

HUNGARY

Phone: (+361) 293-4459
AFS: LHBPYNYN
Email: pubsdo@hungarocontrol.hu
Post: Hungarian Air Navigation Services
Aeronautical Information Service
PO Box 80
Budapest
H-1675
Hungary

AIP AMDT: AIRAC AMDT 001/2023

Effective Date: 23 FEB 2023
Publication date: 12 JAN 2023

1. Amendment content:**1.1 GEN 1.2**

- New sections added: 1.4 ACC3 Exceptions, 1.12 ACMI Agreement (Wet-lease Agreement)
- General review and actualization of the chapter

1.2 GEN 3.1

- AIRAC dates inserted for 2026

1.3 ENR 1.3, ENR 2.2, ENR 6

- SEE FRA Expansion with Czech Republic
- Updated chart: ENR 6 LHCC-FRA

2. Hand corrections to the following pages:

Nil

3. Record entry of amendment in GEN 0.2.**4. This AIP amendment incorporates information contained in the following publications:****NOTAM:**

Nil

SUP:

Nil

AIC:

Nil

5. Insert / remove the pages as shown in list on the next page:

Insert the following pages

GEN 0.2 - 3/4
GEN 0.3 - 1/2
GEN 0.4 - 1/2
GEN 0.4 - 3/4
GEN 0.6 - 1/2
GEN 0.6 - 3/4
GEN 1.2 - 1/2
GEN 1.2 - 3/4
GEN 1.2 - 5/6
GEN 1.2 - 7/8
GEN 1.2 - 9/10
GEN 1.2 - 11/12
GEN 3.1 - 3/4
GEN 3.2 - 5/6
ENR 0.6 - 1/2
ENR 1.3 - 1/2
ENR 2.2 - 1/2
ENR 6 LHCC FRA - 1/2

23 FEB 2023
23 FEB 2023
23 FEB 2023
23 FEB 2023
23 FEB 2023
23 FEB 2023
23 FEB 2023
23 FEB 2023
23 FEB 2023
23 FEB 2023
23 FEB 2023
23 FEB 2023
23 FEB 2023
23 FEB 2023
23 FEB 2023
23 FEB 2023
23 FEB 2023
23 FEB 2023

Remove the following pages

GEN 0.3 - 1/2
GEN 0.4 - 1/2
GEN 0.4 - 3/4
GEN 0.6 - 1/2
GEN 0.6 - 3/4
GEN 1.2 - 1/2
GEN 1.2 - 3/4
GEN 1.2 - 5/6
GEN 1.2 - 7/8
GEN 1.2 - 9/10
GEN 1.2 - 11/12
GEN 3.1 - 3/4
GEN 3.2 - 5/6
ENR 0.6 - 1/2
ENR 1.3 - 1/2
ENR 2.2 - 1/2
ENR 6 LHCC FRA - 1/2

25 FEB 2021
01 DEC 2022
01 DEC 2022
01 DEC 2022
01 DEC 2022
01 DEC 2022
04 NOV 2021
04 NOV 2021
14 JUL 2022
04 NOV 2021
24 MAR 2022
04 NOV 2021
19 MAY 2022
01 DEC 2022
01 DEC 2022
14 JUL 2022
24 MAR 2022
06 OCT 2022

AIRAC AIP AMENDMENT

<i>Amendment number</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
001/2023	12-Jan-2023	23-Feb-2023	

THIS PAGE IS INTENTIONALLY LEFT BLANK

GEN 0.3 RECORD OF AIP SUPPLEMENTS

Supplement number	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
001/2014	KFOR Sector	GEN, ENR	03 APR 2014 - 03 DEC 2020	
001/2020	KFOR Sector	GEN, ENR	03 DEC 2020 - UFN	
001/2022	Budapest Liszt Ferenc International Airport (LHBP) Cargo Apron development works	AD 2 LHBP	03 NOV 2022 - 13 JUL 2023	

THIS PAGE IS INTENTIONALLY LEFT BLANK

GEN 0.4 CHECKLIST OF AIP PAGES**PART 1 - GENERAL (GEN)**

GEN 0.1 - 1	25 FEB 2021	GEN 1.7 - 14	01 DEC 2022	GEN 2.2 - 21	12 AUG 2021
GEN 0.1 - 2	25 FEB 2021	GEN 1.7 - 15	01 DEC 2022	GEN 2.2 - 22	12 AUG 2021
GEN 0.1 - 3	30 APR 2015	GEN 1.7 - 16	01 DEC 2022	GEN 2.2 - 23	01 DEC 2022
GEN 0.1 - 4	30 APR 2015	GEN 1.7 - 17	01 DEC 2022	GEN 2.2 - 24	01 DEC 2022
GEN 0.2 - 1	01 DEC 2022	GEN 1.7 - 18	01 DEC 2022	GEN 2.2 - 25	14 JUL 2022
GEN 0.2 - 2	01 DEC 2022	GEN 1.7 - 19	01 DEC 2022	GEN 2.2 - 26	14 JUL 2022
GEN 0.2 - 3	23 FEB 2023	GEN 1.7 - 20	01 DEC 2022	GEN 2.3 - 1	01 DEC 2022
GEN 0.2 - 4	23 FEB 2023	GEN 1.7 - 21	01 DEC 2022	GEN 2.3 - 2	01 DEC 2022
GEN 0.3 - 1	23 FEB 2023	GEN 1.7 - 22	01 DEC 2022	GEN 2.3 - 3	24 MAR 2022
GEN 0.3 - 2	23 FEB 2023	GEN 1.7 - 23	01 DEC 2022	GEN 2.3 - 4	24 MAR 2022
GEN 0.4 - 1	23 FEB 2023	GEN 1.7 - 24	01 DEC 2022	GEN 2.4 - 1	06 OCT 2022
GEN 0.4 - 2	23 FEB 2023	GEN 1.7 - 25	01 DEC 2022	GEN 2.4 - 2	06 OCT 2022
GEN 0.4 - 3	23 FEB 2023	GEN 1.7 - 26	01 DEC 2022	GEN 2.5 - 1	25 FEB 2021
GEN 0.4 - 4	23 FEB 2023	GEN 1.7 - 27	01 DEC 2022	GEN 2.5 - 2	25 FEB 2021
GEN 0.5 - 1	30 APR 2015	GEN 1.7 - 28	01 DEC 2022	GEN 2.6 - 1	25 FEB 2021
GEN 0.5 - 2	30 APR 2015	GEN 1.7 - 29	01 DEC 2022	GEN 2.6 - 2	25 FEB 2021
GEN 0.6 - 1	23 FEB 2023	GEN 1.7 - 30	01 DEC 2022	GEN 2.6 - 3	25 FEB 2021
GEN 0.6 - 2	23 FEB 2023	GEN 1.7 - 31	01 DEC 2022	GEN 2.6 - 4	25 FEB 2021
GEN 0.6 - 3	23 FEB 2023	GEN 1.7 - 32	01 DEC 2022	GEN 2.7 - 1	25 FEB 2021
GEN 0.6 - 4	23 FEB 2023	GEN 1.7 - 33	01 DEC 2022	GEN 2.7 - 2	25 FEB 2021
GEN 1.1 - 1	06 OCT 2022	GEN 1.7 - 34	01 DEC 2022	GEN 2.7 - 3	23 APR 2020
GEN 1.1 - 2	06 OCT 2022	GEN 1.7 - 35	01 DEC 2022	GEN 2.7 - 4	23 APR 2020
GEN 1.1 - 3	06 OCT 2022	GEN 1.7 - 36	01 DEC 2022	GEN 3.1 - 1	19 MAY 2022
GEN 1.1 - 4	06 OCT 2022	GEN 1.7 - 37	01 DEC 2022	GEN 3.1 - 2	19 MAY 2022
GEN 1.2 - 1	23 FEB 2023	GEN 1.7 - 38	01 DEC 2022	GEN 3.1 - 3	23 FEB 2023
GEN 1.2 - 2	23 FEB 2023	GEN 1.7 - 39	01 DEC 2022	GEN 3.1 - 4	23 FEB 2023
GEN 1.2 - 3	23 FEB 2023	GEN 1.7 - 40	01 DEC 2022	GEN 3.2 - 1	06 OCT 2022
GEN 1.2 - 4	23 FEB 2023	GEN 1.7 - 41	01 DEC 2022	GEN 3.2 - 2	06 OCT 2022
GEN 1.2 - 5	23 FEB 2023	GEN 1.7 - 42	01 DEC 2022	GEN 3.2 - 3	06 OCT 2022
GEN 1.2 - 6	23 FEB 2023	GEN 1.7 - 43	01 DEC 2022	GEN 3.2 - 4	06 OCT 2022
GEN 1.2 - 7	23 FEB 2023	GEN 1.7 - 44	01 DEC 2022	GEN 3.2 - 5	23 FEB 2023
GEN 1.2 - 8	23 FEB 2023	GEN 1.7 - 45	01 DEC 2022	GEN 3.2 - 6	23 FEB 2023
GEN 1.2 - 9	23 FEB 2023	GEN 1.7 - 46	01 DEC 2022	GEN 3.2 - 7	06 OCT 2022
GEN 1.2 - 10	23 FEB 2023	GEN 1.7 - 47	01 DEC 2022	GEN 3.2 - 8	06 OCT 2022
GEN 1.2 - 11	23 FEB 2023	GEN 1.7 - 48	01 DEC 2022	GEN 3.3 - 1	25 FEB 2021
GEN 1.2 - 12	23 FEB 2023	GEN 1.7 - 49	01 DEC 2022	GEN 3.3 - 2	25 FEB 2021
GEN 1.3 - 1	23 APR 2020	GEN 1.7 - 50	01 DEC 2022	GEN 3.3 - 3	25 FEB 2021
GEN 1.3 - 2	23 APR 2020	GEN 1.7 - 51	01 DEC 2022	GEN 3.3 - 4	25 FEB 2021
GEN 1.4 - 1	31 MAR 2016	GEN 1.7 - 52	01 DEC 2022	GEN 3.4 - 1	25 FEB 2021
GEN 1.4 - 2	31 MAR 2016	GEN 1.7 - 53	01 DEC 2022	GEN 3.4 - 2	25 FEB 2021
GEN 1.5 - 1	17 JUN 2021	GEN 1.7 - 54	01 DEC 2022	GEN 3.4 - 3	01 DEC 2022
GEN 1.5 - 2	17 JUN 2021	GEN 1.7 - 55	01 DEC 2022	GEN 3.4 - 4	01 DEC 2022
GEN 1.6 - 1	04 NOV 2021	GEN 1.7 - 56	01 DEC 2022	GEN 3.4 - 5	01 DEC 2022
GEN 1.6 - 2	04 NOV 2021	GEN 2.1 - 1	24 FEB 2022	GEN 3.4 - 6	01 DEC 2022
GEN 1.6 - 3	04 NOV 2021	GEN 2.1 - 2	24 FEB 2022	GEN 3.5 - 1	27 JAN 2022
GEN 1.6 - 4	04 NOV 2021	GEN 2.2 - 1	07 NOV 2019	GEN 3.5 - 2	27 JAN 2022
GEN 1.6 - 5	04 NOV 2021	GEN 2.2 - 2	07 NOV 2019	GEN 3.5 - 3	07 NOV 2019
GEN 1.6 - 6	04 NOV 2021	GEN 2.2 - 3	12 AUG 2021	GEN 3.5 - 4	07 NOV 2019
GEN 1.6 - 7	04 NOV 2021	GEN 2.2 - 4	12 AUG 2021	GEN 3.5 - 5	07 NOV 2019
GEN 1.6 - 8	04 NOV 2021	GEN 2.2 - 5	12 AUG 2021	GEN 3.5 - 6	07 NOV 2019
GEN 1.7 - 1	01 DEC 2022	GEN 2.2 - 6	12 AUG 2021	GEN 3.5 - 7	27 JAN 2022
GEN 1.7 - 2	01 DEC 2022	GEN 2.2 - 7	26 MAR 2020	GEN 3.5 - 8	27 JAN 2022
GEN 1.7 - 3	14 JUL 2022	GEN 2.2 - 8	26 MAR 2020	GEN 3.5 - 9	12 AUG 2021
GEN 1.7 - 4	14 JUL 2022	GEN 2.2 - 9	12 AUG 2021	GEN 3.5 - 10	12 AUG 2021
GEN 1.7 - 5	01 DEC 2022	GEN 2.2 - 10	12 AUG 2021	GEN 3.5 - 11	17 JUN 2021
GEN 1.7 - 6	01 DEC 2022	GEN 2.2 - 11	28 JAN 2021	GEN 3.5 - 12	17 JUN 2021
GEN 1.7 - 7	01 DEC 2022	GEN 2.2 - 12	28 JAN 2021	GEN 3.6 - 1	25 FEB 2021
GEN 1.7 - 8	01 DEC 2022	GEN 2.2 - 13	14 JUL 2022	GEN 3.6 - 2	25 FEB 2021
GEN 1.7 - 9	01 DEC 2022	GEN 2.2 - 14	14 JUL 2022	GEN 3.6 - 3	06 FEB 2014
GEN 1.7 - 10	01 DEC 2022	GEN 2.2 - 15	26 MAR 2020	GEN 3.6 - 4	06 FEB 2014
GEN 1.7 - 11	01 DEC 2022	GEN 2.2 - 16	26 MAR 2020	GEN 4.1 - 1	14 JUL 2022
GEN 1.7 - 12	01 DEC 2022	GEN 2.2 - 17	26 MAR 2020	GEN 4.1 - 2	14 JUL 2022
GEN 1.7 - 13	01 DEC 2022	GEN 2.2 - 18	26 MAR 2020	GEN 4.2 - 1	24 MAY 2018
		GEN 2.2 - 19	12 AUG 2021	GEN 4.2 - 2	24 MAY 2018
		GEN 2.2 - 20	12 AUG 2021	GEN 4.2 - 3	22 JUN 2017

GEN 4.2 - 4

22 JUN 2017

PART 2 - EN-ROUTE (ENR)

