
GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1. GENERAL**1.1 Landing and take-off**

All flights into, from or over Hungary and landing within its territory shall be carried out in accordance with the provisions of Law decree on International Civil Aviation (Chicago Convention) as well as in the Law decree on Civil Aviation (Decrees of Legal Force No. 25 in the year 1971 and Act XCVII of 1995 on Aviation) and according to the conditions published in this part.

Flights carried out within the State boundaries of Hungary, irrespective of the nationality of the aircraft concerned, are domestic Flights across the State boundaries are international.

In accordance with para 4 of Government Decree No 141/1995. (XI.30.) on enacting clauses of the Act XCVII of 1995 on Aviation,

- a. aircraft entering to the territory of Hungary with the purpose of landing that is considered as non-internal flight pursuant to the Regulation (EU) No. 2016/399 of the European Parliament and of the Council of 9 March 2016 establishing a Union Code on the rules governing the movement of persons across borders (Schengen Borders Code) should be landed at first on aerodrome where passport and - if the aircraft departed from third country in respect of customs - custom control are provided,
- b. aircraft departing from the territory of Hungary that is considered as non-internal flight pursuant to Schengen Borders Code should be taken off from aerodrome where passport and - if the aircraft depart to third country in respect of customs - custom control are provided,
- c. if there is a baggage that has not been under custom control of a passenger who departed from third country in respect of customs on an aircraft that is considered as internal flight pursuant to the Schengen Borders Code should be landed on aerodrome at first where the implementation of customs regulations of the European Community law is ensured.

According to the Schengen Borders Code internal flight means any flight exclusively to or from the territories of the Member States and not landing in the territory of a third country.

1.2 Border crossing

Regulation (EU) No. 2016/399 of the European Parliament and of the Council of 9 March 2016 establishing a Union Code on the rules governing the movement of persons across borders (Schengen Borders Code) and the Governance Decree 332/2007. in case of an aircraft is not qualified as an internal flight, opening of the temporary border crossing point application is requested except the aircraft departs from or arrives to an international aerodrome. In order to open a temporary border crossing point on aerodromes the aircraft operators should be provided the following informations to the commercial aerodrome (specified at [AD 1.4](#)):

- name of the applicant, home address or place of residence (for legal entities: name of the entity, address of principal place of business);
- the purpose of the flight (cargo/pass);
- type, nationality and registration mark of the aircraft;
- planned date and place of the arriving flight, point of departure and planned date and place of the departing flight and point of arrival.

The application to open the temporary border crossing point on aerodromes should be submitted at least 10 days in advance to the flight operations.

According to the Regulation EU 2016/399 (Schengen Borders Code), private flights operating from or to non-Schengen countries, shall transmit to the Hungarian Police, prior to take-off, a general declaration comprising inter alia a flight plan (in accordance with Annex 2. of the Chicago Convention) and information concerning the passengers identity as the following: first name, last name, date of birth, nationality, number of ID card, departing from.

Fax:(+361) 296-8245

Email: gatutaslista@rri.police.hu

1.3 Security programme

According to Standard 3.3.1 of ICAO Annex 17 to the Convention on International Civil Aviation and Article 13 of REGULATION (EC) No 300/2008 of The European Parliament and of the Council of 11 MAR 2008 on common rules in the field of civil aviation security and repealing Regulation (EC) No 2320/2002, every air carrier providing a service from / to Hungary, shall draw up, apply and maintain an air carrier security programme. Evidence of validation of the air carrier security programme by the appropriate authority of the State granting the operating licence shall be submitted to the appropriate authority of Hungary (CAA). The Appropriate Authority of Hungary may take further action if necessary.

1.4 ACC3 Exeptions

An exception according to point 6.8.3 of Commission Decision C(2015) 8005 and C(2017) 3030 can be granted by the competent authority on the basis of a risk assessment for individual flights by an air carrier into its territory. This shall be limited to air carriers with an unpredictable pattern of ad hoc operations that does not reasonably require prior validation in accordance with the requirements of point 6.8.2.2 of the Annex to the Implementing Regulation (EU) 2015/1998 allowed. Requests for a ACC3 Exemptions must be obtained in writing from the competent authority of the EU Member State where the first airport of arrival is located.

