HUNGARY

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AIP AMDT: AIRAC AMDT 002/2025

Effective Date: **17 APR 2025**
Publication Date: 06 MAR 2025

1. Amendment content:

1.1 GEN 0.1 PREFACE

- Editorial update to match the titles in the AIP; iAIP structure diagram updated

1.2 GEN 1.1 DESIGNATED AUTHORITIES

- General update – Contact details updated, eg. Phone, Fax, Email address, and name changes

1.3 GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

- General review, obsolete regulations deleted, new regulations added

1.4 GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

- New abbreviations: A-DCM, OAT-C, OAT-S, OLS

1.5 GEN 3.1 AERONAUTICAL INFORMATION SERVICES

- Subscription link updated

1.6 ENR 1.10 FLIGHT PLANNING

- 1.3.1 and 1.9 - Special Handling requirement updated (incorporation of PERM NOTAM A7614/24 and A7615/24)

1.7 ENR 4.4.1 NAME-CODE DESIGNATORS FOR FRA SIGNIFICANT POINTS

- Significant Point KOLUM removed (incorporation of PERM NOTAM A7632/24)
- Updated chart: ENR 6-LHCC-ERC

1.8 AD 2-LHBP BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

- 2.6 - Airport Collaborative Decision making (A-CDM) Further stands added
- Updated charts: AD 2-LHBP-ADC, AD 2-LHBP-TAXI-ARR, AD 2-LHBP-TAXI-DEP

1.9 AD 2-LHPR GYŐR/PÉR

- 2.12 - PCN method reverted back from PCR at Runways, Aprons and Taxiways (incorporation of PERM NOTAM A0237/25)
- 2.22 - SSR transponder requirement added based on the Joint Decree 26/2007. (III. 1.)
- Updated chart: AD 2-LHPR-ADC

1.10 AD 2-LHUD SZEGED

- 2.17, 2.18 - ATS unit call sign changed
- Updated charts: AD 2-LHUD-ADC, AD 2-LHUD-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:
A0237/25, A7614/24, A7615/24, A7632/24
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 0.1 - 1/2	17 APR 2025	GEN 0.1 - 1/2	05 SEP 2024
GEN 0.1 - 3/4	17 APR 2025	GEN 0.1 - 3/4	30 APR 2015
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PART 1 - GENERAL (GEN)

GEN 0.1 PREFACE

1. NAME OF THE PUBLISHING ORGANISATION

The AIP HUNGARY is published -following a prior consultation with the Aviation Authority- by HungaroControl Hungarian Air Navigation Services Private Limited Company.

2. APPLICABLE ICAO DOCUMENTS

The AIP is prepared in accordance with the Standards and Recommended Practices (SARPS) of Annex 15 to the Convention on International Civil Aviation (Chicago Convention) and the Aeronautical Information Services Manual (ICAO Doc 8126). Charts contained in the AIP are produced in accordance with Annex 4 to the Chicago Convention and the Aeronautical Chart Manual (ICAO Doc 8697). Differences from ICAO Standards, Recommended Practices and Procedures are given in subsection *GEN-1.7*.

3. PUBLICATION MEDIA

The Hungarian Aeronautical Information Publication - with its amendment service -, AIP Supplements and Aeronautical Information Circulars (AIC) are made available both in printed and electronic format and also published on the Hungarian AIS website: http://ais.hungarocontrol.hu.

4. THE AIP STRUCTURE AND ESTABLISHED REGULAR AMENDMENT INTERVAL

4.1 The AIP structure

The AIP is made up of three parts, General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable, containing various types of information.

The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in subsection *GEN-3.1*.

The principal AIP structure is shown in graphic form. *See GEN 0.1 Figure 1.*

4.1.1 Part 1 - General (GEN)

Part 1 consists of five sections containing information as briefly described hereafter.

GEN 0. - Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 1.

GEN 1.- National regulations and requirements - Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments, equipment and flight documents; Summary of national regulations and international agreements/conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2.- Tables and codes - Measuring system, aircraft markings, holidays; Abbreviations used in AIS publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion tables; and Sunrise-Sunset tables.

GEN 3. - Services - Aeronautical Information Services; Aeronautical charts; Air Traffic Services (ATS); Communication services; Meteorological services; and Search and Rescue (SAR).

GEN 4.- Charges for aerodromes/heliports and air navigation services (ANS) - Aerodrome/heliport charges; and Air navigation services charges.

4.1.2 Part 2 - En-route (ENR)

Part 2 consists of seven sections containing information as briefly described hereafter.

ENR 0. - Table of Contents to Part 2.

ENR 1. - General rules and procedures - General rules; Visual flight rules; Instrument flight rules; ATS airspace classification and description; Holding, approach and departure procedures; ATS surveillance services and procedures; Altimeter setting procedures; ICAO Regional supplementary procedures; Air traffic

flow management and airspace management (ATFM); Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents.

ENR 2. - Air traffic services airspace - FIR, UIR, TMA and CTA; and Other regulated airspace.

ENR 3. - En-route holding.

Note. - With the effect from 05 FEB 2015 Free Route Airspace has been introduced in the Budapest FIR.

ENR 4. - Radio navigation aids/systems - Radio navigation aids - en-route; Special navigation systems; Global navigation satellite system (GNSS); Name-code designators for significant points; and Aeronautical ground lights - en-route.

ENR 5. - Navigation warnings - Prohibited, restricted and danger areas; Military exercise and training areas and air defence identification zone (ADIZ); Other activities of a dangerous nature and other potential hazards; Air navigation obstacles; Aerial sporting and recreational activities; and Bird migration and areas with sensitive fauna.

ENR 6. - En-route charts

4.1.3 Part 3 - Aerodromes (AD)

Part 3 consists of three sections containing information as briefly described hereafter.

AD 0. - Table of Contents to Part 3.

AD 1. - Aerodromes/Heliports - Introduction - Aerodrome/Heliport availability and conditions of use; Rescue and fire-fighting services (RFFSs), runway surface condition assessment and reporting, and snow plan; Index of aerodromes and heliports; Grouping of aerodromes/heliports; and Status of certification of aerodromes.

AD 2. - Aerodromes - Detailed information about aerodromes, including helicopter landing areas, if located at the aerodromes, listed under 25 subsections for each aerodrome.

4.2 Regular amendment interval

No fixed intervals for amendments to the AIP are defined.

5. COPYRIGHT POLICY

6. SERVICE TO CONTACT IN CASE OF DETECTED AIP ERRORS OR OMISSIONS

In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions which may nevertheless be detected, as well as any correspondence concerning the Integrated Aeronautical Information Package, should be referred to:

HungaroControl, Hungarian Air Navigation Services Private Limited Company

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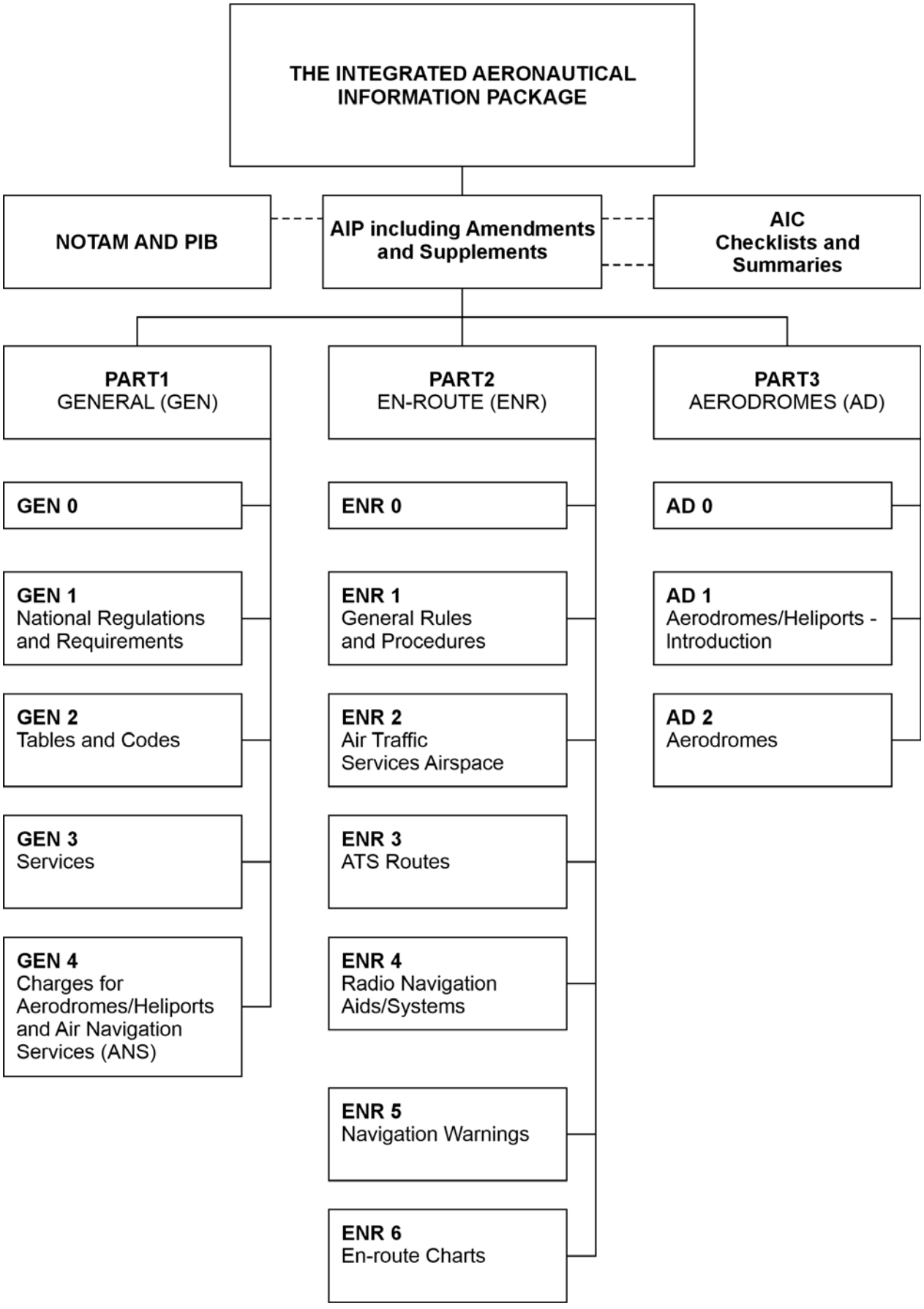
Email: ais@hungarocontrol.hu

Figure 1. IAIP



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AIRAC AIP AMENDMENT			
Amendment number	*Publication date*	*Date inserted*	*Inserted by*
001/2023	12-Jan-2023	23-Feb-2023	
002/2023	09-Feb-2023	23-Mar-2023	
003/2023	04-May-2023	13-Jul-2023	
004/2023	27-Jul-2023	07-Sep-2023	
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002/2025	06-Mar-2025	17-Apr-2025	

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GEN 0.3 RECORD OF AIP SUPPLEMENTS

Supplement number	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
001/2014	KFOR Sector	GEN, ENR	03 APR 2014 - 03 DEC 2020	
001/2020	KFOR Sector	GEN, ENR	03 DEC 2020 - UFN	
001/2022	Budapest Liszt Ferenc International Airport (LHBP) Cargo Apron development works	AD 2 LHBP	03 NOV 2022 - 13 JUL 2023	
001/2023	Special Operational procedures at Budapest Liszt Ferenc International Airport (LHBP) due to 2023 UEFA Europa League final	AD 2 LHBP	30 MAY 2023 - 01 JUN 2023	
002/2023	Debrecen International Airport (LHDC) Demolition works	AD 2 LHDC	26 JUN 2023 - 31 MAR 2024	AIP SUP 004/2023
003/2023	Debrecen International Airport (LHDC) instrument approach procedures	AD 2 LHDC	05 OCT 2023 - 31 MAR 2024	AIP SUP 005/2023
004/2023	Debrecen International Airport (LHDC) Demolition works	AD 2 LHDC	29 OCT 2023 - 31 MAR 2024	AIP SUP 001/2024
005/2023	Debrecen International Airport (LHDC) instrument approach procedures	AD 2 LHDC	27 NOV 2023 - 31 MAR 2024	
006/2023	Penetrating the Obstacle Limitation Surface of LHBP airport due to activated crane garden next to Terminal 2 areas	AD 2 LHBP	07 DEC 2023 - 14 OCT 2024	
001/2024	Debrecen International Airport (LHDC) Demolition works	AD 2 LHDC	04 FEB 2024 - 31 MAR 2024	
002/2024	Debrecen International Airport (LHDC) Demolition works	AD 2 LHDC	02 MAY 2024 - 30 JUN 2024	
003/2024	Penetrating the Obstacle Limitation Surface of LHBP airport due to activated crane garden next to Terminal 2 areas	AD 2 LHBP	22 OCT 2024 - 30 NOV 2024	
004/2024	Debrecen International Airport (LHDC) change of opening hours and RFFS category	AD 2 LHDC	17 DEC 2024 - 30 MAR 2025	
005/2024	Penetrating the Obstacle Limitation Surface of LHBP airport due to activated crane garden next to Terminal 2 areas	AD 2 LHBP	10 DEC 2024 - 30 APR 2025	
001/2025	Crane operations at the South-West part of LHBP airport	AD 2 LHBP	01 MAR 2025 - 31 JUL 2025	

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GEN 0.4 CHECKLIST OF AIP PAGES

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GEN 1.2 - 4	05 SEP 2024
GEN 1.2 - 5	05 SEP 2024
GEN 1.2 - 6	05 SEP 2024
GEN 1.2 - 7	05 SEP 2024
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GEN 1.2 - 9	05 SEP 2024
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GEN 1.6 - 1	17 APR 2025
GEN 1.6 - 2	17 APR 2025
GEN 1.6 - 3	17 APR 2025
GEN 1.6 - 4	17 APR 2025
GEN 1.6 - 5	17 APR 2025
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GEN 1.6 - 7	17 APR 2025
GEN 1.6 - 8	17 APR 2025
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GEN 1.7 - 1	01 DEC 2022
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GEN 1.7 - 4	20 FEB 2025
GEN 1.7 - 5	01 DEC 2022
GEN 1.7 - 6	01 DEC 2022
GEN 1.7 - 7	01 DEC 2022
GEN 1.7 - 8	01 DEC 2022
GEN 1.7 - 9	01 DEC 2022
GEN 1.7 - 10	01 DEC 2022
GEN 1.7 - 11	01 DEC 2022
GEN 1.7 - 12	01 DEC 2022
GEN 1.7 - 13	01 DEC 2022
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GEN 1.7 - 16	21 MAR 2024
GEN 1.7 - 17	23 MAR 2023
GEN 1.7 - 18	23 MAR 2023
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GEN 1.7 - 20	23 MAR 2023
GEN 1.7 - 21	23 MAR 2023
GEN 1.7 - 22	23 MAR 2023
GEN 1.7 - 23	23 MAR 2023
GEN 1.7 - 24	23 MAR 2023
GEN 1.7 - 25	23 MAR 2023
GEN 1.7 - 26	23 MAR 2023
GEN 1.7 - 27	23 MAR 2023
GEN 1.7 - 28	23 MAR 2023
GEN 1.7 - 29	23 MAR 2023
GEN 1.7 - 30	23 MAR 2023
GEN 1.7 - 31	23 MAR 2023
GEN 1.7 - 32	23 MAR 2023
GEN 1.7 - 33	23 MAR 2023
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GEN 1.7 - 48	20 FEB 2025
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GEN 1.7 - 50	30 NOV 2023
GEN 1.7 - 51	30 NOV 2023
GEN 1.7 - 52	30 NOV 2023
GEN 1.7 - 53	30 NOV 2023
GEN 1.7 - 54	30 NOV 2023
GEN 1.7 - 55	30 NOV 2023
GEN 1.7 - 56	30 NOV 2023
GEN 1.7 - 57	30 NOV 2023
GEN 1.7 - 58	30 NOV 2023
GEN 1.7 - 59	30 NOV 2023
GEN 1.7 - 60	30 NOV 2023
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GEN 2.2 - 8	28 NOV 2024
GEN 2.2 - 9	28 NOV 2024
GEN 2.2 - 10	28 NOV 2024
GEN 2.2 - 11	13 JUL 2023
GEN 2.2 - 12	13 JUL 2023
GEN 2.2 - 13	13 JUL 2023
GEN 2.2 - 14	13 JUL 2023
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GEN 2.2 - 18	17 APR 2025
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GEN 2.2 - 24	28 NOV 2024
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GEN 2.4 - 1	05 SEP 2024
GEN 2.4 - 2	05 SEP 2024
GEN 2.4 - 3	05 SEP 2024
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GEN 2.5 - 1	25 FEB 2021
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GEN 2.6 - 1	25 FEB 2021
GEN 2.6 - 2	25 FEB 2021
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GEN 3.5 - 7	23 MAR 2023
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GEN 3.5 - 9	23 MAR 2023
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GEN 3.5 - 11	23 MAR 2023
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ENR 1.1 - 4	13 JUL 2023
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ENR 1.2 - 2	01 DEC 2022
ENR 1.2 - 3	01 DEC 2022
ENR 1.2 - 4	01 DEC 2022
ENR 1.3 - 1	28 NOV 2024
ENR 1.3 - 2	28 NOV 2024
ENR 1.3 - 3	28 NOV 2024
ENR 1.3 - 4	28 NOV 2024
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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

1. AVIATION AUTHORITIES

1.1 Ministry of Construction and Transport

Director General of Civil Aviation

Email:dgca@ekm.gov.hu

Email:caa@ekm.gov.hu

Email:lfhf@ekm.gov.hu

Phone:(+361) 373-1461

Post:H-1054 Budapest, Alkotmány utca 5.

1.2 Ministry of Construction and Transport, Civil Aviation Authority (CAA)

Post:H-1440 Budapest PO Box 1.

Email:caa@ekm.gov.hu

Fax:(+36) 29-354-224

Phone:(+361) 273-5525

Phone:(+361) 373-1432

URL:https://www.kozlekedesihatosag.kormany.hu/hu/a-hatosagrol

Flight permission unit for non-scheduled, commercial, private flights:

Email:caa@ekm.gov.hu

Phone:(+361) 273-5537

Phone:(+361) 273-5578

Fax:(+36) 29-354-223

AFS:LHBPYEYX

SITA:BUDXTYF

Flight permission unit for scheduled flights:

Email:caa@ekm.gov.hu

Phone:(+361) 273-5547

Fax:(+36) 29-354-223

AFS:LHBPYEYX

SITA:BUDXTYF

2. METEOROLOGY

HungaroMet Hungarian Meteorological Service

AFS:LHBPYMYC

Fax:(+361) 346-4669

Phone:(+361) 346-4600

Post:H-1525 Budapest, PO Box 38.

3. CUSTOMS

3.1 National Tax and Customs Administration

Phone:(+361) 428-5100

Post:H-1054 Budapest, Széchenyi utca 2.

Email:nav_kozpont@nav.gov.hu

URL:www.nav.gov.hu

3.2 Airport Directorate of the National Tax and Customs Administration

Phone:(+361) 297-1120

Post:H-1675 Budapest, PO box 40.

Email:repig@nav.gov.hu

URL:https://nav.gov.hu/nav/igazgatosagok/repuloteri

4. FRONTIER GUARD

4.1 National HQ of Frontier Guard

Fax:(+361) 338-3444 ext. 36-242

Phone:(+361) 338-3444 ext. 36-242

Post:H-1525 Budapest PO Box 47.

4.2 Budapest Administration of Frontier Guard

Fax:(+361) 338-3444 ext. 36-514

Phone:(+361) 394-2444

Post:H-1286 Budapest PO Box 9.

4.3 Airport Police Directorate Border Policing Division (Budapest Liszt Ferenc International Airport)

Fax:(+361) 296-0685, (+361) 290-3121 ext. 37-702

Phone:(+361) 296-0689, (+361) 290-3121 ext. 37-715

Post:H-1675 Budapest PO Box 10.

5. HEALTH

5.1 Ministry of Interior

Phone:(+361) 441-1000

Email:ugyfelszolgalat@bm.gov.hu

Post:H-1051 Budapest, József Attila utca 2-4.

5.2 Government Office of the Capital City Budapest, Department of Epidemiology, International Airport and Shipping

Phone:(+361) 465-3851

Post:H-1138 Budapest, Váci út 174.

Post:H-1550 Budapest, PO Box 203.

6. ENROUTE CHARGES

HugaroControl - Department of Finance

AFS:LHBPYDYX

Fax:(+361) 293-4209

Phone:(+361) 293-4208

Post:H-1675 Budapest, PO Box 80.

7. AGRICULTURAL QUARANTINE - VETERINARY HYGIENE

7.1 Ministry of Agriculture

Phone:(+361) 301-4000

Post:H-1055 Budapest Kossuth Lajos tér 11.

7.2 National Food Chain Safety Office

Fax:(+361) 336-9479

Phone:(+361) 336-9000

7.3 Frontier Station Veterinary Hygiene Office

Phone:(+361) 297-1060

Phone:(+361) 297-1061

Phone:(+361) 297-1062

Fax:(+361) 294-9603

Email: bud-aeu@pest.gov.hu

8. AIRCRAFT ACCIDENT INVESTIGATION

Transportation Safety Bureau (TSB)

Email:kbszbejelentes@ekm.gov.hu

Email:tsbnotification@ekm.gov.hu

Email:kbszrepules@ekm.gov.hu

Email:tsbaviainfo@ekm.gov.hu

Fax:(+361) 432-6241

Phone:(+361) 294-5529

Phone:(+361) 432-6240

Phone:(+3630) 931-0832 Duty officer

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GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1. CUSTOMS REQUIREMENTS CONCERNING CARGO AND OTHER ARTICLES

1.1. The pilot-in-command of any aircraft engaged in international flight operations, when landing at an aerodrome in Hungary, shall submit a Manifest (of Cargo and Mail). In the Manifest, the number of disembarking passengers and the discharged cargo shall also be shown.

