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AIP AMDT: AIRAC AMDT 002/2023

Effective Date: 23 MAR 2023
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1. Amendment content:

1.1 GEN 1.7

- Annex 6 - Operation of Aircraft Part I. updated

1.2 GEN 2.1

- Special dates updated for 2023

1.3 GEN 3.5

- Meteorological service information updated

1.4 ENR 1.4

- Flight visibility of airspace type C and D updated, and additional rules for cloud flying inserted.

1.5 ENR 4.1, ENR 4.4.1

- FRA relevance of all navaids are changed to (I)
- Significant points on border between LOWW FIR and LHCC FIR changed to On-Request
- Updated Chart: ENR 6-LHCC-ERC, ENR 6-LHCC-LINKS

1.6 ENR 5.3

- Description of Ad-hoc Segregated Airspace introduced

1.7 GEN 4.1, AD 2 LHDC

- General review of LHDC airport, charges, and contact details updated

1.8 AD 2 LHNY

- Designated VFR reporting point VASVAR deleted

1.9 AD 2 LHPR

- LHPR AD 2.4 and 2.7 sections updated

1.10 AD 2 VAC charts

- Heliports updated on VAC charts
- Updated Charts: AD 2-LHBP-VAC, LHPR-VAC

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		Remove the following pages	
GEN 0.2 - 3/4	23 MAR 2023	GEN 0.2 - 3/4	23 FEB 2023
GEN 0.4 - 1/2	23 MAR 2023	GEN 0.4 - 1/2	23 FEB 2023
GEN 0.4 - 3/4	23 MAR 2023	GEN 0.4 - 3/4	23 FEB 2023
GEN 0.6 - 1/2	23 MAR 2023	GEN 0.6 - 1/2	23 FEB 2023
GEN 0.6 - 3/4	23 MAR 2023	GEN 0.6 - 3/4	23 FEB 2023
GEN 1.7 - 15/16	23 MAR 2023	GEN 1.7 - 15/16	01 DEC 2022
GEN 1.7 - 17/18	23 MAR 2023	GEN 1.7 - 17/18	01 DEC 2022
GEN 1.7 - 19/20	23 MAR 2023	GEN 1.7 - 19/20	01 DEC 2022
GEN 1.7 - 21/22	23 MAR 2023	GEN 1.7 - 21/22	01 DEC 2022
GEN 1.7 - 23/24	23 MAR 2023	GEN 1.7 - 23/24	01 DEC 2022
GEN 1.7 - 25/26	23 MAR 2023	GEN 1.7 - 25/26	01 DEC 2022
GEN 1.7 - 27/28	23 MAR 2023	GEN 1.7 - 27/28	01 DEC 2022
GEN 1.7 - 29/30	23 MAR 2023	GEN 1.7 - 29/30	01 DEC 2022
GEN 1.7 - 31/32	23 MAR 2023	GEN 1.7 - 31/32	01 DEC 2022
GEN 1.7 - 33/34	23 MAR 2023	GEN 1.7 - 33/34	01 DEC 2022
GEN 1.7 - 35/36	23 MAR 2023	GEN 1.7 - 35/36	01 DEC 2022
GEN 1.7 - 37/38	23 MAR 2023	GEN 1.7 - 37/38	01 DEC 2022
GEN 1.7 - 39/40	23 MAR 2023	GEN 1.7 - 39/40	01 DEC 2022
GEN 1.7 - 41/42	23 MAR 2023	GEN 1.7 - 41/42	01 DEC 2022
GEN 1.7 - 43/44	23 MAR 2023	GEN 1.7 - 43/44	01 DEC 2022
GEN 1.7 - 45/46	23 MAR 2023	GEN 1.7 - 45/46	01 DEC 2022
GEN 1.7 - 47/48	23 MAR 2023	GEN 1.7 - 47/48	01 DEC 2022
GEN 1.7 - 49/50	23 MAR 2023	GEN 1.7 - 49/50	01 DEC 2022
GEN 1.7 - 51/52	23 MAR 2023	GEN 1.7 - 51/52	01 DEC 2022
GEN 1.7 - 53/54	23 MAR 2023	GEN 1.7 - 53/54	01 DEC 2022
GEN 1.7 - 55/56	23 MAR 2023	GEN 1.7 - 55/56	01 DEC 2022
GEN 1.7 - 57/58	23 MAR 2023		
GEN 1.7 - 59/60	23 MAR 2023		
GEN 1.7 - 61/62	23 MAR 2023		
GEN 2.1 - 1/2	23 MAR 2023	GEN 2.1 - 1/2	24 FEB 2022
GEN 2.4 - 1/2	23 MAR 2023	GEN 2.4 - 1/2	06 OCT 2022
GEN 3.2 - 5/6	23 MAR 2023	GEN 3.2 - 5/6	23 FEB 2023
GEN 3.2 - 7/8	23 MAR 2023	GEN 3.2 - 7/8	06 OCT 2022
GEN 3.5 - 1/2	23 MAR 2023	GEN 3.5 - 1/2	27 JAN 2022
GEN 3.5 - 3/4	23 MAR 2023	GEN 3.5 - 3/4	07 NOV 2019
GEN 3.5 - 5/6	23 MAR 2023	GEN 3.5 - 5/6	07 NOV 2019
GEN 3.5 - 7/8	23 MAR 2023	GEN 3.5 - 7/8	27 JAN 2022
GEN 3.5 - 9/10	23 MAR 2023	GEN 3.5 - 9/10	12 AUG 2021
GEN 3.5 - 11/12	23 MAR 2023	GEN 3.5 - 11/12	17 JUN 2021
GEN 4.1 - 1/2	23 MAR 2023	GEN 4.1 - 1/2	14 JUL 2022
ENR 0.6 - 1/2	23 MAR 2023	ENR 0.6 - 1/2	23 FEB 2023
ENR 1.4 - 1/2	23 MAR 2023	ENR 1.4 - 1/2	27 JAN 2022
ENR 1.4 - 3/4	23 MAR 2023	ENR 1.4 - 3/4	17 JUN 2021
ENR 4.1 - 1/2	23 MAR 2023	ENR 4.1 - 1/2	24 FEB 2022
ENR 4.4.1 - 3/4	23 MAR 2023	ENR 4.4.1 - 3/4	14 JUL 2022
ENR 5.3 - 1/2	23 MAR 2023	ENR 5.3 - 1/2	25 FEB 2021
ENR 6 LHCC ERC - 1/2	23 MAR 2023	ENR 6 LHCC ERC - 1/2	14 JUL 2022
ENR 6 LHCC LINKS - 1/2	23 MAR 2023	ENR 6 LHCC LINKS - 1/2	06 OCT 2022
AD 0.6 - 1/2	23 MAR 2023	AD 0.6 - 1/2	01 DEC 2022
AD 0.6 - 3/4	23 MAR 2023	AD 0.6 - 3/4	01 DEC 2022
AD 0.6 - 5/6	23 MAR 2023	AD 0.6 - 5/6	01 DEC 2022
AD 0.6 - 7/8	23 MAR 2023	AD 0.6 - 7/8	01 DEC 2022
AD 1.1 - 1/2	23 MAR 2023	AD 1.1 - 1/2	04 NOV 2021
AD 2-LHBP-VAC - 1/2	23 MAR 2023	AD 2-LHBP-VAC - 1/2	14 JUL 2022
AD 2-LHDC - 1/2	23 MAR 2023	AD 2-LHDC - 1/2	01 DEC 2022
AD 2-LHDC - 3/4	23 MAR 2023	AD 2-LHDC - 3/4	01 DEC 2022
AD 2-LHDC - 5/6	23 MAR 2023	AD 2-LHDC - 5/6	27 JAN 2022
AD 2-LHDC - 7/8	23 MAR 2023	AD 2-LHDC - 7/8	12 AUG 2021
AD 2-LHDC - 9/10	23 MAR 2023	AD 2-LHDC - 9/10	01 DEC 2022
AD 2-LHDC - 11/12	23 MAR 2023		
AD 2-LHNY - 7/8	23 MAR 2023	AD 2-LHNY - 7/8	14 JUL 2022
AD 2-LHPR - 1/2	23 MAR 2023	AD 2-LHPR - 1/2	01 DEC 2022
AD 2-LHPR - 3/4	23 MAR 2023	AD 2-LHPR - 3/4	01 DEC 2022
AD 2-LHPR-VAC - 1/2	23 MAR 2023	AD 2-LHPR-VAC - 1/2	14 JUL 2022

AIRAC AIP AMENDMENT			
Amendment number	*Publication date*	*Date inserted*	*Inserted by*
001/2023	12-Jan-2023	23-Feb-2023	
I 002/2023	09-Feb-2023	23-Mar-2023	

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GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 - GENERAL (GEN)

GEN 0.1 - 1	25 FEB 2021
GEN 0.1 - 2	25 FEB 2021
GEN 0.1 - 3	30 APR 2015
GEN 0.1 - 4	30 APR 2015
GEN 0.2 - 1	01 DEC 2022
GEN 0.2 - 2	01 DEC 2022
GEN 0.2 - 3	23 MAR 2023
GEN 0.2 - 4	23 MAR 2023
GEN 0.3 - 1	23 FEB 2023
GEN 0.3 - 2	23 FEB 2023
GEN 0.4 - 1	23 MAR 2023
GEN 0.4 - 2	23 MAR 2023
GEN 0.4 - 3	23 MAR 2023
GEN 0.4 - 4	23 MAR 2023
GEN 0.5 - 1	30 APR 2015
GEN 0.5 - 2	30 APR 2015
GEN 0.6 - 1	23 MAR 2023
GEN 0.6 - 2	23 MAR 2023
GEN 0.6 - 3	23 MAR 2023
GEN 0.6 - 4	23 MAR 2023
GEN 1.1 - 1	06 OCT 2022
GEN 1.1 - 2	06 OCT 2022
GEN 1.1 - 3	06 OCT 2022
GEN 1.1 - 4	06 OCT 2022
GEN 1.2 - 1	23 FEB 2023
GEN 1.2 - 2	23 FEB 2023
GEN 1.2 - 3	23 FEB 2023
GEN 1.2 - 4	23 FEB 2023
GEN 1.2 - 5	23 FEB 2023
GEN 1.2 - 6	23 FEB 2023
GEN 1.2 - 7	23 FEB 2023
GEN 1.2 - 8	23 FEB 2023
GEN 1.2 - 9	23 FEB 2023
GEN 1.2 - 10	23 FEB 2023
GEN 1.2 - 11	23 FEB 2023
GEN 1.2 - 12	23 FEB 2023
GEN 1.3 - 1	23 APR 2020
GEN 1.3 - 2	23 APR 2020
GEN 1.4 - 1	31 MAR 2016
GEN 1.4 - 2	31 MAR 2016
GEN 1.5 - 1	17 JUN 2021
GEN 1.5 - 2	17 JUN 2021
GEN 1.6 - 1	04 NOV 2021
GEN 1.6 - 2	04 NOV 2021
GEN 1.6 - 3	04 NOV 2021
GEN 1.6 - 4	04 NOV 2021
GEN 1.6 - 5	04 NOV 2021
GEN 1.6 - 6	04 NOV 2021
GEN 1.6 - 7	04 NOV 2021
GEN 1.6 - 8	04 NOV 2021
GEN 1.7 - 1	01 DEC 2022
GEN 1.7 - 2	01 DEC 2022
GEN 1.7 - 3	14 JUL 2022
GEN 1.7 - 4	14 JUL 2022
GEN 1.7 - 5	01 DEC 2022
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GEN 1.7 - 14	01 DEC 2022
GEN 1.7 - 15	23 MAR 2023
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GEN 1.7 - 20	23 MAR 2023
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GEN 1.7 - 24	23 MAR 2023
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GEN 1.7 - 62	23 MAR 2023
GEN 2.1 - 1	23 MAR 2023
GEN 2.1 - 2	23 MAR 2023
GEN 2.2 - 1	07 NOV 2019
GEN 2.2 - 2	07 NOV 2019
GEN 2.2 - 3	12 AUG 2021
GEN 2.2 - 4	12 AUG 2021
GEN 2.2 - 5	12 AUG 2021
GEN 2.2 - 6	12 AUG 2021
GEN 2.2 - 7	26 MAR 2020
GEN 2.2 - 8	26 MAR 2020
GEN 2.2 - 9	12 AUG 2021
GEN 2.2 - 10	12 AUG 2021
GEN 2.2 - 11	28 JAN 2021
GEN 2.2 - 12	28 JAN 2021
GEN 2.2 - 13	14 JUL 2022
GEN 2.2 - 14	14 JUL 2022
GEN 2.2 - 15	26 MAR 2020
GEN 2.2 - 16	26 MAR 2020
GEN 2.2 - 17	26 MAR 2020
GEN 2.2 - 18	26 MAR 2020
GEN 2.2 - 19	12 AUG 2021
GEN 2.2 - 20	12 AUG 2021
GEN 2.2 - 21	12 AUG 2021
GEN 2.2 - 22	12 AUG 2021
GEN 2.2 - 23	01 DEC 2022
GEN 2.2 - 24	01 DEC 2022
GEN 2.2 - 25	14 JUL 2022
GEN 2.2 - 26	14 JUL 2022
GEN 2.3 - 1	01 DEC 2022
GEN 2.3 - 2	01 DEC 2022
GEN 2.3 - 3	24 MAR 2022
GEN 2.3 - 4	24 MAR 2022
GEN 2.4 - 1	23 MAR 2023
GEN 2.4 - 2	23 MAR 2023
GEN 2.5 - 1	25 FEB 2021
GEN 2.5 - 2	25 FEB 2021
GEN 2.6 - 1	25 FEB 2021
GEN 2.6 - 2	25 FEB 2021
GEN 2.6 - 3	25 FEB 2021
GEN 2.6 - 4	25 FEB 2021
GEN 2.7 - 1	25 FEB 2021
GEN 2.7 - 2	25 FEB 2021
GEN 2.7 - 3	23 APR 2020
GEN 2.7 - 4	23 APR 2020
GEN 3.1 - 1	19 MAY 2022
GEN 3.1 - 2	19 MAY 2022
GEN 3.1 - 3	23 FEB 2023
GEN 3.1 - 4	23 FEB 2023
GEN 3.2 - 1	06 OCT 2022
GEN 3.2 - 2	06 OCT 2022
GEN 3.2 - 3	06 OCT 2022
GEN 3.2 - 4	06 OCT 2022
GEN 3.2 - 5	23 MAR 2023
GEN 3.2 - 6	23 MAR 2023
GEN 3.2 - 7	23 MAR 2023
GEN 3.2 - 8	23 MAR 2023
GEN 3.3 - 1	25 FEB 2021
GEN 3.3 - 2	25 FEB 2021
GEN 3.3 - 3	25 FEB 2021
GEN 3.3 - 4	25 FEB 2021
GEN 3.4 - 1	25 FEB 2021
GEN 3.4 - 2	25 FEB 2021
GEN 3.4 - 3	01 DEC 2022
GEN 3.4 - 4	01 DEC 2022
GEN 3.4 - 5	01 DEC 2022
GEN 3.4 - 6	01 DEC 2022
GEN 3.5 - 1	23 MAR 2023
GEN 3.5 - 2	23 MAR 2023
GEN 3.5 - 3	23 MAR 2023
GEN 3.5 - 4	23 MAR 2023
GEN 3.5 - 5	23 MAR 2023
GEN 3.5 - 6	23 MAR 2023
GEN 3.5 - 7	23 MAR 2023
GEN 3.5 - 8	23 MAR 2023
GEN 3.5 - 9	23 MAR 2023
GEN 3.5 - 10	23 MAR 2023
GEN 3.5 - 11	23 MAR 2023
GEN 3.5 - 12	23 MAR 2023
GEN 3.6 - 1	25 FEB 2021
GEN 3.6 - 2	25 FEB 2021
GEN 3.6 - 3	06 FEB 2014

PART 2 - EN-ROUTE (ENR)

PART 3 - AERODROMES (AD)

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
AD 2-LHBP - 33	01 DEC 2022
AD 2-LHBP - 34	01 DEC 2022
AD 2-LHBP-ADC - 1	01 DEC 2022
AD 2-LHBP-ADC - 2	01 DEC 2022
AD 2-LHBP-TAXI-ARR - 1	06 OCT 2022
AD 2-LHBP-TAXI-ARR - 2	06 OCT 2022
AD 2-LHBP-TAXI-DEP - 1	06 OCT 2022
AD 2-LHBP-TAXI-DEP - 2	06 OCT 2022
AD 2-LHBP-PDC/1 - 1	19 MAY 2022
AD 2-LHBP-PDC/1 - 2	19 MAY 2022
AD 2-LHBP-PDC/2 - 1	19 MAY 2022
AD 2-LHBP-PDC/2 - 2	19 MAY 2022
AD 2-LHBP-PDC/3 - 1	19 MAY 2022
AD 2-LHBP-PDC/3 - 2	19 MAY 2022
AD 2-LHBP-PDC/4 - 1	19 MAY 2022
AD 2-LHBP-PDC/4 - 2	19 MAY 2022
AD 2-LHBP-AOCA-13L31R - 1	28 JAN 2021
AD 2-LHBP-AOCA-13L31R - 2	28 JAN 2021
AD 2-LHBP-AOCA-13R31L - 1	28 JAN 2021
AD 2-LHBP-AOCA-13R31L - 2	28 JAN 2021
AD 2-LHBP-PATC-13L31R - 1	17 JUN 2021
AD 2-LHBP-PATC-13L31R - 2	17 JUN 2021
AD 2-LHBP-PATC-13R31L - 1	12 AUG 2021
AD 2-LHBP-PATC-13R31L - 2	12 AUG 2021
AD 2-LHBP-SID-13L - 1	27 JAN 2022
AD 2-LHBP-SID-13L - 2	27 JAN 2022
AD 2-LHBP-SID-13R - 1	27 JAN 2022
AD 2-LHBP-SID-13R - 2	27 JAN 2022
AD 2-LHBP-SID31L - 1	06 OCT 2022
AD 2-LHBP-SID31L - 2	06 OCT 2022
AD 2-LHBP-SID31R - 1	27 JAN 2022
AD 2-LHBP-SID31R - 2	27 JAN 2022
AD 2-LHBP-STAR-13L13R - 1	27 JAN 2022
AD 2-LHBP-STAR-13L13R - 2	27 JAN 2022
AD 2-LHBP-STAR-31L31R - 1	27 JAN 2022
AD 2-LHBP-STAR-31L31R - 2	27 JAN 2022
AD 2-LHBP-TMA - 1	24 MAR 2022
AD 2-LHBP-TMA - 2	24 MAR 2022
AD 2-LHBP-HLDG - 1	28 JAN 2021
AD 2-LHBP-HLDG - 2	28 JAN 2021
AD 2-LHBP-ATCSMAC - 1	28 JAN 2021
AD 2-LHBP-ATCSMAC - 2	28 JAN 2021
AD 2-LHBP-ILS/LOC-13L - 1	06 OCT 2022
AD 2-LHBP-ILS/LOC-13L - 2	06 OCT 2022
AD 2-LHBP-ILS/LOC-13R - 1	06 OCT 2022
AD 2-LHBP-ILS/LOC-13R - 2	06 OCT 2022
AD 2-LHBP-ILS/LOC-31L - 1	06 OCT 2022
AD 2-LHBP-ILS/LOC-31L - 2	06 OCT 2022
AD 2-LHBP-ILS/LOC-31R - 1	06 OCT 2022
AD 2-LHBP-ILS/LOC-31R - 2	06 OCT 2022
AD 2-LHBP-RNP-13L - 1	06 OCT 2022
AD 2-LHBP-RNP-13L - 2	06 OCT 2022
AD 2-LHBP-RNP-13R - 1	06 OCT 2022
AD 2-LHBP-RNP-13R - 2	06 OCT 2022
AD 2-LHBP-RNP-31L - 1	06 OCT 2022
AD 2-LHBP-RNP-31L - 2	06 OCT 2022
AD 2-LHBP-RNP-Y-31R - 1	06 OCT 2022
AD 2-LHBP-RNP-Y-31R - 2	06 OCT 2022
AD 2-LHBP-RNP-Z-31R - 1	06 OCT 2022
AD 2-LHBP-RNP-Z-31R - 2	06 OCT 2022
AD 2-LHBP-VOR-13L - 1	06 OCT 2022
AD 2-LHBP-VOR-13L - 2	06 OCT 2022
AD 2-LHBP-VOR-31R - 1	06 OCT 2022
AD 2-LHBP-VOR-31R - 2	06 OCT 2022
AD 2-LHBP-VAC - 1	23 MAR 2023
AD 2-LHBP-VAC - 2	23 MAR 2023
AD 2-LHDC - 1	23 MAR 2023
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AD 2-LHDC - 5	23 MAR 2023
AD 2-LHDC - 6	23 MAR 2023
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AD 2-LHDC - 9	23 MAR 2023
AD 2-LHDC - 10	23 MAR 2023
AD 2-LHDC - 11	23 MAR 2023
AD 2-LHDC - 12	23 MAR 2023
AD 2-LHDC-ADC - 1	25 APR 2019
AD 2-LHDC-ADC - 2	25 APR 2019
AD 2-LHDC-AOCA-04R22L - 1	25 APR 2019
AD 2-LHDC-AOCA-04R22L - 2	25 APR 2019
AD 2-LHDC-SID-04R - 1	12 AUG 2021
AD 2-LHDC-SID-04R - 2	12 AUG 2021
AD 2-LHDC-SID-22L - 1	12 AUG 2021
AD 2-LHDC-SID-22L - 2	12 AUG 2021
AD 2-LHDC-STAR-04R22L - 1	12 AUG 2021
AD 2-LHDC-STAR-04R22L - 2	12 AUG 2021
AD 2-LHDC-ILS/LOC-04R - 1	12 AUG 2021
AD 2-LHDC-ILS/LOC-04R - 2	12 AUG 2021
AD 2-LHDC-NDB-22L - 1	12 AUG 2021
AD 2-LHDC-NDB-22L - 2	12 AUG 2021
AD 2-LHDC-RNP-04R - 1	12 AUG 2021
AD 2-LHDC-RNP-04R - 2	12 AUG 2021
AD 2-LHDC-RNP-22L - 1	12 AUG 2021
AD 2-LHDC-RNP-22L - 2	12 AUG 2021
AD 2-LHDC-VAC - 1	14 JUL 2022
AD 2-LHDC-VAC - 2	14 JUL 2022
AD 2-LHNY - 1	01 DEC 2022
AD 2-LHNY - 2	01 DEC 2022
AD 2-LHNY - 3	22 APR 2021
AD 2-LHNY - 4	22 APR 2021
AD 2-LHNY - 5	24 MAR 2022
AD 2-LHNY - 6	24 MAR 2022
AD 2-LHNY - 7	23 MAR 2023
AD 2-LHNY - 8	23 MAR 2023
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AD 2-LHNY-ADC - 1	22 APR 2021
AD 2-LHNY-ADC - 2	22 APR 2021
AD 2-LHNY-RNP-Y-18 - 1	24 MAR 2022
AD 2-LHNY-RNP-Y-18 - 2	24 MAR 2022
AD 2-LHNY-RNP-Z-18 - 1	24 MAR 2022
AD 2-LHNY-RNP-Z-18 - 2	24 MAR 2022
AD 2-LHNY-RNP-Y-36 - 1	24 MAR 2022
AD 2-LHNY-RNP-Y-36 - 2	24 MAR 2022
AD 2-LHNY-RNP-Z-36 - 1	24 MAR 2022
AD 2-LHNY-RNP-Z-36 - 2	24 MAR 2022
AD 2-LHNY-VAC - 1	06 OCT 2022
AD 2-LHNY-VAC - 2	06 OCT 2022
AD 2-LHPP - 1	19 MAY 2022
AD 2-LHPP - 2	19 MAY 2022
AD 2-LHPP - 3	01 DEC 2022
AD 2-LHPP - 4	01 DEC 2022
AD 2-LHPP - 5	14 JUL 2022
AD 2-LHPP - 6	14 JUL 2022
AD 2-LHPP - 7	01 DEC 2022
AD 2-LHPP - 8	01 DEC 2022
AD 2-LHPP-ADC - 1	30 JAN 2020
AD 2-LHPP-ADC - 2	30 JAN 2020
AD 2-LHPP-AOCA-1634 - 1	01 DEC 2022
AD 2-LHPP-AOCA-1634 - 2	01 DEC 2022
AD 2-LHPP-ILS/LOC-34 - 1	30 JAN 2020
AD 2-LHPP-ILS/LOC-34 - 2	30 JAN 2020
AD 2-LHPP-NDB-16 - 1	30 JAN 2020
AD 2-LHPP-NDB-16 - 2	30 JAN 2020
AD 2-LHPP-RNP-16 - 1	05 NOV 2020
AD 2-LHPP-RNP-16 - 2	05 NOV 2020
AD 2-LHPP-RNP-34 - 1	05 NOV 2020
AD 2-LHPP-RNP-34 - 2	05 NOV 2020
AD 2-LHPP-VAC - 1	06 OCT 2022
AD 2-LHPP-VAC - 2	06 OCT 2022
AD 2-LHPR - 1	23 MAR 2023
AD 2-LHPR - 2	23 MAR 2023
AD 2-LHPR - 3	23 MAR 2023
AD 2-LHPR - 4	23 MAR 2023
AD 2-LHPR - 5	27 JAN 2022
AD 2-LHPR - 6	27 JAN 2022
AD 2-LHPR - 7	01 DEC 2022
AD 2-LHPR - 8	01 DEC 2022
AD 2-LHPR-ADC - 1	04 NOV 2021
AD 2-LHPR-ADC - 2	04 NOV 2021
AD 2-LHPR-AOCA-1129 - 1	01 DEC 2022
AD 2-LHPR-AOCA-1129 - 2	01 DEC 2022
AD 2-LHPR-SID-11 - 1	14 JUL 2022
AD 2-LHPR-SID-11 - 2	14 JUL 2022
AD 2-LHPR-SID-29 - 1	14 JUL 2022
AD 2-LHPR-SID-29 - 2	14 JUL 2022
AD 2-LHPR-ILS/LOC-29 - 1	14 JUL 2022
AD 2-LHPR-ILS/LOC-29 - 2	14 JUL 2022
AD 2-LHPR-RNP-11 - 1	14 JUL 2022
AD 2-LHPR-RNP-11 - 2	14 JUL 2022
AD 2-LHPR-RNP-29 - 1	14 JUL 2022
AD 2-LHPR-RNP-29 - 2	14 JUL 2022
AD 2-LHPR-VOR-11 - 1	14 JUL 2022
AD 2-LHPR-VOR-11 - 2	14 JUL 2022
AD 2-LHPR-VOR-29 - 1	14 JUL 2022
AD 2-LHPR-VOR-29 - 2	14 JUL 2022
AD 2-LHPR-VAC - 1	23 MAR 2023
AD 2-LHPR-VAC - 2	23 MAR 2023
AD 2-LHSM - 1	12 AUG 2021
AD 2-LHSM - 2	12 AUG 2021
AD 2-LHSM - 3	01 DEC 2022
AD 2-LHSM - 4	01 DEC 2022
AD 2-LHSM - 5	19 MAY 2022
AD 2-LHSM - 6	19 MAY 2022
AD 2-LHSM - 7	27 JAN 2022
AD 2-LHSM - 8	27 JAN 2022
AD 2-LHSM - 9	01 DEC 2022
AD 2-LHSM - 10	01 DEC 2022
AD 2-LHSM-ADC - 1	12 AUG 2021
AD 2-LHSM-ADC - 2	12 AUG 2021
AD 2-LHSM-AOCA-1634 - 1	01 DEC 2022
AD 2-LHSM-AOCA-1634 - 2	01 DEC 2022
AD 2-LHSM-SID-16 - 1	12 AUG 2021
AD 2-LHSM-SID-16 - 2	12 AUG 2021
AD 2-LHSM-SID-34 - 1	12 AUG 2021
AD 2-LHSM-SID-34 - 2	12 AUG 2021
AD 2-LHSM-ILS/LOC-16 - 1	12 AUG 2021
AD 2-LHSM-ILS/LOC-16 - 2	12 AUG 2021
AD 2-LHSM-NDB-16 - 1	12 AUG 2021
AD 2-LHSM-NDB-16 - 2	12 AUG 2021
AD 2-LHSM-NDB-34 - 1	12 AUG 2021
AD 2-LHSM-NDB-34 - 2	12 AUG 2021
AD 2-LHSM-RNP-16 - 1	12 AUG 2021
AD 2-LHSM-RNP-16 - 2	12 AUG 2021
AD 2-LHSM-RNP-34 - 1	12 AUG 2021
AD 2-LHSM-RNP-34 - 2	12 AUG 2021
AD 2-LHSM-VAC - 1	14 JUL 2022
AD 2-LHSM-VAC - 2	14 JUL 2022
AD 2-LHUD - 1	01 DEC 2022
AD 2-LHUD - 2	01 DEC 2022
AD 2-LHUD - 3	01 DEC 2022
AD 2-LHUD - 4	01 DEC 2022
AD 2-LHUD - 5	06 DEC 2018
AD 2-LHUD - 6	06 DEC 2018
AD 2-LHUD - 7	01 DEC 2022
AD 2-LHUD - 8	01 DEC 2022
AD 2-LHUD-ADC - 1	01 DEC 2022
AD 2-LHUD-ADC - 2	01 DEC 2022
AD 2-LHUD-AOCA-16R34L - 1	22 APR 2021
AD 2-LHUD-AOCA-16R34L - 2	22 APR 2021
AD 2-LHUD-VAC - 1	14 JUL 2022
AD 2-LHUD-VAC - 2	14 JUL 2022

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GEN 0.6 TABLE OF CONTENTS TO PART 1

GEN 2 TABLES AND CODES

GEN 3 SERVICES

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

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Provision affected		Type of diff	Difference in full text
Chapter 11 Requirements for and use of communications	11.1.4	C	MET.OR.110 is considered sufficient to cover thi s aspect without the need to specifically refer to direct speech, nor a time within which communications are to be able to establish contact.
	11.1.5	C	MET.OR.110 is considered sufficient to cover this aspect without the need to specifically refer to direct speech, nor a time within which communications are to be able to establish contact, nor the need to refer to printed communications.
	11.1.6	C	MET.OR.110 is considered sufficient to cover this aspect without the need to specifically refer to other visual and audio forms.
	11.1.7	C	This paragraph is not transposed.
	11.1.9	C	This paragraph is not transposed. The content is reflected in Part-MET to specify that the MET information are transmitted through aeronautical fixed service systems.
	11.4	C	This paragraph is not transposed.
	11.5	C	This paragraph is not transposed.
	11.6.1	C	This standard is not transposed because it is considered that D-VOLMET provisions need to be covered by the rules on ATS providers.
	11.6.2	C	This standard is not transposed because it is considered that D-VOLMET provisions need to be covered by the rules on ATS providers.
Annex 4 - Aeronautical Charts (11th edition)			
Chapter 1 - Definitions	1.3.1	A	AIS providers are required to exchange information with all other AIS providers.
Annex 5 - Units of Measurement to be Used in Air and Ground Operations (5th edition)			NIL
Annex 6 - Operation of Aircraft Part I - (Amendment 45)			

Provision affected		Type of diff	Difference in full text
Chapter 1 - Definitions	1.2.	B	Search and rescue operations are not included in Specialised Operations (SPO).
	1.4.	B	Other means of compliance.
	1.6.	B	Term not defined, but used with the same meaning
	1.18.	C	The term is not used.
	1.19.	C	The term is not used.
	1.34.	C	Reg. (EU) 965/2012 uses ETOPS, which only applies to two-engine aircraft.
	1.35.	C	Reg. (EU) 965/2012 uses ETOPS, which only applies to two-engine aircraft.
	1.40.	C	Reg. (EU) 965/2012 uses ETOPS, which only applies to two-engine aircraft.
	1.51.	B	Term not used, but suite of documents is required and their interrelation ensured through the appropriate provisions.
	1.64.	B	Reg. (EC) No 216/2008 uses the term ‘complex motor-powered aircraft’.The Air Ops provisions are more detailed on the application to specific aeroplane categories/types. The reference to R. (EU) 2018/1139 indicates the article containing the transition period(s) from the old BR to the new BR.
	1.65.	A	DH less than 50 meter.
	1.87.	C	Term not used.
	1.89.	C	Term not used.
	1.96.	C	Term not used.
	1.97.	C	Term not used.
	1.107.	C	Term not used.
	1.109.	C	SPA.ETOPS.100 uses the term ‘Threshold distance’. Implemented only for 2 engine-aeroplanes, but not for 3 or 4-engine aeroplanes.
Chapter 3 - General	3.1.4.	B	Other means of compliance. The EU rules require that the responsibility for operational control is solely with the commander/pilot-in-command.
	3.3.1.	C	Less protective. Only required for aeroplanes above 27000 kg.
	3.3.3.	A	The European rule requires in addition that the FDM programme is non-punitive, regardless of the date.
	3.5.1.	C	The scope of CAT.GEN.MPA.205 is restricted to some categories of large aeroplanes.
	3.5.2.	C	CAT.GEN.MPA.205 is only applicable to aeroplanes which are equipped with a capability to provide a position additional to the secondary surveillance radar transponder or which were first issued with an individual CofA on or after 16 December 2018.
	3.5.3.	C	CAT.GEN.MPA.205 only applies to aeroplanes which are equipped with a capability to provide a position additional to the secondary surveillance radar transponder or which were first issued with an individual on or after 16 December 2018.
	3.5.4.	B	Cases for an alleviation and flexibility are provided in AMC1 CAT.GEN.MPA.205, which can be used by all operators without having to provide a risk assessment.