The request for an ACC3 exemption must be sent to avsec@tim.gov.hu e-mail address and the air carrier will receive further information about the procedure.

The HgCAA also emphasises that the full application must be submitted at least 3-4 days before the planned flight in order to ensure the approval.

1.5 Third Country Operations

Third Country Operators (TCO) engaging in scheduled or non-scheduled commercial air transport operations into, within or out of a territory subject to the provisions of the Treaty of the European Union, must hold a safety authorisation issued by the European Aviation Safety Agency (EASA) in accordance with Regulation (EU) No 452/2014. This includes operators which are wet leased-in by, or code-sharing with, an EU operator when commercial air transport flights to any territory subject to the provisions of the Treaty of the European Union are performed. This TCO authorisation is not required for operators only overflying the above mentioned EU territories without a planned landing.

Applications for TCO authorisation should be submitted to EASA at least 30 days before the intended starting date of operation.

Member States continue to be responsible for issuing operating permits. The safety authorisation issued by EASA is one prerequisite in the process of obtaining an operating permit, or equivalent document, from the respective EU Member State under existing Air Service Agreements between EU Member States and third countries.

Non-scheduled flights - one-off notifications. A third country operator may perform air ambulance flights or a non-scheduled flight or a series of non-scheduled flights to overcome an unforeseen, immediate and urgent operational need without first obtaining an authorisation, provided that the operator:

1. notifies EASA in a form and manner established by EASA prior to the intended date of the first flight;
2. is not being subject to an operating ban pursuant to Regulation (EC) No 2111/2005; and
3. submits to EASA an application for TCO authorisation within 10 days after the date of the notification.

The flights specified in the notification may be performed for a maximum period of six consecutive weeks after the date of notification or until EASA has communicated the formal decision on the application for a TCO authorisation, whichever occurs first. One-off notifications may be filed only once every 24 months by an operator.

For more information please visit the EASA website:

URL:<http://easa.europa.eu/TCO>

1.6 Banned airlines within the EU

All application or request for permission to operations planned by operators and/or aircraft listed in the EU black list based on Commission Regulation (EC) No 474/2006 of 22 March 2006 establishing the Community list of air carriers which are subject to an operating ban within the Community referred to in Chapter II of Regulation (EC) No 2111/2005 of the European Parliament and of the Council will be refused by the

Hungarian authorities.

1.7 Operation with dangerous goods and/or optical devices

The exemption of CAA is required only for transport of dangerous goods by air which are forbidden under normal circumstances. The exemption form is available on the EASA website:

URL: <https://www.easa.europa.eu/en/document-library/general-publications/transport-air-dangerous-goods-which-are-forbidden-under>

1.8 Coordination of flight data with aerodromes

The operator of an aircraft shall be responsible for the coordination of relevant flight data with the operators of the aerodromes particularly as far as the schedule and ground handling requirements are concerned.

The obligations which apply to the coordination of the flight operations are listed in paragraphs [para 2.5](#) and [para 3.5](#)

1.9 Noise restriction

The aircraft with jet engines with MTOW of 34 000 KG or more or with a certified maximum internal accommodation for the aeroplane type in question consisting of more than 19 passenger seats are permitted to take-off and land at aerodromes in territory of Hungary only if the aircraft complies with the standards of ICAO Annex 16, Volume I Part II Chapter 3.

1.10 Exemption policy

Decisions on granting an exemption will be taken in individual cases for flights of exceptional nature only. Application containing serious reasons for granting an exemption shall be submitted to the CAA of Hungary at the same time as the individual application/permission request.

1.11 Random alcohol test process

Aviation Authority of Hungary carry out alcohol tests on flight crew and cabin crew members within EU Ramp Inspection Programme according to Commission Regulation (EU) No 965/2012 on air operations and Commission Regulation (EU) No 2018/1042/EU amending it.

The breath alcohol concentration (BrAC), measured during the alcohol test, should not exceed a level equivalent to 0.0 gram of blood alcohol concentration (BAC) per litre of blood. (National limit of BAC is 0.0 gram)

Every positively tested crew member will be:

- Removed from duty
- Handed over to the legal enforcement body
- Reported to competent aviation authorities
 - Licensing authority
 - State of operator

1.12 ACMI Agreement (Wet-lease Agreement)

External wet lease can be made of EU and non-EU countries that is proved by ACMI agreement. This agreement is relevant that shows the leasing validity.