ENR 0.1 - 1 03 JUL 2008
ENR 0.1 - 2 03 JUL 2008
ENR 0.2 - 1 03 JUL 2008
ENR 0.2 - 2 03 JUL 2008
ENR 0.3 - 1 03 JUL 2008
ENR 0.3 - 2 03 JUL 2008
ENR 0.4 - 1 03 JUL 2008
ENR 0.4 - 2 03 JUL 2008
ENR 0.5 - 1 03 JUL 2008
ENR 0.5 - 2 03 JUL 2008
ENR 0.6 - 1 23 FEB 2023
ENR 0.6 - 2 23 FEB 2023
ENR 1.1 - 1 17 JUN 2021
ENR 1.1 - 2 17 JUN 2021
ENR 1.1 - 3 04 NOV 2021
ENR 1.1 - 4 04 NOV 2021
ENR 1.2 - 1 01 DEC 2022
ENR 1.2 - 2 01 DEC 2022
ENR 1.2 - 3 01 DEC 2022
ENR 1.2 - 4 01 DEC 2022
ENR 1.3 - 1 23 FEB 2023
ENR 1.3 - 2 23 FEB 2023
ENR 1.3 - 3 17 JUN 2021
ENR 1.3 - 4 17 JUN 2021
ENR 1.3 - 5 17 JUN 2021
ENR 1.3 - 6 17 JUN 2021
ENR 1.4 - 1 27 JAN 2022
ENR 1.4 - 2 27 JAN 2022
ENR 1.4 - 3 17 JUN 2021
ENR 1.4 - 4 17 JUN 2021
ENR 1.5 - 1 17 JUN 2021
ENR 1.5 - 2 17 JUN 2021
ENR 1.6 - 1 19 MAY 2022
ENR 1.6 - 2 19 MAY 2022
ENR 1.6 - 3 17 JUN 2021
ENR 1.6 - 4 17 JUN 2021
ENR 1.6 - 5 17 JUN 2021
ENR 1.6 - 6 17 JUN 2021
ENR 1.6 - 7 17 JUN 2021
ENR 1.6 - 8 17 JUN 2021
ENR 1.7 - 1 17 JUN 2021
ENR 1.7 - 2 17 JUN 2021
ENR 1.7 - 3 17 JUN 2021
ENR 1.7 - 4 17 JUN 2021
ENR 1.8 - 1 17 JUN 2021
ENR 1.8 - 2 17 JUN 2021
ENR 1.9 - 1 19 MAY 2022
ENR 1.9 - 2 19 MAY 2022
ENR 1.9 - 3 26 MAR 2020
ENR 1.9 - 4 26 MAR 2020
ENR 1.9 - 5 28 JAN 2021
ENR 1.9 - 6 28 JAN 2021
ENR 1.10 - 1 01 DEC 2022
ENR 1.10 - 2 01 DEC 2022
ENR 1.10 - 3 01 DEC 2022
ENR 1.10 - 4 01 DEC 2022
ENR 1.10 - 5 01 DEC 2022
ENR 1.10 - 6 01 DEC 2022
ENR 1.10 - 7 01 DEC 2022
ENR 1.10 - 8 01 DEC 2022
ENR 1.10 - 9 01 DEC 2022
ENR 1.10 - 10 01 DEC 2022
ENR 1.11 - 1 24 MAR 2022
ENR 1.11 - 2 24 MAR 2022
ENR 1.12 - 1 20 SEP 2012
ENR 1.12 - 2 20 SEP 2012
ENR 1.12 - 3 05 FEB 2015
ENR 1.12 - 4 05 FEB 2015
ENR 1.12 - 5 24 MAY 2018
ENR 1.12 - 6 24 MAY 2018
ENR 1.13 - 1 03 JUL 2008
ENR 1.13 - 2 03 JUL 2008
ENR 1.14 - 1 22 APR 2021
ENR 1.14 - 2 22 APR 2021
ENR 1.14 - 3 03 JUL 2008
ENR 1.14 - 4 03 JUL 2008
ENR 1.14 - 5 03 JUL 2008

ENR 1.14 - 6
ENR 1.14 - 7
ENR 1.14 - 8
ENR 2.1 - 1
ENR 2.1 - 2
ENR 2.1 - 3
ENR 2.1 - 4
ENR 2.1 - 5
ENR 2.1 - 6
ENR 2.2 - 1
ENR 2.2 - 2
ENR 2.2 - 3
ENR 2.2 - 4
ENR 3.1 - 1
ENR 3.1 - 2
ENR 3.2 - 1
ENR 3.2 - 2
ENR 3.3 - 1
ENR 3.3 - 2
ENR 3.4 - 1
ENR 3.4 - 2
ENR 4.1 - 1
ENR 4.1 - 2
ENR 4.2 - 1
ENR 4.2 - 2
ENR 4.3 - 1
ENR 4.3 - 2
ENR 4.4 - 1
ENR 4.4 - 2
ENR 4.4.1 - 1
ENR 4.4.1 - 2
ENR 4.4.1 - 3
ENR 4.4.1 - 4
ENR 4.4.1 - 5
ENR 4.4.1 - 6
ENR 4.4.1 - 7
ENR 4.4.1 - 8
ENR 4.5 - 1
ENR 4.5 - 2
ENR 5.1 - 1
ENR 5.1 - 2
ENR 5.1 - 3
ENR 5.1 - 4
ENR 5.2 - 1
ENR 5.2 - 2
ENR 5.2 - 3
ENR 5.2 - 4
ENR 5.3 - 1
ENR 5.3 - 2
ENR 5.4 - 1
ENR 5.4 - 2
ENR 5.5 - 1
ENR 5.5 - 2
ENR 5.5 - 3
ENR 5.5 - 4
ENR 5.5 - 5
ENR 5.5 - 6
ENR 5.6 - 1
ENR 5.6 - 2
ENR 5.6 - 3
ENR 5.6 - 4
ENR 6 - 1
ENR 6 - 2
ENR 6-LHCC-ERC - 1
ENR 6-LHCC-ERC - 2
ENR 6-LHCC-LINKS - 1
ENR 6-LHCC-LINKS - 2
ENR 6-LHCC-LINKS - 3
ENR 6-LHCC-LINKS - 4
ENR 6-LHCC-FRA - 1
ENR 6-LHCC-FRA - 2
ENR 6-LHCC-SECTOR - 1
ENR 6-LHCC-SECTOR - 2
ENR 6-LHCC-FIS - 1
ENR 6-LHCC-FIS - 2
ENR 6-LHCC-PRD - 1
ENR 6-LHCC-PRD - 2
ENR 6-LHCC-TRA - 1
ENR 6-LHCC-TRA - 2
ENR 6-LHCC-SPORT - 1
ENR 6-LHCC-SPORT - 2
ENR 6-LHCC-FAUNA - 1
ENR 6-LHCC-FAUNA - 2

03 JUL 2008
03 JUL 2008
03 JUL 2008
24 MAR 2022
24 MAR 2022
25 FEB 2021
25 FEB 2021
27 JAN 2022
27 JAN 2022
23 FEB 2023
23 FEB 2023
27 JAN 2022
27 JAN 2022
01 DEC 2022
01 DEC 2022
01 DEC 2022
01 DEC 2022
01 DEC 2022
01 DEC 2022
01 DEC 2022
01 DEC 2022
24 FEB 2022
24 FEB 2022
03 JUL 2008
14 JAN 2010
14 JAN 2010
05 FEB 2015
05 FEB 2015
24 MAR 2022
24 MAR 2022
14 JUL 2022
14 JUL 2022
14 JUL 2022
14 JUL 2022
14 JUL 2022
14 JUL 2022
14 JAN 2010
14 JAN 2010
24 MAR 2022
24 MAR 2022
24 FEB 2022
24 FEB 2022
06 OCT 2022
06 OCT 2022
22 APR 2021
22 APR 2021
25 FEB 2021
25 FEB 2021
19 MAY 2022
19 MAY 2022
24 MAR 2022
24 MAR 2022
01 DEC 2022
01 DEC 2022
01 DEC 2022
01 DEC 2022
17 JUN 2021
17 JUN 2021
17 JUN 2021
17 JUN 2021
06 OCT 2022
06 OCT 2022
14 JUL 2022
14 JUL 2022
06 OCT 2022
06 OCT 2022
06 OCT 2022
06 OCT 2022
06 OCT 2022
23 FEB 2023
23 FEB 2023
06 OCT 2022
06 OCT 2022
06 OCT 2022
06 OCT 2022
24 MAR 2022
24 MAR 2022
06 OCT 2022
06 OCT 2022
01 DEC 2022
01 DEC 2022
06 OCT 2022
06 OCT 2022

PART 3 - AERODROMES (AD)

AD 0.1 - 1 03 JUL 2008
AD 0.1 - 2 03 JUL 2008
AD 0.2 - 1 07 DEC 2017
AD 0.2 - 2 07 DEC 2017
AD 0.3 - 1 03 JUL 2008
AD 0.3 - 2 03 JUL 2008
AD 0.4 - 1 03 JUL 2008
AD 0.4 - 2 03 JUL 2008
AD 0.5 - 1 07 DEC 2017
AD 0.5 - 2 07 DEC 2017
AD 0.6 - 1 01 DEC 2022
AD 0.6 - 2 01 DEC 2022
AD 0.6 - 3 01 DEC 2022
AD 0.6 - 4 01 DEC 2022
AD 0.6 - 5 01 DEC 2022
AD 0.6 - 6 01 DEC 2022
AD 0.6 - 7 01 DEC 2022
AD 0.6 - 8 01 DEC 2022
AD 1.1 - 1 04 NOV 2021
AD 1.1 - 2 04 NOV 2021
AD 1.2 - 1 01 DEC 2022
AD 1.2 - 2 01 DEC 2022
AD 1.3 - 1 01 DEC 2022
AD 1.3 - 2 01 DEC 2022
AD 1.4 - 1 28 JAN 2021
AD 1.4 - 2 28 JAN 2021
AD 1.5 - 1 25 FEB 2021
AD 1.5 - 2 25 FEB 2021
AD 2-LHBC - 1 01 DEC 2022
AD 2-LHBC - 2 01 DEC 2022
AD 2-LHBC - 3 01 DEC 2022
AD 2-LHBC - 4 01 DEC 2022
AD 2-LHBC - 5 01 DEC 2022
AD 2-LHBC - 6 01 DEC 2022
AD 2-LHBC - 7 01 DEC 2022
AD 2-LHBC - 8 01 DEC 2022
AD 2-LHBC-ADC - 1 06 DEC 2018
AD 2-LHBC-ADC - 2 06 DEC 2018
AD 2-LHBC-NDB-17L - 1 23 APR 2020
AD 2-LHBC-NDB-17L - 2 23 APR 2020
AD 2-LHBC-NDB-35R - 1 23 APR 2020
AD 2-LHBC-NDB-35R - 2 23 APR 2020
AD 2-LHBC-RNP-17L - 1 05 NOV 2020
AD 2-LHBC-RNP-17L - 2 05 NOV 2020
AD 2-LHBC-RNP-35R - 1 05 NOV 2020
AD 2-LHBC-RNP-35R - 2 05 NOV 2020
AD 2-LHBC-VAC - 1 06 OCT 2022
AD 2-LHBC-VAC - 2 06 OCT 2022
AD 2-LHBP - 1 19 MAY 2022
AD 2-LHBP - 2 19 MAY 2022
AD 2-LHBP - 3 01 DEC 2022
AD 2-LHBP - 4 01 DEC 2022
AD 2-LHBP - 5 06 OCT 2022
AD 2-LHBP - 6 06 OCT 2022
AD 2-LHBP - 7 22 APR 2021
AD 2-LHBP - 8 22 APR 2021
AD 2-LHBP - 9 06 OCT 2022
AD 2-LHBP - 10 06 OCT 2022
AD 2-LHBP - 11 19 MAY 2022
AD 2-LHBP - 12 19 MAY 2022
AD 2-LHBP - 13 19 MAY 2022
AD 2-LHBP - 14 19 MAY 2022
AD 2-LHBP - 15 19 MAY 2022
AD 2-LHBP - 16 19 MAY 2022
AD 2-LHBP - 17 01 DEC 2022
AD 2-LHBP - 18 01 DEC 2022
AD 2-LHBP - 19 01 DEC 2022
AD 2-LHBP - 20 01 DEC 2022
AD 2-LHBP - 21 01 DEC 2022
AD 2-LHBP - 22 01 DEC 2022
AD 2-LHBP - 23 01 DEC 2022
AD 2-LHBP - 24 01 DEC 2022
AD 2-LHBP - 25 01 DEC 2022
AD 2-LHBP - 26 01 DEC 2022
AD 2-LHBP - 27 30 JAN 2020
AD 2-LHBP - 28 30 JAN 2020
AD 2-LHBP - 29 06 OCT 2022
AD 2-LHBP - 30 06 OCT 2022
AD 2-LHBP - 31 06 OCT 2022
AD 2-LHBP - 32 06 OCT 2022