1.2. In the case of a non-commercial landing, a NIL Manifest shall also be submitted to the Customs Office.

2. AGRICULTURAL QUARANTINE REQUIREMENTS

NIL

3. VETERINARY HYGIENE REQUIREMENTS

3.1. Air carriage of living animals, products of animal origin and products susceptible to the spread of animal disease may be carried by air only when in possession of a valid official veterinary certificate (preferably issued not earlier than 48 hours in advance of the flight) and issued in bilingual form, one of the State of origin and the other Hungarian.

In case of import, (with the exception of living animals kept for pleasure and not offered for resale) an import licence of the Ministry of Agriculture and Regional Development is also needed which will specify the terms of import, the place of quarantine, etc. The estimated time of arrival shall be notified to the Veterinary Hygiene Office (VHO) of the Border Inspection Points (BIP) within 48 hours in advance of the flight. The cost of the official veterinary border inspection is chargeable at the time.

In case of certain animals and products of animal origin export and/or import CITES certificate is also required. The import CITES certificate is issued by the Ministry of Agriculture.

The VHO runs a continuous service at Budapest Liszt Ferenc International Airport. Further information may be obtained on the phone numbers given in *GEN 1.1 para 7.*

Air carriage of animals shall take place in containers, cages or compartments, which shall be safely fastened.

In order to avoid the effects of extraordinary high or low temperatures and extensive fluctuations in air pressure, appropriate precautions shall be taken and appropriate ventilation is to be provided, taking the species of animals into consideration.

Tools are to be provided for unavoidable emergency slaughter, considering animal wellfare regulations, on board of the aircraft.

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GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

1. LEGAL ACTS OF THE EUROPEAN UNION

For applicable EU Aviation Regulations please visit the EASA website: https://www.easa.europa.eu/regulations#regulations-atmans----air-traffic-managementair-navigation-services;

List of further legal acts of the European Union concerning air navigation and relating activities:

- Council Regulation (EEC) No **95/93** of 18 January 1993 on common rules for the allocation of slots at Community airports;
- Directive **2002/49/EC** of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise;
- Directive **2003/87/EC** of the European Parliament and of the Council of 13 October 2003 establishing a scheme for greenhouse gas emission allowance trading within the Community and amending Council Directive 96/61/EC;
- Regulation (EC) No **549/2004** of the European Parliament and of the Council of 10 March 2004 laying down the framework for the creation of the single European sky (the framework Regulation)(For the application, see also: REGULATION (EU) 2024/2803 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL Article 58, Annex I and Annex II);
- Regulation (EC) No **550/2004** of the European Parliament and of the Council of 10 March 2004 on the provision of air navigation services in the single European sky (the service provision Regulation)(For the application, see also: REGULATION (EU) 2024/2803 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL Article 58 Annex I and Annex II);
- REGULATION (EU) **2018/1139** OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91;
- REGULATION (EU) **2024/2803** OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 23 October 2024 on the implementation of the Single European Sky;
- COMMISSION IMPLEMENTING DECISION (EU) **2024/1688** of 12 June 2024 setting Union-wide performance targets for the air traffic management network for the fourth reference period from 1 January 2025 to 31 December 2029;
- COMMISSION IMPLEMENTING DECISION (EU) **2019/709** of 6 May 2019 on the appointment of the network manager for air traffic management (ATM) network functions of the single European sky;
- Regulation (EC) No **785/2004** of the European Parliament and of the Council of 21 April 2004 on insurance requirements for air carriers and aircraft operators;
- Commission Regulation (EC) No **2150/2005** of 23 December 2005 laying down common rules for the flexible use of airspace;
- Regulation (EC) No **300/2008** of the European Parliament and of the Council of 11 March 2008 on common rules in the field of civil aviation security and repealing Regulation (EC) No 2320/2002;
- Regulation (EC) No **1008/2008** of the European Parliament and of the Council of 24 September 2008 on common rules for the operation of air services in the Community;
- Directive **2009/12/EC** of the European Parliament and of the Council of 11 March 2009 on airport charges;
- Commission Regulation (EC) No **272/2009** of 2 April 2009 supplementing the common basic standards on civil aviation security laid down in the Annex to Regulation (EC) No 300/2008 of the

European Parliament and of the Council;

- Commission Regulation (EU) No **1254/2009** of 18 December 2009 setting criteria to allow Member States to derogate from the common basic standards on civil aviation security and to adopt alternative security measures;
- Commission Regulation (EU) No **72/2010** of 26 January 2010 laying down procedures for conducting Commission inspections in the field of aviation security;
- Commission Regulation (EU) No **176/2011** of 24 February 2011 on the information to be provided before the establishment and modification of a functional airspace block;
- Regulation (EU) No **952/2013** of the European Parliament and of the Council of 9 October 2013 laying down the Union Customs Code;
- Regulation (EU) No **598/2014** of the European Parliament and of the Council of 16 April 2014 on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Union airports within a Balanced Approach and repealing Directive 2002/30/EC;
- Commission Directive (EU) **2015/996** of 19 May 2015 establishing common noise assessment methods according to Directive 2002/49/EC of the European Parliament and of the Council;
- Commission Implementing Regulation (EU) **2015/1998** of 5 November 2015 laying down detailed measures for the implementation of the common basic standards on aviation security;
- Commission Delegated Regulation (EU) **2015/2446** of 28 July 2015 supplementing Regulation (EU) No 952/2013 of the European Parliament and of the Council as regards detailed rules concerning certain provisions of the Union Customs Code;
- Commission Implementing Regulation (EU) **2015/2447** of 24 November 2015 laying down detailed rules for implementing certain provisions of Regulation (EU) No 952/2013 of the European Parliament and of the Council laying down the Union Customs Code;
- Commission Delegated Regulation (EU) **2016/341** of 17 December 2015 supplementing Regulation (EU) No 952/2013 of the European Parliament and of the Council as regards transitional rules for certain provisions of the Union Customs Code where the relevant electronic systems are not yet operational and amending Delegated Regulation (EU) 2015/2446;
- Commission Implementing Regulation (EU) **2019/317** of 11 February 2019 laying down a performance and charging scheme in the single European sky and repealing Implementing Regulations (EU) No 390/2013 and (EU) No 391/2013;
- Commission Delegated Regulation (EU) **2019/945** - on unmanned aircraft systems and on third-country operators of unmanned aircraft systems;
- Commission Implementing Regulation (EU) **2019/947** - on the rules and procedures for the operation of unmanned aircraft;
- Commission Implementing Regulation (EU) **2023/1770** of 12 September 2023 laying down provisions on aircraft equipment required for the use of the Single European Sky airspace and operating rules related to the use of the Single European Sky airspace and repealing Regulation (EC) No 29/2009 and Implementing Regulations (EU) No 1206/2011, (EU) No 1207/2011 and (EU) No 1079/2012;
- Council Regulation (EU) **2021/2085** of 19 November 2021 establishing the Joint Undertakings under Horizon Europe and repealing Regulations (EC) No 219/2007, (EU) No 557/2014, (EU) No 558/2014, (EU) No 559/2014, (EU) No 560/2014, (EU) No 561/2014 and (EU) No 642/2014;
- Council Regulation (EEC) No **95/93** of 18 January 1993 on common rules for the allocation of slots at Community airports;
- Council Directive **96/67/EC** of 15 October 1996 on access to the groundhandling market at Community airports;
- Council Directive **2000/79/EC** of 27 November 2000 concerning the European Agreement on the Organisation of Working Time of Mobile Workers in Civil Aviation concluded by the Association of European Airlines (AEA), the European Transport Workers' Federation (ETF), the European Cockpit Association (ECA), the European Regions Airline Association (ERA) and the International Air Carrier Association (IACA);

- Council Directive **2004/82/EC** of 29 April 2004 on the obligation of carriers to communicate passenger data;
- Regulation (EC) No **261/2004** of the European Parliament and of the Council of 11 February 2004 establishing common rules on compensation and assistance to passengers in the event of denied boarding and of cancellation or long delay of flights, and repealing Regulation (EEC) No 295/91 (Text with EEA relevance);
- REGULATION (EC) NO **847/2004** OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL OF 29 APRIL 2004 ON THE NEGOTIATION AND IMPLEMENTATION OF AIR SERVICE AGREEMENTS BETWEEN MEMBER STATES AND THIRD COUNTRIES;
- Directive **2006/93/EC** of the European Parliament and of the Council of 12 December 2006 on the regulation of the operation of aeroplanes covered by Part II, Chapter 3 , Volume 1 of Annex 16 to the Convention on International Civil Aviation, second edition (1988) (codified version);
- Regulation (EC) No **1107/2006** of the European Parliament and of the Council of 5 July 2006 concerning the rights of disabled persons and persons with reduced mobility when travelling by air;
- Commission Regulation (EC) No **859/2008** of 20 August 2008 amending Council Regulation (EEC) No 3922/91 as regards common technical requirements and administrative procedures applicable to commercial transportation by aeroplane;
- Commission Regulation (EU) No **18/2010** of 8 January 2010 amending Regulation (EC) No 300/2008 of the European Parliament and of the Council as far as specifications for national quality control programmes in the field of civil aviation security are concerned;
- Commission Regulation (EU) No **255/2010** of 25 March 2010 laying down common rules on air traffic flow management;
- Commission Regulation (EU) No **285/2010** of 6 April 2010 amending Regulation (EC) No 785/2004 of the European Parliament and of the Council on insurance requirements for air carriers and aircraft operators;
- Commission Regulation (EU) No **1178/2011** of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council Text with EEA relevance;
- Commission Regulation (EU) No **748/2012** of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations;
- Commission Implementing Regulation (EU) No **923/2012** of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010 Text with EEA relevance;
- Commission Regulation (EU) No **139/2014** of 12 February 2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council;
- Commission Regulation (EU) No **1321/2014** of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks;
- Commission Regulation (EU) **2015/340** of 20 February 2015 laying down technical requirements and administrative procedures relating to air traffic controllers' licences and certificates pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, amending Commission Implementing Regulation (EU) No 923/2012 and repealing Commission Regulation (EU) No 805/2011;
- Commission Regulation (EU) **2015/445** of 17 March 2015 amending Regulation (EU) No 1178/2011 as regards technical requirements and administrative procedures related to civil aviation aircrew;
- Directive (EU) **2015/1535** of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services (codification);

- Directive (EU) **2016/681** of the European Parliament and of the Council of 27 April 2016 on the use of passenger name record (PNR) data for the prevention, detection, investigation and prosecution of terrorist offences and serious crime;
- Commission Implementing Regulation (EU) **2016/1185** of 20 July 2016 amending Implementing Regulation (EU) No 923/2012 as regards the update and completion of the common rules of the air and operational provisions regarding services and procedures in air navigation (SERA Part C) and repealing Regulation (EC) No 730/2006;
- Commission Implementing Regulation (EU) **2017/373** of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011;
- Commission Regulation (EU) **2018/1142** of 14 August 2018 amending Regulation (EU) No 1321/2014 as regards the introduction of certain categories of aircraft maintenance licences, the modification of the acceptance procedure of components from external suppliers and the modification of the maintenance training organisations' privileges;
- Commission Implementing Regulation (EU) **2019/123** of 24 January 2019 laying down detailed rules for the implementation of air traffic management (ATM) network functions and repealing Commission Regulation (EU) No 677/2011;
- Commission Implementing Regulation (EU) **2020/469** of 14 February 2020 amending Regulation (EU) No 923/2012, Regulation (EU) No 139/2014 and Regulation (EU) 2017/373 as regards requirements for air traffic management/air navigation services, design of airspace structures and data quality, runway safety and repealing Regulation (EC) No 73/2010;
- Commission Implementing Regulation (EU) **2023/1769** of 12 September 2023 laying down technical requirements and administrative procedures for the approval of organisations involved in the design or production of air traffic management/air navigation services systems and constituents and amending Implementing Regulation (EU) 2023/203;
- Commission Implementing Regulation (EU) **2023/1771** of 12 September 2023 amending Implementing Regulation (EU) 2017/373 as regards air traffic management and air navigation services systems and constituents and repealing Regulations (EC) No 1032/2006, (EC) No 633/2007 and (EC) No 262/2009;
- Commission Delegated Regulation (EU) **2024/1108** of 13 March 2024 amending Regulation (EU) No 748/2012 as regards the initial airworthiness of unmanned aircraft systems subject to certification and Delegated Regulation (EU) **2019/945** as regards unmanned aircraft systems and third-country operators of unmanned aircraft systems;
- Regulation (EU) **2023/2405** of the European Parliament and of the Council of 18 October 2023 on ensuring a level playing field for sustainable air transport (ReFuelEU Aviation);
- Commission Regulation (EU) **2015/640** of 23 April 2015 on additional airworthiness specifications for a given type of operations and amending Regulation (EU) No 965/2012;
- Commission Regulation (EU) No **1321/2014** of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks;
- Commission Regulation (EU) No **965/2012** of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council;
- Commission Regulation (EU) **2018/395** of 13 March 2018 laying down detailed rules for the operation of balloons pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council;
- Commission Implementing Regulation (EU) **2018/1976** of 14 December 2018 laying down detailed rules for the operation of sailplanes pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council;
- Commission Regulation (EU) No **452/2014** of 29 April 2014 laying down technical requirements and administrative procedures related to air operations of third country operators pursuant to Regulation

(EC) No 216/2008 of the European Parliament and of the Council Text with EEA relevance;

- Commission Regulation (EU) No **1332/2011** of 16 December 2011 laying down common airspace usage requirements and operating procedures for airborne collision avoidance;
- Commission Implementing Regulation (EU) **2018/1048** of 18 July 2018 laying down airspace usage requirements and operating procedures concerning performance-based navigation;
- Commission Regulation (EC) No **104/2004** of 22 January 2004 laying down rules on the organisation and composition of the Board of Appeal of the European Aviation Safety Agency;
- Commission Implementing Regulation (EU) **2019/2153** of 16 December 2019 on the fees and charges levied by the European Union Aviation Safety Agency, and repealing Regulation (EU) No 319/2014;
- Commission Implementing Regulation (EU) No **646/2012** of 16 July 2012 laying down detailed rules on fines and periodic penalty payments pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council;
- Commission Implementing Regulation (EU) No **628/2013** of 28 June 2013 on working methods of the European Aviation Safety Agency for conducting standardisation inspections and for monitoring the application of the rules of Regulation (EC) No 216/2008 of the European Parliament and of the Council and repealing Commission Regulation (EC) No 736/2006.

2. NATIONAL REGULATIONS

- Act **XXXIV of 1994** on Police Forces;
- Act **XCVII of 1995** on Aviation;
- Government Decree **141/1995.** (XI. 30.) on enacting clauses of the Aviation Act;
- Act **XXXI of 1996** on the fire fighting, technical rescue operations and Fire Service;
- Joint Decree **17/1997.** (VI. 25.) of the Ministry of Environment and Regional Development, the Ministry of Transport, Communication and Water Management, and the Ministry of Defence on the promulgation of the regulations concerning aeronautical meteorological service;
- Joint Decree **18/1997.** (X. 11.) of the Ministry of Transport, Communication and Water Management and the Ministry of Environment and Regional Development on the detailed technical regulations concerning the determination, utilization and liquidation of noise prevention zones in the vicinity of aerodromes;
- Joint Decree **21/1997.** (III. 12.) of the Ministry of Agriculture and the Ministry of Defence on enacting clauses of the surveying and cartographic activities Act;
- Government Decree **176/1997.** (X. 11.) on the regulations concerning the determination, utilization and liquidation of noise prevention zones in the vicinity of aerodromes;
- Government Decree **4/1998.** (I. 16.) on the use of the Hungarian airspace;
- Ministerial Decree **18/1998** (VI. 3.) on Epidemiological Measures for Preventing Communicable Diseases and Outbreaks;
- Government Decree **25/1999.** (II. 12.) on the regulation of passenger air-transport;
- Government Decree **26/1999.** (II. 12.) on the regulation of air cargo carriage;
- Decree **5/2000.** (III. 10.) of the Ministry of Transport, Communication and Water Management on the consolidated rules of the slot allocation at the coordinated aerodromes;
- Decree **27/2001.** (XI. 23.) of the Ministry of Defence on the conditions for the operation of state aerodromes and aeronautical ground aids for the navigation of military aviation;
- Decree **32/2001.** (IX. 28.) of the Ministry of Transport and Water Management on the rules for the registration of aircraft;
- Government Decree **39/2001.** (III. 5.) on the compulsory liability insurance in aviation;
- Decree **3/2002.** (VI. 20.) of the Ministry of Economy and Transport on the fees chargeable for the procedures of the Civil Aviation Authorities;
- Decree **7/2002.** (I. 28.) of the Ministry of Transport and Water Management on the conditions and

authorisation procedure of ground handling;

- Decree **20/2002.** (III. 30.) of the Ministry of Transport and Water Management on the conditions and authorisation procedure of operation of civil aircraft;
- Joint Decree **43/2002.** (VIII. 12.) of the Ministry of Defence and the Ministry of Environment and Water on the detailed technical requirements concerning the determination, utilization and liquidation of noise-preventive zones in the vicinity of state aerodromes;
- Decree **50/2003.** (XII. 18.) of the Ministry of Internal Affairs on the circle of employees subject to control in sake of the safeguard of civil aviation;
- Act **C of 2003** on electronic communications;
- Joint Decree **44/2005.** (V. 6.) of the Ministry of Agriculture and Regional Development, the Ministry of Economy and Transport and the Ministry of Environment and Water on agricultural and forestrial aviation work placement;
- Decree **59/2005.** (VII. 18.) of the Ministry of Economy and Transport on the establishment and operation of the central reporting system of economy and transport and on certain reporting requirements;
- Act **CLXXXIV of 2005** on the professional investigation of accidents of the air and rail traffic and river navigation and of other traffic occurrences;
- Decree **3/2006.** (II. 2.) of the Ministry of Defence on rules of the air applicable within the airspace designated for the purpose of state flights;
- Decree **5/2006.** (II. 7.) of the Ministry of Health on the emergency service;
- Decree **83/2006.** (XII. 13.) of the Ministry of Economy and Transport on the organisation providing Air Navigation Services and training of the ATS personnel;
- Act **I of 2007** on the Admission and Residence of Persons with the Right of Free Movement and Residence;
- Joint Decree **26/2007.** (III. 1.) of the Ministry of Economy and Transport, the Ministry of Defence, the Ministry of Environment and Water on the designation of the Hungarian airspace for aviation;
- Decree **44/2007.** (XII. 29.) of the Ministry of Education and Culture on the sectoral responsibilities of the Disaster Management and the Civil Defence;
- Decree **68/2007.** (XII. 28.) of the Ministry of Justice and Law Enforcement on the control of the exit and entry of military units and transportation through the state boundary, at custom aerodromes, harbours and railway stations, as well as on the rail and water ways designated for border control on move and control of aircraft by border guard on the aerodromes temporarily opened for international traffic;
- Government Decree **113/2007.** (V. 24.) on the Implementation of Act I of 2007 on the Admission and Residence of Persons with the Right of Free Movement and Residence;
- Government Decree **330/2007.** (XII. 13.) on the border area and rules of the enter and stay in border area with not purpose of border crossing;
- Government Decree **332/2007.** (XII. 13.) on establishment and operation of the border crossing;
- Government Decree **410/2007.** (XII. 29.) on the circle of traffic offences liable to administrative penalty, on the sum of maximum fines to be imposed in case of infringement of the traffic rules concerned on the order of appropriation of the collected sum and the conditions for collaboration in control of road traffic;
- Decree **17/2008.** (IV. 30.) of the Ministry of Economy and Transport on the licensing and training of air traffic management personnel;
- Joint decree **35/2008.** (XII. 5.) of the Ministry of Transport, Communication and Energy, the Ministry of Defence, and the Ministry of Justice and Law Enforcement on the detailed specifications for technical investigation of air accidents, incidents and other occurrences of state aircraft exclusively, furthermore on the rules of investigation by operators in connection with state aircraft exclusively;
- Decree **88/2008.** (VII. 18.) of the Ministry of Agriculture and Regional Development on the protection

of animals during transport and related operations of 1/2005/EC for the implementation of Regulation;

- Government Decree **2/2009.** (I. 9.) on the opening of the standing aviation entry/exit border point for international personal and airfreight traffic at Sármellék civil aerodrome of national importance;
- Decree **7/2009.** (VI. 11.) of the Ministry of Defence on the air defence readiness missions of the Hungarian Defence Forces (HDF);
- Decree **19/2009.** (VI. 18.) of the Ministry of Justice and Law Enforcement on the provision of administrative air policing procedures by the Police Forces and also on the provisions for withdrawal of pilots' licence, airworthiness certificate and airworthiness warrant on the spot;
- Decree **44/2009.** (IX. 4.) of the Ministry of Transport, Communication and Energy on the flight time limitation of air crew in civil aviation;
- Government Decree **169/2010.** (V. 11.) on the rules for the security of civil aviation and the Aviation Security Committee on the powers, duties and procedures of operation;
- Government Decree **306/2010.** (XII. 23.) on air quality protection;
- Decree **68/2011.** (XI. 30.) of the Ministry of National Development on the authorization procedures and authority supervision of air navigation and other ground equipment providing aviation safety;
- Decree **84/2011.** (XII. 29.) of the Ministry of National Development on the charges payable after the use of the Hungarian airspace;
- Government Decree **267/2011.** (XII. 13.) on the organisational structure of the air search and rescue service executing the provision of assistance to aircraft in distress, and activities related to protection against disasters and rescue, and on the regulation of the bearing of costs related to its operations, maintenance and alerting, and on the rules related to the authorization of such activities;
- Government Decision **1298/2011.** (IX. 1.) on the National Airspace Coordination Task Force;
- Decree **22/2013.** (V. 16.) of the Ministry of National Development on National Civil Aviation Security Quality Assurance Program;
- Government Decree **253/2013.** (VII. 5.) on certain issues of implementation of International Health Regulation;
- Decree **27/2014.** (IV. 30.) of the Ministry of National Development on conditions of medical fitness of civil aviation personnel and on rules of designation and function of organisations responsible for the determination of medical fitness;
- Decree **21/2015.** (V. 4.) of the Ministry of National Development on production, building and technical suitability of aircraft;
- Decree **70/2015.** (XII. 1.) of the Ministry of National Development on the detailed rules of the professional investigations of the air accidents and incidents in the field of civil aviation and as well as on the detailed rules of the operational investigation;
- Decree **53/2016.** (XII. 16.) of the Ministry of National Development on the training, examination and licensing of aircraft operators, aircrew and flight operations officers as well as on the licensing of the organisations participating in the training;
- Decree **56/2016.** (XII. 22.) of the Ministry of National Development, on the Rules of the Air within the airspace and the aerodromes of Hungary;
- Decree **57/2016.** (XII. 22.) of the Ministry of National Development, on the rules and procedures of the Air Traffic Control Services;
- Act **CL of 2016** on General Public Administration Procedures;
- Government Decree **230/2016.** (VII. 29.) on the designation of the organisation responsible for transport safety and on the termination of the Transportation Safety Bureau with legal succession;
- Government Decree **378/2016.** (XII. 2.) on the legal succession related to the revision of certain central offices and of certain ministry background institutions operating in the form of financial body, as well as on the takeover of certain public functions;
- Government Decree **382/2016.** (XII. 2.) on designation of authorities providing transport administrative tasks;

- Government Decree **391/2016.** (XII. 5.) on the designation of the organisation responsible for state transport safety;
- Government Decree **392/2016.** (XII. 5.) on designation of state aviation authority on designation of the military aviation authority;
- Decree **11/2016.** (IV. 29.) of the Ministry for National Economy on the detailed implementing rules for the Act CLII of 2017 on the implementation of EU customs legislation;
- Decree **12/2016.** (IV. 29.) of the Ministry for National Economy on the detailed implementing rules for release for free circulation by relief from import duties;
- Act **CLII of 2017** on the implementation of EU customs legislation;
- Act **CLXIX of 2017** on publishing the Customs Convention on the A.T.A. Carnet for the temporary admission of goods (A.T.A. Convention) and its amendment;
- Government Decree **531/2017.** (XII. 29.) on designation of specialist authorities proceeding based on compelling reasons related to public interest;
- Government Decree **532/2017.** (XII. 29.) on supplemental procedural provisions of the aviation authority;
- Government Decree **221/2018.** (XI. 29.) on reimbursement of costs arising from the alert of the air defence readiness service;
- Government Decree **38/2021.** (II. 2.) on the flight of unmanned state aircraft;
- Government Decree **85/2024.** (IV. 17.) on the rules for the establishment, development and abolishment of the airport, and the establishment and abolishment of the air field.

