

ENR 1.2 VISUAL FLIGHT RULES**1. GENERAL RULES**

- 1.1. Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions, equal to or greater than those specified in the table below:

Table 1: Conditions of visibility and distance from clouds

Altitude band	Airspace class:	Flight visibility:	Distance from cloud:
At and above 10 000 FT (3 050 M STD)	C, D	8 KM	1 500 M horizontally 1 000 FT (300 M) vertically
Below 10 000 FT (3 050 M STD) and above 3 000 FT (900 M) AMSL, or 1 000 FT (300 M) above terrain, whichever is the higher	C, D, G	5 KM	
At and below 3 000 FT (900 M) AMSL, or 1 000 FT (300 M) above terrain, whichever is the higher	C, D	5 KM	1 500 M horizontally 1 000 FT (300 M) vertically
	G	5 KM*	Clear of cloud and with the surface in sight

- a. *flight visibilities reduced to not less than 1 500 M are permitted for flights operating
- at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision (according to Commission Implementing Regulation (EU) No 923/2012 (SERA): a maximum speed of 140 KTs (IAS)); or
 - in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial works at low levels;
- b. flight visibilities reduced to not less than 800 M are permitted for:
- helicopters, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision;
- c. flight visibilities reduced to less than 800 M are only permitted for special cases such as:
- search and rescue operations;
 - medical flights;
 - fire fighting;
 - OAT flights.
- 1.2. Except when a clearance is obtained from an ATC, VFR flights shall not take-off or land at an aerodrome within a CTR, or enter the aerodrome traffic zone or aerodrome traffic circuit, when the reported meteorological conditions at that aerodrome are below the following minima:
- a. the ceiling is less than 450 M (1 500 FT); or
- b. the ground visibility is less than 5 KM.
- 1.3. VFR flights at night may be permitted under the following conditions:
- a. if leaving the vicinity of an aerodrome, a flight plan shall be submitted in accordance with SERA.4001(b)(6);
- b. flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available;
- c. the VMC visibility and distance from cloud minima as specified in Table 1 shall apply except that:
- the ceiling shall not be less than 450 M (1 500 FT);
 - except as specified in (e), the reduced flight visibility provisions specified in Table 1 shall not apply;

- iii. in airspace classes C, D and G, at and below 3 000 FT (900 M) above MSL or 1 000 FT (300 M) above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface; and
 - iv. for helicopters in airspace class G at and below 3 000 FT (900 M) above MSL or 1 000 FT (300 M) above terrain, whichever is the higher, flight visibility shall not be less than 3 KM, provided that the pilot maintains continuous sight of the surface and if manoeuvred at a speed that will give adequate opportunity to observe other traffic or obstacles in time to avoid collision.
 - d. ceiling, visibility and distance from cloud minima lower than those specified in (d) may be permitted for helicopters in special cases, such as medical flights, search and rescue operations and fire-fighting;
 - e. except when necessary for take-off or landing, a VFR flight at night shall be flown at a level which is not below the area minimum altitudes indicated on the ICAO 1:500 000 chart.
- 1.4. VFR flights in level cruising flight, when operated above 3 500 FT (1 050 M) AMSL, shall be conducted at a level appropriate to the track specified in the table of cruising levels ([ENR 1.7.5](#)).
- 1.5. In the controlled airspace of the Budapest FIR, operations on non-powered aircraft shall be subject to prior permission issued by the appropriate ATC unit concerned.
- 1.6. All VFR flights with FPL and radio-equipped, shall maintain continuous listening watch on the appropriate radio frequency, and report their position, as necessary, to the ATS unit providing the FIS.
- 1.7. VFR flights entering the Budapest FIR shall establish radio contact at least 10 minutes prior to the actual crossing of the FIR boundary, with the appropriate ATS units and shall report the following flight data:
- a. aircraft identification;
 - b. destination;
 - c. position;
 - d. cruising level/altitude.

Without establishment of the previously described radio contact a VFR flight shall not enter the Budapest FIR.

VFR flights may only enter the controlled airspaces of Budapest FIR with two-way radio communication, a valid flight plan, transponder and permission from the competent ATC unit responsible in the specific controlled airspace.

All international VFR flights shall operate an SSR transponder in accordance with [ENR 1.6 para 2](#).

The State boundaries of Hungary may be crossed by flying over any significant points designated as entry/exit points. The designated points are listed in [ENR 4.4.1](#).

If flight plan has not been submitted, regardless of the reported flight data listed above, the following rule shall apply to the given flight:

An aircraft operated outside controlled airspace and has not submitted a flight plan cannot use the flight information and alerting service and can only receive information upon special request, and the ATS units do not consider the aircraft as known traffic.

2. RESTRICTIONS FOR VFR FLIGHTS

- 2.1. VFR flights shall not be conducted above FL 285 (8 700 M STD).
- 2.2. En route VFR flights shall not be conducted above FL 195 (5 950 M STD).
- 2.3. VFR flights above FL 195 (5 950 M STD) may be conducted only:
- in ad-hoc segregated airspace, or
 - between FL 195 (5 950 M STD) and FL 285 (8 700 M STD) when prior permission has been granted by Budapest ATS Centre.

Note 1: Application of ad-hoc segregated airspace shall be submitted to the Military Aviation Authority, not later than 30 days prior to the date of operation.

Note 2: In case of VFR flights planned above FL 195 (5 950 M STD), outside an ad-hoc segregated airspace, prior to submission of the flight plan, but in any case not later than 30 minutes prior to EOBT, the pilot shall obtain prior permission from the duty supervisor of Budapest ATCC by phone on (+361) 293-4122 or

(+36) 30-280-9744.

Except in an emergency or when otherwise cleared by the appropriate ACC sector controller, VFR flights above FL 195 shall be conducted within the geographical area and up to the flight altitude defined by Budapest ATCC.

In case of a VFR flight operating above FL 195 (5 950 M STD), if the radio contact with the appropriate ATC unit is lost, and re-establishment of the two-way radio communication with the appropriate or adjacent ATC unit is unsuccessful, the aircraft experiencing communication failure shall descend immediately and leave the controlled airspace, within the area defined in the ATC clearance. The aircraft shall then land at the first suitable aerodrome and report the landing as soon as possible to the appropriate ATC unit. For further information [See ENR 1.6.1.](#)

When a VFR flight operating above FL 195 (5 950 M STD) within controlled airspace is unable to operate in VMC due to a deterioration of meteorological conditions, it shall:

- a. request an amended clearance which shall permit it to continue the operation in VMC to the destination or to an alternate aerodrome, or to leave the controlled airspace, or
- b. when the clearance in a) above cannot be obtained, operate in VMC and report to the appropriate ATC unit the action it is taking for leaving the area concerned or for landing at the first suitable aerodrome.
- c. request clearance to operate in accordance with the instrument flight rules.

2.4. Except during take-off and landing, aerial work, medical flights and State aircraft special task operations, VFR flights shall not be flown:

- a. over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 1 000 FT (300 M) above the highest obstacle within a radius of 600 M from the aircraft;
- b. anywhere not specified in 2.5 a), at a height less than 500 FT (150 M) above the ground or water, or at height less than 500 FT (150 M) above the highest obstacle in the 150 M radius of the aircraft; except flights with special clearances, balloon and hang glider flights.

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