AIP HUNGARY

AD 2-LHBP - 33	01 DEC 2022	AD 2-LHDC-SID-22L - 2	12 AUG 2021	AD 2-LHPR-VAC - 1	14 JUL 2022
AD 2-LHBP - 34	01 DEC 2022	AD 2-LHDC-STAR-04R22L - 1	12 AUG 2021	AD 2-LHPR-VAC - 2	14 JUL 2022
AD 2-LHBP-ADC - 1	01 DEC 2022	AD 2-LHDC-STAR-04R22L - 2	12 AUG 2021	AD 2-LHSM - 1	12 AUG 2021
AD 2-LHBP-ADC - 2	01 DEC 2022	AD 2-LHDC-ILS/LOC-04R - 1	12 AUG 2021	AD 2-LHSM - 2	12 AUG 2021
AD 2-LHBP-TAXI-ARR - 1	06 OCT 2022	AD 2-LHDC-ILS/LOC-04R - 2	12 AUG 2021	AD 2-LHSM - 3	01 DEC 2022
AD 2-LHBP-TAXI-ARR - 2	06 OCT 2022	AD 2-LHDC-NDB-22L - 1	12 AUG 2021	AD 2-LHSM - 4	01 DEC 2022
AD 2-LHBP-TAXI-DEP - 1	06 OCT 2022	AD 2-LHDC-NDB-22L - 2	12 AUG 2021	AD 2-LHSM - 5	19 MAY 2022
AD 2-LHBP-TAXI-DEP - 2	06 OCT 2022	AD 2-LHDC-RNP-04R - 1	12 AUG 2021	AD 2-LHSM - 6	19 MAY 2022
AD 2-LHBP-PDC/1 - 1	19 MAY 2022	AD 2-LHDC-RNP-04R - 2	12 AUG 2021	AD 2-LHSM - 7	27 JAN 2022
AD 2-LHBP-PDC/1 - 2	19 MAY 2022	AD 2-LHDC-RNP-22L - 1	12 AUG 2021	AD 2-LHSM - 8	27 JAN 2022
AD 2-LHBP-PDC/2 - 1	19 MAY 2022	AD 2-LHDC-RNP-22L - 2	12 AUG 2021	AD 2-LHSM - 9	01 DEC 2022
AD 2-LHBP-PDC/2 - 2	19 MAY 2022	AD 2-LHDC-VAC - 1	14 JUL 2022	AD 2-LHSM - 10	01 DEC 2022
AD 2-LHBP-PDC/3 - 1	19 MAY 2022	AD 2-LHDC-VAC - 2	14 JUL 2022	AD 2-LHSM-ADC - 1	12 AUG 2021
AD 2-LHBP-PDC/3 - 2	19 MAY 2022	AD 2-LHNY - 1	01 DEC 2022	AD 2-LHSM-ADC - 2	12 AUG 2021
AD 2-LHBP-PDC/4 - 1	19 MAY 2022	AD 2-LHNY - 2	01 DEC 2022	AD 2-LHSM-AOCA-1634 - 1	01 DEC 2022
AD 2-LHBP-PDC/4 - 2	19 MAY 2022	AD 2-LHNY - 3	22 APR 2021	AD 2-LHSM-AOCA-1634 - 2	01 DEC 2022
AD 2-LHBP-AOCA-13L31R - 1	28 JAN 2021	AD 2-LHNY - 4	22 APR 2021	AD 2-LHSM-SID-16 - 1	12 AUG 2021
AD 2-LHBP-AOCA-13L31R - 2	28 JAN 2021	AD 2-LHNY - 5	24 MAR 2022	AD 2-LHSM-SID-16 - 2	12 AUG 2021
AD 2-LHBP-AOCA-13R31L - 1	28 JAN 2021	AD 2-LHNY - 6	24 MAR 2022	AD 2-LHSM-SID-34 - 1	12 AUG 2021
AD 2-LHBP-AOCA-13R31L - 2	28 JAN 2021	AD 2-LHNY - 7	14 JUL 2022	AD 2-LHSM-SID-34 - 2	12 AUG 2021
AD 2-LHBP-PATC-13L31R - 1	17 JUN 2021	AD 2-LHNY - 8	14 JUL 2022	AD 2-LHSM-ILS/LOC-16 - 1	12 AUG 2021
AD 2-LHBP-PATC-13L31R - 2	17 JUN 2021	AD 2-LHNY - 9	01 DEC 2022	AD 2-LHSM-ILS/LOC-16 - 2	12 AUG 2021
AD 2-LHBP-PATC-13R31L - 1	12 AUG 2021	AD 2-LHNY - 10	01 DEC 2022	AD 2-LHSM-NDB-16 - 1	12 AUG 2021
AD 2-LHBP-PATC-13R31L - 2	12 AUG 2021	AD 2-LHNY-ADC - 1	22 APR 2021	AD 2-LHSM-NDB-16 - 2	12 AUG 2021
AD 2-LHBP-SID-13L - 1	27 JAN 2022	AD 2-LHNY-ADC - 2	22 APR 2021	AD 2-LHSM-NDB-34 - 1	12 AUG 2021
AD 2-LHBP-SID-13L - 2	27 JAN 2022	AD 2-LHNY-RNP-Y-18 - 1	24 MAR 2022	AD 2-LHSM-NDB-34 - 2	12 AUG 2021
AD 2-LHBP-SID-13R - 1	27 JAN 2022	AD 2-LHNY-RNP-Y-18 - 2	24 MAR 2022	AD 2-LHSM-RNP-16 - 1	12 AUG 2021
AD 2-LHBP-SID-13R - 2	27 JAN 2022	AD 2-LHNY-RNP-Z-18 - 1	24 MAR 2022	AD 2-LHSM-RNP-16 - 2	12 AUG 2021
AD 2-LHBP-SID31L - 1	06 OCT 2022	AD 2-LHNY-RNP-Z-18 - 2	24 MAR 2022	AD 2-LHSM-RNP-34 - 1	12 AUG 2021
AD 2-LHBP-SID31L - 2	06 OCT 2022	AD 2-LHNY-RNP-Y-36 - 1	24 MAR 2022	AD 2-LHSM-RNP-34 - 2	12 AUG 2021
AD 2-LHBP-SID31R - 1	27 JAN 2022	AD 2-LHNY-RNP-Y-36 - 2	24 MAR 2022	AD 2-LHSM-VAC - 1	14 JUL 2022
AD 2-LHBP-SID31R - 2	27 JAN 2022	AD 2-LHNY-RNP-Z-36 - 1	24 MAR 2022	AD 2-LHSM-VAC - 2	14 JUL 2022
AD 2-LHBP-STAR-13L13R - 1	27 JAN 2022	AD 2-LHNY-RNP-Z-36 - 2	24 MAR 2022	AD 2-LHUD - 1	01 DEC 2022
AD 2-LHBP-STAR-13L13R - 2	27 JAN 2022	AD 2-LHNY-VAC - 1	06 OCT 2022	AD 2-LHUD - 2	01 DEC 2022
AD 2-LHBP-STAR-31L31R - 1	27 JAN 2022	AD 2-LHNY-VAC - 2	06 OCT 2022	AD 2-LHUD - 3	01 DEC 2022
AD 2-LHBP-STAR-31L31R - 2	27 JAN 2022	AD 2-LHPP - 1	19 MAY 2022	AD 2-LHUD - 4	01 DEC 2022
AD 2-LHBP-TMA - 1	24 MAR 2022	AD 2-LHPP - 2	19 MAY 2022	AD 2-LHUD - 5	06 DEC 2018
AD 2-LHBP-TMA - 2	24 MAR 2022	AD 2-LHPP - 3	01 DEC 2022	AD 2-LHUD - 6	06 DEC 2018
AD 2-LHBP-HLDG - 1	28 JAN 2021	AD 2-LHPP - 4	01 DEC 2022	AD 2-LHUD - 7	01 DEC 2022
AD 2-LHBP-HLDG - 2	28 JAN 2021	AD 2-LHPP - 5	14 JUL 2022	AD 2-LHUD - 8	01 DEC 2022
AD 2-LHBP-ATCSMAC - 1	28 JAN 2021	AD 2-LHPP - 6	14 JUL 2022	AD 2-LHUD-ADC - 1	01 DEC 2022
AD 2-LHBP-ATCSMAC - 2	28 JAN 2021	AD 2-LHPP - 7	01 DEC 2022	AD 2-LHUD-ADC - 2	01 DEC 2022
AD 2-LHBP-ILS/LOC-13L - 1	06 OCT 2022	AD 2-LHPP - 8	01 DEC 2022	AD 2-LHUD-AOCA-16R34L - 1	22 APR 2021
AD 2-LHBP-ILS/LOC-13L - 2	06 OCT 2022	AD 2-LHPP-ADC - 1	30 JAN 2020	AD 2-LHUD-AOCA-16R34L - 2	22 APR 2021
AD 2-LHBP-ILS/LOC-13R - 1	06 OCT 2022	AD 2-LHPP-ADC - 2	30 JAN 2020	AD 2-LHUD-VAC - 1	14 JUL 2022
AD 2-LHBP-ILS/LOC-13R - 2	06 OCT 2022	AD 2-LHPP-AOCA-1634 - 1	01 DEC 2022	AD 2-LHUD-VAC - 2	14 JUL 2022
AD 2-LHBP-ILS/LOC-31L - 1	06 OCT 2022	AD 2-LHPP-AOCA-1634 - 2	01 DEC 2022		
AD 2-LHBP-ILS/LOC-31L - 2	06 OCT 2022	AD 2-LHPP-ILS/LOC-34 - 1	30 JAN 2020		
AD 2-LHBP-ILS/LOC-31R - 1	06 OCT 2022	AD 2-LHPP-ILS/LOC-34 - 2	30 JAN 2020		
AD 2-LHBP-ILS/LOC-31R - 2	06 OCT 2022	AD 2-LHPP-NDB-16 - 1	30 JAN 2020		
AD 2-LHBP-RNP-13L - 1	06 OCT 2022	AD 2-LHPP-NDB-16 - 2	30 JAN 2020		
AD 2-LHBP-RNP-13L - 2	06 OCT 2022	AD 2-LHPP-RNP-16 - 1	05 NOV 2020		
AD 2-LHBP-RNP-13R - 1	06 OCT 2022	AD 2-LHPP-RNP-16 - 2	05 NOV 2020		
AD 2-LHBP-RNP-13R - 2	06 OCT 2022	AD 2-LHPP-RNP-34 - 1	05 NOV 2020		
AD 2-LHBP-RNP-31L - 1	06 OCT 2022	AD 2-LHPP-RNP-34 - 2	05 NOV 2020		
AD 2-LHBP-RNP-31L - 2	06 OCT 2022	AD 2-LHPP-VAC - 1	06 OCT 2022		
AD 2-LHBP-RNP-Y-31R - 1	06 OCT 2022	AD 2-LHPP-VAC - 2	06 OCT 2022		
AD 2-LHBP-RNP-Y-31R - 2	06 OCT 2022	AD 2-LHPR - 1	01 DEC 2022		
AD 2-LHBP-RNP-Z-31R - 1	06 OCT 2022	AD 2-LHPR - 2	01 DEC 2022		
AD 2-LHBP-RNP-Z-31R - 2	06 OCT 2022	AD 2-LHPR - 3	01 DEC 2022		
AD 2-LHBP-VOR-13L - 1	06 OCT 2022	AD 2-LHPR - 4	01 DEC 2022		
AD 2-LHBP-VOR-13L - 2	06 OCT 2022	AD 2-LHPR - 5	27 JAN 2022		
AD 2-LHBP-VOR-31R - 1	06 OCT 2022	AD 2-LHPR - 6	27 JAN 2022		
AD 2-LHBP-VOR-31R - 2	06 OCT 2022	AD 2-LHPR - 7	01 DEC 2022		
AD 2-LHBP-VAC - 1	14 JUL 2022	AD 2-LHPR - 8	01 DEC 2022		
AD 2-LHBP-VAC - 2	14 JUL 2022	AD 2-LHPR-ADC - 1	04 NOV 2021		
AD 2-LHDC - 1	01 DEC 2022	AD 2-LHPR-ADC - 2	04 NOV 2021		
AD 2-LHDC - 2	01 DEC 2022	AD 2-LHPR-AOCA-1129 - 1	01 DEC 2022		
AD 2-LHDC - 3	01 DEC 2022	AD 2-LHPR-AOCA-1129 - 2	01 DEC 2022		
AD 2-LHDC - 4	01 DEC 2022	AD 2-LHPR-SID-11 - 1	14 JUL 2022		
AD 2-LHDC - 5	27 JAN 2022	AD 2-LHPR-SID-11 - 2	14 JUL 2022		
AD 2-LHDC - 6	27 JAN 2022	AD 2-LHPR-SID-29 - 1	14 JUL 2022		
AD 2-LHDC - 7	12 AUG 2021	AD 2-LHPR-SID-29 - 2	14 JUL 2022		
AD 2-LHDC - 8	12 AUG 2021	AD 2-LHPR-ILS/LOC-29 - 1	14 JUL 2022		
AD 2-LHDC - 9	01 DEC 2022	AD 2-LHPR-ILS/LOC-29 - 2	14 JUL 2022		
AD 2-LHDC - 10	01 DEC 2022	AD 2-LHPR-RNP-11 - 1	14 JUL 2022		
AD 2-LHDC-ADC - 1	25 APR 2019	AD 2-LHPR-RNP-11 - 2	14 JUL 2022		
AD 2-LHDC-ADC - 2	25 APR 2019	AD 2-LHPR-RNP-29 - 1	14 JUL 2022		
AD 2-LHDC-AOCA-04R22L - 1	25 APR 2019	AD 2-LHPR-RNP-29 - 2	14 JUL 2022		
AD 2-LHDC-AOCA-04R22L - 2	25 APR 2019	AD 2-LHPR-VOR-11 - 1	14 JUL 2022		
AD 2-LHDC-SID-04R - 1	12 AUG 2021	AD 2-LHPR-VOR-11 - 2	14 JUL 2022		
AD 2-LHDC-SID-04R - 2	12 AUG 2021	AD 2-LHPR-VOR-29 - 1	14 JUL 2022		
AD 2-LHDC-SID-22L - 1	12 AUG 2021	AD 2-LHPR-VOR-29 - 2	14 JUL 2022		

THIS PAGE IS INTENTIONALLY LEFT BLANK

GEN 0.6 TABLE OF CONTENTS TO PART 1

GEN 0.1 PREFACE	GEN 0.1 - 1
1. Name of the publishing organisation	GEN 0.1 - 1
2. Applicable ICAO documents	GEN 0.1 - 1
3. Publication Media	GEN 0.1 - 1
4. The AIP structure and established regular amendment interval	GEN 0.1 - 1
5. Copyright policy	GEN 0.1 - 2
6. Service to contact in case of detected AIP errors or omissions	GEN 0.1 - 2
GEN 0.2 RECORD OF AIP AMENDMENTS	GEN 0.2 - 1
GEN 0.3 RECORD OF AIP SUPPLEMENTS	GEN 0.3 - 1
GEN 0.4 CHECKLIST OF AIP PAGES	GEN 0.4 - 1
GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP	GEN 0.5 - 1
GEN 0.6 TABLE OF CONTENTS TO PART 1	GEN 0.6 - 1