3. INTERNATIONAL AGREEMENTS

Hungary is a Contracting Party to the international conventions and multilateral/bilateral agreements listed below:

- Article **IX of 1937** on promulgation of the International Convention for the Precautionary Attachment of Aircraft signed at Rome in 1933 (Rome, May 29, 1933);
- Statutory rule **24 of 1971** on promulgation of the Convention on Offences and Certain Other Acts Committed on Board Aircraft signed at Tokyo on 14 September 1963 (The Tokyo Convention, 1963);
- Statutory rule **25 of 1971** on promulgation of the Convention on International Civil Aviation signed at Chicago on 7 December 1944 and of the protocols relating to the amendments to the Convention (the Chicago Convention, 1944);
- Statutory rule **8 of 1972** on promulgation of the Convention for the Suppression of Unlawful Seizure of Aircraft signed at The Hague on 16 December 1970 (The Hague Convention, 1970);
- Statutory rule **15 of 1973** on promulgation of the International Air Services Transit Agreement signed at Chicago on 7 December 1944 (Chicago, 1944);
- Statutory rule **17 of 1973** on promulgation of the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation signed at Montreal on 23 September 1971 (The Montreal Convention, 1971);
- Statutory rule **24 of 1987** on promulgation of the Convention for the Suppression of Hostage Taking (New York 1979);
- Government Decree **19/1993.** (I. 29.) on promulgation of the accession to the EUROCONTROL International Convention furthermore to the Multilateral Agreement on Route Charges (Brussels, 1981);
- Government Decree **5/1994.** (I. 18.) on promulgation of the Convention on International Recognition of Rights in Aircraft signed at Geneva on 19 June 1948 (Geneva, 1948);
- Government Decree **56/1994.** (IV. 16.) on promulgation of the accession to the Multilateral Agreement on Commercial Rights of Non-Scheduled Air Services in Europe (Paris, 1956);
- Government Decree **57/1994.** (IV. 16.) on promulgation of the accession to the International Agreement on the Procedure for the Establishment of Tariffs for Intra-European Scheduled Air

Services (Paris, 1987);

- Act **II of 1997** on ratification and promulgation of the bilateral Agreement between the Republic of Hungary and the Republic of Austria signed in Győr, on 26th January, 1997, on co-operation concerning military air navigation;
- Act **III of 1997** on ratification and promulgation of the bilateral Agreement between the Republic of Hungary and the Republic of Slovenia signed at Muraszombat on July 10th, 1996, on military co-operation concerning flight operations and air defence fields;
- Government Decree **59/1997.** (IV. 18.) on promulgation of the bilateral Agreement between the Republic of Hungary and the Republic of Austria on the facilitation of the ambulance, search and rescue flight operations;
- Act **XCIII of 1997** on promulgation of the European Convention on the Suppression of Terrorism (Strasbourg, 27 Jan. 1977);
- Government Decree **212/1997.** (XII. 1.) on promulgation of the Agreement between the Government of the Republic of Hungary and the Government of the Republic of Slovakia on cooperation and mutual assistance in the event of disasters;
- Government Decree **218/1997.** (XII. 5.) on promulgation of the Agreement between the Government of the Republic of Hungary and the Government of the Russian Federation, signed in Moscow on 26th April 1997, concerning cooperation for the prevention and liquidation of catastrophic situations;
- Act **LXXVI of 1998** on ratification and promulgation of the bilateral Agreement between the Republic of Hungary and the Republic of Slovakia signed in Bratislava on 4th February 1998, on military co-operation concerning flight operations and air defence fields;
- Government Decree **114/1998.** (VI. 11.) on promulgation of the Agreement between the Government of the Republic of Hungary and the Government of the Republic of Croatia, signed in Budapest on 9th July 1997, on cooperation and mutual assistance in the event of disasters;
- Act **CXII of 1999** on promulgation of the Agreement between the Government of the Republic of Hungary and the Government of the Republic of Austria on cooperation and mutual assistance in the event of disasters;
- Government Decree **49/2000.** (IV. 13.) on promulgation of the Agreement on co-operation between the Government of the Republic of Hungary and EUMETSAT;
- Act **II of 2001** on the promulgation of the International Convention on Maritime Search and Rescue (SAR) (Hamburg 1979);
- Act **XXV of 2002** on promulgation of the International Convention for the Suppression of Terrorist Bombings (New York, 15th December 1997);
- Act **LXVI of 2003** on Convention on the marking of plastic explosives for the purpose of detection (Montreal, 1st March 1991);
- Act **XXXVII of 2004** on promulgation of the Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation, done at Montreal on 23 September 1971, signed at Montreal, on 24 February 1988;
- Act **LXXXI of 2004** on promulgation of the Agreement between the Government of the Republic of Hungary and the Government of Romania, signed in Budapest on 9th April 2003, on cooperation and mutual assistance in the event of disasters;
- Act **VII of 2005** on promulgation of the Convention for the Unification of Certain Rules for International Carriage by Air, signed at Montreal, on 28th May 1999;
- Government Decree **9/2006.** (I. 18.) on promulgation of the Co-operation Agreement on a Civil Global Navigation Satellite System (GNSS) between the European Community and its Member States and the State of Israel;
- Government Decree **137/2006.** (VI. 28.) on promulgation of the amendment of the Agreement on co-operation between the Government of the Republic of Hungary and EUMETSAT;
- Government Decree **270/2006.** (XII. 23.) on promulgation of the Co-operation Agreement on a Civil

Global Navigation Satellite System (GNSS) between the European Community and its Member States and the Kingdom of Morocco;

- Act **V of 2007** on promulgation of the Euro-Mediterranean Air Transport Agreement between the European Community and its Member States and the Kingdom of Morocco;
- Act **X of 2007** on promulgation of the Protocols of 6th October 1980, 10th May 1984, 26th October 1990, 29th September 1995, furthermore of 1st October 1998, amending the Convention on international civil aviation signed at Chicago on 7th December 1944, as well as no the production of the Protocols no the Authentic Quinquennial Text and Six-Language Text of the Convention on International Civil Aviation;
- Act **XLII of 2007** on promulgation of the Air Transport Agreement between the European Communities and its member states on one part, and the United States of America on the other part;
- Act **XLVI of 2007** on promulgation of the Annexes to the Convention on International Civil Aviation signed at Chicago on 7th December 1944;
- Government Decree **77/2007.** (IV. 19.) on promulgation of the Co-operation Agreement on a civil Global Navigation Satellite System (GNSS) between the European Community and its Member States, and the Republic of Korea;
- Act **CLXVIII of 2007** on promulgation of the Treaty of Lisbon amending the Treaty on European Union and the Treaty establishing the European Community;
- Government Decree **198/2007.** (VII. 30.) on the establishment of procedures referred to Article 5 of regulation (EC) No. 847 of the European Parliament and of the Council of 29 April 2004 on the negotiation and implementation of Air Services Agreements between member States and third countries;
- Government Decree **205/2007.** (VIII. 2.) on promulgation of the Agreement between the European Community and its Member States on one part and the United States of America on the other part, on the Promotion, Provision and Use of GALILEO and GPS Satellite-based Navigation Systems and related applications;
- Government Decree **4/2008.** (I. 19.) on promulgation of the Agreement between the Government of the Republic of Hungary and the Government of Romania on cooperation in air policing mission;
- Act **LIV of 2008** on the accession of the Republic of Hungary to the Protocol on the Privileges and Immunities of the European Organisation for the Exploitation of Meteorological Satellites (EUMETSAT);
- Act **LXXXVIII of 2009** on promulgation of Amendments to the Annexes of the Convention on International Civil Aviation signed at Chicago on 7th December 1944;
- Act **XCI. of 2009** on promulgation of International Health Regulation (2005) adopted by the WHO;
- Act **CIII of 2009** on promulgation of amendments to Multilateral Agreement between the European Community and its Member States on one hand and Albania, Bosnia and Herzegovina, Bulgaria, Croatia, the former Yugoslav Republic of Macedonia, Iceland, Montenegro, Norway, Romania, Serbia and the United Nations Interim Administration Mission in Kosovo on the other hand on the establishment of a European Common Aviation Area (the ECAA Agreement);
- Act **XIX of 2010** on promulgation of the Air Transport Agreement between the European Community and its Member States on the first part and Canada on the second part;
- Act **XX of 2010** on promulgation of the Air Transport Agreement between The United States of America on the first part; The European Community and its Member States on the second part, Iceland on the third part; and The Kingdom of Norway on the fourth part;
- Act **XXI of 2010** on promulgation of an Ancillary Agreement between the European Community and its Member States, of the first part Iceland, on the second part, and The Kingdom of Norway, of the third part regarding the application of the Air Transport Agreement between the United States of America of the first part, the European Community and its Member States on the second part;, Iceland, on the third part, and the Kingdom of Norway, on the fourth part;
- Act **LXXVIII of 2010** on promulgation of Air Transport Agreement between the European Community and its Member States on the first part and United States of America on the second part;

- Government Decree **246/2010.** (X. 6.) on promulgation of the Cooperation Agreement on Satellite Navigation between the European Community and its Member States on the first part and Kingdom of Norway on the second part;
- Act **IV of 2011** on the promulgation of the Common Aviation Area Agreement between the European Union and its Member States, of the one part, and Georgia, of the other part;
- Act **XXVIII of 2011** on the promulgation of the Euro-Mediterranean Aviation Agreement between the European Union and its Member States, of the one part, and the Hashemite Kingdom of Jordan, of the other part;
- Act **LXV of 2011** on promulgation of the Agreement on the establishment of Functional Airspace Block Central Europe;
- Act **CXCIII of 2012** on the promulgation of the Common Aviation Area Agreement between the European Union and its Member States and the Republic of Moldova;
- Act **CLI of 2013** on the promulgation of the Euro-Mediterranean Aviation Agreement between the EU and its Member States of the one part and Israel of the other part;
- Act **CXCVII of 2013** on promulgation of the Agreement between the Government of Hungary and the Government of the Republic of Serbia on cooperation and mutual assistance in the event of disaster;
- Act **I of 2019** on promulgation of the Agreement between the Government of Hungary and the Government of the Republic of Moldova on the cooperation and mutual assistance in the event of disasters;
- Act **CXXXVIII of 2021** on promulgation of the Common Aviation Area Agreement between the European Union and its member states and Ukraine;
- Act **XII of 2022** on promulgation of the Common Aviation Area Agreement between the European Union and its Member States, of the one Part, and the Republic of Armenia, of the other Part;
- Act **LII of 2022** on the promulgation of the Agreement On Air Transport Between the State of Qatar, of the one Part, and the European Union And its Member States, of the other Part.

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GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

+: Abbreviations annotated by "+" are not included in ICAO Doc 8400.
†: When radiotelephony is used, the abbreviations and terms annotated by "†", are transmitted as spoken words.
‡: When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.
"*" Signal is also available for use in communicating with stations of the maritime mobile service.
"# "Signal for use in the teletypewriter service only.

A

A	Amber
A2A	+Amplitude modulation, Designation of emissions
A3E	+Amplitude modulation, Designation of emissions
A8W	+Amplitude modulation, Designation of emissions
A9W	+Amplitude modulation, Designation of emissions
AAA	(Or AAB, AAC... etc. in sequence) Amended meteorological message (message type designator)
A/A	Air-to-air
AAD	Assigned altitude deviation
AAIM	Aircraft autonomous integrity monitoring
AAL	Above aerodrome level
AAR	Air to air refuelling
ABI	Advance boundary information
ABM	Abeam
ABN	Aerodrome beacon
ABT	About
ABV	Above
AC	Altocumulus
ACARS	†(to be pronounced "AY-CARS") Aircraft communication addressing and reporting system
ACAS	†Airborne collision avoidance system
ACC	‡Area control centre or area control
ACCC	+Air Command and Control Centre
ACCID	Notification of an aircraft accident
A-CDM	+Airport Collaborative Decision Making
ACFT	Aircraft
ACK	Acknowledge
ACL	Altimeter check location
ACL	+ATC clearances and instructions
ACM	+ATC communications management
ACN	Aircraft classification number
ACP	Acceptance (message type designator)
ACPT	Accept or accepted
ACT	Active or activated or activity
AD	Aerodrome
ADA	Advisory area
ADC	Aerodrome chart
ADDN	Addition or additional
ADF	‡Automatic direction finding equipment
ADIZ	†(to be pronounced "AY-DIZ") Air defence identification zone
ADJ	Adjacent
ADO	Aerodrome office (specify service)
ADQ	+Aeronautical Data Quality
ADR	Advisory route
ADS	+Automatic dependent surveillance

ADS	*The address (when this abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI ADS) (to be used in AFS as a procedure signal)
ADS-B	‡Automatic dependent surveillance — broadcast
ADS-C	‡Automatic dependent surveillance — contract
ADSU	Automatic dependent surveillance unit
ADVS	Advisory service
ADZ	Advise
AES	Aircraft earth station
AFIL	Flight plan filed in the air
AFIS	Aerodrome flight information service
AFM	Yes or affirm or affirmative or that is correct
AFS	Aeronautical fixed service
AFT	After ... (time or place)
AFTN	‡Aeronautical fixed telecommunication network
A/G	Air-to-ground
AGA	Aerodromes, air routes and ground aids
AGL	Above ground level
AGN	Again
AIC	Aeronautical information circular
AIDC	Air traffic services interfacility data communications
AIM	Aeronautical information management
AIP	Aeronautical information publication
AIRAC	Aeronautical information regulation and control
AIREP	†Air-report
AIRMET	†Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations
AIS	Aeronautical information services
ALA	Alighting area
ALERFA	†Alert phase
ALR	Alerting (message type designator)
ALRS	Alerting service
ALS	Approach lighting system
ALT	Altitude
ALTN	Alternate or alternating (light alternates in colour)
ALTN	Alternate (aerodrome)
AMA	Area minimum altitude
AMC	+ATC microphone check
AMC	+Acceptable Means of Compliance
AMD	Amend or amended *(used to indicate amended meteorological message; message type designator)*
AMDT	Amendment (AIP amendment)
AMS	Aeronautical mobile service
AMSL	Above mean sea level
AMSS	Aeronautical mobile satellite service
ANC	Aeronautical Chart - 1:500 000 ... (followed by name/title)
ANCS	Aeronautical Navigation Chart Small Scale ... (followed by name/title and scale)
ANS	Answer
AO	+Aircraft Operators
AOC	Aerodrome obstacle chart ... (followed by type and name / title)
AOC	+Air Operation Centre
AOC	+Air Operator Certificate – according to EC Regulation 965/2012
AOCC	+Airport Operations Control Centre
AOO	+Airfield Operations Officer
AOR	+Area of responsibility
AP	Airport
APAPI	†(to be pronounced “AY-PAPI”) Abbreviated precision approach path indicator
APCH	Approach
APDC	Aircraft parking/docking chart ... (followed by name/title)

APN	Apron
APP	Approach control office or approach control or approach control service
APR	April
APRX	Approximate or approximately
APSG	After passing
APU	Auxiliary Power Unit
APV	Approach procedure with vertical guidance
APV	+Approve or approved or approval
ARC	Area chart
ARNG	Arrange
ARO	Air traffic services reporting office
ARP	Aerodrome reference point
ARP	Air-report (message type designator)
ARQ	Automatic error correction
ARR	Arrive or arrival
ARR	Arrival (message type designator)
ARS	Special air-report (message type designator)
ARST	Arresting (specify (part of) aircraft arresting equipment)
AS	Altostratus
ASAP	As soon as possible
ASARAS	+Air Search and Rescue Alert Service
ASC	Ascend to or ascending to
ASDA	Accelerate-stop distance available
ASE	Altimetry system error
ASHTAM	A special series NOTAM notifying by means of a specific format change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations
ASMGCS	+Advanced Surface Movement Guidance and Control System
ASPEEDL	+Airspeed loss
ASPH	Asphalt
AT	At ... (followed by time at which weather change is forecast to occur)
ATA	‡Actual time of arrival
ATC	‡Air Traffic Control (in general)
ATCC	+Air Traffic Control Centre
ATCSMAC	Air Traffic Control Surveillance Minimum Altitude Chart ... (followed by name/title)
ATD	‡Actual time of departure
ATFCM	+Air traffic flow and capacity management
ATFM	Air traffic flow management
ATFMP	+Air traffic flow management position
ATFMU	+Air traffic flow management unit
ATIS	†(to be pronounced “AY-TIS”) Automatic terminal information service
ATM	Air traffic management
ATN	Aeronautical telecommunication network
ATP	+Allied Tactical Publication
ATP	At ... (time or place)
ATS	Air traffic services
ATSU	+Air traffic service unit
ATTN	Attention
AT-VASIS	†(to be pronounced “AY-TEE-VASIS”) Abbreviated T visual approach slope indicator system
ATZ	Aerodrome traffic zone
AUG	August
AUTH	Authorized or authorization
AUTO	Automatic
AUW	All up weight
AUX	Auxiliary
AVBL	Available or availability
AVG	Average

AVGAS	†Aviation gasoline
AWOS	Automated weather observation system
AWTA	Advise at what time able
AWY	Airway
AZM	Azimuth

B

B	Blue
BA	Braking action
BARO-VNAV	†(to be pronounced “BAA-RO-VEENAV”) Barometric vertical navigation
BASE	†Cloud base
BCFG	Fog patches
BCN	Beacon (aeronautical ground light)
BCST	Broadcast
BDRY	Boundary
BECMG	Becoming
BFR	Before
BIP	+Border Inspection Point
BKN	Broken
BL	Blowing ... (followed by DU = dust, SA = sand or SN = snow)
BLDG	Building
BLO	Below clouds
BLW	Below...
BOMB	Bombing
BoMCT	+Beginning of morning civil twilight
BR	Mist
BRF	Short (used to indicate the type of approach desired or required)
BRG	Bearing
BRKG	Braking
B-RNAV	+Basic area navigation
BS	Commercial broadcasting station
BSRF	+Bird Strike Reporting Form
BTL	Between layers
BTN	Between
BUFR	Binary universal form for the representation of meteorological data

NWB	North-westbound
NXT	Next

O

OAC	Oceanic area control centre
OAS	Obstacle assessment surface
OAT	+Operational Air Traffic
OAT-C	+Operational Air Traffic – Compatible
OAT-S	+Operational Air Traffic – Special
OBS	Observe or observed or observation
OBSC	Obscure or obscured or obscuring
OBST	Obstacle
OCA	Obstacle clearance altitude
OCA	Oceanic control area
OCC	Occulting (light)
OCH	Obstacle clearance height
OCNL	Occasional or occasionally
OCS	Obstacle clearance surface
OCT	October
OFZ	Obstacle free zone
OGN	Originate (to be used in AFS as a procedure signal)
OHD	Overhead
OIS	Obstacle identification surface
OK	*We agree or It is correct (to be used in AFS as a procedure signal)
OL	+Operating License - according to EC Regulation 1008/2008
OLDI	†On-line data interchange
OLS	+Obstacle Limitation Surface
OM	Outer marker
OPA	Opaque, white type of ice formation
OPC	Control indicated is operational control
OPMET	†Operational meteorological (information)
OPN	Open or opening or opened
OPR	Operator or operate or operative or operating or operational
OPS	†Operations
O/R	On request
ORD	Order
OSV	Ocean station vessel
OTP	On top
OTS	Organized track system
OUBD	Outbound
OVC	Overcast

