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Implementation of remote aerodrome ATC service at Budapest Liszt Ferenc International Airport

1. GENERAL

The objective of this AIP-SUP is to inform the relevant personnel about the implementation of remote aerodrome ATC service at Budapest Liszt Ferenc International Airport:

- Introduce the details of the remote aerodrome ATC service implementation process
- Declare the procedures and restrictions on the Datalink Departure Clearance (DCL)
- Provide additional information

2. BACKGROUND

Scheduled to begin on 3 November 2026 aerodrome ATC service will be gradually relocated from the Tower building to a permanent remote location to ensure long-term business continuity and safe operations. The purpose of this AIP Supplement is to provide airspace users with information on the transition process and on new procedures.

3. PERIOD OF OPERATIONS (PLANNED)

From: **01:00 (UTC) 3rd of NOVEMBER 2026**

To: **23:00 (UTC) 25th of MAY 2027 (PERM)**

4. DETAILS OF THE TRANSITION

4.1 1st phase – parallel mode: 3-26 November 2026 (planned)

ATC Service will be provided from the new Remote Tower facility while ATC staff will be present in the Tower building, should a reversion be needed to conventional service.

4.2 2nd phase – cold stand-by: 26 November 2026 – 25 May 2027 (planned)

ATC staff will cease the provision of shadow service in the Tower building, however legacy ATC systems installed in the Tower building will remain operational until the 3rd phase. During this period, both the Tower building and a contingency Remote Tower facility will be available for contingency purposes.

4.3 3rd phase – fully remote operations: 26 May 2027 (planned)

ATC systems in the Tower building will be decommissioned, and a reversion to the legacy ATC systems will no longer be possible. The contingency Remote Tower facility will remain available as a fallback facility.

4.4 The exact start of each phase will be promulgated by NOTAM.

5. DETAILS OF THE DIGITAL CLEARANCE SERVICE

With the introduction of Remote Tower Aerodrome ATC service, Datalink Departure Clearance (DCL) is scheduled to be available from the start of the 1st phase. The following procedures apply:

- A Departure Clearance Request (RCD) message shall not be sent earlier than 30 minutes before EOBT.
- A successfully transmitted clearance must be accepted and confirmed by the crew within a maximum of 10 minutes.
- In the event of any discrepancies, unavailable data or data errors, the crew shall revert to voice communication.
- A NOTAM with more details will be published prior the transition regarding the DCL related procedures.

6. DETAILS OF THE DIGITAL ATIS SERVICE

Digital ATIS (D-ATIS) will be available via ACARS. Once applicable, please refer to the relevant NOTAM for further information.

7. DETAILS OF THE SIGNALLING LIGHT GUN

The remotely controlled Signalling Light Gun is positioned on the roof of the Tower Building.

8. ATC CAPACITY AND PROCEDURES

In order to support a safe transition to the new ATC systems, aerodrome ATC capacity will be reduced to 24 arrivals per hour during the 1st phase. Departure capacity will be adjusted according to the actual traffic situation.

On 20 November 2026 (planned date), a decision will be made on whether aerodrome ATC capacity can be increased to 28 arrivals per hour. Departure capacity will continue to be adjusted according to the actual traffic situation.

Separation between arrivals on final will be increased to 6 NM for each runway end.