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES	GEN 1.1 - 1
1. Aviation Authorities	GEN 1.1 - 1
2. Meteorology	GEN 1.1 - 1
3. Customs	GEN 1.1 - 2
4. Frontier Guard	GEN 1.1 - 2
5. Health	GEN 1.1 - 2
6. Enroute charges	GEN 1.1 - 2
7. Agricultural quarantine - Veterinary Hygiene	GEN 1.1 - 3
8. Aircraft accident investigation	GEN 1.1 - 3
GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT	GEN 1.2 - 1
1. General	GEN 1.2 - 1
2. International Scheduled Flights	GEN 1.2 - 4
3. International Non-Scheduled Flights	GEN 1.2 - 8
4. Approval of Private Flights	GEN 1.2 - 12
5. Public Health Measures	GEN 1.2 - 12
6. Approval of State Flights	GEN 1.2 - 12
GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW	GEN 1.3 - 1
1. Customs Regulations	GEN 1.3 - 1
2. Immigration requirements	GEN 1.3 - 1
3. Public health regulations	GEN 1.3 - 1
4. Security regulations	GEN 1.3 - 1
GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO	GEN 1.4 - 1
1. Customs requirements concerning cargo and other articles	GEN 1.4 - 1
2. Agricultural quarantine requirements	GEN 1.4 - 1
3. Veterinary Hygiene requirements	GEN 1.4 - 1
GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS	GEN 1.5 - 1
1. General	GEN 1.5 - 1
2. Special equipment to be carried	GEN 1.5 - 1
3. Equipment to be carried on all types of flight	GEN 1.5 - 1
4. Radio equipment requirements	GEN 1.5 - 1
5. Requirements for FM Broadcast Immunity of airborne receivers	GEN 1.5 - 1
6. RVSM operation	GEN 1.5 - 1
7. ACAS II REQUIREMENTS	GEN 1.5 - 2
8. Mode S Procedures – Display of Downlinked Aircraft Parameters (DAPs)	GEN 1.5 - 2
GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS	GEN 1.6 - 1
1. Legal acts of the European Union	GEN 1.6 - 1
2. National regulations	GEN 1.6 - 2
3. International agreements	GEN 1.6 - 6
GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES	GEN 1.7 - 1

GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS	GEN 2.1 - 1
1. Units of measurement	GEN 2.1 - 1
2. Temporal reference system	GEN 2.1 - 1
3. Horizontal reference system	GEN 2.1 - 1
4. Vertical reference system	GEN 2.1 - 2
5. Aircraft nationality and registration marks	GEN 2.1 - 2
6. Public Holidays	GEN 2.1 - 2
GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS	GEN 2.2 - 1
GEN 2.3 CHART SYMBOLS	GEN 2.3 - 1
1. General symbols	GEN 2.3 - 1
2. Miscellaneous	GEN 2.3 - 3
GEN 2.4 LOCATION INDICATORS	GEN 2.4 - 1
GEN 2.5 LIST OF RADIONAVIGATION AIDS	GEN 2.5 - 1
GEN 2.6 CONVERSION OF UNITS OF MEASUREMENT	GEN 2.6 - 1
1. Nautical miles and kilometres and vice versa	GEN 2.6 - 1
2. Feet and metres and vice versa	GEN 2.6 - 1
3. Decimal minutes of arc and seconds of arc and vice versa	GEN 2.6 - 2
4. Other conversions	GEN 2.6 - 3
GEN 2.7 SUNRISE/SUNSET	GEN 2.7 - 1
1. Sunrise, Sunset and Civil Twilight	GEN 2.7 - 1

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES	GEN 3.1 - 1
1. Responsible service	GEN 3.1 - 1
2. Area of responsibility	GEN 3.1 - 1
3. Aeronautical publications	GEN 3.1 - 1
4. AIRAC system	GEN 3.1 - 3
5. Pre-flight information service at aerodromes/heliports	GEN 3.1 - 3
6. Digital data sets	GEN 3.1 - 4
GEN 3.2 AERONAUTICAL CHARTS	GEN 3.2 - 1
1. Responsible Service(s)	GEN 3.2 - 1
2. Maintenance of Charts	GEN 3.2 - 1
3. Purchase Arrangements	GEN 3.2 - 1
4. Aeronautical Chart Series Available	GEN 3.2 - 1
5. List of Aeronautical Charts Available	GEN 3.2 - 5
6. Index to the World Aeronautical Chart (WAC) - ICAO 1:1 000 000	GEN 3.2 - 8
7. Topographical charts	GEN 3.2 - 8
8. Corrections to charts not contained in the AIP	GEN 3.2 - 8
GEN 3.3 AIR TRAFFIC SERVICES (ATS)	GEN 3.3 - 1
1. Responsible Service	GEN 3.3 - 1
2. Area of Responsibility	GEN 3.3 - 1
3. Types of Services	GEN 3.3 - 1
4. Coordination Between the Operator and ATS	GEN 3.3 - 2
5. Minimum Flight Altitude	GEN 3.3 - 2
6. ATS Units Address List	GEN 3.3 - 2
GEN 3.4 COMMUNICATION SERVICES	GEN 3.4 - 1
1. Responsible service	GEN 3.4 - 1
2. Area of Responsibility	GEN 3.4 - 1
3. Types of Service	GEN 3.4 - 1
4. Requirements and Conditions	GEN 3.4 - 5
5. Miscellaneous	GEN 3.4 - 5
GEN 3.5 METEOROLOGICAL SERVICES	GEN 3.5 - 1
1. Responsible service	GEN 3.5 - 1
2. Area of responsibility	GEN 3.5 - 1
3. Meteorological observations and reports	GEN 3.5 - 2
4. Types of services	GEN 3.5 - 7
5. Notification required from operators	GEN 3.5 - 9
6. Aircraft reports	GEN 3.5 - 9
7. VOLMET service	GEN 3.5 - 10
8. SIGMET and AIRMET service	GEN 3.5 - 10
9. Other automated meteorological services	GEN 3.5 - 11

GEN 3.6 SEARCH AND RESCUE (SAR)	GEN 3.6 - 1
1. Responsible service(s)	GEN 3.6 - 1
2. Area of responsibility	GEN 3.6 - 2
3. Types of service	GEN 3.6 - 2
4. SAR agreements	GEN 3.6 - 2
5. Conditions of availability	GEN 3.6 - 3
6. Procedures and signals used	GEN 3.6 - 3

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES (ANS)

GEN 4.1 AERODROME/HELIPORT CHARGES	GEN 4.1 - 1
1. Budapest Liszt Ferenc International Airport	GEN 4.1 - 1
2. Debrecen	GEN 4.1 - 1
3. Nyiregyháza	GEN 4.1 - 1
4. Pécs / Pogány	GEN 4.1 - 2
5. Győr / Pér	GEN 4.1 - 2
6. Hévíz / Balaton	GEN 4.1 - 2
7. Szeged	GEN 4.1 - 2
GEN 4.2 AIR NAVIGATION SERVICES CHARGES	GEN 4.2 - 1
1. Introduction	GEN 4.2 - 1
2. Principles	GEN 4.2 - 1
3. Exemptions from payment of air navigation charges	GEN 4.2 - 1
4. En-route Charges	GEN 4.2 - 1
5. Conditions of Application of the EURCONTROL Route Charges System and Condition of Payment	GEN 4.2 - 2
6. EN ROUTE CHARGING ZONES	GEN 4.2 - 2
7. Unit Rates Applicable from 01st January 2018 are Published on EUROCONTROL Website:	GEN 4.2 - 2
8. Terminal Navigation Charge	GEN 4.2 - 2

THIS PAGE IS INTENTIONALLY LEFT BLANK

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1. GENERAL**1.1 Landing and take-off**

All flights into, from or over Hungary and landing within its territory shall be carried out in accordance with the provisions of Law decree on International Civil Aviation (Chicago Convention) as well as in the Law decree on Civil Aviation (Decrees of Legal Force No. 25 in the year 1971 and Act XCVII of 1995 on Aviation) and according to the conditions published in this part.

Flights carried out within the State boundaries of Hungary, irrespective of the nationality of the aircraft concerned, are domestic Flights across the State boundaries are international.

In accordance with para 4 of Government Decree No 141/1995. (XI.30.) on enacting clauses of the Act XCVII of 1995 on Aviation,

- a. aircraft entering to the territory of Hungary with the purpose of landing that is considered as non-internal flight pursuant to the Regulation (EU) No. 2016/399 of the European Parliament and of the Council of 9 March 2016 establishing a Union Code on the rules governing the movement of persons across borders (Schengen Borders Code) should be landed at first on aerodrome where passport and - if the aircraft departed from third country in respect of customs - custom control are provided,
- b. aircraft departing from the territory of Hungary that is considered as non-internal flight pursuant to Schengen Borders Code should be taken off from aerodrome where passport and - if the aircraft depart to third country in respect of customs - custom control are provided,
- c. if there is a baggage that has not been under custom control of a passenger who departed from third country in respect of customs on an aircraft that is considered as internal flight pursuant to the Schengen Borders Code should be landed on aerodrome at first where the implementation of customs regulations of the European Community law is ensured.

According to the Schengen Borders Code internal flight means any flight exclusively to or from the territories of the Member States and not landing in the territory of a third country.

1.2 Border crossing

Regulation (EU) No. 2016/399 of the European Parliament and of the Council of 9 March 2016 establishing a Union Code on the rules governing the movement of persons across borders (Schengen Borders Code) and the Governance Decree 332/2007. in case of an aircraft is not qualified as an internal flight, opening of the temporary border crossing point application is requested except the aircraft departs from or arrives to an international aerodrome. In order to open a temporary border crossing point on aerodromes the aircraft operators should be provided the following informations to the commercial aerodrome (specified at [AD 1.4](#)):

- name of the applicant, home address or place of residence (for legal entities: name of the entity, address of principal place of business);
- the purpose of the flight (cargo/pass);
- type, nationality and registration mark of the aircraft;
- planned date and place of the arriving flight, point of departure and planned date and place of the departing flight and point of arrival.

The application to open the temporary border crossing point on aerodromes should be submitted at least 10 days in advance to the flight operations.

According to the Regulation EU 2016/399 (Schengen Borders Code), private flights operating from or to non-Schengen countries, shall transmit to the Hungarian Police, prior to take-off, a general declaration comprising inter alia a flight plan (in accordance with Annex 2. of the Chicago Convention) and information concerning the passengers identity as the following: first name, last name, date of birth, nationality, number of ID card, departing from.

Fax:(+361) 296-8245

Email: gatutaslista@rri.police.hu

1.3 Security programme

According to Standard 3.3.1 of ICAO Annex 17 to the Convention on International Civil Aviation and Article 13 of REGULATION (EC) No 300/2008 of The European Parliament and of the Council of 11 MAR 2008 on common rules in the field of civil aviation security and repealing Regulation (EC) No 2320/2002, every air carrier providing a service from / to Hungary, shall draw up, apply and maintain an air carrier security programme. Evidence of validation of the air carrier security programme by the appropriate authority of the State granting the operating licence shall be submitted to the appropriate authority of Hungary (CAA). The Appropriate Authority of Hungary may take further action if necessary.

1.4 ACC3 Exeptions

An exception according to point 6.8.3 of Commission Decision C(2015) 8005 and C(2017) 3030 can be granted by the competent authority on the basis of a risk assessment for individual flights by an air carrier into its territory. This shall be limited to air carriers with an unpredictable pattern of ad hoc operations that does not reasonably require prior validation in accordance with the requirements of point 6.8.2.2 of the Annex to the Implementing Regulation (EU) 2015/1998 allowed. Requests for a ACC3 Exemptions must be obtained in writing from the competent authority of the EU Member State where the first airport of arrival is located.

The request for an ACC3 exemption must be sent to avsec@tim.gov.hu e-mail address and the air carrier will receive further information about the procedure.

The HgCAA also emphasises that the full application must be submitted at least 3-4 days before the planned flight in order to ensure the approval.

1.5 Third Country Operations

Third Country Operators (TCO) engaging in scheduled or non-scheduled commercial air transport operations into, within or out of a territory subject to the provisions of the Treaty of the European Union, must hold a safety authorisation issued by the European Aviation Safety Agency (EASA) in accordance with Regulation (EU) No 452/2014. This includes operators which are wet leased-in by, or code-sharing with, an EU operator when commercial air transport flights to any territory subject to the provisions of the Treaty of the European Union are performed. This TCO authorisation is not required for operators only overflying the above mentioned EU territories without a planned landing.

Applications for TCO authorisation should be submitted to EASA at least 30 days before the intended starting date of operation.

Member States continue to be responsible for issuing operating permits. The safety authorisation issued by EASA is one prerequisite in the process of obtaining an operating permit, or equivalent document, from the respective EU Member State under existing Air Service Agreements between EU Member States and third countries.

Non-scheduled flights - one-off notifications. A third country operator may perform air ambulance flights or a non-scheduled flight or a series of non-scheduled flights to overcome an unforeseen, immediate and urgent operational need without first obtaining an authorisation, provided that the operator:

1. notifies EASA in a form and manner established by EASA prior to the intended date of the first flight;
2. is not being subject to an operating ban pursuant to Regulation (EC) No 2111/2005; and
3. submits to EASA an application for TCO authorisation within 10 days after the date of the notification.

The flights specified in the notification may be performed for a maximum period of six consecutive weeks after the date of notification or until EASA has communicated the formal decision on the application for a TCO authorisation, whichever occurs first. One-off notifications may be filed only once every 24 months by an operator.

For more information please visit the EASA website:

URL: <http://easa.europa.eu/TCO>

1.6 Banned airlines within the EU

All application or request for permission to operations planned by operators and/or aircraft listed in the EU black list based on Commission Regulation (EC) No 474/2006 of 22 March 2006 establishing the Community list of air carriers which are subject to an operating ban within the Community referred to in Chapter II of Regulation (EC) No 2111/2005 of the European Parliament and of the Council will be refused by the

Hungarian authorities.

1.7 Operation with dangerous goods and/or optical devices

Use of the Hungarian airspace by foreign civil aircraft carrying dangerous goods, or equipped with optical and/or geographical devices can be executed solely on the basis of single entry clearance.

The application must be obtained 5 days prior to operating the flight to or from a Hungarian airport or through Hungarian airspace. The operator must provide details of the flight according to the Hungarian AIP part [para 3.3](#) a-g, complete with

- the name and address of the charterer,
- a copy of Shipper's Declaration,
- and / or 'End user Certificate',
- the purpose of the use of optical devices within the Hungarian territory.

The exemption of CAA is required for transport by air of dangerous goods which are forbidden under normal circumstances. The exemption form must be submitted at the same time as the application. The exemption form is available on the EASA website, URL: <https://www.easa.europa.eu/en/document-library/general-publications/transport-air-dangerous-goods-which-are-forbidden-under>

1.8 Coordination of flight data with aerodromes

The operator of an aircraft shall be responsible for the coordination of relevant flight data with the operators of the aerodromes particularly as far as the schedule and ground handling requirements are concerned.

The obligations which apply to the coordination of the flight operations are listed in paragraphs [para 2.5](#) and [para 3.5](#)

1.9 Noise restriction

The aircraft with jet engines with MTOW of 34 000 KG or more or with a certified maximum internal accommodation for the aeroplane type in question consisting of more than 19 passenger seats are permitted to take-off and land at aerodromes in territory of Hungary only if the aircraft complies with the standards of ICAO Annex 16, Volume I Part II Chapter 3.