P

P	Maximum value of wind speed or runway visual range ... (followed by figures in METAR/SPECI and TAF)
P	+Private
P	Prohibited area ... (followed by identification)
P2	+Prognostic chart for 200 HPA
P3	+Prognostic chart for 300 HPA
P5	+Prognostic chart for 500 HPA
P7	+Prognostic chart for 700 HPA
P85	+Prognostic chart for 850 HPA
PA	Precision approach
PALS	Precision approach lighting system (specify category)
PANS	Procedures for air navigation services
PAPI	†Precision approach path indicator
PAR	‡Precision approach radar

PARL	Parallel
PATC	Precision approach terrain chart ... (followed by name/title)
PAX	Passenger(s)
PBC	Performance-based communication
PBN	Performance-based navigation
PBS	Performance-based surveillance
PCD	Proceed or proceeding
PCL	Pilot-controlled lighting
PCN	Pavement classification number
PCT	Per cent
PDC	‡Pre-departure clearance
PDC	+Parking and Docking Chart
PDF	+Portable Document Format
PDG	Procedure design gradient
PER	Performance
PERM	Permanent
PFP	Preliminary flight plan
PIB	Pre-flight information bulletin
PJE	Parachute jumping exercise
PL	Ice pellets
PLA	Practice low approach
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust/sand whirls (dust devils)
POB	Persons on board
PON	+Pulse modulation, designation of emissions
POSS	Possible
PPI	Plan position indicator
PPR	Prior permission required
PPSN	Present position
PRFG	Aerodrome partially covered by fog
PRI	Primary
PRKG	Parking
PRM	+Persons with reduced mobility
PROB	†Probability
PROC	Procedure
PROP	Propeller
PROV	Provisional
PRP	Point-in-space reference point
PS	Plus
PSG	Passing
PSN	Position
PSP	Pierced steel plank
PSR	‡Primary surveillance radar
Psw	+Prognostic chart of significant weather
PSYS	Pressure system(s)
PTN	Procedure turn
PTrVM	+Prognostic tropopause and maximum wind chart
PTS	Polar track structure
PWR	Power

3.5 Sale of publications

Subscription to the AIS publication mailing list to receive notifications by e-mail with links to download all the published material (AIP AMDT, SUP, AIC and monthly NOTAM list) is free of charge. Subscription:

URL:https://ais-en.hungarocontrol.hu

4. AIRAC SYSTEM

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

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

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

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

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

2025	2026	2027	2028
23 JAN 2025	22 JAN 2026	21 JAN 2027	20 JAN 2028
20 FEB 2025	19 FEB 2026	18 FEB 2027	17 FEB 2028
20 MAR 2025	19 MAR 2026	18 MAR 2027	16 MAR 2028
17 APR 2025	16 APR 2026	15 APR 2027	13 APR 2028
15 MAY 2025	14 MAY 2026	13 MAY 2027	11 MAY 2028
12 JUN 2025	11 JUN 2026	10 JUN 2027	08 JUN 2028
10 JUL 2025	09 JUL 2026	08 JUL 2027	06 JUL 2028
07 AUG 2025	06 AUG 2026	05 AUG 2027	03 AUG 2028
04 SEP 2025	03 SEP 2026	02 SEP 2027	31 AUG 2028
02 OCT 2025	01 OCT 2026	30 SEP 2027	28 SEP 2028
30 OCT 2025	29 OCT 2026	28 OCT 2027	26 OCT 2028
27 NOV 2025	26 NOV 2026	25 NOV 2027	23 NOV 2028
25 DEC 2025	24 DEC 2026	23 DEC 2027	21 DEC 2028

5. PRE-FLIGHT INFORMATION SERVICE AT AERODROMES/HELIPORTS

5.1 Elements of the aeronautical information products held

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

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

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

5.2 Maps and charts held

The following aeronautical information are maintained in Netbriefing:

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

5.3 General area of coverage

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

Hours of Service: H24.

6. DIGITAL DATA SETS

6.1 Description of the available data sets

6.1.1 Electronic Obstacle Data:

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

6.1.2 Electronic Terrain Data:

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

6.2 Contact details of how data sets may be obtained

Electronic Obstacle Datasets may be obtained from:

HungaroControl, Hungarian Air Navigation Services Private Limited Company

Aeronautical Information Service

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

Phone:(+361) 293-4459

Email:pubsdo@hungarocontrol.hu

URL:http://ais.hungarocontrol.hu

Hours of Service:normal business hours.

5. LIST OF AERONAUTICAL CHARTS AVAILABLE

All series listed are part of the AIP

Title of series	Scale	Name and/or number	Date of latest revision
Aeronautical Chart - ICAO		**Hungary**	
	1:500 000	2252-B 2251-A	21 MAR 2024
Enroute Chart - ICAO		**Hungary**	
	1:1 000 000	ENR 6-LHCC-ERC	17 APR 2025
Compulsory and Plannable Links - Index Chart (See ENR 1.3)		**Hungary**	
	Nil	ENR 6-LHCC-LINKS	23 MAR 2023
Free Route Airspace (FRA) – Index Chart		**Hungary**	
	1:6 250 000	ENR 6-LHCC-FRA	28 NOV 2024
ATC Sectors - Index Chart		**Hungary**	
	1:2 200 000	ENR 6-LHCC-SECTOR	13 JUL 2023
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	20 FEB 2025
Temporary Reserved Airspaces - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-TRA	20 FEB 2025
Aerial Sporting and Recreational Activities - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-SPORT	20 FEB 2025
Areas With Sensitive Fauna - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-FAUNA	20 FEB 2025
Aerodrome Chart - ICAO		**Békéscsaba**	
	1:10 000	AD 2-LHBC-ADC	11 JUL 2024
		Budapest/Liszt Ferenc International Airport	
	1:10 000	AD 2-LHBP-ADC	17 APR 2025
Taxi Procedures for Arriving Aircraft - Index Chart	1:25 000	AD 2-LHBP-TAXI-ARR	17 APR 2025
Taxi Procedures for Departing Aircraft - Index Chart	1:25 000	AD 2-LHBP-TAXI-DEP	17 APR 2025
		Debrecen	
	1:10 000	AD 2-LHDC-ADC	28 NOV 2024
		Nyíregyháza	
	1:7 500	AD 2-LHNY-ADC	22 APR 2021
		Pécs/Pogány	
	1:10 000	AD 2-LHPP-ADC	20 FEB 2025
		Győr/Pér	
	1:10 000	AD 2-LHPR-ADC	17 APR 2025
		Hévíz/Balaton	
	1:10 000	AD 2-LHSM-ADC	20 FEB 2025
		Szeged	

Title of series	Scale	Name and/or number	Date of latest revision
	1:10 000	AD 2-LHUD-ADC	17 APR 2025
Aircraft Parking/Docking Chart - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:5 000	AD 2-LHBP-PDC/1	20 FEB 2025
	1:5 000	AD 2-LHBP-PDC/2	20 FEB 2025
	1:5 000	AD 2-LHBP-PDC/3	20 FEB 2025
	1:5 000	AD 2-LHBP-PDC/4	21 MAR 2024
Aerodrome Obstacle Chart - ICAO - Type A (Operating Limitations)		**Békéscsaba**	
	1:15 000	AD 2-LHBC-AOCA-17L35R	11 JUL 2024
		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	
	1:20 000	AD 2-LHDC-AOCA-04R22L	25 JAN 2024
		Nyíregyháza	
	1:15 000	AD 2-LHNY-AOCA-1836	20 FEB 2025
		Pécs/Pogány	
	1:15 000	AD 2-LHPP-AOCA-1533	28 NOV 2024
		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	13 JUL 2023
	1:2 500, 1:5 000	AD 2-LHBP-PATC-13R31L	13 JUL 2023
Standard Departure Chart - Instrument (SID) - ICAO		**Békéscsaba**	
	1:225 000	AD 2-LHBC-SID-17L	11 JUL 2024
	1:225 000	AD 2-LHBC-SID-35R	11 JUL 2024
		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-SID-13L	27 JAN 2022
	1:700 000	AD 2-LHBP-SID-13R	27 JAN 2022
	1:700 000	AD 2-LHBP-SID-31L	06 OCT 2022
	1:700 000	AD 2-LHBP-SID-31R	27 JAN 2022
		Debrecen	
	1:250 000	AD 2-LHDC-SID-04R	20 FEB 2025
	1:250 000	AD 2-LHDC-SID-22L	20 FEB 2025
		Nyíregyháza	
	1:250 000	AD 2-LHNY-SID-18	20 FEB 2025

Title of series	Scale	Name and/or number	Date of latest revision
	1:250 000	AD 2-LHNY-SID-36	20 FEB 2025
		Győr/Pér	
	1:250 000	AD 2-LHPR-SID-11	13 JUL 2023
	1:250 000	AD 2-LHPR-SID-29	13 JUL 2023
		Hévíz/Balaton	
	1:250 000	AD 2-LHSM-SID-16	20 FEB 2025
	1:250 000	AD 2-LHSM-SID-34	20 FEB 2025
Standard Arrival Chart - Instrument (STAR) - ICAO		**Békéscsaba**	
	1:225 000	AD 2-LHBC-STAR-17L35R	05 SEP 2024
		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	
	1:250 000	AD 2-LHDC-STAR-04R22L	20 FEB 2025
		Hévíz/Balaton	
	1:250 000	AD 2-LHSM-STAR-1634	20 FEB 2025
		Nyíregyháza	
	1:250 000	AD 2-LHNY-STAR-1836	20 FEB 2025
Budapest TMA - Index Chart		**Budapest/Liszt Ferenc International Airport**	
	1:700 000	AD 2-LHBP-TMA	21 MAR 2024
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	11 JUL 2024
	1:275 000	AD 2-LHBC-NDB 35R	11 JUL 2024
	1:275 000	AD 2-LHBC-RNP 17L	11 JUL 2024
	1:275 000	AD 2-LHBC-RNP 35R	11 JUL 2024
		Budapest/Liszt Ferenc International Airport	
	1:300 000	AD 2-LHBP-ILS/LOC-13L	30 NOV 2023
	1:300 000	AD 2-LHBP-ILS/LOC-13R	30 NOV 2023
	1:300 000	AD 2-LHBP-ILS/LOC-31L	30 NOV 2023
	1:300 000	AD 2-LHBP-ILS/LOC-31R	30 NOV 2023
	1:300 000	AD 2-LHBP-RNP-13L	30 NOV 2023
	1:300 000	AD 2-LHBP-RNP-13R	30 NOV 2023
	1:300 000	AD 2-LHBP-RNP-31L	30 NOV 2023
	1:300 000	AD 2-LHBP-RNP-Y-31R	06 OCT 2022
	1:300 000	AD 2-LHBP-RNP-Z-31R	30 NOV 2023
	1:300 000	AD 2-LHBP-VOR-13L	30 NOV 2023

Title of series	Scale	Name and/or number	Date of latest revision
	1:300 000	AD 2-LHBP-VOR-31R	30 NOV 2023
		Debrecen	
	1:250 000	AD 2-LHDC-ILS/LOC-04R	20 FEB 2025
	1:250 000	AD 2-LHDC-NDB-22L	20 FEB 2025
	1:250 000	AD 2-LHDC-RNP-04R	20 FEB 2025
	1:250 000	AD 2-LHDC-RNP-22L	20 FEB 2025
		Nyíregyháza	
	1:250 000	AD 2-LHNY-RNP-Y-18	20 FEB 2025
	1:250 000	AD 2-LHNY-RNP-Z-18	20 FEB 2025
	1:250 000	AD 2-LHNY-RNP-Y-36	20 FEB 2025
	1:250 000	AD 2-LHNY-RNP-Z-36	20 FEB 2025
		Pécs/Pogány	
	1:250 000	AD 2-LHPP-ILS/LOC-33	20 FEB 2025
	1:250 000	AD 2-LHPP-NDB-15	20 FEB 2025
	1:250 000	AD 2-LHPP-RNP-15	20 FEB 2025
	1:250 000	AD 2-LHPP-RNP-33	20 FEB 2025
		Győr/Pér	
	1:250 000	AD 2-LHPR-ILS/LOC-29	14 JUL 2022
	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	20 FEB 2025
	1:250 000	AD 2-LHSM-NDB-16	20 FEB 2025
	1:250 000	AD 2-LHSM-NDB-34	20 FEB 2025
	1:250 000	AD 2-LHSM-RNP-16	20 FEB 2025
	1:250 000	AD 2-LHSM-RNP-34	20 FEB 2025
Visual Approach Chart - ICAO		**Békéscsaba**	
	1:150 000	AD 2-LHBC-VAC	20 FEB 2025
		Budapest/Liszt Ferenc International Airport	
	1:150 000	AD 2-LHBP-VAC	16 MAY 2024
		Debrecen	
	1:150 000	AD 2-LHDC-VAC	20 FEB 2025
		Nyíregyháza	
	1:150 000	AD 2-LHNY-VAC	20 FEB 2025
		Pécs/Pogány	
	1:150 000	AD 2-LHPP-VAC	20 FEB 2025
		Győr/Pér	
	1:150 000	AD 2-LHPR-VAC	25 JAN 2024
		Hévíz/Balaton	
	1:150 000	AD 2-LHSM-VAC	20 FEB 2025
		Szeged	
	1:150 000	AD 2-LHUD-VAC	17 APR 2025

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ENR 1.10 FLIGHT PLANNING

1. PROCEDURES FOR THE SUBMISSION OF A FLIGHT PLAN

1.1 Purpose and Types of the Flight Plan

1.1.1 Purpose of the Flight Plan

The purpose of the flight plan is to inform the competent ATS units of the intended flight and enabling them to supervise the flight within the scope of air traffic control as well as flight information service and alerting service.

Guidance material on the completion of the ICAO Flight Plan form and the Repetitive Flight Plan (RPL) in conformance with the EUR RVSM flight planning requirements and Area Navigation (RNAV) specifications are provided in the ICAO EUR Regional Supplementary Procedures (Doc 7030).

Furthermore, the following requirement is in addition to the flight planning requirements contained in the ICAO EUR Regional Supplementary Procedures:

In addition to military operations, operators of customs or police aircraft shall insert the letter M in Item 8 of the ICAO flight plan form.

1.1.2 Types of Flight Plan

a. Individual Flight Plan

For each individual flight an individual flight plan shall be filed. Flights, in which several aircraft take part in a formation, as well as every separate stage of flight for flights with intermediate stops, shall also be regarded as individual flight.

b. Repetitive Flight Plan

A flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATS units.

c. Air filed Flight Plan

Flight plan submitted by airborne aircraft to the relevant ATS unit.

1.2 Flights subject to submission of a Flight Plan

1.2.1 A flight plan shall be submitted in the Budapest FIR, in the following cases:

- Any flight in uncontrolled airspace between 4000 FT (1200 M) AMSL and 9500 FT (2900 M) AMSL, except non-power driven aircraft;
- International Flights, except as specified in 1.2.2;
- Any flight in controlled airspace;
- Any flight to, from and crossing a TIZ airspace with the exception of non-power driven aircraft;
- The following VFR flights:
  - i. VFR flights above FL 195, with the exception of those planned in ad-hoc segregated airspace;
  - ii. Night VFR;
  - iii. Glider flights in cloud.
- Special cases:
  - i. State aircraft flying outside MCTR, MTMA and TRAs;
  - ii. Civil aircraft flying inside and MCTR not within published operational hours;
  - iii. Flights in civil aerodrome control zones (CTR) outside the published operational hours of ATC service (LHSM, LHDC);
  - iv. For multiple landings a flight plan shall be filed for every flight segment;

v. For flights flying the same route multiple times, separate flight plans shall be filed for each segment.

1.2.2 Flight plan submission is not required in class G airspace - with the exception of night VFR flights and flights performed by aircraft coming from or going to a third country - VFR GAT flights crossing the Slovakian-Hungarian state border at an altitude below 4000 feet (1200 M) AMSL and flights performed with a non-power driven aircraft crossing at an altitude above 4000 feet (1200 M) AMSL.

1.3 Completion of a Flight Plan form

A Flight Plan form shall be completed in accordance with the provisions contained in PANS-ATM (Doc 4444/501) Appendix 2.

Where STAR procedures are published, RNAV capable aircraft, shall insert the first way-point of the STAR as the last point of the filed FPL route.

In case of LHBP arrival, non-RNAV capable aircraft should insert TPS as the last point of the filed FPL route.

Aircraft operators are requested not to indicate SID/STAR information in the filed route of FPLs.

1.3.1 The use of the indicators GAT/OAT in a flight plan

- General Air Traffic (GAT):

Flights conducted in accordance with the regulations and procedures promulgated by the State civil aviation authorities and operating under the control or authority of the civil ATS organisation.

- Operational Air Traffic - COMPATIBLE (OAT-C):

OAT flights in accordance with the rules and procedures issued by the civil regulatory bodies, which do not require segregated airspace and can be accommodated into civil aviation/GAT flights.

- Operational Air Traffic - SPECIAL (OAT-S):

OAT flights requiring segregated airspace that do not fit into civil aviation/GAT flights.

Aircraft Operators (AOs) must indicate the planned change from GAT to OAT or vice versa in the FPLs.

The indicator shall be inserted after the appropriate significant point or geographical coordinates in the route.

The IFPS always assumes that all flight plans begin GAT, unless, it finds a change to GAT indicated later in the route. In this case it is assumed that everything prior to the change was OAT.

1.3.2 VFR flights planned above FL195 (5 950 M STD)

In case of flight operation above FL 195 (5 950 M STD) in controlled airspace and not in ad-hoc segregated airspace, the planned task shall be inserted in Field 18 of FPL, furthermore in Field 15 (route) the geographical or other significant point where FL195 (5 950 M STD) will be crossed, shall be shown.

Note: The climb out area to the route segment of the flight operation planned above FL 195 (5 950 M STD) shall be shown in Field 18 defined with radius of a circle pinpointed on a geographical or other significant point where FL 195 (5 950 M STD) to be crossed.

E.g. …DCT NORAH/N0160A085 DCT 4702N02120E/N0140F240 DCT NORAH/N0170A035 … (RMK/ Parachuting 4602N02135E R5NM).

Differences from ICAO standards and recommended practices can be found in the GEN 1.7

1.4 Addressing of a Flight Plan and Flight Plan associated messages.

Flight plan and flight plan associated messages shall be addressed for the purpose of transmission to units concerned and shall be forwarded to the addressees via the existing communication facilities. The units concerned are the ATS units of a departure and destination aerodrome, and also the ATS and ATFCM units along the planned route of a flight. In addition in cases of certain flights originators shall add special addressees prescribed by appropriate authorities, AOs or aerodromes for which FPLs and associated messages should be forwarded.

1.4.1 Flights entering or overflying the IFPS Zone

With respect to IFR/GAT flights which are intended to enter or overfly the IFPS Zone the flight plans and associated messages need only be addressed to the IFPS units in Haren (Brussels) and in Bretigny (Paris), instead of the relevant ATS units. These units will transmit the FPL and associated messages to all ATS

units concerned within the IFPS Zone.

Note: The list of States participating in the IFPS distribution area See ENR 1.10.

In case of a mixed flight (IFR/VFR and/or OAT/GAT) the addressees of the ATS units which will handle the VFR and OAT part of a flight within the IFPS Zone shall also be added.

Re-addressing function shall be used for the flight plans and associated messages addressed to the IFPUs which means to add the addresses of IFPUs to the address line only and additional addressees shall be included in the message text as the first element after the originator information line.

Bodies authorized to distribute flight plans transmitted via AFTN or SITA are responsible for addressing function as follows:

a. Aircraft operators who file a FPL direct to the IFPS are responsible for the correct addressees to:

- the IFPS units,
- the appropriate ATS units for the portion of the flight outside the IFPS Zone, and
- the units supervising VFR or OAT flights within the IFPS Zone in case of mixed operation, and
- any other addressees prescribed by the appropriate authorities and the aircraft operator and the aerodromes.

b. in other cases the flight plan distributive body (ARO, FIC, a designated military unit for this task) is responsible for the addresses to all ATS units concerned. However, depending on type of a flight, transmission of a FPL may be prescribed by the appropriate authority or an aircraft operator or an aerodrome to other addressees, it is the flight plan originator's responsibility to add the special addresses.

1.4.2 AFTN addressing of Flight Plans and associated messages

See ENR 1.11

1.4.3 *Adherence to Airspace Utilization Rules and Availability*

No flight plans shall be filed via the airspace of Budapest FIR deviating from the State restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilisation rules and availability for Budapest FIR and any reference to them shall be made via

URL:https://www.nm.eurocontrol.int/RAD/index.html.

1.5 Submission of a Flight Plan

1.5.1 Direct filing of Flight Plans to the IFPS

All foreign aircraft operators (AOs), and those national air carriers who meet the technical and FPL filing and addressing requirements are permitted to submit their IFR/GAT or mixed flight plans directly to the IFPS via AFTN, SITA or via other communication means.

1.5.2 Flight Plan filing at Budapest Liszt Ferenc International Airport

Pilots of aircraft departing from Budapest Liszt Ferenc International Airport have the possibility to send flight plans to the ATS reporting office via e-mail, fax and by phone.

1.5.3 Flight Plan filing at AFIS aerodrome

Pilots of aircraft departing from an AFIS aerodrome shall file a flight plan form personally or via email, web page or telephone to the aerodrome flight information service.

If a flight intends to operate wholly in an aerodrome traffic zone, limited information required by ATS unit can be submitted.

