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AIP AMDT: AIRAC AMDT 003/2022

Effective Date: 24 MAR 2022
Publication date: 13 JAN 2021

1. Amendment content:

1.1 GEN 1.2

- Flight number increased to 60 in block permits (incorporation of NOTAM A5476/21)

1.2 GEN 1.7

- Differences from ICAO Annex 3 updated

1.3 GEN 2.3

- Editorial updates

1.4 GEN 3.2

- New charts introduced: LHCC-ERC-FIS, AD 2 LHNY 4 new instrument approach charts

1.5 ENR 1.11

- AFTN addresses updated

1.6 ENR 2.1

- New FIS sector introduced: BUDAPEST INFORMATION NORTH-EAST
- New chart: ENR 6 LHCC-FIS

1.7 ENR 5.1, ENR 5.5

- New airspaces added based on the national regulation
- Updated charts: AD 2 LHBP-TMA, ENR 6 LHCC-ERC, LHCC-PRD

1.8 AD 2 LHNY, ENR 2.2, ENR 4.4.1, ENR 5.5

- 4 new instrument approaches introduced: RNP-Y-18, RNP-Z-18, RNP-Y-36, RNP-Z-36
- TIZ1, TIZ2, RMZ, and Drop Zone airspaces updated
- New 5LNCs introduced: ANIWE, ONNIS
- New VFR reporting points introduced: VASVAR, HAJNAS
- New charts: AD 2 LHNY-RNP-Y-18, LHNY-RNP-Z-18, LHNY-RNP-Y-36, LHNY-RNP-Z-36
- Updated charts: AD 2 LHNY-VAC, ENR 6 LHCC-ERC

2. Hand corrections to the following pages:

Nil

3. Record entry of amendment in GEN 0.2.

4. This AIP amendment incorporates information contained in the following publications:

NOTAM:
A5476/21
SUP:
Nil
AIC:
Nil

5. Insert / remove the pages as shown in list on the next page:

Insert the following pages		Remove the following pages	
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GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC AIP AMENDMENT			
Amendment number	*Publication date*	*Date inserted*	*Inserted by*
003/2008	05-Jun-2008	03-Jul-2008	
004/2008	14-Aug-2008	25-Sep-2008	
001/2009	29-Jan-2009	12-Mar-2009	
002/2009	26-Mar-2009	07-May-2009	
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001/2010	03-Dec-2009	14-Jan-2010	
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005/2010	07-Oct-2010	18-Nov-2010	
001/2011	30-Dec-2010	10-Feb-2011	
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004/2012	01-Nov-2012	13-Dec-2012	
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002/2014	06-Feb-2014	03-Apr-2014	
003/2014	15-May-2014	26-Jun-2014	
004/2014	07-Aug-2014	18-Sep-2014	
001/2015	25-Dec-2014	05-Feb-2015	
002/2015	19-Mar-2015	30-Apr-2015	
003/2015	11-Jun-2015	23-Jul-2015	
004/2015	09-Jul-2015	20-Aug-2015	
005/2015	01-Oct-2015	12-Nov-2015	
001/2016	18-Feb-2016	31-Mar-2016	
002/2016	31-Mar-2016	26-May-2016	
003/2016	12-May-2016	23-Jun-2016	

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004/2016	04-Aug-2016	15-Sep-2016	
005/2016	29-Sep-2016	10-Nov-2016	
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002/2017	16-Feb-2017	30-Mar-2017	
003/2017	11-May-2017	22-Jun-2017	
004/2017	26-Oct-2017	07-Dec-2017	
001/2018	18-Jan-2018	01-Mar-2018	
002/2018	12-Apr-2018	24-May-2018	
003/2018	07-Jun-2018	16-Aug-2018	
004/2018	02-Aug-2018	11-Oct-2018	
005/2018	30-Aug-2018	08-Nov-2018	
006/2018	27-Sep-2018	06-Dec-2018	
001/2019	22-Nov-2018	03-Jan-2019	
002/2019	20-Dec-2018	31-Jan-2019	
003/2019	14-Mar-2019	25-Apr-2019	
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001/2020	21-Nov-2020	30-Jan-2020	
002/2020	16-Jan-2020	26-Mar-2020	
003/2020	12-Mar-2020	23-Apr-2020	
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005/2020	27-Aug-2020	05-Nov-2020	
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GEN 2 TABLES AND CODES

GEN 3 SERVICES

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES (ANS)

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- 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 10 working 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 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. evidence of insurance for liabilities as carrier of passengers and freight, as well information relating to of valid insurance covering damage liability to third parties on the ground;

g. purpose of flight, number of passengers and/or designation and amount of cargo;

h. name and address of the charterer and a copy of the charter agreement (or the indication of the charter fee).

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.

3.5 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 1.7* 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 are of a short term or ad-hoc, 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):

- Certificate of Registration;
- Airworthiness Certificate;
- Proof of third party liability insurance;
- Noise Certificate;
- Air Operator Certificate;
- Radio Licence;
- ACC3 Exemption (if necessary)*;
- Security Programme;
- Third Country Operations Authorization.

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 for information purposes.

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 send to avsec@itm.gov.hu

Provision affected		Type of diff	Difference in full text
Chapter 4 Visual Flight Rules	4.3	A	New provision. ICAO Annex 2, 4.3, is replaced with Implementing Regulation (EU) No 923/2012 SERA.5005(c). The difference is that Implementing Regulation (EU) No 923/2012 adds requirements under which VFR flights at night may be permitted, as follows: "(c) When so prescribed by the competent authority, VFR flights at night may be permitted under the following conditions: • (1) if leaving the vicinity of an aerodrome, a flight plan shall be submitted; • (2) flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available; • (3) the VMC visibility and distance from cloud minima as specified in Table S5-1 shall apply except that: • (i) the ceiling shall not be less than 450 m (1500 ft); • (ii) except as specified in (c)(4), the reduced flight visibility provisions specified in Table S5-1(a) and (b) shall not apply; • (iii) in airspace classes B, C, D, E, F and G, at and below 900 m (3000 ft) above MSL or 300 m (1000 ft) above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface; • (iv) for helicopters in airspace classes F and G, flight visibility shall not be less than 3 km, provided that the pilot maintains continuous sight of the surface and if manoeuvred at a speed that will give adequate opportunity to observe other traffic or obstacles in time to avoid collision; and • (v) for mountainous terrain, higher VMC visibility and distance from cloud minima may be prescribed. • (4) ceiling, visibility and distance from cloud minima lower than those specified 4.3(c) above may be permitted for helicopters in special cases, such as medical flights, search and rescue operations and fire-fighting. • (5) except when necessary for take-off or landing, or except when specifically authorised by the competent authority, a VFR flight at night shall be flown at a level which is not below the minimum flight altitude established by the State whose territory is overflown, or, where no such minimum flight altitude has been established: • (i) over high terrain or in mountainous areas, at a level which is at least 600 m (2000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft; • (ii) elsewhere than as specified in (i), at a level which is at least 300 m (1000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft."
	4.6	A	ICAO Annex 2, 4.6, is replaced with Implementing Regulation (EU) No 923/2012 SERA.5005, introducing the obstacle clearance criteria in (f), as follows: "(f) Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown: • (1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1000 ft) above the highest obstacle within a radius of 600 m from the aircraft; • (2) elsewhere than as specified in (1), at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) **above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.**"
Annex 3 - Meteorological Service for International Air Navigation (Amendment 79)			

Provision affected		Type of diff	Difference in full text
Chapter 1 Definitions	1.1.7	C	No definition
	1.1.12	C	No definition
	1.1.31	C	The term Extended Range, whilst defined in ICAO Annex 3, is not used in the body text (except in descriptions of changes to Amendments). Similarly the term is not used in Reg. (EU) 2017/373: Annex V Part-MET
	1.1.42	C	The reference to IWXXM is not used explicitly, but as to Digital Form and GML and XML as was the case in ICAO Annex 3 prior to Amendment 78
	1.1.43	C	The term International Airways Volcano Watch is not used within Reg. (EU) No 2017/373, and the Volcanic Ash Advisory Centre function is described independently of the IAVW framework.
	1.1.52	A	The EU text defines the radius centred “on a significant point, the aerodrome reference point (ARP) or the heliport reference point (HRP)”. Whereas Annex 3 defi nes the radius centred “on a radio aid to navigation” only.
	1.1.56	B	This term is not used in Part-MET but implemented in the operational requirements.
	1.1.57	C	The definition is not transposed
	1.1.66	C	The definition is not transposed
	1.1.67	C	The definition is not transposed
	1.1.73	C	This term is not used.
	1.1.74	C	The term is used in GM1 MET.TR.2 15(e)(1) & (2) (a) and (b) but not defined.
	1.1.75	B	The term 'State' is replaced with 'Selected'. Definition is modified to refer to a specified list of recipients, rather than stating them in the definition itself.
Chapter 2 General Provisions	2.1.5	C	This paragraph is not transposed
	2.2.1	C	This paragraph is not transposed
	2.2.7	C	This paragraph is reflected in Reg. (EU) 2017/37 3 but only at the level of guidance material: GM1 MET.OR.100 GM2 MET.OR.210
	2.2.8	C	This paragraph is reflected in Reg. (EU) 2017/37 3 but only at the level of guidance material: GM1 MET.OR.100 GM2 MET.OR.210
	2.2.9	C	This paragraph is not transposed.
	2.3.1	C	This paragraph is not transposed.
	2.3.2	C	This paragraph is not transposed.
	2.3.3	C	This paragraph is not transposed.
	2.3.4	C	This paragraph is not transposed.

Provision affected		Type of diff	Difference in full text
Chapter 3 Global Systems, Supporting Centres and Meteorological Offices	3.1	C	Amendment 79, Appendix 2 not implemented
	3.2.1	C	The EU transposition does not specify how or from where the WAFC obtains information concerning radioactive release.
	3.2.2	B	ATM/ANS .OR.A.070 Reg. (EU) No 2017/373 requires contingency obligations.
	3.3.2	B	MET.OR.215 text includes specified climate information. Annex 3 does not link climate information to an aerodrome MET office (it is the MET Authority). MET.OR.2 15(j) puts the responsibility on the aerodrome MET office for disseminating information on radioactive release. MET.OR.215(j) does not give any information on where the METSP will obtain information on radioactive release (this is a separate non-aviation function of the State and should be referenced in the same manner as a volcano observatory). Annex 3 item (g) relates to exchange between aerodrome MET Offices, whereas MET.OR.110 is more generic exchange between MET service providers.
	3.3.4	C	Art. 9 Reg. (EC) No 550/2004 covers point a) but does not fully cover b)
	3.4.1	B	The objective remains but Art. 3 Reg. (EU) No 20 17/373 contains a generic provision to cover all MET providers.
	3.4.2	B	MET.OR.242(a)(1) states that SIGMET is provided by an aerodrome MET office, however Annex 3 specifies (7.1.1) SIGMET information shall be issued by a MWO - t here is no reference to an aerodrome MET office and SIGMET. MET.OR.2 4 5 (f)(2) specifies the MWO only sends SIGMET to ACC/FIC MET.OR.245(f)(2) specifies AIRMET is only disseminated by the MWO to ACC and FIC. MET.OR.245(e) restricts the MWO dissemination of information on radioactive release to instances where there is no SIGMET MET.OR.2 45(b) adds additional tasks for MWO to ensure consistency between VA products and NOTAM/ASHTAM
	3.4.3	C	This paragraph is not transposed
	3.4.4	C	In EU rules, the recommendation that meteorological watch offices (MWO) should coordinate SIGMET with neighbourin g MWO is not include
	3.5.1	B	The means (via monitoring information from satellites) are an internal function of the VAAC. The outputs and coordination are reflected as in 3.5.1 of Chapter 3.
	3.6	C	This paragraph is not transposed
	3.7	C	item b) In EU rules, the requirement to include changes in the intensity at time of observation (of tropical cyclone) is not included.
	3.8.1	C	This paragraph is not transposed
	3.8.2	C	This paragraph is not transposed
	3.8.3	C	This paragraph is not transposed
Chapter 4 Meteorological observations and reports	4.1.1	C	Article 3 of Reg. 2017/373 is more generic. Amendment 79, App 3; Table A3-2 ‘Template for advisory message for METAR and SPECI: In EU rules, the use of the solidi (‘/’) as a ‘missing data’ indicator is not included explicitly.
	4.1.2	C	This paragraph is not transposed
	4.1.5	C	This paragraph is not transposed
	4.1.6	C	This paragraph is not transposed

Provision affected		Type of diff	Difference in full text
	4.1.7	C	Although not transposed as such, some elements of it can be found in definition (92) of Annex I.
	4.3.1	A	MET.OR.200 (a)(3) specifies half-hourly METAR by default for aerodromes serving scheduled international CAT.
	4.3.2	B	EU rules include special reports. for METAR, the references to VOLMET and D-VOLMET are removed.
	4.3.3	A	Expresses that METARs should commence 3 hours prior to the aerodrome resuming operations (Annex 3 does not express a time).
	4.4.2	B	SPECI are not normally required by EU MS since METAR are issued half-hourly (MET.OR.200(a)(3) Reg. (EU) No 2017/373) at aerodromes serving scheduled international CAT operations.
	4.4.3	B	Annex V Part-MET requires METAR to be issued half-hourly, therefore SPECI is not needed. However, at aerodromes not serving scheduled international CAT operations,, SPECI may be disseminated.
	4.5.1	B	METAR are required to be disseminated at half-hourly intervals at aerodromes serving scheduled international CAT operations and SPECI would not be issued (or required to be issued).
	4.5.2	B	METAR are required to be disseminated at half-hourly intervals at aerodromes serving schedule d international CAT operations and SPECI would not be issued (or required to be issued)
	4.5.3	B	METAR are required to be disseminated at half-hourly intervals at aerodromes serving scheduled international CAT operations, and SPECI would not be issued (or required to be issued).
	4.6.1.3	B	METAR are required to be disseminated at half-hourly intervals at aerodromes serving scheduled international CAT operations and SPECI would not be issued (or required to be issued).
	4.6.2.3	B	METAR are required to be disseminated at half-hourly intervals at aerodromes serving scheduled international CAT operations and SPECI would not be issued (or required to be issued).
	4.6.3.2	C	(b) is not included in EU rules.
	4.6.3.3	C	This paragraph is not transposed.
	4.6.4.3	B	METAR are required to be disseminated at half-hourly intervals at aerodromes serving scheduled international CAT operations and SPECI would not be issued (or required to be issued).
	4.6.5.3	B	METAR are required to be disseminated at half-hourly intervals at aerodromes serving scheduled international CAT operations and SPECI would not be issued (or required to be issued).
	4.6.6.2	B	METAR are required to be disseminated at half-hourly intervals at aerodromes serving scheduled international CAT operations and SPECI would not be issued (or required to be issued).
	4.7.1	B	Automatic observing systems may be used as agreed between the aeronautical meteorological stations and the users. ATM/ANS.OR.B.005 requires that the service provision meets the necessary standards (whether human or automatic), and item (f) is particularly relevant with regard to use of automatic systems.

Provision affected		Type of diff	Difference in full text
	4.7.2	C	Automatic observing systems may be used as agreed between the aeronautical meteorological stations and the users. ATM/ANS.OR.B.005 requires that the service provision meets the necessary standards (whether human or automatic), and item (f) is particularly relevant with regard to use of automatic systems.
	4.7.3	B	METAR are required to be disseminated at half-hourly intervals at aerodromes serving scheduled international CAT operations and SPECI would not be issued (or required to be issued).
Chapter 5 Aircraft observations and reports	5.1	C	Chapter 5 and Appendix 4 to ICAO Annex 3 are not transposed into EU regulation.
	5.2	C	Routine aircraft observations are not transposed yet.
	5.3.1	C	This paragraph is not transposed.
	5.3.2	C	This paragraph is not transposed.
	5.3.3	C	This paragraph is not transposed.
	5.3.4	C	This paragraph is not transposed.
	5.4	C	This paragraph is not transposed.
	5.7.1	C	This paragraph is not transposed.
	5.8	C	SERA.120 20 does not reference “routine air-reports”, only “non-routine and special”.
Chapter 6 Forecasts	6.1	C	In EU rules, there is no reference to the dissemination of area forecasts for low-level flight to the aeronautical fixed service Internet-based services.
	6.2.6	A	Recommendation modified to transpose the period of validity in accordance with the EUR A NP. Part-MET permits, TAF shorter than 9 hour where aerodrome operational hours are less than 9 hours, when agreed with the competent authority.
	6.5.1	B	In MET.OR.260 the frequency of issue, the form and the fixed time or period of validity of those forecasts and the criteria for amendments thereto are determined by the Competent Authority.
	6.5.2	C	GAMET is not transposed
Chapter 7 SIGMET and AIRMET information, aerodrome warnings and wind shear warnings and alerts	7.1.1	C	1) Amendment 79, App 6; 4.2 ‘Criteria related to phenomenon including in SIGMET and AIRMET messages and special air-reports (uplink)’, new provision 4.2.6: In EU rules, the lower thresholds for severe and moderate turbulence are 0.7 and 0.4 respectively. 2) Amendment 79, App 6; Table A6-1A: In EU rules provision for: a) identifying cumulonimbus cloud (CB) in association with forecast tropical cyclone position and related footnotes, is not included; and, b) revision of footnotes relating to SIGMET for radioactive cloud is not included. 3) Amendment 79, App 6; Table A6-1B: In EU rules: a) ‘heavy dust storm’ (HVY D S) is not included; and, b) the insertion of ‘Observed’ with regard to ‘Location’ and ‘Level’ is not included. 4) Amendment 79, App 6; Example A6-4: In EU rules, the ICAO formulation of SIGMET message for radioactive cloud is not adopted.
	7.2.1	C	EU rules do not make referenc to the regional air navigation agreement. Since GAMET is not transposed into EU rules, the reference to ‘Section I of the area fo recast is not relevant in EU rules.
	7.4.1	B	The EU rules do not have limitations regarding height above runway level.