1.10 Exemption policy

Decisions on granting an exemption will be taken in individual cases for flights of exceptional nature only. Application containing serious reasons for granting an exemption shall be submitted to the CAA of Hungary at the same time as the individual application/permission request.

1.11 Random alcohol test process

Aviation Authority of Hungary carry out alcohol tests on flight crew and cabin crew members within EU Ramp Inspection Programme according to Commission Regulation (EU) No 965/2012 on air operations and Commission Regulation (EU) No 2018/1042/EU amending it.

The breath alcohol concentration (BrAC), measured during the alcohol test, should not exceed a level equivalent to 0.0 gram of blood alcohol concentration (BAC) per litre of blood. (National limit of BAC is 0.0 gram)

Every positively tested crew member will be:

- Removed from duty
- Handed over to the legal enforcement body
- Reported to competent aviation authorities
 - Licensing authority
 - State of operator

1.12 ACMI Agreement (Wet-lease Agreement)

External wet lease can be made of EU and non-EU countries that is proved by ACMI agreement. This agreement is relevant that shows the leasing validity.

Besides the above mentioned agreement the CAA also need the approval of the relevant authorities (authority of the Lessor and Lessee as well) and valid Insurance Certificate of the aircraft. If the wet-lease

involves an aircraft/airline from a third country the CAA check the TCO authorization from the EASA web site. Any other additional document is not required but if it is necessary, the CAA may request additional documents.

If the wet-lease involves an aircraft/airline from an EU country everything is needed to be sent only for information purposes, the CAA just confirm the operation.

2. INTERNATIONAL SCHEDULED FLIGHTS

2.1 General

- a. Unless international agreements or other regulations published below state otherwise, the schedule of international air services arriving in Hungary from outside the EU or EFTA, and air services departing from Hungary to a territory outside the EU or EFTA, are subject to approval of CAA. For services not regulated by bilateral/comprehensive agreements the Director General of Civil Aviation may grant provisional permission at his discretion.
- b. International scheduled air services departing from the territory of the EU or EFTA and landing in Hungary, and those departing from Hungary and landing in the EU or EFTA unless the operation crosses Community border, shall be submitted for information purposes to CAA.
- c. No authorisation is required for flights in transit across the territory of Hungary and for non-traffic landings, if the State in which the operating airline is registered is a Contracting Party to the International Air Services Transit Agreement.

2.2 Procedures for approval - Air carrier from EU or EFTA Member State

2.2.1 The schedules of international air transport services carried out to/from Hungarian aerodromes from/to EU/EFTA Member States shall be submitted for information purposes at least 15 days prior to the intended date of operation to the CAA.

The request for the permission shall include at least the following documents and data:

- a. air carrier security programme,
- b. insurance certificate,
- c. timetable shall include the following data:
 - ICAO three letter designator code of the aircraft operator, flight number, type of aircraft, seating capacity,
 - date, estimated time and airport of departure to Hungary,
 - date, estimated time and airport of arrival / departure at / from Hungary,
 - date, estimated time and following airport of destination,
 - requested period of validity.

In case of flights are going to be operated on code share basis, the notification shall include flight numbers of code share partners (marketing carriers).

If the marketing carrier is a third country operator requests of each carrier have to be submitted separately to the CAA 30 days before the operation.

Any request for additional flights or ad hoc flights to the confirmed schedule changes shall be notified to the CAA at least 5 days prior to changes taking effect.

2.2.2 Procedures for approval - Air carrier operator from a third country

Air carrier from non EU or EFTA Member States may carry out flights to/from the territory of Hungary provided that the operation of the scheduled flights has been authorised in accordance with a bilateral or a multilateral agreement negotiated between Hungary and the relevant States.

If there is no bilateral agreement between the states which can be applicable the Director General of Civil Aviation may grant provisional permission at his discretion.

Request for permission for the operation shall be submitted to the CAA. The applications shall be submitted at least 45 days before beginning the operation in case of first application, other subsequent applications shall be submitted at least 30 days before every operational seasons.

The request for the permission shall include at least the following documents and data:

- a. name, address and ownership of air carrier,
- b. EASA TCO authorization
- c. noise certificate
- d. valid insurance certificate,
- e. air carrier security programme,
- f. timetable shall include the following data:
 - ICAO three letter designator code of the aircraft operator, flight number, type of aircraft, seating capacity,
 - date, estimated time and airport of departure to Hungary,
 - date, estimated time and airport of arrival / departure at / from Hungary,
 - date, estimated time and following airport of destination,
 - requested period of validity.

In case the flight are going to be operated on code share basis, the application shall include flight numbers of code share partners (marketing carriers). If the marketing carrier is also a third country operator request of each carrier have to submitted separately to the CAA 30 days before the operation.

Additional flights or any request that concerns the already approved operation performed by foreign air carriers to the authorized capacity of scheduled air services can be considered as approved if the applicant has not received a negative, eventually restrictive decision 5 days prior to the effective operation.

2.3 Establishment

Only an established EU air carrier in Hungary could be designated by Hungary to carry out scheduled air services to a third country.

This criteria will not be examined in an individual procedure but only during the application procedure related to the designation of an EU air carrier to a third country and will be decided on a case by case basis to determine if the EU carrier is considered to be established in the territory of Hungary based on the following aspects.

- the air carrier exercises its commercial activity in air transport in real and effective manner through stable arrangements in accordance with the provisions of the Regulation 847/2004;
- the air carrier maintains stable and permanent organizational structure in the territory of Hungary with sufficient number of permanent staff empowered to represent the air carrier in relations with the competent authorities with special regard to safety, security and general contact keeping with the authority (subject to the decision of the Aviation Authority what is considered sufficient);
- the air carrier has an operational base in the territory of Hungary.

In order to prove the compliance with the conditions set above, the air carrier is required to submit the following documents and information to the Aviation Authority of Hungary:

- name(s) and contact of personnel responsible for safety in 24 hours a day with permanent presence in the territory of Hungary;
- name(s) and contact of personnel responsible for security in 24 hours a day;
- name and contact of general contact person (in office hours);
- proof of having an operational base in Hungary (a copy of an agreement with the airport operator, or the declaration of the relevant airport operator that such operational base has been created);
- valid AOC, OL issued by a Member State;
- confirmation that the licensed carrier's regulatory authority will retain and fulfil regulatory control.

2.4 Documentary requirements for clearance of aircraft

Two copies of the Cargo Manifest and Loadsheet are required to be submitted by airline operators for clearance on entry and departure of their aircraft to and from Hungary. One copy of the Cargo Manifest must be signed by the authorised agent or the pilot-in-command.

2.5 Slot coordination/schedules facilitation of scheduled and ad-hoc flight operations

2.5.1 According to Hungarian Act XCVII of 1995 on Aviation, HungaroControl, Hungarian Air Navigation Services Private Limited Company is authorised to perform the duties of slot coordination/schedules facilitation in Hungary. In order to avoid congestion and to ensure the efficient use of available airport capacity on coordinated/schedules facilitated airports planned arrival and departure timings of scheduled and ad-hoc flights shall be submitted to HungaroControl's Airport Coordination department.

In Hungary, according to Council Regulation (EEC) 95/93, on common rules for the allocation of slots at community airports, Budapest Liszt Ferenc International Airport is designated as schedules facilitated.

Contact details of Airport Coordination:

HungaroControl, Hungarian Air Navigation Services Private Limited Company
Airport Coordination

Post: 1185 Budapest, Igló utca 33-35.

Phone: (+361) 293-4050

Email: budcoord@budcoord.hu

Hours of operation:

Weekdays between 0600-1600 (0500-1500) hours.

Weekends and public holidays between 0600-1400 (0500-1300) hours.

2.5.2 Slot coordination/schedules facilitation of seasonal schedules

Submissions shall be sent in accordance with the deadlines shown in IATA's Worldwide Slot Guidelines (WSG). A copy of WSG can be downloaded from the IATA Scheduling Services website at:

URL: <http://www.iata.org/policy/slots/pages/slot-guidelines.aspx>

The following types of movements are exempt from mandatory submission: government, State, military, ambulance, general/business aviation.

Any changes to the agreed timetables shall be checked with Airport Coordination.

The format of submissions shall be in accordance with Chapter 6 of IATA's Standard Schedules Information Manual (SSIM), using Schedule Movement Advice (SMA) or Schedule Clearance Request (SCR) messages.

Further information on the scheduling process, capacity limits and other parameters can be found on the website of Airport Coordination Hungary.

URL: <http://en.hungarocontrol.hu>

2.5.3 Slot coordination / schedules facilitation of ad-hoc flights

Planned timings for ad-hoc flights shall be submitted at least one day prior to the planned operations to Airport Coordination.

Schedule changes due to operational reasons and ad-hoc requests on the day of operations are handled by the airport's Operations Department. Therefore notification should be sent to:

SITA: BUDOPXH

Email: airport.ops@bud.hu

2.6 Regarding the harmonisation of all ground handling activities at Budapest Liszt Ferenc International Airport Budapest Airport Pte. Ltd. Airside Operations Department Airport Operations Center is entitled to make statements:

AFS: LHBPYDYG

SITA: BUDOPXH

Phone: (+361) 296-7421

Fax: (+361) 296-6890

Email: airport.ops@bud.hu

Hours of operation: H24

3. INTERNATIONAL NON-SCHEDULED FLIGHTS**3.1 Non-commercial flights**

Non-commercial flights (transit and non-traffic stops) are subject to prior permission of the CAA in the case that the aircraft is registered in a State which is not a Contracting Party to the Convention on International Civil Aviation (Chicago Convention) or no bilateral Air Services Agreement has been signed between this State and Hungary. Applications for such flight operations shall be submitted at least 5 days prior to the planned departure to the CAA.

The application shall include: [para 3.3](#) except item h).

3.1.1 Aircraft having non-standard Certificate of Airworthiness

Non-standard airworthiness certificate means any certificate or permission different from ICAO or EASA airworthiness certificate.

3.1.1.1 Conditions for permission of flights for foreign aircraft with limited airworthiness

- a. No permission to enter the airspace of Hungary is required for aircraft with a limited certificate of airworthiness or permit to fly issued by the aviation authority of EU Member States in accordance with Annex (Part 21) to Commission Regulation (EU) No 748/2012 and its amendments, validity of which is automatically recognised within the meaning of Article 11 of Regulation (EC) No 216/2008 of the European Parliament and of the Council as amended.
- b. All foreign aircraft with certificate other than stated in para 3.1.2.1.a. must obtain permission for entering and/or flight activities within the Hungarian airspace.

The application must be submitted by the operator at least 5 days before aircraft enters Hungarian airspace with the purpose of the flight, intended destination aerodrome (if any), expected route through the Hungarian airspace to the CAA.

The application for permission shall be substantiated by copies of the following documents:

1. Certificate of Registration
2. Airworthiness Certificate (if issued) including established operational limitations or equivalent document;
3. Special Flight Permit including the conditions/limitations together with the documents proving the compliance with the conditions;
4. Valid maintenance release for the overflight;
5. Listing of differences from the ICAO Annex 6 and 8 i.e. confirmation/declaration issued by approved Continuing Airworthiness management organization (CAMO), including overdue mandatory limits (e.g. AWL, Airworthiness Directives), unapproved modifications, and any other differences from standard ICAO airworthiness and operations requirements;
6. Noise Certificate (if issued);
7. Proof of third-party liability insurance;
8. Air Operator Certificate (AOC) or equivalent (if an AOC holder is responsible for the operation);
9. Congruence RVSM, B-RNAV, Mode-S, ATC, ACAS II, FM immunity.

The permission may be issued with time and/or any other operational restrictions. Duration of the permission will generally be granted for the purpose by the end of the validity of the Permit to Fly.

3.1.1.2 Light aircraft for sporting activities (e.g. LSA, micro lights, autogyro, home-built aircraft, light glider, hang glider and other types of sport flying devices) with National Certificate of Airworthiness or Permit to Fly can use the Hungarian airspace under the following conditions:

Light aircraft

- a. has individual registry or identification mark,
- b. has a valid technical certificate (e.g. certificate of airworthiness, permit to fly or other equivalent document) issued by the State of Registry or state of identification, as relevant,
- c. has a valid third party liability insurance certificate covers the Hungarian territory,

- d. is not used for commercial flight operation.

Pilot

- a. has a valid pilot licence (or other equivalent document) for relevant type of light aircraft required by the State of Registry or state of identification, as relevant,
- b. has a valid medical certificate (if not part of the pilot licence),
- c. performs flights by VFR/day in accordance with limitations or conditions specified in technical certificate.

3.2 Commercial flights

3.2.1 Aircraft operated by air carriers authorised by the aeronautical authority of any of the Contracting States to the Multilateral Agreement on Commercial Rights of Non-Scheduled Air Services in Europe (Paris, 30 April 1956) may enter and freely land and take-off at international and commercial aerodromes [See AD 1.3](#) for the purpose of one of the following activities:

- a. flights for the purpose of meeting humanitarian or emergency needs;
- b. taxi-class passenger flights of occasional character on request, provided that the aircraft does not have a seating capacity of more than six passengers and provided that the destination is chosen by the hirer or hirers and no part of the capacity of the aircraft is resold to the public;
- c. flights on which the entire space is hired by a single person (individual, firm, corporation or institution) for the carriage of his or its staff or merchandise, provided that no part of such space is resold;
- d. single flights, no operator or group of operators being entitled under this sub-paragraph to more than, one flight per month between the same two traffic centres for all aircraft available to him.
The same treatment shall be accorded to aircraft engaged in either of the following activities:
- e. the transport of freight exclusively;
- f. the transport of passengers between regions which have no reasonably direct connection by scheduled air services.

3.2.2 For the flight operations in para 3.2.1 a) and b) above the information contained in the filed Flight Plan for ATS purposes is accepted as adequate advance notification, however, in the case of landing and take-off at Budapest Liszt Ferenc International Airport the Flight Plan shall be addressed to:

AFS:LHBPYDYG

3.2.3 For the flight operations in para 3.2.1 c) to f) above, planning to land and/or take-off at Budapest Liszt Ferenc International Airport a notification shall be sent to Budapest Airport Pte. Ltd. Airport Operations Center at least 3 days prior to the departure with the following data:

- a. name of operator of the aircraft;
- b. type and registration sign of the aircraft;
- c. aerodrome of departure and destination;
- d. planned times of departure and arrival;
- e. route of the flight;
- f. purpose of the flight, number of passengers and/or designation and amount of cargo.