Besides the above mentioned agreement the CAA also need the approval of the relevant authorities (authority of the Lessor and Lessee as well) and valid Insurance Certificate of the aircraft. If the wet-lease involves an aircraft/airline from a third country the CAA check the TCO authorization from the EASA web site. Any other additional document is not required but if it is necessary, the CAA may request additional documents.

If the wet-lease involves an aircraft/airline from an EU country everything is needed to be sent only for information purposes, the CAA just confirm the operation.

2. INTERNATIONAL SCHEDULED FLIGHTS

2.1 General

- a. Unless international agreements or other regulations published below state otherwise, the schedule of international air services arriving in Hungary from outside the EU or EFTA, and air services departing from Hungary to a territory outside the EU or EFTA, are subject to approval of CAA. For services not regulated by bilateral/comprehensive agreements the Director General of Civil Aviation may grant provisional permission at his discretion.
- b. International scheduled air services departing from the territory of the EU or EFTA and landing in Hungary, and those departing from Hungary and landing in the EU or EFTA unless the operation crosses Community border, shall be submitted for information purposes to CAA.
- c. No authorisation is required for flights in transit across the territory of Hungary and for non-traffic landings, if the State in which the operating airline is registered is a Contracting Party to the International Air Services Transit Agreement.

2.2 Procedures for approval - Air carrier from EU, EFTA Member State, or third countries

2.2.1 Application procedure - Air carrier operator from EU or EFTA Member State

The schedules of international air transport services carried out to/from Hungarian aerodromes from/to EU/EFTA Member States shall be submitted for information purposes at least 15 days prior to the intended date of operation to the CAA.

The request for the permission shall include at least the following documents and data:

- a. air carrier security programme,
- b. insurance certificate,
- c. timetable shall include the following data:
 - ICAO three letter designator code of the aircraft operator, flight number, type of aircraft, seating capacity,
 - date, estimated time and airport of departure to Hungary,
 - date, estimated time and airport of arrival / departure at / from Hungary,
 - date, estimated time and following airport of destination,
 - requested period of validity.

In case of flights are going to be operated on code share basis, the notification shall include flight numbers of code share partners (marketing carriers).

If the marketing carrier is a third country operator requests of each carrier have to submitted separately to the CAA 30 days before the operation.

Any request for additional flights or ad hoc flights to the confirmed schedule changes shall be notified to the CAA at least 5 days prior to changes taking effect.

2.2.2 Application procedure - Air carrier operator from a third country

Air carrier from non EU or EFTA Member States may carry out flights to/from the territory of Hungary provided that the operation of the scheduled flights has been authorised in accordance with a bilateral or a multilateral agreement negotiated between Hungary and the relevant States.

If there is no bilateral agreement between the states which can be applicable the Director General of Civil Aviation may grant provisional permission at his discretion.

Request for permission for the operation shall be submitted to the CAA. The applications shall be submitted at least 45 days before beginning the operation in case of first application, other subsequent applications shall be submitted at least 30 days before every operational seasons.

The request for the permission shall include at least the following documents and data:

- a. name, address and ownership of air carrier,
- b. EASA TCO authorization
- c. noise certificate

- d. valid insurance certificate,
- e. air carrier security programme,
- f. timetable shall include the following data:
 - ICAO three letter designator code of the aircraft operator, flight number, type of aircraft, seating capacity,
 - date, estimated time and airport of departure to Hungary,
 - date, estimated time and airport of arrival / departure at / from Hungary,
 - date, estimated time and following airport of destination,
 - requested period of validity.

In case the flight are going to be operated on code share basis, the application shall include flight numbers of code share partners (marketing carriers). If the marketing carrier is also a third country operator request of each carrier have to submitted separately to the CAA 30 days before the operation.

Additional flights or any request that concerns the already approved operation performed by foreign air carriers to the authorized capacity of scheduled air services can be considered as approved if the applicant has not received a negative, eventually restrictive decision 5 days prior to the effective operation.