Phone:(+361) 293-4312

Phone:(+361) 293-4310

Fax:(+361) 296-9151

URL:https://www.netbriefing.hu

Email:aro@hungarocontrol.hu

1.5.4 Flight Plan filing at non-AFIS aerodrome

In case of departure planned from a non-AFIS aerodrome the pilot shall submit a flight plan via telephone or fax to the Air Traffic Services Reporting Office (ARO):

Phone:(+361) 293-4312

Phone:(+361) 293-4310

Fax:(+361) 296-9151

URL:https://www.netbriefing.hu

Email:aro@hungarocontrol.hu

1.6 Acceptance of a Flight Plan

1.6.1 Flight plans submitted directly to IFPS.

FPLs will be checked by IFPS for syntax, format and content. The flight plan originator will be informed on the acceptance by an ACK message, on the necessary manual correction by a MAN message and on the rejection by a REJ message.

Note: After accepting a flight plan IFPS will determine the ATS units responsible for IFR/GAT flights within IFPS Zone for which and for other addressees indicated in the message the flight plan will be forwarded. Unless a filed flight plan has been acknowledged by IFPS via an ACK message ATS units concerned will not have the flight plan and the aircraft may not begin operation.

1.6.2 When a flight plan is not sent directly to IFPS the receiving unit of FPLs is responsible for:

- checking for format and content to the extent possible,
- calling originator's attention to the errors and giving assistance for correct filing of FPLs,
- indicating acceptance of a flight plan to the originator and
- correct transmission and distribution of flight plans for the parties concerned.

If FPLs are forwarded to FIC or to IFPS via ATS reporting office, originators should inquire about the acceptance of FPLs.

Verbal information, if necessary, will be forwarded by the receiving unit.about the acceptance of filed FPLs by IFPS or FIC.

Note: The acceptance of FPL does not relieve the pilot of his/her responsibility for obtaining Air Traffic Control (ATC) clearance for the operation in controlled airspace or in controlled aerodromes as well as for correct preflight preparation.

1.7 Time for Filing a Flight Plan

Unless special circumstances require a flight plan shall be submitted prior to taxi for taking off not earlier than 24 hours and not later than 60 minutes before Estimated off Block Time (EOBT). For flights subject to ATFCM measures FPLs shall be submitted at least 3 hours prior to EOBT.

Note: ATFCM measures may be applied for IFR/GAT (or mixed) flights operating in Budapest FIR. In this case pilots are responsible to inquire if their flights are subject to ATFCM measures. Relevant information can be obtained from ARO at departure aerodrome or from other relevant ATS unit as well as from Flow Management Position at Budapest Area Control Centre (ACC):

Phone:+36 1 293-4183

If FPLs are filed more than 24 hours in advance of EOBT insert the date of flight (DOF) in FPLs.

FPLs may not be filed earlier than 5 days before operation.

AFIL can be filed in the following cases:

- at least 10 minutes before the aircraft is estimated to reach the boundary of controlled airspace if FPLs are submitted for the purpose of obtaining air traffic control clearance for operation in controlled airspace,
- after departure

i. in case of search and rescue flights for the purpose of averting the consequences of damage caused by forces of nature, serious disaster and air accident, of police mission as well as of flights for urgent ambulance and medical assistance,

ii. in case of departure from field other than aerodrome

as early as possible.

1.8 Cancellation and change of FPL

FPL shall be cancelled by operator to the ATS unit for which FPL has originally been submitted if:

- flight will not operate,
- aircraft wishes to depart before the time indicated in the filed FPL, or
- any changes are required in respect of aerodrome of departure or destination or aircraft identification,

In the latter cases a new FPL, including the modified data, shall be submitted.

For flights subject to ATFCM measures the following procedures shall be applied:

- when an FPL or an RPL has been filed by an AO but it is decided, within 4 hours of EOBT, to use an alternative routing between the same aerodromes of departure and destination, a cancellation message with priority “DD” shall be transmitted to all addressees of the previous flight plan, and
- a replacement flight plan (RFP) in the form of the FPL with identical call sign shall be transmitted after the CNL message and with a delay of not less than 5 minutes.
- The replacement flight plan shall contain as the first element of item 18. the indication ”RFP/An”, where RFP signifies “Replacement Flight Plan” and “n” is the sequence number of RFP.

Operator shall inform the unit for which FPL has previously been submitted if:

- a flight is expected to delay for more than 30 minutes (for flight subject to ATFCM measure it is 15 minutes), or

FPL will be cancelled by the competent ATS unit, unless information is received for taxiing, departure or revision for EOBT within 60 minutes after the EOBT.

- any necessary changes in the other items of the previously filed FPL (e.g. cruising speed, cruising level etc.).

FPLs submitted to ARO via telephone shall be modified via telephone. FPLs submitted to ARO via www.netbriefing.hu shall be modified via www.netbriefing.hu. The EOBT of FPLs submitted via www.netbriefing.hu can be modified via telephone.

Notes:

i. *Should the cruising level be changed only, it can be done when radio contact is established with ATS units.*

ii. *Information for cancellation or change must be initiated not more than 12 hours in advance of EOBT.*

iii. *Receiving units will notify other units to whom the origin FPLs have been forwarded about cancellation and changes.*

1.9 Special handling requirement

The insertion of a STS/… indicator in Field 18 of a Flight Plan will identify that a flight may require special handling.

The following status indicators can be used in Budapest FIR:

- ALTRV - Flight operated in accordance with an altitude reservation
- ATFMX - Flight approved for exemption from ATFCM measures by the appropriate ATS authority
- FFR - Fire fighting
- FLTCK - Flight check for calibration of NAVAIDs
- HAZMAT - Flight carrying hazardous material
- HEAD - Flight with Head of State status

- HOSP - Medical flight declared by medical authorities
- HUM - Flight operating on a humanitarian mission
- MARSA - Flight for which a military entity assumes responsibility for separation of military aircraft
- MEDEVAC - Life critical medical emergency evacuation
- NONRVSM - Non-RVSM capable flight intending to operate in RVSM airspace
- SAR - Flight engaged in a search and rescue mission
- STATE - Flight engaged in military, customs, or police services

STS/OAT shall be used in the FPL, if the whole duration of the flight is planned as OAT flight.

STS indicators recognized for ATFCM purposes comprises of STS/HEAD; STS/SAR; STS/MEDEVAC; STS/FFR; STS/STATE; STS/HUM; STS/HOSP. *See ENR 1.9 para 5.*

Unjustified use of keywords (abbreviations) for special handling requirement is disciplinable.

Country	FIR/UIR	ICAO	Country code
Albania	Tirana	LAAA	LA
Armenia	Yerevan	UDDD	UD
Austria	Wien	LOVV	LO
Belgium	Brussels	EBBU/EBUR	EB
Bosnia and Hercegovina	Sarajevo	LQSB	LQ
Bulgaria	Sofia	LBSR	LB
Croatia	Zagreb	LDZO	LD
Cyprus	Nicosia	LCCC	LC
Czech Republic	Prague	LKAA	LK
Denmark	Copenhagen	EKDK	EK
Finland	Finland	EFIN	EF
France	Paris	LFFF	LF
	Reims	LFEF	LF
	Brest	LFRR	LF
	Bordeaux	LFBB	LF
	Marseille	LFMM	LF
Germany	Bremen	EDWW	ED
	Langen	EDGG	ED
	Frankfurt	EDFF	ED
	Munchen	EDMM	ED
	Rhein	EDDU	ED
	Hanover	EDVV	ED
Greece	Athens	LGGG	LG
Hungary	Budapest	LHCC	LH
Ireland	Shannon	EISN	EI
	Sota	EISN	EI
Italy	Roma	LIRRR	LI
	Brindisi	LIBB	LI
	Milano	LIMM	LI
Latvia	Riga	EVRR	EV
Former Yugoslav Republic of Macedonia	Skopje	LWSS	LW
Malta	Malta	LMMM	LM

Country	FIR/UIR	ICAO	Country code
Moldova	Chisinau	LUUU	LU
Monaco	Marseille	LFMM	LN
Marocco	Casablanca	GMMM	GM
The Netherlands	Amsterdam	EHAA	EH
Norway	Norway	ENOR	EN
	Bodo - Oceanic	ENOB	EN
	Trondheim	ENTR	EN
Poland	Warsaw	EPWW	EP
Portugal	Lisbon	LPPC	LP
	Santa Maria	LPPO	LP
Romania	Bucharest	LRBB	LR
Slovak Republic	Bratislava	LZBB	LZ
Slovenia	Ljubljana	LJLA	LJ
Spain	Barcelona	LECB	LE
	Madrid	LECM	LE
	Canarias	GCCC	LE
Sweden	Sweeden	ESSA	ES
Switzerland	Switzerland	LSAS	LS
Turkey	Ankara	LTAA	LT
	Istanbul	LTBB	LT
Ukraine	L'Viv	UKLV	UK
	Kyiv	UKBV	UK
	Dnipropetrosk	UKDV	UK
	Odessa	UKOV	UK
	Sinferopol	UKFV	UK
United Kingdom	London	EGTT	EG
	Scottish	EGPX	EG
Serbia	Belgrade	LYBA	LY

1.10 General information about Non-standard Planning Zones

To manage the operationally sensitive areas, Non-standard Planning Zones (NPZ-s) are published. An NPZ is a defined airspace volume within which the planning of FRA DCT trajectories is either not allowed or allowed only for exceptions as described.

Airspace users can avoid these areas by planning via appropriate FRA Points or according to described conditions. Planning a DCT through the published NPZ will cause a reject message (REJ) by IFPS except where the set conditions are met. For complete NPZ source information see RAD.

2. REPETITIVE FLIGHT PLAN SYSTEM

2.1 General

2.1.1 Repetitive flight plans shall be submitted for regular operations as far as possible.

2.1.2 When using repetitive flight plans for flights affecting Budapest FIR, the procedures of ICAO Doc 4444 ATM/501Chapter 16, para 16.4. and Doc 7030 and the following regulations shall be applied.

2.1.3 RPLs, for flights affecting Budapest FIR shall be filed solely with EUROCONTROL at the CFMU, Brussels, in accordance with the requirements and procedures detailed herein. Distribution of RPL data to ATS Units in Budapest FIR is provided by the EUROCONTROL.

2.1.4 RPLs for flights having a route portion outside the Zone shall continue to be submitted in parallel to EUROCONTROL and to the National Authorities of those external States in accordance with existing procedures (see paragraph 2.5.2.). It should be noted in particular that ALL affected National Administrations

outside the zone which are on the route of the flights MUST have agreed to the use of RPLs.

Note: List of FIRs participating in IFPS zone: See ENR 1.10 para 1.9

2.1.5 Attention is drawn to the fact that the Shanwick (EGGX) and Santa Maria (LPPO) OACCs are NOT within the IFPS Zone.

2.2 Types of submission

2.2.1 RPL data submission may be in the form of a New List or a Revised List.

2.2.2 A New List (NLST) is a submission that contains ONLY new information (typically the start of a new Winter or Summer period).

2.2.3 A Revised List (RLST) is a submission that contains revised information to a previously submitted list. This revised or amended information could be a combination of any of the following: changes, cancellations or additional new flights.

2.3 RPL submission criteria

2.3.1 An NLST must be received by EUROCONTROL with a minimum of 14 days before the intended first flight.

2.3.2 An RLST must be received by EUROCONTROL such that:

a. there is a minimum of 7 working days (see 2.6.2 below) between reception of the file by EUROCONTROL and the activation of the first flight affected by the amendment, and

b. there must be two Mondays between reception of the file and the activation of the first flight affected by the amendment.

2.4 RPL submission procedure

2.4.1 RPLs may be submitted in any of the following formats:

- IFPS RPL format (former DBO/DBE format) - via diskette, SITATEX or electronic file transfer
- ICAO format (hard copy) - on paper (ICAO Doc 4444)

2.4.2 Details of IFPS RPL format may be found in the IFPS User Manual section of the CFMU Handbook. Copies can be obtained from the EUROCONTROL Library at the address. See: *2.6.3*

2.4.3 On receipt of an RPL file, EUROCONTROL will send the following acknowledgement of receipt by SITA or Fax as appropriate.

Example of ACKNOWLEDGEMENT of reception sent to RPL Originators (SITA or FAX)

ZCZC 001 251220
QN MADWEZZ
BRUER7X ddhhmm

FROM: EUROCONTROL/CFMU
TO: ZZZ
ATTN: Mrs. Brown

SUBJ: ACK OF YR RPL SUBMISSION 96-01
Nr.RPL: 12

- INITIAL CHECK OF FORMAT OK.
- FURTHER PROCESSING IN PROGRESS. WE WILL CONTACT YOU IF NECESSARY

BRGDS
D.TAYLOR/RPL TEAM

2.4.4 If NO acknowledgement is received from EUROCONTROL within 2 working days of dispatch, the originator

MUST contact the RPL Team to confirm that the file has been received.

2.4.5 Following the acknowledgement the RPL Team will process the file and will contact the originator again ONLY if there are any problems, such as the route or validity periods. It follows, therefore, that if no subsequent query is initiated by EUROCONTROL, the originator can assume that the file has been successfully processed into the RPL database.

2.4.6 Any change to the address or contact number of the Aircraft Operator (for example, a change of contact number/address for obtaining supplementary information) must be advised to the RPL Team immediately.

2.4.7 EUROCONTROL is able to accept RPL data which covers more than one Winter/Summer period but Originators must ensure that any such data is amended to reflect any changes of the clock (i.e. to reflect Summer/Winter time).

2.5 Specific EUROCONTROL requirements for RPL operation

2.5.1 The basic principles for the submission of Repetitive Flight Plans are contained in ICAO Docs 4444/501 and 7030. The following paragraphs detail the differences between the ICAO Standard and the EUROCONTROL requirement, which permits a more flexible approach within the basic rules. Full details are contained in the IFPS User Manual section of the CFMU Handbook.

2.5.2 RPLs shall cover the entire flight from the departure aerodrome to the destination aerodrome. Therefore, an RPL shall be submitted by the flight plan originator for the entire route. A mixture of both RPL and FPL message shall not be permitted. RPL procedures shall be applied ONLY when ALL ATS authorities concerned with the flights have agreed to accept RPLs. In this respect, all States of the IFPS zone accept RPLs. It is the responsibility of the AO to ensure that RPLs for flights which are partly outside the zone are properly coordinated and addressed to the relevant external ATS authorities.

2.5.3 For EUROCONTROL purposes an RLST may be submitted which contains only changes, cancellations and additions (i.e. “-” and “+”). Details of unchanged flights (i.e. “blanks”) are not required.

2.5.4 The “-” must come before the “+”.

2.5.5 For a cancellation or change, the “-”' must be an exact duplicate of the original “+” that it is to cancel, in order for it to be accepted by the RPL processing system.

2.5.6 The NLSTs and RLSTs are to be numbered in sequence as this enables EUROCONTROL to ensure that the lists are entered into the RPL database in the correct order. It also provides a double check for possible missing submissions. The first NLST of the season should be numbered 001 and each following list, regardless of whether it is a NLST or RLST, is to be numbered in sequence.

2.5.7 The numbering of the RPL submissions is done on line “0” (sender record) starting at character 37 of the diskette file and in field “E” of a ICAO hard copy file (on paper).

2.5.8 To suspend an RPL the originator should send the information in the format *See ENR 1.10 para 2.7* However, originators should note that flights cannot be suspended for less than 3 days. If the suspension is for less than 3 days, individual daily cancellation messages must be sent by the originator to the IFPS in order not to waste ATC capacity by leaving “ghost” flights in the CFMU and ATC data bases.

2.5.9 To cancel a RPL for a specific day, the originator need only send a normal ICAO CNL message to BOTH of the IFPS units (EUCHZMFP and EUCBZMFP or BRUEP7X and PAREP7X) and other external ATS Units as necessary. In respect of such flights, cancellation messages to the IFPS Units shall be submitted not earlier than 20 hours before the EOBT of the flight. The same rule applies for a change (CHG) or delay (DLA) message since at 20 hours before EOBT the RPL is transferred to the IFPS and the RPL effectively becomes an FPL.

2.5.10 To recover any RPL which has been suspended for an undefined period, the originator must send the instruction in the format *See ENR 1.10 para 2.8*

2.5.11 It is emphasized that the requirements specified in paragraphs *2.5.3*, *2.5.5*, *2.5.6*, *2.5.7*, *2.5.8*, *2.5.9*, *2.5.10* are not applicable to route portions outside the IFPS Zone.

2.6 General information

2.6.1 RPL data at EUROCONTROL is handled by a dedicated section known as the RPL Team.

2.6.2 The RPL Team working day is from 0800 to 1715 (European time) Monday to Friday, including Public Holidays but excluding 25 December. Originators of RPL data should take these operating hours into account when submitting RPL data to EUROCONTROL.

2.6.3 RPL data files may be sent to EUROCONTROL by any of the following means of communication:

EUROCONTROL CFMU FDO/RPL Team

Post:Rue de la Fusee, 96 B -1130 Brussels, Belgium

SITA:BRUER7X

Fax:32.2.729.9042

Phone:32.2.729.9847

Phone:32.2.729.9861

Phone:32.2.729.9866

2.6.4 The use of hard copy via post is discouraged. Submission via diskette, SITATEX or electronic file transfer removes the chance of an RPL operator making any typographical errors when copying the data from the hard copy into the IFPS RPL system.

2.7 Suspension of RPLs

2.7.1 To suspend an RPL/s, the RPL originator must send by SITA, FAX a letter to the EUROCONTROL RPL Office with an instruction with contains the following information:

Please suspend the following flights with effect from ddmm until ddmm.

AIRCRAFT-ID VAL-FROM VAL-UNTIL DAYS-OF-OPERATION ADEP EOBT ADES

Note:

i. Flights can not be suspended for periods of less than 3 days

ii. A suspension message shall be received by not less than 48 hours before the EOBT of the earliest affected flight/s. When sufficient notice cannot be given, individual CNL messages must be filed.

iii. If the UNTIL is not filled in, then a Recovery message will have to be send.

2.7.2 A RSUS message is an ADEXP message which has not been implemented in the RPL system. This message shall not be used. Originators should use the media and layout described above.

2.8 Recovery of RPLs

2.8.1 To recover an RPL/s, the RPL originator must send by SITA, FAX a letter to the EUROCONTROL RPL Office with an instruction with contains the following information:

Please recover the following flights with effect from ddmm.

AIRCRAFT-ID VAL-FROM VAL-UNTIL DAYS-OF-OPERATION ADEP EOBT ADES

Note: A recovery message shall be received by not less than 48 hours before the EOBT of the earliest affected flight/s. When sufficient notice cannot be given, individual FPL messages must be filed.

2.8.2 The RREC message is an ADEXP message which has not been implemented in the RPL system. This message shall not be used. Originators should use the media and layout described above.