3.2.4 Unless a bilateral Air Services Agreement in place between Hungary and the State of Registry of the air operator renders it otherwise, or the planned flight operation does not come under the ruling of the Multilateral Agreement on Commercial Rights of Non-Scheduled Air Services in Europe (Paris, 30 April 1956 - para 3.2.1), a prior authorisation from the CAA shall be obtained, as follows:

- If an operator intends to perform an individual international flight, or from/to the same State four successive non-scheduled flights for commercial purposes to / from Hungarian aerodromes within a period of not more than three months, it shall apply to the CAA not less than 5 days prior to the planned departure.
- If a licensed air carrier intends to carry out any additional flights to one of its already approved scheduled air services to/from Hungarian aerodromes, or to effect a change to the type of the aircraft to a larger capacity version for commercial reasons, it shall apply to the CAA not less than 3 days prior

to the planned departure.

- The application for a series of more than four non-scheduled flights from/to the same State for commercial purposes, landing or taking off at Hungarian aerodromes shall be received by the CAA at least 15 days prior to the first intended date of operations.

3.3 Content of applications

Applications submitted to the CAA for non-scheduled flights according to [para 3.](#) above, shall contain at least the following information:

- a. name and address of operator of the aircraft;
- b. type and registration sign of the aircraft;
- c. the route and date of flight;
- d. aerodrome of departure and destination, and intermediate landing, if any;
- e. the planned times of departure and arrival;
- f. EASA TCO authorization;
- g. purpose of flight, number of passengers and/or designation and amount of cargo;
- h. name and address of the charterer;
- i. Noise Certificate;
- j. Proof of third-party liability insurance.

It is expected from the airline operators to provide the CAA with evidence of validation of the air carrier security programme by their respective authority.

3.4 Conditions for approval of international flights for commercial purposes

3.4.1 Application will be considered on a reciprocal basis in the case of flights operated by an air carrier where its supervising aeronautical authority is in a State to/from which a designated Hungarian operator has scheduled services. Existence of reciprocity may be declared by the designated Hungarian air operator, however, the approving Hungarian authority may also enquire its foreign partner authority supervising the applicant foreign carrier.

3.4.2 The CAA will grant permission for charter flights between the two States, to an operator registered in a State from/to designated Hungarian operator has no scheduled services, if the aeronautical authority supervising the applicant foreign operator has granted the commercial right for mutual operation.

3.4.3 The operation of charter flights is usually reserved to the air carriers of the two States concerned i.e. of the State of origin or destination. Permission for charter flights to a third State's carrier may be granted by the CAA, if:

- the Hungarian air carrier has not been interested in the given carriage (did not make offer) prior to the offer of the foreign operator;
- refusal of the authorisation for the air carriage would interfere with the privity of a Hungarian contractor;
- the operator of the Hungarian aerodrome of destination has vested interest in the completion of the arrangement.

3.5 Coordination of non-scheduled flights

3.5.1 All departure and arrival times of non-scheduled flights at Budapest Liszt Ferenc International Airport shall be coordinated in advance with Airport Coordination ([para 2.5.1](#))

3.5.2 Ensuring a safe, efficient and economical ground handling operation, paying due regard to environmental aspects and facilitating the operation of ground handling companies, is the responsibility of the Airside Operations Department. ([para 2.6](#))

- The preliminary coordination and organisation of ground handling among the available handling services and the operator of the flight, is the responsibility of the Airside Operations Department. It is the responsibility of this department to coordinate the required ground handling and fuel service three days before the operation. Furthermore it shall be stated whether the operator has concluded agreement for ground handling with any agency providing this service or received any offer for this

service.

- Each of the agencies providing ground handling services at the airport will be advised on the spot by the Airside Operations Department. The agencies providing ground handling services will get in touch with the operator of the aircraft directly.

3.5.3 Prior permission for the flight operation issued by the CAA does not release the operator from its obligation, included in [para 1.8](#) above, to coordinate information regarding the planned operations with the aerodrome.

In the case when a flight operation may be carried out without prior the permission of the CAA, based on the Flight Plan submitted for the purposes of ATS, when landing and take-off is planned at Budapest Liszt Ferenc International Airport, the FPL message shall also be addressed to:

AFS:LHBPYDYG

3.6 Documentary requirements for clearance of aircraft

See [para 2.4](#)

3.7 Block Permit

In case of international non-scheduled air transport services which are of a short term or ad-hoc, in order to avoid the need to obtain separate permission for each individual flight and/or operation, the air carriers of all states can obtain a single Hungarian Block Permit which will authorise such services for up to 3 months period valid from requested date and up to 60 flights can be performed.

The Block Permit authorization is not applicable for foreign civil aircraft carrying dangerous goods or optical devices. According to para 1.6, use of the Hungarian airspace by foreign civil aircraft carrying dangerous goods, or equipped with optical and/or geographical devices can be executed solely on the basis of single entry clearance.

The application must be submitted by the operator at least 5 days before requested date of Block Permit to CAA.

The request for the permission shall include:

- nationality of the airline, ICAO Designator;
- name and address of operator of the aircraft;
- aircraft to be used: type, registration, operator if wet leased, state of registry if wet leased;
- aerodrome of departure and destination;
- purpose of the flight (passenger and/or cargo);
- TCAS II version 7.1 compliant.

The application for permission shall be substantiated by copies of the following documents, which shall be valid for 3 months from the requested date of Block Permit (except item g):

- EASA TCO authorization;
- Proof of third party liability insurance;
- Noise Certificate;
- Security Programme.

At the end of the third month, the permit holder shall provide to the CAA with details of all flights operated under the granted Hungarian Block Permit for information purposes.

The Block Permit does not exempt the applicant from obtaining additional permits (night restriction between 22:00-06:00LT, ACC3, dangerous goods).

* Request for ACC3 exemption shall send to avsec@tim.gov.hu

4. APPROVAL OF PRIVATE FLIGHTS

4.1 Private flights landing at or departing from international aerodromes listed in part [AD 1.4](#), as well as transit flights across Hungarian airspace with foreign civil aircraft registered in a State that is a Contracting Party to the Chicago Convention, may be made without prior permission.

4.2 In the case of landing or take-off planned at any of the commercial aerodromes listed in part [AD 1.4](#), the

target dates necessary for the provision of customs, security, police and immigration services shall be taken into account. In such cases the prior notification described in [para 1.2](#) is necessary. The provision of the above services shall be requested by the operator of the aerodrome.

4.3 Documentary requirements for clearance of aircraft

See [para 2.4](#)

5. PUBLIC HEALTH MEASURES

At present, no public health measures are required to be carried out in respect of aircraft entering the territory of Hungary. When the need arises, special measures are taken. The International Sanitary Regulations of 25 MAY 1951 adopted by the 4th World Health Assembly current edition apply: International Health Regulation (2005).

In case of reporting a patient who presents symptoms on the airplane, health care service in contract with the airport examines, takes care of the patient and arranges the transportation to the hospital if needed. If a communicable disease is suspected based on the symptoms or other information, staff of Budapest City Government Office of Public Health Department responsible for IHR tasks of points of entry is in charge. Safety standards of the airport are taken into account when implementing measures ordered in Ministerial Decree 18/1998 (VI. 3.) on Epidemiological Measures for Preventing Communicable Diseases and Outbreaks.

6. APPROVAL OF STATE FLIGHTS

6.1 Operations of foreign State aircraft (for use or disposal of a military-, police- or customs organisations) as well as of intergovernmental agencies within the territory of Hungary, with the exception of NATO and EU member States, are subject to approval by the Ministry of Foreign Affairs and Trade and the CAA.

- Single flight clearance: Application shall be submitted at least 15 days prior entry to the Hungarian airspace via diplomatic channel to the Ministry of Foreign Affairs and Trade of Hungary. (The application form see [para 6.7](#))
- Multiple flight (Annual) clearance: On the basis of international agreement or reciprocity application shall be submitted to the Ministry of Foreign Affairs and Trade of Hungary at least 90 days prior the first entry to the Hungarian airspace via diplomatic channels. This clearance may be valid for a maximum of 12 months. (The application form see [para 6.7](#))
- Carrying weapons, ammunition, ECM or optical equipment or other dangerous goods: Use of the Hungarian airspace by foreign state aircraft carrying weapons, ammunition, ECM or optical equipment or other dangerous goods (in accordance with the Technical Instructions ICAO Doc. 9284-AN/905 and the 3. § (3) of Government Decree No. 4/1998 on usage of Hungarian airspace), can be executed solely on the basis of single entry clearance.

6.2 Approval or rejection will be issued to the applicant by the Ministry of Foreign Affairs and Trade with the consent of the CAA.

6.3 State aircraft of NATO and EU member states may operate based on the submitted Flight Plan.

6.4 The application shall contain the following information:

- a. the type, nationality and registration sign of the aircraft;
- b. the name of the operator of the aircraft;
- c. place of the departure, the planned route of the flight and destination aerodrome;
- d. the date and time of departure and arrival and the estimated time of arrival at the State boundaries;
- e. time of departure of the return flight (in the case of a Hungarian aerodrome);
- f. purpose of flight and number of persons on board, type of cargo (dangerous goods, ECM or optical equipment);
- g. liability insurance valid for Hungary, as well as, information relating to valid insurance covering damage liability to third parties on the ground;
- h. demand for ground handling at the aerodrome.

It is advised that the state aircraft operator provide the Authority with evidence of validation of its security programme, if applicable.

6.5 State flights with destination/departure Budapest Liszt Ferenc International Airport also have to be coordinated in advance with the Airside Operations Department ([para 2.6](#)).

6.6 Use of military aerodrome [AD 1.4 para 4](#).

Prior permission request shall be submitted at least 7 days prior the planned day of landing. The request must contain the following data:

- aircraft type, registration, call sign
- date of the flight,
- planned landing and departure time
- purpose of the flight.

6.7 For application forms, visit the home page of MIL AIP part GEN 1.2:

URL:<https://www.ket.hm.gov.hu>

4. AIRAC SYSTEM

In order to control and regulate the flow of changes resulting in amendments to charts, route-manuals etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC system. Whenever possible, this type of information will be published as an AIRAC AMDT.

When an AIP Amendment will not be published at the established interval or publication date, a NIL notification shall be originated and distributed by TRIGGER NOTAM.

AIRAC information will be issued so that the information should be received by the customer not later than 28 days before the effective date and for major changes not later than 56 days.

On publication date (42 days before the AIRAC effective date), a trigger NOTAM will be issued giving a brief description of the contents, effective date and reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that date.

The table below indicates AIRAC effective dates for the coming years:

2023	2024	2025	2026
26 JAN 2023	25 JAN 2024	23 JAN 2025	22 JAN 2026
23 FEB 2023	22 FEB 2024	20 FEB 2025	19 FEB 2026
23 MAR 2023	21 MAR 2024	20 MAR 2025	19 MAR 2026
20 APR 2023	18 APR 2024	17 APR 2025	16 APR 2026
18 MAY 2023	16 MAY 2024	15 MAY 2025	14 MAY 2026
15 JUN 2023	13 JUN 2024	12 JUN 2025	11 JUN 2026
13 JUL 2023	11 JUL 2024	10 JUL 2025	09 JUL 2026
10 AUG 2023	08 AUG 2024	07 AUG 2025	06 AUG 2026
07 SEP 2023	05 SEP 2024	04 SEP 2025	03 SEP 2026
05 OCT 2023	03 OCT 2024	02 OCT 2025	01 OCT 2026
02 NOV 2023	31 OCT 2024	30 OCT 2025	29 OCT 2026
30 NOV 2023	28 NOV 2024	27 NOV 2025	26 NOV 2026
28 DEC 2023	26 DEC 2024	25 DEC 2025	24 DEC 2026

5. PRE-FLIGHT INFORMATION SERVICE AT AERODROMES/HELIPORTS**5.1 Elements of the aeronautical information products held**

A centralised Pre-flight Information Service is provided by the Flight Data and Reporting Unit at HungaroControl premises. ([para 3.3](#))

A comprehensive graphics based briefing solution is provided by HungaroControl which can be accessible via the following URL:

URL: <https://www.netbriefing.hu/>

5.2 Maps and charts held

The following aeronautical information are maintained in Netbriefing:

- Static data (airspace, navaids, waypoints, airports, etc.)
- NOTAMs,
- AUP, UUP,
- MET information (precipitation map overlay)

5.3 General area of coverage

The general coverage of the data is the ECAC States. Data quality may change state by state.

Hours of Service: H24.

6. DIGITAL DATA SETS

6.1 Description of the available data sets

6.1.1 Electronic Obstacle Data:

Affected area	Area 1	Area 2	Area 3	Area 4
LHCC FIR (See ENR 5.4)	Yes	Nil	Nil	Nil
LHBC	Nil	Yes	Yes	Nil
LHBP	Nil	Yes	Yes	Yes
LHDC	Nil	Yes	Yes	Yes (for RWY 04R)
LHNY	Nil	Yes	Yes	Nil
LHPP	Nil	Yes	Yes	Nil
LHPR	Nil	Yes	Yes	Yes (for RWY 29)
LHSM	Nil	Yes	Yes	Nil
LHUD	Nil	Yes	Yes	Nil

6.1.2 Electronic Terrain Data:

Affected area	Area 1	Area 2	Area 3	Area 4	Remark
LHCC FIR	Yes	Nil	Nil	Nil	DDM10 - horizontal resolution: 10x10 M - vertical accuracy: mean error in the plain 0.8 M; in the hills 2.5 M; in the mountains 5 M. - vertical sharpness: 1 M - projection (original): Gauss-Krüger (convertible)

6.2 Contact details of how data sets may be obtained

Electronic Obstacle Datasets may be obtained from:

HungaroControl, Hungarian Air Navigation Services Private Limited Company

Aeronautical Information Service

Post:H-1185 Budapest, Iglo utca 33-35. Hungary

Phone:(+361) 293-4459

Email:pubsdo@hungarocontrol.hu

URL:http://ais.hungarocontrol.hu

Hours of Service:normal business hours.