Provision affected		Type of diff	Difference in full text
Chapter 8 Aeronautical Climatological Information	8.4	C	The EU reference only describes exchange with other METSPs, not all entities on the Annex 3 list.
Chapter 9 Service for operators and flight crew members	9.1.1	C	[CAT B] MET.OR.100(a) does not specify the use each stakeholder will make of the MET information. [CAT C] Amendment 79, App 1. 'Model charts and forms'; MODEL VAG and MODEL SVA: In EU rules, the updated model (example) charts depicting Mercator and Polar Stereographic projections for volcanic ash advisory in graphical format, and for SIGMET in graphical format are not included. [CAT B] Amendment 79, App 8; 2.2 'Format of information on significant weather', provision 2.2.1: T he EU rules do not differentiate between pre-flight planning and in-flight replanning in this regard. [CAT C] Amendment 79, App 8; 2.2 'Format of information on significant weather', provision and 2.2.2: In EU rules, and noting the deferred applicability (4 November 2021) of the recommendation that information on significant weather supplied by the WAFCs should be in IWXXM code form is not included.
	9.1.3	C	GAMET, as stated in Item g) of the provision, is not transposed into EU rules. Item k) of the provision is not transposed into EU rules.
	9.1.4	B	The provision of digital forecasts by the WAFCs is specified in MET.OR.275 and MET.TR.275. The use of the data for the intended flight path, time, and altitude is implicit.
	9.1.5	C	This paragraph is not transposed.
	9.1.10	C	The EU rules do not contain any references to agreeing (or determining) the location or time for the supply of meteorological information. The EU rules do not specify any agreements to be made for supply of meteorological information for aerodromes without an aerodrome meteorological office.
	9.2.3	B	Whilst this ICAO text deals with a briefing, the corresponding EU reference is simply about the information published and is not specific to briefing.
	9.2.4	C	This paragraph is not transposed.
	9.2.5	C	This paragraph is not transposed.
	9.3.1	C	Item k, space weather advisory, is not listed in MET.OR.215(e)
	9.3.3	C	The amendments are today automatically fed into systems
	9.4.1	C	This standard is not transposed as such, however its content is scattered throughout the provisions of Part-MET.
	9.4.2	C	This paragraph is not transposed.
	9.4.3	B	The METSP is responsible for the QM and control in accordance with ATM.ANS.OR.B.005. How ever, there is no explicit mention of pre-flight information systems although this is considered to be implicit.
	9.5.1	C	The transmission to the aircraft is not a task of the METSP.
	9.5.2	B	The objective of this paragraph is covered by the referenced Part-MET provisions, therefore it is considered to be different in character.
	9.5.3	C	It is not transposed because it is not a requirement to MET providers to supply information through D-VOLMET or VOLMET broadcast in particular. The standard only requires compliance with specifications of chapter 11 but does not constitute a requirement per se.

Provision affected		Type of diff	Difference in full text
Chapter 11 Requirements for and use of communications	11.1.4	C	MET.OR.110 is considered sufficient to cover thi s aspect without the need to specifically refer to direct speech, nor a time within which communications are to be able to establish contact.
	11.1.5	C	MET.OR.110 is considered sufficient to cover this aspect without the need to specifically refer to direct speech, nor a time within which communications are to be able to establish contact, nor the need to refer to printed communications.
	11.1.6	C	MET.OR.110 is considered sufficient to cover this aspect without the need to specifically refer to other visual and audio forms.
	11.1.7	C	This paragraph is not transposed.
	11.1.9	C	This paragraph is not transposed. The content is reflected in Part-MET to specify that the MET information are transmitted through aeronautical fixed service systems.
	11.4	C	This paragraph is not transposed.
	11.5	C	This paragraph is not transposed.
	11.6.1	C	This standard is not transposed because it is considered that D-VOLMET provisions need to be covered by the rules on ATS providers.
	11.6.2	C	This standard is not transposed because it is considered that D-VOLMET provisions need to be covered by the rules on ATS providers.
			New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.12005, specifies: (b)Competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed.
Annex 4 - Aeronautical Charts (11th edition)			NIL
Annex 5 - Units of Measurement to be Used in Air and Ground Operations (5th edition)			NIL
Annex 6 - Operation of Aircraft Part I - (9th edition) Part II - (8th edition) Part III - (7th edition)			NIL
Annex 7 - Aircraft Nationality and Registration Marks (Amendment 6)			NIL
Annex 8 - Airworthiness of Aircraft (Amendment 106)			NIL

Provision affected		Type of diff	Difference in full text
Annex 9 - Facilitation (13th edition)			2.7/ Cargo manifest is required 2.8 /Data of gross weight is required 2.13/ Filling of load-sheet is required 2.14/ Use of standard baggage weights is not permitted 2.16/ Filling of load-sheet is required 2.18/ Translation of Spanish language documents is required 3.8/ The visa charge is 1600 HUF which shall be paid in convertible currency according to the daily rate of exchange of the Hungarian National Bank. 3.8.2/ Entrance visas are granted with a maximum validity of six month. Visas obtained at the airport are granted with a maximum validity of one month. 3.20/ To comply with formalities is duty of the passenger or it's representative. 3.23/ Passports and according to agreements visas required for crew members outside of transit area. 3.29/ Presentation of baggage in case of overweight is required. 4.8/ Presentation of such documents is required 4.12/ Inspection of cargo and unaccompanied baggage is being carried out. 4.22/ Private gift packages and trade sample are not exempt from governmental clearance documents. 4.28/ Each item of imported cargo is being examined. 5.2, 5.4/ Presentation of passport is required. 5.11, 5.12, 5.13/ Neither free airports nor free zones have been established. 6.31.1/ No storage facilities are provided.
Annex 10 - Aeronautical Telecommunications Volume I - (6th edition) Volume II - (6th edition) Volume III - (2nd edition) Volume IV - (5th edition) Volume V - (3rd edition)			NIL
Annex 11 - Air Traffic Services (Amendment 52)			
Chapter 2 General	2.6.1	B	Exemption possibility. Implementing Regulation (EU) No 923/2012 paragraph SERA.6001 allows aircraft to exceed the 250 knot speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.
	2.26.5	A	Implementing Regulation (EU) No 923/2012 SERA.3401(d)(1) differs from ICAO Annex 11, standard 2.25.5 by stating that “Time checks shall be given **at least** to the nearest minute”
Chapter 3 Air Traffic Control Service	3.3.4	B	New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.8005(b), specifies: “(b) Clearances issued by air traffic control units shall provide separation: (1) between all flights in airspace Classes A and B; (2) between IFR flights in airspace Classes C, D and E; (3) between IFR flights and VFR flights in airspace Class C; (4) between IFR flights and special VFR flights; (5) between special VFR flights unless otherwise prescribed by the competent authority; except that, when requested by the pilot of an aircraft **and agreed by the pilot of the other aircraft** and if so prescribed by the competent authority for the cases listed under (b) above in airspace Classes D and E, a flight may be cleared subject **to maintaining own separation in respect of a specific portion of the flight below 3050 m (10000 ft) during climb or descent, during day in visual meteorological conditions.**”

Provision affected		Type of diff	Difference in full text
	3.7.3.1	A	Implementing Regulation (EU) No 923/2012, paragraph SERA.8015, specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1 of the text in bold): "(e) Read-back of clearances and safety-related information • (1) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back: • (i) ATC route clearances; • (ii) clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and • (iii) runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and • (iv) transition levels, whether issued by the controller or contained in ATIS broadcasts." Implementing Regulation (EU) No 923/2012, paragraph SERA.8015(e)(2), specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1.1 of the text in bold): "(2) Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with."
	3.7.3.1.1	A	(EU) No 923/2012, paragraph SERA.8015(e) (2) Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.
	3.	C	New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.5010, specifies: **SERA.5010 Special VFR in control zones** Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied: • (a) by the pilot: • (1) clear of cloud and with the surface in sight; • (2) the flight visibility is not less than 1500 m or, for helicopters, not less than 800 m; • (3) at speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and • (b) by ATC: • (1) during day only, unless otherwise permitted by the competent authority; • (2) the ground visibility is not less than 1500 m or, for helicopters, not less than 800 m; • (3) the ceiling is not less than 180 m (600 ft).
Annex 12 - Search and Rescue (8th edition)			NIL
Annex 13 - Aircraft Accident and Incident Investigation (10th edition)			NIL

Provision affected		Type of diff	Difference in full text
Annex 14 - Aerodromes Volume I - (Amendment 15)			
Chapter 1 Definitions	1.2.1	A	Responsibilities are clearly addressed throughout the rules. It was found that this provision could not be transposed as such.
	1.2.3	C	The specifications of Chapter U of the CS, transpose paragraphs 2.1.2 and 2.3.2 of Appendix 1 of Annex 14 as guidance material. To be reviewed under RMT.0591; CS Issue 5;
	1.3.2	C	The specification has not yet been transposed.
	1.3.3	C	The specification has not yet been transposed.
	1.3.3.2	C	The specification has not yet been transposed.
	1.4.1	B	The 2018/1139/EU reg. has a different applicability scope.
	1.4.2	B	The 2018/1139/EU reg. has a different applicability scope.
Chapter 2 Aerodrome Data	2.1.2	C	The specification has not yet been transposed.
	2.1.3	C	The specification has not yet been transposed
	2.1.4	C	The specification has not yet been transposed
	2.2.2	C	The specification has been transposed as guidance material.
	2.2.3	C	The specification has been transposed as guidance material.
	2.3.1	C	The specification has been transposed as guidance material.
	2.3.2	C	The specification has been transposed as guidance material.
	2.3.3	C	The specification has been transposed as guidance material.
	2.4.1	C	The specification has been transposed as guidance material.
	2.4.2	C	The specification has been transposed as guidance material.
	2.5.1	C	The specification has been transposed as guidance material.
	2.5.2	C	The specification has been transposed as guidance material.
	2.5.3	C	The specification has been transposed as guidance material.
	2.5.4	C	The specification has been transposed as guidance material.
	2.6.2	C	The specification has been transposed as guidance material.
	2.6.3	C	The specification has been transposed as guidance material
	2.6.4	C	The specification has been transposed as guidance material
	2.6.5	C	The specification has been transposed as guidance material
	2.6.6	C	The specification has been transposed as guidance material
	2.6.7	C	The specification has been transposed as guidance material
	2.6.8	C	The specification has been transposed as guidance material
	2.7.1	C	The specification has been transposed as guidance material
	2.7.2	C	The specification has been transposed as guidance material
	2.7.3	C	The specification has been transposed as guidance material

Provision affected		Type of diff	Difference in full text
	2.9.2	C	The specification has been transposed as guidance material.
	2.9.5	C	The specification has been transposed as guidance material.
	2.9.6	C	The specification has been transposed as guidance material.
	2.9.7	C	The specification has not been transposed.
	2.9.8	C	The specification has been transposed as guidance material.
	2.9.9	C	The specification has been transposed as guidance material.
	2.9.10	C	The specification has not been transposed.
	2.10.1	C	The specification has been transposed as guidance material.
	2.10.2	C	The specification has been transposed as guidance material.
	2.11.1	C	The specification has been transposed as guidance material.
	2.11.2	C	The specification has been transposed as guidance material.
	2.11.3	C	The specification has been transposed as guidance material.
	2.11.4	C	The specification has been transposed as guidance material.
	2.12	C	The specification has been partially transposed. The transposed specification is in Guidance Material.
Chapter 3 Physical Characteristics	3.1.2	C	The specification has been transposed as guidance material.
	3.1.3.1	C	The specification has been transposed as guidance material.
	3.1.4.1	C	The specification has been transposed as guidance material.
	3.1.6	C	The specification has been partially transposed. The transposed specification is in Guidance Material.
	3.1.7.1	C	The specification has been transposed as guidance material.
	3.1.8.1	C	The specification has not yet been transposed.
	3.1.9.1	C	The specification has been partially transposed as Guidance Material.
	3.1.12	C	Part of the specification related to the minimum distance for independent parallel approaches has not been transposed, or does not reflect the intent of the specification.
	3.1.17	C	The note regarding the case of intersecting runways where additional criteria are to be used for ensuring the necessary unobstructed line of sight has not been transposed.
	3.1.23	C	The minimum friction level has not been defined.
	3.1.24	C	The specification has been transposed as Guidance Material.
	3.2.1	B	The relevant specification foresees that a runway shoulder needs to be provided only if the OMGWS is between 9m up to but not including 15m.
	3.3.1	C	The provision of the runway turn pad is conditional due to the inclusion of the words "if required" in the CS.
	3.3.2	C	The provision of the runway turn pad is conditional due to the inclusion of the words "if required" in the CS.
	3.3.12	A	The case of the "most demanding" aircraft is considered in the CS.

Provision affected		Type of diff	Difference in full text
	3.4.7	A	The certification specifications contains higher values for certain runway types.
	3.4.12	C	The specification has been transposed as guidance material, which does not address the necessary areas.
	3.5.12	C	The specification has been transposed as Guidance Material.
	3.6.3	A	The current certification specification contains a higher value for certain types of runways.
	3.6.5	C	The specification has been transposed as Guidance Material.
	3.8.1	C	The provision of radio altimeter operating area is conditional for CAT I runways.
	3.8.4	C	The specification has been transposed as Guidance Material.
	3.9.1	C	The specification has been transposed as Guidance Material.
	3.9.2	C	The specification has been transposed as Guidance Material.
	3.9.7	C	The specification has been partially transposed as Guidance Material.
	3.9.9.1	C	Paragraph (c) of the CS gives the possibility for different slopes, under given conditions.
	3.9.12	C	The specification provides for a "suitable" strength.
	3.12.1	C	The CS does not foresee when holding bays are to provided.
	3.12.6	B	The current certification specification does not clarify the intent of the specification with respect to the inner transitional surface.
	3.12.8	C	The provision has been transposed as GM.
	3.13.2	C	The provision has been transposed as GM.
	3.13.6	C	The specification contains another 2 cases where deviation from the clearance distances may be applied. The relevant GM foresees reduction of the clearances for code letter C aircraft stands which is not foreseen in the CS.
	3.14.2	C	The specification has been partially transposed as Guidance Material.
	3.15.2	C	Part of the specification related to the drainage arrangements has not been transposed.
	3.15.4	C	The specification has been transposed as Guidance Material
	3.15.6	C	The specification has been transposed as Guidance Material
	3.15.7	C	The part of the specification regarding maximum longitudinal slopes and transverse slopes has not been transposed.
	3.15.11	C	The specification has not been transposed.

Provision affected		Type of diff	Difference in full text
Chapter 4 Obstacle Restrictions and Removal	4.2.14	C	The specification has been transposed as Guidance Material.
	4.2.16	A	For code F aeroplanes, the width of the inner approach surface and the length of the inner edge of the balked landing surface are increased to 140m, irrespective of the type of avionics (Table J-1).
	4.2.23	A	The CS addresses also the case of runways with clearways.
	4.2.24	C	The specification has been transposed as Guidance Material
	4.2.26	C	The specification has been transposed as guidance material, which additionally does not foresee the limitation of new objects.
	4.3.1	C	The provision does not foresee the consultation with the "appropriate authority", neither refers to an aeronautical study/safety assessment.
Chapter 5 Visual Aids for Navigation	5.1.1.4	C	The specification has been transposed as Guidance Material.
	5.1.3.2	C	Paragraph (c) has not yet been transposed, and part of the specification has been transposed as guidance material.
	5.1.4.1	C	The specification has been transposed as Guidance Material.
	5.1.4.2	C	The specification has been transposed as Guidance Material.
	5.1.4.3	C	The specification has been transposed as Guidance Material.
	5.2.1.7	C	The specification has been transposed as Guidance Material.
	5.2.4.10	C	The notes of the specification have not yet been transposed.
	5.2.8.3	B	Taxiway centre lines are meant to be provided.
	5.2.8.4	C	Paragraph (a) of the CS does not ensure that an enhanced taxiway centreline is provided when necessary.
	5.2.10.5	C	The specification has not yet been transposed.
	5.2.10.7	C	The specification has not yet been transposed.
	5.2.13.2	C	The specification has not yet been transposed.
	5.2.13.5	C	The part of the specification regarding the case that it is difficult to identify which stand marking to follow, has not been transposed.
	5.2.13.10	B	The CS requires the designation of the appropriate aircraft types.
	5.2.16.1	C	The specification has been transposed in such a way that the non-installation of the mandatory instruction marking is not subject to the impracticability to do so.
	5.2.16.5	C	The specification has been transposed as Guidance Material.
	5.2.17.2	C	The specification has been transposed as Guidance Material
	5.2.17.3	C	The specification has been transposed as Guidance Material
	5.2.17.4	C	The specification has been transposed as Guidance Material
	5.2.17.5	C	The specification has been transposed as Guidance Material
	5.2.17.8	B	The height of the characters conforms to that of the mandatory instruction signs.
	5.3.3.3	C	The specification has been adopted so that at least 2 conditions (instead of 1) should exist for the aerodrome beacon to be provided.
	5.3.3.6	C	The part of the specification related to the coloured flashes of the beacons has not been transposed.

Provision affected		Type of diff	Difference in full text
	5.3.5.2	A	The CS are limited only to the PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.3	A	The CS are limited only to the PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.6	C	The specification has been transposed as Guidance Material.
	5.3.5.7	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.8	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.9	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.10	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.11	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.12	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.13	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.14	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.15	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.16	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.17	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.18	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.19	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.20	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.21	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.22	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.23	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.44	C	The CS foresees one more case where an object or an extension to an existing object may penetrate the obstacle protection surface.
	5.3.5.45	C	The CS does not foresee the removal of existing objects as prescribed in the specification.