3. CHANGES TO THE SUBMITTED FLIGHT PLAN

NIL

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	(IAD)	(AD): LOWG See AIP Austria
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
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
MEGIK	471230N 0215140E	Nil	(I) FL105-FL660	Nil
			(E) 9500 FT AMSL-FL105	Nil

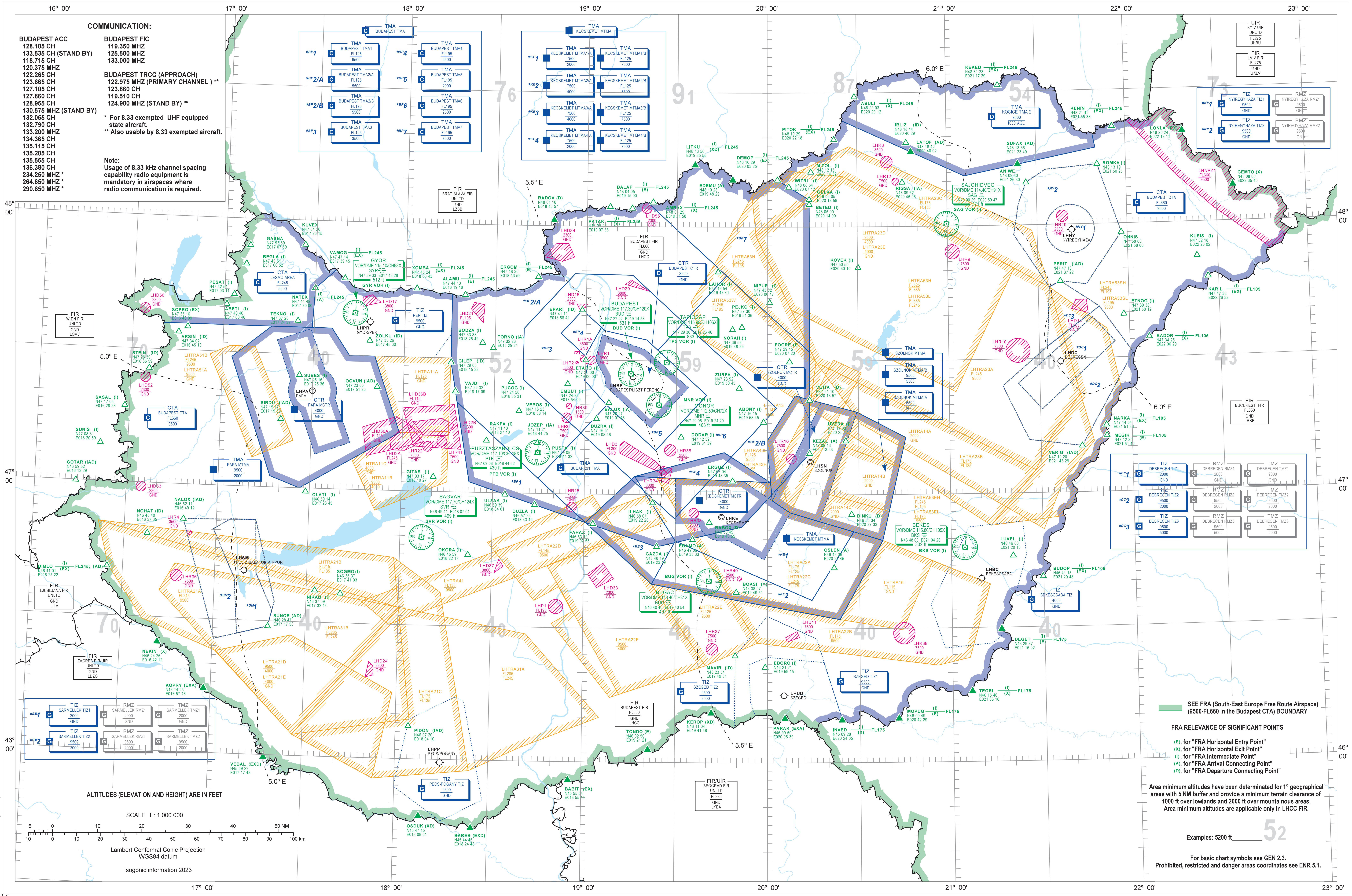
Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
MIZOL	481215N 0201432E	Nil	(I)	Mandatory waypoint for DEP LHBP
MOPUG	460949N 0204229E	Nil	(I) FL175-FL660	Nil
			(E) 9500 FT AMSL-FL175	EVEN FLs for all entering aircraft
NALOX	465211N 0164912E	Nil	(IAD)	Final point of the SID procedure for LHSM / First waypoint of the STAR for LHSM, (AD): LHSM, (D): LOWW
NARKA	471454N 0215136E	Nil	(I) FL105-FL660	Nil
			(EX) 9500 FT AMSL-FL105	Nil
NATEX	474449N 0173000E	Nil	(I) FL245-FL660	(A): LOWW See AIP Austria
			(A) 9500 FT AMSL - FL245	
NEKIN	462426N 0164212E	Nil	(X)	Nil
NIKAB	463709N 0173244E	Nil	(I)	Nil
NIPUR	474302N 0200047E	Nil	(I)	For tactical re-routing in case TRA 32/33 active
NOHAT	464840N 0163735E	Nil	(ID)	Mandatory waypoint for DEP LOWW, See also *ENR 6-LHCC-LINKS* chart, (D): LOWW
NORAH	473658N 0194829E	Nil	(I)	Nil
OGVUN	472306N 0175120E	Nil	(IAD)	Mandatory waypoint for ARR LHBP, Final point of the SID procedure for LHPA / First waypoint of the STAR for LHPA, (AD): LHPA
OKORA	464559N 0182217E	Nil	(I)	Nil
OLATI	465914N 0172845E	Nil	(I)	Nil
ONNIS	475800N 0215800E	Nil	Nil	LHNY TIZ2/RMZ2 ENTRY/EXIT point
OSDUK	454715N 0180801E	Nil	(XD)	Mandatory waypoint for DEP LHBP, ODD FLs for all exiting aircraft, (D): LHBP
OSLEN	464336N 0202145E	Nil	(A)	First waypoint of the STAR for LHKE, (A): LHKE
PARAK	460950N 0200539E	Nil	(EXA)	Mandatory waypoint for ARR LHBP, EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft, (A): LHBP

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
PATAK	480423N 0190738E	Nil	(I) FL245-FL660	Nil
			(X) 9500 FT AMSL-FL245	EVEN FLs for all exiting aircraft
PEJKO	473730N 0195136E	Nil	(I)	Only available and mandatory for DEP/ARR LHKE
PERIT	474718N 0213722E	Nil	(IAD)	First waypoint of the STAR for LHDC, Final point of the SID procedure for LHDC, (AD): LHDC
PESAT	474254N 0170311E	Nil	(I)	Nil
PIDON	460720N 0180410E	Nil	(IAD)	First waypoint of the STAR for LHPP, Final Point of the SID procedure for LHPP, (AD): LHPP
PITOK	481929N 0202218E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
PUCOG	472456N 0183531E	Nil	(I)	Mandatory waypoint for ARR LZIB
PUSTA	470908N 0184432E	Nil	(I)	Nil
RAKFA	471140N 0182740E	Nil	(I)	Nil
RIGSA	480952N 0204506E	Nil	(IA)	Mandatory waypoint for ARR LHBP. See also *ENR 6-LHCC-LINKS* chart, (A): LHBP
ROMKA	481319N 0215025E	Nil	(I)	Mandatory in case of LHTRA32B and LHTRA33B active
SASAL	471705N 0162828E	Nil	(I)	Nil
SIRDU	471517N 0171955E	Nil	(IAD)	Mandatory waypoint for ARR LHBP, Mandatory waypoint for DEP LZIB via VAMOG, See also *ENR 6-LHCC-LINKS* chart, (A): LHBP, (D): LZIB
SOGMO	463637N 0174103E	Nil	(I)	Nil
SOPRO	473516N 0164809E	Nil	(EX)	Only below 9500 FT AMSL, ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
STEIN	472539N 0163559E	Nil	(ID)	(D): LOWW See AIP Austria
SUBES	472516N 0172536E	Nil	(I)	Nil

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
SUFAX	481336N 0212349E	Nil	(AD)	Final point of the SID procedure for LZKZ, First waypoint of the STAR for LZKZ, (AD): LZKZ
SUNIS	470831N 0162059E	Nil	(I)	Nil
SUNOR	462847N 0171750E	Nil	(AD)	Final point of the SID procedure for LHSM, First waypoint of the STAR for LHSM, (AD): LHSM
TEGRI	461546N 0210616E	Nil	(I) FL175-FL660	Nil
			(X) 9500 FT AMSL-FL175	ODD FLs for all exiting aircraft
TEKNO	473726N 0172432E	Nil	(I)	Nil
TONDO	460250N 0192121E	Nil	(E)	EVEN FLs for all entering aircraft
TORNO	473223N 0182924E	Nil	(IA)	Mandatory waypoint for ARR LOWW, LZIB. See also *ENR 6-LHCC-LINKS* chart. (A): LOWW, LZIB
ULZAK	465939N 0183401E	Nil	(I)	First waypoint of the STAR for LHBP
UVERA	471200N 0202547E	Nil	(I)	For tactical re-routing in case TRA 32/33 active
VAJDI	472232N 0181709E	Nil	(I)	First waypoint of the STAR for LHBP
VAMOG	474714N 0173945E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
VEBAL	455929N 0171748E	Nil	(EXD)	Mandatory waypoint for DEP LHBP, ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft, (D): LHBP
VEBOS	471823N 0183814E	Nil	(I)	Nil
VERIG	471020N 0214329E	Nil	(IAD)	First waypoint of the STAR for LHDC Final point of the SID procedure for LHDC, (AD): LHDC
VETIK	472110N 0201357E	Nil	(D)	Final point of the SID procedure for LHBP, (D): LHBP
WITRI	480854N 0200712E	Nil	(I)	Final point of the SID procedure for LHBP

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
XOMBA	474524N 0180343E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	Mandatory waypoint for ARR LZIB, See also *ENR 6-LHCC-LINKS* chart, ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
ZOLKU	473326N 0174830E	Nil	(ID)	Mandatory waypoint for DEP LHBP via GILEP, See also *ENR 6-LHCC-LINKS* chart, (D): LHBP
ZURFA	472352N 0195045E	Nil	(I)	Holding point for ARR LHBP

ENROUTE
CHART - ICAO



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INSTRUMENT APPROACH CHART - ICAO ..... AD 2-LHDC-ILS/LOC-04R - 1
INSTRUMENT APPROACH CHART - ICAO ..... AD 2-LHDC-NDB-22L - 1
INSTRUMENT APPROACH CHART - ICAO ..... AD 2-LHDC-RNP-04R - 1
INSTRUMENT APPROACH CHART - ICAO ..... AD 2-LHDC-RNP-22L - 1
VISUAL APPROACH CHART - ICAO ..... AD 2-LHDC-VAC - 1
LHDC AD 2.25VISUAL SEGMENT SURFACE (VSS) PENETRATION ..... AD 2-LHDC - 12

LHNY NYÍREGYHÁZA

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LHNY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA ..... AD 2-LHNY - 1
LHNY AD 2.3 OPERATIONAL HOURS ..... AD 2-LHNY - 1
LHNY AD 2.4 HANDLING SERVICES AND FACILITIES ..... AD 2-LHNY - 2
LHNY AD 2.5 PASSENGER FACILITIES ..... AD 2-LHNY - 2
LHNY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES ..... AD 2-LHNY - 2
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LHNY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA ..... AD 2-LHNY - 3
LHNY AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS ..... AD 2-LHNY - 3
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LHNY AD 2.12RUNWAY PHYSICAL CHARACTERISTICS ..... AD 2-LHNY - 4
LHNY AD 2.13DECLARED DISTANCES ..... AD 2-LHNY - 4
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LHNY AD 2.15OTHER LIGHTING AND SECONDARY POWER SUPPLY ..... AD 2-LHNY - 5
LHNY AD 2.16HELICOPTER LANDING AREA ..... AD 2-LHNY - 5
LHNY AD 2.17AIR TRAFFIC SERVICES AIRSPACE ..... AD 2-LHNY - 6
LHNY AD 2.18AIR TRAFFIC SERVICES COMMUNICATION FACILITIES ..... AD 2-LHNY - 6
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LHNY AD 2.21NOISE ABATEMENT PROCEDURES ..... AD 2-LHNY - 7
LHNY AD 2.22FLIGHT PROCEDURES ..... AD 2-LHNY - 8
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AERODROME CHART - ICAO ..... AD 2-LHNY-ADC - 1
AERODROME OBSTACLE CHART - ICAO
TYPE A OPERATING LIMITATIONS ..... AD 2-LHNY-AOCA-1836 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO ..... AD 2-LHNY-SID-18 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO ..... AD 2-LHNY-SID-36 - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO ..... AD 2-LHNY-STAR-1836 - 1
INSTRUMENT APPROACH CHART - ICAO ..... AD 2-LHNY-RNP-Y-18 - 1
INSTRUMENT APPROACH CHART - ICAO ..... AD 2-LHNY-RNP-Y-36 - 1
INSTRUMENT APPROACH CHART - ICAO ..... AD 2-LHNY-RNP-Z-18 - 1
INSTRUMENT APPROACH CHART - ICAO ..... AD 2-LHNY-RNP-Z-36 - 1
VISUAL APPROACH CHART - ICAO ..... AD 2-LHNY-VAC - 1
LHNY AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION ..... AD 2-LHNY - 10

LHPP PÉCS/POGÁNY

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LHPP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA ..... AD 2-LHPP - 1
LHPP AD 2.3 OPERATIONAL HOURS ..... AD 2-LHPP - 1
LHPP AD 2.4 HANDLING SERVICES AND FACILITIES ..... AD 2-LHPP - 2
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LHPP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES ..... AD 2-LHPP - 6
LHPP AD 2.19 RADIO NAVIGATION AND LANDING AIDS ..... AD 2-LHPP - 6
LHPP AD 2.20 LOCAL AERODROME REGULATIONS ..... AD 2-LHPP - 7
LHPP AD 2.21 NOISE ABATEMENT PROCEDURES ..... AD 2-LHPP - 7
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LHPP AD 2.24 CHARTS RELATED TO THE AERODROME ..... AD 2-LHPP - 7
AERODROME CHART - ICAO ..... AD 2-LHPP-ADC - 1
AERODROME OBSTACLE CHART - ICAO
TYPE A OPERATING LIMITATIONS ..... AD 2-LHPP-AOCA-1533 - 1
INSTRUMENT APPROACH CHART - ICAO ..... AD 2-LHPP-ILS/LOC-33 - 1
INSTRUMENT APPROACH CHART - ICAO ..... AD 2-LHPP-NDB-15 - 1
INSTRUMENT APPROACH CHART - ICAO ..... AD 2-LHPP-RNP-15 - 1
INSTRUMENT APPROACH CHART - ICAO ..... AD 2-LHPP-RNP-33 - 1
VISUAL APPROACH CHART - ICAO ..... AD 2-LHPP-VAC - 1
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LHPR GYŐR/PÉR

LHPR AD 2.1 AERODROME LOCATION INDICATOR AND NAME ..... AD 2-LHPR - 1
LHPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRIVE DATA ..... AD 2-LHPR - 1
LHPR AD 2.3 OPERATIONAL HOURS ..... AD 2-LHPR - 1
LHPR AD 2.4 HANDLING SERVICES AND FACILITIES ..... AD 2-LHPR - 2
LHPR AD 2.5 PASSENGER FACILITIES ..... AD 2-LHPR - 2
LHPR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES ..... AD 2-LHPR - 2
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LHPR AD 2.10 AERODROME OBSTACLES ..... AD 2-LHPR - 4
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LHPR AD 2.18 ATS COMMUNICATION FACILITIES ..... AD 2-LHPR - 7
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LHPR AD 2.21 NOISE ABATEMENT PROCEDURES ..... AD 2-LHPR - 7
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LHPR AD 2.24 CHARTS RELATED TO AN AERODROME ..... AD 2-LHPR - 8
AERODROME CHART - ICAO ..... AD 2-LHPR-ADC - 1
AERODROME OBSTACLE CHART - ICAO
TYPE A OPERATING LIMITATIONS ..... AD 2-LHPR-AOCA-1129 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO ..... AD 2-LHPR-SID-11 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO ..... AD 2-LHPR-SID-29 - 1
INSTRUMENT APPROACH CHART - ICAO ..... AD 2-LHPR-ILS/LOC-29 - 1
INSTRUMENT APPROACH CHART - ICAO ..... AD 2-LHPR-RNP-11 - 1
INSTRUMENT APPROACH CHART - ICAO ..... AD 2-LHPR-RNP-29 - 1
INSTRUMENT APPROACH CHART - ICAO ..... AD 2-LHPR-VOR-11 - 1
INSTRUMENT APPROACH CHART - ICAO ..... AD 2-LHPR-VOR-29 - 1
VISUAL APPROACH CHART - ICAO ..... AD 2-LHPR-VAC - 1
LHPR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION ..... AD 2-LHPR - 8

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LHSM AD 2.3 OPERATIONAL HOURS ..... AD 2-LHSM - 1
LHSM AD 2.4 HANDLING SERVICES AND FACILITIES ..... AD 2-LHSM - 2
LHSM AD 2.5 PASSENGER FACILITIES ..... AD 2-LHSM - 2
LHSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES ..... AD 2-LHSM - 2
LHSM AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN ..... AD 2-LHSM - 3
LHSM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA ..... AD 2-LHSM - 3
LHSM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS ..... AD 2-LHSM - 3
LHSM AD 2.10 AERODROME OBSTACLES ..... AD 2-LHSM - 4
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LHSM AD 2.13 DECLARED DISTANCES ..... AD 2-LHSM - 5
LHSM AD 2.14 APPROACH AND RUNWAY LIGHTING ..... AD 2-LHSM - 5
LHSM AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY ..... AD 2-LHSM - 5
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LHSM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES ..... AD 2-LHSM - 6
LHSM AD 2.19 RADIO NAVIGATION AND LANDING AIDS ..... AD 2-LHSM - 7
LHSM AD 2.20 LOCAL AERODROME REGULATIONS ..... AD 2-LHSM - 7
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AERDROME CHART - ICAO ..... AD 2-LHSM-ADC - 1
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS) ..... AD 2-LHSM-AOCA-1634 - 1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO ..... AD 2-LHSM-SID-16 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO ..... AD 2-LHSM-SID-34 - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO ..... AD 2-LHSM-STAR-1634 - 1
INSTRUMENT APPROACH CHART - ICAO ..... AD 2-LHSM-ILS/LOC-16 - 1
INSTRUMENT APPROACH CHART - ICAO ..... AD 2-LHSM-NDB-16 - 1
INSTRUMENT APPROACH CHART - ICAO ..... AD 2-LHSM-NDB-34 - 1
INSTRUMENT APPROACH CHART - ICAO ..... AD 2-LHSM-RNP-16 - 1
INSTRUMENT APPROACH CHART - ICAO ..... AD 2-LHSM-RNP-34 - 1
VISUAL APPROACH CHART - ICAO ..... AD 2-LHSM-VAC - 1
LHSM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION ..... AD 2-LHSM - 9

LHUD SZEGED

LHUD AD 2.1 AERODROME LOCATION INDICATOR AND NAME ..... AD 2-LHUD - 1
LHUD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA ..... AD 2-LHUD - 1
LHUD AD 2.3 OPERATIONAL HOURS ..... AD 2-LHUD - 1
LHUD AD 2.4 HANDLING SERVICES AND FACILITIES ..... AD 2-LHUD - 2
LHUD AD 2.5 PASSENGER FACILITIES ..... AD 2-LHUD - 2
LHUD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES ..... AD 2-LHUD - 2
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LHUD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA ..... AD 2-LHUD - 3
LHUD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS ..... AD 2-LHUD - 3
LHUD AD 2.10 AERODROME OBSTACLES ..... AD 2-LHUD - 3
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LHUD AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY ..... AD 2-LHUD - 6
LHUD AD 2.16 HELICOPTER LANDING AREA ..... AD 2-LHUD - 6
LHUD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE ..... AD 2-LHUD - 7
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LHUD AD 2.24 CHARTS RELATED TO THE AERODROME ..... AD 2-LHUD - 9
AERODROME CHART - ICAO ..... AD 2-LHUD-ADC - 1
AERODROME OBSTACLE CHART - ICAO TYPE A OPERATING LIMITATIONS ..... AD 2-LHUD-AOCA-16R34L - 1
VISUAL APPROACH CHART - ICAO ..... AD 2-LHUD-VAC - 1
LHUD AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION ..... AD 2-LHUD - 9

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At parking positions R220-R223, R224-R227, start-up of engines and taxi out could be performed with the power-back procedure for prop and turbo prop aircraft, if the MTOW is not more than 36.000 KG as advised by Airfield Operations Service provided by the airport (Follow Me staff) The power-back procedure is not applicable when Low Visibility Procedures are in force or the published surface condition is POOR.

In case of the ACFT is operating with APU INOP, the special engine start procedure shall be reported as soon as possible to Budapest Apron (122.440 MHZ).

The start-up and push-back procedures from stand 31, 32, 44 are restricted. Engine start-up during the push-back procedure is allowed in idle power only and all ACFT after push back will be pulled forward to the brake away point. Brake away power is allowed at brake away point only.

The start-up and push-back procedures from stand 45 are restricted. Due to limited space between the stand and terminal building all ACFT will be pushed to apron taxi lane R, or H, or Q as instructed by ATC Budapest Ground.

Leaving the parking position using the power-back procedure shall be performed by following the visual signals of Marshaller. Aircraft following the start-up, push-back or power-back procedures should be ready for taxi within 4 minutes after off-block time.

2.4. When engine start-up or power-back procedure is complete, request taxi clearance from Budapest Ground and indicate receipt of clearance to the ground staff. The disconnected ground staff will give approval to commence taxiing.

If an aircraft is unable to comply with the detailed conditions above or has to halt the start-up procedure due to technical or any other reasons, it shall immediately advise Budapest Ground.

Remark: generally, the connected ground staff are provided by the ground handling company. In special circumstances the Budapest Apron Management Service will provide the Marshaller for start-up and push-back procedures.

2.5. Push and Hold procedures

a) LHBP/BUD has declared a remote holding capacity to maintain flow of aircraft by releasing occupied stands, and push-back crews. Flights subject to en-route ATC delays may request, or may be required, to push off stand and re-position at a remote location awaiting CTOT. Applicable flights are those with CTOT or other delays in excess of 30 minutes. The Push and hold procedures are available for Code B, C, and D ACFT only.

b) Airlines or aircraft operators must co-ordinate push and hold requests via Ground Handling Agent, who must liaise with Airport Operations Control Center (telephone (+36-1-296-7421)

c) Requests to push and park procedure 10 minutes prior from TOBT are to be made on the Apron frequency. (122.440). The Apron will coordinate with ATC, ground crew.

d) ATC clearance for push and hold manoeuvre will be given on the Budapest Ground frequency to the flight deck crew. Flight deck crew should monitor Budapest Ground frequency and note the instructions given.

e) Aircraft may taxi to the remote parking position with own engines and FOLLOW ME escort. The positioning of the aircraft will be managed by the Marshaller.

f) Remote locations for push and hold are located at the holding bay TWY B5. Capacity is maximum two (2) Code C ACFT (maximum wingspan 36 m) or one(1) Code D aircraft (maximum wingspan 52m).

g) Starting or restarting the engines at the remote parking position may managed by the flight crew without ground assistance. The needs of additional ground assistance may be requested on Apron Frequency (122.440)

h) According to CTOT the taxi away from remote parking location will carried out by the instruction of Budapest Ground with caution and minimum thrust.

2.6. Airport Collaborative Decision making (A-CDM)

In preparation for future CDM operations, information displays have been installed at the following stands of Apron-2 : 39L, R270, R271, R272, R273, R274, R275, R276, R277. The displayes are operating in trial mode. Information for an arriving flight is displayed at the earliest 5 minutes before the expected arrival time.

The information for the departing flight is displayed as soon as it is available, but at the earliest TOBT minus 60 minutes or after the disappearance of the arriving flight information.

Functions and descriptions of A-CDM displays at LHBP /BUD

Information for an arriving flight is displayed at the earliest 5 minutes before the expected arrival time. (After each modification, the value flashes slowly for 2 minutes)

Data displayed for an arriving flight: (All times in UTC)

Call sign or Flight number (ABC-123)
ACFT registration-ICAO Type code (AABCD-A320)
IATA/ICAO code of origin airport (FRA/EDDF)
Disembarkation mode (BUS or JETWAY, etc)
Estimated Landing Time (ELDT)
Actual Landing Time (ALDT)
Actual in block Time (AIBT)

Remark: The display disappears 5 minute after actual in-block.

The information for the departing flight is displayed as soon as it is available, but at the earliest TOBT minus 60 minutes or after the disappearance of the arriving flight information. After each modification, the value flashes slowly for 2 minutes.