Provision affected		Type of diff	Difference in full text
Chapter 4. - Flight operations	4.2.1.3.1.	B	The operator remains responsible that the contracted services comply with the applicable requirements and that the aviation safety hazards associated with contracted services or products are considered by the operator's management system. However, it is not specified that the operator shall develop policies and procedures for third parties.
	4.2.1.5.	B	The AOC has no expiration date. The AOC is issued for an unlimited duration, but its validity is confirmed as per compliance with ORO.GEN.135.Several other entries requiring prior approval by the CA have been added to the EU Operations Specifications.
	4.2.1.7.	B	Several other entries requiring prior approval by the Competent Authority have been added to the EU Operations Specifications.The AOC has no validity date.
	4.2.2.1.	A	The EU regulation also requires compliance with ICAO Annexes 1, 2, 8, and 18. Additionally, compliance with the mitigating measures accepted by EASA in accordance with ART.200(d); the relevant requirements of Part-TCO; and the applicable Union rules of the air.
	4.2.8.1.1.	C	The CVS does not receive operational credits.R.965/2012 currently allows only operational credits for HUDs and EVS.
	4.2.9.	B	Reg.965/2012 has not yet transposed the new approach classification.
	4.3.1.	C	Paragraph (g) is not fully implemented.
	4.3.3.1.	C	An operational flight plan is not required for operations under VFR of other-than-complex motor-powered aeroplanes taking off and landing at the same aerodrome or operating site.
	4.3.4.1.2.	C	EDTO is not yet implemented.
	4.3.4.1.3.	A	CAT.OP.MPA.185 (a) requires a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome.
	4.3.4.3.1.	A	European rules require a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome.
	4.3.4.4.	C	EU rules do not allow this flexibility.
	4.3.6.2.	C	Part-CAT does not require to account for the effect of deferred maintenance items.
	4.3.6.3.	C	EDTO is not yet transposed in R.965/2012, which still uses ETOPS.
	4.3.6.4.	A	Part-CAT requires that the calculation of the usable fuel is done for each flight, including the estimated mass of the aircraft.
	4.3.7.2.1.	C	ICAO Annex 6 mandates the pilot-in-command/ commander to request delay information from ATC. CAT.OP.MPA.280 does not mandate to request ATC delay, but it requires the pilot-in-command/ commander to take into account the traffic and the operational conditions.
	4.3.7.2.2.	C	The phraseology is addressed in a Safety Information Bulletin (SIB). SERA.11012 includes the MINIMUM FUEL declaration.CAT.OP.MPA.280 does not mandate to request ATC delay, but it requires the pilot-in-command/ commander to take into account the traffic and the operational conditions.
	4.3.7.2.3.	C	Partially implemented with the requirements in SERA.
	4.3.8.1.	A	Refuelling with passengers on board is allowed in the European regulatory system except for Avgas type fuels.

Provision affected		Type of diff	Difference in full text
	4.3.9.2.	A	The EU rule has additional and more specific requirements on the quantities of oxygen and the percentages of passengers and also specific requirements on automatically deployable masks for aeroplanes certified to fly above 25.000 ft.
	4.3.10.1.	C	EDTO is not yet transposed in Reg. 965/2012, which still uses ETOPS.
	4.6.1.	C	Flight operations officer/flight dispatcher tasks and responsibilities are not specifically described in Reg. (EU) 965/2012.
	4.6.2.	C	The flight operations officer/flight dispatcher has no such tasks described in the Air Operations rules.
	4.7.1.1.	C	European rules do not use EDTO. Instead, the ETOPS concept is used.
	4.7.2.1.	C	European rules do not use EDTO. Instead, the ETOPS concept is used.
	4.7.2.2.	C	European rules do not use EDTO. Instead, the ETOPS concept is used.
	4.7.2.3.	C	European rules do not use EDTO. Instead, the ETOPS concept is used.
	4.7.2.4.	C	European rules do not use EDTO. Instead, the ETOPS concept is used.
	4.7.2.6.	C	European rules do not use EDTO. Instead, the ETOPS concept is used.
	4.9.2.	C	European rules do not have provisions for maximum certificated take-off mass (MCTOM). However there is a limitation in the number of passenger to less than 9.
Chapter 5. - Aeroplane performance operating limitations	5.1.1.	B	In the EU system, the responsibilities of the State of the Registry are assumed by the State of the Operator.
	5.2.4.	B	In the EU system, the responsibilities of the State of the Registry are assumed by the State of the Operator.
	5.2.10.	A	The EU rule provides stricter and more detailed requirements.
	5.4.1.	A	EU Rules require the operators to ensure that the routes and cruising altitudes are selected so as to have a landing site within gliding range. Additional protection considering the geographic characteristics of the European territory.
Chapter 6. - Aeroplane instruments, equipment and flight documents	6.1.5.3.	C	Not implemented.
	6.1.5.4.	C	Not implemented.
	6.2.2.1.	C	Only for Large Aeroplanes: Initial CofA after 18 Feb 2020 (lavatory) and 18 May 2019 (portable).
	6.3.1.1.1.	C	Airborne image recorders and lightweight flight recorder are not required. For installation requirements, refer to applicable certification specifications (CS 25.1457 for CVR and CS 25.1459 for FDR). For equipment design requirements, refer to applicable ETSOs (C123 for CVR, C124 for FDR, C176 for AIR ,C177 for DLR, 2C197 for ADRS and CARS).

Provision affected		Type of diff	Difference in full text
	6.3.1.1.2.	C	For those light aeroplanes first issued with an individual CofA before 5 September 2022, only those that are multi-engine turbine powered and have a MOPSC of more than 9 are required to carry a flight recorder.In addition, turbine-engined aeroplanes with a MCTOM of less than 2 250 kg and a MOPSC of 9 or less are not required to carry a flight recorder, whatever their date of issuance of the individual CofA.The scope of CAT.IDE.A.191covers only aeroplanes with an individual CofA first issued on or after 5/09/2022 and those aeroplanes that are not in the scope of CAT.IDE.A.190.
	6.3.1.1.3.	B	CAT.IDE.A.190 (a)(1) applies to aeroplanes with an individual CofA after 1 June 1990 and MCTOM of more than 5 700 kg.CAT.IDE.A.190 (a)(2) applies to turbine-engined aeroplanes with an individual CofA before 1 June 1990 and MCTOM of more than 5 700 kg.
	6.3.1.1.4.	B	CAT.IDE.A.190 (a)(1) applies to aeroplanes with an individual CofA after 1 June 1990 and MCTOM of more than 5 700 kg.CAT.IDE.A.190 (a)(2) applies to turbine-engined aeroplanes with an individual CofA before 1 June 1990 and MCTOM of more than 5 700 kg.
	6.3.1.1.5.	C	CAT.IDE.A.190 (a)(3) applies to aeroplanes with an individual CofA after 1 April 1998.
	6.3.1.1.6.	A	According to CAT.IDE.A.190 (a)(1) and (a)(2), all turbine-engined aeroplanes shall be equipped with an FDR, whatever the date of first issuance of the individual CofA.
	6.3.1.1.7.	A	AMC6 CAT.IDE.A.190 (a)(1) & (a)(2) & (a)(3) applies to aeroplanes delivered an individual CofA before 1 June 1990.
	6.3.1.1.8.	A	CAT.IDE.A.190 (a)(2) applies to all turbine-engined aeroplanes with a MCTOM of over 5700 kg and first issued with an individual CofA before 1 June 1990 whatever the date of prototype certification.
	6.3.1.1.9.	A	CAT.IDE.A.190 (a)(2) applies to all turbine-engined aeroplanes with a MCTOM of over 5700 kg and first issued with an individual CofA before 1 June 1990 whatever the date of prototype certification.The list of parameters are given in AMC6 to CAT.IDE.A.190 and it contains the first 5 parameters of table A8-1.
	6.3.1.1.10.	C	CAT.IDE.A.190 (a)(1) applies to all aeroplanes with a MCTOM of over 5700 kg and first issued with an individual CofA on or after 1 June 1990.However, in the case where the aeroplane was first issued an individual CofA between 1 January 2005 and 1 January 2016, AMC2 CAT.IDE.A.190 is applicable and it does not specify all of the first 78 parameters listed in table A8-1.
	6.3.1.1.11.	A	CAT.IDE.A.190 (a)(1) applies to all aeroplanes with a MCTOM of over 5700 kg and first issued with an individual CofA on or after 1 June 1990.
	6.3.1.1.12.	A	CAT.IDE.A.190 (a)(1) applies to all aeroplanes with a MCTOM of over 5700 kg and first issued with an individual CofA on or after 1 June 1990.AMC1.2 CAT.IDE.A.190 is applicable to aeroplanes first issued with an individual CofA on or after 1 January 2023. AMC1.2 CAT.IDE.A.190 specifies the 82 parameters listed in table A8-1.
	6.3.1.2.	C	The use of magnetic tape for the FDR is not forbidden.
	6.3.1.3.	A	The minimum recording duration for the FDR is 25 hours for other aeroplanes than those referenced in 6.3.1.1.5. For aeroplanes referenced in 6.3.1.1.5, the minimum recording duration is 10 hours.
	6.3.2.1.1.	C	The scope of CAT.IDE.A.185(a)(2) is limited to multi-engine turbine powered aeroplanes with a MCTOM of less than 5 700 kg.The scope of CAT.IDE.A.191 covers aircraft with an individual CofA first issued on or after 5/09/2022; no retrofit.

Provision affected		Type of diff	Difference in full text
	6.3.2.1.2.	C	The scope of CAT.IDE.A.185(a)(2) is limited to multi-engine turbine powered aeroplanes with a MCTOM of less than 5 700 kg.The scope of CAT.IDE.A.191 covers aircraft with an individual CofA first issued on or after 5/09/2022; no retrofit.
	6.3.2.1.3.	A	CAT.IDE.A.185 pt. (a)(1) is applicable to all aeroplanes with a MCTOM of more than 5 700 kg, irrespective of the date of first issuance of the CofA.
	6.3.2.1.4.	A	CAT.IDE.A.185 (a)(1) applies to all aeroplanes with a MCTOM exceeding 5 700 kg, be they turbine-engined or not. CAT.IDE.A.185 (a)(1) applies whatever the date of certification of the prototype.
	6.3.2.1.5.	A	CAT.IDE.A.185 (a) (1) applies to all aeroplanes with a MCTOM exceeding 5 700 kg, be they turbine-engined or not. CAT.IDE.A.185 (a) (1) applies whatever the date of certification of the prototype.
	6.3.2.4.1.	C	Not implemented.
	6.3.2.4.2.	C	An alternate power source for the CVR is required for aeroplanes with an MCTOM of over 27 000 kg and first issued with an individual CofA on or after 5 September 2022, whatever the date of application for type certification.
	6.3.2.4.3.	C	An alternate power source for the CVR is required for aeroplanes with an MCTOM of over 27 000 kg and first issued with an individual CofA on or after 5 September 2022.CAT.IDE.A.185 point (i) contains the alternate power source requirement.
	6.3.3.1.1.	A	CAT.IDE.A.195 (a) requires recording data link communications for aeroplanes issued with an individual CofA on or after 08 April 2014.
	6.3.3.1.2.	C	CAT.IDE.A.195 (a) is only applicable to aeroplanes first issued with an individual CofA on or after 8 April 2014. Retrofit of data link recording equipment is not required.
	6.3.3.1.3.	C	Not implemented.
	6.3.4.1.1.	C	Not implemented.
	6.3.4.1.2.	C	Not implemented.
	6.3.4.2.	C	Not implemented.
	6.3.4.3.	C	Not implemented.
	6.3.5.4.	C	It is not required that the FDR documentation is in electronic format.
	6.3.5.5.1.	C	Not implemented.
	6.3.5.5.2.	C	Not implemented.
	6.3.6.1.	B	CAT.GEN.MPA.210 is also applicable to aeroplanes with MCTOM of over 45 500 kg and less than 19 PAX. CAT.GEN.MPA.210 is applicable to every aeroplane with a CofA first issued on or after 1 January 2021.
	6.3.6.2.	B	CAT.GEN.MPA.210 is also applicable to aeroplanes with MCTOM of over 45 500 kg and less than 19 pax. CAT.GEN.MPA.210 is applicable to every aeroplane with a CofA first issued on or after 1 January 2023.
	6.5.2.1.	C	Carriage of life jackets when flying en route over water beyond gliding distance from the shore, in the case of all other landplanes (not operated in accordance with 5.2.9 or 5.2.10) not implemented.

Provision affected		Type of diff	Difference in full text
	6.5.3.1.	C	The requirement to carry an 8.8 kHz underwater locating device (ULD) applies to aeroplanes with an MCTOM of more than 27 000 kg and with an MOPSC of more than 19 and all aeroplanes with an MCTOM of more than 45 500 kg. The ULD might not be fitted if the aeroplane is equipped with robust and automatic means to accurately determine, following an accident where the aeroplane is severely damaged, the location of the point of end of flight.
	6.7.3.	A	Part-CAT requires it for all aircraft.
	6.10.	A	CAT.IDE.A.115 requires portable lights also during daylight flights. This exceeds ICAO SARP which requires it only for night flights.
	6.11.1.	A	Required also for non-pressurised aeroplanes.
	6.12.	B	This matter is addressed by a different legal instrument, which requires Member States to undertake appropriate measures where the effective dose to the crew is liable to be above 1 mSv/year.
	6.18.1.	C	CAT.GEN.MPA.210 is not applicable to aeroplanes with MCTOM of less than 45 500 kg and MOPSC of less than 19.In addition, CAT.GEN.MPA.210 is only applicable to aeroplanes that are issued with an individual CofA on or after 1 January 2023.
	6.18.2.	C	CAT.GEN.MPA.210 is not applicable to aeroplanes with MCTOM of less than 27 000 kg.Requiring distress tracking capability for lighter aeroplanes was considered not proportionate with regards to the cost and the expected safety benefit.
	6.18.3.	B	In the case of an ELT-based solution (in flight triggered ELT or automatic deployable flight recorder) the ELT signal is detected by COSPAS/SARSAT satellites and then it is directly transmitted to the ground and dispatched to the competent rescue coordination centre.
	6.19.2.	C	EU regulations require mandatory use of ACAS II SW version 7.1 for aeroplanes with an MCTOM of more than 5700 Kg or more than 19 passengers. For aeroplanes out of this category ACAS is not mandatory. If they voluntarily install ACAS, the equipment shall be ACAS II version 7.1.
	6.20.2.	C	Resolution of 7.62 m for the pressure altitude reporting transponder not implemented.
	6.20.3.	C	Resolution of 7.62 m for the pressure altitude reporting transponder not implemented.
	6.20.4.	C	Resolution of 7.62 m for the pressure altitude reporting transponder not implemented.
	6.22.1.	C	Not implemented.
	6.22.2.	C	Not implemented.
	6.24.1.	C	Reg. (EU) 965/2012 does not contain rules for SVS and CVS.
	6.24.2.	C	CVS does not receive operational credits.
Chapter 7. - Aeroplane communication, navigation and surveillance equipment	7.2.9.	C	European rules require to monitor the aircraft height keeping performance, but not in a specific interval.

Provision affected		Type of diff	Difference in full text
Chapter 8. - Aeroplane maintenance	8.2.1.	C	EU requirements do not address the human factors principles in Part-M subpart G and Part-CAMO for Continuing Airworthiness Management Organisations (CAMO).
	8.2.3.	C	EU requirements do not explicitly describe that 'Copies of all amendments shall be furnished promptly to all organizations or persons to whom the manual has been issued.
	8.2.4.	B	The requirement to provide the manual to the State of Registry if different from the State of the Operator. It is currently required to be approved by the State of Operator. Within the EU Member States this requirement is compensated by the mutual recognition.
	8.3.1.	C	Part-M Subpart G, Part-CAMO and Part-CAO do not observe Human Factors (HF) principles in the design of the Maintenance Programme (MP).
	8.3.2.	C	EU requirements do not explicitly describe that 'Copies of all amendments shall be furnished promptly to all organizations or persons to whom the manual has been issued.
	8.4.2.	A	Retaining periods exceed requirements.
	8.5.2.	A	Part-M requirements apply above 2730 kg, while Part-ML applies to 2730 kg or below. This means that the mass range between 2730 and 5700 is obliged to comply with a higher standard.
	8.7.	C	The provisions of Annex 19 are not implemented.
	8.7.1.1.	C	The provisions of Annex 19 are not implemented.
	8.7.1.3.	C	The provisions of Annex 19 are not implemented.
	8.7.2.3.	B	Part-145 does not provide for a direct requirement for distribution of the Maintenance Procedures Manual (MPM) to the end users, however the paragraphs 145.A.70 (b) and AMC 145.A.70 (3)-(5) have that objective.Same for M.A.604.
	8.7.6.3.	B	The qualification in accordance with Annex 1is not required for component certifying staff, specialized services certifying staff.
	8.8.2.	C	In the EU system, for CAT operations and complex motor-powered aircraft, Part-145 applies, but does not cover the provision that persons release maintenance. This is only covered by Part II M.A.801 and ML.A.801.
	8.8.3.	C	In the EU system, for CAT operations and complex motor-powered aircraft, Part-145 applies, but does not cover the provision that persons release maintenance. This is only covered by Part II M.A.801 and ML.A.801.
Chapter 9. - Aeroplane flight crew	9.2.	A	ORO.FC.130 (a) establishes provisions for each type and variant. ORO.GEN.110(h) requires also the use of a checklist. ICAO Annex 6 9.2 does not require it.
	9.4.1.1.	A	For single pilot IFR, EASA also requires 5 IFR flights and 3 IFR approaches in the single pilot role under ORO.FC.202.However, besides the 90 days, Reg. (EU) 965/2012 extends the mitigation measures. This is not required by the standard.
	9.4.2.1.	A	European rule FCL.060 requires at least 3 sectors.
	9.4.3.3.	B	European rules have implemented a categorisation of aerodromes (A, B, C and/or demanding/not demanding).
	9.4.4.1.	B	Other means of compliance.The rule allows alternative training and qualification programme (ATQP) as an alternative to the prescriptive training requirements.

Provision affected		Type of diff	Difference in full text
Chapter 10. - Flight operations officer / flight dispatcher	10.3.	C	No detailed requirement for flight dispatchers training.
	10.4.	C	No detailed requirement for flight dispatchers training.
	10.5.	C	No detailed requirement for flight dispatchers training.
Chapter 11. - Manuals, logs and records	11.4.3.	C	3-month storage period required under Reg. 965/2012.
	11.6.	C	In the absence of indication from the investigating authority, the operator is not required to preserve the data for more than 60 days after the accident or serious incident.
Chapter 12. - Cabin crew	12.4.	A	The successful completion of the Initial training required by Reg. (EU) No 1178/2011 AIRCREW results in the issuance of a Cabin Crew Attestation (CCA) to the applicant. CCA is required for CAT operations. If operators other than CAT decide to carry a cabin crew member, this person shall also comply with Reg. (EU) No 1178/2011 and Reg. (EU) No 965/2012.
Annex 6 - Operation of Aircraft Part II - (8th edition)			
Chapter 1 Definitions	1.1.2	B	Search and rescue operations are not included in Specialised Operations (SPO).
	1.1.4	B	Other means of compliance. The rules are using the old approach classification.
	1.1.6	C	Term not defined, but used with the same meaning.
	1.1.15	C	Not implemented. Term not used in Reg. (EU) 965/201.
	1.1.55	B	Different is character.
	1.1.60	C	Not implemented.
	1.1.62	C	Not implemented.
	1.1.68	C	Not implemented.
	1.1.69	C	Not implemented.
	1.1.75	C	Not implemented.
Chapter 2 General	2.1.1.5	C	Partially implemented.No specific requirement for non-commercial operations with other-than complex motor-powered aircraft (NCO).
	2.1.4	B	Different in character.Specific Approvals (SPA) shall be issued by the State of the Operator.
	2.2.2.2.1	C	Different in character. In NCC, the rule addresses to the operator, not to the PIC. For low visibility operations (LVO), it is the competent authority as established by Annex V (Part-SPA).
	2.2.2.2.1.1	C	Partially implemented. The CVS does not receive operational credits. Reg (EU))965/2012 currently allows only operational credits for HUDs and EVS.
	2.2.3.4.3	C	Partially implemented. NCC.OP.150, NCC.OP.180: No margin defined for destination aerodrome, but margin defined in NCC.OP.151 and NCO.OP.140 for alternate aerodromes. NCO.OP.160: margin not defined.
	2.2.3.5	B	Other means of compliance.
	2.2.3.6.1	C	Partially implemented. Part NCO allows for lower criteria for VFR Ato-A flights when remaining in sight of the aerodrome/landing site.

Provision affected		Type of diff	Difference in full text
	2.2.3.7.1	A	EU rules do not allow embarking, on board or disembarking of passengers while refuelling with AVGAS or wide-cut type fuel or a mixture of these fuel types.
	2.2.4.6.1	C	Partially implemented. Fully implemented for NCC. An alleviation is available for NCO operations.
	2.2.4.7.1	B	Other means of compliance. Part-NCC and Part-NCO do not define final reserve fuel as such.
	2.2.4.7.2	C	Partially implemented with the SERA requirements. SERA includes the declaration of MINIMUM FUEL.
	2.2.4.7.3	C	Partially implemented with the requirements in SERA.
	2.2.4.8.2	C	Other means of compliance. European regulation allows acceptable deviations under the conditions of radar vectoring by ATC or when obstacle clearance can be observed.
	2.3.1.1	B	Different in character. The State of the Operator is the competent authority for NCC operators and NCO operators operating aircraft registered in a third country.
	2.4.2.2	C	Partially implemented. ELA1 aeroplanes, i.e. aeroplanes with a Maximum Take-off Mass (MTOM) of 1200 kg or less that are not classified as complex motor-powered aircraft, are exempt from the hand fire extinguisher requirement in NCO.IDE.A.160.
	2.4.2.3	C	Partially implemented. Only for Large Aeroplanes Initial CofA after 18 Feb 2020 (lavatory) and 18 May 2019 (portable).No reference for Part-NCO, as it is very unlikely that an NCO aircraft has a lavatory.
	2.4.3.2	B	Other means of compliance.
	2.4.11.2	C	Not implemented.
	2.4.11.3	C	Not implemented.
	2.4.12.3	C	Partially implemented. NCO.IDE.A.170 (a) (3): a survival ELT (ELT(S)) or a personal locator beacon (PLB), carried by a crew member or a passenger, is authorised when certified for a maximum passenger seating configuration of six or less.
	2.4.15.1	C	Partially implemented. Reg. (EU) 965/2012 does not contain rules for SVS and CVS.
	2.4.15.2	C	Partially implemented.CVS does not receive operational credits.
	2.4.16	C	Partially implemented. There is no flight recorder carriage requirement in Part-NCO.
	2.4.16.1.1.1	C	Partially implemented. There is no flight recorder carriage requirement in Part-NCO.
	2.4.16.1.1.2	C	NCC.IDE.A.165 is applicable to aeroplanes with Cof A issued on or after 1 January 2016.
	2.4.16.1.1.3	C	NCC.IDE.A.165 is applicable to aeroplanes with CofA issued on or after 1 January 2016.
	2.4.16.1.2	C	Partially implemented FDR is required for large aeroplanes for which application for TC is after 2023. FDR, ADRS, AIR or AIRS is recommended for light aeroplanes first issued with an individual CofA on or after 1 January 2016.
	2.4.16.2.1	C	Not implemented. There is no flight recorder carriage requirement in Part-NCO.

Provision affected		Type of diff	Difference in full text
	2.4.16.2.2	C	Partially implemented. It is only applicable to aeroplanes first issued with an individual CofA on or after 1 Jan 2016, and all modern models of CVR are solid-state.
	2.4.16.3.1.1	C	Not implemented in Part NCO.
	2.4.16.3.1.3	C	Not implemented in Part NCO.
	2.4.16.3.3	B	NCC.IDE.A.170 pt. (a)(3) requires recording 'information on the time and priority of data link messages'.
	2.4.16.4.5	C	Not implemented. It is not required that the FDR documentation is in electronic format.
	2.4.1.17.2.2	C	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	2.4.1.17.3	C	Different in character.For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	2.4.18	C	This requirement is not defined but implemented.
	2.5.1.7	C	Different in character For operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	2.5.1.8	C	Different in character For operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	2.5.1.9	C	Different in character For operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	2.5.2.3	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.4	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.5	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.6	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.7	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.8	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.9	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.10	C	Partially implemented. Rules require to monitor the aircraft height keeping performance, but not in a specific interval.
	2.5.3.3	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.3.4	B	Different in character The State of Operator is the competent authority for operators using third-country registered aircraft.
	2.5.3.5	B	Different in character The State of Operator is the competent authority for operators using third-country registered aircraft.

Provision affected		Type of diff	Difference in full text
	2.6.1.1	C	Partially implemented. Risk assessment when approving a maintenance programme not based on the type certificate holder's maintenance recommendations not addressed.
	2.6.2.2	A	Retaining periods exceed requirements
	2.6.4.2	C	Partially implemented. Maintenance and release to service by a person can be performed by Part-MF, or Part-CAO or by a pilot/owner after limited pilot/owner maintenance
	2.7.2.1	B	Different in character. State of Operator instead of State of Registry for the NCC operators and NCO operators of third-country registered aircraft.
	2.8.1	B	Different in character. State of Operator instead of State of Registry for the NCC operators and NCO operators of third-country registered aircraft.
	2.9.1	C	Partially implemented.National rules apply.Reg. (EC) No 300/2008 does not contain references to pilot-in-command responsibilities related to the security of aircraft.
Chapter 3 Applicability	3.1.2	C	Less protective Definition of complex motor-powered aeroplane includes aeroplanes only with a MOPSC of more than 19.
	3.4.2.1.1	B	Different in character. The EU system has the State of Operator instead of State of Registry as the Competent Authority.
	3.4.2.1.2	B	Other means of compliance. EU rules provide for the cooperative oversight of activities of operators established or residing in another EU member state.Reg. (EC) 300/2008 establishes requirements for inspections by the Commission in cooperation with Member States.
	3.4.2.7	B	Different in character. For NCC operators, the State of Operator establishes the criteria instead of the State of Registry. For low visibility operations (LVO), it is the competent authority as established by Annex V (Part-SPA).
	3.4.2.8	C	Partially implemented. Highlevel requirements are included in the Essential Requirements, Annex V to Regulation (EU) 2018/1139..Fatigue requirements for maintenance personnel not addressed.
	3.4.3.5.2	C	Partially implemented. Fuel consumption data as required in (a) is not implemented.
	3.4.3.5.3	B	Other means of compliance. The rules do not break down the amount of fuel by phases of flight.
	3.4.3.5.4	A	Reg.(EU) 965/2012 requires a mandatory final reserve fuel (FRF) of 30 minutes (VFR by day) or 45 minutes (VFR by night and IFR).
	3.4.3.6.2	B	Other means of compliance. Part-NCC does not define final reserve fuel as such. Instead NCC.OP.130 gives the amount of minutes for the required final reserve fuel.
	3.4.3.6.3	C	Partially implemented with the SERA requirements.
	3.4.3.6.4	C	Partially implemented with the SERA requirements.
	3.4.3.6.5	C	Partially implemented with the SERA requirements.
	3.4.3.7.1	C	Not implemented. Part-NCC does not provide such a requirement.
	3.4.3.7.1	A	EU rules do not allow embarking, on board or disembarking of passengers while refuelling with AVGAS or wide-cut type fuel or a mixture of these fuel types.
	3.5.2.3	B	Different in character. For NCC operators, the State of Operator establishes the criteria instead of the State of Registry.

