
ENR 1.3 INSTRUMENT FLIGHT RULES

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

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

1.2 Minimum flight altitudes

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

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

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

1.3 RNAV 5 Contingency Procedures

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

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

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

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

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

2. RULES APPLICABLE TO IFR FLIGHTS WITHIN CONTROLLED AIRSPACE

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

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

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

3.2 Communications

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

3.3 Position reports

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

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

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

4. FREE ROUTE AIRSPACE (FRA) GENERAL PROCEDURES

4.1 Area of application

4.1.1 Within Budapest CTA FRA is available H24 from 9500 FT AMSL to FL660 as follows:

Budapest CTA, as published in ENR 2.2., is integral part of:

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

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

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

4.1.4 Crossborder operation between SEE FRA and Austrian part of SECSI FRA as described in AIP Austria ENR 2.2. and shown in ENR 6. For flight planning see [ENR 1.3 section 4.4 Flight Planning \(Item 15\)](#).

4.2 Flight Procedures

4.2.1 General requirements within SEE FRA

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

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

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

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

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

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

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

4.2.2 Overflying traffic

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

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4.2.2.2 Exceptions to this rule are exist when the DCT segments which are not available are announced in accordance with paragraph 4.5 below.

4.2.2.3 Traffic within SEE FRA proceeding inbound or outbound airports located in close vicinity of LHCC FIR shall be planned in accordance with 4.2.2.1 above and paragraph 4.4 below also using the relevant FRA Arrival Connecting and FRA Departure Connecting points. Airports in close vicinity of LHCC FIR are considered to be: LOWW and LZIB.

4.2.3 Access to/from airports and terminal airspace

4.2.3.1 Flights arriving at or departing from airports located within Budapest FIR are eligible for free route operations and shall be planned in accordance with the paragraphs below.

4.2.3.2 In case of RNAV-capable departing flight from an airport where standard instrument departures procedures (SIDs) or departure connecting routes are published, flights shall be planned directly from the SID final waypoint or the last point of the departure connecting route to the FRA Horizontal exit or FRA Intermediate point.

4.2.3.3 In case of RNAV-capable arriving flight to an airport where standard instrument arrival procedures (STARs) are published, flights shall be planned directly from the FRA Horizontal entry or FRA Intermediate point to the first point STAR or first point of the FRA Arrival connecting route.

4.2.3.4 The SID/STAR shall not be indicated in the filed route of the FPLs.

4.2.3.5 Where SIDs are not published, the flights shall be planned DCT to the FRA Horizontal exit or FRA Intermediate point.

4.2.3.6 Where STARs are not published, the flights shall be planned DCT from the FRA Horizontal entry or FRA Intermediate point to the airport.

4.2.4 Cross-Border Applications

4.2.4.1 The planning of DCT segments across the SEE FRA borders (cross border DCT) is allowed. See [ENR-2.2](#).

4.2.4.2 The planning of DCT segments that are partially outside the lateral limits of SEE FRA (multiple re-entry segments) is not allowed.

4.3 Airspace Reservation within Budapest CTA

4.3.1 Re-routing Special Areas

4.3.1.1 Flights may be planned through active TRAs or danger areas.

4.3.2 Promulgation of route extension

4.3.2.1 In the case where there is no availability to cross the active reserved area, occasionally:

- a. a flight may be instructed to proceed to one of the five significant points which are published in [ENR 4.4.1](#) as an FRA intermediate point, with the remark e.g.: "in case TRA 32/33 active";
- b. tactical radar vectoring may be applied in order to ensure an additional safety margin between active TRA boundaries and flight trajectories. It is expected that the average extension to be considered by aircraft operators will be approximately 5 NM and in exceptional circumstances, not more than 10 NM.

4.3.2.2 Restrictions on the maximum DCT distance inserted in the flight plan will not be enforced.

4.4 Flight Planning (Item 15)

4.4.1 General

4.4.1.1 In case of more than 30 minutes of flying time or 200 NM (370 KM), an FRA intermediate point may be inserted at which a change of speed, flight level, track, or flight rules are planned. Flights within SEE FRA planning of DCT (cross border DCTs) require at least one published FRA significant point within each CTA. There is no restriction on the number of FRA intermediate points that may be used.

4.4.1.2 Flights between Budapest CTA and Austrian part of SECSI FRA planning of DCT (cross border DCTs) require at least one published FRA significant point within each FIR. FRA boundary intermediate points are not mandatory for flight planning.

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

4.4.1.4 The planning of DCT segments closer than 3 NM to the Budapest CTA or multiple re-entry segments are

not allowed.

4.4.2 ATS Route Network

ATS route network within Budapest CTA is not available.