Data displayed for a departing flight: (All times in UTC*)*

Call sign or Flight number (ABC-124)
ACFT registration-ICAO Type code (AABCD-A320)
IATA/ICAO code of destination airport (FRA/EDDF)
Estimated Of Block Time (EOBT)
Calculated Take Off Time (CTOT)
Target Off Block Time (TOBT)
Countdown to TOBT / *The timer continues to count when the TOBT is reached, showing the deviation from the target off-block time.*

After off-block, the actual off-block time is displayed

Remark: The display disappears 1 minute after actual off-block.

BUDAPEST/LISZT FERENC

AERODROME CHART - ICAO

ARP
N47 26 22
E019 15 43

AERODROME ELEV 496

BUDAPEST APP	122.975	BUDAPEST TOWER	118.100	BUDAPEST APRON	122.440
	123.660	BUDAPEST GROUND	121.910	ATIS	132.380
	119.510	BUDAPEST DELIVERY	134.540	ATIS (BUD VOR)	117.300
BUDAPEST INFORMATION (NORTH)			119.350		

RWY	DIRECTION	THR	BEARING STRENGTH	TORA	TODA	ASDA	LDA
13R	127°	N47 26 55, E019 13 15	PCN 75/R/A/X/T	3009	3009	3009	3009
31L	307°	N47 25 50, E019 15 01	PCN 75/R/A/X/T	3009	3009	3009	3009
13L	127°	N47 26 44, E019 15 27	PCN 90/R/A/X/T	3707	3707	3707	3707
31R	307°	N47 25 23, E019 17 38	PCN 90/R/A/X/T	3707	3707	3707	3707
APRON 1, APRON AG			PCN 60/R/A/X/T				
APRON 2			PCN 90/R/A/X/T				
APRON AA, APRON AL			PCN 75/R/A/X/T				
CARGO APRON			PCN 80/R/A/W/T				

For taxiways width, surface and strength see: LHBP AD 2.8.

INTERSECTION TAKE-OFF

RWY	TWY	TORA	TODA	ASDA
13L	K	2950	2950	2950
31R	V	2650	2650	2650
13R	C	2450	2450	2450
	B1	1200	1200	1200
	B2	1200	1200	1200
31L	B1	1800	1800	1800
	B2	1800	1800	1800

SEE ALSO LHBP AD 2.13 DECLARED DISTANCES

FOR BASIC CHART SYMBOLS SEE: GEN 2.3.
INS COORDINATES FOR AIRCRAFT STANDS SEE: PDC CHARTS,
TAXI PROCEDURES SEE: AD 2-LHBP-TAXI CHARTS.

VISUAL DOCKING GUIDANCE SYSTEM:
SAFEDOCK T2 AT PARKING POSITION: 31, 32, 33, 34, 34L/R, 35, 35L/R, 36, 36R, 37, 38, 39R AND 42, 43, 44, 45.

APRON ELEVATIONS: NOT AVAILABLE.
THE HIGHEST ELEVATIONS OF TDZ: NOT AVAILABLE.
GEOGRAPHICAL COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE.
OBSTACLES TO TAXIING: NOT AVAILABLE.

LEGEND

VISUAL AIDS

- Approach lighting bar
- Approach lighting barrette
- PAPI
- RWY edge light (combinated omnidirectional and bi-directional)
- RWY and TWY centre line light (bi-directional)
- TWY centre line light (unidirectional)
- Omnidirectional TWY edge light
- Flood lighting
- Camera pole

HOT SPOT

CAUTION:
Taxiways A1 and A2.
Do NOT cross the holding position markings without ATC clearance issued on TWR frequency (118.100 MHz).

HOT SPOT

CAUTION:
Taxiway K.
Verify the correct taxi route before entering the Taxiway.

HOT SPOT

CAUTION:
Taxiways B1 and B2.
Do NOT cross the holding position markings without ATC clearance issued on TWR frequency (118.100 MHz).

HOT SPOT

CAUTION: **Taxiways A1 and B1.**
Confusing Taxiways. Verify the correct taxi route.

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

SCALE 1 : 10 000

100 0 100 200 300 400 500 600 700 800 900 1000 m
0 500 1000 1500 2000 2500 3000 feet

MARKINGS RWY 13R/31L AND EXIT TWY

LIGHTING AIDS RWY 13R/31L AND EXIT TWY

MARKINGS RWY 13L/31R AND EXIT TWY

LIGHTING AIDS RWY 13L/31R AND EXIT TWY

LIGHTING

RWY 13L/31R and RWY 13R/31L

Approach: Cat. II/III, High Intensity white unidirectional (900 m), variable in 5 stages, From 600 m to 300 m flashing centre line,
Thresholds: Low intensity green unidirectional, variable in 5 stages, with 2x10 m wing bar lights,
Touchdown zone: High intensity white unidirectional, variable in 5 stages.
PAPI 3.00° (MEHT: see in chart),
Runway edge: High intensity white unidirectional, variable in 5 stages. Last 600 m yellow. Low intensity white omnidirectional, variable in 5 stages. First and last 600 m yellow. Edge light spacing: 60 m,
Runway centre line: High intensity unidirectional, variable in 5 stages. White to 900 m before runway end. Red/white from 900 m to 300 m before runway end. Red on the last 300 m of runway. Center line light spacing: 15 m.
Runway ends: Low intensity red unidirectional.

WARNING:
CENTERLINE LIGHTS OF RWY31L/RWY13R ARE VISIBLE ONLY IN THE DIRECTION OF RUNWAY IN USE.
CENTERLINE LIGHTS ARE NOT VISIBLE FROM OPPOSITE DIRECTION OR DURING BACKTRACK.

TWY

Taxiway edge: Low intensity omnidirectional blue, (Both sides of TWY B3 between TWY F and TWY M and on TWY B4 between TWY M and TWY N, elevated LED edge lights are in operations.)
Taxiway centre line: Low intensity unidirectional green on taxiways Z, Y and J4, Low intensity bidirectional green on taxiways A2-A9, F, B2-B5, N, T, and U.
STOP bars: Unidirectional red.
Aprons: Low intensity red edge lights and floodlights.
Obstacle light: Low intensity red.

CHANGE: not text TWY A1 and B1 Helicopter landing area deleted

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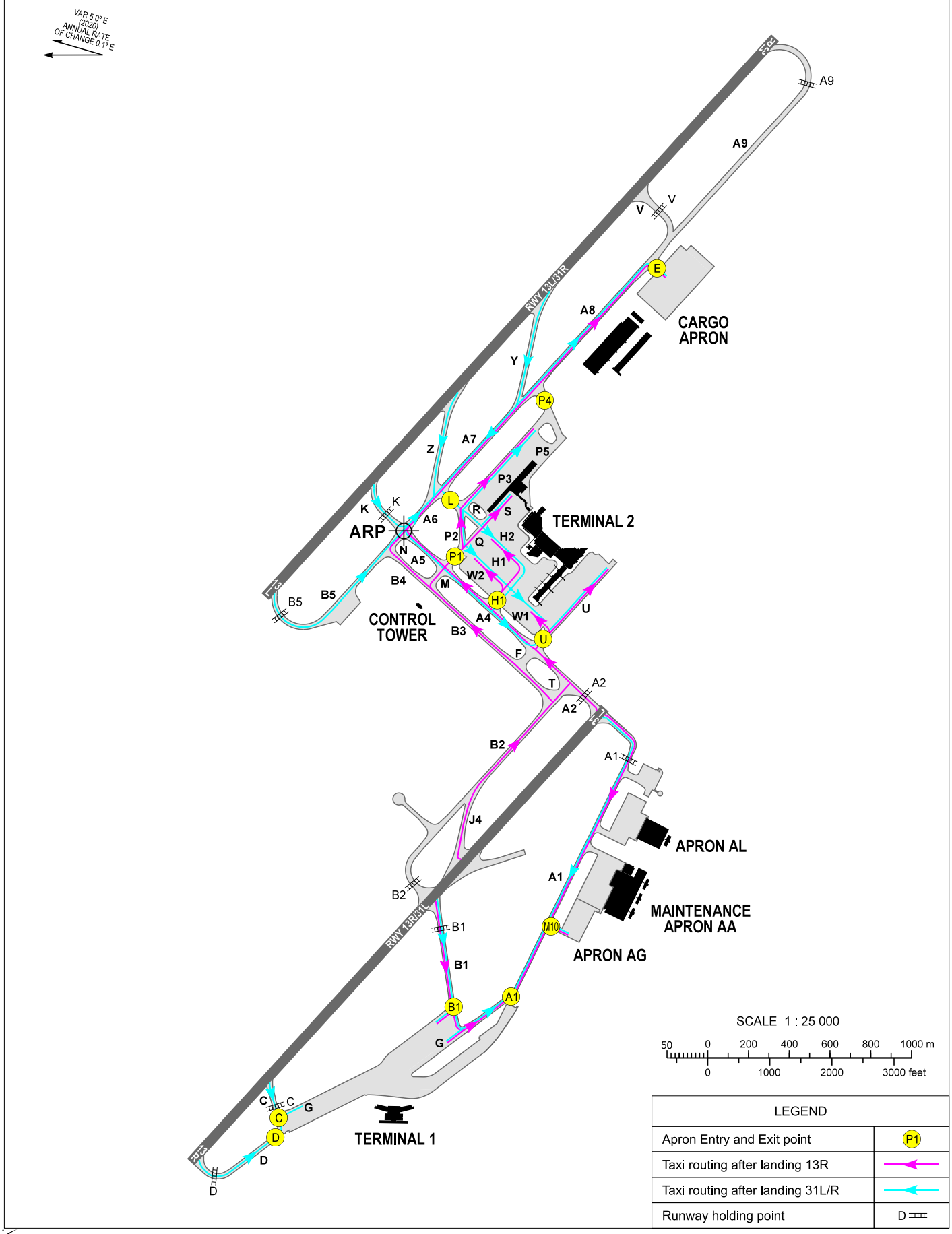
TAXI PROCEDURES FOR ARRIVING AIRCRAFT - INDEX CHART

BUDAPEST/LISZT FERENC



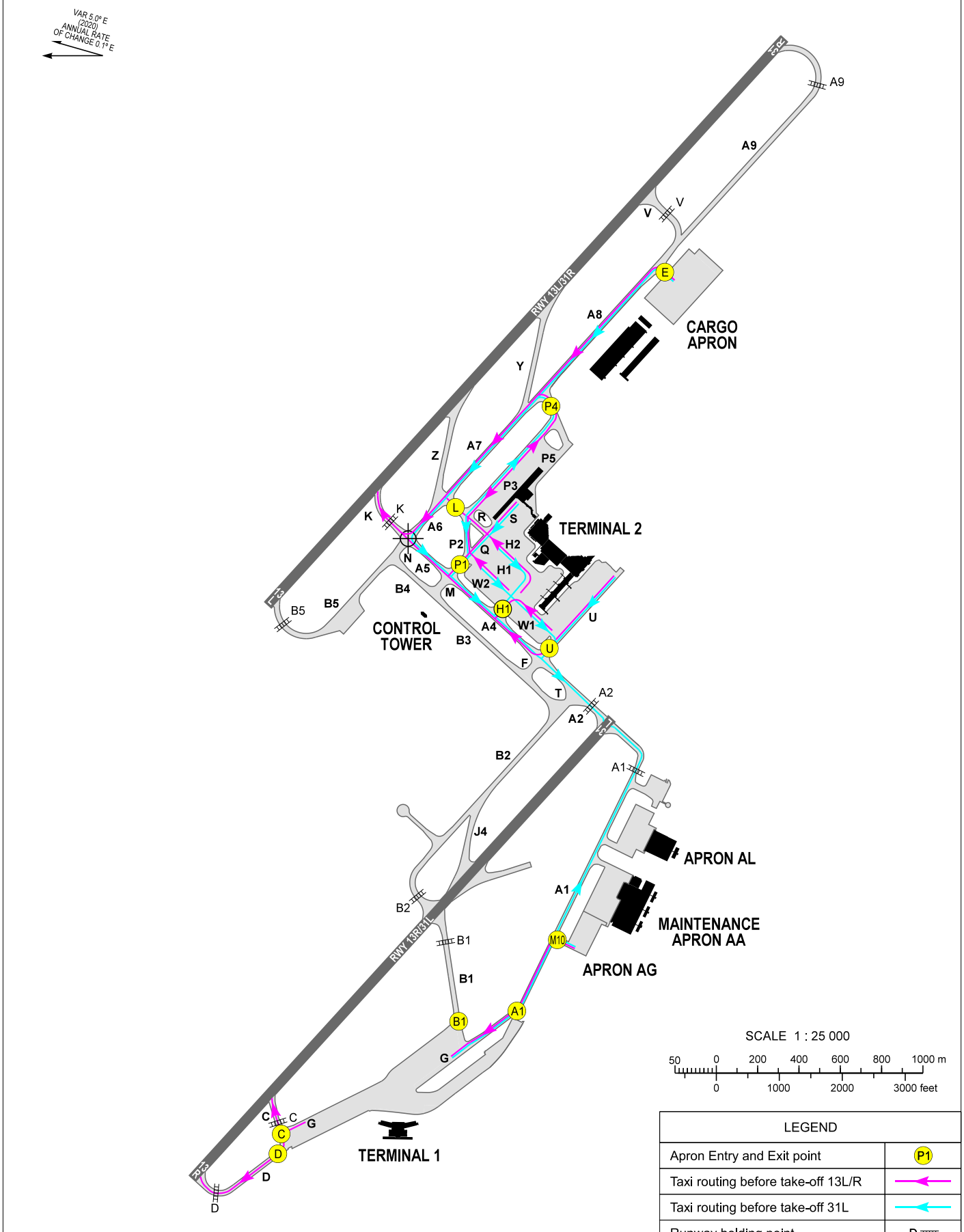
CHANGE: arrivals on RWY 31R to TERMINAL 2

AD 2 LIST OF AVAILABLE TAXI CLEARANCES FOR ARRIVING AIRCRAFT ISSUED BY ATC

ARRIVALS ON RWY	EXIT POINTS	TAXI ROUTE ON MANOEUVRING AREA (TWY SEGMENTS) TO BE FOLLOWED	STAND/GATE NUMBERS	TAXI ROUTE ON APRON (TAXILANE OR TWY SEGMENTS) TO BE FOLLOWED	TERMINAL	REMARKS
13R	A1	A1	R101-R108 G150-G172 R110-R117A	G	1	Code D, E, F exit B1 only
	B1	B1				
	M10	A1/B1	G180-G192	APRON taxilane	APRON AG	Max. Code B
	U	A2-A3-U or B2/J4-T-A3-U	31-36L	U	2	
			R220-R223	U-W1		Max. Code C
	H1	A2-A3-A4-H1 or B2/J4-T-A3-A4-H1	37-39L	H1		*Code D exit P1 or L only
			42 R210-R212A*	H1-H2		
			R224-R227	H1-W2		
	P1	A2-A3-A4-P1 or B2/J4-B3-M-P1 B2/J4-T-A3-A4-P1**	R270-R279*	P1-P2-P3		*Code D, E exit P4 only; **Due to traffic reason
			43-45	P1-Q-S		
	E	A2-A3-A4-A5-A6-A7-A8* or B2/J4-B3-B4-N-A6-A7-A8 B2/J4-T-A3-A4-A5-A6-A7-A8**	C1, C1L/R, C2, C2L/R, C3, C3L/R, C4, C4L/R	E	CARGO APRON	*Max. Code E; **Max. Code E due to traffic reason
31R	U	Y-A7-(Z)-A6-A5-A4-U	31-36L	U	2	L-W after coordination; Code D, E exit U only
	L	Y-A7-(Z)-L	37-38 42-43 R210-R212A*	L-R-H2/H1		Code E exit H1 only; *Code D exit P1 or L only
			R224-R227	L-P2-W2		
			44-45	L-R-S		
			R270-R279	L-P2-W2-W1		P4 after coordination; Code D, E exit P4 only
	H1	Y-A7-(Z)-A6-A5-A4-H1	39R-39L-39 R220-R223	L-P3		
	E	Z-A7-A8 K-A6-A7-A8 B5-N-A6-A7-A8	C1, C1L/R, C2, C2L/R, C3, C3L/R, C4, C4L/R	E	CARGO APRON	Code D, E shall use K, B5 only; Code F shall use B5 only
31L	B1	B1	R101-R108 G150-G172 R110-R117A	G	1	Code E, F exit B1 only
	C	C				
	D	D				
	M10	B1-A1 or D/C-(G)-A1	G180-G192	APRON taxilane	APRON AG	Max. Code B

TAXI PROCEDURES FOR DEPARTING AIRCRAFT - INDEX CHART

BUDAPEST/LISZT FERENC



CHANGE: departures on RWY 13L

AD 2 LIST OF AVAILABLE TAXI CLEARANCES FOR DEPARTING AIRCRAFT ISSUED BY ATC

DEPARTURES ON RWY	FROM STANDS/GATES	EXIT POINTS	TAXI ROUTE ON APRON (TAXILANE OR TWY SEGMENTS) TO BE FOLLOWED	HOLDING POINTS	TAXI ROUTE ON MANOEUVRING AREA (TWY SEGMENTS) TO BE FOLLOWED	TERMINAL	REMARKS
13L	31-36L	U	U	K	U-A4-A5-K	2	Code D, E, F, exit U only
	42-43, 45	L	H1/H2-R-L		L-A6-K		Code E exit H1 only
	37-39L*						
	R270-R277		P3-L				
	R210-R212A R224-R227	P1	W2-P1		(A4)-A5-K		R212A push back only to H2
	44		S-Q-P1				
	R220-R223	H1	W1-H1				
	R278-R279	P4	P5-P4		P4-A7-A6-K		Code D, E exit P4 only
	C1, C1L/R, C2, C2L/R, C3, C3L/R, C4, C4L/R	E	E		E-A8-A7-A6-K	CARGO APRON	
13R	R101-R107 G150-G172 R110-R117A	C	G	C	C	1	Code E, F exit B1 only
		D		D	D		
	G180-G192	M10	APRON taxilane	C	A1-(G)-C	APRON AG	
				D	A1-(G)-D		
31L	31-36L	U	U	A2	U-A3-A2	2	
	R220-R223		W1-U				
	37-39L	H1	H1		H1-A4-A3-A2		
	42-43		H2-H1				
	R210-R212A R224-R227		W2-H1				R212A push back to H2 and P1 or L exit only by Follow Me
	44-45	P1	S-Q-P1		P4-A4-A3-A2		
	R270-R277		P3-P2-P1				P4 after coordination
	R278-R279	P4	P5-P4		P4-A7-A6-A5-A4-A3-A2		
	R101-R108 G150-G172 R110-R117A	A1	G	A1	A1	1	Code D, E, F exit B1 only
	G180-G192	M10	APRON taxilane	A1 or B1 on request	A1 or B1	APRON AG	
	C1, C1L/R, C2, C2L/R, C3, C3L/R, C4, C4L/R	E	E	A2	E-A8-A7-A6-A5-A4-A3-A2*	CARGO APRON	*Max. Code E

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	PCN 50/F/C/W/T
		A1	7.5 M	ASPH	PCN 44/F/C/W/U
		A2	10.5 M	ASPH	PCN 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

LHPR 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
11	119.45° GEO	2030 x 30	50/F/C/W/T ASPH	473758.34N 0174735.63E 473726.02N 0174900.30E 44 M	THR 126.5 M
29	299.47° GEO	2030 x 30	50/F/C/W/T ASPH	473726.02N 0174900.30E 473758.34N 0174735.63E 44.3 M	THR 129.75 M TDZ 129.31 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
11	+0.165%	100 x 30	Nil	2350 x 300	90 x 60 GRASS	Nil	Nil	Nil
29	-0.165%	100 x 30	Nil	2350 x 300	90 x 60 GRASS	Nil	Nil	Nil

LHPR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
11	2030	2030	2130	2030	Nil
29	2030	2030	2130	2030	

LHPR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	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
11	SALS 420 M LIM	GRN	PAPI LEFT 3° (11.45 M)	Nil	Nil	2030 M 58 M WHI-YEL LIM	RED	100 M RED	Nil

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	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
29	CAT I. 900 M LIH	GRN	PAPI LEFT 3° (11.45 M)	Nil	Nil	2030 M 58 M WHI-YEL LIH	RED	100 M RED	Nil

LHPR 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	Left side of RWY 11/29, in-line with the PAPI, 80m from the centerline, lighted.
3	TWY edge and centre line lighting	TWY edge lights at TWY A
4	Secondary power supply	Diesel generator unit (130kVA); switch-over time is 15 seconds.
5	Remarks	Nil

LHPR AD 2.16 HELICOPTER LANDING AREA

NIL

LHPR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	PER TIZ 474906N 0173651E - 474449N 0173000E - 473559N 0172918E - 473559N 0173554E - 472959N 0174154E - 472959N 0180954E - 473521N 0181527E - 474419N 0181530E along border HUNGARY_SLOVAKREPUBLIC - 474906N 0173651E
2	Vertical limits	9500 FT ALT GND
3	Airspace classification	G
4	ATS unit call sign Language(s)	PER INFO EN, HU
5	Transition altitude	10000 FT ALT
6	Hours of applicability	As AD Administration
7	Remarks	Air Traffic Advisory Service is not AVBL in the class G airspace LHPR TIZ

LHPR AD 2.18 ATS 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	PER INFO	129.910 CH	Nil	Nil	0700 - 1700 (0600-1600)	Nil

LHPR 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
ILS 29 (CAT I)						
LOC 29 + 4.85 / 2020	GPR	111.35 MHZ	H24	473802.5N 0174724.8E		
GP 29		332.15 MHZ	H24	473727.8N 0174843.9E		GP Angle:3°
LOC/DME	GPR	CH 50Y	H24	473727.8N 0174843.9E	147 M	
DVOR/DME (decl.: +5.0°)	GYR	115.1 MHZ CH 98X	H24	473932.8N 0174327.7E	156 M	DME COORD: 473932.4N 0174327.6E

LHPR AD 2.20 LOCAL AERODROME REGULATIONS

NIL

LHPR AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

LHPR AD 2.22 FLIGHT PROCEDURES

Visual circling in the northern sector of RWY 11/29 is prohibited for speed category C and D aircraft.