Provision affected		Type of diff	Difference in full text
	3.6.1.1	B	Different in character In the EU system, the State of Operator is responsible for approving the MEL.
	3.6.3.1.1.1	C	Partially implemented.Carriage of a flight data recorder is required only for aeroplanes first issued with an individual CofA on or after 1 January 2016.
	3.6.3.1.1.2	C	Partially implemented.Carriage of a flight data recorder is required only for aeroplanes first issued with an individual CofA on or after 1 January 2016.
	3.6.3.1.1.3	C	Partially implemented. Carriage of a flight data recorder is required only for aeroplanes first issued with an individual CofA on or after 1 January 2016.
	3.6.3.2.1.1	A	NCC.IDE.A.160 (a)(2) is applicable to aeroplanes for which the type certificate is issued after 1 January 2016, while this criteria is the date of submission of the application for a type certificate.
	3.6.3.2.1.2	C	Partially implemented. NCC.IDE.A.160(a)(1) only requires a CVR for aeroplanes above 27 000 kg MCTOM which were first issued with an individual CofA on or after 1 Jan 2016.
	3.6.3.2.1.3	C	Partially implemented. NCC.IDE.A.160(a)(1) and (2) only requires a CVR for aeroplanes that were first issued with an individual CofA on or after 1 Jan 2016 (see (a)(1)) or for which a type certificate was first issued on or after 1 Jan 2016 (see (a)(2)).
	3.6.7.0.2	B	Other means of compliance.
	3.6.8.2.1	C	Partially implemented. The European regulatory system only requires it when the individual CofA was issued after 31 December 1980.
	3.6.9.1	A	European Regulatory system requires ACAS II for turbine engine aeroplanes with an MCTOM of more than 5700 kg or MOPSC of more than 19.
	3.6.9.2	C	Partially implemented. Aircraft only permitted to operate with ACAS II ver. 7.1. Provision to reduce false alerts for ACAS II ver. 7.1 with hybrid surveillance not implemented.
	3.8.1.2	C	Partially implemented.
	3.8.2.1	C	Partially implemented.
	3.8.3.1	C	Partially implemented. Part-M Subpart G, Part-CAMO and Part-CAO do not observe Human Factors principles in the design of the Maintenance Programme.
	3.8.3.2	C	Partially implemented.EU requirements do not explicitly describe that ‘Copies of all amendments shall be furnished promptly to all organizations or persons to whom the manual has been issued.
	3.8.3.2	A	For the transmission of the information as per Annex 8 there is no alleviation related to MTOW – required from all aeroplanes’ owners.
	3.8.5.2	C	Partially implemented. Pilot-owner authorisation does not comply with the requirement that a person shall be appropriately licensed in accordance with Annex 1.
	3.9.4.2	B	Other means of compliance.Reg (EU) 965/2012 does not include this requirement for pilots flying on non-commercial flights (NCC, NCO).
	3.9.4.3	B	Other means of compliance.Reg (EU) 965/2012 does not include this requirement for pilots flying on non-commercial flights (NCC, NCO).
	3.10.0.1	C	Not implemented. The human factor element of training is not specifically mentioned in ORO.GEN.110.

Provision affected		Type of diff	Difference in full text
Annex 6 - Operation of Aircraft Part III - (Amendment 23)			
Section I - General Chapter 1 - Definitions	1.1	B	The term ‘specialised operations’ is used instead of aerial work.
	1.14	C	Not implemented. Term currently not used in Reg. (EU) 965/2012.
	1.35	C	The term is used but not defined.
	1.47	C	The term is used but not defined.
	1.54	B	The EU rules are using the old approach classification. New approach classification not yet transposed.
	1.63	C	Till No DH: RVR less than 75 m.
	1.91	C	Not implemented.
	1.93	C	Not implemented.
	1.99	C	Not implemented.
	1.100	C	Not implemented.
	1.111	C	Not implemented.
Section II - International Commercial Air Transport Chapter 1 - General	1.1.4	B	The EU rules require that the responsibility for operational control is solely with the commander/pilot-in-command.
	1.3.1	C	Transposed only for CAT Helicopter Offshore Operations.
	1.3.2	A	The European rule requires in addition that the FDM programme is non-punitive, regardless of the date.

Provision affected		Type of diff	Difference in full text
Section II - International Commercial Air Transport Chapter 2 - Flight Operations	2.2.1.5	B	No expiration date. The AOC is issued for an unlimited duration, but its validity is confirmed as per compliance with ORO.GEN.135. Several other entries requiring prior approval by the competent authority have been added to the EU operations specifications.
	2.2.1.7	B	No expiration date. The AOC is issued for an unlimited duration, but its validity is confirmed as per compliance with ORO.GEN.135. Several other entries requiring prior approval by the competent authority have been added to the EU operations specifications.
	2.2.2.1	B	Additionally, the EU rule also requires compliance with ICAO Annexes 1, 2, 8, and 18. Additionally, compliance with the mitigating measures accepted by EASA in accordance with ART.200 (d); the relevant requirements of Part-TCO; and the applicable Union rules of the air.
	2.2.8.1.1	C	The CVS does not receive operational credits.R.(EU) 965/2012 currently only allows operational credits for HUDs and EVS.
	2.3.1	C	Paragraph (g) is not fully implemented. An operational flight plan is not required for operations under VFR of other than complex motor-powered aircraft taking off and landing at the same aerodrome or operating site.
	2.3.3.1	C	An operational flight plan is not required for operations under VFR of other-than-complex motor-powered aeroplane taking off and landing at the same aerodrome or operating site.
	2.3.4.1.2	A	The EU rule requires a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome.
	2.3.4.2.1	B	The EU rules do not require an alternate when destination is a coastal aerodrome and the helicopter is routing from offshore. However, the European rule requires a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome.
	2.3.4.2.2	A	The EU rule requires a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome and higher operating minima (one category above).
	2.3.4.4	C	Not implemented.
	2.3.7.1	C	On point (b): oxygen replenishment is allowed as per the Air Ops rules and as a mitigation measure, aviation stakeholders are trained on the use of oxygen.
	2.3.7.4	C	Point (f) is not implemented.
	2.3.7.6	C	Not implemented.
	2.4.9.3	C	Partially implemented with the requirement in SERA.
	2.4.9.4	C	Partially implemented with the requirement in SERA.
	2.6.1	C	Flight operations officer/flight dispatcher tasks and responsibilities are not specifically described in Reg. (EU) 965/2012.

Provision affected		Type of diff	Difference in full text
Section II - International Commercial Air Transport Chapter 3 - Helicopter Performance Operating Limitations	3.1.4	C	Not implemented.
	3.4.1	C	Not implemented.
	3.4.2	C	Not implemented.
	3.4.3	C	Not implemented.
	3.4.4	C	Not implemented.
Section II - International Commercial Air Transport Chapter 4 - Helicopter Instruments, equipment and flight documents	4.2.2	C	Point (e) not implemented.
	4.2.2.1	C	Only for Large Helicopters: Initial CofA after 18 Feb 2020 (lavatory) and 18 May 2019 (portable).
	4.3.1.1.2	A	The passenger capacity threshold in CAT.IDE.H.190 (a)(1) is 9 not 19.
	4.3.1.1.3	C	Required for helicopters first issued with an individual CofA on or after 1 August 1999.
	4.3.1.1.4	C	The scope of CAT.IDE.H.191 covers those helicopters with an individual CofA first issued on or after 5/09/2022.
	4.3.1.1.5	C	The scope of CAT.IDE.H.191 covers only those helicopters having a MTOM of 2250 kg or more and have an individual CofA first issued on or after 5/09/2022.
	4.3.1.2	C	The use of magnetic tape for the FDR is not forbidden. The EU rule requires that the FDR ‘uses a digital method of recording and storing data’, thus implicitly excluding engraving metal foil and photographic film.
	4.3.1.3	C	Only in the case of helicopters first issued with an individual CofA on or after 1 Jan 2016 (corresponding to type IVA) is the FDR required to record data for at least the preceding 10 hours.
	4.3.2.3	C	Fully implemented for helicopters with initial CofA after 1 Jan 2016. Other helicopters are required to be equipped with a CVR capable of retaining the information of a duration of only: 1 hour or 0.5 hours.
	4.3.3.1.1	A	The data link recording capability is required for all helicopters first issued with an individual CofA on or after 8 Apr 2014.
	4.3.3.1.2	C	Not implemented.
	4.3.3.1.	C	Not implemented.
	4.3.4.	C	It is not required that the FDR documentation is in electronic format.
	4.4.4	C	Implemented only for Helicopter Offshore Operations.
	4.5.2.3	C	Life rafts: if distance from land is more than 3 minutes.
	4.5.2.6	A	The AMC is applicable to all helicopters regardless of the date of issuance of the CofA.
	4.5.2.7	A	he AMC ensures that all life rafts of more than 40 kg should have remote control deployment.
	4.5.2.8	A	The AMC is applicable to all helicopters regardless of the date of issuance of the CofA.
	4.5.3.2	C	Considerations on sun not included.
	4.10.1	C	Only for helicopters with pax seating capability of more than 9.

Provision affected		Type of diff	Difference in full text
	4.15.1	C	Only required offshore in hostile seas. Not required onshore.
	4.16.1	C	Reg. (EU) 965/2012 does not contain rules for SVS and CVS.
	4.16.2	C	Reg. (EU) 965/2012 does not contain rules for SVS and CVS.
Section II - International Commercial Air Transport Chapter 6 - Helicopter maintenance	6.2.1	C	EU requirements do not address the human factors principles in Part-M subpart G and Part-CAMO.
	6.2.3	C	EU requirements do not explicitly describe that 'Copies of all amendments shall be furnished promptly to all organizations or persons to whom the manual has been issued.
	6.2.4	C	The requirement to provide the manual to the State of Registry if different from the State of Operator (SoO). It is currently required to be approved by the SoO. Within the EU MS, this requirement is compensated by the mutual recognition.
	6.3.1	C	Part-M Subpart G, Part-CAMO and Part-CAO do not observe Human Factors principles in the design of the Maintenance Programme.
	6.3.2	C	EU requirements do not explicitly describe that 'Copies of all amendments shall be furnished promptly to all organizations or persons to whom the manual has been issued.
	6.4.2	A	Retaining periods exceed requirements.
	6.7.2	C	Pilot-owner authorisation does not comply with the requirement that a person shall be appropriately licensed i.a.w. Annex 1
	6.8.2	A	Retaining periods exceed requirements.
Section II - International Commercial Air Transport Chapter 7 - Helicopter Flight Crew	7.1.2	B	The State of Operator is the competent authority for NCC operators and NCO operators operating an aircraft registered in a third country.
	7.2	A	7.2 establishes provisions for each type of helicopter, ORO.FC.130(a) requires it for each type and variant. ORO.GEN.110(h) requires the use of a checklist, ICAO Annex 6 SARP 7.2 does not require it.
	7.4.1.1	A	For single pilot IFR, EU rules also require 5 IFR flights and 3 IFR approaches in the single pilot role under ORO.FC.202.Besides the 90 days, Reg. (EU) 965/2012 extends the mitigation measures. This is not required in the standard.
	7.4.2.3	A	This standard is met by line flying under supervision or initial line check or aerodrome competency. The Air OPS regulation requires all three.
Section II - International Commercial Air Transport Chapter 8 - Flight Operations Officer/Flight Dispatcher	8.3	C	No detailed requirement for flight dispatchers training.
	8.4	C	No detailed requirement for flight dispatchers training.
	8.5	C	No detailed requirement for flight dispatchers training.

Provision affected		Type of diff	Difference in full text
Section II - International Commercial Air Transport Chapter 9 - Manuals, Logs and Records	9.4.3	C	3-month storage period required under Reg. 965/2012.
	9.6	C	In the absence of indication from the investigating authority, the operator is not required to preserve the data for more than 60 days after the accident or serious incident.
Section II - International Commercial Air Transport Chapter 10 - Cabin Crew	10.3	A	The successful completion of the Initial training required by Reg. (EU) No 1178/2011 AIRCREW results in the issuance of a Cabin Crew Attestation (CCA) to the applicant. CCA is required for CAT operations. If operators other than CAT decide to carry a cabin crew member, this person shall also comply with Reg. (EU) No 1178/2011 and Reg. (EU) No 965/2012.
Section III - International General Aviation Chapter 1 - General	1.1.1	B	The State of the Operator is the competent authority for NCC operators and for NCO operators operating an aircraft registered in a Third Country.
	1.1.3	B	The State of Operator is the competent authority for NCC operators and for NCO operators operating an aircraft registered in a third country.
	1.1.5	C	Fully implemented for NCC but not implemented for NCO.
	1.4	C	Different in character. Approval to be granted by the State in which the operator is established or residing.

Provision affected		Type of diff	Difference in full text
Section III - International General Aviation Chapter 2 - Flight Operations	2.2.1	B	In NCC, the rule addresses to the operator, not to the PIC. For low visibility operations (LVO), it is the competent authority as established by Annex V (Part-SPA): State of the Operator if the aircraft is registered in an EU Member State; or State of Registry if the aircraft is registered in a third country and the State of Registry has already issued the LVO specific approval.
	2.2.1.1	C	The CVS does not receive operational credits. R.(EU) 965/2012 currently only allows operational credits for HUDs and EVS.
	2.6.1.2	C	Weather conditions, at the heliport of intended landing OR at least one alternate heliport will, at the estimated time of arrival, be at or above the heliport operating minima.
	2.7.1	A	For isolated heliports the minimum weather conditions defined in 2.6.2.2 have to prevail AND all the other conditions must be met.
	2.7.2	C	Fully implemented for NCC. Not implemented for NCO.
	2.7.3	C	Fully implemented for NCC. Not implemented for NCO.
	2.9.1	B	Part-NCC and Part-NCO do not define final reserve fuel as such. Instead NCC.OP.130 and NCO.OP.125 indicate the amount of minutes for the required final reserve fuel.
	2.9.2	C	Partially implemented with the requirement in SERA.SERA includes the declaration of MINIMUM FUEL.
	2.9.3	C	Partially implemented with the requirement in SERA.
	2.10.1	C	NCO alleviation. See NCO.OP.190. The EU rules contain an alleviation to the availability and use of oxygen on board under NCO.OP.190 and AMC1 NCO.OP.190(a).The pilot-in-command can decide to fly at any altitude without using oxygen, and without oxygen being available. AMC1 NCO.OP.190(a) additionally states: “(…) the PIC should: (…)(b)(2) if detecting early symptoms of hypoxia conditions: (i) consider to return to a safe altitude, and (ii) ensure that supplemental oxygen is used, if available.”
	2.11	C	An alleviation is available for NCO operations. The EU rules contain an alleviation to the availability and use of oxygen on board under NCO.OP.190 and AMC1 NCO.OP.190(a). The PIC can decide to fly at any altitude without using oxygen, and without oxygen being available. AMC1 NCO.OP.190(a) additionally states: “(…) the PIC should: (…)(b)(2) if detecting early symptoms of hypoxia conditions: (i) consider to return to a safe altitude, and (ii) ensure that supplemental oxygen is used, if available.”
	2.20	C	Not implemented for flights at a distance from land corresponding to 10 minutes of flight or less (NCC), 50Nm (NCO).
Section III - International General Aviation Chapter 3 - Helicopter Performance Operating Limitations	3.3	C	Partially implemented through safety management for NCC. Not implemented for NCO.

Provision affected		Type of diff	Difference in full text
Section III - International General Aviation Chapter 4 - Helicopter Instruments, equipment and flight documents	4.1.3.1	B	The State of Operator is the competent authority for NCC operators and for NCO operators operating aircraft registered in a third country.
	4.1.3.2	C	Only for Large Helicopters: Initial CofA after 18 Feb 2020 (lavatory) and 18 May 2019 (portable)
	4.1.3.3	C	Implemented only on flights where survival equipment is required for NCC operators.
	4.2.1	A	The following additional instruments are also prescribed: A means of measuring slip. For NCC operations over water, all instruments required for Night VFR are also required.
	4.2.2	A	The following additional instruments are also prescribed for NCC operations: a means of preventing malfunction of the airspeed indicator and a means of indicating when the supply of power to gyroscopic instruments is not adequate.
	4.2.3	A	The following additional instruments are also prescribed: an alternate source of static pressure. Whenever 2 pilots are required, an additional separate means of indicating pressure altitude, IAS, VS, slip, and stabilised heading.
	4.3.2.1	A	Additional provisions for crew survival suits, life saving equipment and survival equipment. Additional requirements for NCC offshore over hostile waters.
	4.3.2.4	C	Not implemented for NCO operators. Implemented for all NCC operators regardless of the date of issue of the CofA. 50% should be deployable from the flight crew's normal position, if necessary by remote control.
	4.3.2.5	C	Implemented for NCC operators – either remote control or mass of less than 40 kg. Not implemented for NCO operators.
	4.3.2.6	C	Implemented for NCC operators – either remote control or mass of less than 40 kg. Not implemented for NCO operators.
	4.5.1	C	NCO: alleviation under NCO.OP.190.
	4.7.1.1.2	C	Not implemented.
	4.7.1.1.3	C	Not implemented.
	4.7.2.1.1	C	Implemented only to helicopters for which the individual CofA was first issued on or after 1 Jan. 2016.
	4.7.2.1.2	C	Not implemented.
	4.7.3.1.1	C	Not implemented.
	4.7.3.1.2	C	Implemented only for helicopters MTOM of more than 3175 kg.
	4.7.4.4	C	It is not required that the FDR documentation is in electronic format.
	4.11.1	C	Reg. (EU) 965/2012 does not contain rules for SVS and CVS.
	4.11.2	C	Reg. (EU) 965/2012 does not contain rules for SVS and CVS.
	4.12	C	NCC.GEN.130 and NCO.GEN.125 only address the potential effect on the performance of the aircraft system and not on the ability to operate the helicopter.
	4.12.2.2	B	For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.

Provision affected		Type of diff	Difference in full text
Section III - International General Aviation Chapter 5 - Helicopter Communication, Navigation and Surveillance Equipment	5.1.7	B	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	5.1.8	B	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator is the competent authority.
	5.1.9	B	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator is the competent authority.
	5.2.3	B	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	5.2.4	B	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator is the competent authority.
	5.2.5	B	Different in character. For NCC operators using aircraft registered in an EU Member State, the State of Operator shall issue the specific approval.
	5.3.3	B	For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	5.3.4	B	For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	5.3.5	B	For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
Section III - International General Aviation Chapter 6 - Helicopter Continuing Airworthiness	6.1.3	C	Point d) identity of the person has not been explicitly specified in the Part-145 requirements for the aircraft Certificate of Release to Service, in addition to the requirement for the identity of the organisation. For components the name of the Certifying Staff is foreseen in Form 1 block.
	6.2.2	A	Retaining periods exceed requirement.
	6.5.2	C	Maintenance and release to service by a person can be performed by Part-MF, or Part-CAO or by. a pilot/owner after limited pilot/owner maintenance.
Section III - International General Aviation Chapter 7 - Helicopter Flight Crew	7.1	B	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator is the competent authority issuing or validating the licences.
Annex 7 - Aircraft Nationality and Registration Marks (Amendment 6)			NIL
Annex 8 - Airworthiness of Aircraft (Amendment 109)			

Provision affected		Type of diff	Difference in full text
Part I. Definitions	1.0.4	B	The term is not defined. However, reference is made to 'anticipated operating conditions' and 'anticipated flight conditions for the operational life of the aircraft' in the Annexes which are then further elaborated in the CS and AMC.
	1.0.9	C	The term is not defined.
	1.0.28	B	The EU definition excludes pre flight inspections, having a separate definition.
	1.0.35	B	Term is used for operations and not airworthiness. For type certification, performance is related to Category A.
	1.0.36	B	Term is used for operations and not airworthiness. For type certification, performance is related to Category A.
	1.0.37	B	Term is used for operations and not airworthiness. For type certification, performance is related to Category B
	1.0.47	A	Reliance is placed on the ICAO definition
	1.0.48	C	Not defined
Part II. Procedures for Certification and Continuing Airworthiness	1.1	A	Chapter 1 b): Cut off and end dates are prescribed for the phasing out of halon.
	1.2.6	A	Cut off dates and end dates are prescribed by Regulation No 1005/2009 for the phasing out of Halons.For cargo compartment, Regulation No 1005/2009 provides a cut off date of end 2018 against 28 November 2024 (chapter 1.1 of this Annex).
	1.2.7	A	Cut off dates and end dates are prescribed by Regulation No 1005/2009 for the phasing out of Halons.For cargo compartment, Regulation No 1005/2009 provides a cut off date of end 2018 against 28 November 2024 (chapter 1.1 of this Annex).
	1.5.4	C	Not implemented. Process is not established.
	1.6.2	C	Process is not established.
Part II. Chapter 3 Certificate of Airworthiness	3.3.1	C	EASA form only describes categories and not permitted operations.
	3.6.1	B	Assessment also allowed by DOA under procedure agreed with the Agency.
	3.6.3	B	EASA Permit to Fly (including flight conditions) may be issued by an approved DOA.
Part II. Chapter 4 Continuing Airworthiness	4.2.3.3	C	Process is not regulated.
	4.2.3.4	C	Process is not regulated.

Provision affected		Type of diff	Difference in full text
Part II. Chapter 6 Maintenance Organization Approval	6.2.2	C	SMS not implemented for maintenance organisations
	6.2.4	C	SMS not implemented for maintenance organisations. There is a rule making action to include it in Part 145 organisations.
	6.2.5	A	EU Regulation also considers small changes controlled by the organisation through procedures approved by the competent authority.
	6.3.3	B	Part 145 does not provide for a direct requirement for distribution of the manual to the end users, however the paragraphs 145.A.70 (b) and AMC 145.A.70 (3) (5) have that objective. Same for M.A.604.
	6.4.1	A	Maintenance organisations are additionally required to control specialized services and to ensure procedures to minimize the risk of multiple errors and capture errors on multiple systems.
	6.4.2	C	No Difference in Part 145 but Subpart F covers organisational reviews, which is only a light version of a quality assurance system. CAO have independent quality assurance system except if it is considered small CAO, then an organisational review is enough.
	6.5.2	A	EU Regulation adds that the maintenance data has to be current and tools and equipment controlled and calibrated.
	6.6.1	A	EU Regulation adds details of his/her responsibilities
	6.6.3	B	The regulation has different levels of detail in regards to the different maintenance organisations. Part 145 is very detailed, Subpart F and CAO is less detailed, but the process covers the different aspects of the standard.
	6.6.4	B	145.A.30 (d), (g), (h) M.A.606 (d), (g)CAO.A.035 (d)CAO.A.040 (a), (b), (c)Art 5 (6) Reg. (EU) 1321/2014
	6.6.5	C	Human performance not covered in Subpart F nor CAO
	6.7.1	A	Part 145 requires to keep also subcontractor’s release documents.
	6.7.2	A	EU Regulation requires 3 years.
	6.8.2	A	EU Regulation includes the limitations to airworthiness or operations, if any. For components a specific form is required (EASA Form 1).
Part III. A Chapter 2 Flight	2.2.3	C	Scheduling of landing distance with runway slope is not required. Performance is not scheduled for variations in water surface conditions, density of water and strength of current.
Part III. A Chapter 3 Structure	3.4	C	CS 25 and CS 23 do not contain specifications for water loads.
Part III. A Chapter 4 Design and Construction	4.1	C	The added sentence “They shall also observe human factors principles” is not fully complied with.
	4.1.6	C	Less protective for paragraphs (b), (g), (h) and (i). Protection against explosive and incendiary devices was not requested in the applicable airworthiness codes (JAR 25, CS 25) effective within the time span of the applicability of this provision of Part IIIA (from 12 March 2000 until 2 March 2004).

Provision affected		Type of diff	Difference in full text
Part III A Chapter 8 Instrument and equipment	8.1	C	The sentence 'shall observe Human Factors principles' is not fully complied with.
Part III. A Chapter 9 Operating limitations and information	9.3.5	C	Implemented in CS 25 Amdt 9 in 2003. TC after 2003 are compliant with this provision.
Part III. A Chapter 11 Security	11.1.0.1	C	Not covered (except for pilots compartment doors) by the applicable airworthiness codes (JAR 25, CS 25) effective within the time span of applicability of this provision of Part IIIA (from 12 March 2000 until 2 March 2004).
	11.2	C	Implemented in 2010 instead of 2000.
	11.4	C	Implemented in 2010 instead of 2000.
Part III. B Chapter 2 Flight	2.2.7	C	Scheduling of landing distance with runway slope is not required. Performance is not scheduled for variations in water surface conditions, density of water and strength of current. Also accountability for worn brakes is covered by CS 25 but not by CS 23.
	2.2.7.1	C	Scheduling of landing distance with runway slope is not required. Performance is not scheduled for variations in water surface conditions, density of water and strength of current. Also accountability for worn brakes is covered by CS 25 but not by CS 23. CS.23 and CS.25 have no specifications dedicated to ‘at time of landing performance data’.
	2.2.7.2	C	Scheduling of landing distance with runway slope is not required. Performance is not scheduled for variations in water surface conditions, density of water and strength of current. For CS 25 aeroplanes, supplementary take off and landing performance information for operation on runways contaminated with standing water, slush, snow or ice may be provided, but this is not mandatory (see CS and AMC 25.1591).
	2.2.7.3	C	Scheduling of landing distance with runway slope is not required. Performance is not scheduled for variations in water surface conditions, density of water and strength of current. For CS 25 aeroplanes, supplementary take off and landing performance information for operation on runways contaminated with standing water, slush, snow or ice may be provided, but this is not mandatory (see CS and AMC 25.1591).
Part III. B Chapter 3 Structure	3.1.1	C	Current CS 25/23 does not mandate the provision of structural repair manuals.
	3.1.2	C	Hazardous not specifically addressed in relation to fatigue.
	3.7	C	Only bird impact on windshield is required for CS 23 Commuter. Certification with ditching provisions is not required per CS 23 and CS 25. Some ditching design provisions are provided in CS 25 (25.801), which include investigating the probable behaviour of the aeroplane in a water landing. However these provisions are applicable only under request if the applicant seeks certification for ditching. CS 23 does not include equivalent ditching provisions.

Provision affected		Type of diff	Difference in full text
Part III. B Chapter 4 Design and Construc-tion	4.1.1	C	The sentence 'consider Human Factors principles' is not fully complied with.
	4.2	C	Less protective for paragraphs (b), (g), (h) and (i). Protection against explosive and incendiary devices was not requested in the CS 25 amendments up to and including amendment 8. The standard for the design approval holder to provide to the operator the design elements associated with cargo compartment fire protection has not been implemented.
Part IV. A Chapter 2 Flight	2.2.2.1	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.2.2	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1.1	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1.2	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1.3	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1.4	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.2	C	(b) Not covered by CS 27 and 29
	2.2.3.3.1	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
Part IV. A Chapter 4 Design and Construc-tion	4.1	C	The sentence "They shall also observe human factors principles" is not fully complied with.
	4.1.6	C	De-pressurization not covered
	4.1.8	B	No explicit design requirement. Reliance is placed on the Instructions for continued airworthiness
Part IV. A Chapter 7 Instruments and Equip-ment	7.1	B	The sentence "They shall also observe human factors principles" is not fully complied with.
Part IV. B Chapter 2 Flight	2.2.2	C	References are made to 'normal piloting skill' or, in various forms to 'without exceptional piloting skill, alertness, strength, fatigue or strain'.
Part IV. B Chapter 3 Structure	3.1.2	C	Current CS 27/29 does not mandate the provision of structural repair manuals.
Part IV. B Chapter 4 Design and Construc-tion	4.1.1	C	No specific reference to HF principles.
	4.6.3	C	No requirement to show suitability for the intended operation.
	4.7	C	Not implemented.

Provision affected		Type of diff	Difference in full text
Part IV. B Chapter 6 Systems and Equipment	6.1.1	C	No specific reference to HF.
Part IV. B Chapter 9 Operating Environ-ment and Human Fac-tors	9.1	C	There are no formal HF requirements addressing design for maintainability.
Part V. A Small Aeroplanes Chapter 3 Structure	3.1	C	Current CS 25/23 does not mandate the provision of structural repair manuals. Hazardous not specifically addressed in relation to fatigue.
Part V. A Chapter 6 Systems and Equipment	6.1.5	C	Not specifically addressed in CS 25 and CS 23. However, EASA Certification Memo (CM SWCEH 001) is guidance for the development assurance of CEH and SW and applied in certification project in Special Conditions. This provides guidance to comply with 6.1.2(a) and 6.1.2(b).
Part V. B Chapter 6 Systems and Equipment	6.1.5	C	Not specifically addressed in CS 25 and CS 23. However, EASA Certification Memo (CM SWCEH 001) is guidance for the development assurance of CEH and SW and applied in certification project in Special Conditions. This provides guidance to comply with 6.1.2(a) and 6.1.2(b).
Annex 9 - Facilitation (13th edition)			
Chapter 1 Definitions	1.0.18	B	Different wording.
	1.0.34	A	More detailed description of GA activities compared to ICAO provisions definition.
	1.0.35	B	More detailed in its description, containing and related to all airport ground equipment and facilities. Includes also description of non-discrimination and transparency requirements.
	1.0.43	B	In the Government Order this definition is partially covered only, it is more related to conditions of establishment and licensing of an international airport
Chapter 3 Entry and Departure of persons and baggage	3.64	C	No requirement for the card to be machine readable.
	3.69	C	No layout requirements.
Chapter 4 Entry and Departure of Cargo and other articles	4.17.1	C	Single Window is not required.
	4.17.2	C	Not implemented.

