vehicle in the area of the B5 Holding Bay. Due to the constrained dimensions of the area, it is prohibited to turn around using the engines of the aircraft. If it is not possible to turn around, but it is required due to the runway direction, then it can be performed via the following routes:

- B5 Holding Bay – B5 – RWY 13L/31R – A9 – A8 – A7 – A6 – N – B4 – M –A5 - A6 – A7 – A8 – A9
- B5 Holding Bay – B5 – N – A5 – M – B4 – B5

After stopping, the given taxiway section (TWY B5 and the B5 Holding Bay) must be closed with physical barriers, and a NOTAM must be issued.

If this stand is used, the preparation area of ground service equipment is designated on either stand R227 or stand R226 (if the former is occupied). Ground service equipment is escorted to the closed section of TWY B5 by the DAM or a designated escort.

If the aircraft is serviced during the night, and whenever it is required due to visibility conditions, the DAM shall arrange for the installation of mobile light poles by the Technical Rescue unit.

### 2.3.4. Aircraft Stand R117A

If this stand is used, a tow bar, a push-back tractor capable of performing the push-back procedure, and competent technical staff have to be provided.

Upon departure, the aircraft has to be pushed back towards TWY A1 and positioned from there with a right turn onto the centerline of TWY B1. Engines may only be started in the centerline of TWY B1.

If this stand is used, then stands R115, R116, and R117 are not allowed to be used.

Boeing B747-8F/I aircraft can also be serviced on stands R115 and R117, with the simultaneous closure of stands R116 (and R117A).

## 2.4. Aircraft Movements

Due to the dimensions of the aircraft, the taxiway system can only be used with restrictions, on pre-determined sections and routes.

### 2.4.1. In case of direction 13:

| | |
|---|---|
| Landing: | Runway 13L |
| Exit from runway: | A9 |
| Taxi in: | A9-A8-A7-A6-N-B4-B3-F-U-36 |
| | A9-A8-A7-A6-A5-A4-TWY A4 stand |
| | A9-A8-A7-P4-P3-R278A |
| | A9-A8-A7-A6-N-B5-B5 Holding Bay |
| | A9-A8-A7-A6-N-B4-B3-B2-B1-R117A |
| | A9-A8-E-C1/C2 |
| Taxi out: | 36-U-F-B3-B4-B5 |
| | A4 stand-F-B3-B4-B5 |
| | R278A-P3-P4-A7-A6-N-B5 |
| | B5 Holding Bay: see details in 2.3.3. |
| | R117A-B1-B2-B3-B4-B5 |
| | C1/C2-E-A8-A7-A6-N-B5 |
| Take-off: | Runway 13L |

### 2.4.2. In case of direction 31:

| | |
|---|---|
| Landing: | Runway 31R |
| Exit from runway: | B5 |
| Taxi in: | B5-B4-B3-F-U-36 |
| | B5-N-A4- A4 stand |
| | B5-N-A6-A7-P4-P3-R278A |
| | B5 Holding Bay: see details in 2.3.3. |
| | B5-B4-B3-B2-B1-R117A |
| | B5-N-A6-A7-A8-E-C1/C2 |
| Taxi out: | 36-U-F-B3-B4-N-A6-A7-A8-A9 |
| | A4 stand-F-B3-B4-N-A6-A7-A8-A9 |
| | R278A-P3-P4-A8-A9 |
| | B5 Holding Bay: see details in 2.3.3. |
| | R117A-B1-B2-B3-B4-N-A6-A7-A8-A9 |
| | C1/C2-E-A8-A9 |
| Take-off: | Runway 31R |

## 2.5. Ground Movements

Due to the main gear and nose gear distances of the aircraft, extra care needs to be taken in each turn to ensure that turns are made using oversteer.

In order to ensure ground movements of a Code F aircraft, after landing it has to be escorted by a Follow Me vehicle on the whole route, and it has to be followed by another vehicle to ensure checking of the position of main gears in relation to the edges of taxiways.

Apart from the provisions of 2.3.1, Code F aircraft must not taxi in/through the apron of Terminal 2AB!

Code F aircraft are prohibited to backtrack on the runway even in/at taxiway intersections.

# 3. Procedures for Boeing B747-8I/F Aircraft

Boeing B747-8I/F aircraft are classified as Code F category because of their size; however, based on simulations of the conducted ground movement geometry, they may use runways, taxiways and aircraft stands based on individual reconsideration according to specific procedures contained in this Chapter.

## 3.1. Planning Procedures

To secure the safe operation of the aircraft, section 2.1 of this procedure must be followed in the planning phase, with the exception that the AOCC does not need to notify the BUD Sustainability Department.

## 3.2. Designated Parking Positions

At LHBP/BUD aerodrome more aircraft stands have been configured in a way to be able to park and service Boeing B747-8I/F aircraft.

| | | |
|---|---|---|
| Cargo Apron: | C1, C2 stands | |
| Terminal 1: | R115, R117, R117A stands | (see section 2.3.4.) |
| Terminal 2: | Stand 36 | (see section 2.3.1.) |
| Other traffic area: | B5 holding bay | (see section 2.3.3.) |

*Notes in case of using Terminal 1:*

If the loading or unloading of B747-8F aircraft is performed through the nose section, the aircraft shall be parked on aircraft stand R117A. Respective procedures are summarized in BUD REFÜ SOP 03/2016.