2.3 Establishment

Only an established EU air carrier in Hungary could be designated by Hungary to carry out scheduled air services to a third country.

This criteria will not be examined in an individual procedure but only during the application procedure related to the designation of an EU air carrier to a third country and will be decided on a case by case basis to determine if the EU carrier is considered to be established in the territory of Hungary based on the following aspects.

- the air carrier exercises its commercial activity in air transport in real and effective manner through stable arrangements in accordance with the provisions of the Regulation 847/2004;
- the air carrier maintains stable and permanent organizational structure in the territory of Hungary with sufficient number of permanent staff empowered to represent the air carrier in relations with the competent authorities with special regard to safety, security and general contact keeping with the authority (subject to the decision of the Aviation Authority what is considered sufficient);
- the air carrier has an operational base in the territory of Hungary.

In order to prove the compliance with the conditions set above, the air carrier is required to submit the following documents and information to the Aviation Authority of Hungary:

- name(s) and contact of personnel responsible for safety in 24 hours a day with permanent presence in the territory of Hungary;
- name(s) and contact of personnel responsible for security in 24 hours a day;
- name and contact of general contact person (in office hours);
- proof of having an operational base in Hungary (a copy of an agreement with the airport operator, or the declaration of the relevant airport operator that such operational base has been created);
- valid AOC, OL issued by a Member State;
- confirmation that the licensed carrier's regulatory authority will retain and fulfil regulatory control.

2.4 Documentary requirements for clearance of aircraft

Two copies of the Cargo Manifest and Loadsheet are required to be submitted by airline operators for clearance on entry and departure of their aircraft to and from Hungary. One copy of the Cargo Manifest must be signed by the authorised agent or the pilot-in-command.

2.5 Slot coordination/schedules facilitation of scheduled and ad-hoc flight operations

2.5.1 According to Hungarian Act XCVII of 1995 on Aviation, HungaroControl, Hungarian Air Navigation Services Private Limited Company is authorised to perform the duties of slot coordination/schedules facilitation in Hungary. In order to avoid congestion and to ensure the efficient use of available airport capacity on coordinated/schedules facilitated airports planned arrival and departure timings of scheduled and ad-hoc flights shall be submitted to HungaroControl's Airport Coordination department.

In Hungary, according to Council Regulation (EEC) 95/93, on common rules for the allocation of slots at community airports, Budapest Liszt Ferenc International Airport is designated as schedules facilitated.

Contact details of Airport Coordination:

HungaroControl, Hungarian Air Navigation Services Private Limited Company
Airport Coordination

Post: 1185 Budapest, Igló utca 33-35.

Phone: (+361) 293-4050

Email: budcoord@budcoord.hu

Hours of operation:

Weekdays between 0600-1600 (0500-1500) hours.

Weekends and public holidays between 0600-1400 (0500-1300) hours.

2.5.2 Slot coordination/schedules facilitation of seasonal schedules

Submissions shall be sent in accordance with the deadlines shown in IATA's Worldwide Slot Guidelines (WSG). A copy of WSG can be downloaded from the IATA Scheduling Services website at:

URL: <http://www.iata.org/policy/slots/pages/slot-guidelines.aspx>

The following types of movements are exempt from mandatory submission: government, State, military, ambulance, general/business aviation.

Any changes to the agreed timetables shall be checked with Airport Coordination.

The format of submissions shall be in accordance with Chapter 6 of IATA's Standard Schedules Information Manual (SSIM), using Schedule Movement Advice (SMA) or Schedule Clearance Request (SCR) messages.

Further information on the scheduling process, capacity limits and other parameters can be found on the website of Airport Coordination Hungary.

URL: <http://en.hungarocontrol.hu>

2.5.3 Slot coordination / schedules facilitation of ad-hoc flights

Planned timings for ad-hoc flights shall be submitted at least one day prior to the planned operations to Airport Coordination.