5. LIST OF AERONAUTICAL CHARTS AVAILABLE

All series listed are part of the AIP

Title of series	Scale	Name and/or number	Date of latest revision
Aeronautical Chart - ICAO	1:500 000	Hungary 2252-B 2251A	24 MAR 2022
Enroute Chart - ICAO	1:1 000 000	Hungary ENR 6-LHCC-ERC	14 JUL 2022
Compulsory and Plannable Links - Index Chart (See ENR 1.3)	Nil	Hungary ENR 6-LHCC-LINKS	06 OCT 2022
South East Europe Free Route Airspace (SEE FRA) - Index Chart	1:6 250 000	Hungary ENR 6-LHCC-FRA	23 FEB 2023
ATC Sectors - Index Chart	1:2 200 000	Hungary ENR 6-LHCC-SECTOR	06 OCT 2022
FIS Sectors - Index Chart	1:2 200 000	Hungary ENR 6-LHCC-FIS	06 OCT 2022
Prohibited, Restricted and Danger Areas - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-PRD	24 MAR 2022
Temporary Reserved Airspaces - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-TRA	06 OCT 2022
Areas With Sensitive Fauna - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-FAUNA	06 OCT 2022
Aerial Sporting and Recreational Activities - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-SPORT	01 DEC 2022
Aerodrome Chart - ICAO	1:10 000	Békéscsaba AD 2-LHBC-ADC	06 DEC 2018
	1:10 000	Budapest/Liszt Ferenc International Airport AD 2-LHBP-ADC	01 DEC 2022
Taxi Procedures for Arriving Aircraft - Index Chart	1:25 000	AD 2 LHBP-TAXI-ARR	06 OCT 2022
Taxi Procedures for Departing Aircraft - Index Chart	1:25 000	AD 2 LHBP-TAXI-DEP	06 OCT 2022
	1:10 000	Debrecen AD 2-LHDC-ADC	25 APR 2019
	1:7 500	Nyíregyháza AD 2-LHNY-ADC	22 APR 2021
	1:10 000	Pécs/Pogány AD 2-LHPP-ADC	30 JAN 2020
	1:10 000	Győr/Pér AD 2-LHPR-ADC	04 NOV 2021
	1:10 000	Hévíz/Balaton AD 2-LHSM-ADC	12 AUG 2021

Title of series	Scale	Name and/or number	Date of latest revision
Aircraft Parking/Docking Chart - ICAO		Szeged	
	1:10 000	AD 2-LHUD-ADC	01 DEC 2022
		Budapest/Liszt Ferenc International Airport	
	1:5 000	AD 2-LHBP-PDC/1	19 MAY 2022
	1:5 000	AD 2-LHBP-PDC/2	19 MAY 2022
Aerodrome Obstacle Chart - ICAO - Type A (Operating Limitations)	1:5 000	AD 2-LHBP-PDC/3	19 MAY 2022
	1:5 000	AD 2-LHBP-PDC/4	19 MAY 2022
		Budapest/Liszt Ferenc International Airport	
	1:20 000	AD 2-LHBP-AOCA-13L31R	28 JAN 2021
	1:20 000	AD 2-LHBP-AOCA-13R31L	28 JAN 2021
		Debrecen	
	1:15 000	AD 2-LHDC-AOCA-04R22L	25 APR 2019
		Pécs/Pogány	
	1:15 000	AD 2-LHPP-AOCA-1634	01 DEC 2022
		Győr/Pér	
	1:12 500	AD 2-LHPR-AOCA-1129	01 DEC 2022
Precision Approach Terrain Chart - ICAO		Hévíz/Balaton	
	1:20 000	AD 2-LHSM-AOCA-1634	01 DEC 2022
		Szeged	
	1:10 000	AD 2-LHUD-AOCA-16R34L	22 APR 2021
		Budapest/Liszt Ferenc International Airport	
Standard Departure Chart - Instrument (SID) - ICAO	1:2 500	AD 2-LHBP-PATC-13L31R	17 JUN 2021
	1:2 500	AD 2-LHBP-PATC-13R31L	12 AUG 2021
		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD2-LHBP-SID-13L	27 JAN 2022
	1:700 000	AD2-LHBP-SID-13R	27 JAN 2022
	1:700 000	AD2-LHBP-SID-31L	06 OCT 2022
	1:700 000	AD2-LHBP-SID-31R	27 JAN 2022
		Debrecen	
	1:250 000	AD 2-LHDC-SID-04R	12 AUG 2021
	1:250 000	AD 2-LHDC-SID-22L	12 AUG 2021
		Győr/Pér	
	1:250 000	AD 2-LHPR-SID-11	14 JUL 2022
	1:250 000	AD 2-LHPR-SID-29	14 JUL 2022
		Hévíz/Balaton	
Standard Arrival Chart - Instrument (STAR) - ICAO	1:250 000	AD 2-LHSM-SID-16	12 AUG 2021
	1:250 000	AD 2-LHSM-SID-34	12 AUG 2021
		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-STAR-13L13R	27 JAN 2022
	1:700 000	AD 2-LHBP-STAR-31L31R	27 JAN 2022
		Debrecen	

ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 0.1	PREFACE	ENR 0.1 - 1
ENR 0.2	RECORD OF AIP AMENDMENTS	ENR 0.2 - 1
ENR 0.3	RECORD OF AIP SUPPLEMENTS	ENR 0.3 - 1
ENR 0.4	CHECK LIST OF AIP PAGES	ENR 0.4 - 1
ENR 0.5	LIST OF HAND AMENDMENTS	ENR 0.5 - 1
ENR 0.6	TABLE OF CONTENTS TO PART 2	ENR 0.6 - 1

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1	GENERAL RULES	ENR 1.1 - 1
1.	GENERAL	ENR 1.1 - 1
2.	Procedures within uncontrolled airspace	ENR 1.1 - 1
3.	Coordination of Flights Requiring Special ATC Handling	ENR 1.1 - 3
4.	General information about UAS operation	ENR 1.1 - 4
ENR 1.2	VISUAL FLIGHT RULES	ENR 1.2 - 1
1.	General rules	ENR 1.2 - 1
2.	Restrictions for VFR flights	ENR 1.2 - 2
ENR 1.3	INSTRUMENT FLIGHT RULES	ENR 1.3 - 1
1.	Rules applicable to all IFR flights	ENR 1.3 - 1
2.	Rules applicable to IFR flights within controlled airspace	ENR 1.3 - 1
3.	Rules applicable to IFR flights outside controlled airspace	ENR 1.3 - 1
4.	Free route airspace (FRA) General Procedures	ENR 1.3 - 2
ENR 1.4	ATS AIRSPACE CLASSIFICATION AND DESCRIPTION	ENR 1.4 - 1
1.4.1.	ATS Airspace Classification	ENR 1.4 - 1
1.4.2.	ATS Airspace Description	ENR 1.4 - 1
ENR 1.5	HOLDING, APPROACH AND DEPARTURE PROCEDURES	ENR 1.5 - 1
1.	General	ENR 1.5 - 1
2.	Arriving Flights	ENR 1.5 - 1
3.	Departing Flights	ENR 1.5 - 1
4.	Other relevant information and procedures	ENR 1.5 - 1
ENR 1.6	ATS SURVEILLANCE SERVICES AND PROCEDURES	ENR 1.6 - 1
1.	Primary Radar	ENR 1.6 - 1
2.	Secondary Surveillance Radar (SSR)	ENR 1.6 - 5
3.	Automatic Dependent Surveillance — Broadcast (ADS-B)	ENR 1.6 - 7
4.	Other relevant information and procedures	ENR 1.6 - 8
ENR 1.7	ALTIMETER SETTING PROCEDURES	ENR 1.7 - 1
1.	Introduction	ENR 1.7 - 1
2.	Basic altimeter setting procedures	ENR 1.7 - 1
3.	Description of altimeter setting region(s)	ENR 1.7 - 2
4.	Procedures applicable to operators (including pilots)	ENR 1.7 - 2
5.	Table of Cruising levels	ENR 1.7 - 2
ENR 1.8	ICAO REGIONAL SUPPLEMENTARY PROCEDURES	ENR 1.8 - 1
ENR 1.9	AIR TRAFFIC FLOW MANAGEMENT (ATFM) AND AIRSPACE MANAGEMENT	ENR 1.9 - 1
1.	General	ENR 1.9 - 1
2.	Responsibilities	ENR 1.9 - 1
3.	Information on Air Traffic Flow And Capacity Management (ATFCM) measures	ENR 1.9 - 2
4.	ATFCM procedures	ENR 1.9 - 2
5.	Use of STS/Indicators in FPLs for ATFCM purposes	ENR 1.9 - 4
6.	Operational data	ENR 1.9 - 4
7.	AIRSPACE MANAGEMENT	ENR 1.9 - 5
ENR 1.10	FLIGHT PLANNING	ENR 1.10 - 1
1.	Procedures for the Submission of a Flight Plan	ENR 1.10 - 1
2.	Repetitive Flight Plan System	ENR 1.10 - 7
3.	Changes to the submitted flight plan	ENR 1.10 - 10
ENR 1.11	ADDRESSING OF FLIGHT PLAN MESSAGES	ENR 1.11 - 1
ENR 1.12	INTERCEPTION OF CIVIL AIRCRAFT	ENR 1.12 - 1
1.	Interception Procedures	ENR 1.12 - 1
2.	Signals for use in the event of interception	ENR 1.12 - 2
3.	Marking applied on Hungarian state aircraft	ENR 1.12 - 5

ENR 1.13 UNLAWFUL INTERFERENCE	ENR 1.13 - 1
1. General.....	ENR 1.13 - 1
2. Procedures	ENR 1.13 - 1
ENR 1.14 AIR TRAFFIC INCIDENTS	ENR 1.14 - 1
1. Definition of air traffic incidents.....	ENR 1.14 - 1
2. Use of the "Air Traffic Incident Reporting Form".....	ENR 1.14 - 1
3. Reporting procedures (including in-flight procedures).....	ENR 1.14 - 1
4. Purpose of reporting and handling of the form	ENR 1.14 - 2

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA AND CTA	ENR 2.1 - 1
1. FIR, CTA, TMA	ENR 2.1 - 1
2. Military TMAs AND CTRs (MTMA/MCTR).....	ENR 2.1 - 4
ENR 2.2 OTHER REGULATED AIRSPACE	ENR 2.2 - 1
1. RMZ/TMZ airspaces	ENR 2.2 - 1
2. Other types of regulated airspaces	ENR 2.2 - 2

ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL NAVIGATION ROUTES	ENR 3.1 - 1
ENR 3.2 AREA NAVIGATION ROUTES.....	ENR 3.2 - 1
ENR 3.3 OTHER ROUTES.....	ENR 3.3 - 1
ENR 3.4 EN-ROUTE HOLDING	ENR 3.4 - 1
1. Holding procedures within Budapest TMA.....	ENR 3.4 - 1

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE.....	ENR 4.1 - 1
ENR 4.2 SPECIAL NAVIGATION SYSTEMS	ENR 4.2 - 1
ENR 4.3 GLOBAL NAVIGATION SATELITE SYSTEM (GNSS).....	ENR 4.3 - 1
ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS	ENR 4.4 - 1
ENR 4.4.1 NAME-CODE DESIGNATORS FOR FRA SIGNIFICANT POINTS.....	ENR 4.4.1 - 1
ENR 4.5 AERONAUTICAL GROUND LIGHTS - EN-ROUTE.....	ENR 4.5 - 1

ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS	ENR 5.1 - 1
1. Prohibited Areas	ENR 5.1 - 1
2. Restricted Areas	ENR 5.1 - 1
3. Danger Areas	ENR 5.1 - 2
ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ).....	ENR 5.2 - 1
1. Temporary Reserved Airspaces	ENR 5.2 - 1
2. Air defence identification zone	ENR 5.2 - 4
ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS.....	ENR 5.3 - 1
ENR 5.4 AIR NAVIGATION OBSTACLES.....	ENR 5.4 - 1
ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES	ENR 5.5 - 1
1. Aerobatics area	ENR 5.5 - 1
2. Glider areas.....	ENR 5.5 - 1
3. Drop zones	ENR 5.5 - 4
ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA	ENR 5.6 - 1
1. Bird migration	ENR 5.6 - 1
2. Areas with sensitive fauna.....	ENR 5.6 - 1
ENR 6 EN-ROUTE CHARTS.....	ENR 6 - 1
ENROUTE CHART - ICAO	ENR 6-LHCC-ERC - 1
COMPULSORY AND PLANNABLE LINKS - INDEX CHART (SEE ENR 1.3)	ENR 6-LHCC-LINKS - 2
SOUTH EAST EUROPE FREE ROUTE AIRSPACE (SEE FRA) - INDEX CHART.....	ENR 6-LHCC-FRA - 1
ATC SECTORS - INDEX CHART	ENR 6-LHCC-SECTOR - 1
FIS SECTORS - INDEX CHART	ENR 6-LHCC-FIS - 1
PROHIBITED, RESTRICTED AND DANGER AREAS	ENR 6-LHCC-PRD - 1
TEMPORARY RESERVED AIRSPACES - INDEX CHART	ENR 6-LHCC-TRA - 1
AERIAL SPORTING AND RECREATIONAL ACTIVITIES - INDEX CHART	ENR 6-LHCC-SPORT - 1
AREAS WITH SENSITIVE FAUNA - INDEX CHART.....	ENR 6-LHCC-FAUNA - 1

ENR 1.3 INSTRUMENT FLIGHT RULES

1. RULES APPLICABLE TO ALL IFR FLIGHTS**1.1 Aircraft equipment**

Commercial air transport aircraft operating in the airspace of Hungary have to adhere to the provisions of ICAO Annex 6 - Operation of Aircraft - Part 1, Chapter 6 - Aeroplane Instruments, Equipment and Flight Documents - and Chapter 7 - Aeroplane Communication and Navigation Equipment, and Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.

1.2 Minimum flight altitudes

The AMAs depicted on chart [ENR 6-LHCC-ERC](#) have been determined so as to ensure at least 1 000 FT vertical clearance above the highest obstacle.

When determining the flight altitude, the navigational accuracy which can be achieved on the relevant route segment shall be taken into account, having due regard to the navigational facilities available on the ground and on board of the aircraft.

The minimum flight altitude for IFR flights in uncontrolled airspace is 4 000 FT (1 200 M) AMSL.

1.3 RNAV 5 Contingency Procedures

Prior to and during RNAV or Free Route flights operators shall verify the correct functioning of the aircraft RNAV systems. This includes:

- a. the flight route complies with ATC clearance, and
- b. the aircraft navigation capability complies with at least RNAV 5 specification.

