

# ENR 1 GENERAL RULES AND PROCEDURES

## ENR 1.1 GENERAL RULES

### 1. GENERAL

The air traffic rules and procedures applicable to air traffic within the territory of Hungary conform with the Annexes to the Convention on International Civil Aviation and to those portions, applicable to ACFT, of the ICAO Procedures for Air Navigation Services - Air Traffic Management (ICAO Doc 4444, ATM/501) and the Regional Supplementary Procedures applicable to the European Region, with the differences (printed in *italics*) and additional provisions listed in [GEN 1.7](#).

### 2. PROCEDURES WITHIN UNCONTROLLED AIRSPACE

In case of operation in uncontrolled airspace or at an uncontrolled AD - even if there is an AFIS unit at the aerodrome - the pilot is responsible for the safe conduct of flight operations. For Airspace Use Plan follow:

URL: <https://ais-en.hungarocontrol.hu/airspace-use-plan>

Aircraft flying outside controlled airspace may be required to operate the SSR transponder on a specific code. This does not mean however, that the aircraft is under radar supervision. Aircraft crossing the Budapest FIR boundary shall operate the SSR transponder.

#### 2.1 When leaving the TIZ, or controlled airspace

- all IFR flights
  - operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in the table of cruising levels in [ENR 1.7.5](#) at or above 4 000 FT (1200 M) AMSL.
- all VFR flights
  - are requested to maintain a continuous listening watch on the appropriate frequency. If a VFR flight is unable to maintain a continuous listening watch on the appropriate frequency, the temporary inability is to be reported.
  - shall state the conditions of operation in the position reports of set intervals, in case of normal operation "Operations normal" statement shall be given.
  - shall report their current position relative to designated reporting points, aerodromes or, if this is not available, then relative to settlements or geographical points depicted on the ICAO 1:500 000 scale aeronautical chart.
  - equipped with operational radio equipment leaving the aerodrome circuit shall make radio contact with the appropriate FIC sector above 4 000 FT AMSL.

#### 2.2 Operation at uncontrolled aerodromes

- If there is no AFIS service at an uncontrolled aerodrome, approach and landing shall be conducted in accordance with Commission Implementing Regulation (EU) No 923/2012 (SERA) Annex Section 3.
- Flights shall be conducted with special care when approaching an aerodrome without an ATS unit, or glider airspaces.
- At an aerodrome where no AFIS service is provided and a Drop Zone is designated, the coordinating organisation may request the aircraft to hold at the Drop Zone border if the safety of the ongoing parachute drop or aerobatic flight requires.
- At an aerodrome where no AFIS service is provided, any information regarding the operation of the aerodrome shall be requested via the aerodrome's published frequency or other published communication channels.
- In accordance with Commission Implementing Regulation (EU) No 923/2012 (SERA) when no ATS unit exists at the arrival aerodrome or operating site within Budapest FIR, an arrival report shall be

made by any flight for which a flight plan has been submitted covering the entire flight or the remaining portion of a flight to the destination aerodrome. The arrival report shall be made, as soon as practicable after landing and by the most expeditious means available, to Budapest FIC on the current frequency; via telephone or on the designated webpage:

Phone:

- FIC West: (+361) 293-4102
- FIC East: (+361) 293-4103
- FIC North: (+361) 293-4104
- FIC North-East: (+361) 293-4133

URL: <https://www.netbriefing.hu>

When communication facilities at the arrival aerodrome or operating site are inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, a message comparable to an arrival report shall be transmitted by radio-telephony on the current frequency to the FIC immediately prior to landing. Failure to comply with these provisions may cause serious disruption in the ATC and incur great expense in carrying out unnecessary search and rescue operations.

2.3 Flights on a filed flight plan and in continuous two-way radio communication with FIC shall inform FIC:

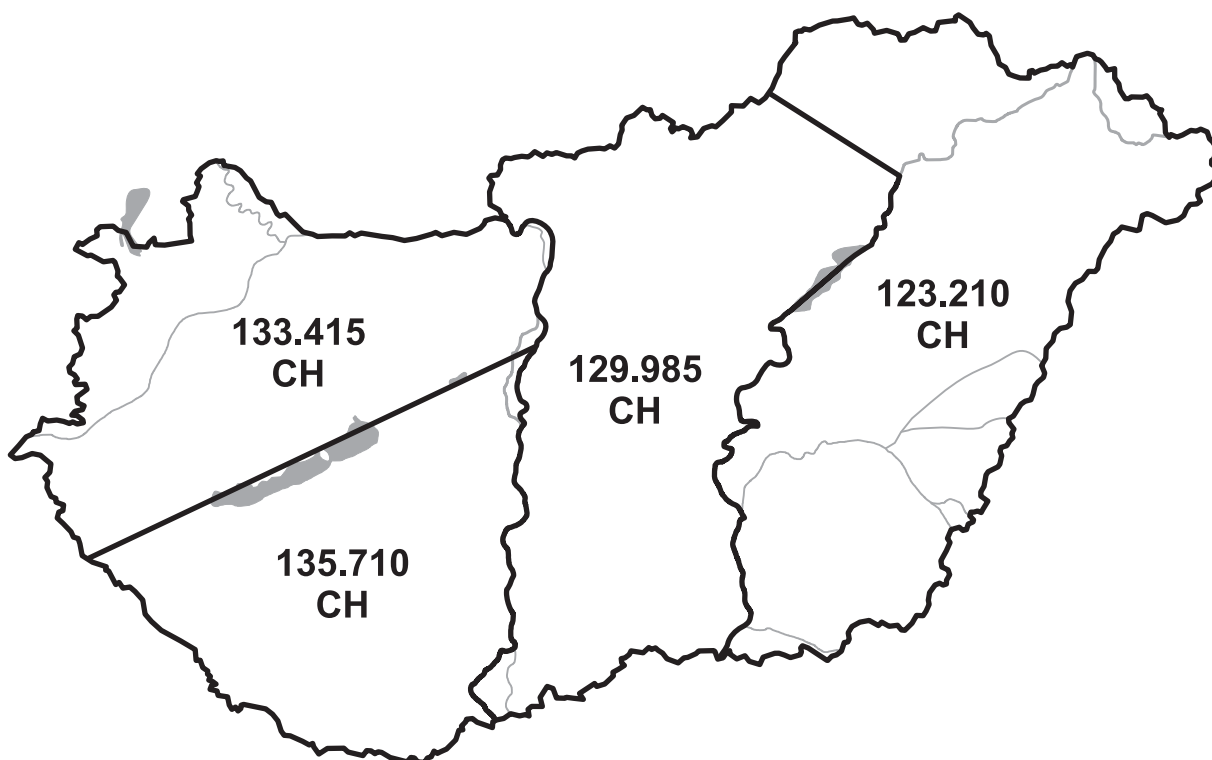
- if the aircraft intends to differ more than 5 kilometres from the previously filed route.
- if the arrival time at FIR boundary differs by 5 or more minutes than previously reported to FIC.
- of take-off, if there is no AFIS service provided at the departure aerodrome; and
- if applicable, the closing of the flight plan whilst still airborne.