Schedule changes due to operational reasons and ad-hoc requests on the day of operations are handled by the airport's Operations Department. Therefore notification should be sent to:

SITA: BUDOPXH

Email: airport.ops@bud.hu

2.6 Regarding the harmonisation of all ground handling activities at Budapest Liszt Ferenc International Airport Budapest Airport Pte. Ltd. Airside Operations Department Airport Operations Center is entitled to make statements:

AFS: LHBPYDYG

SITA: BUDOPXH

Phone: (+361) 296-7421

Fax:(+361) 296-6890

Email:airport.ops@bud.hu

Hours of operation: H24

3. INTERNATIONAL NON-SCHEDULED FLIGHTS

3.1 Non-commercial flights

Non-commercial flights (transit and non-traffic stops) are subject to prior permission of the CAA in the case that the aircraft is registered in a State which is not a Contracting Party to the Convention on International Civil Aviation (Chicago Convention) or no bilateral Air Services Agreement has been signed between this State and Hungary. Applications for such flight operations shall be submitted at least 5 days prior to the planned departure to the CAA.

The application shall include: [para 3.3](#) except item h).

3.1.1 Aircraft having non-standard Certificate of Airworthiness

Non-standard airworthiness certificate means any certificate or permission different from ICAO or EASA airworthiness certificate.

3.1.1.1 Conditions for permission of flights for foreign aircraft with limited airworthiness

- a. No permission to enter the airspace of Hungary is required for aircraft with a limited certificate of airworthiness or permit to fly issued by the aviation authority of EU Member States in accordance with Annex (Part 21) to Commission Regulation (EU) No 748/2012 and its amendments, validity of which is automatically recognised within the meaning of Article 11 of Regulation (EC) No 216/2008 of the European Parliament and of the Council as amended.
- b. All foreign aircraft with certificate other than stated in para 3.1.1.1.a. must obtain permission for entering and/or flight activities within the Hungarian airspace.

The application must be submitted by the operator at least 5 days before aircraft enters Hungarian airspace with the purpose of the flight, intended destination aerodrome (if any), expected route through the Hungarian airspace to the CAA.

The application for permission shall be substantiated by copies of the following documents:

1. Certificate of Registration
2. Airworthiness Certificate (if issued) including established operational limitations or equivalent document;
3. Special Flight Permit including the conditions/limitations together with the documents proving the compliance with the conditions;
4. Valid maintenance release for the overflight;
5. Listing of differences from the ICAO Annex 6 and 8 i.e. confirmation/declaration issued by approved Continuing Airworthiness management organization (CAMO), including overdue mandatory limits (e.g. AWL, Airworthiness Directives), unapproved modifications, and any other differences from standard ICAO airworthiness and operations requirements;
6. Noise Certificate (if issued);
7. Proof of third-party liability insurance;
8. Air Operator Certificate (AOC) or equivalent (if an AOC holder is responsible for the operation);
9. Congruence RVSM, B-RNAV, Mode-S, ATC, ACAS II, FM immunity.

The permission may be issued with time and/or any other operational restrictions. Duration of the permission will generally be granted for the purpose by the end of the validity of the Permit to Fly.

3.1.1.2 Light aircraft for sporting activities (e.g. LSA, micro lights, autogyro, home-built aircraft, light glider, hang glider and other types of sport flying devices) with National Certificate of Airworthiness or Permit to Fly can use the Hungarian airspace under the following conditions:

Light aircraft

- a. has individual registry or identification mark,
- b. has a valid technical certificate (e.g. certificate of airworthiness, permit to fly or other equivalent document) issued by the State of Registry or state of identification, as relevant,
- c. has a valid third party liability insurance certificate covers the Hungarian territory,
- d. is not used for commercial flight operation.

Pilot

- a. has a valid pilot licence (or other equivalent document) for relevant type of light aircraft required by the State of Registry or state of identification, as relevant,
- b. has a valid medical certificate (if not part of the pilot licence),
- c. performs flights by VFR/day in accordance with limitations or conditions specified in technical certificate.

