

“Final Showdown - -ALFA”
Event titled
2026.09.04-06.

BULLETIN No. 1
2026.08.19.

GENERAL INFORMATION

Event name: “Final Showdown - -ALFA”
Event location: Tököl former military airport area
Airport classification: Civilian special airport
Event date: 2026.09.05. Saturday,
Event organizer: TÖKÖL Airport Zrt. 1062 Budapest Váci út 3
Tax number: 1330535-2-42
Company reg. number: 01-10-045118
Represented by: Antal Sebestyén
Event manager: Viktor Nikházy + 36 30 601 8964
Deputy: Tibor Szakos +36 70/312-5540,

Saturday (09.05):

Air shows, and during the breaks, a walking flight, parallel to it, elements of a ground car show.
Information regarding communication (the radio station installed at the airport):

Tököl Rádió 127.560 Mhz

Runway data:

Landing site parameters:

1. Designated concrete runway section (for motor aircraft, marked in blue):

1200 m x 60 m
2. Designated grass runway section (marked in red)

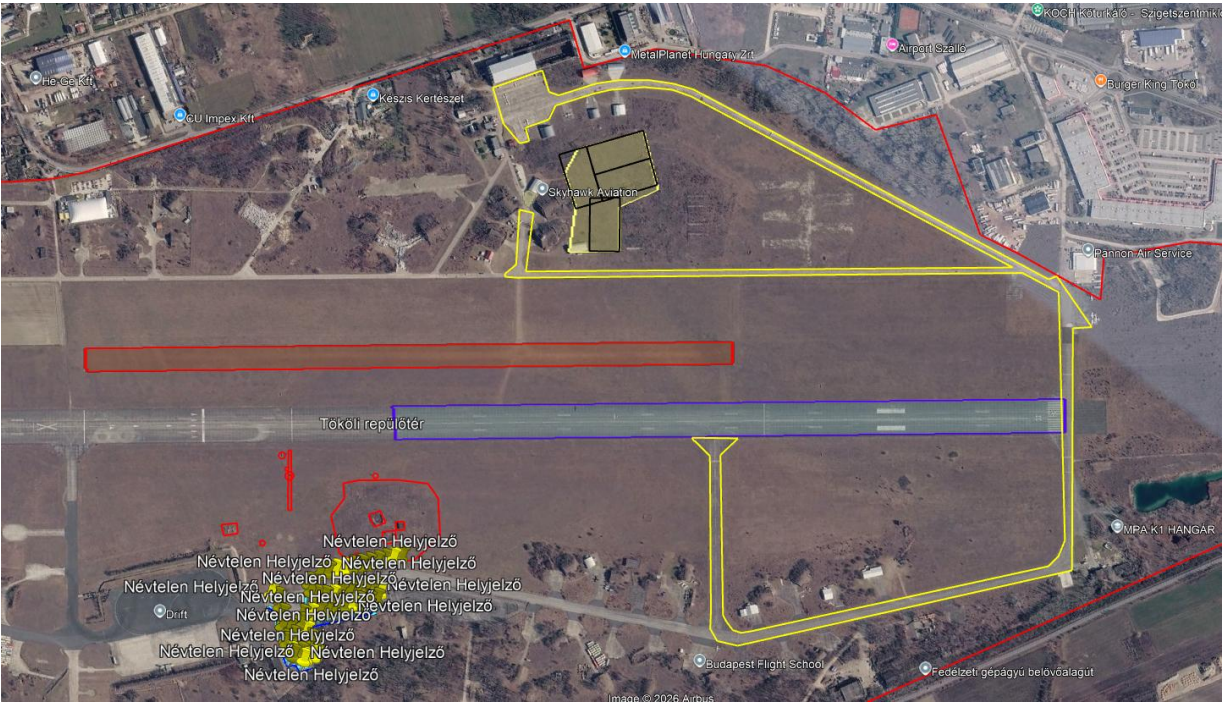
1100 m x 50 m
- Runway elevation:

328' AMSL/101m
- Runway directions:

14/32
- Traffic circle elevation:

1500' QNH
- Reference point:

N 470 20' 43.70" E 0180 58' 51.00"
3. Taxiway and apron marked in yellow

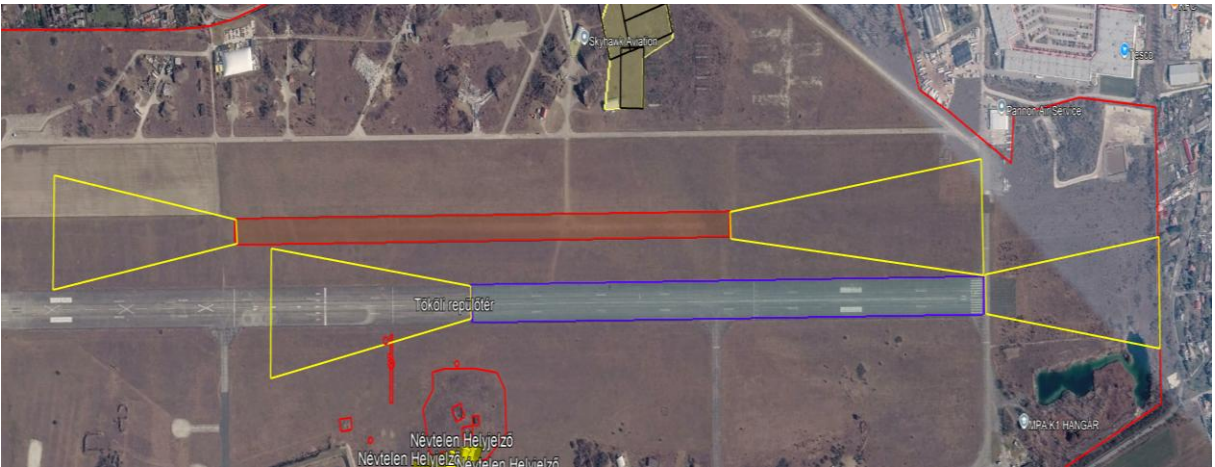


Runway data:

Obstacle surfaces:

The designated grass and concrete runways are obstacle-free in both directions (uphill and downhill directions) at a 1:20 slope. Marked in lemon yellow

There are no obstacles exceeding 60 m in height within a radius of R= 2 km of the Airport.



Traffic circles: For motorized aircraft not involved in the event:

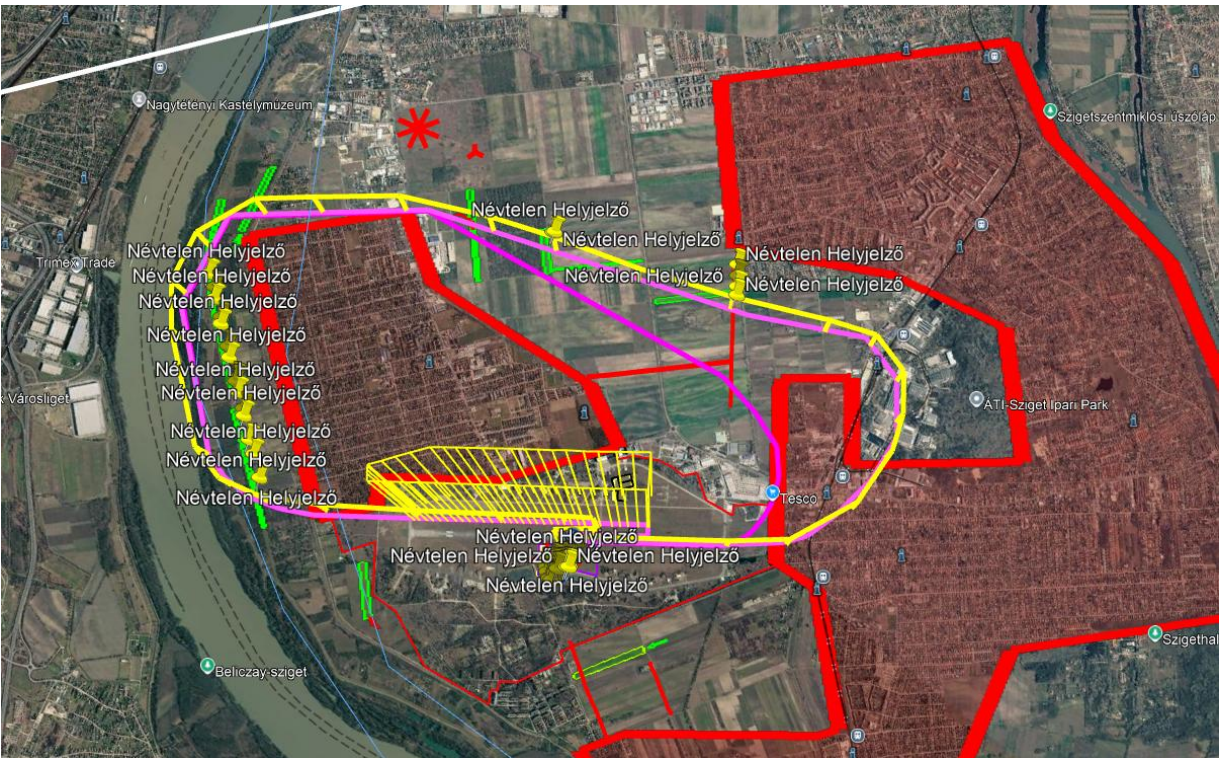
Left when using the concrete runway 32, altitude: 1500' QNH

Left when using the grass runway 32, altitude: 1500' QNH

Right when using the concrete runway 14, altitude: 1500' QNH

Right when using the grass runway 14, altitude: 1500' QNH According to the airport regulations, separated from the event traffic, ensuring safe waiting areas on the south side.