Provision affected		Type of diff	Difference in full text
	5.3.7.6	C	The specification has been transposed as Guidance Material.
	5.3.8.1	C	The specification has been transposed in a way that does not ensure its implementation.
	5.3.12.2	C	The specification has been transposed as Guidance Material.
	5.3.12.4	C	The specification has been transposed as Guidance Material.
	5.3.15.1	C	The specification has been transposed as guidance material, and the CS does not ensure the availability of the system.
	5.3.15.2	C	The specification has been transposed as Guidance Material.
	5.3.17.13	A	Paragraph (a) of the specification has not been transposed.
	5.3.19.2	C	The specification foresees that the lights may not be provided under certain conditions.
	5.3.20.1	A	A stop bar is to be provided when the runway is intended to be used with an RVR less than 550m.
	5.3.20.4	C	The part of the specification with regard to the location of additional lights has been transposed as Guidance Material.
	5.3.20.6	C	The specification has been transposed as Guidance Material.
	5.3.20.8	C	The specification has been transposed as Guidance Material.
	5.3.22.1	C	Paragraph (a) of the CS describes only the purpose of the lights, while paragraph (b) of the CS does not ensure the provision of the lights.
	5.3.23.5	C	The current certification specifications do not address this provision.
	5.3.23.6	C	The current certification specifications do not address this provision.
	5.3.23.7	C	The current certification specifications do not address this provision.
	5.3.23.8	C	The current certification specifications do not address this provision.
	5.3.23.11	B	The current certification specifications do not address this provision.
	5.3.24.1	C	The provision of floodlighting on de-icing/anti-icing facilities is conditional, without established criteria. In addition, Certain apron types are excluded.
	5.3.25.10	C	The CS foresees that such alignment is preferable.
	5.3.25.15	C	The CS foresees that such usability is preferable.
	5.3.28.1	A	A road-holding position light is to be provided when the runway is to be used with RVR below 550m
	5.3.29.4	C	The current certification specifications do not address this provision.
	5.3.29.5	C	The specification has been transposed as Guidance Material.
	5.3.29.7	C	The specification has been transposed as Guidance Material.
	5.3.29.8	C	The specification has been transposed as Guidance Material.
	5.4.3.5	A	The provision of intersection take off signs is not conditional on "operational need".
	5.4.3.24	C	The specification does not ensure the installation of the opposite side of the taxiway, and it has been partially transposed as Guidance Material.
	5.4.3.35	C	The current certification specification does not fully address this provision.

Provision affected		Type of diff	Difference in full text
	5.4.3.37	C	The current certification specification does not fully address this provision.
	5.4.5.1	C	The specification has been transposed as Guidance Material.
	5.4.5.2	C	The specification has been transposed as Guidance Material.
	5.4.5.3	C	The specification has been transposed as Guidance Material.
	5.4.5.4	C	The specification has been transposed as Guidance Material.
	5.4.5.5	C	The specification has been transposed as Guidance Material.
	5.5.4.3	C	The specification has not yet been transposed.
Chapter 6 Visual Aids for Denoting Obstacles	6.1.1.4	C	Paragraph (d)(3) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.5	C	Paragraph (e)(2) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.6	C	Paragraph (d)(3) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.7	C	Paragraph (f)(3) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.8	C	The CS foresees the exemption from marking and lighting.
	6.1.1.9	C	The specification has been transposed as Guidance Material.
	6.1.1.10	C	The specification has been transposed as Guidance Material.
	6.1.2.2	C	The specification has been transposed as Guidance Material.
	6.1.2.3	C	The specification has been transposed as Guidance Material.
	6.1.2.2.1	C	The part of the specification regarding the colour has been transposed as Guidance Material.
	6.2.3.2	C	The last part of the specification regarding the colour has been transposed as Guidance Material.
	6.2.3.18	C	The specification has been transposed as Guidance Material.
	6.2.3.23	B	The GM foresees the possibility to also use low intensity lights
	6.2.3.30	C	The part of the specification regarding the colour has been partially transposed as Guidance Material.
	6.2.5.11	C	The specification has been transposed as Guidance Material.
Chapter 7 Visual Aids for Denoting Restricted Use Areas	7.2.2	C	The specification has been transposed as Guidance Material.
Chapter 8 Electrical Systems	8.1.9	C	The specification has been transposed as Guidance Material.
	8.1.10	C	Essential security lighting and essential equipment and facilities for the aerodrome responding emergency services, are not covered by the CS.
	8.1.11	C	The specification has been transposed as Guidance Material.

Provision affected		Type of diff	Difference in full text
Chapter 9 Aerodrome Operational Services, Equipment and Installations	9.1.3	C	The specification has been transposed as Guidance Material.
	9.1.4	A	The specification has not yet been transposed.
	9.1.5	C	The AMC requires more detailed and precise information with regard to points b) and e) of the ICAO specification.
	9.1.6	C	The specification has been transposed as Guidance Material.
	9.1.7	C	The specification has been transposed as Guidance Material, which additionally allows the possibility for a mobile command post not to be provided.
	9.1.8	C	The specification has been transposed as Guidance Material.
	9.1.9	C	The specification has been transposed as Guidance Material.
	9.1.10	C	The specification has been transposed as Guidance Material.
	9.1.11	C	The specification has been transposed as Guidance Material, which additionally allows the possibility for communication systems not to be provided.
	9.1.13	A	The AMC does not foresee the possibility of modular tests in the first year and a full emergency exercise at intervals not exceeding 3 years.
	9.1.15	C	The specification has been transposed as Guidance Material.
	9.2.2	C	The AMC does not foresee the provision of specialist fire-fighting equipment appropriate to the hazard and risk.
	9.2.4	C	The AMC uses the principles contained in 9.2.5 and 9.2.6 for establishing the level of protection for an aerodrome; however paragraph (c) of the AMC allows the reduction of the required level of protection.
	9.2.16	C	The wording of the AMC does not ensure that supplementary water supplies are to be provided.
	9.2.21	C	The specification has not yet been transposed.
	9.2.29	C	The AMC does not include a certain response time to be achieved. In addition, the notes regarding the response time have not been fully transposed.
	9.2.31	B	The AMC foresees the arrival of vehicles, other from the 1st responding vehicle, by taking into account the time that this 1st vehicle should respond.
	9.2.32	B	The AMC foresees the arrival of vehicles, other from the 1st responding vehicle, by taking into account the time that this 1st vehicle should respond
	9.2.34	C	The specification has been transposed as Guidance Material.
	9.2.35	C	The specification has been transposed as Guidance Material.
	9.2.36	C	The specification has been transposed as Guidance Material.
	9.2.45	C	The specification has been transposed as Guidance Material.
	9.3.1	C	The specification has been transposed as Guidance Material.
	9.3.2	C	The specification has been transposed as Guidance Material.
	9.4.4	C	The specification has not been fully transposed.
	9.5.1	C	The specification has been transposed.
	9.5.2	C	The specification has been transposed.
	9.5.3	C	The specification has been transposed.

Provision affected		Type of diff	Difference in full text
	9.5.4	C	The specification has been transposed.
	9.5.5	C	The specification has been transposed.
	9.5.6	C	The specification has been transposed.
	9.5.7	C	The specification has been transposed.
	9.6.1	C	The specification has been transposed.
	9.6.2	C	The specification has been transposed.
	9.7.1	C	The specification has been transposed.
	9.7.2	C	The specification has been transposed.
	9.7.3	C	The specification has been transposed.
	9.7.4	C	The part of the specification regarding compliance of the drivers with the instructions given has not yet been transposed.
	9.7.5	C	The specification has been transposed.
	9.8.3	C	The specification has been transposed.
	9.8.7	C	The specification has been transposed as Guidance Material.
	9.8.8	C	The specification has been transposed as Guidance Material.
	9.9.4	C	In addition to the cases foreseen in the relevant specification, the CS allows the presence of equipment/ installations also after a safety assessment regarding safety and regularity.
	9.9.5	A	The current certification specification is more demanding with regard to the installation of objects for certain runway types.
	9.10.4	C	The CS defines the distance with relation to runway and taxiway centreline, as opposed to the movement area and other facilities of the aerodrome.
	9.10.5	C	The specification has been transposed as Guidance Material.
	9.11.1	C	The specification has not yet been transposed.

Provision affected		Type of diff	Difference in full text
Chapter 10	10.1.2	C	The specification has been transposed as Guidance Material.
	10.2.3	C	The minimum friction level has not been defined. Only guidance material has been provided.
	10.2.4	C	The specification has not been transposed.
	10.2.7	C	The specification has been partially transposed as Guidance Material with regard to the definition of the minimum friction level, which has not been defined.
	10.2.8	C	The specification has been transposed as guidance material.
	10.2.10	C	The specification has not yet been transposed.
	10.3.5	C	The specification has not yet been transposed.
	10.4.2	C	The specification has not yet been transposed.
	10.4.3	C	The specification has not yet been transposed.
	10.4.5	C	The specification has not yet been transposed.
	10.5.1	C	Notes 2 and 3 have not yet been transposed.
	10.5.3	C	The specification has not yet been transposed.
	10.5.4	C	The specification has not yet been transposed.
	10.5.5	C	The specification has not yet been transposed.
	10.5.6	C	The specification has not yet been transposed.
	10.5.8	A	The CS applies for taxiway operations under 550m RVR
	10.5.9	A	The CS applies for taxiway operations under 550m RVR
	10.5.13	C	The specification has not yet been transposed.
Annex 14 - Aerodromes Volume II (Amendment 9)			
Chapter 1 Definitions	1.2.1	C	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139. Responsibilities are addressed throughout the rules, however it was found that this provision could not be transposed as such.
	1.2.2	C	The specifications apply only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139. The EU and Member States' national regulations do not apply exclusively to heliports intended to be used by helicopters in international civil avataion.
	1.2.3	C	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
Chapter 2 Heliport Data	2.2.	C	The specification has not been transposed in Regulation (EU) 139/2014
	2.3.	C	The specification has not been transposed in Regulation (EU) 139/2014
	2.4.	C	The specification has not been transposed in Regulation (EU) 139/2014
	2.5.	C	The specification has not been transposed in Regulation (EU) 139/2014
	2.6.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139

Provision affected		Type of diff	Difference in full text
Chapter 3 Physical Characteristics	3.1.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139
	3.2.	C	The specification has not been transposed
	3.3.	C	The specification has not been transposed
Chapter 4 Obstacle Environment	4.1.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139
	4.1.5.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139The specification does not require an approval by the authority for the origin of the inclined plan for the case of performance class 1 helicopters
	4.2.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	4.2.4.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139. The specification introduces an additional case (regularity of operations) in which, following a safety assessment, penetration of the OLS is permitted
	4.2.7.	C	The specification does not foresee that a “surface-level heliport shall have at least one approach and take-off climb surface”. The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
Chapter 5 Visual Aids	5.1.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139
	5.2.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139
	5.2.7.1.	C	The specifications do not require the actual provision of an aiming point marking. The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139
	5.3.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139
	5.3.3.1.	C	The specification has been transposed in such a manner that does not ensure that an approach lighting system is provided where needed The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139
	5.3.4.1.	C	The specification has been transposed in such a manner that does not ensure that a flight path alignment guidance lighting system is provided where needed The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139
	5.3.5.1.	C	The specification has been transposed in such a manner that does not ensure that a visual alignment guidance system is provided where needed. Additionally, the conditions under which such a system should be provided have been transposed as guidance material. The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139
	5.3.6.1.	C	The specification has been transposed in such a manner that does not ensure that a visual alignment guidance system is provided where needed. Additionally, the conditions under which such a system should be provided have been transposed as guidance material. The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139

Provision affected		Type of diff	Difference in full text
Chapter 6 Heliport Emergency Response	6.1.	C	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139
	6.2.	C	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139
	6.2.1.1.	C	The level of protection is determined on the basis of the characteristics of the aeroplanes using the aerodrome. The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139
Annex 15 - Aeronautical Information Services			NIL
Annex 16 - Environmental Protection Volume I - (7th edition) Volume II - (3rd edition)			NIL
Annex 17 - Security (9th edition)			NIL
Annex 18 - The Safe Transport of Dangerous Goods by Air (Amendment 12)			
Chapter 1	1.4	B	Crew member' means a person assigned by an operator to perform duties on board an aircraft.' The definition on Reg. (EU) 965/2012 doesn't restrict it to the flight duty period.
Chapter 2 General Applicability	2.3.	A	Annex 18 and the Technical Instructions are applicable through Reg.(EU) 965/2012 to domestic operations. The national authority shall regulate for what is not covered by the rules.
	2.5.1.	C	EU Member States share the implementation.
Chapter 4 Limitations on the Transport of Dangerous Goods by Air	4.2.	C	Some requirements (i.e. shippers) are not covered under the scope of EU Rules and are implemented by the national authorities.
Chapter 9 Provision of Information	9.4.	C	The regulation cover just operators.
	9.6.1.	A	The scope of the information to be notified is specified in the AMC.
	9.6.2.	A	The scope of the information to be notified is specified in the AMC.
Chapter 12 Dangerous Goods Accident and Incident reporting	12.1.	C	IR (EU) 2015/1018 laying down a list classifying occurrences in civil aviation to be mandatorily reported according to (EU) No 376/2014 is not fully in line with what is stated in the Technical Instructions. Detailed procedures shall be developed by EU MS.
Annex 19 - Safety Management (Amendment 1)			
Chapter 1	1.7	C	No definition
	1.8	B	The term is present and recognised in EU rules even if there is no definition.
	1.9	C	No definition

Provision affected		Type of diff	Difference in full text
Chapter 3 State Safety Management Responsibilities	3.3.2.1.	C	(S)MS not yet implemented for design, manufacture and maintenance organisations in Reg. (EU) 748/2012 and in Annex II to Reg. (EU) 1321/2014).
	3.3.2.3.	B	**REMARKS:** Reg. (EU) 965/2012 requires all noncommercial operators of complex motor powered aircraft to implement the management system requirements (applicable since 25 August 2016), cf. Art. 1 point (9) of Regulation (EU) 800/2013).
	3.3.2.4.	B	**REMARKS:** Reg. (EU) 965/2012 requires all noncommercial operators of complex motor powered aircraft to implement the management system requirements (applicable since 25 August 2016), cf. Art. 1 point (9) of Regulation (EU) 800/2013).
	3.4.1.2.	C	Recommendation is addressed in the different regulations, except for initial and continuing airworthiness (Reg. (EU) 748/2012 and Annex II of Reg. (EU) 1321/2014).
	3.4.1.3.	C	Recommendation is addressed in the different regulations, except for initial and continuing airworthiness (Reg. (EU) 748/2012 and Annex II of Reg. (EU) 1321/2014).
Chapter 4 Safety Management Systems	4.1.1.	C	This is addressed in the different regulations, except for initial and continuing airworthiness (Reg. (EU) 748/2012 and Annex II of Reg. (EU) 1321/2014).
	4.1.2.	C	(S)MS not yet implemented for design, manufacture and maintenance organisations in Reg. (EU) 748/2012 and in Annex II to Reg. (EU) 1321/2014 (see NPA 2019-05)
	4.1.5.	C	Not yet addressed in Annex II to Regulation (EU) 1321/2014 (Part-145).
	4.1.6.	C	Not yet addressed in Regulation (EU) 748/2012 (Part-21).
	4.1.7.	C	Not yet addressed in Regulation (EU) 748/2012 4.1.7 (Part-21).
	4.2.	B	SMS must be acceptable to the State of Operator (SoO), not the State of Registry (SoR). However this is not a difference as in the EU the SoO principle prevails and the EASA standard is high.

DOC 4444 - ATM/501 - PROCEDURES FOR AIR NAVIGATION SERVICES - AIR TRAFFIC MANAGEMENT		
Chapter 10	10.1.4.1.1.	A unit providing approach control service shall retain control of arriving aircraft until such aircraft have been cleared to the aerodrome control tower and are in communication with the aerodrome control tower. Not more than one arrival shall be cleared to a unit providing aerodrome control service during IMC, **except when the aerodrome control service is able to monitor the separation between arriving aircraft - transferred for control to it - on the final approach path with an electronic device approved by the appropriate ATS authority for this purpose**.
Chapter 8	8.6.9.1.	**Owing to the fact that the active area of adverse weather may not show on ATS surveillance system the following procedure should be applied**: **When a controlled aircraft experiencing adverse weather which is likely to force the pilot to initiate action to circumnavigate the adverse weather area beyond the prescribed track keeping accuracy (+ 5 NM), it should be reported in sufficient time to permit ATC to co-ordinate with neighbouring unit responsible for control of traffic in the area concerned**. **The pilot's intention for avoiding action should be reported as soon as possible prior to the point from which the aircraft is expected to deviate from the assigned flight path, stating the required direction of turn and estimated distance from the prescribed track.**
Appendix 2	ITEM 15: ROUTE	(b) CRUISING LEVEL **For VFR flight planning to operate in uncontrolled airspace cruising level/altitude shall also be indicated**.
		(5) CRUISE CLIMB **For segment of route cruise climb must not be indicated in Budapest FIR.**
		VFR flights shall be planned to enter/exit Budapest FIR via designated ATS entry/exit points only.
Comission Regulation (EU) 73/2010 (ADQ)		
		Data not fully compliant with data quality requirements of Commission Regulation (EU) 73/2010 (ADQ).
		Several data are not compliant with the given regulation - details can be accessed online via the website of AIS: URL:http://ais-en.hungarocontrol.hu/aip/

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Figure 5. Obstacles

	Obstacle; Group obstacles; Lighted obstacle; Lighted group obstacles
	Exceptionally high obstacle; Exceptionally high obstacle - lighted
	Wind turbine unlighted and lighted; Wind turbines in minor group; Wind turbines group in major area
	Elevation (height) of top in ft; spot elevation in ft

2. MISCELLANEOUS

Figure 6. Symbols for En-route Charts

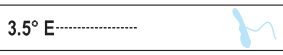
	Minimum off-route altitude (Grid MORA) - example: 5200 ft
	Isogonic line; Hydrography

Figure 7. Symbols for SID/STAR/Instrument Approach Charts

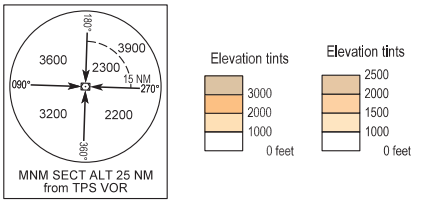
	Minimum sector altitude (MSA); Hypsometry
	City or large town; Hydrography; Contours

Figure 8. Symbols for Aerodrome/Heliport Charts and Aircraft Parking/Docking Charts

	Movement area (asphalt, concrete, grass)
	Runway designation; Stopway (SWY)
	Strip, Runway end safety area (RESA)
	Taxiway sign and segment boundary
	Aerodrome boundary; Aerodrome reference point (ARP)
	VOR check-point; Runway visual range (RVR) observation site
	Runway-holding position (Pattern A, B); Intermediate holding position
	Stop bar; Sign-board; No entry; Wind direction indicator
	Other aerodrome equipment; Meteorological equipment
	Point lights *(see details on charts)*
	Taxiway centre line; Aircraft stand taxilane centre line
	Number of aircraft stand
	Boundary of the air traffic control service
	Aerodrome control tower; Building; Fence
	Service road, public road; Important dirt-road; Railway tracks

Figure 9. Symbols for Obstacle Charts - Type A

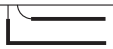
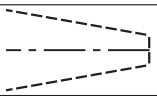
	Area suitable for aircraft movement (asphalt, concrete, grass)
	Stopway (SWY); Strip
	Take-off flight path; Take-off flight path area
	Tree or shrub; Pole, tower, spire, antenna, etc.; Identification number
	Built-up area; Forest area, etc.