3.2 Commercial flights

3.2.1 Aircraft operated by air carriers authorised by the aeronautical authority of any of the Contracting States to the Multilateral Agreement on Commercial Rights of Non-Scheduled Air Services in Europe (Paris, 30 April 1956) may enter and freely land and take-off at international and commercial aerodromes [See AD 1.3](#) for the purpose of one of the following activities:

- a. flights for the purpose of meeting humanitarian or emergency needs;
- b. taxi-class passenger flights of occasional character on request, provided that the aircraft does not have a seating capacity of more than six passengers and provided that the destination is chosen by the hirer or hirers and no part of the capacity of the aircraft is resold to the public;
- c. flights on which the entire space is hired by a single person (individual, firm, corporation or institution) for the carriage of his or its staff or merchandise, provided that no part of such space is resold;
- d. single flights, no operator or group of operators being entitled under this sub-paragraph to more than, one flight per month between the same two traffic centres for all aircraft available to him.
The same treatment shall be accorded to aircraft engaged in either of the following activities:
- e. the transport of freight exclusively;
- f. the transport of passengers between regions which have no reasonably direct connection by scheduled air services.

3.2.2 For the flight operations in para 3.2.1 a) and b) above the information contained in the filed Flight Plan for ATS purposes is accepted as adequate advance notification, however, in the case of landing and take-off at Budapest Liszt Ferenc International Airport the Flight Plan shall be addressed to:

AFS:LHBPYDYG

3.2.3 For the flight operations in para 3.2.1 c) to f) above, planning to land and/or take-off at Budapest Liszt Ferenc International Airport a notification shall be sent to Budapest Airport Pte. Ltd. Airport Operations Center at least 3 days prior to the departure with the following data:

- a. name of operator of the aircraft;
- b. type and registration sign of the aircraft;
- c. aerodrome of departure and destination;
- d. planned times of departure and arrival;
- e. route of the flight;
- f. purpose of the flight, number of passengers and/or designation and amount of cargo.

3.2.4 Unless a bilateral Air Services Agreement in place between Hungary and the State of Registry of the air

operator renders it otherwise, or the planned flight operation does not come under the ruling of the Multilateral Agreement on Commercial Rights of Non-Scheduled Air Services in Europe (Paris, 30 April 1956 - para 3.2.1), a prior authorisation from the CAA shall be obtained, as follows:

- If an operator intends to perform an individual international flight, or from/to the same State four successive non-scheduled flights for commercial purposes to / from Hungarian aerodromes within a period of not more than three months, it shall apply to the CAA not less than 5 days prior to the planned departure.
- If a licensed air carrier intends to carry out any additional flights to one of its already approved scheduled air services to/from Hungarian aerodromes, or to effect a change to the type of the aircraft to a larger capacity version for commercial reasons, it shall apply to the CAA not less than 3 days prior to the planned departure.
- The application for a series of more than four non-scheduled flights from/to the same State for commercial purposes, landing or taking off at Hungarian aerodromes shall be received by the CAA at least 15 days prior to the first intended date of operations.

3.3 Content of applications

Applications submitted to the CAA for non-scheduled flights according to [para 3.](#) above, shall contain at least the following information:

- a. name and address of operator of the aircraft;
- b. type and registration sign of the aircraft;
- c. the route and date of flight;
- d. aerodrome of departure and destination, and intermediate landing, if any;
- e. the planned times of departure and arrival;
- f. EASA TCO authorization;
- g. purpose of flight, number of passengers and/or designation and amount of cargo;
- h. name and address of the charterer;
- i. Noise Certificate;
- j. Proof of third-party liability insurance.

It is expected from the airline operators to provide the CAA with evidence of validation of the air carrier security programme by their respective authority.

3.4 Conditions for approval of international flights for commercial purposes

3.4.1 Application will be considered on a reciprocal basis in the case of flights operated by an air carrier where its supervising aeronautical authority is in a State to/from which a designated Hungarian operator has scheduled services. Existence of reciprocity may be declared by the designated Hungarian air operator, however, the approving Hungarian authority may also enquire its foreign partner authority supervising the applicant foreign carrier.

3.4.2 The CAA will grant permission for charter flights between the two States, to an operator registered in a State from/to designated Hungarian operator has no scheduled services, if the aeronautical authority supervising the applicant foreign operator has granted the commercial right for mutual operation.

3.4.3 The operation of charter flights is usually reserved to the air carriers of the two States concerned i.e. of the State of origin or destination. Permission for charter flights to a third State's carrier may be granted by the CAA, if:

- the Hungarian air carrier has not been interested in the given carriage (did not make offer) prior to the offer of the foreign operator;
- refusal of the authorisation for the air carriage would interfere with the privity of a Hungarian contractor;
- the operator of the Hungarian aerodrome of destination has vested interest in the completion of the arrangement.