Provision affected		Type of diff	Difference in full text
Chapter 6 International Airports- Facilities and Services for traffic	6.1.3	C	Quarantine services are not included.
	6.3	C	Information is required just for schedule.
	6.34	C	Quarantine is not explicitly included.
	6.36	C	Quarantine is not explicitly included.
Chapter 8 Facilitation provisions covering specific subject	8.35	C	It is recommended to aircraft operators to consider these requirements when deciding on new aircraft.
	8.37	C	The service is limited to assistance dogs.
	8.40	A	The status / required help of the affected PAX is based on self-declaration. Assistance is always provided free of charge.
Chapter 9 Passenger data exchange system	9.1.1	C	There is no API data concerning crew.
	9.35	A	Under the current European Union legal framework, Member States have to comply with requirements that are in some respects more exacting that those set concerning the transfer of PNR data originated in the Union to Contracting States that are not Member States of the European Union. In this context, the current language of the Standard 9.35 is, from the perspective of the European Union and its Member States, not sufficiently clear in legal terms in expressing that the Union Member States are not precluded from imposing those requirements notwithstanding Standard 9.35. For this reason, Hungary considers that the present difference should be notified in order to allow it to apply legal requirements to PNR data transfers to Contracting States that are not Members of the European Union, which are in some respect more exacting, without undermining the SARPs. I the absence of the possibility of ensuring compliance with such requirements, therefore, transfers by air carriers cannot take place in accordance with Union law.
Annex 10 - Aeronautical Telecommunications Volume I - (6th edition) Volume II - (6th edition) Volume III - (2nd edition) Volume IV - (5th edition) Volume V - (3rd edition)			NIL
Annex 11 - Air Traffic Services (Amendment 52)			

Provision affected		Type of diff	Difference in full text
Chapter 1 - Definitions	1.0.24	B	The European definition is ‘rostering system’ that means the structure of duty and rest periods of air traffic controllers in accordance with legal and operational requirements.
	1.0.29	B	SERA additionally includes aerodrome flight information service unit.
	1.0.39	A	Definition not limited to land aerodromes.
	1.0.50	C	Not transposed.
	1.0.68	C	Not transposed.
	1.0.75	A	The EU definition is not limited to safety related operational duties, it refers to “tasks”.
	1.0.76	C	Not transposed.
	1.0.85	C	Not transposed.
	1.0.86	C	Not transposed.
	1.0.88	C	Not transposed.
	1.0.89	C	Not transposed.
	1.0.95	C	Not transposed.
	1.0.101	C	Not transposed.
	1.0.110	C	Not transposed.
	1.0.127	C	Not transposed.
	1.0.128	B	SERA is using aerodrome or an operating site.
	1.0.130	C	Not transposed.
Chapter 2 - General	2.5.2.2.1	B	The link between air traffic control service and control area and control zone is not formally transposed. However, it is implicit in Regulation (EU) 2017/373.
	2.5.2.2.2	B	The link between FIR and control area and control zone is not formally transposed. However, it is implicit in the description of FIR in Appendix 1 to Annex XI (Part-FPD).
	2.6.1	C	The SERA provision gives an exemption possibility. SERA.6001 allows aircraft to exceed the 250-knot-speed-limit where approved by the competent authority for.
	2.6.2	A	All airspace above FL 195 shall be classified as Class C airspace.
	2.11.1	B	The specifications of FIR are provided in light of the European legal framework (Regulation (EC) No 549/2004).
	2.11.3.2.1	C	Not transposed.
	2.11.3.2.2	C	The level of transposition is guidance material only.
	2.11.4.1	C	Not transposed.
	2.11.5.4	C	The level of transposition is guidance material only.
	2.11.5.4	C	The level of transposition is guidance material only.
	2.12.2	B	The identification of the ATC unit is not limited to the name of the unit location but could be also the name of the aerodrome at which it is providing services or the name of a nearby town or city or geographic feature or area.

Provision affected		Type of diff	Difference in full text
	2.12.3	C	Not transposed.
	2.13.2	C	The text of 2.13.2 is transposed with no difference but with a status of guidance only.
	2.13.4.1	C	The following sections of Annex 11 Appendix 1 have not been transposed in EU regulation: 1.1; 3.1.4; 4.1.
	2.13.5	C	Annex XI (Part-FPD) of Regulation (EU) 2017/373 indicates a list of items to be used without indicating that (1) shall consist of (2)(3)(4)(5). However, in AMC 1 to Section III - (a)(2), the ICAO text of Annex 11 Appendix 3, 2.1.1 is reproduced identically, but not consistent with Section III. Annex 11 Appendix 3, 2.1.1. (e) requires that the word "visual" is used in the plain language designator when the route has been established for VFR, whereas the EU rule extends it to IFR in VMC as well. (same difference is replicated in paragraph 5.3 Annex 11 Appendix 3). Annex 11 Appendix 3 para 6 (MLS/RNAV) is not transposed. Annex 11 Appendix 3 para 7: 7.2 is not transposed. Annex 11 Appendix 3 para 8 is not transposed.
	2.14.1	C	Not transposed.
	2.14.2	C	Not transposed.
	2.15.3	C	Annex 11 Appendix 2, para 1.1 the terms "preferably VHF or higher frequency aids" are not transposed. Para 4.2, 5.7 and 5.8 are not transposed.
	2.16.1	C	The level of transposition is acceptable means of compliance only.
	2.18.2	C	Details are provided with paragraph 2.19.
	2.19.1	C	The EU regulation refers to "air operations"instead of "activities", therefore restricting the scope of the requirement. The EU regulation does not specify with whom the co-ordination should be effected by omitting to specify the "appropriate air traffic.
	2.19.1.1	C	Not transposed.
	2.19.2	C	Not transposed.
	2.19.2.1	C	GM1 Article 3c(2) of Regulation (EU) 2017/373 refers to “promulgation of information” instead of “best arrangements” thus limiting the scope of the requirement.
	2.19.3	C	In EU rules the requirement on the appropriate ATS authority to ensure the conduct of a safety risk assessment and the implementation of appropriate risk mitigation measures, is not included.
	2.19.3.1	C	In EU rules the requirement on the Member State to establish procedures to facilitate the consideration of all relevant safety-significant factors in the safety risk assessment, is not included.
	2.19.4	C	Art. 3c(2) refers to Art. 3c(1), which is the transposition of paragraph 2.19.1 of Annex 11, therefore the same difference applies.
	2.19.6	C	Not transposed.
	2.20.1	C	Not transposed.
	2.21.1	C	The EU regulation does not specify that the report should be provided to the associated meteorological office.
	2.22.4	C	Not transposed.
	2.24.1.1	C	Not transposed.

Provision affected		Type of diff	Difference in full text
	2.26.5	C	The time checks shall be given at least to the nearest minute.
	2.28.1	B	Appendix 5 and 6 are partially transposed. The general principles of ICAO FRMS are included/transposed in the requirements concerning ATCO fatigue management stipulated in ATS.OR.315 and ATS.OR.320 and associated AMC and GM.
	2.28.2	B	The FRMS requirements are partially transposed.
	2.28.3	B	Standards on variations from limitations are not explicitly transposed.
	2.28.4	B	The standards are not explicitly transposed.
	2.33.2	C	The level of transposition is acceptable means of compliance only.
	2.33.3	C	The level of transposition is acceptable means of compliance only.
	2.33.4	C	The level of transposition is acceptable means of compliance only.
	2.33.5	C	The level of transposition is guidance material only.
	2.34	C	The EU regulation allows flexibility to approve FPD procedures, if necessary. The formal requirement for the States to provide FPD service is not explicitly established, however, the requirements on the service provision are well defined.
Chapter 3 - Air Traffic Control Service	3.1	A	SERA.5010(c) introduces an accurate description of and requirements for special VFR.
	3.3.4	C	In addition to the ICAO provisions requires the agreement of the pilot of the other aircraft, the maintenance of own separation and allow this exception below 3050 m (10000 ft) during climb or descent, during day.
	3.3.5.1	B	Regulation (EU) 2019/123 points at the execution of these provisions.
	3.3.5.3	C	Not transposed.
	3.4.1	C	Point 3.4.1 (a)(2) of Annex 11 is not transposed.
	3.7.3.1	A	In addition to the ICAO standard: 1) in point b), point SERA.5015(e)(ii) also includes ‘taxi’; 2) in point c), point SERA.5015(e)(iii) also includes ‘the newly assigned communication channels’; 3) point SERA.5015(e)(iv) requires the readback of transitions levels.
	3.7.3.1.1	A	The SERA provision includes 'taxi instructions' in addition to the ICAO requirements to be read back.
	3.7.3.3	A	The EU regulation provides an explicit list of item to be read back.
	3.7.3.4	C	In EU rules the requirement on the controller to listen to the read-back of the vehicle driver, is not included.
	3.7.4.2.1.4	C	The level of transposition is guidance material only.
	3.8.2	A	The EU scope is wider than the ICAO one in paragraph 3.8.2 a).
	3.9.1	C	The level of transposition is guidance material only.

Provision affected		Type of diff	Difference in full text
Chapter 4 - Flight information service	4.3.1.1	C	Not transposed.
	4.3.1.2	C	Not transposed.
	4.3.1.3	C	Not transposed.
	4.3.1.4	C	Transposed for ATIS messages only and not for OFIS.
	4.3.4.7	C	The level of transposition is guidance material only.
	4.3.6.5	C	The level of transposition is guidance material only.
	4.3.7	A	The regulatory provision is the same however, from 12 August 2021 the breaking action is not provided through ATIS as it is against the GRF concept, replaced by RCR.
	4.3.8	A	The regulatory provision is the same however, from 12 August 2021 the breaking action is not provided through ATIS as it is against the GRF concept, replaced by RCR.
	4.3.9	A	The regulatory provision is the same however, from 12 August 2021 the breaking action is not provided through ATIS as it is against the GRF concept, replaced by RCR.
	4.4.1	B	The EU regulation refers to a decision by the competent authority while ICAO recommendation refers to regional air navigation agreements.
Chapter 5 - Alerting service	5.4	C	The last sentence of point 5.4 of Annex 11 has not been transposed in EU regulation.
Chapter 6 - Air traffic services requirements for communications	6.1.2.1	C	The EU Regulation allows flexibility in the available radio coverage subject to approval by the competent authority.
	6.1.2.2	C	The level of transposition is guidance material only.
	6.1.3.3	C	The level of transposition is guidance material only.
	6.2.2.3.4	C	The level of transposition is guidance material only.
	6.2.2.3.6	C	Not transposed.
	6.2.3.3	A	The EU requirement applies to any controlled airspace (not limited to adjacent control area).
	6.2.4.1	C	The recommendation has been transposed in guidance material.
Chapter 7 - Air traffic services requirements for information	7.1.2.1	C	The list of information to be provided to FIC and ACC by the MET watch office as defined in Annex 3, Appendix 9 (1.3), has been transposed partially.
	7.1.3.1	C	The list of information to be provided to APP by the associated aerodrome MET office as defined in Annex 3, Appendix 9 (1.2), has been transposed partially (i.e.SPECI). The requirements of point 7.1.3.1 of Annex 11 to communicate special reports and amend
	7.1.5	C	Not transposed.
	7.3.2	C	The EU regulation scope is limited to information on the operational status of GNSS and does not explicitly address the "timely basis" criteria.
	7.6	C	The EU regulation allows more flexibility than ICAO by introducing the possibility for information on toxic chemical to be shared only when available.
Annex 12 - Search and Rescue (Amendment 18)			

Provision affected		Type of diff	Difference in full text
Chapter 1 - Definitions	1.14	C	Used in the same meaning but not defined.
Chapter 2 - Organization	2.3.5	C	Not implemented.
	2.4.1	C	Direction-finding and position-fixing stations are not established direction-finding and position-fixing stations are not established, and no communication has been established with Cospas-Sarsat Mission Control Centre servicing the Mid-East region of Europe.
Chapter 3 - Cooperation	3.2.2	C	Not implemented.
	3.2.4	C	Not implemented.
	3.3.1	C	Not implemented.
Chapter 4 - Preparatory measures	4.2.2	C	Not implemented.
Chapter 5 - Operating procedures	5.2.5	C	Not implemented.
	5.5.2	C	Not implemented.
	5.9.1	C	Not implemented.
	5.9.2	C	Not implemented.
Annex 13 - Aircraft Accident and Incident Investigation (10th edition)			NIL
Annex 14 - Aerodromes Volume I - (Amendment 17)			
Chapter 1 Definitions	1.2.1	A	Responsibilities are clearly addressed throughout the rules. It was found that this provision could not be transposed as such.
	1.2.3	C	The specifications of Chapter U of the CS, transpose paragraphs 2.1.2 and 2.3.2 of Appendix 1 of Annex 14 as guidance material. To be reviewed under RMT.0591; CS Issue 5;
	1.3.2	C	The specification has not yet been transposed.
	1.3.3.1	C	The specification has not yet been transposed.
	1.3.3.2	C	The specification has not yet been transposed.
	1.4.1	B	The 2018/1139/EU reg. has a different applicability scope.
	1.4.2	B	The 2018/1139/EU reg. has a different applicability scope.
Chapter 2 Aerodrome Data	2.1.2	C	The specification has not yet been transposed.
	2.1.3	C	The specification has not yet been transposed.
	2.1.4	C	The specification has not yet been transposed.
	2.2.2	C	The specification has been transposed as guidance material.
	2.2.3	C	The specification has been transposed as guidance material.
	2.3.1	C	The specification has been transposed as guidance material.
	2.3.2	C	The specification has been transposed as guidance material.

Provision affected		Type of diff	Difference in full text
	2.3.3	C	The specification has been transposed as guidance material.
	2.4.1	C	The specification has been transposed as guidance material.
	2.4.2	C	The specification has been transposed as guidance material.
	2.5.1	C	The specification has been transposed as guidance material.
	2.5.2	C	The specification has been transposed as guidance material.
	2.5.3	C	The specification has been transposed as guidance material.
	2.5.4	C	The specification has been transposed as guidance material.
	2.6.2	C	The specification has been transposed as guidance material.
	2.6.3	C	The specification has been transposed as guidance material
	2.6.4	C	The specification has been transposed as guidance material
	2.6.5	C	The specification has been transposed as guidance material
	2.6.6	C	The specification has been transposed as guidance material
	2.6.7	C	The specification has been transposed as guidance material
	2.6.8	C	The specification has been transposed as guidance material
	2.7.1	C	The specification has been transposed as guidance material
	2.7.2	C	The specification has been transposed as guidance material
	2.7.3	C	The specification has been transposed as guidance material
	2.9.2	C	The specification has been transposed as guidance material.
	2.9.5	C	The specification has been transposed as guidance material.
	2.9.6	C	The specification has been transposed as guidance material.
	2.9.7	C	The specification has not been transposed.
	2.9.8	C	The specification has been transposed as guidance material.
	2.9.9	C	The specification has been transposed as guidance material.
	2.9.10	C	The specification has not been transposed.
	2.10.1	C	The specification has been transposed as guidance material.
	2.10.2	C	The specification has been transposed as guidance material.
	2.11.1	C	The specification has been transposed as guidance material.
	2.11.2	C	The specification has been transposed as guidance material.
	2.11.3	C	The specification has been transposed as guidance material.
	2.11.4	C	The specification has been transposed as guidance material.
	2.12	C	The specification has been partially transposed. The transposed specification is in Guidance Material.
Chapter 3 Physical Characteristics	3.1.2	C	The specification has been transposed as guidance material.
	3.1.3.1	C	The specification has been transposed as guidance material.
	3.1.4.1	C	The specification has been transposed as guidance material.

Provision affected		Type of diff	Difference in full text
	3.1.6	C	The specification has been partially transposed. The transposed specification is in Guidance Material.
	3.1.7.1	C	The specification has been transposed as guidance material.
	3.1.8.1	C	The specification has not yet been transposed.
	3.1.9.1	C	The specification has been partially transposed as Guidance Material.
	3.1.12	C	Part of the specification related to the minimum distance for independent parallel approaches has not been transposed, or does not reflect the intent of the specification.
	3.1.17	C	The note regarding the case of intersecting runways where additional criteria are to be used for ensuring the necessary unobstructed line of sight has not been transposed.
	3.1.23	C	The minimum friction level has not been defined.
	3.1.24	C	The specification has been transposed as Guidance Material.
	3.2.1	B	The relevant specification foresees that a runway shoulder needs to be provided only if the OMGWS is between 9m up to but not including 15m.
	3.3.1	C	The provision of the runway turn pad is conditional due to the inclusion of the words "if required" in the CS.
	3.3.2	C	The provision of the runway turn pad is conditional due to the inclusion of the words "if required" in the CS.
	3.3.12	A	The case of the "most demanding" aircraft is considered in the CS.
	3.4.7	A	The certification specifications contains higher values for certain runway types.
	3.4.12	C	The specification has been transposed as guidance material, which does not address the necessary areas.
	3.5.12	C	The specification has been transposed as Guidance Material.
	3.6.3	A	The current certification specification contains a higher value for certain types of runways.
	3.6.5	C	The specification has been transposed as Guidance Material.
	3.8.1	C	The provision of radio altimeter operating area is conditional for CAT I runways.
	3.8.4	C	The specification has been transposed as Guidance Material.
	3.9.1	C	The specification has been transposed as Guidance Material.
	3.9.2	C	The specification has been transposed as Guidance Material.
	3.9.7	C	The specification has been partially transposed as Guidance Material.
	3.9.9.1	C	Paragraph (c) of the CS gives the possibility for different slopes, under given conditions.
	3.9.12	C	The specification provides for a "suitable" strength.
	3.12.1	C	The CS does not foresee when holding bays are to provided.
	3.12.6	B	The current certification specification does not clarify the intent of the specification with respect to the inner transitional surface.
	3.12.8	C	The provision has been transposed as GM.
	3.13.2	C	The provision has been transposed as GM.

Provision affected		Type of diff	Difference in full text
	3.13.6	C	The specification contains another 2 cases where deviation from the clearance distances may be applied. The relevant GM foresees reduction of the clearances for code letter C aircraft stands which is not foreseen in the CS.
	3.14.2	C	The specification has been partially transposed as Guidance Material.
	3.15.2	C	Part of the specification related to the drainage arrangements has not been transposed.
	3.15.4	C	The specification has been transposed as Guidance Material.
	3.15.6	C	The specification has been transposed as Guidance Material.
	3.15.7	C	The part of the specification regarding maximum longitudinal slopes and transverse slopes has not been transposed.
	3.15.11	C	The specification has not been transposed.
Chapter 4 Obstacle Restrictions and Removal	4.2.14	C	The specification has been transposed as Guidance Material.
	4.2.16	A	For code F aeroplanes, the width of the inner approach surface and the length of the inner edge of the balked landing surface are increased to 140m, irrespective of the type of avionics (Table J-1).
	4.2.23	A	The CS addresses also the case of runways with clearways.
	4.2.24	C	The specification has been transposed as Guidance Material.
	4.2.26	C	The specification has been transposed as guidance material, which additionally does not foresee the limitation of new objects.
	4.3.1	C	The provision does not foresee the consultation with the "appropriate authority", neither refers to an aeronautical study/safety assessment.
Chapter 5 Visual Aids for Navigation	5.1.1.4	C	The specification has been transposed as Guidance Material.
	5.1.3.2	C	Paragraph (c) has not yet been transposed, and part of the specification has been transposed as guidance material.
	5.1.4.1	C	The specification has been transposed as Guidance Material.
	5.1.4.2	C	The specification has been transposed as Guidance Material.
	5.1.4.3	C	The specification has been transposed as Guidance Material.
	5.2.1.7	C	The specification has been transposed as Guidance Material.
	5.2.4.10	C	The notes of the specification have not yet been transposed.
	5.2.8.3	B	Taxiway centre lines are meant to be provided.
	5.2.8.4	C	Paragraph (a) of the CS does not ensure that an enhanced taxiway centreline is provided when necessary.
	5.2.10.5	C	The specification has not yet been transposed.
	5.2.10.7	C	The specification has not yet been transposed.
	5.2.13.2	C	The specification has not yet been transposed.
	5.2.13.5	C	The part of the specification regarding the case that it is difficult to identify which stand marking to follow, has not been transposed.
	5.2.13.10	B	The CS requires the designation of the appropriate aircraft types.
	5.2.16.1	C	The specification has been transposed in such a way that the non-installation of the mandatory instruction marking is not subject to the impracticability to do so.

Provision affected		Type of diff	Difference in full text
	5.2.16.5	C	The specification has been transposed as Guidance Material.
	5.2.17.2	C	The specification has been transposed as Guidance Material.
	5.2.17.3	C	The specification has been transposed as Guidance Material.
	5.2.17.4	C	The specification has been transposed as Guidance Material.
	5.2.17.5	C	The specification has been transposed as Guidance Material.
	5.2.17.8	B	The height of the characters conforms to that of the mandatory instruction signs.
	5.3.3.3	C	The specification has been adopted so that at least 2 conditions (instead of 1) should exist for the aerodrome beacon to be provided.
	5.3.3.6	C	The part of the specification related to the coloured flashes of the beacons has not been transposed.
	5.3.5.2	A	The CS are limited only to the PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.3	A	The CS are limited only to the PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.6	C	The specification has been transposed as Guidance Material.
	5.3.5.7	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.8	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.9	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.10	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.11	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.12	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.13	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.14	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.15	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.16	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.17	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.18	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.19	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.

Provision affected		Type of diff	Difference in full text
	5.3.5.20	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.21	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.22	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.23	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.44	C	The CS foresees one more case where an object or an extension to an existing object may penetrate the obstacle protection surface.
	5.3.5.45	C	The CS does not foresee the removal of existing objects as prescribed in the specification.
	5.3.7.6	C	The specification has been transposed as Guidance Material.
	5.3.8.1	C	The specification has been transposed in a way that does not ensure its implementation.
	5.3.12.2	C	The specification has been transposed as Guidance Material.
	5.3.12.4	C	The specification has been transposed as Guidance Material.
	5.3.15.1	C	The specification has been transposed as guidance material, and the CS does not ensure the availability of the system.
	5.3.15.2	C	The specification has been transposed as Guidance Material.
	5.3.17.13	A	Paragraph (a) of the specification has not been transposed.
	5.3.19.2	C	The specification foresees that the lights may not be provided under certain conditions.
	5.3.20.1	A	A stop bar is to be provided when the runway is intended to be used with an RVR less than 550m.
	5.3.20.4	C	The part of the specification with regard to the location of additional lights has been transposed as Guidance Material.
	5.3.20.6	C	The specification has been transposed as Guidance Material.
	5.3.20.8	C	The specification has been transposed as Guidance Material.
	5.3.22.1	C	Paragraph (a) of the CS describes only the purpose of the lights, while paragraph (b) of the CS does not ensure the provision of the lights.
	5.3.23.5	C	The current certification specifications do not address this provision.
	5.3.23.6	C	The current certification specifications do not address this provision.
	5.3.23.7	C	The current certification specifications do not address this provision.
	5.3.23.8	C	The current certification specifications do not address this provision.
	5.3.23.11	B	The current certification specifications do not address this provision.
	5.3.24.1	C	The provision of floodlighting on de-icing/anti-icing facilities is conditional, without established criteria. In addition, Certain apron types are excluded.
	5.3.25.10	C	The CS foresees that such alignment is preferable.
	5.3.25.15	C	The CS foresees that such usability is preferable.

Provision affected		Type of diff	Difference in full text
	5.3.28.1	A	A road-holding position light is to be provided when the runway is to be used with RVR below 550m.
	5.3.29.4	C	The current certification specifications do not address this provision.
	5.3.29.5	C	The specification has been transposed as Guidance Material.
	5.3.29.7	C	The specification has been transposed as Guidance Material.
	5.3.29.8	C	The specification has been transposed as Guidance Material.
	5.4.3.5	A	The provision of intersection take off signs is not conditional on "operational need".
	5.4.3.24	C	The specification does not ensure the installation of the opposite side of the taxiway, and it has been partially transposed as Guidance Material.
	5.4.3.35	C	The current certification specification does not fully address this provision.
	5.4.3.37	C	The current certification specification does not fully address this provision.
	5.4.5.1	C	The specification has been transposed as Guidance Material.
	5.4.5.2	C	The specification has been transposed as Guidance Material.
	5.4.5.3	C	The specification has been transposed as Guidance Material.
	5.4.5.4	C	The specification has been transposed as Guidance Material.
	5.4.5.5	C	The specification has been transposed as Guidance Material.
	5.5.4.3	C	The specification has not yet been transposed.
Chapter 6 Visual Aids for Denoting Obstacles	6.1.1.4	C	Paragraph (d)(3) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.5	C	Paragraph (e)(2) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.6	C	Paragraph (d)(3) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.7	C	Paragraph (f)(3) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.8	C	The CS foresees the exemption from marking and lighting.
	6.1.1.9	C	The specification has been transposed as Guidance Material.
	6.1.1.10	C	The specification has been transposed as Guidance Material.
	6.1.2.2	C	The specification has been transposed as Guidance Material.
	6.1.2.3	C	The specification has been transposed as Guidance Material.
	6.2.2.1	C	Paragraph (a) of the AMC addresses only the case of vehicles into the manoeuvring area, while ADR.OPS.B.080 covers only the case of the movement area.
	6.2.2.2	C	The part of the specification regarding the colour has been transposed as Guidance Material.
	6.2.3.2	C	The last part of the specification regarding the colour has been transposed as Guidance Material.
	6.2.3.18	C	The specification has been transposed as Guidance Material.

Provision affected		Type of diff	Difference in full text
	6.2.3.23	B	The GM foresees the possibility to also use low intensity lights.
	6.2.3.30	C	The part of the specification regarding the colour has been partially transposed as Guidance Material.
	6.2.5.11	C	The specification has been transposed as Guidance Material.
Chapter 7 Visual Aids for Denoting Restricted Use Areas	7.2.2	C	The specification has been transposed as Guidance Material.
Chapter 8 Electrical Systems	8.1.9	C	The specification has been transposed as Guidance Material.
	8.1.10	C	Essential security lighting and essential equipment and facilities for the aerodrome responding emergency services, are not covered by the CS.
	8.1.11	C	The specification has been transposed as Guidance Material.
Chapter 9 Aerodrome Operational Services, Equipment and Installations	9.1.3	C	The specification has been transposed as Guidance Material.
	9.1.4	A	The specification has not yet been transposed.
	9.1.5	C	The AMC requires more detailed and precise information with regard to points b) and e) of the ICAO specification.
	9.1.6	C	The specification has been transposed as Guidance Material.
	9.1.7	C	The specification has been transposed as Guidance Material, which additionally allows the possibility for a mobile command post not to be provided.
	9.1.8	C	The specification has been transposed as Guidance Material.
	9.1.9	C	The specification has been transposed as Guidance Material.
	9.1.10	C	The specification has been transposed as Guidance Material.
	9.1.11	C	The specification has been transposed as Guidance Material, which additionally allows the possibility for communication systems not to be provided.
	9.1.13	A	The AMC does not foresee the possibility of modular tests in the first year and a full emergency exercise at intervals not exceeding 3 years.
	9.1.15	C	The specification has been transposed as Guidance Material.
	9.2.1	A	Only non-commercial operations with other than complex aircraft may be exempted from the requirements for the provision of rescue and firefighting services.
	9.2.2	C	The AMC does not foresee the provision of specialist fire-fighting equipment appropriate to the hazard and risk.
	9.2.4	C	The AMC uses the principles contained in 9.2.5 and 9.2.6 for establishing the level of protection for an aerodrome; however paragraph (c) of the AMC allows the reduction of the required level of protection.
	9.2.16	C	The wording of the AMC does not ensure that supplementary water supplies are to be provided.
	9.2.21	C	The specification has not yet been transposed.
	9.2.29	C	The AMC does not include a certain response time to be achieved. In addition, the notes regarding the response time have not been fully transposed.

Provision affected		Type of diff	Difference in full text
	9.2.31	B	The AMC foresees the arrival of vehicles, other from the 1st responding vehicle, by taking into account the time that this 1st vehicle should respond.
	9.2.32	B	The AMC foresees the arrival of vehicles, other from the 1st responding vehicle, by taking into account the time that this 1st vehicle should respond
	9.2.34	C	The specification has been transposed as Guidance Material.
	9.2.35	C	The specification has been transposed as Guidance Material.
	9.2.36	C	The specification has been transposed as Guidance Material.
	9.2.45	C	The specification has been transposed as Guidance Material.
	9.3.1	C	The specification has been transposed as Guidance Material.
	9.3.2	C	The specification has been transposed as Guidance Material.
	9.4.4	C	The specification has not been fully transposed.
	9.5.1	C	The specification has been transposed.
	9.5.2	C	The specification has been transposed.
	9.5.3	C	The specification has been transposed.
	9.5.4	C	The specification has been transposed.
	9.5.5	C	The specification has been transposed.
	9.5.6	C	The specification has been transposed.
	9.5.7	C	The specification has been transposed.
	9.6.1	C	The specification has been transposed.
	9.6.2	C	The specification has been transposed.
	9.7.1	C	The specification has been transposed.
	9.7.2	C	The specification has been transposed.
	9.7.3	C	The specification has been transposed.
	9.7.4	C	The part of the specification regarding compliance of the drivers with the instructions given has not yet been transposed.
	9.7.5	C	The specification has been transposed.
	9.8.3	C	The specification has been transposed.
	9.8.7	C	The specification has been transposed as Guidance Material.
	9.8.8	C	The specification has been transposed as Guidance Material.
	9.9.4	C	In addition to the cases foreseen in the relevant specification, the CS allows the presence of equipment/ installations also after a safety assessment regarding safety and regularity.
	9.9.5	A	The current certification specification is more demanding with regard to the installation of objects for certain runway types.
	9.10.4	C	The CS defines the distance with relation to runway and taxiway centreline, as opposed to the movement area and other facilities of the aerodrome.
	9.10.5	C	The specification has been transposed as Guidance Material.
	9.11.1	C	The specification has not yet been transposed.