Figure 10. Symbols for Precision Approach Terrain Chart

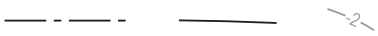
	Building or large structure; Pole, antenna, etc.; Approach lights
	Centreline; Centreline profile; Contours
	Deviation at least ±3 m from centreline profile

Figure 11. Symbols for Visual Approach Charts

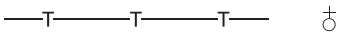
	Built-up area
SZEGED MAKÓ Domaszék SZŐREG	City; Town; Village; Part of town, suburb
	Forest; River, canal, stream; Lake; Swamp; Contours
	Railway (single track); Railway (two or more track)
	Electric railway (single track); Railway (two or more track)
	Narrow-gauge railway; Side track, siding
	Railway station; Railway stop
	Motorway; Dual carriageway with motorway caracter; Road number
	Primary road; Secondary road, Other road
	Prominent transmission line; Church

Figure 12. Symbols for Aeronautical Chart - ICAO 1:500 000

Aeronautical informations and culture, hydrography and topography symbols see details on chart.

GEN 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE SERVICE(S)

1.1. The aeronautical charts for the territory of Hungary are published by HungaroControl, Hungarian Air Navigation Services Private Limited Company The charts are provided by the Publications and Static Data Provision Unit of the AIS.

1.2. Publication and Static Data Provision Unit:

Post:H-1185 Budapest, Iglo utca 33-35. Hungary

Phone:(+361) 293-4459

Phone:(+361) 293-4458

Phone:(+361) 293-4144

Fax:NIL

Email:pubsdo@hungarocontrol.hu

AFS:NIL

URL:http://ais.hungarocontrol.hu

1.3. The aeronautical charts published in the Hungarian AIP are produced in accordance with the provisions contained in ICAO Annex 4 - Aeronautical Charts with the provisions set forth in ICAO Aeronautical Charts Manual (Doc 8697), with the differences listed in subsection *GEN 1.7*.

1.4. Hours of Service: normal business hours.

2. MAINTENANCE OF CHARTS

2.1. The aeronautical charts included in the AIP are regularly kept up-to-date or are replaced by the amendments to the AIP. Significant amendments or revisions in aeronautical information to aeronautical chart 1:500 000 are also included in the AIP and may be promulgated by NOTAM, if appropriate. Information concerning new maps and charts will be notified by AIC.

2.2. Items of information found to be incorrect after publication, are immediately corrected by NOTAM if they are of operational significance, attention is drawn to the particular chart affected.

2.3. Revision of the aeronautical information on all charts is a continuous process and amended reprints are published as regularly as production resources permit. Topographical and hydro graphical information portrayed are also revised when necessary.

3. PURCHASE ARRANGEMENTS

3.1. The charts as listed under may be obtained from:

HungaroControl AIS

Post:H-1185 Budapest, Iglo utca 33-35. Hungary

Phone:(+361) 293-4354

Phone:(+361) 293-4471

Fax: (+361) 293-4239

Email:ais@hungarocontrol.hu

AFS:NIL

URL:http://ais.hungarocontrol.hu

4. AERONAUTICAL CHART SERIES AVAILABLE

4.1. The following types of charts are published and available at present:

1. Aeronautical Chart - ICAO 1:500 000

2. En route Chart - ICAO
3. Compulsory and Plannable Links - Index Chart
4. South East Europe Free Route Airspace (SEE FRA) - Index Chart
5. ATC Sectors - Index Chart
6. Prohibited, Restricted and Danger Areas Chart - Index Chart
7. Military Exercise Areas - Index Chart
8. Aerodrome Chart - ICAO
9. Aircraft Parking/Docking Charts - ICAO
10. Aerodrome Obstacle Chart - ICAO Type A (Operating Limitations)
11. Precision Approach Terrain Chart - ICAO
12. Standard Departure Chart - Instrument (SID) - ICAO
13. Standard Arrival Chart - Instrument (STAR) - ICAO
14. Budapest TMA - Index Chart
15. Holding Procedures - Index Chart
16. ATC Surveillance Minimum Altitude Chart - ICAO
17. Instrument Approach Chart - ICAO
18. Visual Approach Chart - ICAO
19. FIS Sectors - Index Chart

A general description and explanation of the intended use of aeronautical charts listed above are given in para 4.2.

The following charts are not produced:

- Aerodrome Ground Movement Chart – ICAO
- Aerodrome Terrain and Obstacle Chart – ICAO (Electronic)
- Area Chart – ICAO (departure and transit routes)
- Area Chart – ICAO (arrival and transit routes)
- Bird concentrations in the vicinity of the aerodrome

4.2 General description of each series

4.2.1 Aeronautical Chart - ICAO 1:500 000

This coloured chart is produced in Lambert conformal conic projection and consists of one sheet.

The chart covers the area of 4540N to 4840N and from 1600E to 2300E. The topographic basis of the chart comprises built-up areas, railroads, roads, hydrography, topography, significant landmarks and political boundaries.

The aeronautical overprint includes the structure of airspaces, aerodromes, radio navigation facilities with names, frequencies and identification, known obstacles, area minimum altitudes and isogonal information. This chart is designed to serve as a basic aeronautical chart for low speed visual air navigation and for preflight planning of operations.

4.2.2 En route Chart - ICAO

The function of these charts is to facilitate the task of flight crews in navigating by radio aids and significant points, during flights within the Budapest FIR. The charts contain all the information relevant to the structure of controlled and uncontrolled airspaces, and the radio navigation facilities, type of service, identification, frequencies, and position coordinates.

4.2.3 Compulsory and plannable links - Index Chart

This chart portrays the information stated in section *ENR 1.3 para 4.4.4* Flight planning procedures for

departing and arriving flights, depicting the available flight planning possibilities within the Hungarian FIR.

4.2.4 South East Europe Free Route Airspace (SEE FRA) - Index Chart

This chart is designed to visualize the horizontal and vertical boundaries of FIRs involved in the cross-border Free Route Airspace Hungary is participating.

4.2.5 ATC Sectors - Index Chart

The chart portrays the sectors used within LHCC FIR compared to the political border with vertical and horizontal limits visualizing all the delegated airspace parts and the respective responsible ATC units.

4.2.6 Prohibited, Restricted and Danger Areas Chart - Index Chart

The chart relevant to the ATS airspaces shown on the en route chart are depicted with their identification and vertical limit on a separate sheet to avoid congestion on these charts.

4.2.7 Military Exercise Areas - Index Chart

The primary function of this type of chart is to provide information on military exercises areas (TRAs) with their identification and vertical limit.

4.2.8 Aerodrome Chart - ICAO

These charts provide information on the movement area of public aerodromes (runways, taxiways, aprons and aircraft stands) and portrays the site of major flight operation facilities.

4.2.9 Aircraft Parking/Docking Chart - ICAO

These charts give more detailed information on the parking areas and procedures. It provides a more detailed of parts of the aerodrome chart above.

4.2.10 Aerodrome Obstacle Chart - ICAO Type A (Operating Limitations)

These charts show the obstacles in the final approach/take-off flight path areas. It is shown in plan and profile view.

4.2.11 Precision Approach Terrain Chart - ICAO

These charts provide detailed terrain profile information of the final approach areas so as to enable aircraft operators to assess the effect of the terrain on decision height determination by the use of radio altimeters.

4.2.12 Standard Departure Chart - Instrument (SID) - ICAO

These charts provide flight crew with information to enable them to comply with the designed standard departure route from the take-off to the en route phase of flight. Each chart includes relevant aeronautical information as well as the textual description of the designated SID routes.

4.2.13 Standard Arrival Chart - Instrument (STAR) - ICAO

These charts provide flight crew with information to enable them to comply with the designed standard arrival route from the en-route phase of flight to the landing. Each chart includes relevant aeronautical information as well as the textual description of the designated standard arrival routes.

4.2.14 Budapest TMA - Index Chart

The chart is designed to display all the additional sporting airspaces and overlapping military MTMAs within the Budapest TMA with horizontal and vertical limits and the other possible restricted and danger areas within the region.

4.2.15 Holding procedures - Index Chart

This chart is to provide visual guidance of all the holding procedures within the Budapest TMA.

4.2.16 ATC Surveillance Minimum Altitude Chart - ICAO

This supplementary chart provides information that will enable flight crews to monitor and cross-check

altitudes assigned by a controller using an ATS surveillance system.

4.2.17 Instrument Approach Chart - ICAO

These charts are produced for each IAP available at aerodromes.

4.2.18 Visual Approach Chart - ICAO

The primary function of these charts is to provide information on the visual approach procedures available at aerodromes published in Part AD 2. The holding patterns and minimum holding altitudes associated with the approach procedures are shown.

4.2.19 FIS Sectors - Index Chart

The primary function of this chart is to show visually the sectors and related frequencies used by the FIS within the LHCC FIR.

5. List of Aeronautical Charts Available

All series listed are part of the AIP

Title of series	Scale	Name and/or number	Date of latest revision
Aeronautical Chart - ICAO		**Hungary**	
	1:500 000	2252-B 2251A	30 JAN 2020
Free Route Airspace (FRA) (9500 - FL 660)		**Hungary**	
	1:1 000 000	ENR 6-LHCC-ERC	24 MAR 2022
Compulsory and Plannable Links - Index Chart (See ENR 1.3)		**Hungary**	
	Nil	ENR 6-LHCC-LINKS	28 JAN 2021
South East Europe Free Route Airspace (SEE FRA) - Index Chart		**Hungary**	
	Nil	ENR 6-LHCC-FRA	24 FEB 2022
ATC Sectors - Index Chart		**Hungary**	
	Nil	ENR 6-LHCC-SECTOR	26 MAR 2020
FIS Sectors - Index Chart		Hungary	
	Nil	ENR 6-LHCC-FIS	24 MAR 2022
Prohibited, Restricted and Danger Areas - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-TRA	30 JAN 2020
Military Exercise Areas - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-PRD	24 MAR 2022
Aerodrome Chart - ICAO		**Békéscsaba**	
	1:10 000	AD 2-LHBC-ADC	06 DEC 2018
		Budapest/Liszt Ferenc International Airport	
	1:10 000	AD 2-LHBP-ADC	27 JAN 2022
Appendix 1 to ADC	Nil	AD 2 LHBP-TAXI-ARR	18 JUN 2020
Appendix 2 to ADC	Nil	AD 2 LHBP-TAXI-DEP	18 JUN 2020
		Debrecen	
	1:10 000	AD 2-LHDC-ADC	25 APR 2019
		Nyíregyháza	
	1:7 500	AD 2-LHNY-ADC	22 APR 2021
		Pécs/Pogány	
	1:10 000	AD 2-LHPP-ADC	30 JAN 2020

Title of series	Scale	Name and/or number	Date of latest revision
		Győr/Pér	
	1:10 000	AD 2-LHPR-ADC	04 NOV 2021
		Hévíz/Balaton	
	1:10 000	AD 2-LHSM-ADC	12 AUG 2021
		Szeged	
	1:10 000	AD 2-LHUD-ADC	22 APR 2021
Aircraft Parking/Docking Chart - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:5 000	AD 2-LHBP-PDC/1	04 NOV 2021
	1:5 000	AD 2-LHBP-PDC/2	27 JAN 2022
	1:5 000	AD 2-LHBP-PDC/3	28 JAN 2021
	1:5 000	AD 2-LHBP-PDC/4	28 JAN 2021
Aerodrome Obstacle Chart - ICAO - Type A (Operating Limitations)		**Budapest/Liszt Ferenc International Airport**	
	1:20 000	AD 2-LHBP-AOCA-13L31R	28 JAN 2021
	1:20 000	AD 2-LHBP-AOCA-13R31L	28 JAN 2021
		Debrecen	
	1:15 000	AD 2-LHDC-AOCA-04R22L	25 APR 2019
		Pécs/Pogány	
	1:20 000	AD 2-LHPP-AOC/A	26 AUG 2010
		Hévíz/Balaton	
	1:20 000	AD 2-LHSM-AOCA-1634	22 APR 2021
		Szeged	
	1:10 000	AD 2-LHUD-AOCA-16R34L	22 APR 2021
Precision Approach Terrain Chart - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:2 500	AD 2-LHBP-PATC-13L31R	17 JUN 2021
	1:2 500	AD 2-LHBP-PATC-13R31L	12 AUG 2021
Standard Departure Chart - Instrument (SID) - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:700 000	AD2-LHBP-SID-13L	27 JAN 2022
	1:700 000	AD2-LHBP-SID-13R	27 JAN 2022
	1:700 000	AD2-LHBP-SID-31L	27 JAN 2022
	1:700 000	AD2-LHBP-SID-31R	27 JAN 2022
		Debrecen	
	1:250 000	AD 2-LHDC-SID-04R	12 AUG 2021
	1:250 000	AD 2-LHDC-SID-22L	12 AUG 2021
		Győr/Pér	
	1:250 000	AD 2-LHPR-SID-11	04 NOV 2021
	1:250 000	AD 2-LHPR-SID-29	04 NOV 2021
		Hévíz/Balaton	
	1:250 000	AD 2-LHSM-SID-16	12 AUG 2021
	1:250 000	AD 2-LHSM-SID-34	12 AUG 2021
Standard Arrival Chart - Instrument (STAR) - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:700 000	AD 2-LHBP-STAR-13L13R	27 JAN 2022

Title of series	Scale	Name and/or number	Date of latest revision
	1:700 000	AD 2-LHBP-STAR-31L31R	27 JAN 2022
		Debrecen	
	1:250 000	AD 2-LHDC-STAR-04R22L	12 AUG 2021
Budapest TMA - Index Chart		**Budapest/Liszt Ferenc International Airport**	
	1:700 000	AD 2-LHBP-TMA	24 MAR 2022
Holding Procedures - Index Chart		**Budapest/Liszt Ferenc International Airport**	
	1:700 000	AD 2-LHBP-HLDG	28 JAN 2021
ATC Surveillance Minimum Altitude Chart - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:700 000	AD 2-LHBP-ATCSMAC	28 JAN 2021
Instrument Approach Chart - ICAO		**Békéscsaba**	
	1:275 000	AD 2-LHBC-NDB 17L	23 APR 2020
	1:275 000	AD 2-LHBC-NDB 35R	23 APR 2020
	1:275 000	AD 2-LHBC-RNP 17L	05 NOV 2020
	1:275 000	AD 2-LHBC-RNP 35R	05 NOV 2020
		Budapest/Liszt Ferenc International Airport	
	1:300 000	AD 2-LHBP-ILS/LOC-13L	17 JUN 2021
	1:300 000	AD 2-LHBP-ILS/LOC-13R	17 JUN 2021
	1:300 000	AD 2-LHBP-ILS/LOC-31L	17 JUN 2021
	1:300 000	AD 2-LHBP-ILS/LOC-31R	28 JAN 2021
	1:300 000	AD 2-LHBP-RNP-13L	04 NOV 2021
	1:300 000	AD 2-LHBP-RNP-13R	17 JUN 2021
	1:300 000	AD 2-LHBP-RNP-31L	17 JUN 2021
	1:300 000	AD 2-LHBP-RNP-Y-31R	27 JAN 2022
	1:300 000	AD 2-LHBP-RNP-Z-31R	04 NOV 2021
	1:300 000	AD 2-LHBP-VOR-13L	17 JUN 2021
	1:300 000	AD 2-LHBP-VOR-31R	28 JAN 2021
		Debrecen	
	1:250 000	AD 2-LHDC-ILS/LOC-04R	12 AUG 2021
	1:250 000	AD 2-LHDC-NDB-22L	12 AUG 2021
	1:250 000	AD 2-LHDC-RNP-04R	12 AUG 2021
	1:250 000	AD 2-LHDC-RNP-22L	12 AUG 2021
		Nyíregyháza	
	1:250 000	AD 2-LHNY-RNP-Y-18	24 MAR 2022
	1:250 000	AD 2-LHNY-RNP-Z-18	24 MAR 2022
	1:250 000	AD 2-LHNY-RNP-Y-36	24 MAR 2022
	1:250 000	AD 2-LHNY-RNP-Z-36	24 MAR 2022
		Pécs/Pogány	
	1:250 000	AD 2-LHPP-ILS/LOC-34	30 JAN 2020
	1:250 000	AD 2-LHPP-NDB-16	30 JAN 2020
	1:250 000	AD 2-LHPP-RNP-16	05 NOV 2020
	1:250 000	AD 2-LHPP-RNP-34	05 NOV 2020

Title of series	Scale	Name and/or number	Date of latest revision
		Győr/Pér	
	1:250 000	AD 2-LHPR-ILS/LOC-29	04 NOV 2021
	1:250 000	AD 2-LHPR-RNP-11	04 NOV 2021
	1:250 000	AD 2-LHPR-RNP-29	04 NOV 2021
	1:250 000	AD 2-LHPR-VOR-11	04 NOV 2021
	1:250 000	AD 2-LHPR-VOR-29	04 NOV 2021
		Hévíz/Balaton	
	1:250 000	AD 2-LHSM-ILS/LOC-16	12 AUG 2021
	1:250 000	AD 2-LHSM-NDB-16	12 AUG 2021
	1:250 000	AD 2-LHSM-NDB-34	12 AUG 2021
	1:250 000	AD 2-LHSM-RNP-16	12 AUG 2021
	1:250 000	AD 2-LHSM-RNP-34	12 AUG 2021
Visual Approach Chart - ICAO		**Békéscsaba**	
	1:75 000	AD 2-LHBC-VAC	30 JAN 2020
		Budapest/Liszt Ferenc International Airport	
	1:125 000	AD 2-LHBP-VAC	17 JUN 2021
		Debrecen	
	1:150 000	AD 2-LHDC-VAC	12 AUG 2021
		Nyíregyháza	
	1:150 000	AD 2-LHNY-VAC	24 MAR 2022
		Pécs/Pogány	
	1:75 000	AD 2-LHPP-VAC	30 JAN 2020
		Győr/Pér	
	1:150 000	AD 2-LHPR-VAC	27 JAN 2022
		Hévíz/Balaton	
	1:150 000	AD 2-LHSM-VAC	12 AUG 2021
		Szeged	
	1:150 000	AD 2-LHUD-VAC	12 AUG 2021

6. INDEX TO THE WORLD AERONAUTICAL CHART (WAC) - ICAO 1:1 000 000

Aeronautical Chart - ICAO 1:500 000 is produced instead of WAC 1:1 000 000.