Red areas should be avoided to reduce noise pollution. There will be no sailing traffic at the event



Cross-country flight

MANDATORY route to be flown by aircraft participating in cross-country flights

The circle for motorized aircraft cross-country flights is marked in yellow, the small circle is marked in purple (altitude 1500' QNH)

The populated areas are marked with a red frame and a light red overlay, which should be avoided.



Go around and after take-off procedures

Procedure after take-off:

(Uniform walking circuits have already been described on a separate slide.)

An aircraft departing from an event, following the right school circle from direction 14, continuously climbs and separates from the branches of the school circle according to its route departure direction.

In the case of runway 32, according to the left school circle, the procedure is the same as above.

In the case of go around:

In the case of runways 14 and 32, after the aborted approach, the take-off aircraft maintains a straight direction, climbs, and then joins the VFR school circle.

When operating in crosswinds, increased attention will be required to maintain the direction of the ascending branch until the first turn.

Attention!

In all cases, runway directions used must be the same, operating in the opposite direction is PROHIBITED!!!

Take-off and landing from concrete and grass runways can be performed simultaneously, taking into account the information of Tököl Radio, BUT separate your own

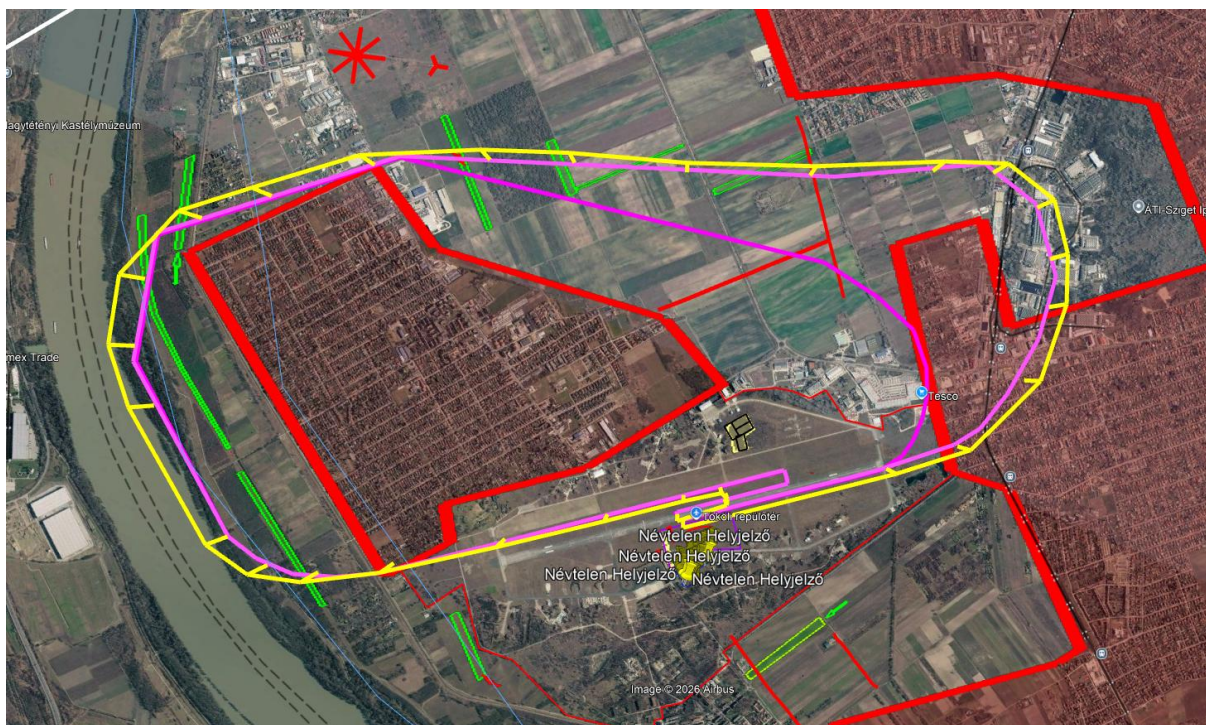
Emergency landing areas around the airport.