Provision affected		Type of diff	Difference in full text
Chapter 10 Aerodrome mainte-nance	10.1.2	C	The specification has been transposed as Guidance Material.
	10.2.3	C	The minimum friction level has not been defined. Only guidance material has been provided.
	10.2.4	C	The specification has not been transposed.
	10.2.7	C	The specification has been partially transposed as Guidance Material with regard to the definition of the minimum friction level, which has not been defined.
	10.2.8	C	The specification has been transposed as guidance material.
	10.2.10	C	The specification has not yet been transposed.
	10.3.5	C	The specification has not yet been transposed.
	10.4.2	C	The specification has not yet been transposed.
	10.4.3	C	The specification has not yet been transposed.
	10.4.5	C	The specification has not yet been transposed.
	10.5.1	C	Notes 2 and 3 have not yet been transposed.
	10.5.3	C	The specification has not yet been transposed.
	10.5.4	C	The specification has not yet been transposed.
	10.5.5	C	The specification has not yet been transposed.
	10.5.6	C	The specification has not yet been transposed.
	10.5.8	A	The CS applies for taxiway operations under 550m RVR.
	10.5.9	A	The CS applies for taxiway operations under 550m RVR.
	10.5.13	C	The specification has not yet been transposed.
Annex 14 - Aerodromes Volume II (Amendment 9)			
Chapter 1 Definitions	1.2.1	C	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139. Responsibilities are addressed throughout the rules, however it was found that this provision could not be transposed as such.
	1.2.2	C	The specifications apply only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139. The EU and Member States' national regulations do not apply exclusively to heliports intended to be used by helicopters in international civil aviation.
	1.2.3	C	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
Chapter 2 Heliport Data	2.2.	C	The specification has not been transposed in Regulation (EU) 139/2014.
	2.3.	C	The specification has not been transposed in Regulation (EU) 139/2014.
	2.4.	C	The specification has not been transposed in Regulation (EU) 139/2014.
	2.5.	C	The specification has not been transposed in Regulation (EU) 139/2014.
	2.6.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.

Provision affected		Type of diff	Difference in full text
Chapter 3 Physical Characteristics	3.1.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	3.2.	C	The specification has not been transposed.
	3.3.	C	The specification has not been transposed.
Chapter 4 Obstacle Environment	4.1.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	4.1.5.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139The specification does not require an approval by the authority for the origin of the inclined plan for the case of performance class 1 helicopters.
	4.2.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	4.2.4.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139. The specification introduces an additional case (regularity of operations) in which, following a safety assessment, penetration of the OLS is permitted.
	4.2.7.	C	The specification does not foresee that a “surface-level heliport shall have at least one approach and take-off climb surface”. The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
Chapter 5 Visual Aids	5.1.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.2.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.2.7.1.	C	The specifications do not require the actual provision of an aiming point marking. The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.3.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.3.3.1.	C	The specification has been transposed in such a manner that does not ensure that an approach lighting system is provided where needed The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.3.4.1.	C	The specification has been transposed in such a manner that does not ensure that a flight path alignment guidance lighting system is provided where needed The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.3.5.1.	C	The specification has been transposed in such a manner that does not ensure that a visual alignment guidance system is provided where needed. Additionally, the conditions under which such a system should be provided have been transposed as guidance material. The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.3.6.1.	C	The specification has been transposed in such a manner that does not ensure that a visual alignment guidance system is provided where needed. Additionally, the conditions under which such a system should be provided have been transposed as guidance material. The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.

Provision affected		Type of diff	Difference in full text
Chapter 6 Heliport Emergency Response	6.1.	C	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	6.2.	C	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	6.2.1.1.	C	The level of protection is determined on the basis of the characteristics of the aeroplanes using the aerodrome. The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
Annex 15 - Aeronautical Information Services			
Chapter 1 Definitions	1.1.48	C	No definition.
	1.1.49	C	No definition.
	1.1.78	C	The adopted definition covers only the case of aeronautical data.
	1.1.104	B	The definition is based on that of data traceability.
	1.1.105	B	The definition is different in wording but the intent is the same.
	1.1.106	B	The wording of the definition is different but the intent is the same.
	1.2.1.2	C	The recommendation has not been transposed.
	1.2.2.3	C	The standard has been transposed in a manner that does to specify when a geoid model, other than EGM 96, may be used.
	1.3.3	C	The recommendation has not been transposed.
	1.3.4	C	The standard has been transposed in a manner that does not specify the conditions for the use of ICAO abbreviations.

Provision affected		Type of diff	Difference in full text
Chapter 2 Responsibilities and functions	2.1.3	C	The first sentence of the standard has not been transposed.
	2.2.1	C	The standard has been transposed in a manner that does not take into account all the elements of the ATM community.
	2.2.2	B	Aeronautical data and aeronautical information are not explicitly required to be provided as aeronautical information products.
	2.2.3	B	Provision of 24- hour NOTAM origination/issuance and pre-flight information is ensured.
	2.2.4	C	The standard has been transposed as guidance material (GM1 AIS.OR.105(3))
	2.2.5	C	The standard has not been transposed.
	2.2.7	C	The standard has been transposed in a manner that does not explicitly cover the AIS providers of other States.
	2.3.1	C	The standard has not been transposed.
	2.3.2	C	The recommendation has not been transposed.
	2.3.3	C	The standard has not been transposed.
	2.3.5	C	The standard has not been transposed.
	2.3.6	C	The standard has not been transposed.
	2.3.7	C	The recommendation has not been transposed.
	2.3.8	C	The standard has not been transposed.
	2.3.9	C	The recommendation has not been transposed.
Chapter 3 Aeronautical information management	3.5.2	A	Principle transposed; expanded in AMC1 AIS.OR.200 (c).
	3.6.8	A	Detailed EU rules are applicable for the quality management system.
	3.7.1	A	More detailed requirements are applicable.for human factor considerations.
Chapter 4 Scope of aeronautical data and aeronautical information	4.1.1	C	The transposed aeronautical data catalogue does not contain case a).
Chapter 5 Aeronautical information products and services	5.1.1	A	EU Regulations contain more detailed requirements.
	5.2.1	A	Transposed through expanded rule structure stemming from relevant provisions from PANS-AIM.
	5.2.3	A	Transposed and expanded with relevant provisions from PANS-AIM.
	5.2.4.1	A	Transposed and expanded with relevant provisions from PANS-AIM.

Provision affected		Type of diff	Difference in full text
	5.2.5.1	C	The Aerodrome Terrain and Obstacle Chart — ICAO (Electronic) chart is not required to be provided.
	5.3.1.1	C	Rewording applied to add "If available, an AIS provider shall ensure that…".
	5.3.3.2	C	The recommendation has been transposed as guidance material.
	5.3.3.3.2	C	The standard has been transposed in a manner that makes data provision subject to availability of terrain data.
	5.3.3.3.3	C	The standard has been transposed in a manner that applies for all aerodromes; however the provision of data depends on data availability.
	5.3.3.3.4	C	The recommendation has been transposed in a manner that applies for all aerodromes; however the provision of data depends on data availability.
	5.3.3.3.5	C	The recommendation has not been transposed.
	5.3.3.3.6	C	The recommendation has not been transposed.
	5.3.3.3.9	C	The recommendation has not been transposed.
	5.3.3.4.4	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.5	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.6	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.7	C	The recommendation has not been transposed.
	5.3.3.4.8	C	The recommendation has not been transposed.
	5.3.3.4.9	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.10	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.11	C	The recommendation has been transposed as guidance material.
	5.3.4.2	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.5.2	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.4.1.3	C	The recommendation has not been transposed.
	5.4.2.4	C	The standard has not been transposed.
	5.4.2.7	C	The recommendation has not been transposed.
	5.5.1	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.6.1	C	The standard has not been transposed.

Provision affected		Type of diff	Difference in full text
Chapter 6 Aeronautical information updates	6.2.1	A	RMZ and TMZ are also addressed under the regulatory provision.
	6.2.6	C	The recommendation has been transposed as guidance material.
	6.3.2.2	C	The provisions address the NOTAM issuance but do not cover explicitly all cases of NOTAM origination.
	6.3.2.3	C	The publication of information through NOTAM about hazardous activities to civil aviation and addressing the specific case of conflict zones is currently not required by EU regulations.
	6.3.2.4	A	A NOTAM is also required to be be originated and issued in the case of unavailability of a runway due to runway marking works or, if the equipment used for those works can be removed, a time lag required for making the runway available.
	6.3.3.5	C	The standard has not been transposed.
Annex 16 - Environmental Protection Volume I - (7th edition) Volume II - (3rd edition)			NIL
Annex 17 - Security (9th edition)			NIL
Annex 18 - The Safe Transport of Dangerous Goods by Air (Amendment 12)			
Chapter 1 Definitions	1.4	B	Crew member' means a person assigned by an operator to perform duties on board an aircraft.' The definition on Reg. (EU) 965/2012 doesn't restrict it to the flight duty period.
Chapter 2 General Applicability	2.3.	A	Annex 18 and the Technical Instructions are applicable through Reg.(EU) 965/2012 to domestic operations. The national authority shall regulate for what is not covered by the rules.
	2.5.1.	C	EU Member States share the implementation.
Chapter 4 Limitations on the Transport of Dangerous Goods by Air	4.2.	C	Some requirements (i.e. shippers) are not covered under the scope of EU Rules and are implemented by the national authorities.
Chapter 9 Provision of Information	9.4.	C	The regulation cover just operators.
	9.6.1.	A	The scope of the information to be notified is specified in the AMC.
	9.6.2.	A	The scope of the information to be notified is specified in the AMC.
Chapter 12 Dangerous Goods Accident and Incident reporting	12.1.	C	IR (EU) 2015/1018 laying down a list classifying occurrences in civil aviation to be mandatorily reported according to (EU) No 376/2014 is not fully in line with what is stated in the Technical Instructions. Detailed procedures shall be developed by EU MS.
Annex 19 - Safety Management (Amendment 1)			

Provision affected		Type of diff	Difference in full text
Chapter 1 Definitions	1.7	C	No definition.
	1.8	B	The term is present and recognised in EU rules even if there is no definition.
	1.9	C	No definition.
Chapter 3 State Safety Management Responsibilities	3.3.2.1.	C	(S)MS not yet implemented for design, manufacture and maintenance organisations in Reg. (EU) 748/2012 and in Annex II to Reg. (EU) 1321/2014).
	3.3.2.3.	B	**REMARKS:** Reg. (EU) 965/2012 requires all noncommercial operators of complex motor powered aircraft to implement the management system requirements (applicable since 25 August 2016), cf. Art. 1 point (9) of Regulation (EU) 800/2013).
	3.3.2.4.	B	**REMARKS:** Reg. (EU) 965/2012 requires all noncommercial operators of complex motor powered aircraft to implement the management system requirements (applicable since 25 August 2016), cf. Art. 1 point (9) of Regulation (EU) 800/2013).
	3.4.1.2.	C	Recommendation is addressed in the different regulations, except for initial and continuing airworthiness (Reg. (EU) 748/2012 and Annex II of Reg. (EU) 1321/2014).
	3.4.1.3.	C	Recommendation is addressed in the different regulations, except for initial and continuing airworthiness (Reg. (EU) 748/2012 and Annex II of Reg. (EU) 1321/2014).
Chapter 4 Safety Management Systems	4.1.1.	C	This is addressed in the different regulations, except for initial and continuing airworthiness (Reg. (EU) 748/2012 and Annex II of Reg. (EU) 1321/2014).
	4.1.2.	C	(S)MS not yet implemented for design, manufacture and maintenance organisations in Reg. (EU) 748/2012 and in Annex II to Reg. (EU) 1321/2014 (see NPA 2019-05).
	4.1.5.	C	Not yet addressed in Annex II to Regulation (EU) 1321/2014 (Part-145).
	4.1.6.	C	Not yet addressed in Regulation (EU) 748/2012 (Part-21).
	4.1.7.	C	Not yet addressed in Regulation (EU) 748/2012 4.1.7 (Part-21).
	4.2.	B	SMS must be acceptable to the State of Operator (SoO), not the State of Registry (SoR). However this is not a difference as in the EU the SoO principle prevails and the EASA standard is high.

DOC 4444 - ATM/501 - PROCEDURES FOR AIR NAVIGATION SERVICES - AIR TRAFFIC MANAGEMENT		
Chapter 10	10.1.4.1.1.	A unit providing approach control service shall retain control of arriving aircraft until such aircraft have been cleared to the aerodrome control tower and are in communication with the aerodrome control tower. Not more than one arrival shall be cleared to a unit providing aerodrome control service during IMC, **except when the aerodrome control service is able to monitor the separation between arriving aircraft - transferred for control to it - on the final approach path with an electronic device approved by the appropriate ATS authority for this purpose**.
Chapter 8	8.6.9.1.	**Owing to the fact that the active area of adverse weather may not show on ATS surveillance system the following procedure should be applied**: **When a controlled aircraft experiencing adverse weather which is likely to force the pilot to initiate action to circumnavigate the adverse weather area beyond the prescribed track keeping accuracy (+ 5 NM), it should be reported in sufficient time to permit ATC to co-ordinate with neighbouring unit responsible for control of traffic in the area concerned**. **The pilot's intention for avoiding action should be reported as soon as possible prior to the point from which the aircraft is expected to deviate from the assigned flight path, stating the required direction of turn and estimated distance from the prescribed track.**
Appendix 2	ITEM 15: ROUTE	(b) CRUISING LEVEL **For VFR flight planning to operate in uncontrolled airspace cruising level/altitude shall also be indicated**.
		(5) CRUISE CLIMB **For segment of route cruise climb must not be indicated in Budapest FIR.**
		VFR flights shall be planned to enter/exit Budapest FIR via designated ATS entry/exit points only.

GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1. UNITS OF MEASUREMENT

The table of units of measurement shown below will be used by aeronautical stations within the Budapest FIR for air and ground operations.

For measurement of	Units used
Distances used in navigation position reporting, etc.	Nautical Miles and tenths
Relatively short distances such as those relating to aerodromes (e.g. RWY lengths)	Metres
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometres or metres
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Mass	Metric tonnes or Kilogrammes
Time	Hours and minutes, beginning at midnight UTC

2. TEMPORAL REFERENCE SYSTEM

Co-ordinated Universal Time (UTC) is used in communications by Air Navigation Services and in publications issued by the Aeronautical Information Service.

In reporting of time checks shall be given to the nearest half minute.

In Hungary, the local time is the Central European Time (CET).

The Central European Time corresponds to universal time plus one hour (UTC+1).

The Summer time corresponds to universal time plus two hours (UTC+2).

During the summer time period in Hungary the times given in brackets are applicable.

Example: 1130 - 1330 (1030 - 1230)

1130 - 1330 time period in UTC during winter period (outside Central European Summer Time)

(1030 - 1230) time period in UTC during summer period (during Central European Summer Time)

In the IAIP the expression “summer time” will indicate that part of the year in which the “daylight saving time” is in force. The other part of the year will be named the “winter time”.

The “summer time” will be introduced every year on the last Sunday in March at 0100 UTC, and it will cease on the last Sunday in October at 0100 UTC.

3. HORIZONTAL REFERENCE SYSTEM

3.1 Name / designation of the reference system

All published geographical coordinates indicating latitude and longitude are expressed in terms World Geodetic System - WGS 84 geodetic reference datum.

3.2 Identification and parameters of the projection

Projection is expressed in term of Universal Transverse Mercator (UTM).

3.3 Identification of the ellipsoid used

Ellipsoid is expressed in terms of the World Geodetic System — 1984 (WGS-84) ellipsoid.

3.4 Identification of the datum used

The World Geodetic System — 1984 (WGS-84) is used.

3.5 Area of application

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, the entire territory of Hungary.

4. VERTICAL REFERENCE SYSTEM

4.1 Name / designation of the reference system

The vertical reference system corresponds to mean sea level (MSL).

4.2 Description of the geoid model used including the parameters required for height transformation between the model used and EGM-96

The geoid model used is the Earth Gravitational Model 1996—(EGM-96)

5. AIRCRAFT NATIONALITY AND REGISTRATION MARKS

The nationality and registration marks for aircraft registered in Hungary are the letters HA. The nationality mark is followed by a hyphen and a registration mark consisting of three letters.

E.g.: HA-LEK

6. PUBLIC HOLIDAYS

6.1 Legal Holidays

- 1 January - New Year's Day
- 15 March - National Day
- 7 April - Good Friday
- 9 April - Easter Sunday
- 10 April - Easter Monday
- 1 May - Labour Day
- 29 May - Whit Monday
- 20 August - St. Stephen's Day
- 23 October - Republic Day
- 1 November - All Saints' Day
- 25 December - Christmas Day
- 26 December - Second day of Christmas

6.2 Special working days

Nil

GEN 2.4 LOCATION INDICATORS

The location indicators marked with an asterisk (*) can‘t be used in the address component of AFS messages.

ENCODE	
Location	*Indicator*
ATKAR-GYONGYOSHALASZ	LHAK*
BALATONFURED/FOLDES AIRFIELD	LHJT*
BALATONKERESZTUR	LHBK*
BALLOSZOG	LHBL*
BATONYTERENYE	LHBT*
BEKESCSABA	LHBC
BIHARKERESZTES	LHBI*
BODMER-FELCSUT	LHFC*
BONY	LHBY*
BORGOND/ALBA AIRPORT	LHBD*
BUDAKESZI/FARKASHEGY	LHFH*
BUDAORS	LHBS*
BUDAPEST/LISZT FERENC INTERNATIONAL AIRPORT	LHBP
BUKFURDO	LHBF*
CEGLED	LHCL*
DAKA	LHDA*
DEBRECEN INTERNATIONAL AIRPORT	LHDC
DUNAKESZI	LHDK*
DUNAUJVAROS	LHDV*
EGER	LHER*
ESZTERGOM	LHEM*
FERTORAKOS/PIUSZ-PUSZTA	LHFP*
FERTOSZENTMIKLOS	LHFM
GODOLLO	LHGD*
GYONGYOS/PIPISHEGY	LHGY*
GYOR/PER	LHPR
GYORUJBARAT	LHGU*
GYURO	LHGR*
HAJDUSZOBOSZLO	LHHO*
HAJMASKER	LHHK*
HARMASHATARHEGY	LHHH*
HEVIZ-BALATON AIRPORT	LHSM
HODMEZOVASARHELY	LHHM*
JAKABSZALLAS	LHJK*
KADARKUT	LHKT*
KALOCSA-FOKTO	LHKA*

DECODE	
Indicator	*Location*
LHAK*	ATKAR-GYONGYOSHALASZ
LHBA*	PLANGI AIRPORT
LHBC	BEKESCSABA
LHBD*	BORGOND/ALBA AIRPORT
LHBF*	BUKFURDO
LHBI*	BIHARKERESZTES
LHBK*	BALATONKERESZTUR
LHBL*	BALLOSZOG
LHBP	BUDAPEST/LISZT FERENC INTERNATIONAL AIRPORT
LHBS*	BUDAORS
LHBT*	BATONYTERENYE
LHBY*	BONY
LHCL*	CEGLED
LHDA*	DAKA
LHDC	DEBRECEN INTERNATIONAL AIRPORT
LHDK*	DUNAKESZI
LHDV*	DUNAUJVAROS
LHEM*	ESZTERGOM
LHER*	EGER
LHFC*	BODMER-FELCSUT
LHFH*	BUDAKESZI/FARKASHEGY
LHFM	FERTOSZENTMIKLOS
LHFP*	FERTORAKOS/PIUSZ-PUSZTA
LHGD*	GODOLLO
LHGR*	GYURO
LHGU*	GYORUJBARAT
LHGY*	GYONGYOS/PIPISHEGY
LHHH*	HARMASHATARHEGY
LHHK*	HAJMASKER
LHHM*	HODMEZOVASARHELY
LHHO*	HAJDUSZOBOSZLO
LHJK*	JAKABSZALLAS
LHJT*	BALATONFURED/FOLDES AIRFIELD
LHKA*	KALOCSA-FOKTO
LHKC*	KECEL
LHKD*	KECSKED

ENCODE	
Location	*Indicator*
KAPOSVAR/KAPOSUJLAK	LHKV*
KECEL	LHKC*
KECSKED	LHKD*
KECSKEMET	LHKE
KISKOROS/AKASZTO	LHKI*
KISKUNFELEGYHAZA	LHKH*
KISKUNHALAS/FUZESPUSZTA	LHKF*
KISKUNLACHAZA	LHKK*
KUNMADARAS	LHKM*
KUTAS/HERTELENDY	LHKU*
LIPOT/SZIGETKOZ	LHLI*
MAKLAR	LHMR*
MATKOPUSZTA	LHMP*
MISKOLC	LHMC*
NAGYKANIZSA	LHNK*
NYIREGYHAZA	LHNY
OCSENY	LHOY*
PAPA	LHPA
PAPKUTAPUSZTA	LHPK*
PECS/POGANY	LHPP
PLANGI AIRPORT	LHBA*
PUSZTACSALAD	LHPC*
PUSZTASZER	LHPS*
PUSZTASZER WEST	LHPW*
SARSZENTMIHALY/URHIDA	LHUH*
SIOFOK/KILITI	LHSK*
SITKE	LHSI*
SURJANY	LHSU*
SZABADSZALLAS/BALAZSPUSZTA	LHSB*
SZARVAS/KAKAHALOM	LHSV*
SZATYMAZ	LHST*
SZEGED	LHUD
SZENTES	LHSZ*
SZENTKIRALYSZABADJA	LHSA*
SZOLNOK	LHSN
SZOLNOK/SZANDASZOLOS	LHSS*
SZOMBATHELY	LHSY*
TAPIOSZENTMARTON	LHTM*
TOKOL	LHTL
VERESEGYHAZ	LHVE*
ZALAEGERSZEG/ANDRASHIDA	LHZA*
ZALAKAROS	LHZK*

DECODE	
Indicator	*Location*
LHKE	KECSKEMET
LHKF*	KISKUNHALAS/FUZESPUSZTA
LHKH*	KISKUNFELEGYHAZA
LHKI*	KISKOROS/AKASZTO
LHKK*	KISKUNLACHAZA
LHKM*	KUNMADARAS
LHKT*	KADARKUT
LHKU*	KUTAS/HERTELENDY
LHKV*	KAPOSVAR/KAPOSUJLAK
LHLI*	LIPOT/SZIGETKOZ
LHMC*	MISKOLC
LHMP*	MATKOPUSZTA
LHMR*	MAKLAR
LHNK*	NAGYKANIZSA
LHNY	NYIREGYHAZA
LHOY*	OCSENY
LHPA	PAPA
LHPC*	PUSZTACSALAD
LHPK*	PAPKUTAPUSZTA
LHPP	PECS/POGANY
LHPR	GYOR/PER
LHPS*	PUSZTASZER
LHPW*	PUSZTASZER WEST
LHSA*	SZENTKIRALYSZABADJA
LHSB*	SZABADSZALLAS/BALAZSPUSZTA
LHSI*	SITKE
LHSK*	SIOFOK/KILITI
LHSM	HEVIZ-BALATON AIRPORT
LHSN	SZOLNOK
LHSS*	SZOLNOK/SZANDASZOLOS
LHST*	SZATYMAZ
LHSU*	SURJANY
LHSV*	SZARVAS/KAKAHALOM
LHSY*	SZOMBATHELY
LHSZ*	SZENTES
LHTL	TOKOL
LHTM*	TAPIOSZENTMARTON
LHUD	SZEGED
LHUH*	SARSZENTMIHALY/URHIDA
LHVE*	VERESEGYHAZ
LHZA*	ZALAEGERSZEG/ANDRASHIDA
LHZK*	ZALAKAROS

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

Title of series	Scale	Name and/or number	Date of latest revision
		Szeged	
	1:10 000	AD 2-LHUD-ADC	01 DEC 2022
Aircraft Parking/Docking Chart - ICAO		**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
	1:5 000	AD 2-LHBP-PDC/3	19 MAY 2022
	1:5 000	AD 2-LHBP-PDC/4	19 MAY 2022
Aerodrome Obstacle Chart - ICAO - Type A (Operating Limitations)		**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
		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
Precision Approach Terrain Chart - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:2 500	AD 2-LHBP-PATC-13L31R	17 JUN 2021
	1:2 500	AD 2-LHBP-PATC-13R31L	12 AUG 2021
Standard Departure Chart - Instrument (SID) - ICAO		**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	
	1:250 000	AD 2-LHSM-SID-16	12 AUG 2021
	1:250 000	AD 2-LHSM-SID-34	12 AUG 2021
Standard Arrival Chart - Instrument (STAR) - ICAO		**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	

Title of series	Scale	Name and/or number	Date of latest revision
	1:250 000	AD 2-LHDC-STAR-04R22L	12 AUG 2021
Budapest TMA - Index Chart		**Budapest/Liszt Ferenc International Airport**	
	1:700 000	AD 2-LHBP-TMA	24 MAR 2022
Holding Procedures - Index Chart		**Budapest/Liszt Ferenc International Airport**	
	1:700 000	AD 2-LHBP-HLDG	28 JAN 2021
ATC Surveillance Minimum Altitude Chart - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:700 000	AD 2-LHBP-ATCSMAC	28 JAN 2021
Instrument Approach Chart - ICAO		**Békéscsaba**	
	1:275 000	AD 2-LHBC-NDB 17L	23 APR 2020
	1:275 000	AD 2-LHBC-NDB 35R	23 APR 2020
	1:275 000	AD 2-LHBC-RNP 17L	05 NOV 2020
	1:275 000	AD 2-LHBC-RNP 35R	05 NOV 2020
		Budapest/Liszt Ferenc International Airport	
	1:300 000	AD 2-LHBP-ILS/LOC-13L	06 OCT 2022
	1:300 000	AD 2-LHBP-ILS/LOC-13R	06 OCT 2022
	1:300 000	AD 2-LHBP-ILS/LOC-31L	06 OCT 2022
	1:300 000	AD 2-LHBP-ILS/LOC-31R	06 OCT 2022
	1:300 000	AD 2-LHBP-RNP-13L	06 OCT 2022
	1:300 000	AD 2-LHBP-RNP-13R	06 OCT 2022
	1:300 000	AD 2-LHBP-RNP-31L	06 OCT 2022
	1:300 000	AD 2-LHBP-RNP-Y-31R	06 OCT 2022
	1:300 000	AD 2-LHBP-RNP-Z-31R	06 OCT 2022
	1:300 000	AD 2-LHBP-VOR-13L	06 OCT 2022
	1:300 000	AD 2-LHBP-VOR-31R	06 OCT 2022
		Debrecen	
	1:250 000	AD 2-LHDC-ILS/LOC-04R	12 AUG 2021
	1:250 000	AD 2-LHDC-NDB-22L	12 AUG 2021
	1:250 000	AD 2-LHDC-RNP-04R	12 AUG 2021
	1:250 000	AD 2-LHDC-RNP-22L	12 AUG 2021
		Nyíregyháza	
	1:250 000	AD 2-LHNY-RNP-Y-18	24 MAR 2022
	1:250 000	AD 2-LHNY-RNP-Z-18	24 MAR 2022
	1:250 000	AD 2-LHNY-RNP-Y-36	24 MAR 2022
	1:250 000	AD 2-LHNY-RNP-Z-36	24 MAR 2022
		Pécs/Pogány	
	1:250 000	AD 2-LHPP-ILS/LOC-34	30 JAN 2020
	1:250 000	AD 2-LHPP-NDB-16	30 JAN 2020
	1:250 000	AD 2-LHPP-RNP-16	05 NOV 2020
	1:250 000	AD 2-LHPP-RNP-34	05 NOV 2020
		Győr/Pér	
	1:250 000	AD 2-LHPR-ILS/LOC-29	14 JUL 2022

Title of series	Scale	Name and/or number	Date of latest revision
	1:250 000	AD 2-LHPR-RNP-11	14 JUL 2022
	1:250 000	AD 2-LHPR-RNP-29	14 JUL 2022
	1:250 000	AD 2-LHPR-VOR-11	14 JUL 2022
	1:250 000	AD 2-LHPR-VOR-29	14 JUL 2022
		Hévíz/Balaton	
	1:250 000	AD 2-LHSM-ILS/LOC-16	12 AUG 2021
	1:250 000	AD 2-LHSM-NDB-16	12 AUG 2021
	1:250 000	AD 2-LHSM-NDB-34	12 AUG 2021
	1:250 000	AD 2-LHSM-RNP-16	12 AUG 2021
	1:250 000	AD 2-LHSM-RNP-34	12 AUG 2021
Visual Approach Chart - ICAO		**Békéscsaba**	
	1:150 000	AD 2-LHBC-VAC	06 OCT 2022
		Budapest/Liszt Ferenc International Airport	
	1:150 000	AD 2-LHBP-VAC	23 MAR 2023
		Debrecen	
	1:150 000	AD 2-LHDC-VAC	14 JUL 2022
		Nyíregyháza	
	1:150 000	AD 2-LHNY-VAC	06 OCT 2022
		Pécs/Pogány	
	1:150 000	AD 2-LHPP-VAC	06 OCT 2022
		Győr/Pér	
	1:150 000	AD 2-LHPR-VAC	23 MAR 2023
		Hévíz/Balaton	
	1:150 000	AD 2-LHSM-VAC	14 JUL 2022
		Szeged	
	1:150 000	AD 2-LHUD-VAC	14 JUL 2022

6. INDEX TO THE WORLD AERONAUTICAL CHART (WAC) - ICAO 1:1 000 000

Aeronautical Chart - ICAO 1:500 000 is produced instead of WAC 1:1 000 000.

7. TOPOGRAPHICAL CHARTS

NIL

8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

NIL

GEN 3.5 METEOROLOGICAL SERVICES

1. RESPONSIBLE SERVICE

The meteorological services for civil aviation are provided by:

1.1 Hungarian Meteorological Service

Unit of Aviation Meteorology

Post:H-1525 Budapest PO Box 38.

AFS:LHBPYMYC

Phone:(+361) 346-4600

Phone:(+361) 346-4655

Fax:(+361) 346-4669

Email:rvo@met.hu

URL:https://aviation.met.hu

The services are provided in accordance with the provisions contained in the following ICAO documents:

- ICAO Annex 3 - Meteorological Service for International Air Navigation;
- ICAO Doc 7030 – Regional Supplementary Procedures;
- ICAO Doc 7754 – Air Naviation Plan / European Region;
- ICAO Doc 8400 – Abbreviation and Codes;
- ICAO Doc 8896 – Manual of Aeronautical Meteorological Practice.