7. TOPOGRAPHICAL CHARTS

NIL

8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

NIL

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ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 3 ATS ROUTES

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 5 NAVIGATION WARNINGS

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Category of flight	Route		Message address
IFR	Departing from LHCC FIR Arriving to LHCC FIR Overflying LHCC FIR		EUCHZMFP EUCBZMFP
MIXED	IFR part is in LHCC FIR		EUCHZMFP EUCBZMFP
	VFR part is in LHCC (overflying)		LHBPZEZX LHCCZIZX
	VFR part is in LHCC (departing or arriving)		LHBPZPZX LHBPZEZX LHCCZIZX ADEP/ADES+ZTZX if applicable*
VFR	Overflying LHCC FIR		LHBPZEZX LHCCZIZX
	Arriving LHCC FIR		LHBPZEZX LHCCZIZX ADES+ZTZX if applicable*
	Departing LHCC FIR	ADEP LH.. international flight	LHBPZPZX
		ADEP LH.. domestic flight	
REMARK			
All flights ADEP / ADES LHBP handled by General Aviation Terminal			LHBPZPZX
MIL, OAT Flights			LHBPZPZX LHBPZEZX LHCCZIZX LHCCYWYX MIL AD: LHKEZPZX LHSNZPZX LHPAZPZX
*AFTN addresses			LHBCZTZX LHDCZTZX LHFMZTZX LHNYZTZX LHPPZTZX LHPRZTZX LHSMZTZX LHTLZTZX LHUDZTZX LHKEZTZX LHPAZTZX LHSNZTZX

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ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA AND CTA

1. FIR, CTA, TMA

Name Lateral limits Vertical limits Class of airspace	Identification of unit providing service	Call sign of aeronautical station Languages used Area and conditions of use	Frequencies SATVOICE number Purpose	Remarks
1	2	3	4	5
BUDAPEST FIR 465209N 0160650E along border AUSTRIA_HUNGARY - 480024N 0170939E along border HUNGARY_SLOVAKREPUBLIC - 482412N 0220919E along border HUNGARY_UKRAINE - 475733N 0225422E along border HUNGARY_ROMANIA - 460702N 0201602E along border HUNGARY_SERBIAANDMONTENEGRO - 455515N 0185324E along border CROATIA_HUNGARY - 462901N 0163358E along border HUNGARY_SLOVENIA - 465209N 0160650E FL 660 GND	BUDAPEST ACC	BUDAPEST CONTROL/RADAR EN H24		The airspace layer between FL 290-FL 410 (both inclusive) of the Budapest FIR is part of the EUR RVSM airspace.
	BUDAPEST FIC	BUDAPEST INFORMATION EAST EN, HU H24	133.000 MHZ	See: *ENR 6-LHCC-FIS* (FIS Sectors - Index chart)
		BUDAPEST INFORMATION WEST EN, HU H24	125.500 MHZ	
		BUDAPEST INFORMATION NORTH EN, HU H24	119.350 MHZ	
		BUDAPEST INFORMATION NORTH-EAST EN, HU H24	134.850 MHZ	
	In the areas where ATS provision is delegated. See *ENR 2.2*			

Note: The coordinates that describe the Budapest FIR can be obtained from HungaroControl AIS.

Name Lateral limits Vertical limits Class of airspace	Identification of unit providing service	Call sign of aeronautical station Languages used Area and conditions of use	Frequencies SATVOICE number Purpose	Remarks
1	2	3	4	5
BUDAPEST CTA Lateral limits as for Budapest FIR FL 660 9500 FT ALT C	BUDAPEST ACC	BUDAPEST CONTROL/RADAR EN H24	118.715 CH	
			127.105 CH	
			120.375 MHZ	
			122.265 CH	
			123.665 CH	
			127.860 CH	
			128.105 CH	
			128.955 CH	
			130.575 MHZ	Standby
			132.055 CH	
			132.790 CH	
			133.200 MHZ	
			133.535 CH	Standby
			134.365 CH	
			135.115 CH	
			135.205 CH	
			135.555 CH	
			136.380 CH	
			234.250 MHZ UHF	UHF FREQS AVBL for use by 8.33 exempt State ACFT and in case of VHF COM failure. Where ATS is delegated from ATCC Wien to ATCC Budapest the lower limit is FL 115.
			264.650 MHZ UHF	
			290.650 MHZ UHF	

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

Name Lateral limits Vertical limits Class of airspace	Identification of unit providing service	Call sign of aeronautical station Languages used Area and conditions of use	Frequencies SATVOICE number Purpose	Remarks
1	2	3	4	5
BUDAPEST TMA For lateral and vertical limits see BUDAPEST TMA PARTS table. C	BUDAPEST APP	BUDAPEST APPROACH EN	122.975 MHZ	Primary channel (also usable by 8.33 exempted aircraft)
			123.860 CH	
			119.510 CH	
			124.900 MHZ	Standby channel (also usable by 8.33 exempted aircraft)

ENR 2.2 OTHER REGULATED AIRSPACE

1. RMZ/TMZ AIRSPACES

According to SERA.6005, before entering a radio mandatory zone, an initial call containing the designation of the station being called, call sign, type of aircraft, position, level, the intentions of the flight and other information as prescribed by the competent authority, shall be made by pilots on the appropriate communication channel.

ID / Name Lateral limits	Upper limit Lower limit	Time of activity	Remarks
1	2	3	4
LHDCRMZ1 / DEBRECEN RMZ1 and LHDCTMZ1 / DEBRECEN TMZ1 473908N 0214744E - 473338N 0215503E - 471843N 0213038E - 472433N 0212252E - 473908N 0214744E	2000 FT ALT / GND	H24	Published AFIS frequency shall be used ICAO class “G”
LHDCRMZ2 / DEBRECEN RMZ2 and LHDCTMZ2 / DEBRECEN TMZ2 474127N 0215009E - 473102N 0220059E - 471020N 0214329E - 471154N 0212611E - 472402N 0211743E - 473243N 0213243E - 474127N 0215009E	9500 FT ALT / 2000 FT ALT	H24	Published AFIS frequency shall be used ICAO class “G”
LHDCRMZ3 / DEBRECEN RMZ3 and LHDCTMZ3 / DEBRECEN TMZ3 474718N 0213722E - 474127N 0215009E - 473243N 0213243E - 474559N 0213339E - 474718N 0213722E	9500 FT ALT / 5000 FT ALT	H24	Published AFIS frequency shall be used ICAO class “G”
LHNYRMZ1 / NYIREGYHAZA RMZ1 A circle radius 10 KM centered on 475856N 0214100E	9500 FT ALT / GND	H24	Published AFIS frequency shall be used ICAO class “G”
LHNYRMZ2 / NYIREGYHAZA RMZ2 474718N 0213722E - 474559N 0213339E - 475748N 0212210E - 480443N 0212351E - 480930N 0212630E - 481220N 0213300E - 481319N 0215025E - 475800N 0215800E - 474630N 0214600E - 474718N 0213722E	9500 FT ALT / GND	H24	Published AFIS frequency shall be used ICAO class “G”
LHSMRMZ1 / SARMELLEK RMZ1 and LHSMTMZ1 / SARMELLEK TMZ1 465232N 0170443E - 465233N 0171252E - 464035N 0171331E - 463224N 0171903E - 462847N 0171750E - 462659N 0170752E - 463919N 0170630E - 465010N 0165907E - 465232N 0170443E	2000 FT ALT / GND	H24	Published AFIS frequency shall be used ICAO class “G”
LHSMRMZ2 / SARMELLEK RMZ2 and LHSMTMZ2 / SARMELLEK TMZ2 465211N 0164912E - 465233N 0171252E - 463423N 0171944E - 462847N 0171750E - 462539N 0170031E - 465211N 0164912E	9500 FT ALT / 2000 FT ALT	H24	Published AFIS frequency shall be used ICAO class “G”

2. OTHER TYPES OF REGULATED AIRSPACES

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and cond. of use Hours of service	Remarks
1	2	3	4
SEE FRA **(South-East Europe Free Route Airspace)** 480024N 0170939E - along Wien FIR / Bratislava FIR boundary to 483700N 0165625E - along Praha FIR / Bratislava FIR boundary to 493102N 0185103E - along Warszawa FIR / Bratislava FIR boundary to 490517N 0223357E - along L'viv FIR/Kyiv UIR boundary / Bratislava FIR boundary to 482412N 0220919E - along Budapest FIR / L'viv FIR/Kyiv UIR boundary to 475733N 0225422E - along Bucureşti FIR / L'viv FIR/Kyiv UIR boundary to 481502N 0263725E - along border between states of Moldova / Ukraine to 452824N 0281218E - along Bucureşti FIR / Odesa FIR/Kyiv UIR boundary to 451300N 0294000E - 450900N 0295800E - 443000N 0301600E - 441500N 0302400E - 434100N 0303200E - 424800N 0304500E - 420700N 0290000E - 415900N 0281900E - 415900N 0280200E - along Sofia FIR / Istanbul FIR boundary to 414311N 0262143E - along Sofia FIR / Athinai FIR/Hellas UIR boundary to 412048N 0225641E - along Sofia FIR / Skopje FIR boundary to 421844N 0222136E - along Sofia FIR / Beograd FIR/UIR boundary to 441256N 0224034E - along Bucureşti FIR / Beograd FIR/UIR boundary to 460702N 0201602E - along Budapest FIR / Beograd FIR/UIR boundary to 455515N 0185324E - along Budapest FIR / Zagreb FIR/UIR boundary to 462901N 0163358E - along Budapest FIR / Ljubljana FIR boundary to 465209N 0160650E - along Budapest FIR / Wien FIR boundary to 480024N 0170939E FL 245 - FL 660 in the Bratislava CTA 9 500 FT AMSL - FL 660 in the Budapest CTA FL 105 - FL 660 in the București CTA FL 175 - FL 660 in the Sofia CTA FL 095 - FL 660 in the Chisinau CTA C	Bratislava ACC within the Bratislava CTA	Bratislava Radar EN, SK H24	See *ENR 1.3* for FRA general procedures See *ENR-2.1* for Frequencies
	Budapest ACC within the Budapest CTA	Budapest Radar EN H24	
	București ACC within the București CTA	București Radar București Control EN, RO H24	
	Sofia ACC within the Sofia CTA	Sofia Control EN H24	
	Chisinau ACC within the Chisinau CTA	Chisinau Control EN H24	

ENR 4.4.1 NAME-CODE DESIGNATORS FOR FRA SIGNIFICANT POINTS

Legend for FRA relevance: (E) = “Horizontal Entry point”, (X) = “Horizontal Exit point”, (I) = “Intermediate point”, (A) = “Arrival Connecting point”, (D) = “Departure Connecting point”.

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
ABETI	474040N 0170046E	Nil	(X)	EVEN FLs for all exiting aircraft
ABONY	471615N 0195845E	Nil	(I)	Nil
ABULI	482903N 0202912E	Nil	(I) FL245-FL660	Nil
			(X) 9500 FT AMSL-FL245	EVEN FLs for all exiting aircraft
ALAMU	474413N 0181948E	Nil	(I) FL245-FL660	Nil
			(E) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft
AMRAX	480529N 0192158E	Nil	(I) FL245-FL660	Nil
			(X) 9500 FT AMSL-FL245	EVEN FLs for all exiting aircraft
ANIWE	480930N 0212630E	Nil	Nil	LHNY TIZ2/RMZ2 ENTRY/EXIT point
ARSIN	473402N 0164513E	Nil	(EX)	(E) Only for DEP LOWW, (X) EVEN FLs for all exiting aircraft
BABIT	455554N 0185544E	Nil	(EX)	EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft
BABOX	465345N 0194059E	Nil	(D)	Final point of the SID procedure for LHKE, (D): LHKE
BADOR	473425N 0220629E	Nil	(I) FL105-FL660	Nil
			(X) 9500 FT AMSL-FL105	Nil
BADOV	480116N 0184857E	Nil	(D)	Final Point of the SID procedure for LHBP, (D): LHBP, LHKE, LHTL
BALAP	480405N 0191500E	Nil	(I) FL245-FL660	Nil
			(E) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft
BALUX	472027N 0190746E	Nil	(IA)	Mandatory waypoint for LOWW/LZIB ARR except from KEKED. Mandatory waypoint for LZIB ARR. See also *ENR 6-LHCC-LINKS* chart, (A): LOWW, LZIB
BAREB	454446N 0182448E	Nil	(EXD)	Mandatory waypoint for DEP LHBP, EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft, (D): LHBP

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
BEGLA	474951N 0170652E	Nil	(X)	EVEN FLs for all exiting aircraft
BETED	480500N 0201400E	Nil	(I)	First way point of the STAR for LHBP
BINKU	465534N 0202733E	Nil	(D)	Final Point of the SID procedure for LHKE, (D): LHKE
BODZA	473333N 0182549E	Nil	(I)	Mandatory waypoint for ARR LZIB
BOKSI	463807N 0194951E	Nil	(A)	First way point of the STAR for LHKE, (A): LHKE
BUDOP	464115N 0212948E	Nil	(I) FL105-FL660	Nil
			(EX) 9500 FT AMSL-FL105	Nil
BUZRA	471651N 0190346E	Nil	(I)	Only available and mandatory for DEP/ARR LHTL
DEGET	462937N 0211602E	Nil	(I) FL175-FL660	Nil
			(E) 9500 FT AMSL-FL175	EVEN FLs for all entering aircraft
DEMOP	481029N 0200325E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft
DIMLO	464101N 0162522E	Nil	(EXD)	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft, Mandatory waypoint for DEP LOWW, See also *ENR 6-LHCC-LINKS* chart, (D): LOWW
DODAR	471252N 0193139E	Nil	(I)	Nil
DUZLA	465725N 0184349E	Nil	(I)	Final point of the SID procedure for LHBP
EBAMO	464956N 0193533E	Nil	(A)	First way point of the STAR for LHBP, (A): LHBP
EBORO	462121N 0195915E	Nil	(I)	Nil
EDEMU	481028N 0194829E	Nil	(A)	First way point of the STAR for LHBP, (A): LHBP
EMBUT	472436N 0185409E	Nil	(I)	Only available and mandatory for DEP/ARR LHTL
EPARI	474111N 0185841E	Nil	(ID)	Mandatory waypoint for LOWW DEP entering BUDAPEST CTA via ALAMU. See also *ENR 6-LHCC-LINKS* chart (D): LOWW

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
ERGOM	474830N 0184359E	Nil	(I) FL245-FL660	Nil
			(E) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft
ERGUZ	470304N 0194835E	Nil	(I)	Only available and mandatory for DEP/ARR LHKE
ETARO	473000N 0190000E	Nil	(I)	Nil
ETNOG	473938N 0215812E	Nil	(I)	Nil
FAHAZ	465319N 0190255E	Nil	(I)	Final point of the SID procedure for LHBP
FOGRE	472945N 0200720E	Nil	(I)	Only available and mandatory for DEP/ARR LHKE
GASNA	475359N 0170759E	Nil	Nil	See also AIP Austria
GAZDA	464819N 0192349E	Nil	(I)	Final point of the SID procedure for LHBP
GELKA	480605N 0201359E	Nil	(I)	Nil
GEMTO	480800N 0223540E	Nil	(X)	ODD FLs for all exiting aircraft
GILEP	472900N 0181532E	Nil	(ID)	Final point of the SID procedure for LHBP, Mandatory waypoint for DEP LHBP. See also *ENR 6-LHCC-LINKS* chart. (D): LHBP
GITAS	470317N 0181027E	Nil	(I)	Nil
GOTAR	465952N 0161329E	Nil	(EX)	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
IBLIZ	481844N 0204629E	Nil	(ID)	Mandatory waypoint for DEP LHBP. See also *ENR 6-LHCC-LINKS* chart. (D): LHBP
ILHAK	465807N 0192226E	Nil	(I)	Only available and mandatory for DEP/ARR LHKE
INVED	460928N 0202405E	Nil	(I) FL175-FL660	Nil
			(X) 9500 FT AMSL-FL175	ODD FLs for all exiting aircraft
JOZEP	471121N 0184425E	Nil	(IA)	Mandatory waypoint for ARR LZIB, Holding point for ARR LHBP, See also *ENR 6-LHCC-LINKS* chart, (A): LZIB
KARIL	474738N 0222632E	Nil	(I) FL105-FL660	Nil
			(EX) 9500 FT AMSL-FL105	Nil