The grass area between the concrete runway and the parallel taxiways, as well as the safety strip on the northern side of the runway, is regularly mowed and is excellent for emergency landings.

Pay attention to any uneven terrain in the grass area between the runway and the taxiways!

Areas suitable for emergency landings are marked in green.

The 2 transmitter towers and cable bracing system are marked with a red star



Refueling area Red frame Purple area.

Refueling zone has been set up in an area closed to the public. Only the designated refueling helpers and the crew of the refueled aircraft are allowed in the refueling zone! **Fire extinguishers have been placed!**

Smoking and the use of open flames are STRICTLY PROHIBITED!!!

Refueling is only possible with the engine stopped!



Arrival procedure

Aircraft arriving at the event (not for demonstration purposes) must arrive according to the procedures set out in the airport regulations, BUT maintaining a minimum altitude of 2000' QNH. Before reaching the emergency airspace area, contact the flight operations manager, (127.560Mhz) report the direction and estimated time of approach. Entry into the emergency airspace can only begin with the permission of the flight operations manager.

In the holding zone RH holding, 2000' QNH, classification with own separation.

Aircraft arriving at the event (not for demonstration purposes) can only arrive at limited times on Saturday - they can depart until UTC 07 and then from UTC 16 (LT 09 – 18)

Friday - Sunday without restrictions. 07:30:SS LT

Expect long waiting times on Saturday. +FUEL RESERVE!!!

Flight controller in the operational area: Viktor Nikházy +36 30/601-8694 Tower service: Miklós Kiss

Radio frequency: 127.560 MHz

Departure procedure:

After takeoff, climb following the regular school circle line of the airport, then, depending on the direction of departure home, leave the traffic circle from the 2nd or 3rd turn of the school circle, or possibly from the long wall.

Other information:

We can provide fuel service for guest aircraft at the airport.

An impressive area is provided, but the aircraft owner provides its technical equipment for himself, at his own responsibility.

Film location map:



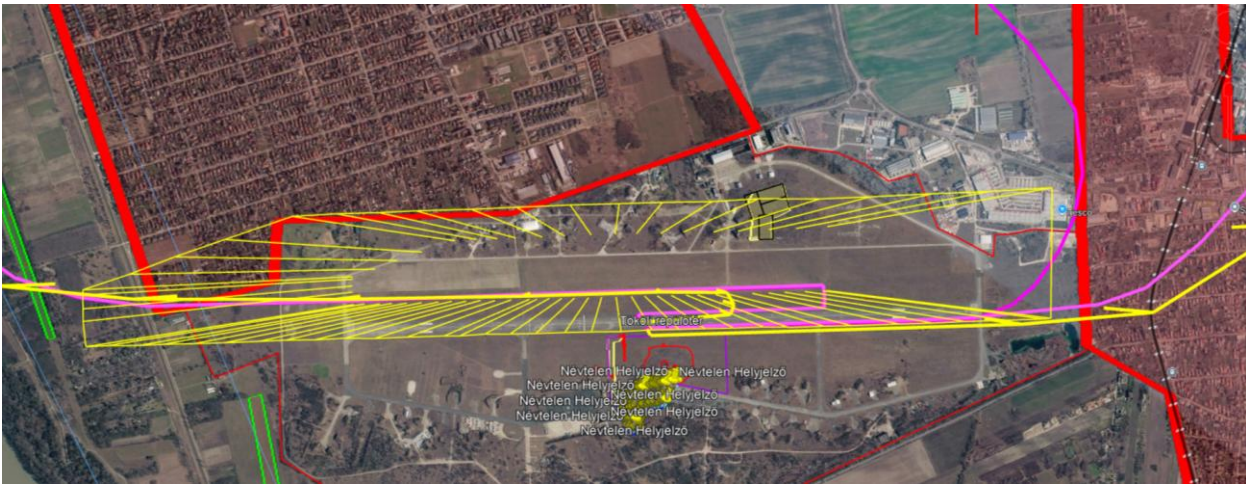
Air show location plan:

The air shows are performed by the participating pilots in an area separated from the runway and the event area (spectator area).

This is the northern side of the concrete runway, its area covers the area of the grass runway. The primarily usable airspace is shown by the yellow gridded area. The figures can also touch areas beyond the axis

direction and the northern side if required.

It is strictly forbidden to cross the southern side of the grass runway.



Parking is prohibited in the area marked with a red frame and yellow fill as an extension of the grass track towards track 32 for safety reasons.