4.4.3 Flight Level Orientation Scheme

4.4.3.1 Cruising levels must be planned in accordance with AIP Hungary [ENR 1.7](#) and the information provided in the column "Remarks/Usage" in [ENR 4.1](#) and [ENR 4.4.1](#). The direction of cruising levels (EVEN or ODD) must be chosen depending on the direction of the flight level required over the FRA Horizontal entry and FRA Horizontal exit points as described in the following table:

Direction of Cruising levels		
FLs over FRA entry point	FLs over FRA exit point	FLs inside FRA
EVEN	EVEN	FLs for all DCT segments
ODD	ODD	FLs for all DCT segments
EVEN	ODD	A change from EVEN to ODD FLs must be planned inside FRA
ODD	EVEN	A change from ODD to EVEN FLs must be planned inside FRA

Note: ODD is the direction of *IFR* cruising levels with a magnetic track between 000° and 179° while EVEN is the direction of *IFR* cruising levels with a magnetic track between 180° and 359°, as described in the table of cruising levels in [ENR 1.7](#).

4.4.3.2 Cruising levels must also be planned in accordance with the adjacent ATS route network and/or FRA Flight Level Orientation Scheme.

4.4.4 Flight Planning procedures for departing and arriving flights from/to significant airports

4.4.4.1 Flight Planning of any departing flights shall comply with the following procedures:

Airport	Working time	Mandatory connecting routes / Point	Mandatory Exit point (X)	Flight Plan examples (Item 15)	Remark
LHBP	H24	WITRI - MIZOL - IBLIZ	NIL	WITRI DCT MIZOL DCT IBLIZ	See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
LHBP	H24	VETIK	NIL		See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
LHBP	H24	GAZDA - MAVIR	NIL	GAZDA DCT MAVIR	Above FL 135 See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
LHBP	H24	FAHAZ - KEROP	KEROP	FAHAZ DCT KEROP	
LHBP	H24	DUZLA - VEBAL	VEBAL	DUZLA DCT VEBAL	
LHBP	H24	DUZLA - BAREB	BAREB	DUZLA DCT BAREB	
LHBP	H24	DUZLA - OSDUK	OSDUK	DUZLA DCT OSDUK	
LHBP	H24	GILEP - ZOLKU	SUNIS, ARSIN, ABETI, BEGLA	GILEP DCT ZOLKU DCT BEGLA	
LHBP	H24	GILEP	NATEX, XOMBA	GILEP DCT NATEX	Only for ARR LOWW
LOWW	H24	ALAMU - EPARI	NIL		See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD

Airport	Working time	Mandatory connecting routes / Point	Mandatory Exit point (X)	Flight Plan examples (Item 15)	Remark
LOWW	H24	STEIN - NOHAT	VEBAL, KOPRY, NEKIN	STEIN DCT NOHAT DCT KOPRY	
LOWW	H24	STEIN	DIMLO	STEIN DCT DIMLO	
LOWW	H24	ARSIN - NALOX	BABIT, BAREB	ARSIN DCT NALOX DCT BABIT	
LZIB	H24	VAMOG - SIRDU	KOPRY, BABIT, NEKIN	VAMOG DCT SIRDU DCT KOPRY	
LZIB	H24	ERGOM	NIL		See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD

4.4.4.2 Flight Planning of any arriving flights shall comply with the following procedures

Working time	Mandatory Entry point (E)	Mandatory Segment / Point	Airport	Flight Plan examples (Item 15)	Remark
H24	NIL	RIGSA - BETED	LHBP	RIGSA DCT BETED	See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
H24	PARAK	KEZAL	LHBP	PARAK DCT KEZAL	See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
H24	DIMLO, GOTAR	SIRDU - OGVUN - VAJDI	LHBP	DIMLO DCT SIRDU DCT OGVUN DCT VAJDI	
H24	KOPRY	KOPRY - ULZAK	LHBP	KOPRY DCT ULZAK	
H24	KEKED	TORNO - NATEX	LOWW	KEKED DCT TORNO DCT NATEX	For DEP LHBP via TORNO SID
H24	NIL	BALUX - TORNO - NATEX	LOWW		See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
H24	NIL	BALUX - XOMBA	LZIB		See ENR 1.3 section 4.4 Flight Planning (Item 15) See also RAD
H24	TONDO, KOPRY, BAREB	JOZEP - PUCOG - BODZA - XOMBA	LZIB	TONDO DCT JOZEP DCT PUCOG DCT BODZA DCT XOMBA	

4.4.4.3 The other flights arriving at or departing from other airports located in close vicinity of Budapest FIR are considered as overflying traffic (see para [4.2.2.3](#) above).

4.5 Route Availability Document

4.5.1 All FRA constraints, exceptions and restrictions, if any will be published via the RAD and promulgated in accordance with [ENR 1.10](#)

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