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
KEKED	483123N 0211729E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
KENIN	482142N 0215538E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
KEROP	461104N 0194148E	Nil	(XD)	Mandatory waypoint for DEP LHBP, ODD FLs for all exiting aircraft, (D): LHBP
KEZAL	470913N 0201353E	Nil	(A)	First way point of the STAR for LHBP, See also *ENR 6-LHCC-LINKS* chart, (A): LHBP
KOLUM	482616N 0210429E	Nil	(A)	First waypoint of the STAR/transition procedure for LZKZ See AIP Slovakia, (A): LZKZ
KOPRY	461425N 0165746E	Nil	(EXA)	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft, (A): LHBP
KOVEK	475050N 0203010E	Nil	(I)	Nil
KUSIS	475218N 0222302E	Nil	(I)	For tactical re-routing in case TRA 32/33 active
KUVEX	475430N 0172615E	Nil	Nil	See also AIP Austria
LAHOR	474954N 0194341E	Nil	(I)	Holding point for ARR LHBP
LITKU	481350N 0193555E	Nil	(I) FL245-FL660	Final point of the SID procedure for LHBP
			(XD) 9500 FT AMSL-FL245	Final point of the SID procedure for LHBP, EVEN FLs for all exiting aircraft, (D): LHBP
LONLA	482024N 0221911E	Nil	(EX)	EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft
LUVEL	464600N 0212010E	Nil	(I)	For tactical re-routing in case TRA 32/33 active
MAVIR	462354N 0194931E	Nil	(ID)	Mandatory waypoint for DEP LHBP, Final point of the SID procedure for LHKE, (D): LHKE, LHBP
MEGIK	471230N 0215140E	Nil	(I) FL105-FL660	Nil
			(E) 9500 FT AMSL-FL105	Nil

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
MIZOL	481215N 0201432E	Nil	(I)	Mandatory waypoint for DEP LHBP
MOPUG	460949N 0204229E	Nil	(I) FL175-FL660	Nil
			(E) 9500 FT AMSL-FL175	EVEN FLs for all entering aircraft
NALOX	465211N 0164912E	Nil	(IAD)	Final point of the SID procedure for LHSM / First waypoint of the STAR for LHSM, (AD): LHSM, (D): LOWW
NARKA	471454N 0215136E	Nil	(I) FL105-FL660	Nil
			(EX) 9500 FT AMSL-FL105	Nil
NATEX	474449N 0173000E	Nil	(X)	EVEN FLs for all exiting aircraft
NEKIN	462426N 0164212E	Nil	(X)	Nil
NIKAB	463709N 0173244E	Nil	(I)	Nil
NIPUR	474302N 0200047E	Nil	(I)	For tactical re-routing in case TRA 32/33 active
NOHAT	464840N 0163735E	Nil	(ID)	Mandatory waypoint for DEP LOWW, See also *ENR 6-LHCC-LINKS* chart, (D): LOWW
NORAH	473658N 0194829E	Nil	(I)	Nil
OGVUN	472306N 0175120E	Nil	(IAD)	Mandatory waypoint for ARR LHBP, Final point of the SID procedure for LHPA / First waypoint of the STAR for LHPA, (AD): LHPA
OKORA	464559N 0182217E	Nil	(I)	Nil
OLATI	465914N 0172845E	Nil	(I)	Nil
ONNIS	475800N 0215800E	Nil	Nil	LHNY TIZ2/RMZ2 ENTRY/EXIT point
OSDUK	454715N 0180801E	Nil	(XD)	Mandatory waypoint for DEP LHBP, ODD FLs for all exiting aircraft, (D): LHBP
OSLEN	464336N 0202145E	Nil	(A)	First waypoint of the STAR for LHKE, (A): LHKE
PARAK	460950N 0200539E	Nil	(EXA)	Mandatory waypoint for ARR LHBP, EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft, (A): LHBP

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
PATAK	480423N 0190738E	Nil	(I) FL245-FL660	Nil
			(X) 9500 FT AMSL-FL245	EVEN FLs for all exiting aircraft
PEJKO	473730N 0195136E	Nil	(I)	Only available and mandatory for DEP/ARR LHKE
PERIT	474718N 0213722E	Nil	(IAD)	First waypoint of the STAR for LHDC, Final point of the SID procedure for LHDC, (AD): LHDC
PESAT	474254N 0170311E	Nil	(E)	ODD FLs for all entering aircraft
PIDON	460720N 0180410E	Nil	(IAD)	First waypoint of the STAR for LHPP, Final Point of the SID procedure for LHPP, (AD): LHPP
PITOK	481929N 0202218E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
PUCOG	472456N 0183531E	Nil	(I)	Mandatory waypoint for ARR LZIB
PUSTA	470908N 0184432E	Nil	(I)	Nil
RAKFA	471140N 0182740E	Nil	(I)	Nil
RIGSA	480952N 0204506E	Nil	(IA)	Mandatory waypoint for ARR LHBP. See also *ENR 6-LHCC-LINKS* chart, (A): LHBP
ROMKA	481319N 0215025E	Nil	(I)	Mandatory in case of LHTRA32B and LHTRA33B active
SASAL	471705N 0162828E	Nil	(EX)	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
SIRDU	471517N 0171955E	Nil	(IAD)	Mandatory waypoint for ARR LHBP, Mandatory waypoint for DEP LZIB via VAMOG, See also *ENR 6-LHCC-LINKS* chart, (A): LHBP, (D): LZIB
SOGMO	463637N 0174103E	Nil	(I)	Nil
SOPRO	473516N 0164809E	Nil	(EX)	Only below 9500 FT AMSL, ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
STEIN	472539N 0163559E	Nil	(EX)	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft, Exit only for DEP LHPA

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
SUBES	472516N 0172536E	Nil	(I)	Nil
SUNIS	470831N 0162059E	Nil	(X)	EVEN FLs for all exiting aircraft
SUNOR	462847N 0171750E	Nil	(AD)	Final point of the SID procedure for LHSM, First waypoint of the STAR for LHSM, (AD): LHSM
TEGRI	461546N 0210616E	Nil	(I) FL175-FL660	Nil
			(X) 9500 FT AMSL-FL175	ODD FLs for all exiting aircraft
TEKNO	473726N 0172432E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	TEKNO intersection is not AVBL for DEP/ARR LHBP traffic. ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
TONDO	460250N 0192121E	Nil	(E)	EVEN FLs for all entering aircraft
TORNO	473223N 0182924E	Nil	(IA)	Mandatory waypoint for ARR LOWW, LZIB. See also *ENR 6-LHCC-LINKS* chart. (A): LOWW, LZIB
ULZAK	465939N 0183401E	Nil	(I)	First waypoint of the STAR for LHBP
UVERA	471200N 0202547E	Nil	(I)	For tactical re-routing in case TRA 32/33 active
VAJDI	472232N 0181709E	Nil	(I)	First waypoint of the STAR for LHBP
VAMOG	474714N 0173945E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
VEBAL	455929N 0171748E	Nil	(EXD)	Mandatory waypoint for DEP LHBP, ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft, (D): LHBP
VEBOS	471823N 0183814E	Nil	(I)	Nil
VERIG	471020N 0214329E	Nil	(IAD)	First waypoint of the STAR for LHDC Final point of the SID procedure for LHDC, (AD): LHDC
VETIK	472110N 0201357E	Nil	(D)	Final point of the SID procedure for LHBP, (D): LHBP

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
WITRI	480854N 0200712E	Nil	(I)	Final point of the SID procedure for LHBP
XOMBA	474524N 0180343E	Nil	(I) FL245-FL660	Nil
			(EX) 9500 FT AMSL-FL245	Mandatory waypoint for ARR LZIB, See also *ENR 6-LHCC-LINKS* chart, ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft
ZOLKU	473326N 0174830E	Nil	(ID)	Mandatory waypoint for DEP LHBP via GILEP, See also *ENR 6-LHCC-LINKS* chart, (D): LHBP
ZURFA	472352N 0195045E	Nil	(I)	Holding point for ARR LHBP

ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

1. PROHIBITED AREAS

Identification, Name and Lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
LHP1 / PAKS A circle radius 3 KM centered on 463443N 0185110E	FL 195 / GND	H24 Nuclear Power Plant
LHP2 / CSILLEBERC A circle radius 0.5 KM centered on 472923N 0185708E	3500 FT ALT / GND	H24 Research nuclear reactor

2. RESTRICTED AREAS

Identification, Name and Lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
LHR1 / BUDAPEST 473059N 0185828E - 473055N 0190118E - 473054N 0190159E - 473053N 0190237E - 473038N 0190321E - 473022N 0190325E - 472941N 0190336E - 472859N 0190147E - 472910N 0190047E - 472931N 0185846E - 473002N 0185812E - 473059N 0185828E	3500 FT ALT / GND	H24 By special permission of the aeronautical authority
LHR1A / BUDAPEST 473154N 0185620E - 473154N 0185756E - 473121N 0185756E - 473121N 0185620E - 473154N 0185620E	3500 FT ALT / GND	H24 By special permission of the aeronautical authority
LHR4 / ZALAEGERSZEG A circle radius 1 KM centered on 464816N 0163720E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)
LHR6 / SZAZHALOMBATTA I. A circle radius 2 KM centered on 471702N 0185358E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS) except DEP/ARR LHBP
LHR8 / KAZINCBARCIKA A circle with a radius of 2.5 KM centred on 481429N 0203956E	3500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)
LHR9 / TISZAUJVAROS A circle radius 3 KM centered on 475413N 0210134E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)
LHR10 / HAJDUSZOBOSZLO A circle radius 5 KM centered on 473154N 0212253E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)
LHR12 / SAJOBABONY A circle with a radius of 1.5 KM centred on 481003N 0204253E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)
LHR14 / ALGYO A circle radius 3 KM centered on 461904N 0201246E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)
LHR15 / DUNAUJVAROS A circle with a radius of 2 KM centred on 465703N 0185554E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS) except DEP/ARR LHBP

Identification, Name and Lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
LHR16 / SZOLNOK-TOSZEG A circle with a radius of 2 KM centred on 470804N 0200753E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS) except DEP/ARR LHBP
LHR22 / PET A circle with a radius of 2 KM centred on 471003N 0180824E	7500 FT ALT / GND	H24 For aircraft with less than 250 KT (IAS)
LHR29 / NYIRTELEK A circle radius 2.5 KM centered on 480150N 0213827E	2500 FT ALT / GND	H24 For civil aircraft
LHR33 / HETENYEGYHAZA A circle radius 2 KM centered on 465554N 0193555E	2500 FT ALT / GND	H24 For civil aircraft.
LHR34 / TABORFALVA 470627N 0192534E - 470317N 0192426E - 470233N 0192733E - 470548N 0192848E - 470627N 0192534E	3000 FT ALT / GND	H24 For civil aircraft.
LHR35 / PUSTAVACS A circle radius 2.5 KM centered on 470957N 0192806E	2500 FT ALT / GND	H24 For civil aircraft.
LHR36 / PUSZTAEDERICS A circle radius 2.5 KM centered on 463925N 0164740E	7500 FT ALT / GND	H24 For aircraft with less than 250 KT (IAS)
LHR37 / ZSANA A circle radius 2.5 KM centered on 462525N 0194200E	7500 FT ALT / GND	H24 For aircraft with less than 250 KT (IAS)
LHR38 / KARDOSKUT A circle radius 4.5 KM centered on 462854N 0204423E	7500 FT ALT / GND	H24 For aircraft with less than 250 KT (IAS)
LHR39 / SZAZHALOMBATTA II. A circle radius 1.2 KM centered on 471942N 0185439E	1500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)

3. DANGER AREAS

Identification, Name and Lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
LHD2A / HAJMASKER 470903N 0175624E - 470903N 0180054E - 471003N 0180354E - 471233N 0180654E - 471503N 0180154E - 471133N 0175554E - 470903N 0175624E	FL 245 / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range
LHD2B / VARPALOTA 471623N 0181254E - 471533N 0180324E - 471233N 0180654E - 471233N 0181454E - 471503N 0181654E - 471623N 0181254E	FL 300 / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range
LHD3 / TATARSZENTGYORGY 471200N 0191246E - 471101N 0191132E - 470924N 0191132E - 470909N 0191145E - 470427N 0192615E - 470456N 0192701E - 470735N 0192306E - 471200N 0191246E	FL 300 / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range
LHD11/ DOC 462804N 0200554E - 462704N 0200624E - 462804N 0201024E - 462924N 0200934E - 462804N 0200554E	7500 FT ALT / GND	May operate FM MON 0500 (0400) to FRI 2100 (2000). Planned activation will be announced by NOTAM Firing range

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

1. AEROBATICS AREA

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
LHSA2A / AEROBATICS AREA 2A 471127N 0184024E - 471008N 0184207E - 471314N 0184716E - 471342N 0184410E - 471127N 0184024E	4500 FT ALT / 1000 FT AGL		Available on workdays between 0800 and 1700 (UTCW), On Saturdays, Sundays and holidays between 0800 and 1100 (UTCW), and between 1400 and 1700 (UTCW)
LHSA2B / AEROBATICS AREA 2B 470915N 0183641E - 470758N 0183822E - 471008N 0184207E - 471127N 0184024E - 470915N 0183641E	4500 FT ALT / 1000 FT AGL		Available on workdays between 0800 and 1700 (UTCW), On Saturdays, Sundays and holidays between 0800 and 1100 (UTCW), and between 1400 and 1700 (UTCW)

2. GLIDER AREAS

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
LHSG100 / GLIDER AREA100 474636N 0190905E - 474301N 0190609E - 473706N 0191615E - 473800N 0192100E - 473811N 0192321E - 474636N 0190905E	4500 FT ALT / 3500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG101 / GLIDER AREA101 475108N 0191203E - 474914N 0190432E - 474636N 0190905E - 473811N 0192321E - 473849N 0193152E - 474907N 0191518E - 475108N 0191203E	5500 FT ALT / 3500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG102/S / GLIDER AREA102/S 475312N 0192011E - 475108N 0191203E - 474907N 0191518E - 473849N 0193152E - 473935N 0194216E - 475312N 0192011E	6500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for hang/paraglider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG102/V / GLIDER AREA102/V 475312N 0192011E - 475108N 0191203E - 474907N 0191518E - 473849N 0193152E - 473935N 0194216E - 475312N 0192011E	6500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG103/S / GLIDER AREA103/S 475644N 0193408E - 475312N 0192011E - 473935N 0194216E - 474052N 0195940E - 474906N 0194628E - 475644N 0193408E	7500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for hang/paraglider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG103/V / GLIDER AREA103/V 475644N 0193408E - 475312N 0192011E - 473935N 0194216E - 474052N 0195940E - 474906N 0194628E - 475644N 0193408E	7500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
LHSG110 / GLIDER AREA110 474923N 0185107E along border HUNGARY_SLOVAKREPUBLIC - 474541N 0183928E - 473653N 0183928E - 474919N 0185613E - 474923N 0185107E	6500 FT ALT / GND		HX Only for VFR flights.Coordinated airspace: Above 5500 FT AMSL, can be requested until SS. Primarily for glider operation. Prior permission required by Budapest ATS Centre.
LHSG111 / GLIDER AREA111 474541N 0183928E along border HUNGARY_SLOVAKREPUBLIC - 474548N 0182806E - 472827N 0182806E - 472956N 0183216E - 473231N 0183928E - 474541N 0183928E	6500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG112 / GLIDER AREA112 480328N 0190338E along border HUNGARY_SLOVAKREPUBLIC - 474923N 0185107E - 474919N 0185613E - 474914N 0190432E - 475108N 0191203E - 475312N 0192011E - 480328N 0190338E	6500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG113/S / GLIDER AREA113/S 474548N 0182806E along border HUNGARY_SLOVAKREPUBLIC - 474419N 0181530E - 472900N 0181531E - 472421N 0181642E - 472827N 0182806E - 474548N 0182806E	7500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for hang/paraglider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG113/V / GLIDER AREA113/V 474548N 0182806E along border HUNGARY_SLOVAKREPUBLIC - 474419N 0181530E - 472900N 0181531E - 472421N 0181642E - 472827N 0182806E - 474548N 0182806E	7500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG114 / GLIDER AREA114 480519N 0192017E along border HUNGARY_SLOVAKREPUBLIC - 480328N 0190338E - 475312N 0192011E - 475644N 0193408E - 480519N 0192017E	7500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG120 / GLIDER AREA120 473355N 0185502E - 473231N 0185309E - 473127N 0184818E - 472714N 0185510E - 472846N 0185840E - 472811N 0190029E - 472933N 0190054E - 473057N 0185951E - 473355N 0185502E	4500 FT ALT / 3500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG121 / GLIDER AREA121 473127N 0184818E - 473018N 0184305E - 472232N 0185543E - 472455N 0185859E - 472714N 0185510E - 473127N 0184818E	5500 FT ALT / 3500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG122 / GLIDER AREA122 473231N 0183928E - 472956N 0183216E - 472531N 0183928E - 472409N 0184140E - 472115N 0184623E - 471844N 0185029E - 472232N 0185543E - 473018N 0184305E - 473231N 0183928E	6500 FT ALT / 3500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
LHSG123/S / GLIDER AREA123/S 472956N 0183216E - 472827N 0182806E - 471515N 0184935E - 471844N 0185029E - 472115N 0184623E - 472409N 0184140E - 472531N 0183928E - 472956N 0183216E	6500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for hang/paraglider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG123/V / GLIDER AREA123/V 472956N 0183216E - 472827N 0182806E - 471515N 0184935E - 471844N 0185029E - 472115N 0184623E - 472409N 0184140E - 472531N 0183928E - 472956N 0183216E	6500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG124/S / GLIDER AREA124/S 472827N 0182806E - 472421N 0181642E - 472232N 0181709E - 472011N 0181744E - 470324N 0184445E - 465726N 0185421E - 471515N 0184935E - 472827N 0182806E	7500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for hang/paraglider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG124/V / GLIDER AREA124/V 472827N 0182806E - 472421N 0181642E - 472232N 0181709E - 472011N 0181744E - 470324N 0184445E - 465726N 0185421E - 471515N 0184935E - 472827N 0182806E	7500 FT ALT / 5500 FT ALT		HX Coordinated airspace: can be requested until SS. Primarily for glider operation. Time and vertical limits are determined by Budapest ATS Centre.
LHSG130 / GLIDER AREA130 475036N 0191153E - 474544N 0185939E - 473827N 0190316E - 474306N 0191459E - 475036N 0191153E	FL 285 / 3500 FT ALT		HX Coordinated airspace for mountain wave flights. Time and vertical limits are determined by Budapest ATS Centre.
LHSG131 / GLIDER AREA131 480000N 0190800E - 475300N 0185600E - 474544N 0185939E - 475036N 0191153E - 480000N 0190800E	FL 285 / 3500 FT ALT		HX Coordinated airspace for mountain wave flights. Time and vertical limits are determined by Budapest ATS Centre.
LHSG132 / GLIDER AREA132 474306N 0191459E - 473827N 0190316E - 473646N 0190740E - 474306N 0191459E	FL 285 / 3500 FT ALT		HX Coordinated airspace for mountain wave flights. Time and vertical limits are determined by Budapest ATS Centre.
LHSG141 / GLIDER AREA141 471515N 0184935E - 465726N 0185421E - 465337N 0190031E - 470104N 0191155E - 471515N 0184935E	7500 FT ALT / 5500 FT ALT		HX Exclusively for glider flight competitions.
LHSG142/A / GLIDER AREA142/A 470104N 0191155E - 465337N 0190031E - 464819N 0192349E - 464915N 0192935E - 470104N 0191155E	5500 FT ALT / 4000 FT ALT		HX Exclusively for glider flight competitions. Available only in conjunction with Kecskemet MTMA3/A.
LHSG142/B / GLIDER AREA142/B 470104N 0191155E - 465337N 0190031E - 464819N 0192349E - 464915N 0192935E - 470104N 0191155E	7500 FT ALT / 5500 FT ALT		HX Exclusively for glider flight competitions.
LHSG143 / GLIDER AREA143 465337N 0190031E - 463957N 0192213E - 464915N 0192935E - 464819N 0192349E - 465337N 0190031E	7500 FT ALT / 5500 FT ALT		HX Exclusively for glider flight competitions. Available only in conjunction with Kecskemet MTMA3/A.