2. AREA OF RESPONSIBILITY

The meteorological service is provided for the Budapest FIR.

3. METEOROLOGICAL OBSERVATIONS AND REPORTS

3.1 General Information concerning the execution of Flight Weather Observation in Hungary

Meteorological observations and reports from aeronautical meteorological stations are provided and disseminated according to ICAO Annex 3 regulations.

Flight Weather Observation will be executed depending on personal availabilities as follows:

HUMAN OBS: Local manually:

- Without particular identification label for METAR, SPECI, MET REPORT, SPECIAL
- **Quality Control On-Site**
- Meteorological data acquisition is done with a semiautomatic operational system which allows manual inputs for all weather parameters
- TREND manually
- Supplementary Information manually as required by the weather situation

AUTO OBS: Automatic WITH TREND:

- With “AUTO” as particular label for METAR, SPECI, MET REPORT, SPECIAL
- **Plausibility Check**
- Meteorological data acquisition is done with a full automatic operational system which allows limited manual inputs for:
  - TREND manually
  - Supplementary Information manually as required by the weather situation

AUTO OBS: Automatic WITHOUT TREND:

- With “AUTO” as particular label for METAR, SPECI, MET REPORT, SPECIAL
- Meteorological data acquisition is done with a full automatic operational system which does not allow manual inputs and therefore WITHOUT:
  - Quality Control
  - Plausibility Check
  - TREND
  - Supplementary Information

3.2 General Information concerning AUTOMATIC FLIGHT WEATHER OBSERVATION - AUTO OBS

Fundamental differences HUMAN OBS versus AUTO OBS:

- HUMAN OBS processes a total picture of optical, acoustic and visual impressions on site that are representative of the airport and its vicinity and describes the conditions in the surroundings for elements visibility, cloud cover and weather phenomena.
- AUTO OBS processes the point measurements made by sensors in the airport area, which are usually considered to be representative for the area of the airport. AUTO OBS determines exclusively the conditions at the airport by measurement and calculation using algorithms. AUTO OBS can record weather phenomena which are to be reported in accordance with ICAO Annex 3 if they are within the detection range of the sensors.

No differences AUTO OBS opposite HUMAN OBS consist of:

- Wind
- Temperature / Dew Point
- Air pressure (QNH)
- RVR (RVR)

Differences and limitations of AUTO OBS opposite HUMAN OBS can be found at:

- **VISIBILITY AND ADDITIONAL VIEW:**

AUTO OBS determines the MET VIS by point measurement with forward-scatter-instruments to the TDZ and MID positions and extrapolating the measured values of up to 20 KM. The required summary values are calculated and reported in accordance with ICAO requirements.

HUMAN OBS determines the visual reference to visual targets in the area.

For RVR, there is no difference, as this is determined both HUMAN OBS and AUTO OBS by measuring the forward scattered light measurement systems and calculation.

- **CURRENT WEATHER PHENOMENA (PRESENT WEATHER):**

DRSN, BLSN and more, very rare phenomena in Hungary such as SA, SS, DU, FU, FC cannot be reported by AUTO OBS.
VC weather phenomena in the environment (Vicinity):
- VCTS may be reported by AUTO OBS
- VCSH and VCFG are not recognized

Clouding phenomena (FG, BR, HZ) are detected in AUTO OBS by the sensor. Algorithms ensure consistency with the sight. Deviations between AUTO and HUMAN OBS can occur (e.g. BCFG, PRFG) if, for example, fog occur beside the sensors.

FZFG is in the AUTO OBS according ICAO detected by checking with the air temperature, i.e., from T < -0.5 °C FZ is reported.

Rare manifestations (SA, SS, DU, FU, FC) are not recorded and reported according to visibility as FG, BR or HZ.

Regarding precipitation some rare phenomena are not specified by the sensors. If detected, these other genera are assigned.

Comparisons have shown that the following differences between HUMAN OBS and AUTO OBS is to be expected:

- The precipitation is detected occasionally different, for example, DZ instead of RA, SN instead of SG.
- Mixed precipitation (RASN) is often reported by the sensor as RA or SN.
- In the evaluation of the intensity, there are often deviations between light/moderate and moderate/severe categories.
- There are also differences in the assignment of characterization SH.

AUTO OBS recognizes thunderstorm TS and VCTS. The data from Weather radar and lightning detection systems are used. The recording quality is good, but there may occasionally be incorrect detections because of wrong positioning of lightnings and unregistered lightning discharges.

The perception of visual and acoustic observations (thunder and lightning) is given at HUMAN OBS with greater reliability in detecting the near thunderstorms and the redundancy of the system components fail.

The lack of coverage of SQ in AUTO OBS is mitigated by the availability of current wind data.

- **CLOUDS (CLOUD TYPE AND CLOUD COVER):**

Ceilometers are positioned in the areas where the approach path intersects the relevant IFR approaches decision height. The measurement of the lower limit is determined by point measurement (principle laser gun).

Cloudiness is therefore only recorded in the AUTO OBS, when clouds appear above the sensors.

Cloud cover (FEW, SCT, …): Calculation using algorithms based on all existing airport environmental sensors. From the period duration of the ceilometer detecting the presence of cloud amount is extrapolated:

- This works well for homogeneous cloud distribution and rapidly moving clouds.
- Clouds off the sensors cannot be detected.

- In stationary situations and orographic clouds significant differences between HUMAN OBS and AUTO OBS may result.

CB and TCU clouds are detected by weather radar and lightning detection system. The degree of coverage and the height of cloud base, however, cannot be determined automatically. Therefore, it is reported in AUTO OBS as ///.

SKC is not reported: AUTO OBS reports “NCD = no cloud detected” when no clouds are detected by the sensors.

CAVOK is reported in AUTO OBS.

Comparisons have shown that in rare cases groups of clouds are reported FEW001 or FEW002 by false detections of the sensors in the AUTO OBS, although although there are no clouds.

- **MONITORING and FAILURE:**

The system for the production and distribution of AUTO METAR is monitored REMOTE by MET and centrally by the technical service of Hungarian Meteorological Service. In case of technical failure of individual sensor, the missing data are replaced by slashes as usual in AUTO reports.

3.3 Meteorological observations at airports

Name of station / Location Indicator	Type and frequency of observations/ automatic observing equipment	Types of MET reports and Supplementary Information included	Observation System and Site(s)	Hours of operation	Climatological information
1	2	3	4	5	6
Budapest Liszt Ferenc International Airport LHBP	Half hourly plus special observations	METAR, SPECI, MET REPORT, SPECIAL, TREND, WS	SFC wind sensors: see AD Chart RVR EQPT: see AD Chart Ceilometer: see AD Chart Thermometer: see AD Chart Pressure tube: at 13L ILS	H24	Climatological tables available on request
Debrecen International Airport LHDC	Half hourly plus special observations	METAR AUTO, SPECI AUTO, TREND*, WS**	SFC wind sensors, RWY thermometer: at 22L TDZ SFC wind sensors, thermometer, pressure tube, visibility instrument: at 04R GP Ceilometer: at NDB 295	H24 *2 hours before AD HR SER and AD HR SER ** AD HR SER	Climatological tables available on request
Pecs-Pogany Airport LHPP	Half hourly plus special observations	METAR AUTO, SPECI AUTO, WS*	SFC wind sensors, thermometer, pressure tube: at 34 GP SFC wind sensors RWY thermometer: at 16 TDZ Ceilometer: at centerline 34, 900M from THR	H24 * AD HR SER	Climatological tables available on request

Name of station / Location Indicator	Type and frequency of observations/ automatic observing equipment	Types of MET reports and Supplementary Information included	Observation System and Site(s)	Hours of operation	Climatological information
1	2	3	4	5	6
Heviz-Balaton Airport/Sarmellek LHSM	Half hourly plus special observations	METAR AUTO, SPECI AUTO, TREND*, WS**	SFC wind sensors, thermometer, pressure tube, visibility instrument: at 16 GP SFC wind sensors, RWY thermometer: at 34 TDZ Ceilometer: at centerline 16, 1200M from THR	H24 *2 hours before AD HR SER and AD HR SER ** AD HR SER	Climatological tables available on request
Gyor-Per Airport LHPR	Half hourly plus special observations	METAR AUTO, SPECI AUTO, TREND*, WS**	SFC wind sensors, thermometer, pressure tube, visibility instrument: at 29 GP SFC wind sensors, RWY thermometer: at 11 TDZ Ceilometer: at centerline 29, 450M from THR	H24 *2 hours before AD HR SER and AD HR SER ** AD HR SER	Climatological tables available on request

Automated aviation meteorological reports:

Automated aviation meteorological observations for Debrecen International Airport (LHDC), Heviz-Balaton Airport (LHSM) and Gyor-Per Airport (LHPR) Aviation in the form of METAR and SPECI are created and disseminated and marked with „AUTO" according to the following conditions:

- All meteorological parameters which are part of human aviation meteorological reports corresponding to ICAO Annex 3, i.e. including TCU, CB, TS, VCTS. Please note that the automated reporting of TCU and CB will not contain TCU/CB amount and TCU/CB height of base.
- TREND (2 hours before operational time and in operational time)
- Supplementary information

Example:
METAR LHPR 241115Z **AUTO** 25003KT 210V290 5000 BR OVC005 15/14 Q1019 **BECMG 6000 NSW BKN015**=

Automated aviation meteorological observations for Pecs-Pogany Airport (LHPP), in the form of METAR and SPECI are created and disseminated and marked with „AUTO" according to the following conditions:

- All meteorological parameters which are part of human aviation meteorological reports corresponding to ICAO Annex 3, i.e. including TCU, CB, TS, VCTS. Please note that the automated reports of TCU/ CB will not contain TCU/CB amount and TCU/CB height of base.
- NO TREND
- Supplementary Information

Example:
METAR LHPP 240545Z **AUTO** 07002KT 0650 R34/1000D FG FEW003 11/10 Q1019=

The generation of automated aviation meteorological reports is based on measurements at specific locations and algorithms only and not on human observations. A plausibility check of the measured observational data before they are disseminated is done from a remote observing site with the help of video cameras.

3.4 Meteorological Observing Stations at Military Aerodromes

- LHKE Kecskemet
- LHPA Papa
- LHSN Szolnok

Manual Observation Sites are under continuous quality check control by Military Aerodromes.

3.5 Weather radar stations

Synop No.	Name of station	Coordinates	ELEV (FT)	Coverage (radius)
1	2	3	4	5
12843	Budapest-Lorinc	N47.4294 E19.1817	528	240 KM
12892	Napkor	N47.9622 E21.8866	501	240 KM
12921	Poganyvar	N46.6603 E17.0624	1020	240 KM
12985	Szentes	N46.6396 E20.4325	406	240 KM
12840	Harmashegy	N46.1775 E18.3372	2057	240 KM

4. TYPES OF SERVICES

4.1 Meteorological information for Civil Aviation

a) General

Meteorological information for Civil Aviation normally consists of documentation and if necessary consultation. The provision of flight documentation is arranged by Hungarian Meteorological Service via e-mail. For all aerodromes, consultation is available by telephone.

b) Documentation

Meteorological flight documentation consists of:

- METAR/SPECI for aerodrome of departure, destination and alternate aerodromes
- TAF for aerodrome of departure, destination and alternate aerodromes
- SIGWX charts and upper-wind/temperature charts
- SIGMET and SPECIAL AIREP en-route
- Volcanic Ash Advisory, Tropical Cyclone Advisory and Space Weather Advisory

For every flight the following charts are available:

Region	SWL	SWM	SWH	FL 050	FL 100	FL 140	FL 180	FL 240	FL 270	FL 300	FL 340	FL 390	FL 450	FL 530
EUR	a	b	b	x	x	x	x	x	x	x	x	x	x	x
MID			c	c	c	c	c	c	c	c	c	c	c	c
NAT			c	c	c	c	c	c	c	c	c	c	c	c
AFI			c	c	c	c	c	c	c	c	c	c	c	c

SWL = Low Level Significant Weather Chart (Surface - FL 100)

SWM = Medium Level Significant Weather Chart (FL 100 - FL 250)

SWH = High Level Significant Weather Chart (FL 250 - FL 450)

a. available via website:

URL:https://aviation.met.hu

and available at Aerodrome Meteorological Offices
SWL available for Central-European Region for fixed time of 0600, 1200 and 1800 UTC.

b. mixed version of SWM and SWH (FL 100 - FL 450)

c. by prior request

Additional information is available by consultation.

c) Consultation

The Hungarian Meteorological Service supplies the pilot-in-command with a detailed explanation of the existing synoptic situation and the expected weather conditions during the flight via telephone.

4.2 Meteorological Information for General Aviation

4.2.1 Written briefing

The service is provided H24.

Information is accessible via the following website:

URL:https://aviation.met.hu

To use the website pilots have to register for the services, registration will also help to prove that every necessary weather information was acquired before their flight. After the preliminary registration the general aviation bulletins such as METARs, SPECIs, TAFs, GAMETs, AIRMETs and SIGMETs, as well as Weather information with forecast for hazardous weather elements in chart form will be made available, however the full service is not free of charge.

The informations listed below

1. Free of charge

a. Bulletins

- METARs issued every 30/60 minutes
- TAFs issued every three/six hours
- GAMETs issued twice a day, 0500 UTC for 0600-1200 UTC and 1100 UTC for 1200-1800 UTC
  - strong surface wind speed (>30KT)
  - low surface visibility (≤5KM) + weather
  - significant weather phenomena
  - significant clouds
  - icing
  - turbulence
  - applicable SIGMET
- SPECIs issued if necessary
- AIRMETs issued if necessary
- SIGMETs issued if necessary

b. Observation

- ground-based observation
- radar
- lightning
- satellite

c. Weather information: general forecast and warning for hazardous elements in chart form for Hungary issued in every three hours as follows:

Time of issue (UTC)	Validity period (UTC)	
	Summer time (1 April - 30 September)	Winter time (1 October - 31 March)
0300	0300-1200	-
0600	0600-1500	0600-1500
0900	0900-1800	0900-1800
1200	1200-2100	1200-1800
1500	1500-2100	1500-1800
1800	1800-2100	-

d. Low level significant weather chart (LLSIGWX) issued three times a day as follows:

Time of issue (UTC)	Validity time (UTC)
0200	0600
0800	1200
1400	1800

e. Outlook in meteogram form is provided for planning purposes (not MET briefing) for given locations.

2. Services for fee

Forecast charts for Hungary twice a day

- wind forecasts for different levels up to 3000M

- wind and temperature chart
- 0 °C heights
- thermal lift for gliders and para-gliders
- forecast for hot-air ballooning
- forecast for mountain wave gliding
- instability parameters

4.2.2 Verbal briefing

Verbal consultation can be achieved H24 in Hungarian and English language by dialling telephone number (charged) (+36) 90-603-424.

5. NOTIFICATION REQUIRED FROM OPERATORS

Notification from operators in respect of briefing, consultation, flight documentation and other meteorological information needed by them (ref. ICAO Annex 3, 2.3) is normally required for non-scheduled intercontinental flights. Such notification should be received at least six hours before the expected time of departure.

6. AIRCRAFT REPORTS

Special observations shall be made and reported by all aircraft whenever the following conditions are encountered or observed:

1. moderate or severe turbulence; or
2. moderate or severe icing; or
3. severe mountain wave; or
4. thunderstorms, with or without hail, that are obscured, embedded, widespread or in squall lines; or
5. heavy dust storm or heavy sandstorm; or
6. volcanic ash cloud; or
7. pre-eruption volcanic activity or a volcanic eruption; or
8. RWYCC given differs from the actual value based on the opinion of the crew; or
9. on request by MET-office.

Other conditions which shall be reported by all aircraft when encountered or observed:

1. other meteorological conditions which, in the opinion of the pilot-in-command, may affect the safety or markedly affect the efficiency of other ACFT operations, for example, the en-route weather phenomena specified for SIGMET messages are encountered;
2. wind shear encountered during the climb-out or approach phases of flights, not previously reported to the pilot-in-command, which in his/her opinion are likely to affect the safety of other aircraft operations.

7. VOLMET SERVICE

Name of transmitting station	Call sign / IDENT / Abbreviation (EM)	Channel	Broadcasting period	Hours of service	Aerodromes / areas included	Contents and formats of REP and remarks
BUDAPEST	BUDAPEST VOLMET (A3E)	127.405 CH	H + 05, H + 35	H24	Budapest Praha Bratislava Bucuresti Beograd Wien Budapest FIR	METAR + TREND METAR + TREND METAR + TREND METAR + TREND METAR + TREND METAR + TREND SIGMET

8. SIGMET AND AIRMET SERVICE

Name of MWO ICAO Location Indicator	Hours	FIR or CTA served	SIGMET validity periods	Specific procedures to SIGMET	Procedures applied to AIRMET	ATS unit served	Additional information
BUDAPEST (Hungarian Meteorological Service/Unit of Aviation Meteorology) LHBM	H24	Budapest FIR	1-4 HRS	SIGMET VA validity 6 HRS	Validity 1-4 HRS. Issued only BTN 0600-1800 UTC as AMENDMENT for GAMET	Budapest ACC	If no AIRMET is issued, the significant weather INFO is stated in the GAMET forecast.

8.1 General

For the safety of air traffic, the Hungarian Meteorological Service - Unit of Aviation Meteorology as Meteorological Watch Office (MWO) maintains an area meteorological watch and warning service. The service consists of the continuous weather watch within the Budapest FIR and if necessary, the issuance of appropriate SIGMET and AIRMET information.

8.2 Area meteorological watch service

The area meteorological watch service is performed by the Hungarian Meteorological Service - Unit of Aviation Meteorology. The MWO issues SIGMET and AIRMET information in accordance with ICAO Annex 3. Chapter 7 and Appendix 6.

8.2.1 SIGMET and AIRMET

SIGMET information is an information issued by a Meteorological Watch Office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of aircraft operations.

SIGMET information for the Budapest FIR is disseminated internationally as well as nationally and will be broadcast by Budapest VOLMET.

SIGMET refer to the following phenomena:

- OBSC, EMBD, FRQ, SQL thunderstorms with or without hail
- severe turbulence
- severe icing
- severe icing due to freezing rain
- severe mountain waves
- volcanic ash cloud
- heavy duststorm
- heavy sandstorm
- radioactive cloud

SIGMETs concerning tropical cyclones are not issued by MWO due to meteorological reasons.

SIGMETs are numbered sequentially from 0001 UTC.

AIRMET information gives a concise description in abbreviated plain language, concerning the occurrence or expected occurrence of specified en-route weather phenomena.

AIRMET information is provided by MWO Budapest and refers to the portion of Budapest FIR from the ground up to FL100

AIRMET is used as amendment of GAMET.

AIRMET information refers to the following phenomena:

- widespread mean surface wind speed above 30 KT
- widespread area of visibility less than 5000 M
- widespread area of BKN or OVC CLD with cloud base below 1000 FT AGL
- ISOL, OCNL thunderstorms with or without hail
- ISOL TCU, OCNL TCU, FRQ TCU, ISOL CB, OCNL CB, FRQ CB
- moderate icing
- moderate turbulence

AIRMETs are numbered sequentially from 0001 UTC.

AIRMET messages relevant to the Budapest TMA will be included in the ATIS broadcast for Budapest Liszt Ferenc International Airport.

Transmission of SIGMET and AIRMET information will only be made by the ATC units of Budapest ATS centre in the case of equipment failure or when requested by the pilot.

The flight information sectors of the Budapest ATS centre will communicate SIGMET and AIRMET for Budapest FIR without pilot request to aircraft operating on flight plan and maintaining radio communication.

8.2.2 SPECI and TAF AMD

SPECI and TAF AMD for foreign aerodromes are provided by the ATS units on pilot request only.

The flight information sectors of the Budapest ATS centre will communicate SPECI and TAF AMD for individual domestic aerodromes to aircraft without the need for the pilot to request such information.

9. OTHER AUTOMATED METEOROLOGICAL SERVICES

Service name	Information available	Area, route and aerodromes covered	Telephone, telefax, email, website address
1	2	3	4
Internet website	OPMET, satellite imagery, weather-radar info, lightning data, charts of MSL pressure, meteorological measurements and observation for HU, SIGWX charts, aviation weather warning, special weather forecast for GA	Hungary, Central Europe	https://aviataion.met.hu registration needed
eGAFOR forecast	Probabilistic, graphical, colour-coded Low Level Forecast (LLF) for VFR Flights up to FL100 with an assessment of the impact of MET phenomena on flight routes Uniform, cross border harmonized product	Budapest FIR and other FIRs in central and SE part of Europe	https://www.egafor.eu/ https://aviation.met.hu/hu/egafor/

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

GEN 4.1 AERODROME/HELIPORT CHARGES

A landing charge shall be paid for the use of the runways and/or taxiways of an airport (including the lighting charges) for each 1 000 KGs of the aircraft's take-off mass. Each fraction of 1 metric tonne shall be counted as a whole metric tonne.

1. BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

For aerodrome charges, visit the home page of the National Transport Authority:

URL: https://www.bud.hu/budapest_airport/letoltheto_dokumentumok/szabalyzatok/dijszabalyzat

2. DEBRECEN

For aerodrome charges visit the home page of Debrecen International Airport:

URL: https://www.debrecenairport.com/documents/private-jet-debrecen-international-airport.pdf

For Ground Handling charges contact the Operations and Flight Handling Department:

Phone:(+36) 30-418-9725

Email:ops@debrecenairport.com.

3. NYIREGYHÁZA

3.1 Landing of aircraft

Aircraft mass in KGs	EUR/1 000 KGs
up to 3 000	12.00
3 001 - 6 000	13.00
from 6 001	14.00

Note: *Outside the opening hours, the following extra charges shall be paid. MON-FRI: 20 EUR / hour, SAT-SUN: 50 EUR for the first hour and 20 EUR for every hour after.*

For use of RWY lighting, an extra 30 EUR / occasion charge shall be paid.

The RWY lighting charge for training flights is detailed in a special list available from the aerodrome operator.

For customs and immigration an extra charge shall be paid, for detailed information contact aerodrome operator.

Note: 75% of the landing fee shall be paid for training approaches, touch and goes, low passes.

Note: Low pass is a part of flight over the RWY, which follows after the decision of a pilot-in-command flying on the final approach segment, not to conduct the landing or touch-and-go manoeuvre.

Note: All prices are excluding VAT.

3.2 Parking, hangarage and long-term storage of aircraft

- 4.00 EUR/24 hours/1 000 KGs (open air)
- 8.00 EUR/24 hours/1 000 KGs (in hangar only available on prior request)

Note: The first three hours of parking is free of charge. More than three hours is considered to be a full day

4. PÉCS / POGÁNY

For aerodrome charges visit the home page of Pécs-Pogány Airport:

URL: http://www.airportpecs.hu/hir/price-list_lhpp

5. GYŐR / PÉR

For aerodrome charges visit the home page of Győr/Pér International Airport:

URL: http://www.lhpr.hu/airport-data.html

6. HÉVÍZ / BALATON

For aerodrome charges visit the home page of Hévíz-Balaton International Airport:

URL: https://hevizairport.com/en/for-pilots/rates

7. SZEGED

7.1 Landing of aircraft

Aircraft mass in KGs	Landing/Take-off (HUF)	Training flights (touch and go) (HUF)
0 - 800	762	50% of the landing / take-off charges
801 - 2 000	1 542	
2 001 -	1 143 / t	

Note: With the exception of the airport contractual partners. The above prices are inclusive of VAT.

7.2 Parking, hangarage and storage of aircraft

Aircraft mass in KGs	Open air (HUF)	In hangar (HUF)
0 - 800	762	2 667
801 - 2.000	1 524	3 429
2001 -	1 270 / t	3 048 / t

Note: With the exception of the airport contractual partners. The above mentioned prices are inclusive of VAT.

The first two hours of open air parking is free of charge. More than two hours is considered to be a full day.

7.3 Other

- Border crossing fee (for flights to / from Schengen area):
  - weekdays BTN 0700 - 1500 (0600 - 1400): 33.020 HUF/Hour/ACFT and all started 24 hours continued one day: 10.160 HUF;
  - weekdays BTN 1500 - 2100 (1400 - 2000): 38.100 HUF/Hour/ACFT and all started 24 hours continued one day: 13.970 HUF;
  - weekends and holidays 45.720 HUF/Hour/ACFT and all started 24 hours continued one day: 17.780 HUF.
- Border crossing fee (for flights outside Schengen area):
  - weekdays BTN 0700 - 1500 (0600 - 1400): 21.590 HUF/Hour/ACFT and all started 24 hours continued one day: 10.160 HUF;
  - weekdays BTN 1500 - 2100 (1400 - 2000): 26.670 HUF/Hour/ACFT and all started 24 hours continued one day: 13.970 HUF;
  - weekends and holidays 34.290 HUF/Hour/ACFT and all started 24 hours continued one day: 17.780 HUF.
- Outside the operational hours, a disposal charge (including aeronautical fee, RWY lighting fee) has to be paid: 24.765 HUF / 15 minutes. It is necessary to contact AFIS in advance.

ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 3 ATS ROUTES

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 5 NAVIGATION WARNINGS

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION

1.4.1. ATS AIRSPACE CLASSIFICATION

Classification of ATS airspace in Budapest FIR is as follows:

1. Controlled airspace

Class C:

In class C airspace, IFR and VFR flights are permitted, all flights are subject to ATC service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information regarding other VFR flights (and traffic avoidance advice on request).

VFR flights are prohibited above FL 285 (8700 M STD) in Budapest FIR. En-route VFR GAT flights are prohibited above FL 195 (5950 M STD).*

Class C airspace consists of the controlled airspace below FL 660, excluding Kosice TMA2.

Class D:

In class D airspace, IFR and VFR flights are permitted, all flights are subject to ATC service and IFR flights are separated from other IFR flights and receive traffic information regarding VFR flights (and traffic avoidance advice on request). VFR flights receive traffic information regarding other VFR flights and IFR flights (and traffic avoidance advice on request).

Class D airspace consists of the controlled airspace of Kosice TMA2.

2. Uncontrolled airspace

Class G:

Both IFR and VFR flights are permitted and receive FIS if requested.**

Class G airspace consists of the uncontrolled airspace below 9500 FT (2900 M) AMSL, furthermore TIZ, coordinated airspaces and aerobatic airspaces.

1.4.2. ATS AIRSPACE DESCRIPTION

Classes A, B, E and F airspace are not applied in the Budapest FIR.

The requirements for flights within each class of air space

Class C

Class	Type of flight	Separation provided	Service provided	Flight visibility	Distance from cloud
1	2	3	4	5	6
C	IFR	IFR from IFR	Air traffic control service	Not applicable	Not applicable
		IFR from VFR			
	VFR*	VFR from IFR	(1) Air traffic control service for separation from IFR	8 KM at and above 10000 FT (3050 M) AMSL	1500 M horizontally 1000 FT (300 M) vertically
			(2) VFR/IFR traffic information (and traffic avoidance advice on request)	5 KM below 10000 FT (3050 M) AMSL	

Class	Type of flight	Speed limitation	Radio communication requirement	FPL submission required	Subject to an ATC clearance
1	2	7	8	9	10
C	IFR	Not applicable	Continuous two-way ****	Yes	Yes
	VFR*	Max. 250 KT (460 KMH) IAS below 10000 FT(3050 M) AMSL	Continuous two-way ****	Yes	Yes

Class D

Class	Type of flight	Separation provided	Service provided	Flight visibility	Distance from cloud
1	2	3	4	5	6
D	IFR	IFR from IFR	Air traffic control service, traffic information about VFR flights (and traffic avoidance advice on request)	Not applicable	Not applicable
	VFR	NIL	IFR/VFR and VFR/VFR traffic information (and traffic avoidance advice on request)	5 KM	1500 M horizontally 1000 FT (300 M) vertically

Class	Type of flight	Speed limitation	Radio communication requirement	FPL submission required	Subject to an ATC clearance
1	2	7	8	9	10
D	IFR	Max. 250 KT (460 KMH) IAS below 10000 FT (3050 M) AMSL	Continuous two-way ****	Yes	Yes
	VFR	Max. 250 KT (460 KMH) IAS below 10000 FT (3050 M) AMSL	Continuous two-way ****	Yes	Yes

Class G

Class	Type of flight	Separation provided	Service provided	Flight visibility	Distance from cloud
1	2	3	4	5	6
G	IFR**	NIL	Flight information service if requested	Not applicable	Not applicable
	VFR	NIL	Flight information service if requested	Below 10000 FT (3050 M) AMSL and above 3000 FT (900 M) AMSL, or above 1000 FT (300 M) above terrain, whichever is the higher: 5 KM	1500 M horizontally; 1000 FT (300 M) vertically;
				Below 3000 FT (900 M) AMSL and above 1000 FT (300 M) above terrain, whichever is the higher: 5 KM***	Clear of cloud and with the surface in sight at

Class	Type of flight	Speed limitation	Radio communication requirement	FPL submission required	Subject to an ATC clearance
1	2	7	8	9	10
G	IFR**	Max. 250 KT (460 KMH) IAS below 10000 FT (3050 M) AMSL*****	Continuous two-way ****	Yes	No
	VFR	Max. 250 KT (460 KMH) IAS below 10000 FT (3050 M) AMSL*****	Between 4000 FT AMSL and 9500 FT AMSL and within TIZ airspaces: Continuous two-way, with the exceptions of non-power driven ACFT ****	Between 4000 FT AMSL and 9500 FT AMSL and to, from and crossing TIZ airspaces: Yes, with the exceptions of non-power driven ACFT	No
			Below 4000 FT AMSL: No, with the exception of night VFR flights ****	Below 4000 FT AMSL: No, with the exception of night VFR flights	

*Based on Joint Decree 26/2007. (III. 1.) of the Ministry of Economy and Transport, the Ministry of Defence, the Ministry of Environment and Water because based on Commission Implementing Regulation (EU) No 923/2012 (SERA) SERA.5005 point (e) authorisation for VFR flights to operate above FL 285 shall not be granted where a vertical separation minimum of 300 M (1000 FT) is applied above FL 290.

Based on Commission Implementing Regulation (EU) No 923/2012 (SERA) SERA.5005 point (d) (2) Exceptions to this requirement can be found in *ENR 1.2*.