In the case of parallel parking, due to the dimensions of the aircraft, stands R115, R116, R117 shall be designated only for the affected aircraft.

In the case of parallel parking, the AOCC shall notify the DAM and the Apron unit regarding the change. The aircraft shall be docked only if the DAM considers it safe.

Upon departure, the aircraft shall be pushed back towards taxiway A1, and shall be positioned to the centerline of B1 with a right turn. Engine start-up can only be commenced on the centerline of B1.

## 3.3. B747-8I/F Aircraft Movements

### 3.3.1. In case of direction 13:

| | |
|---|---|
| Landing: | Runway 13R |
| Exit from runway: | A2 |
| Taxi in: | A2-T-B2-B1-R115/R117 |
| | J4-B2-T-A3/A2-A3-U-36 |
| | A2-T/J4-B2-B3-B4-N-A6-A7-A8-E-C1/C2 |
| Taxi out: | R115/R117-B1-B2-B3-B4-B5 |
| | 36-U-F-B3-B4-B5 |
| | C1/C2-E-A8-A7-A6-N-B5 |
| Take-off: | Runway 13L |

If runway 13R cannot be used for landing:

| | |
|---|---|
| Landing: | Runway 13L |
| Exit from runway: | X or A9 |
| Taxi in: | X/A9-A8-A7-A6-N-B4-B3-B2-B1-R115/R117 |
| | X/A9-A8-A7-A6-N-B4-B3-F-U-36 |

X/A9-A8-E-C1/C2

If runway 13L cannot be used for take-off:

| | |
|---|---|
| Taxi out: | R115/R117-B1-13R-C-D |
| | 36-U-(A3-T)/(F-B3)-B2-B1-13R-C-D |
| | C1/C2-E-A8-A7-A6-N-B4-B3-B2-13R-C-D |
| Take-off: | Runway 13R |

*Note: The aircraft can use taxiways C-D with the engines on minimal thrust, only when there is no aircraft on stand R101. In all other cases, the aircraft is only allowed to be towed on taxiways C-D, under the supervision of the DAM or the AOO.*

### 3.3.2. In case of direction 31:

| | |
|---|---|
| Landing: | Runway 31R |
| Exit from runway: | Z, K, B5 |
| Taxi in: | (Z-A6-N)/(K-N)/B5-B4-B3-B2-B1-R115/R117 |
| | (Z-A6-N)/(K-N)/B5-N-B4-B3-F-U-36 |
| | K/(B5-N)-A6-A7-A8-E-C1/C2 |
| Taxi out: | R115/R117-B1-B2-T-A2 |
| | 36-U-A3-A2 |
| | C1/C2-A8-A7-A6-N-B4-B3-T-A2 |
| Take-off: | Runway 31L |

If runway 31R cannot be used for landing:

| | |
|---|---|
| Landing: | Runway 31L |
| Exit from runway: | D |
| Taxi in: | D-C-31L-B1-R115/117 |
| | D-C-31L-B2/(J4-B2)-T-A3-U-36 |
| | D-C-31L-B2/(J4-B2)-B3-B4-N-A6-A7-A8-E-C1/C2 |

*Note: The aircraft can use taxiways C-D with the engines on minimal thrust, only when there is no aircraft on stand R101. In all other cases, the aircraft is only allowed to be towed on taxiways C-D under the supervision of the DAM or the AOO.*

If runway 31L cannot be used for take-off:

| | |
|---|---|
| Taxi out: | R115/R117-B1-B2-B3-B4-N-A6-A7-A8-A9 |
| | 36-U-F-B3-B4-N-A6-A7-A8-A9 |
| | C1/C2-E-A8-A9 |
| Take-off: | Runway 31R |

# 4 Taxi restrictions of aircraft with four (4) or more jet engines

The provisions below shall be applied in the case of the following aircraft:

| | |
|---|---|
| Airbus | A340-200-300-500-600, A380-800 |
| Boeing | B747-100-200-300-400-8F/I |
| Boeing | B707, KC135, E-3 |
| Iljusin | IL86, IL96 |
| Douglas | DC8 |
| Antonov | AN-124 Ruszlan, AN-225 Mrija |
| Lockheed | C5, C5B Galaxy |

*Airbus A380:*

When taxiing is commenced, in order to prevent negative effects caused by jet blast, ATC requests the air crew to operate the inner engines at idle throttle during taxiing, if it is allowed by the operating instruction of the aircraft. As determined by the geometry of the aircraft, it is the inner engine pairs that hang above critical parts of the aerodrome infrastructure, thus the two outer engines do not have to be restricted.

*In case of other types:*

When taxiing is commenced, in order to prevent negative effects caused by jet blast, ATC requests the air crew to operate the outer (two) engines at idle throttle during taxiing, if it is allowed by the operating instruction of the aircraft.