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
LHSG144 / GLIDER AREA144 464915N 0192935E - 463957N 0192213E - 463633N 0194834E - 464915N 0192935E	7500 FT ALT / 4000 FT ALT		HX Exclusively for glider flight competitions. Available only in conjunction with Kecskemet MTMA2/A.

3. DROP ZONES

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
LHSDZLHBC / BEKESCSABA A circle radius 7 KM centered on 464036N 0210938E	FL 155 / 4000 FT ALT	Contact: LHBC AFIS	HX
LHSDZLHBD / BORGOND 471037N 0182857E - 470619N 0182317E - 470145N 0182636E - 470237N 0183147E - 470840N 0183425E - 471037N 0182857E subtracted the LHB24 airspace.	FL 155 / GND	Contacts: (+36) 30-959-8897, (+36) 20-978-9128.	HX
LHSDZLHBK / BALATONKERESZTUR A circle radius 3 KM centered on 464144N 0172340E	FL 145 / GND	Nil	HX
LHSDZLHDV / DUNAUJVAROS A circle radius 5 KM centered on 465318N 0185438E	FL 135 / GND	Contacts: (+36) 30-385-0220, (+36) 70-945-4220	HX
LHSDZLHGD / GODOLLO 473646N 0191900E - 473439N 0191741E - 473336N 0192243E - 473548N 0192352E - 473646N 0191900E	6500 FT ALT / GND	Contacts: (+36) 30-934-3199, (+36) 70-332-2198.	HX
LHSDZLHGR1 / GYURO1 472642N 0184505E - 472409N 0184140E - 472115N 0184623E - 472347N 0184948E - 472642N 0184505E	5500 FT ALT / GND	Nil	HX
LHSDZLHGR2 / GYURO2 472409N 0184140E - 472304N 0184012E - 472009N 0184455E - 472115N 0184623E - 472409N 0184140E	6500 FT ALT / GND	Nil	HX
LHSDZLHHO / HAJDUSZOBOSZLO 472810N 0212450E - 472228N 0211500E - 472733N 0211500E - 472942N 0211839E - 472810N 0212450E	FL 145 / GND	Nil	HX
LHSDZLHKA / KALOCSA 463356N 0185419E - 463435N 0185817E - 463118N 0190123E - 463000N 0185519E - 463356N 0185419E	FL 135 / GND	Contact: (+36) 20-777-9197.	HX
LHSDZLHKH / KISKUNFELEGYHAZA 464600N 0194546E - 464800N 0195100E - 464558N 0195533E - 464200N 0195600E - 464600N 0194546E	FL 135 / GND	Contacts: (+36) 20-938-9453, (+36) 30-968-6199	HX
LHSDZLHKI / KISKOROS 463939N 0191442E - 463914N 0191511E - 463854N 0191434E - 463919N 0191403E - 463939N 0191442E	3500 FT ALT / GND	Nil	HX

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
LHSDZLHKV / KAPOSUJLAK 463100N 0173400E - 463100N 0174700E - 461800N 0174700E - 461800N 0173400E - 463100N 0173400E	FL 165 / GND	Contacts: (+36) 20-777-9135, (+36) 20-777-9989.	HX
LHSDZLHMP / MATKOPUSZTA A circle radius 5.556 KM centered on 464758N 0194102E subtracted the Kecskemet MCTR airspace.	FL 145 / GND	Contacts: (+36) 20-745-4367, (+36) 20-961-2900.	HX
LHSDZLHMC / MISKOLC A circle radius 5 KM centered on 480754N 0204730E subtracted the LHB32 BUKK airspace.	FL 145 / GND	Nil	HX
LHSDZLHNY / NYIREGYHAZA A circle radius 10 KM centered on 475856N 0214100E	FL 155 / 9500 FT ALT	Contact: LHNY AFIS	HX
LHSDZLHOY / OCSENY A circle radius 2 NM centered on 461843N 0184549E	FL 145 / GND	Nil	HX
LHSDZLHPR / PER A circle radius 7.4 KM centered on 473738N 0174830E	FL 125 / 9500 FT	Nil	HX
LHSDZLHSK / KILITI SKYDIVE BALATON A circle radius 11.11 KM centered on 465119N 0180551E	FL 155 / GND	Contacts: (+36) 70-611-5343, (+36) 70-433-3304.	HX
LHSDZLHSZ / SZENTES A circle radius 2 KM centered on 463642N 0201700E	FL 115 / GND	Nil	HX
LHSDZLHTL / TOKOL A circle radius 3.15 KM centered on 472037N 0185909E	FL 145 / 3500 FT ALT	Contact: LHTL TWR (+361) 999-1174	HX

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ENR 6 EN-ROUTE CHARTS

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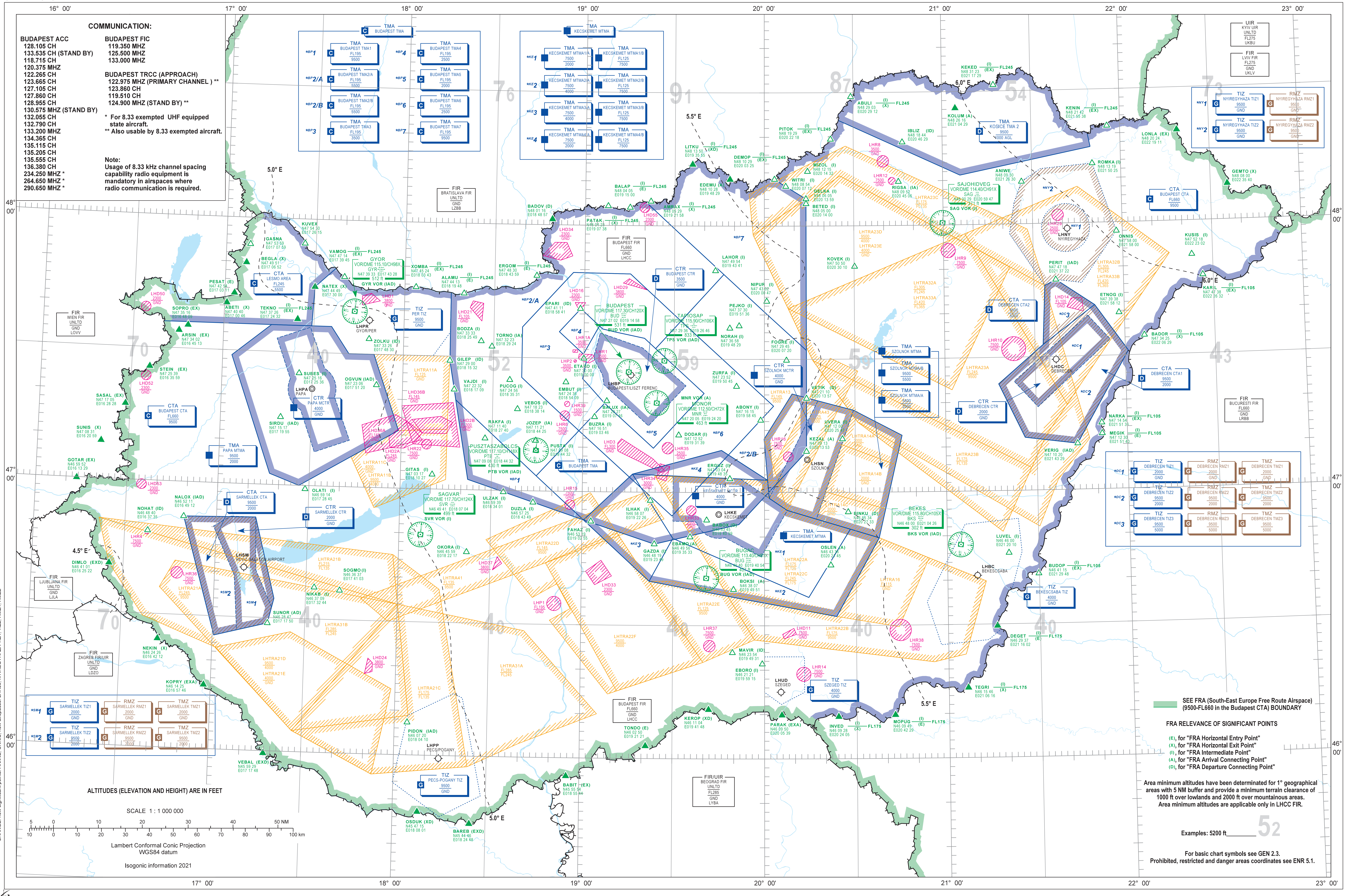
ENROUTE
CHART - ICAO



CHANGE: new significant points: ANIWE, ONNIS, new airspaces: LHR39, NYIREGYHAZA TIZ1, TIZ2, RMZ1, RMZ2

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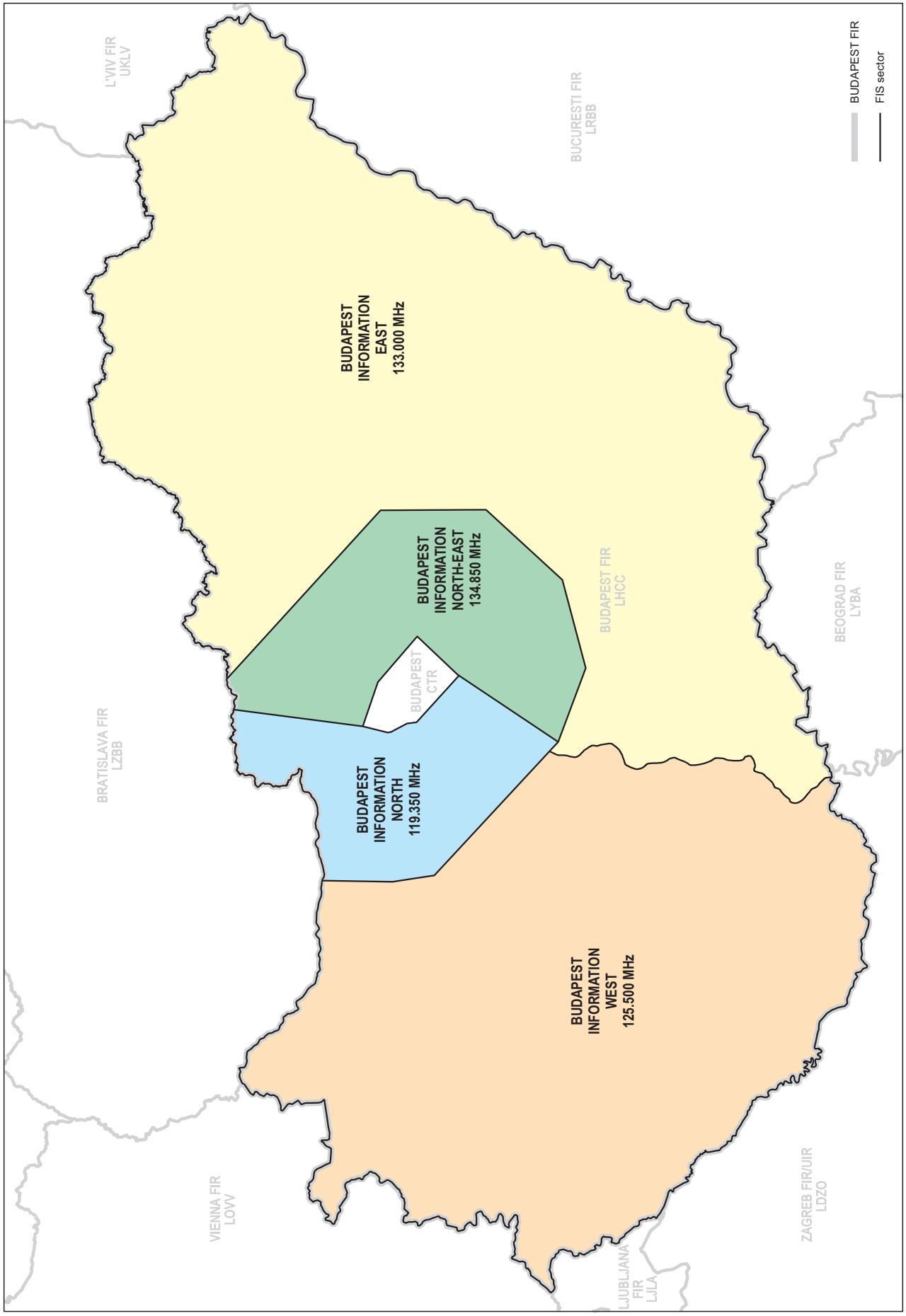
FIS SECTORS -
INDEX CHART



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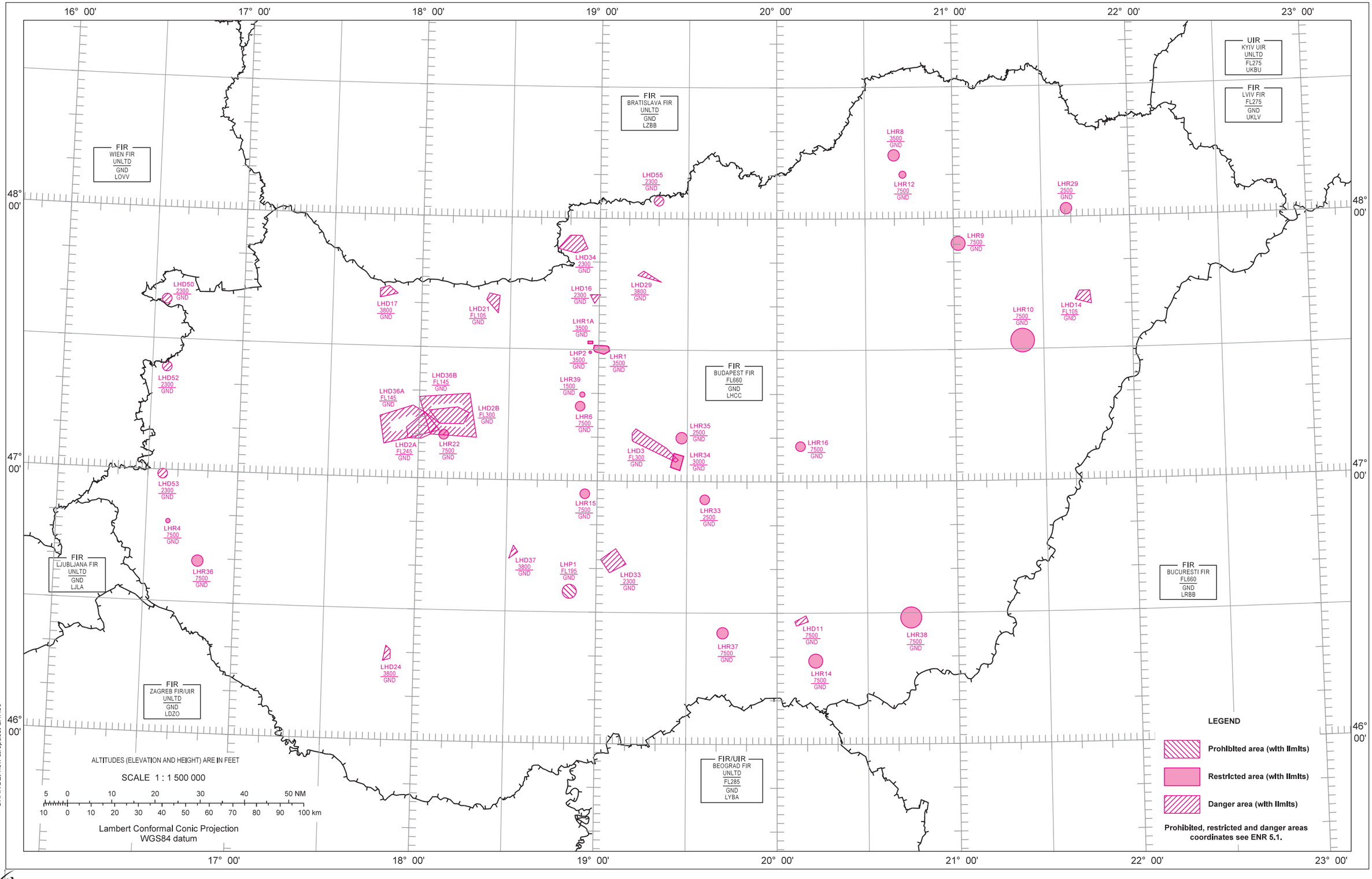
RROHIBITED, RESTRICTED AND DANGER AREAS - INDEX CHART