## 2.4 Air-to-air communication

All flights operating in class G airspace (outside of TIZ) below 9500 FT AMSL, may use the dedicated frequencies in the listed National Light Aviation (NLA) airspace blocks:

Airspace block	Radio channel	Airspace border
NLA 1	133.415 CH	4628N 01636E - Slovenia_Hungary - Austria_Hungary - Line of Danube river - 4720N 01903E - 4628N 01636E
NLA 2	135.710 CH	4628N 01636E - 4720N 01903E - Line of Danube river - Serbia_Hungary - Croatia_Hungary - 4628N 01636E
NLA 3	129.985 CH	Line of Danube river - Slovakia_Hungary - 4817N 02021E - 4756N 02109E - Line of Tisza river - Serbia_Hungary - Croatia_Hungary - Danube river
NLA 4	123.210 CH	4817N 02021E Slovakia_Hungary - Ukraina_Hungary - Romania_Hungary - Serbia_Hungary - Line of Tisza river - 4756N - 02109E - 4817N 02021E

*Note: the use of these radio channels requires 8.33 KHZ channel spacing capable radio equipage on board the aircraft.*



### 3. COORDINATION OF FLIGHTS REQUIRING SPECIAL ATC HANDLING

#### 3.1 General

Aerial work flights requiring special ATC handling in controlled airspace, must be coordinated with Budapest ATCC. 'Aerial work' means an aircraft operation in which an aircraft is used for specialised services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, technical and calibration flights, etc.

Technical test, calibration (flight inspection) or training flights at or above 10000 FT AMSL shall be planned from 1st of April till 31st of October between 2301-0900 (2201-0800) and from 1st of November till 31st of March between 2301-0900 (2201-0800) and between 1300-2259 (1200-2159). The mission shall be completed by the end of the given time frame.

Only one aerial photo flight will be approved in the Budapest TMA at the same time, on a "first come, first served" basis.

Formation flights in controlled airspace require prior ATC clearance.

For the applicable rules of OAT flights in the Budapest FIR please refer to the country chapter of Hungary in the EUROAT document (EUROCONTROL Publication for harmonised Rules for OAT under IFR inside controlled Airspace of the ECAC Area):

URL: <https://www.eurocontrol.int/publication/eurocontrol-publication-harmonised-rules-oat-under-ifr-inside-controlled-airspace-ecac>

#### 3.2 Pre-tactical coordination

Flight plan with the requested flight profile shall be sent electronically to Budapest ATCC to the given e-mail address below, as soon as practicable but not later than the day before the actual flight. In case of photo and aerial work flights, a map of the planned mission trajectory must also be attached.

Email: [BLIKDSV-SV@hungarocontrol.hu](mailto:BLIKDSV-SV@hungarocontrol.hu)

A response (approval/refusal/modification) message will be sent to the originator.

#### 3.3 Tactical coordination

Final approval of the flight shall be coordinated with the Supervisor of Budapest ATCC one hour before the EOBT on the following phone number:

Phone:(+361) 296-9122

Alternatively:

Phone:(+36) 30-280-9744

#### 4. GENERAL INFORMATION ABOUT UAS OPERATION

According to Commission Implementing Regulation (EU) 2019/947, UAS operation may be carried out:

- a. as a general rule up to a height of 120 metres above the ground, except in Budapest CTR and specific operations that are permitted by the competent authority;
- b. in Budapest CTR general UAS operations are allowed, but only outside the LHBP No Drone Zone and up to an altitude of 40 metres (132 feet) above the ground without the permission of the competent ATS unit. Such UAS operations are unknown traffic to the competent ATS unit;
- c. in TIZ airspace only with the approval of the airport operator;
- d. in RMZ and TMZ only with the approval of the competent air traffic service provider.

Further information can be found on the UAS Airspace Restrictions page on the following website:  
<https://ais-en.hungarocontrol.hu/UASAirspaceRestrictions>