**Based on the Commission Implementing Regulation (EU) No 923/2012 (SERA) IFR and VFR flights are permitted in Class G airspace, but based on Decree 56/2016. (XII. 22.) of the Ministry of National Development in uncontrolled airspace the minimum flight levels for IFR flights 4000 FT (1200 M) AMSL according to the point b) of SERA.5015.

***1. Based on the Commission Implementing Regulation (EU) No 923/2012 (SERA) at and below 900 M (3000 FT) AMSL, or 300 M (1000 FT) above terrain, whichever is the higher when so prescribed by the competent authority:

a. flight visibilities reduced to not less than 1500 M may be permitted for flights operating:

1. at speeds of 140 KT or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or

2. in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels;

b. Helicopters may be permitted to operate in less than 1500 M but not less than 800 M flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

2. Based on Joint Decree 26/2007. (III. 1.) of the Ministry of Economy and Transport, the Ministry of Defence, the Ministry of Environment and Water at and below 900 M (3000 FT) AMSL, or 300 M (1000 FT) above terrain, whichever is the higher:

Helicopters may be permitted to operate in less than 800 M flight visibility for special cases, such as state flights, medical flights, search and rescues operations or fire-fighting.

****Usage of 8.33 KHZ channel spacing capability radio equipment is mandatory in airspaces where radio communication is required.

*****In class G airspace the intercepting aircraft may exceed the 250 KT (460 KMH) IAS speed limit.

Additional rules:

Flight Information Service and Alerting Service are provided in all class of airspaces with the exception of the coordinated airspaces, Drop Zones and aerobatic airspaces.

Two-way radio communication required in the Drop Zones and coordinated airspaces with the coordinating organization on the published frequency.

For cloud flying, two-way radio communication and FPL submission are required for non-power driven ACFT in Class G airspace also.

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of station (VAR) (VOR: Declination)	ID	Frequency CH	Hours of operation	Coordinates	ELEV DME antenna	FRA relevance	Remarks
1	2	3	4	5	6	7	8
BÉKÉS DVOR/DME (decl.: +6°)	BKS	115.8MHZ 105X	H24	464800N 0210426E	92 M	(I)	Coverage: 100 NM/185 km DME COORD: 464800N 0210426E
BUDAPEST DVOR/DME (decl.: +5°)	BUD	117.3MHZ 120X	H24	472702N 0191458E	162 M	(I)	Coverage: 100 NM/185 km ATIS is also transmitted. DME COORD 472701N 0191458E
BUGAC DVOR/DME (decl.: +5°)	BUG	113.4MHZ 81X	H24	464040N 0194054E	124 M	(I)	Coverage: 100 NM/185 km DME COORD: 464040N 0194054E
GYŐR DVOR/DME (decl.: +5°)	GYR	115.1 MHZ 98X	H24	473933N 0174328E	156 M	(I)	Coverage: 100 NM/185 km DME COORD: 473932N 0174328E
MONOR DVOR/DME (decl.: +5°)	MNR	112.5 MHZ 72X	H24	472005N 0192420E	141 M	(I)	Coverage: 100 NM/185 km DME COORD: 472005N 0192420E
PUSZTASZABOLCS DVOR/DME (decl.: +5°)	PTB	117.1 MHZ 118X	H24	470908N 0184432E	131 M	(I)	Coverage: 100 NM/185 km DME COORD: 470908N 0184432E
SAJÓHÍDVÉG DVOR/DME (decl.: +6°)	SAG	114.4 MHZ 91X	H24	480029N 0205947E	113 M	(I)	Coverage: 100 NM/185 km DME COORD: 480029N 0205947E
SÁGVÁR DVOR/DME (decl.: +5°)	SVR	117.7 MHZ 124X	H24	464941N 0180704E	152 M	(I)	Coverage: 100 NM/185 km DME COORD: 464941N 0180705E
TÁPIÓSÁP DVOR/DME (decl.: +5°)	TPS	115.9 MHZ 106X	H24	472936N 0192646E	254 M	(I)	Coverage: 100 NM/185 km DME COORD: 472936N 0192646E

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Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
ERGOM	474830N 0184359E	Nil	(I) FL245-FL660	Nil
			(E) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft
ERGUZ	470304N 0194835E	Nil	(I)	Only available and mandatory for DEP/ARR LHKE
ETARO	473000N 0190000E	Nil	(I)	Nil
ETNOG	473938N 0215812E	Nil	(I)	Nil
FAHAZ	465319N 0190255E	Nil	(I)	Final point of the SID procedure for LHBP
FOGRE	472945N 0200720E	Nil	(I)	Only available and mandatory for DEP/ARR LHKE
GASNA	475359N 0170759E	Nil	Nil	Nil
GAZDA	464819N 0192349E	Nil	(I)	Final point of the SID procedure for LHBP
GELKA	480605N 0201359E	Nil	(I)	Nil
GEMTO	480800N 0223540E	Nil	(X)	ODD FLs for all exiting aircraft
GILEP	472900N 0181532E	Nil	(ID)	Final point of the SID procedure for LHBP, Mandatory waypoint for DEP LHBP. See also *ENR 6-LHCC-LINKS* chart. (D): LHBP
GITAS	470317N 0181027E	Nil	(I)	Nil
GOTAR	465952N 0161329E	Nil	(EX)	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
IBLIZ	481844N 0204629E	Nil	(ID)	Mandatory waypoint for DEP LHBP. See also *ENR 6-LHCC-LINKS* chart. (D): LHBP
ILHAK	465807N 0192226E	Nil	(I)	Only available and mandatory for DEP/ARR LHKE
INVED	460928N 0202405E	Nil	(I) FL175-FL660	Nil
			(X) 9500 FT AMSL-FL175	ODD FLs for all exiting aircraft
JOZEP	471121N 0184425E	Nil	(IA)	Mandatory waypoint for ARR LZIB, Holding point for ARR LHBP, See also *ENR 6-LHCC-LINKS* chart, (A): LZIB
KARIL	474738N 0222632E	Nil	(I) FL105-FL660	Nil
			(EX) 9500 FT AMSL-FL105	Nil

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
KEKED	483123N 0211729E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
KENIN	482142N 0215538E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
KEROP	461104N 0194148E	Nil	(XD)	Mandatory waypoint for DEP LHBP, ODD FLs for all exiting aircraft, (D): LHBP
KEZAL	470913N 0201353E	Nil	(A)	First way point of the STAR for LHBP, See also *ENR 6-LHCC-LINKS* chart, (A): LHBP
KOLUM	482616N 0210429E	Nil	(A)	First waypoint of the STAR/transition procedure for LZKZ See AIP Slovakia, (A): LZKZ
KOPRY	461425N 0165746E	Nil	(EXA)	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft, (A): LHBP
KOVEK	475050N 0203010E	Nil	(I)	Nil
KUSIS	475218N 0222302E	Nil	(I)	For tactical re-routing in case TRA 32/33 active
KUVEX	475430N 0172615E	Nil	Nil	Nil
LAHOR	474954N 0194341E	Nil	(I)	Holding point for ARR LHBP
LATOF	481642N 0204802E	Nil	(AD)	Final point of the SID procedure for LZKZ, First waypoint of the STAR for LZKZ, (AD): LZKZ
LITKU	481350N 0193555E	Nil	(I) FL245-FL660	Final point of the SID procedure for LHBP
			(XD) 9500 FT AMSL-FL245	Final point of the SID procedure for LHBP, EVEN FLs for all exiting aircraft, (D): LHBP
LONLA	482024N 0221911E	Nil	(EX)	EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft
LUVEL	464600N 0212010E	Nil	(I)	For tactical re-routing in case TRA 32/33 active
MAVIR	462354N 0194931E	Nil	(ID)	Mandatory waypoint for DEP LHBP, Final point of the SID procedure for LHKE, (D): LHKE, LHBP

ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

Ad-hoc Segregated Airspace ("Eseti légtér")

In Budapest FIR for the use of airspace for aviation purposes other than those specified in the ministerial decree on the designation of Hungarian airspace for aviation purposes or for other non-aviation purposes, ad-hoc segregated airspace is required. The ad-hoc segregated airspace is designated by the Military Aviation Authority in temporary manner for specified time frame and with specific horizontal and vertical limits.

Entering and overflying such an ad-hoc segregated airspace is not permitted, except for aircraft

- involved in an activity or event determined as the purpose of the designation,
- performing air defence flights,
- in emergency situations,
- performing search and rescue flights,
- performing medical flights,
- performing flights for law enforcement purposes,
- performing flights in the interest of national defence or national security.

Horizontal and vertical limits and operating time frames of ad-hoc segregated airspaces are published in NOTAMs.

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ENROUTE
CHART - ICAO

COMMUNICATION:

BUDAPEST ACC	**BUDAPEST FIC**
128.105 CH	119.350 MHZ
133.535 CH (STAND BY)	125.500 MHZ
118.715 CH	133.000 MHZ
120.375 MHZ	
122.265 CH	**BUDAPEST TRCC (APPROACH)**
123.665 CH	122.975 MHZ (PRIMARY CHANNEL) **
127.105 CH	123.860 CH
127.860 CH	119.510 CH
128.955 CH	124.900 MHZ (STAND BY) **
130.575 MHZ (STAND BY)	
132.055 CH	* For 8.33 exempted UHF equipped state aircraft.
132.790 CH	** Also usable by 8.33 exempted aircraft.
133.200 MHZ	
134.365 CH	
135.115 CH	
135.205 CH	
135.555 CH	**Note:**
136.380 CH	**Usage of 8.33 kHz channel spacing capability radio equipment is mandatory in airspaces where radio communication is required.**
234.250 MHZ *	
264.650 MHZ *	
290.650 MHZ *	

ALTITUDES (ELEVATION AND HEIGHT) ARE IN FEET

SCALE 1 : 1 000 000

Lambert Conformal Conic Projection
WGS84 datum

Isogonic information 2022

CHANGE:LOVV reporting points changed "on request" - Isogonic Information

SEE FRA (South-East Europe Free Route Airspace) (9500-FL660 in the Budapest CTA) BOUNDARY

FRA RELEVANCE OF SIGNIFICANT POINTS

(E), for "FRA Horizontal Entry Point"
(X), for "FRA Horizontal Exit Point"
(I), for "FRA Intermediate Point"
(A), for "FRA Arrival Connecting Point"
(D), for "FRA Departure Connecting Point"

Area minimum altitudes have been determinated for 1° geographical areas with 5 NM buffer and provide a minimum terrain clearance of 1000 ft over lowlands and 2000 ft over mountainous areas.
Area minimum altitudes are applicable only in LHCC FIR.

Examples: 5200 ft_____ 52

For basic chart symbols see GEN 2.3.
Prohibited, restricted and danger areas coordinates see ENR 5.1.

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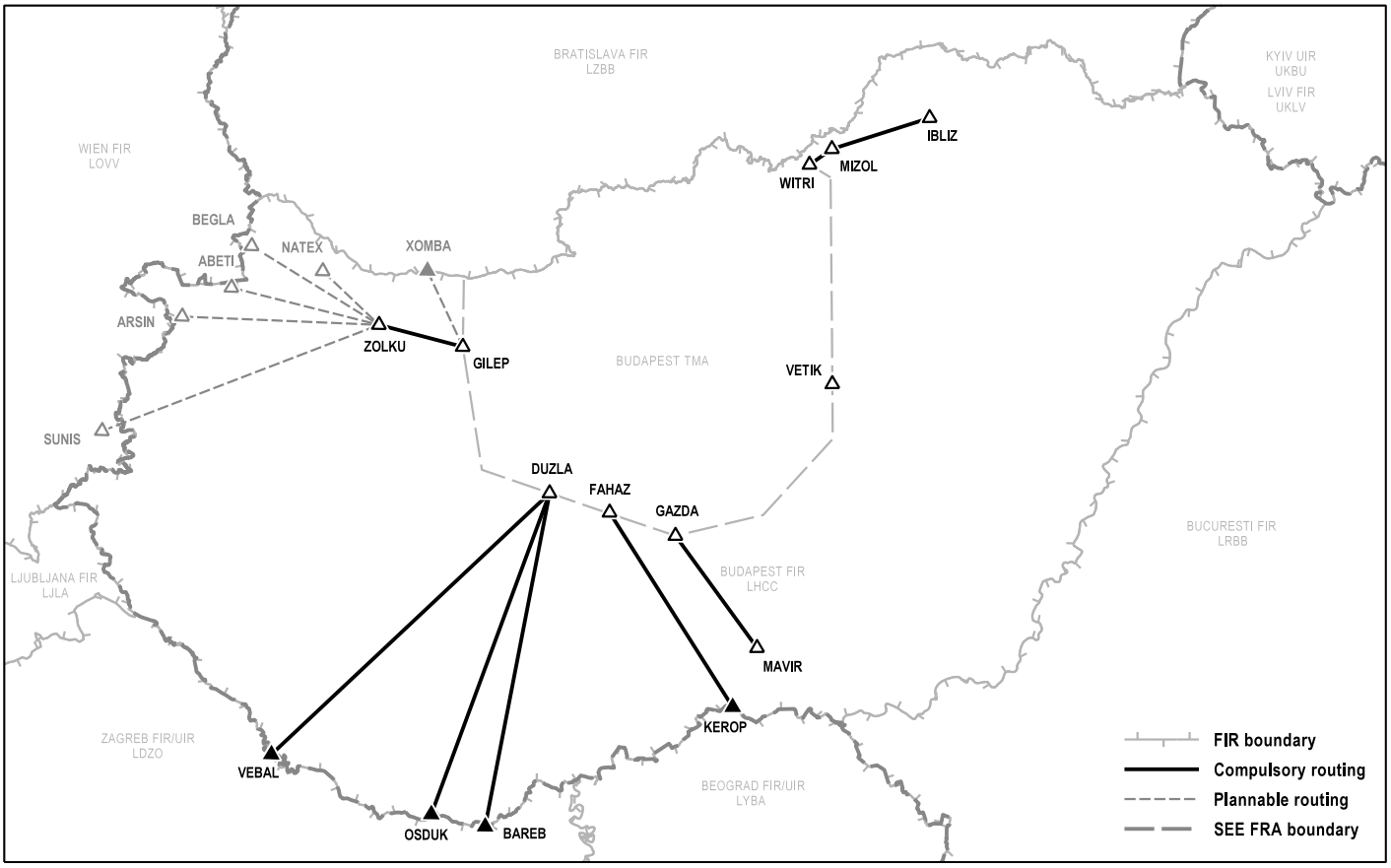
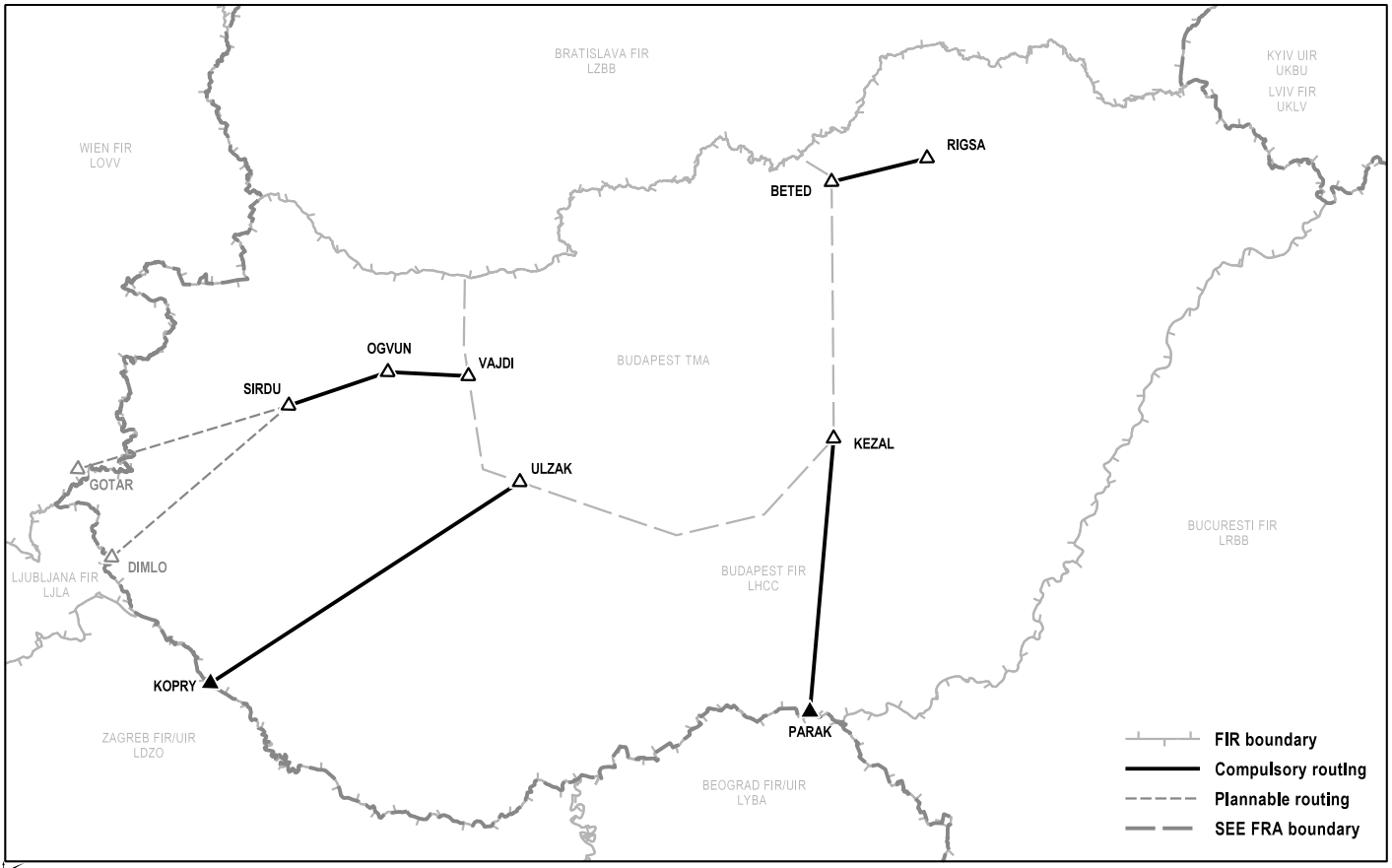
COMPULSORY AND PLANNABLE LINKS -
INDEX CHART (SEE ENR 1.3)

1. LHBP DEP within Budapest FIR

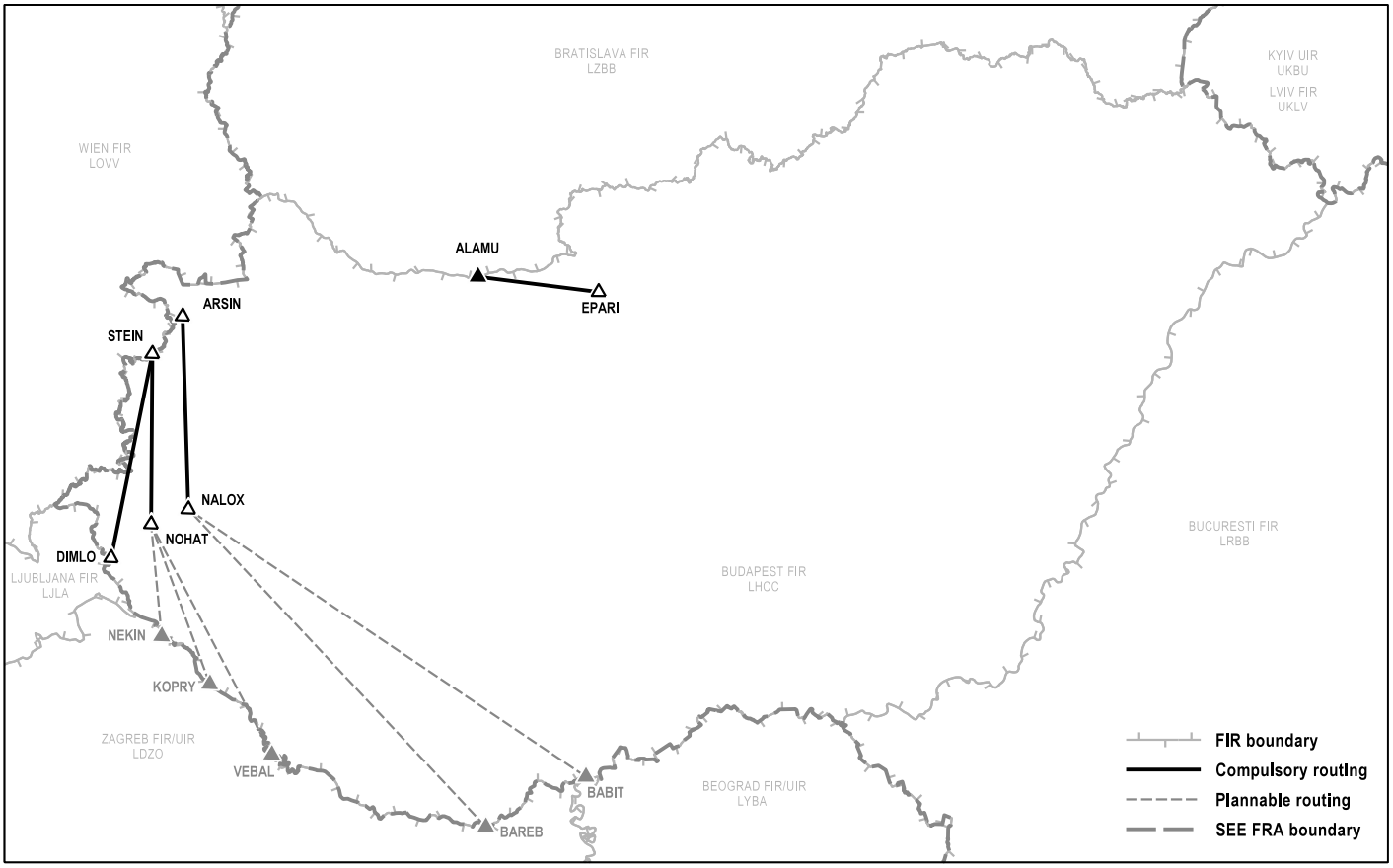


2. LHBP ARR within Budapest FIR

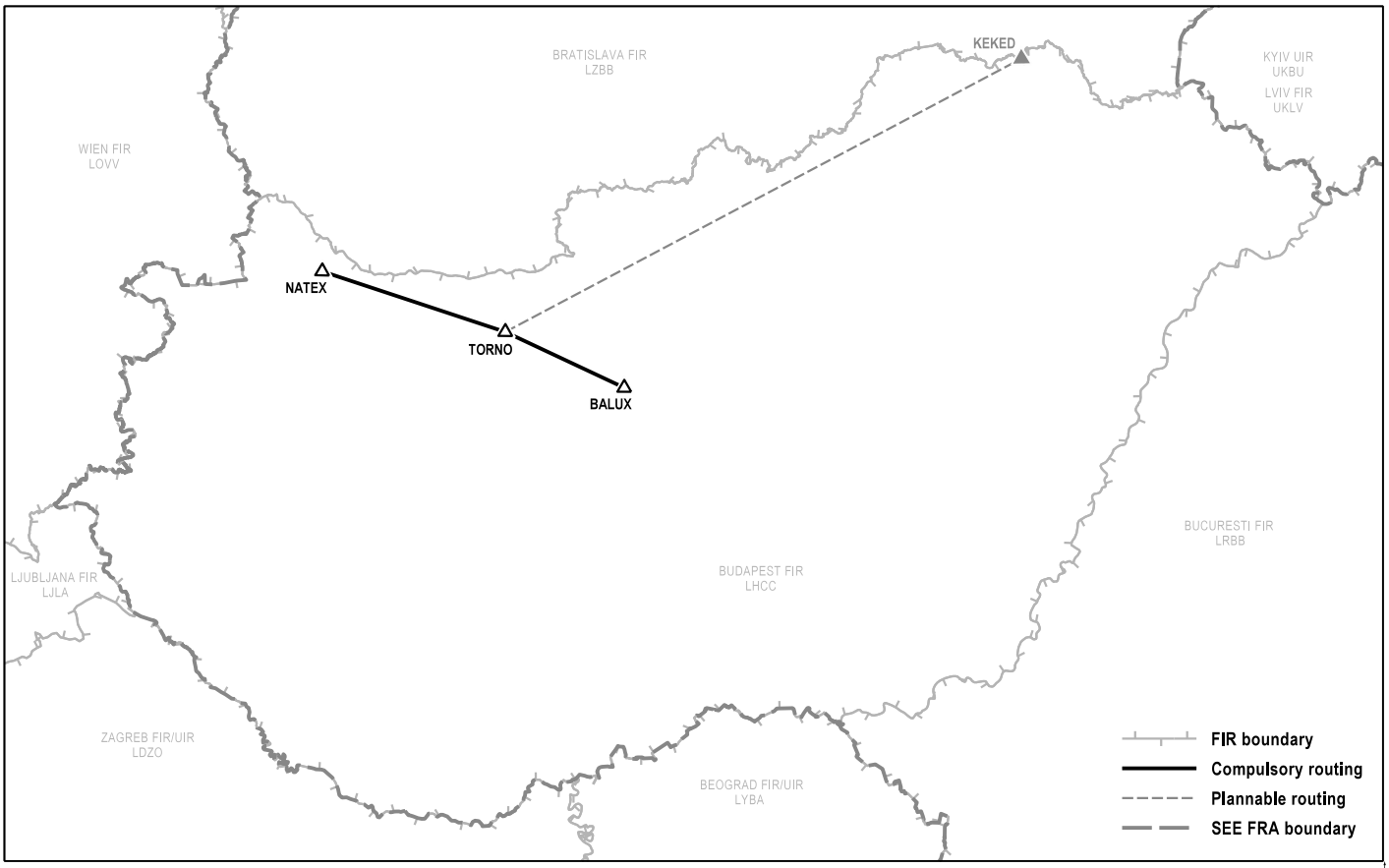


CHANGE: LOVV reporting points changed "on request"

3. LOWW DEP within Budapest FIR



4. LOWW ARR within Budapest FIR



CHANGE: LOVV reporting points changed "on request"

AD 0.6 TABLE OF CONTENTS TO PART 3

LHBP BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

LHDC DEBRECEN INTERNATIONAL AIRPORT

LHNY NYÍREGYHÁZA

LHPP PÉCS/POGÁNY

LHPR GYŐR/PÉR

LHSM HEVIZ-BALATON AIRPORT

LHUD SZEGED

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AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE

1. GENERAL CONDITIONS

Aircraft departing from or landing in the territory of Hungary during an international flight shall make the first landing or the final departure at an international or customs aerodrome (*See AD 1.3*).

Note: At present time international flights may be carried out to/from Budapest Liszt Ferenc International Airport and - with prior notification of the aerodrome operator - at the following customs aerodromes: Békéscsaba, Debrecen, Pécs-Pogány, Győr-Pér and Szeged. The use of the latter aerodromes as customs aerodrome shall be requested by the operator of the aerodrome from the Civil Aviation Authority (CAA).

All private aerodromes have to be contacted prior the departure to arrange the arrival at the airport. Aircraft from Schengen countries are allowed to land at NTL airports provided that preliminary permission obtained from the aerodrome owner/operator (*See AD 1.3*).

Aircraft from/to non-Schengen countries are allowed to land or depart at/from NTL airports with the preliminary permission granted by the relevant county police of the airport location, obtained either by aircraft owner or NTL airport operator.

2. USE OF MILITARY AIRBASES

The use of aerodromes for state flights by other than Hungarian state aircraft may be made – with the exception of the case of emergency – solely with the prior permission of the operator.
The operator is the Hungarian Defence Forces Command – HDFC.

LHKE
HUNGARIAN DEFENCE FORCES 59th "SZENTGYÖRGYI DEZSŐ" AIRBASE

Post:H-6004 KECSKEMÉT PO Box 320.

Phone:(+36) 76-510-800

Fax:(+36) 76-510-833

Email:lhke.aro@mil.hu

LHSN
HUNGARIAN DEFENCE FORCES 86. SZOLNOK HELICOPTER BASE

Post:H–5008 Szolnok, PO Box 5.

Phone:(+36) 56-505-100

Fax:(+36) 56-505-177

Email:mh86heli@regiment.hu

LHPA
Hungarian Defence Forces Pápa Airbase

Post:H–8501 Pápa, PO Box 35.

Phone:(+36) 89-513-600

Fax:(+36) 89-513-632

Email:lhpa.boc@mil.hu

Prior permission request (PPR) shall be submitted at least 7 days prior the planned day of landing. The request must contain the following data: aircraft type, registration number, call sign, planned landing and departure time, purpose of flight.

3. LOW VISIBILITY PROCEDURES (LVP)

Aerodromes available for low visibility operation are as follows:

LHBP (see details in *AD 2-LHBP AD-2.19* and *AD 2-LHBP para 3.2*)

- RWY 13R CAT IIIB
- RWY 31L CAT II
- RWY 13L CAT II
- RWY 31R CAT IIIB

LHDC (see details in *AD 2-LHDC AD-2.19*)

- RWY 04R CAT I

LHPP (see details in *AD 2-LHPP AD-2.19*)

- RWY 34 CAT I

LHPR (see details in *AD 2-LHPR AD-2.19*)

- RWY 29 CAT I

LHSM (see details in *AD 2-LHSM AD-2.19*)

- RWY 16 CAT I

Note 1: The operational procedures in low visibility conditions for CAT I operations at EU certified aerodromes (LHDC, LHPR and LHSM) can be obtained in details from Aerodrome Operator.

4. AERODROME OPERATING MINIMA

1. The OCA(H) values are promulgated on the Instrument Approach Chart for each kind of approach procedure available for those categories of aircraft for which the procedure is designed.

2. It is assumed that an operator will establish aerodrome operating minima for its own use for each kind of IAP available. Such minima of MDA(H) shall not be lower than the appropriate OCA(H) value.