3.4.4 All international non-scheduled flight operation requests will be assessed taking into account the EU horizontal agreements and/or the bilateral air service agreements between Hungary and the State the operator is originated from and/or any other State concerned in the operation. CAA has the right to reject application if the operation violates the terms of the concerned agreement. Also take note, that operation under Block permit authorization will be assessed on the basis of provided details of all flights.

3.5 Coordination of non-scheduled flights

3.5.1 All departure and arrival times of non-scheduled flights at Budapest Liszt Ferenc International Airport shall be coordinated in advance with Airport Coordination ([para 2.5.1](#))

3.5.2 Ensuring a safe, efficient and economical ground handling operation, paying due regard to environmental aspects and facilitating the operation of ground handling companies, is the responsibility of the Airside Operations Department. ([para 2.6](#))

- The preliminary coordination and organisation of ground handling among the available handling services and the operator of the flight, is the responsibility of the Airside Operations Department. It is the responsibility of this department to coordinate the required ground handling and fuel service three days before the operation. Furthermore it shall be stated whether the operator has concluded agreement for ground handling with any agency providing this service or received any offer for this service.
- Each of the agencies providing ground handling services at the airport will be advised on the spot by the Airside Operations Department. The agencies providing ground handling services will get in touch with the operator of the aircraft directly.

3.5.3 Prior permission for the flight operation issued by the CAA does not release the operator from its obligation, included in [para 1.8](#) above, to coordinate information regarding the planned operations with the aerodrome.

In the case when a flight operation may be carried out without prior the permission of the CAA, based on the Flight Plan submitted for the purposes of ATS, when landing and take-off is planned at Budapest Liszt Ferenc International Airport, the FPL message shall also be addressed to:

AFS:LHBPYDYG

3.6 Documentary requirements for clearance of aircraft

See [para 2.4](#)

3.7 Block Permit

In case of international non-scheduled air transport services which cannot be planned, in order to avoid the need to obtain separate permission for each individual flight and/or operation, the air carriers of all states can obtain a single Hungarian Block Permit which will authorise such services for up to 3 months period valid from requested date and up to 60 flights can be performed.

The Block Permit authorization is not applicable for foreign civil aircraft carrying dangerous goods or optical devices. According to para 1.6, use of the Hungarian airspace by foreign civil aircraft carrying dangerous goods, or equipped with optical and/or geographical devices can be executed solely on the basis of single entry clearance.

The application must be submitted by the operator at least 5 days before requested date of Block Permit to CAA.

The request for the permission shall include:

- nationality of the airline, ICAO Designator;
- name and address of operator of the aircraft;
- aircraft to be used: type, registration, operator if wet leased, state of registry if wet leased;
- aerodrome of departure and destination;
- purpose of the flight (passenger and/or cargo);
- TCAS II version 7.1 compliant.

The application for permission shall be substantiated by copies of the following documents, which shall be valid for 3 months from the requested date of Block Permit (except item g):

- EASA TCO authorization;
- Proof of third party liability insurance;
- Noise Certificate;
- Security Programme.

At the end of the third month, the permit holder shall provide to the CAA with details of all flights operated under the granted Hungarian Block Permit.

According to the provided details if the operations show regular frequency that it constitutes an easily recognisable systematic series of flights, the CAA has the right to reject block permit request for the next period.

The Block Permit does not exempt the applicant from obtaining additional permits (night restriction between 22:00-06:00LT, ACC3, dangerous goods).

* Request for ACC3 exemption shall be sent to avsec@ekm.gov.hu

4. APPROVAL OF PRIVATE FLIGHTS

- 4.1** Private flights landing at or departing from international aerodromes listed in part [AD 1.4](#), as well as transit flights across Hungarian airspace with foreign civil aircraft registered in a State that is a Contracting Party to the Chicago Convention, may be made without prior permission.
- 4.2** In the case of landing or take-off planned at any of the commercial aerodromes listed in part [AD 1.4](#), the target dates necessary for the provision of customs, security, police and immigration services shall be taken into account. In such cases the prior notification described in [para 1.2](#) is necessary. The provision of the above services shall be requested by the operator of the aerodrome.