The aircraft shall be equipped with SSR transponder with 4096 codes in mode A/C.

LHPR AD 2.23 ADDITIONAL INFORMATION

1. GENERAL

The active glider starting area and the appropriate placement of the winch-start aggregate are selected according to the actual meteorological conditions. Intention of training flights have to be reported before flight via www.lhpr.hu/training.

LHPR DAAD and SC's witch accepted by the aviation authority can be found at:

URL: http://lhpr.hu/repuloteri-adatok

LHPR AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart - ICAO	AD 2-LHPR-ADC
Aerodrome Obstacle Chart - ICAO Type A Operating Limitations	AD 2-LHPR-AOCA-1129
Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHPR-SID-11
	AD 2-LHPR-SID-29
Instrument Approach Chart - ICAO	AD 2-LHPR-ILS/LOC-29
	AD 2-LHPR-RNP-11
	AD 2-LHPR-RNP-29
	AD 2-LHPR-VOR-11
	AD 2-LHPR-VOR-29
Visual Approach Chart - ICAO	AD 2-LHPR-VAC

LHPR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Obstacle penetrating VSS	Affected procedures	Affected OCA/H
LHPR_AERA2B_P_098	AD 2-LHPR-RNP-11 (except LPV minima), AD 2-LHPR-VOR-11	NIL
LHPR_AREA2B_S_026_001	AD 2-LHPR-RNP-11 (except LPV minima), AD 2-LHPR-VOR-11	NIL
LHPR_AREA2B_S_026_002	AD 2-LHPR-RNP-11 (except LPV minima), AD 2-LHPR-VOR-11	NIL
LHPR_AREA2B_S_026_003	AD 2-LHPR-RNP-11 (except LPV minima), AD 2-LHPR-VOR-11	NIL
LHPR_AREA2B_S_026_004	AD 2-LHPR-RNP-11 (except LPV minima), AD 2-LHPR-VOR-11	NIL

GYŐR/PÉR

AERODROME CHART - ICAO

ARP
N47 37 38
E017 48 30

AERODROME ELEV 426

PÉR INFO	129.910
BUDAPEST INFORMATION (WEST)	125.500

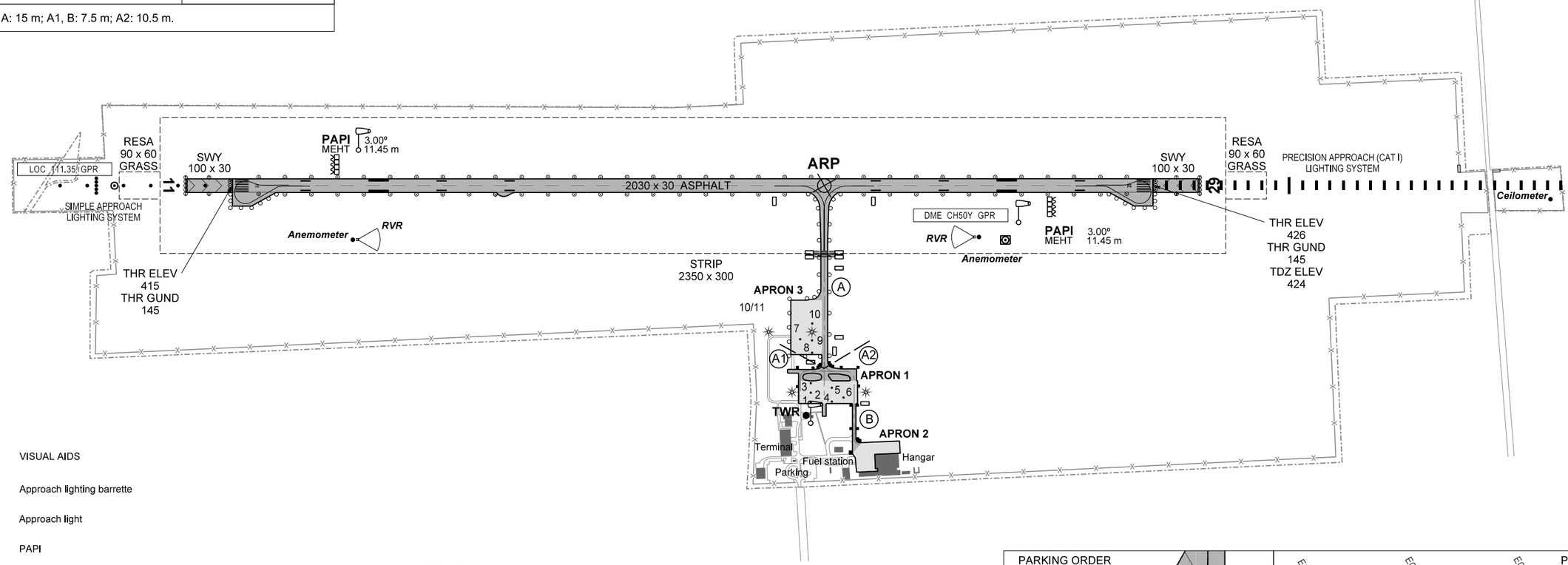
RWY	DIRECTION	THR	BEARING STRENGTH	TORA	TODA	ASDA	LDA
11	114°	N47 37 58, E017 47 36	PCN 50/F/C/W/T	2030	2030	2130	2030
29	294°	N47 37 26, E017 49 00	PCN 50/F/C/W/T	2030	2030	2130	2030

Apron 1	PCN 42/R/C/W/T
Apron 2	-
Apron 3	PCN 61/R/C/W/T
Taxiway: A	PCN 50/F/C/W/T
Taxiways: A1, A2	PCN 44/F/C/W/U
Taxivay: B	-
Taxiway width: A: 15 m; A1, B: 7.5 m; A2: 10.5 m.	

VAR 5°E (2020) ANNUAL RATE OF CHANGE 0.1°E

Geoid undulation 145

INS COORDINATES FOR AIRCRAFT STANDS	
1	N47 37 24.57, E017 48 17.57
2	N47 37 25.16, E017 48 18.07
3	N47 37 25.75, E017 48 18.56
4	N47 37 23.87, E017 48 19.54
5	N47 37 24.73, E017 48 20.26
6	N47 37 23.71, E017 48 20.83
7	N47 37 28.86, E017 48 19.87
8	N47 37 27.60, E017 48 20.27
9	N47 37 28.37, E017 48 20.90
10	N47 37 29.41, E017 48 21.80



VISUAL AIDS

- Approach lighting barrette
- Approach light
- PAPI
- RWY lights (edge, -threshold, -end)
- Stopway lights
- Omnidirectional TWY edge light
- Retroreflective TWY edge marker
- Flood lighting
- Non illuminated taxiing guidance sign

FOR BASIC CHART SYMBOLS SEE GEN 2.3.

APRONS ELEVATION: NOT AVAILABLE.
GEOGRAPHICAL COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE.
OBSTACLES TO TAXIING: NOT AVAILABLE.
PARKING ORDER APRON 2: NOT AVAILABLE.

LIGHTING

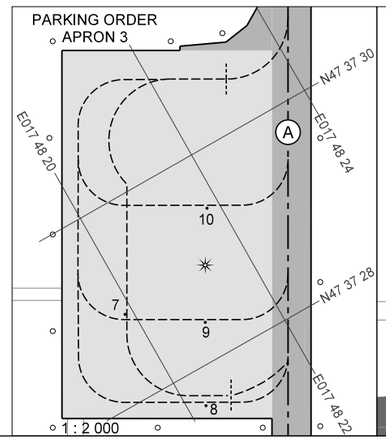
RWY 11/29

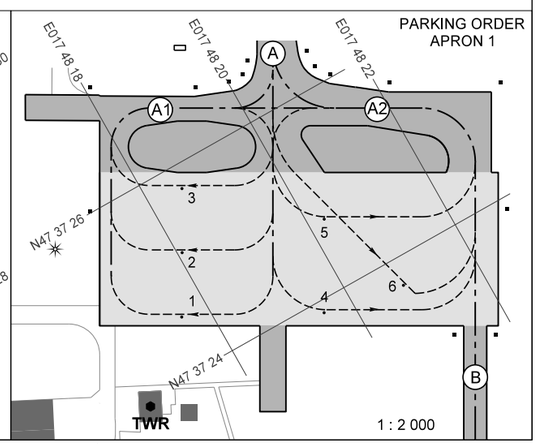
Approach: Cat. I. high intensity (900 m) on THR 29, SALS medium intensity (420 m) on THR 11.
Threshold: Green.
PAPI 3.00° (11.45 m).
Runway edge: High intensity white/yellow (2030 m), spacing: 58 m on THR 29, medium intensity white/yellow (2030 m), spacing: 58 m on THR 11.
Runway end: Red.
Stopway: Red (100 m).

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

HORIZONTAL SCALE 1 : 10 000

100 0 100 200 300 400 500 600 700 800 900 1000 m
0 500 1000 1500 2000 2500 3000 feet





CHANGE: bearing strength, roads, service roads, buildings updated

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LHUD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	LHUD1 / SZEGED TIZ1 462227N 0201815E 462338N 0195959E 462200N 0195400E 461330N 0195430E 461033N 0195604E along border HUNGARY_SERBIA 460702N 0201602E along border HUNGARY_ROMANIA 460929N 0202413E 462227N 0201815E	LHUD2 / SZEGED TIZ2 462354N 0194931E 463250N 0195950E 462743N 0201557E 460929N 0202413E along border HUNGARY_ROMANIA 460702N 0201602E along border HUNGARY_SERBIA 460750N 0194917E 462354N 0194931E
2	Vertical limits	9500 FT ALT / GND	9500 FT ALT / 2000 FT ALT
3	Airspace classification	G	G
4	ATS unit call sign Language(s)	SZEGED INFORMATION English, Hungarian	
5	Transition altitude	10000 FT	
6	Hours of applicability	As AD Administration	
7	Remarks	Air Traffic Advisory Service is not AVBL in LHUD1 TIZ and LHUD2 TIZ (Class G).	

LHUD 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	SZEGED INFORMATION	122.810 CH 128.810 CH	Nil	Nil	As AD Administration	128.810 CH Reserve

LHUD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR Type of supported OP (for VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L (+4°)	SEG	456 KHZ	H24	461424.18N 0200521.06E	81 M	Coverage: 25NM
DME	SEG	85X	H24	461424.45N 0200522.89E	81 M	Coverage: 25NM

LHUD AD 2.20 LOCAL AERODROME REGULATIONS

Engine driven aircraft are required to establish two way radio communication with Szeged AFIS unit whenever arriving to, departing from LHUD or overflying LHUD TIZ airspace.

All grass area of the aerodrome may be used for take-off and landing of glider and ultralight aircraft.

Glider, paraglider and ULs without radio have to coordinate their operation prior to the flight with LHUD AFIS personally or via telephone.

Maximum taxi speeds:

- on RWY: 30 KTS,
- on TWY: 20 KTS,
- on apron and grass area: 10 KTS.

LHUD AD 2.21 NOISE ABATEMENT PROCEDURES

Engine driven and touring motor-glider traffic pattern operations are to strictly follow traffic pattern outlined in VISUAL APPROACH CHART. Densely populated areas (especially Szeged city, Kiskundorozsma and Szentmihálytelek) are not to be overflown below 2000 FT AMSL.

LHUD AD 2.22 FLIGHT PROCEDURES

NIL

LHUD AD 2.23 ADDITIONAL INFORMATION

Hangaring, movement of aircraft in and out of hangar buildings shall be conducted with the coordination of airport technical staff.

LHUD AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2-LHUD-ADC
Aerodrome Obstacle Chart - ICAO Type A (Operating Limitations)	AD 2-LHUD-AOCA-16R34L
Visual Approach Chart - ICAO	AD 2-LHUD-VAC

LHUD AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

AERODROME CHART - ICAO

ARP
N46 15 03
E020 05 21

AERODROME ELEV 268

SZEGED INFORMATION 122.810
BUDAPEST INFORMATION (EAST) 133.000

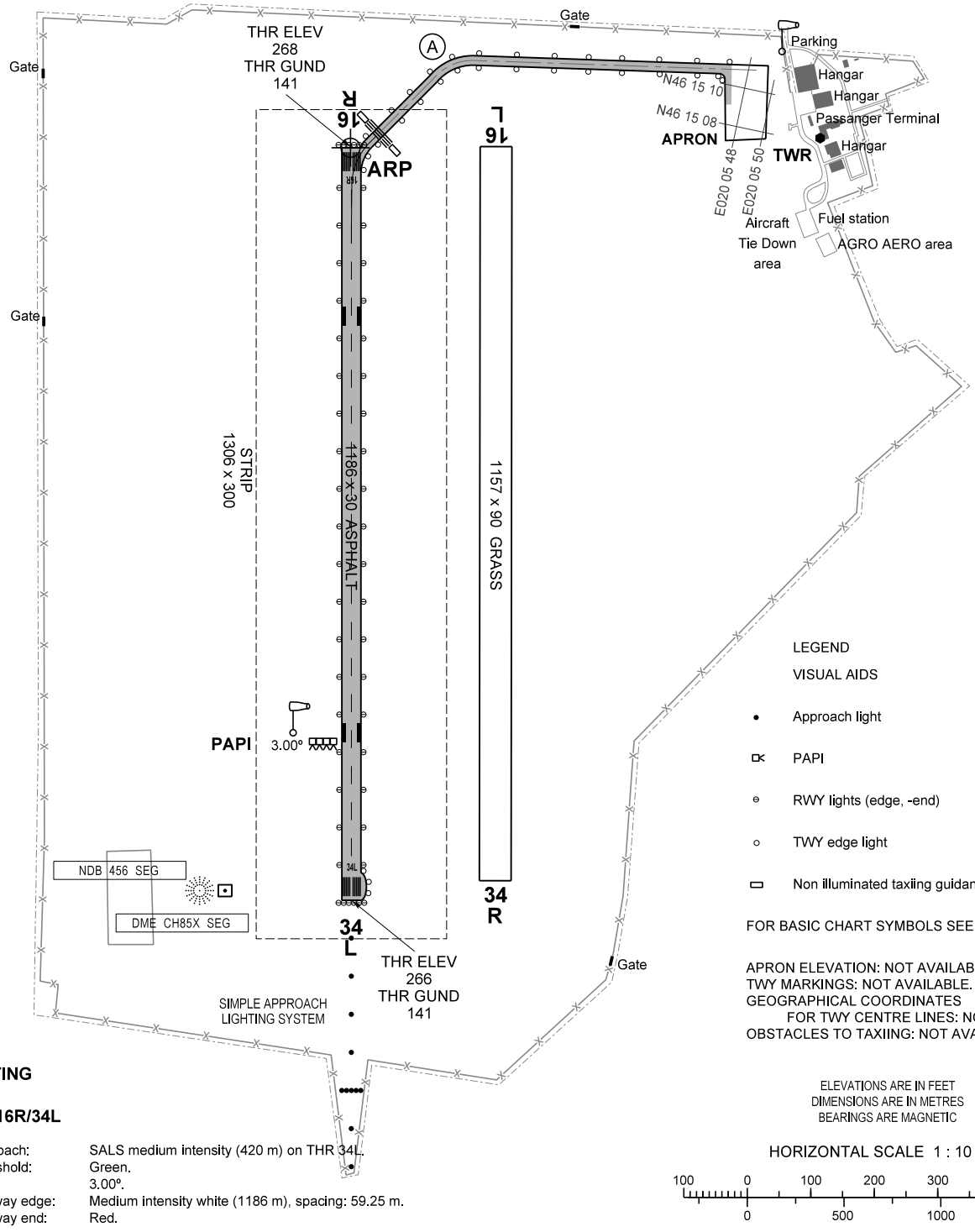
SZEGED

RWY	DIRECTION	THR	BEARING STRENGTH	TORA	TODA	ASDA	LDA
16R	163°	N46 15 03, E020 05 21	PCN 14/F/C/W/T	1186	1186	1186	1186
34L	343°	N46 14 25, E020 05 32	PCN 14/F/C/W/T	1186	1186	1186	1186
16L	163°	N46 15 04, E020 05 31	-	1157	1157	1157	1157
34R	343°	N46 14 28, E020 05 42	-	1157	1157	1157	1157
Apron			-				
Taxiway width: 15 m.			PCN 14/F/C/W/T				

VAR 6° E (2017) ANNUAL RATE OF CHANGE 0.1° E

Geoid undulation 43 m 141 ft

INS COORDINATES FOR AIRCRAFT STANDS
NOT AVAILABLE



LEGEND

VISUAL AIDS

- Approach light
- PAPI
- RWY lights (edge, -end)
- TWY edge light
- Non illuminated taxiing guidance sign

FOR BASIC CHART SYMBOLS SEE GEN 2.3.

APRON ELEVATION: NOT AVAILABLE.
TWY MARKINGS: NOT AVAILABLE.
GEOGRAPHICAL COORDINATES
FOR TWY CENTRE LINES: NOT AVAILABLE.
OBSTACLES TO TAXIING: NOT AVAILABLE.

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

HORIZONTAL SCALE 1 : 10 000

100 0 100 200 300 400 500 m
0 500 1000 1500 feet

LIGHTING

RWY 16R/34L

Approach:	SALS medium intensity (420 m) on THR 34L.
Threshold:	Green.
PAPI	3.00°.
Runway edge:	Medium intensity white (1186 m), spacing: 59.25 m.
Runway end:	Red.

CHANGE: ATS unit call sign updated

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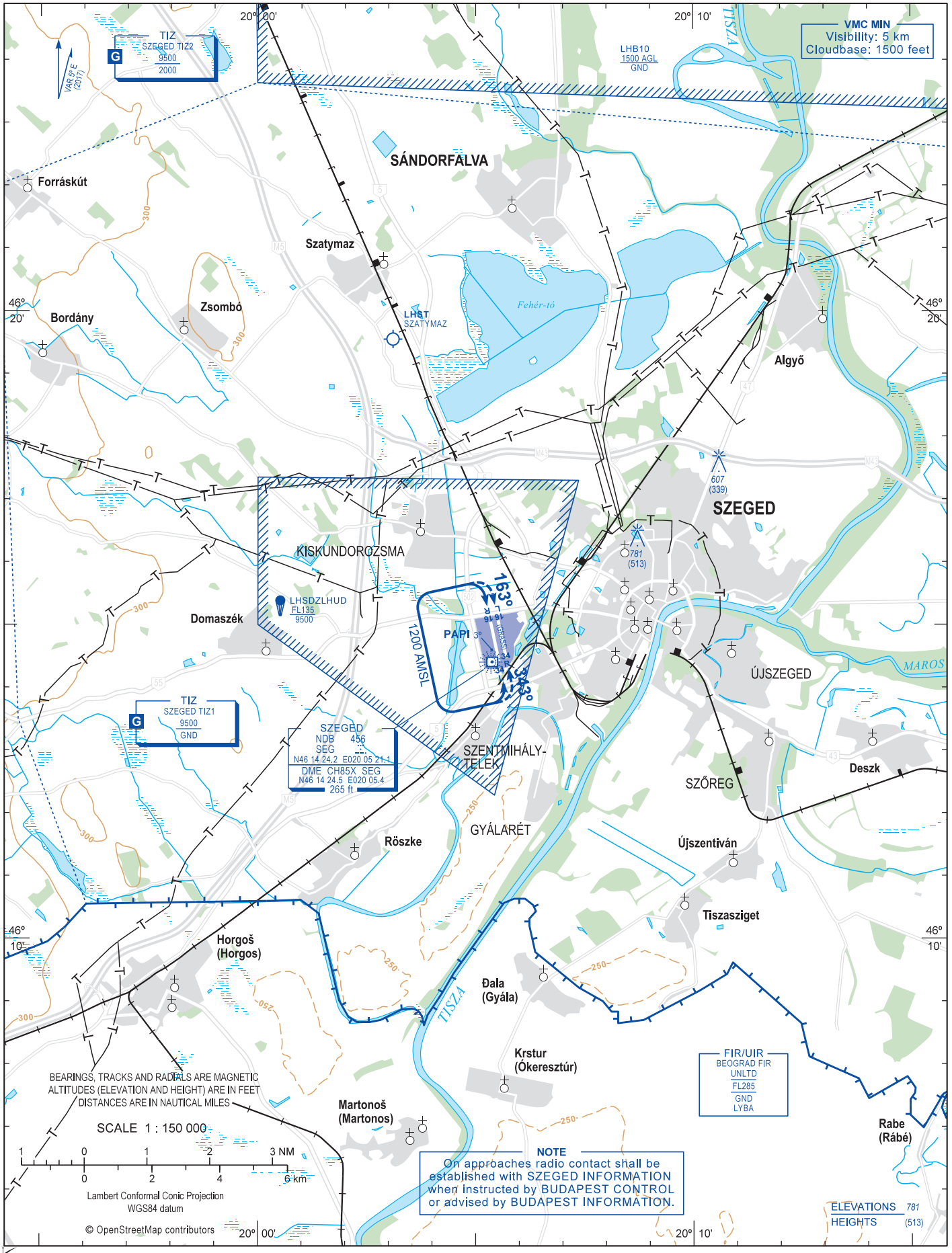
VISUAL APPROACH CHART - ICAO

AERODROME ELEV 268
HEIGHTS RELATED TO AD ELEV

SZEGED

SZEGED INFORMATION 122.810 (Reserved: 128.810)
BUDAPEST INFORMATION (EAST) 133.000



CHANGE: ATS unit call sign updated

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