5. OTHER INFORMATION

NIL

VISUAL APPROACH CHART - ICAO

AERODROME ELEV 496

HEIGHTS RELATED TO AD ELEV

BUDAPEST APP	122.975 123.860 119.510	BUDAPEST TOWER BUDAPEST GROUND BUDAPEST DELIVERY	118.100 121.910 134.540	ATIS, ATIS (BUD VOR) BUDAPEST INFORMATION (NORTH) BUDAPEST INFORMATION (NORTH-EAST)	132.380, 117.300 119.350 134.850

BUDAPEST/LISZT FERENC

HELICOPTER LANDING SITES
Restricted use for nat. air ambulance only

ID	NAME	COORDINATES	
BP02	SEMMELWEIS KLINIKA	N47 28 58.9	E019 04 56.1
BP14	MERÉNYI GUSZTÁV KÓRHÁZ	N47 27 56.6	E019 05 58.6
BP15	HONVÉD KÓRHÁZ	N47 31 53.1	E019 04 21.3
BP16	SZENT IMRE KÓRHÁZ	N47 28 09.2	E019 02 06.2
BP17	UZSOKI UTCAI KÓRHÁZ	N47 31 15.6	E019 06 04.3

VFR ENTRY AND EXIT POINTS

DUNAMO	N47 22 16	E019 05 34
KEREPES	N47 33 14	E019 16 19
MIKLOS	N47 32 44	E019 02 39
TAPIOSAP	N47 29 36	E019 26 46
TSEPEL	N47 27 40	E019 04 19
SIKATOR	N47 34 26	E019 09 29

CHANGE: new airport LHHH, new helicopter landig site BP02

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES (ELEVATION AND HEIGHT) ARE IN FEET
DISTANCES ARE IN NAUTICAL MILES

SCALE 1 : 150 000

Lambert Conformal Conic Projection
WGS84 datum

ELEVATIONS 2110
HEIGHTS (1614)

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LHDC - DEBRECEN INTERNATIONAL AIRPORT

LHDC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LHDC DEBRECEN INTERNATIONAL AIRPORT

LHDC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	472920N 0213655E, in the geometrical centre of RWY 04R/22L
2	Direction and distance from (city)	5 km SSW from down-town Debrecen
3	Elevation/Reference temperature	110 M / 29.6°C
4	Geoid undulation at AD ELEV PSN	41 M
5	MAG VAR/ Annual change	5° E (2018) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	Post:DEBRECEN INTERNATIONAL AIRPORT Ltd. Phone:(+36) 52-500-547 (AFIS) Phone:(+36) 30-418-9725 AFS:LHDCZTZX AFS:LHDCZPZX SITA:DEBAPXH Email:ops@debrecenairport.com URL:http://www.debrecenairport.com
7	Types of traffic permitted (IFR/VFR)	IFR / VFR / NVFR
8	Remarks	Nil

LHDC AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	As AD Administration
3	Health and sanitation	On request
4	AIS Briefing Office	As AD Administration
5	ATS Reporting Office (ARO)	As AD Administration
6	MET Briefing Office	As AD Administration
7	ATS	AFIS: As AD Administration
8	Fuelling	As AD Administration
9	Handling	As AD Administration
10	Security	H24
11	De-icing	On request
12	Remarks	Nil

LHDC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	Jet A1
3	Fuelling facilities/capacity	1 JET A1 truck 20 000 litres; 1 JET A1 truck 60 000 litres; 1 JET A1 station 50 000 litres
4	De-icing facilities	On request, available only on parking stands
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Aeroplex: Email:marketingkozpont@aeroplex.com
7	Remarks	Cash payment is allowed, except for fuel.

LHDC AD 2.5 PASSENGER FACILITIES

1	Hotels	in the city
2	Restaurants	in the city
3	Transportation	Bus, shuttle bus, taxi, rental car
4	Medical facilities	First aid at AD, hospital in the city
5	Bank and Post Office	in the city
6	Tourist Office	in the city
7	Remarks	Nil

LHDC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A7
2	Rescue equipment	2 Magirus Dragon X6 – 12 000L water, 1 500L foam, 250KG dry chemical powder
3	Capability for removal of disabled aircraft	Capability for removal of disabled aircraft is available up to AIRBUS 321NEO type aircraft. Coordinated by aerodrome operator Email:ops@debrecenairport.com Phone:(+36) 30-418-9725
4	Remarks	Trained personnel: 37.

LHDC AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	3 snow sweeper-plough-blowers, 2 snow ploughs, 1 de-icing spreader
2	Clearance priorities	RWY, TWY A, APRON, TWY B

3	Use of material for movement area surface treatment	Nil
4	Specially prepared winter runways	Nil
5	Remarks	Nil

LHDC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: Strength:	CONC 44R/B/W/T
2	Taxiway width, surface and strength	Taxiway A width: 18 M Taxiway B width: 18 M Taxiway A surface: CONC Taxiway B surface: CONC Taxiway A strength: 42R/B/W/T Taxiway B strength: 60R/B/W/T	
3	Altimeter checkpoint location and elevation	Location: Elevation:	at RWY THRs THR RWY 04R 108.2 M THR RWY 22L 109.8 M
4	VOR checkpoints	Nil	
5	INS checkpoints	Nil	
6	Remarks	Nil	

LHDC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiway center line markings are available from THRs to aircraft parking stands.	
2	RWY and TWY markings and LGT	RWY: TWY:	THR, designator, center line, side stripe, TDZ, aiming point, displaced THR markings and threshold, RWY edge, RWY end, THR ID lights Center line, enhanced center line, runway holding position, side stripe markings on all TWYs
3	Stop bars	Nil	
4	Remarks	Taxiway edge markers on all TWYs	

LHDC AD 2.10 AERODROME OBSTACLES

Data for Area 2, 3 and 4 *See GEN 3.1*

LHDC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity Interval of issuance	Hungarian Meteorological Service Unit of Aviation Meteorology, Periods of validity: 9 HRs, Interval of issuance: 3 HRs in operational time of aerodrome
4	TREND forecast Interval of issuance	TAF CODE, Interval of issuance: half hourly in operational time of aerodrome
5	Briefing/consultation provided	Written briefing: https://aviation.met.hu Consultation via phone: (+36)-90-603-421 Consultation via e-mail: rvo@met.hu (HMS) *See GEN 3.5*
6	Flight documentation Language(s) used	Charts, abbreviated plain language text Hungarian, English
7	Charts and other information available for briefing or consultation	Charts, aerodrome reports and forecasts in EUR region, area forecasts, MET. observations and warnings in Budapest FIR.
8	Supplementary equipment available for providing information	Telephone/Telefax; Self-briefing via aviation.met.hu at airport
9	ATS Units provided with information	Budapest FIC (on request), AFIS
10	Additional information	Nil

LHDC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
04R	47.93° GEO	2500 x 40	53/R/B/W/T, CONC	472852.99N 0213610.79E 472947.22N 0213739.45E 41 M	108.2 M TDZ 108.5 M
22L	227.93° GEO	2500 x 40	53/R/B/W/T, CONC	472940.74N 0213728.85E 472852.99N 0213610.79E 41 M	110 M

Designations RWY NR	Slope of RWY/ SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M) surface	Location of arresting system	OFZ	Remarks
1	7	8	9	10	11	12	13	14
04R	0.078%	Nil	Nil	2620 x 300	240 x 90 GRASS	Nil	See relevant Obstacle Charts	Nil
22L	-0.078%	Nil	Nil	2620 x 300	240 x 120 GRASS	Nil	Nil	RWY 22L THR displaced by 300 M.

LHDC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04R	2500	2500	2500	2500	Nil
22L	2500	2500	2500	2200	displaced THR

LHDC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT)	TDZ LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
04R	CAT 1 Barette 900 M LIH	GRN, WBAR not available	PAPI 3° (16.85 M)	Nil	Nil	2500 M 60 M WHI / YEL LIH	RED	Nil	Nil
22L	Nil	GRN, WBAR not available THR identification flashing lights	PAPI 3° (15.98 M)	Nil	Nil	2500 M 60 M RED / WHI / YEL LIH	RED	Nil	Nil

LHDC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	Lighted wind direction indicator between TWR and RWY 04L / 22R. Lighted wind direction indicators are in front of THR 04R and THR 22L.
3	TWY edge and centre line lighting	Nil
4	Secondary power supply /switch-over time	From public network, two independent feeds, diesel generator unit, switch-over time is: 1 seconds
5	Remarks	Nil

LHDC AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	Nil
2	TLOF and/or FATO elevation M/FT	Nil
3	TLOF and FATO area dimensions, surface, strength, marking	Nil
4	True BRG of FATO	Nil
5	Declared distances available	Nil
6	APP and FATO lighting	Nil
7	Remarks	Nil

LHDC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	DEBRECEN TIZ1 and DEBRECEN CTR: 473908N 0214744E - 473338N 0215503E - 471843N 0213038E - 472433N 0212252E - 473908N 0214744E DEBRECEN TIZ2 and DEBRECEN CTA1: 474127N 0215009E - 473102N 0220059E - 471020N 0214329E - 471154N 0212611E - 472402N 0211743E - 473243N 0213243E - 474127N 0215009E DEBRECEN TIZ3 and DEBRECEN CTA2: 474718N 0213722E - 474127N 0215009E - 473243N 0213243E - 474559N 0213339E - 474718N 0213722E
2	Vertical limits	DEBRECEN TIZ1 and DEBRECEN CTR: 2 000 FT ALT / GND DEBRECEN TIZ2 and DEBRECEN CTA1: 9 500 FT ALT / 2 000 FT ALT DEBRECEN TIZ3 and DEBRECEN CTA2: 9 500 FT ALT / 5 000 FT ALT
3	Airspace classification	DEBRECEN CTA1, DEBRECEN CTA2 and DEBRECEN CTR: Class D DEBRECEN TIZ1, DEBRECEN TIZ2 and DEBRECEN TIZ3: Class G
4	ATS unit call sign Language(s)	Debrecen Tower, Debrecen Info English, Hungarian
5	Transition altitude	10 000 FT ALT
6	Hours of Applicability	As AD Administration
7	Remarks	ATC (CTA+CTR) suspended; AFIS (TIZ1 + TIZ2 + TIZ3) *See AD 2-LHDC AD-2.3* Air Traffic Advisory Service is not AVBL in the class G airspace DEBRECEN TIZ1, TIZ2 and TIZ3. For information on related RMZ and TMZ airspaces, see *See ENR 2.2*

LHDC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of operation	Remarks
1	2	3	4	5	6	7
AFIS	Debrecen Info	125.910 CH Reserved: 132.965 CH	Nil	Nil	As AD Administration	Nil
TWR	Debrecen Tower	125.910 CH Reserved: 132.965 CH	Nil	Nil	Suspended	Nil

LHDC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency(ies) Channel number(s)	Hours of operation	Coordinates of position of transmitting antenna	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L	EN	383 KHZ	H24	473159.7N 0214116.9E	Nil	Nil
L	C	326 KHZ	H24	472831.1N 0213535.2E	Nil	Nil
L	DC	295 KHZ	H24	472724.3N 0213347.0E	Nil	Nil
ILS 04R (CAT I)						
LLZ	DCN	110.1 MHZ	H24	472953.5N 0213749.6E	Nil	Nil
GP		334.4 MHZ	H24	472902.6N 0213618.6E	Nil	GP angle: 3°
PDME	DCN	CH 38X	H24	472902.6N 0213618.6E	118.1 M	DME shifted to THR 04R, DME Shift=320 M (0.17NM)
MM	Dashes	75 MHZ	H24	472831.1N 0213535.2E	Nil	Nil

LHDC AD 2.20 LOCAL AERODROME REGULATIONS

One aircraft stand on the APRON is permitted to be used by only one aircraft at the same time.

During landing or take-off of aeroplanes the maximum permissible crosswind component shall not exceed 18 KT in the case of aeroplanes whose reference field length is 1 500 M or over, except when poor runway braking action owing to an insufficient longitudinal coefficient of friction is experienced, in those cases the crosswind component shall not exceed 13 KT.

During landing or take-off aeroplanes shall reduce the value of their landing or take-off weights by 10% compared to the declared distances published (LHDC AD 2.13).

LHDC AD 2.21 NOISE ABATEMENT PROCEDURES

1. GENERAL

Noise abatement procedures are designed to avoid excessive aircraft noise in the areas adjacent to the airport and in the areas overflown during take off and landing.

2. NOISE PREFERENTIAL RUNWAY

Taking into consideration the prevailing weather conditions, runway 04R is used for landing when there is a tailwind component of not more than 5 KT in the RWY direction. The displaced threshold on RWY 22L is also used for landing for noise abatement purposes. For noise protection reasons, RWY 22L is to be used for take-off, except if this is not recommended by the pilot of the aircraft due to foreseeable reasons (meteorological or aviation safety).

For a departure from runway direction 04R, until 2000 FT AGL is reached a left turn is PROHIBITED. Flying with below 2 000 FT AGL over Debrecen is PROHIBITED except when following a take-off or landing procedure.

3. RESTRICTIONS ON THE USE OF AUXILIARY POWER UNIT (APU)

Operation of APU shall be started at the earliest 30 minutes prior to departure and stopped at the latest within 10 minutes of arrival on stands. The use of APU during ACFT maintenance shall be restricted to a minimum duration.

LHDC AD 2.22 FLIGHT PROCEDURES

1. GENERAL

Visual circling in the NW sector of RWY 04R/22L is prohibited for speed category C and D aircraft.

Conducting training flights are permitted only after prior coordination with the airport (OPS) (ops@debrecenairport.com) and AFIS (afis@debrecenairport.com).

Training flights shall give way to flights with commercial or business purposes.

It is prohibited to conduct training flights during calibration flights.

Pilot indicating intention to carry out a departure or arrival procedure is prohibited to cross the runway holding position or the runway threshold on its final approach until the preceding departing aircraft has crossed the end of the runway-in-use and has started a turn, or until preceding landing aircraft or ground vehicle has left the runway-in-use; and AFIS has given “RUNWAY FREE” information to the pilot indicating intention to carry out a departure or arrival procedure.

1.1 Procedures for VFR flights

Traffic Pattern:

- Left-hand traffic pattern for RWY 22L
- Right-hand traffic pattern for RWY 04R

1.2 Designated VFR reporting points

- JOZA

  473533N 213326E

  (Centre of Józsa village)

- HOPI

  472333N 214359E

(Centre of Hosszúpályi village)

- EBES

  472839N 0212916E

  (N from Ebes village)

VFR flights approaching from uncontrolled airspace are required to enter DEBRECEN TIZ1/TIZ2/TIZ3 via the designated reporting points, unless otherwise informed.

The holding procedure has to be carried out on information of AFIS over the designated reporting points or other point identifiable by the pilot.

2. PROCEDURES FOR FLIGHTS DURING THE OPERATION OF AERODROME FLIGHT INFORMATION SERVICE (AFIS)

2.1 IFR flights

2.1.1 Departing aircraft

The IFR flights entering controlled airspace after departure shall obtain en route clearance before take-off.

In standard circumstances, en route clearance will be delivered by AFIS on the parking stand after start-up.

Departing aircraft have to follow the procedures included in the en route clearance given before take-off.

2.1.2 Standard Instrument Departure (SID)

SIDs are published in part AD 2-LHDC-SIDs

The departure procedures in use are based on those contained in ICAO Procedures for Air Navigation Services - Aircraft Operations (Doc 8168, OPS/611 (PANS OPS)).

2.1.3 Instrument approach procedures

The IAPs are published on IACs in part AD 2-LHDC.

2.2 VFR flights

2.2.1 Arrival

Contact shall be established with AFIS prior to reaching the area boundary;

AFIS provides information about aerodrome local traffic, the ”Traffic circuit” available, as well as conditions of approach and landing.

When instrument approach is in progress all VFR aircraft operating within the TIZ1, TIZ2 and TIZ3 will be advised to land or hold outside Debrecen TIZ1, TIZ2 and TIZ3.

LHDC AD 2.23 ADDITIONAL INFORMATION

1. GROUND HANDLING ORGANISATIONS

Ground handling organisations operate at Debrecen International Airport:

- DEBRECEN INTERNATIONAL AIRPORT Ltd.

  Email:handling@debrecenairport.com

  Phone:(+36) 20-223-2399

2. SUPERVISION OF THE AERODROME

Runway state information and other related information of direct operational significance will be distributed to operators and services concerned either by NOTAM or SNOWTAM as appropriate.

3. BIRD FLOCKS AND BIRD MIGRATIONS

The size of flocks of birds living near Debrecen International Airport varies with seasons. Danger of collision

somewhat increases in JUN-AUG when the new generation leave their nests. Bird migrations occur, depending on weather conditions, in FEB-MAR and in NOV-DEC. Between MAR and OCT depending on weather conditions, gulls fly through the airspace in flocks of several hundreds, and settle temporarily on the airfield. Between OCT and MAR, also depending on weather conditions, gulls fly through the airspace of the airport in flocks of several dozens. Between NOV and FEB rooks in flocks of several hundreds migrate through the airspace of the airport.

3.1 Bird Watch and Scaring Service

The DEBRECEN INTERNATIONAL AIRPORT Ltd. operates a continuous bird watch and scaring service, with appropriate equipment.

Operators using Debrecen International Airport are requested to send their comments related to the operation of this service to the following address:

DEBRECEN INTERNATIONAL AIRPORT Ltd.

Post:H-4030 Debrecen, Repülőtéri út 12.

Email:birdstrike@debrecenairport.com

3.2 Reporting a Bird Strike

Operators using Debrecen International Airport are requested to report events of bird strike by filling in the ICAO standard “BIRD STRIKE REPORTING FORM” (BSRF). The form can be obtained and filled at the airport (OPS).

If the event occurs after take-off and the crew do not consider it necessary to interrupt their flight, then they should notify the AFIS via radio, then fill in the BSRF at their destination airport and send it to the following address:

DEBRECEN INTERNATIONAL AIRPORT Ltd.

Post:H-4030 Debrecen, Repülőtéri út 12.

Phone:(+36) 52-500-547

Email:birdstrike@debrecenairport.com

LHDC AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2-LHDC-ADC
Aerodrome Obstacle Chart - ICAO Type A Operating Limitations	AD 2-LHDC-AOCA-04R22L
Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHDC-SID-04R
	AD 2-LHDC-SID-22L
Standard Arrival Chart - Instrument (STAR) - ICAO	AD 2-LHDC-STAR-04R22L
Instrument Approach Chart - ICAO	AD 2-LHDC-ILS/LOC-04R
	AD 2-LHDC-NDB-22L
	AD 2-LHDC-RNP-04R
	AD 2-LHDC-RNP-22L
Visual Approach Chart - ICAO	AD 2-LHDC-VAC

LHDC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

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LHNY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency(ies)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L	Y	346 KHZ	H24	475804.4N 0214130.6E		1291 M from RWY 36 THR Facility coverage distance: 30 NM
L	NY	330 KHZ	H24	475442.6N 0214116.6E		7526 M from RWY 36 THR Facility coverage distance: 30 NM
L	PQ	522 KHZ	H24	480004.7N 0214134.4E		1421 M from RWY 18 THR Facility coverage distance: 30 NM
VOR/DME	NYR	116.1 MHZ 108X	H24	475928.3N 0214133.2E		296 M from RWY 18 THR Facility coverage distance: 30 NM

LHNY AD 2.20 LOCAL AERODROME REGULATIONS

Outside opening hours flights are only allowed for contracted partners or 2 working days prior request.

When Nyíregyháza TIZ1 or TIZ2 is activated all aircraft within the co-located RMZ1 or RMZ2 will be requested to contact AFIS on NYIREGYHAZA INFO frequency. STD radiotelephony by AFIS:
"All Stations monitoring Nyíregyháza info on 119.410 frequency, Nyíregyháza TIZ (1 or 2) is now activated, report your position!"

IFR Training Flights within Nyíregyháza TIZ are only allowed for contracted partners of the Aerodrome Operator.

LHNY AD 2.21 NOISE ABATEMENT PROCEDURES

Motor planes shall not overfly the town area.

LHNY AD 2.22 FLIGHT PROCEDURES

1. GENERAL

1.1 Procedures for VFR flights

Motor planes shall fly the left-hand traffic pattern in case of a RWY 36 landing direction and the right-hand pattern in case of a RWY 18 landing direction.

The holding procedure has to be carried out on instruction of AFIS over the designated reporting points or other point identifiable by the pilot.

VFR flights departing to/approaching from uncontrolled airspace are required to exit/enter TIZ2 via the designated VFR reporting points, unless otherwise instructed. Aircraft without GPS capability can exit/enter TIZ2 over the VFR reference landmarks, connected to designated VFR reporting points, listed at 1.2.

Traffic Pattern:

- Left-hand traffic pattern for RWY 36
- Right-hand traffic pattern for RWY 18

1.2 Designated VFR reporting points with reference landmarks

- PERIT

  474718N 0213722E

  (3 KM W of Újfehértó town)

- ROMKA

  481319N 0215025E

  (5 KM W of Dombrád town)

- ANIWE

  480930N 0212630E

  (1 KM NW of Tímár village)

- ONNIS

  475800N 0215800E

  (S edge of Lake Levelek, 1 KM W of Levelek village)

- TISVAS

  475748N 0212210E

  (East edge of Tiszavasvári town)

- HAJNAS

  475100N 0212625E

  (NE edge of Hajdúnánás town)

2. PROCEDURES FOR FLIGHTS DURING THE OPERATION OF AERODROME FLIGHT INFORMATION SERVICE (AFIS)

Contact shall be established with AFIS prior to reaching the area boundary;
AFIS provides information about aerodrome local traffic, the ”Traffic circuit” available, as well as conditions of approach and landing.

LHPR - GYŐR/PÉR

LHPR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LHPR GYŐR/PÉR

LHPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRIVE DATA

1	ARP coordinates and site at AD	473738N 0174830E RWY and TWY-A intersection
2	Direction and distance from (city)	15 KM 120 DEG from the centre of Gyor
3	Elevation/Reference temperature	426 FT / 26.2° C
4	Geoid undulation	145 FT
5	MAG VAR/ Annual change	4.85° E (2020) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	Győr/Pér Repülőtér Kft. Post:H-9099 Pér Repülőtér Phone:(+36) 96-559-200 Fax:(+36) 96-559-202 AFS:LHPRZPZX Email:ops@lhpr.hu URL:http://www.lhpr.hu SITA:QGYAPXH
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

LHPR AD 2.3 OPERATIONAL HOURS

1	AD Administration	0700 - 1700 (0600-1600)
2	Customs and immigration	From/to non EU and/or non Schengen Agreement`s countries preliminary permission required 24 hours before planned flight.
3	Health and sanitation	Nil
4	AIS Briefing Office	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	Nil
7	ATS	As AD Administration
8	Fuelling	As AD Administration
9	Handling	As AD Administration
10	Security	H24
11	De-icing	As AD Administration
12	Remarks	Beyond operational hours: on request

LHPR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	3 Fork-lift, 3,5t High loader, 7t High loader, Conveyor belt, 9 dollies 7t, 150 sqm warehouse, cargo X-Ray, cargo scale, ETD
2	Fuel/oil types	AVGAS 100LL petrol, JET A1 AeroShell W100, 15W50, Total Aero D100, DM 15W50.
3	Fuelling facilities/capacity	2 Kerosene trucks 20.000 litres and 6.000 litres.
4	De-icing facilities	Available on PRKG stands
5	Hangar space for visiting aircraft	On request
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

LHPR AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	Nearest 2 KM from AD
3	Transportation	Taxi, local public bus, airport minibus, rent-a-car
4	Medical facilities	First aid at AD, hospital in the city
5	Bank and Post Office	In the city, credit card acceptance at AD
6	Tourist Office	Nil
7	Remarks	Nil

LHPR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Weekdays in operational hours: CAT V Weekends and public holidays in operational hours: CAT II
2	Rescue equipment	A5 Fire fighting vehicle type: Renault Kerax Capacity: 6000l of water, 900l of foaming agent, 250kgs of fire-extinguisher.
3	Capability for removal of disabled aircraft	Contact for the removal of disabled aircraft cordinator: (+36) 96-559-200, ops@lhpr.hu, Units: K&M airporttechnik GmbH: RD5 and RD10 type recovery dollies and crane are available.
4	Remarks	Nil

LHPR AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	2 snow ploughs, 1 snow cutter blower, 1 carbamid spreader, 1 Clearway spreader
2	Clearance priorities	RWY, TWY A, TWY A1, TWY A2, Apron 1, Apron 3, TWY B, Apron 2

3	Use of material for movement area surface treatment	carbamid, CMP-A
4	Specially prepared winter runways	Nil
5	Remarks	1 SarSys Friction tester trailer

LHPR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Apron	Surface	Strength	
		APRON1	CONC	PCN 42/R/C/W/T	
		APRON2	CONC	Nil	
		APRON3	CONC	PCN 61/R/C/W/T	
2	Taxiway width, surface and strength	Taxiway	Width	Surface	Strength
		A	15 M	ASPH	50/F/C/W/T
		A1	7.5 M	ASPH	44/F/C/W/U
		A2	10.5 M	ASPH	44/F/C/W/U
		B	7.5 M	ASPH	Nil
3	Altimeter checkpoint location and elevation	Location: At RWY THRs Elevation: THR RWY 11 126.5 M THR RWY 29 129.75 M			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	Nil			

LHPR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	TWY centre lines, aircraft stand taxi lanes, aircraft stand markings		
2	RWY and TWY markings and LGT		Markings	Lighting
		RWY	Designator, THR, centre line, side stripe, aiming point, TDZ, turn pad	THR, end, edge, SWY, turn pad edge
		TWY	Centre line, RWY holding position, intermediate holding position, edge marker, sign boards	Edge
3	Stop bars	Nil		
4	Remarks	Nil		

LHPR AD 2.10 AERODROME OBSTACLES

Data for Area 2, 3 and 4 *See GEN 3.1*

LHPR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

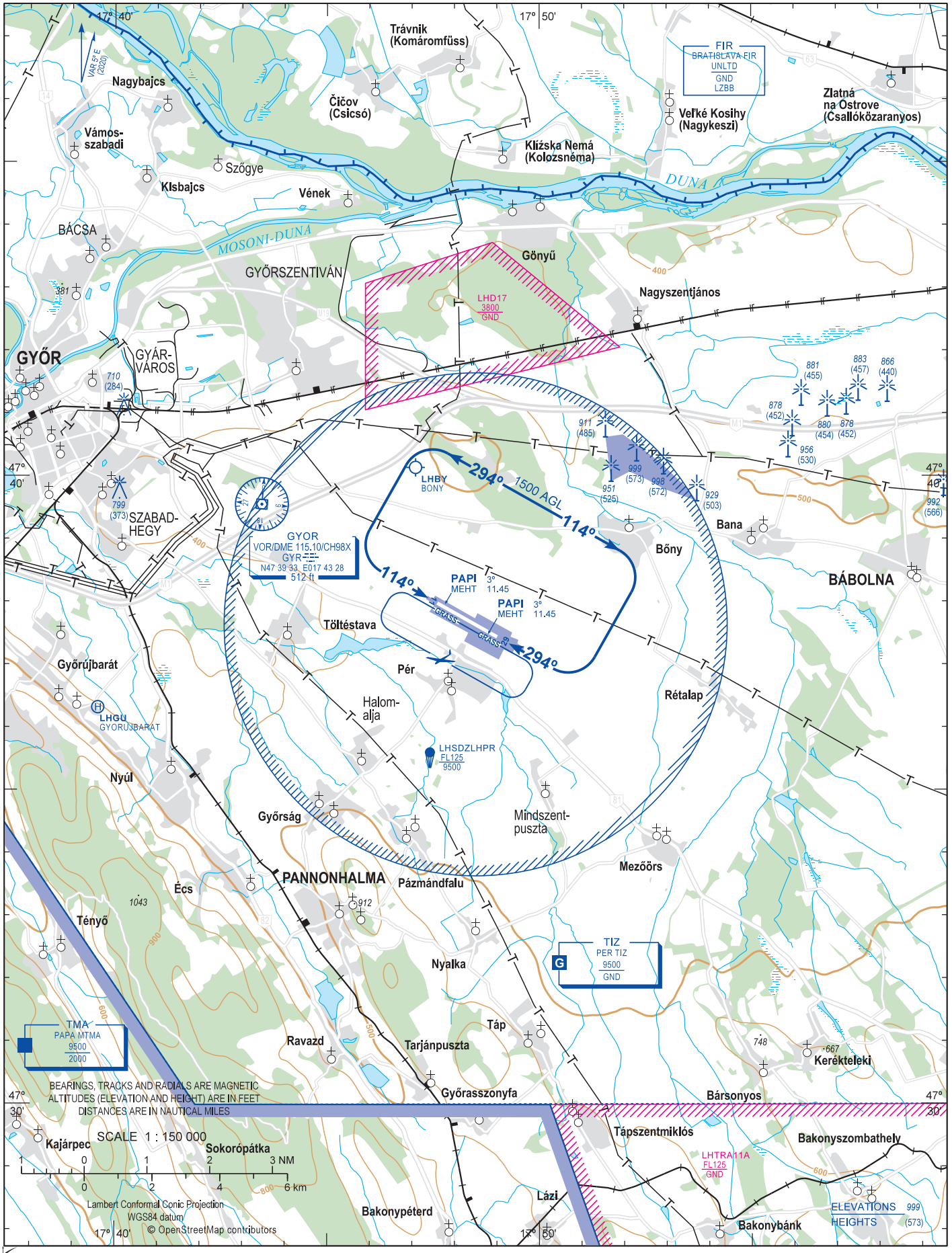
1	Associated MET Office	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology Periods of validity: 9 HR Interval of issuance: 3 HRs in operational hours of aerodrome
4	Type of landing forecast Interval of issuance	TAF CODE, Interval of issuance: half hourly in operational hours of aerodrome
5	Briefing/consultation provided	Consultation via phone, fax or telex. *See GEN 3.5*
6	Flight documentation Language(s) used	Charts, abbreviated plain language text Hungarian, English
7	Charts and other information available for briefing or consultation	Charts, aerodrome reports and forecasts in EUR region. Area forecasts, MET. observations and warnings in the Budapest FIR
8	Supplementary equipment available for providing information	Telephone/Telefax; self-briefing via aviation.met.hu at airport
9	ATS Units provided with information	AFIS, Budapest FIC (on request)
10	Additional information	Nil

VISUAL APPROACH CHART - ICAO

AERODROME ELEV 426
HEIGHTS RELATED TO AD ELEV

PÉR INFO 129.910
BUDAPEST INFORMATION (WEST) 125.500

GYŐR/PÉR



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