Subsequent ATC action in respect of that aircraft will be dependent upon the nature of the reported failure and the overall traffic situation. Continued operation in accordance with the current ATC clearance may be possible in many situations. When this cannot be achieved, a revised clearance may be required to revert to VOR/DME navigation. ATC may also provide the aircraft with radar vectors until the aircraft is capable of resuming its own navigation.

Operators of such aircraft, where a failure or degradation is detected before departure, shall not insert designators „S” or „R” in Item 10 of the flight plan. Since such flights require special ATC handling, Item 10 shall contain the designator „Z” and Item 18 of the flight plan shall contain „NAV/RNAVINOP”.

For such aircraft experiencing a failure or degradation of the RNAV system below RNAV 5, the phrase “UNABLE RNAV DUE EQUIPMENT” shall be included by the pilot immediately following the aircraft call sign, whenever initial contact on the ATC frequency is established.

2. RULES APPLICABLE TO IFR FLIGHTS WITHIN CONTROLLED AIRSPACE

- IFR flights shall comply with the provisions of Commission Implementing Regulation (EU) No. 923/2012 (SERA), point SERA.5020 when operating in controlled airspace.
- An IFR flight operating in controlled airspace shall be flown at a cruising level selected from the tables of cruising levels shown in [ENR 1.7.5](#), according to its planned track, except as otherwise instructed by ATC.

3. RULES APPLICABLE TO IFR FLIGHTS OUTSIDE CONTROLLED AIRSPACE**3.1 Cruising levels**

During the en route portion of the flight, the cruising levels selected as prescribed in point 2 above, shall be maintained.

3.2 Communications

All IFR flights leaving the CTR or TIZ shall maintain a continuous listening watch and establish two-way radio communications on the appropriate radio frequency of the FIC.

3.3 Position reports

Aircraft shall make position reports at designated reporting points (if any) and at other occasions, as instructed by FIC.

Irrespective of the applicable rules, the FIC shall be notified:

- if an aircraft is compelled to divert from its flight plan route by more than 5 KM;
- if an estimated time over the FIR boundary is different by + 5 minutes from the one communicated to the FIC earlier;
- if it intends to change from IFR to VFR or vice versa;
- if departing from a non-AFIS aerodrome;

4. FREE ROUTE AIRSPACE (FRA) GENERAL PROCEDURES

4.1 Area of application

4.1.1 Within Budapest CTA FRA is available H24 from 9500 FT AMSL to FL660 as follows:
Budapest CTA, as published in ENR 2.2., is integral part of:

4.1.1.1 SEE FRA (South East Europe FRA) encompasses the FRAs within București CTA, Budapest CTA, Bratislava CTA, Sofia CTA, Chisinau CTA and Praha CTA.

4.1.2 For flight planning within SEE FRA see [ENR 1.3 section 4.4 Flight Planning \(Item 15\)](#)

4.1.3 Budapest FIR uncontrolled airspace from 4000 FT AMSL to 9500 FT AMSL is a free route airspace. For flight planning see [ENR 1.3 section 4.4 Flight Planning \(Item 15\)](#)

4.2 Flight Procedures

4.2.1 General requirements within SEE FRA

4.2.1.1 Aircraft other than State aircraft, shall comply with the aircraft equipment requirements published in [GEN 1.5](#).

4.2.1.2 Airspace users will be able to plan user-preferred trajectories using significant points - five-letter name-codes, and/or en-route radio navigation aids published in ENR 4.4, [ENR 4.4.1](#) and [ENR 4.1](#), in AIP Bulgaria, AIP Hungary, AIP Slovakia, AIP Romania, AIP Moldova and AIP Czech Republic. Segments between the significant points shall be defined by means of DCT (Direct) instructions. There is no restriction on the maximum DCT distance.

4.2.1.3 The use of an unpublished point defined by geographical coordinates or by bearing and distance is not allowed.

4.2.1.4 FRA relevant significant points and en-route radio navigation aids published in AIP Bulgaria, AIP Hungary, AIP Romania and/or AIP Slovakia in ENR 4.1. and in ENR 4.4 or ENR 4.4.1 as appropriate are considered (where indicated so) as:

- FRA Horizontal entry (E),
- FRA Horizontal exit (X),
- FRA Intermediate (I),
- FRA Arrival Connecting (A),
- FRA Departure Connecting (D) points.

4.2.1.5 Overflight traffic shall be planned directly between FRA Horizontal entry and FRA Horizontal exit points and at least via one published FRA significant point within CTAs concerned. There is no restriction on the number of FRA intermediate points that may be used.

4.2.1.6 Flights arriving or departing from airports located within the FRA area or in the close vicinity are eligible for free route operations and shall be planned in accordance with the [ENR 1.3 section 4.4 Flight Planning \(Item 15\)](#).

4.2.2 Overflying traffic

4.2.2.1 Overflight traffic within SEE FRA shall be planned directly between FRA entry, FRA exit and FRA intermediate points.

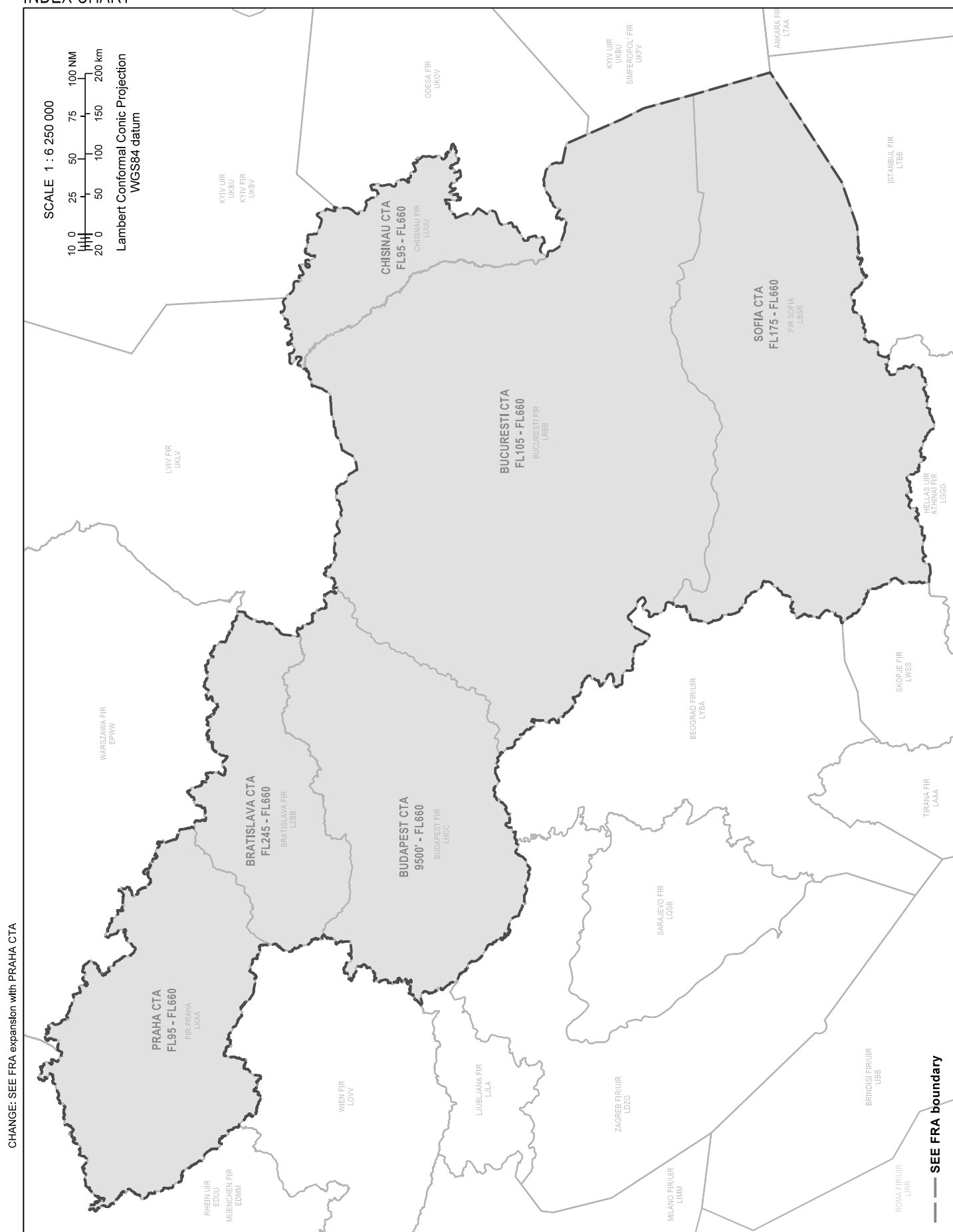
ENR 2.2 OTHER REGULATED AIRSPACE**1. RMZ/TMZ AIRSPACES**

According to SERA.6005, before entering a radio mandatory zone, an initial call containing the designation of the station being called, call sign, type of aircraft, position, level, the intentions of the flight and other information as prescribed by the competent authority, shall be made by pilots on the appropriate communication channel.

ID / Name Lateral limits	Upper limit Lower limit	Time of activity	Remarks
1	2	3	4
LHDCRMZ1 / DEBRECEN RMZ1 and LHDCTMZ1 / DEBRECEN TMZ1 473908N 0214744E - 473338N 0215503E - 471843N 0213038E - 472433N 0212252E - 473908N 0214744E	2000 FT ALT / GND	H24	Published AFIS frequency shall be used ICAO class "G"
LHDCRMZ2 / DEBRECEN RMZ2 and LHDCTMZ2 / DEBRECEN TMZ2 474127N 0215009E - 473102N 0220059E - 471020N 0214329E - 471154N 0212611E - 472402N 0211743E - 473243N 0213243E - 474127N 0215009E	9500 FT ALT / 2000 FT ALT	H24	Published AFIS frequency shall be used ICAO class "G"
LHDCRMZ3 / DEBRECEN RMZ3 and LHDCTMZ3 / DEBRECEN TMZ3 474718N 0213722E - 474127N 0215009E - 473243N 0213243E - 474559N 0213339E - 474718N 0213722E	9500 FT ALT / 5000 FT ALT	H24	Published AFIS frequency shall be used ICAO class "G"
LHNYRMZ1 / NYIREGYHAZA RMZ1 A circle radius 10 KM centered on 475856N 0214100E	9500 FT ALT / GND	H24	Published AFIS frequency shall be used ICAO class "G"
LHNYRMZ2 / NYIREGYHAZA RMZ2 474718N 0213722E - 474559N 0213339E - 475748N 0212210E - 480443N 0212351E - 480930N 0212630E - 481220N 0213300E - 481319N 0215025E - 475800N 0215800E - 474630N 0214600E - 474718N 0213722E	9500 FT ALT / GND	H24	Published AFIS frequency shall be used ICAO class "G"
LHSMRMZ1 / SARMELLEK RMZ1 and LHSMTMZ1 / SARMELLEK TMZ1 465232N 0170443E - 465233N 0171252E - 464035N 0171331E - 463224N 0171903E - 462847N 0171750E - 462659N 0170752E - 463919N 0170630E - 465010N 0165907E - 465232N 0170443E	2000 FT ALT / GND	H24	Published AFIS frequency shall be used ICAO class "G"
LHSMRMZ2 / SARMELLEK RMZ2 and LHSMTMZ2 / SARMELLEK TMZ2 465211N 0164912E - 465233N 0171252E - 463423N 0171944E - 462847N 0171750E - 462539N 0170031E - 465211N 0164912E	9500 FT ALT / 2000 FT ALT	H24	Published AFIS frequency shall be used ICAO class "G"

2. OTHER TYPES OF REGULATED AIRSPACES

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and cond. of use Hours of service	Remarks
1	2	3	4
SEE FRA (South-East Europe Free Route Airspace) 480024N 0170939E - along Wien FIR / Bratislava FIR boundary to 483700N 0165625E - along Praha FIR / Wien FIR boundary to 484618N 0135022E - along München FIR / Praha FIR boundary to 505214N 0144924E - along Praha FIR / Warszawa FIR to 493102N 0185103E - along Warszawa FIR / Bratislava FIR boundary to 490517N 0223357E - along L'viv FIR/Kyiv UIR boundary / Bratislava FIR boundary to 482412N 0220919E - along Budapest FIR / L'viv FIR/Kyiv UIR boundary to 475733N 0225422E - along Bucureşti FIR / L'viv FIR/Kyiv UIR boundary to 481502N 0263725E - along border between states of Moldova / Ukraine to 452824N 0281218E - along Bucureşti FIR / Odesa FIR/Kyiv UIR boundary to 451300N 0294000E - 450900N 0295800E - 443000N 0301600E - 441500N 0302400E - 434100N 0303200E - 424800N 0304500E - 420700N 0290000E - 415900N 0281900E - 415900N 0280200E - along Sofia FIR / Istanbul FIR boundary to 414311N 0262143E - along Sofia FIR / Athinai FIR/Hellas UIR boundary to 412048N 0225641E - along Sofia FIR / Skopje FIR boundary to 421844N 0222136E - along Sofia FIR / Beograd FIR/UIR boundary to 441256N 0224034E - along Bucureşti FIR / Beograd FIR/UIR boundary to 460702N 0201602E - along Budapest FIR / Beograd FIR/UIR boundary to 455515N 0185324E - along Budapest FIR / Zagreb FIR/UIR boundary to 462901N 0163358E - along Budapest FIR / Ljubljana FIR boundary to 465209N 0160650E - along Budapest FIR / Wien FIR boundary to 480024N 0170939E FL 245 - FL 660 in the Bratislava CTA 9 500 FT AMSL - FL 660 in the Budapest CTA FL 105 - FL 660 in the Bucureşti CTA FL 175 - FL 660 in the Sofia CTA FL 095 - FL 660 in the Chisinau CTA FL 095 - FL 660 in the Praha CTA C	Bratislava ACC within the Bratislava CTA Budapest ACC within the Budapest CTA Bucureşti ACC within the Bucureşti CTA Sofia ACC within the Sofia CTA Chisinau ACC within the Chisinau CTA Praha ACC within the Praha CTA	Bratislava Radar EN, SK H24 Budapest Radar EN H24 Bucureşti Radar Bucureşti Control EN, RO H24 Sofia Control EN H24 Chisinau Control EN H24 Praha Radar CZ, EN H24	See ENR 1.3 for FRA general procedures See ENR-2.1 for Frequencies

SOUTH EAST EUROPE FREE ROUTE AIRSPACE (SEE FRA) -
INDEX CHART

THIS PAGE IS INTENTIONALLY LEFT BLANK