

**ENR 1.4      ATS AIRSPACE CLASSIFICATION AND DESCRIPTION****1.4.1. ATS AIRSPACE CLASSIFICATION**

Classification of ATS airspace in Budapest FIR is as follows:

**1. Controlled airspace****Class C:**

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

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

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

**Class D:**

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

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

**2. Uncontrolled airspace****Class G:**

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

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

**1.4.2. ATS AIRSPACE DESCRIPTION**

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

The requirements for flights within each class of air space

**Class C**

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

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

**Class D**

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

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

## Class G

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

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

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

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

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

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

- a. flight visibilities reduced to not less than 1500 M may be permitted for flights operating:
  1. at speeds of 140 KT or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
  2. in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels;

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

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

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

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

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

Additional rules:

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

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

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