

**AD 1 AERODROMES/HELIPORTS - INTRODUCTION****AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE****1. GENERAL CONDITIONS**

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

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

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

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

Aircraft carrying weapons, ammunition or dangerous goods shall plan to land at military aerodromes.

**2. USE OF MILITARY AIRBASES**

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

**LHKE****HUNGARIAN DEFENCE FORCES 59th “SZENTGYÖRGYI DEZSŐ” AIRBASE**

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

### 3. LOW VISIBILITY PROCEDURES (LVP)

Aerodromes available for low visibility operation are as follows:

LHBP (see details in [AD 2-LHBP AD-2.19](#) and [AD 2-LHBP AD-2.22 para 3.2](#))

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

LHDC (see details in [AD 2-LHDC AD-2.19](#))

- RWY 04R CAT I

LHPP (see details in [AD 2-LHPP AD-2.19](#))

- RWY 33 CAT I

LHPR (see details in [AD 2-LHPR AD-2.19](#))

- RWY 29 CAT I

LHSM (see details in [AD 2-LHSM AD-2.19](#))

- RWY 16 CAT I

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

### 4. AERODROME OPERATING MINIMA

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

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

### 5. OTHER INFORMATION

NIL