4.3 Documentary requirements for clearance of aircraft

See [para 2.4](#)

5. PUBLIC HEALTH MEASURES

At present, no public health measures are required to be carried out in respect of aircraft entering the territory of Hungary. When the need arises, special measures are taken. The International Sanitary Regulations of 25 MAY 1951 adopted by the 4th World Health Assembly current edition apply: International Health Regulation (2005).

In case of reporting a patient who presents symptoms on the airplane, health care service in contract with the airport examines, takes care of the patient and arranges the transportation to the hospital if needed. If a communicable disease is suspected based on the symptoms or other information, staff of Budapest City Government Office of Public Health Department responsible for IHR tasks of points of entry is in charge. Safety standards of the airport are taken into account when implementing measures ordered in Ministerial Decree 18/1998 (VI. 3.) on Epidemiological Measures for Preventing Communicable Diseases and Outbreaks.

In case if the flight crew of an en-route aircraft identifies a suspected case(s) of communicable disease, or other public health risk, on board the aircraft, shall promptly notify the ATS unit with which the pilot is communicating, the following information listed below:

- a. aircraft identification;
- b. departure aerodrome;
- c. destination aerodrome;
- d. estimated time of arrival;
- e. number of persons on board;
- f. number of suspected case(s) on board; and
- g. nature of the public health risk, if known.

6. APPROVAL OF STATE FLIGHTS

- 6.1** Operations of foreign State aircraft (for use or disposal of a military-, police- or customs organisations) as well as of intergovernmental agencies within the territory of Hungary, with the exception of NATO and EU

member States, are subject to approval by the Ministry of Foreign Affairs and Trade and the CAA.

- Single flight clearance: Application shall be submitted at least 15 days prior entry to the Hungarian airspace via diplomatic channel to the Ministry of Foreign Affairs and Trade of Hungary. (The application form see [para 6.7](#))
- Multiple flight (Annual) clearance: On the basis of international agreement or reciprocity application shall be submitted to the Ministry of Foreign Affairs and Trade of Hungary at least 90 days prior the first entry to the Hungarian airspace via diplomatic channels. This clearance may be valid for a maximum of 12 months. (The application form see [para 6.7](#))
- Carrying weapons, ammunition, ECM or optical equipment or other dangerous goods: Use of the Hungarian airspace by foreign state aircraft carrying weapons, ammunition, ECM or optical equipment or other dangerous goods (in accordance with the Technical Instructions ICAO Doc. 9284-AN/905 and the 3. § (3) of Government Decree No. 4/1998 on usage of Hungarian airspace), can be executed solely on the basis of single entry clearance.

6.2 Approval or rejection will be issued to the applicant by the Ministry of Foreign Affairs and Trade with the consent of the CAA.

6.3 State aircraft of NATO and EU member states may operate based on the submitted Flight Plan.

6.4 The application shall contain the following information:

- a. the type, nationality and registration sign of the aircraft;
- b. the name of the operator of the aircraft;
- c. place of the departure, the planned route of the flight and destination aerodrome;
- d. the date and time of departure and arrival and the estimated time of arrival at the State boundaries;
- e. time of departure of the return flight (in the case of a Hungarian aerodrome);
- f. purpose of flight and number of persons on board, type of cargo (dangerous goods, ECM or optical equipment);
- g. liability insurance valid for Hungary, as well as, information relating to valid insurance covering damage liability to third parties on the ground;
- h. demand for ground handling at the aerodrome.

It is advised that the state aircraft operator provide the Authority with evidence of validation of its security programme, if applicable.

6.5 State flights with destination/departure Budapest Liszt Ferenc International Airport also have to be coordinated in advance with the Airside Operations Department ([para 2.6](#)).

6.6 Use of military aerodrome [AD 1.4 para 5](#).

Prior permission request shall be submitted at least 7 days prior the planned day of landing. The request must contain the following data:

- aircraft type, registration, call sign
- date of the flight,
- planned landing and departure time
- purpose of the flight.

6.7 For application forms, visit the home page of MIL AIP part GEN 1.2:

URL: <https://www.ket.hm.gov.hu>