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AD 0.6 TABLE OF CONTENTS TO PART 3

LHBP BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

LHDC DEBRECEN INTERNATIONAL AIRPORT

LHNY NYÍREGYHÁZA

LHPP PÉCS/POGÁNY

LHPR GYŐR/PÉR

LHSM HEVIZ-BALATON AIRPORT

LHUD SZEGED

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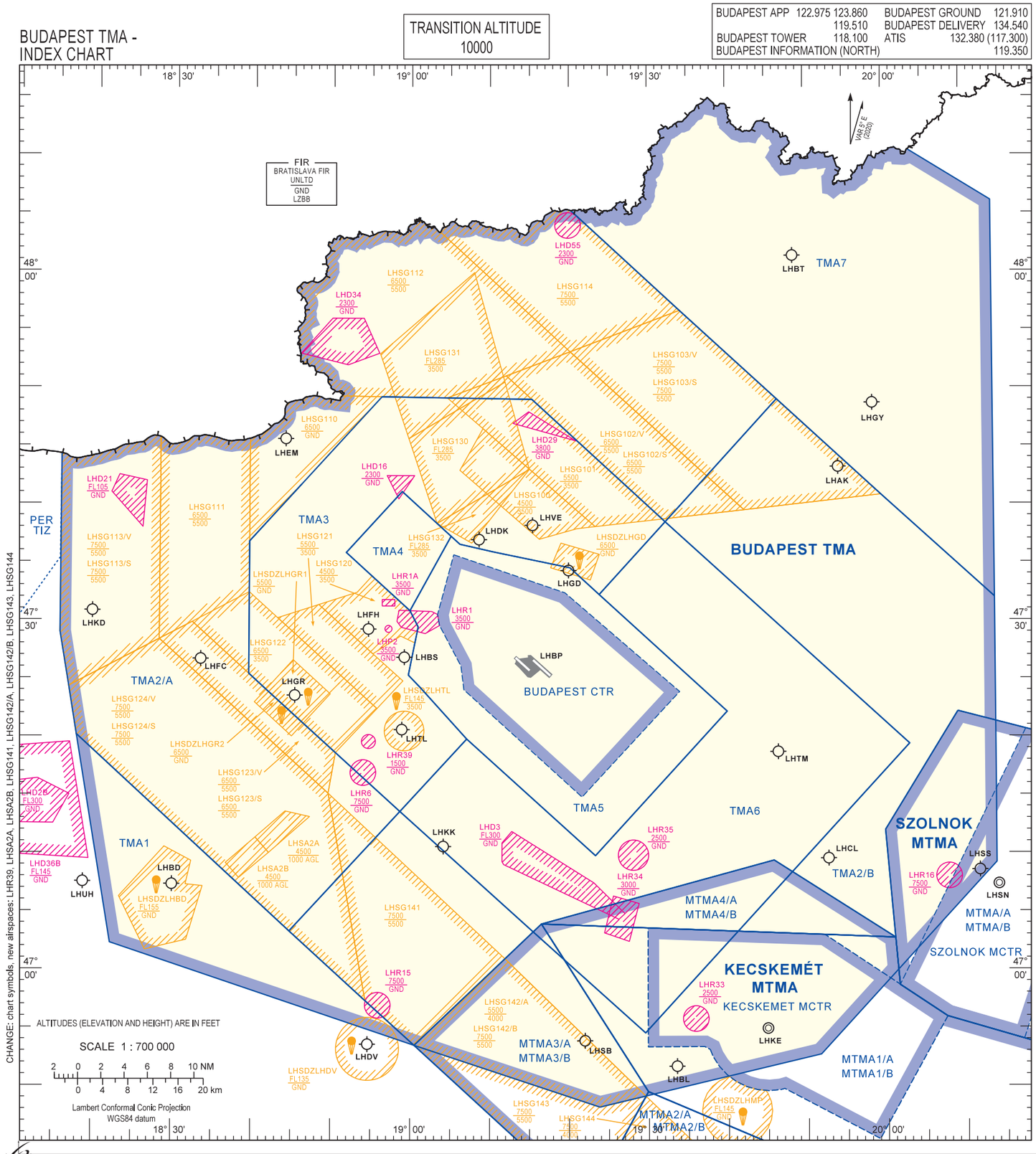
BUDAPEST/LISZT FERENC

BUDAPEST TMA - INDEX CHART

TRANSITION ALTITUDE
10000

BUDAPEST APP	122.975 123.860 119.510	BUDAPEST GROUND	121.910
BUDAPEST TOWER	118.100	BUDAPEST DELIVERY	134.540
BUDAPEST INFORMATION (NORTH)		ATIS	132.380 (117.300) 119.350



CHANGE: chart symbols, new airspaces: LHR39, LHSA2A, LHSA2B, LHSG141, LHSG142/A, LHSG142/B, LHSG143, LHSG144

BUDAPEST TMA

TMA1	C TMA BUDAPEST TMA1 FL195 / 9500	TMA2/B	C TMA BUDAPEST TMA2/B FL195 / 5500	TMA4	C TMA BUDAPEST TMA4 FL195 / 2500	TMA6	C TMA BUDAPEST TMA6 FL195 / 2500
TMA2/A	C TMA BUDAPEST TMA2/A FL195 / 5500	TMA3	C TMA BUDAPEST TMA3 FL195 / 3500	TMA5	C TMA BUDAPEST TMA5 FL195 / 2000	TMA7	C TMA BUDAPEST TMA7 FL195 / 9500

KECSKEMET MTMA

MTMA1/A	TMA KECSKEMET MTMA1/A 7500 / 2000	MTMA2/A	TMA KECSKEMET MTMA2/A 7500 / 4000	MTMA3/A	TMA KECSKEMET MTMA3/A 7500 / 4000	MTMA4/A	TMA KECSKEMET MTMA4/A 7500 / 2000
MTMA1/B	TMA KECSKEMET MTMA1/B FL125 / 7500	MTMA2/B	TMA KECSKEMET MTMA2/B FL125 / 7500	MTMA3/B	TMA KECSKEMET MTMA3/B FL125 / 7500	MTMA4/B	TMA KECSKEMET MTMA4/B FL125 / 7500

SZOLNOK MTMA

MTMA/A	TMA SZOLNOK MTMA/A 5500 / 2000	MTMA/B	TMA SZOLNOK MTMA/B 9500 / 5500

BUDAPEST CTR	KECSKEMET MCTR	SZOLNOK MCTR	PER TIZ
D CTR BUDAPEST CTR 3500 / GND	CTR KECSKEMET MCTR 4000 / GND	CTR SZOLNOK MCTR 4000 / GND	G TIZ PER TIZ 9500 / GND

LEGEND

- Flight information region (FIR)
- Terminal control area (TMA/MTMA)
- Control zone (CTR/MCTR)
- Traffic information zone (TIZ)
- Prohibited, Restricted and Danger area
- Aerial sporting and recreational activities (Aerobatics area, Glider area, Drop zone)

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LHNY - NYÍREGYHÁZA

LHNY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LHNY NYÍREGYHÁZA

LHNY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	475846N 0214132E at RWY 36 THR
2	Direction and distance from (city)	3 KM NNW from centre of Nyiregyhaza city
3	Elevation/Reference temperature	103 M / 21° C
4	Geoid undulation	40.31 M
5	MAG VAR / Annual change	6° E (2020) / 0.14° increasing
6	AD Administration, address, telephone, telefax, AFS	Post:TRENER Kft. H-4400 Nyiregyhaza Repuloter ut 1. Phone:(+36) 42-430-138 Fax:(+36) 42-430-138 AFS:LHNYZPZX SITA:Nil Email:info@trenerkft.hu URL:http://www.trenerkft.hu AFIS Phone:(+36) 30-527-6276
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

LHNY AD 2.3 OPERATIONAL HOURS

1	AD Administration	MON, TUE, WED, THU, FRI: 0630 - 1500 (0530-1400)
2	Customs and immigration	On prior request (at least 2 working days)
3	Health and sanitation	As Administration
4	AIS Briefing Office	As Administration
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	Nil
7	ATS	As Administration
8	Fuelling	As Administration, over 1000 litres on prior request
9	Handling	As Administration
10	Security	H24
11	De-icing	Nil
12	Remarks	Operation outside opening hours and weekends: on prior request (at least 2 working days)

LHNY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	JET-A1 kerosene, AVGAS 100LL petrol, Aeroshell W100 oil
3	Fuelling facilities/capacity	JET-A1/20.000 litres, AVGAS 100LL / 20.000 litres
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Limited. By prior arrangement
6	Repair facilities for visiting aircraft	By prior arrangement.
7	Remarks	Nil

LHNY AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants in the city	In the city
3	Transportation	Taxi
4	Medical facilities	First aid at AD, hospitals in the city
5	Bank and Post Office	Nil
6	Tourist Office	In the city
7	Remarks	Nil

LHNY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A2
2	Rescue equipment	Nil
3	Capability for removal of disabled aircraft	Tractor
4	Remarks	Local fire fighting service

LHNY AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	1 snow-plough
2	Clearance priorities	RWY, TWYs
3	Remarks	*See AD 1.2 para 2.*

LHNY AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type, LEN, INTST	THR LGT colour WBAR	VASIS (MEHT)	TDZ LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	E - SALS 420 M LIM	GRN	PAPI 3.2° (8.62 M)	Nil	Nil	1000 M 60 M WHI	RED	Nil	Nil
36	E - SALS 420 M LIM Sequenced flashing	GRN	PAPI 3.2° (8.62 M)	Nil	Nil	1000 M 60 M WHI	RED	Nil	Nil

LHNY AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	Nil
3	TWY edge and centre line lighting	Nil
4	Secondary power supply / switch-over time	Diesel generator unit; switch-over time is 15 seconds
5	Remarks	Nil

LHNY AD 2.16 HELICOPTER LANDING AREA

NIL

LHNY AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	NYIREGYHAZA TIZ1 A circle radius 10 KM centered on 475856N 0214100E	NYIREGYHAZA TIZ2 474718N 0213722E - 474559N 0213339E - 475748N 0212210E - 480443N 0212351E - 480930N 0212630E - 481220N 0213300E - 481319N 0215025E - 475800N 0215800E - 474630N 0214600E - 474718N 0213722E
2	Vertical limits	9500 FT ALT / GND	9500 FT ALT / GND
3	Airspace classification	G	G
4	ATS unit call sign Language(s)	Nyíregyháza Info English, Hungarian	
5	Transition altitude	10000 FT	
6	Hours of Applicability	As AD Administration	
7	Remarks	NYIREGYHAZA TIZ1 and NYIREGYHAZA TIZ2 shall not operate at the same time. NYIREGYHAZA TIZ2 and LHSDZLHNY airspaces shall not operate at the same time.	

LHNY AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of operation	Remarks
1	2	3	4	5	6	7
AFIS	NYIREGYHAZA INFO	119.410 CH	Nil	Nil	As AD	Nil

LHNY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency(ies)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L	Y	346 KHZ	H24	475804.4N 0214130.6E		1291 M from RWY 36 THR Facility coverage distance: 30 NM
L	NY	330 KHZ	H24	475442.6N 0214116.6E		7526 M from RWY 36 THR Facility coverage distance: 30 NM
L	PQ	522 KHZ	H24	480004.7N 0214134.4E		1421 M from RWY 18 THR Facility coverage distance: 30 NM
VOR/DME	NYR	116.1 MHZ 108X	H24	475928.3N 0214133.2E		296 M from RWY 18 THR Facility coverage distance: 30 NM

LHNY AD 2.20 LOCAL AERODROME REGULATIONS

Outside opening hours flights are only allowed for contracted partners or 2 working days prior request.

When Nyíregyháza TIZ1 or TIZ2 is activated all aircraft within the co-located RMZ1 or RMZ2 will be requested to contact AFIS on NYIREGYHAZA INFO frequency. STD radiotelephony by AFIS:
"All Stations monitoring Nyíregyháza info on 119.410 frequency, Nyíregyháza TIZ (1 or 2) is now activated, report your position!"

IFR Training Flights within Nyíregyháza TIZ are only allowed for contracted partners of the Aerodrome Operator.

LHNY AD 2.21 NOISE ABATEMENT PROCEDURES

Motor planes shall not overfly the town area.

LHNY AD 2.22 FLIGHT PROCEDURES

1. GENERAL

1.1 Procedures for VFR flights

Motor planes shall fly the left-hand traffic pattern in case of a RWY 36 landing direction and the right-hand pattern in case of a RWY 18 landing direction.

The holding procedure has to be carried out on instruction of AFIS over the designated reporting points or other point identifiable by the pilot.

VFR flights departing to/approaching from uncontrolled airspace are required to exit/enter TIZ2 via the designated VFR reporting points, unless otherwise instructed. Aircraft without GPS capability can exit/enter TIZ2 over the VFR reference landmarks, connected to designated VFR reporting points, listed at 1.2.

Traffic Pattern:

- Left-hand traffic pattern for RWY 36
- Right-hand traffic pattern for RWY 18

1.2 Designated VFR reporting points with reference landmarks

- PERIT

  474718N 0213722E

  (3 KM W of Újfehértó town)

- ROMKA

  481319N 0215025E

  (5 KM W of Dombrád town)

- ANIWE

  480930N 0212630E

  (1 KM NW of Tímár village)

- ONNIS

  475800N 0215800E

  (S edge of Lake Levelek, 1 KM W of Levelek village)

- VASVAR

  475748N 0212210E

  (E edge of Tiszavasvári town)

- HAJNAS

  475100N 0212625E

  (NE edge of Hajdúnánás town)

2. PROCEDURES FOR FLIGHTS DURING THE OPERATION OF AERODROME FLIGHT INFORMATION SERVICE (AFIS)

Contact shall be established with AFIS prior to reaching the area boundary;
AFIS provides information about aerodrome local traffic, the ”Traffic circuit” available, as well as conditions of approach and landing.

2.1 IFR flights

2.1.1 Departing aircraft

The IFR flights entering controlled airspace after departure shall obtain en route clearance before take-off.

Departing aircraft shall comply with the procedures included in the en route clearance given before take-off. In standard circumstances, en route clearance will be delivered by AFIS on the parking stand after start-up.

2.1.2 Arriving aircraft

IFR traffic can only execute published instument approach, missed approach and holiding procedures if TIZ2 is operating.
Arriving IFR traffic to LHNY without RNP APCH capability shall advise the AFIS at first contact and limited to Visual Approach with minimum meteorological visibility of 5 km, ceiling of 1500 ft (450 M) AGL and there is vertical visual reference to the ground.
The IAPs are published on IACs in part AD 2-LHNY.
Due to noise abatement consideration, circling is prohibited east of LHNY. Circling approach is available for Cat A procedures only.

2.2 VFR flights

When instrument approach is in progress all VFR aircraft operating within the TIZ2 will be advised to land or hold outside Nyíregyháza TIZ2.

3. WAYPOINT COORDINATES

Waypoint	Coordinates	Definitions	Waypoint	Coordinates	Definitions
NY180	475216.6N 0214118.5E		NY360	480548.3N 0214146.3E	
NY181	480236.7N 0214139.7E		NY361	475528.2N 0214125.0E	
NY182	480519.7N 0214145.3E		NY362	475245.2N 0214119.4E	
NY183	480515.5N 0214613.7E		NY363	475249.2N 0213652.1E	
NY184	480145.7N 0214606.2E		NY364	475619.0N 0213659.0E	
NY191	480422.5N 0214143.3E		NY371	475342.3N 0214121.4E	
NY192	480752.3N 0214150.5E		NY372	475012.5N 0214114.2E	
NY193	480746.7N 0214748.7E		NY373	475017.9N 0213518.1E	
NY194	480246.9N 0214737.8E		NY374	475517.6N 0213527.7E	

LHNY AD 2.23 ADDITIONAL INFORMATION

1. SUPERVISION OF THE AERODROME

Runway state information and other related information of direct operational significance will be distributed to operators and services concerned either by NOTAM or SNOWTAM as appropriate.

2. BIRD FLOCKS AND BIRD MIGRATIONS

The size of flocks of birds living near Nyíregyháza Airport varies with seasons. Danger of collision somewhat increases in JUN-AUG when the new generation leave their nests. Bird migrations occur, depending on weather conditions, in FEB-MAR and in NOV-DEC.
Domestic pigeons bred at settlements in the vicinity of the airport represent a constant and growing threat. Appearance of a flock comprising 50 to 100 individuals can be expected from every direction between 30 and 100 FT.
About 10 to 30 birds of prey live within the area or in the immediate vicinity of the airport. Birds of prey are a hazard to aircraft in the initial climb or final approach phase of flight.
Between MAR and OCT depending on weather conditions, storks fly through the airspace in small flocks, and settle temporarily on the airfield. Between OCT and MAR, also depending on weather conditions, rooks settle temporarily on the airfield and fly through the airspace of the airport mainly at dawn and dusk.
Operators using Nyíregyháza Airport are requested to report events of bird strike by filling in the ICAO standard “BIRD STRIKE REPORTING FORM” (BSRF). The form can be obtained and filed at the airport (OPS).
If the event occurs after take-off and the crew do not consider it necessary to interrupt their flight, then they

should notify the AFIS via radio, then fill in the BSRF at their destination airport and send it to the aerodrome operator.

LHNY AD 2.24 CHARTS RELATED TO THE AERODROME

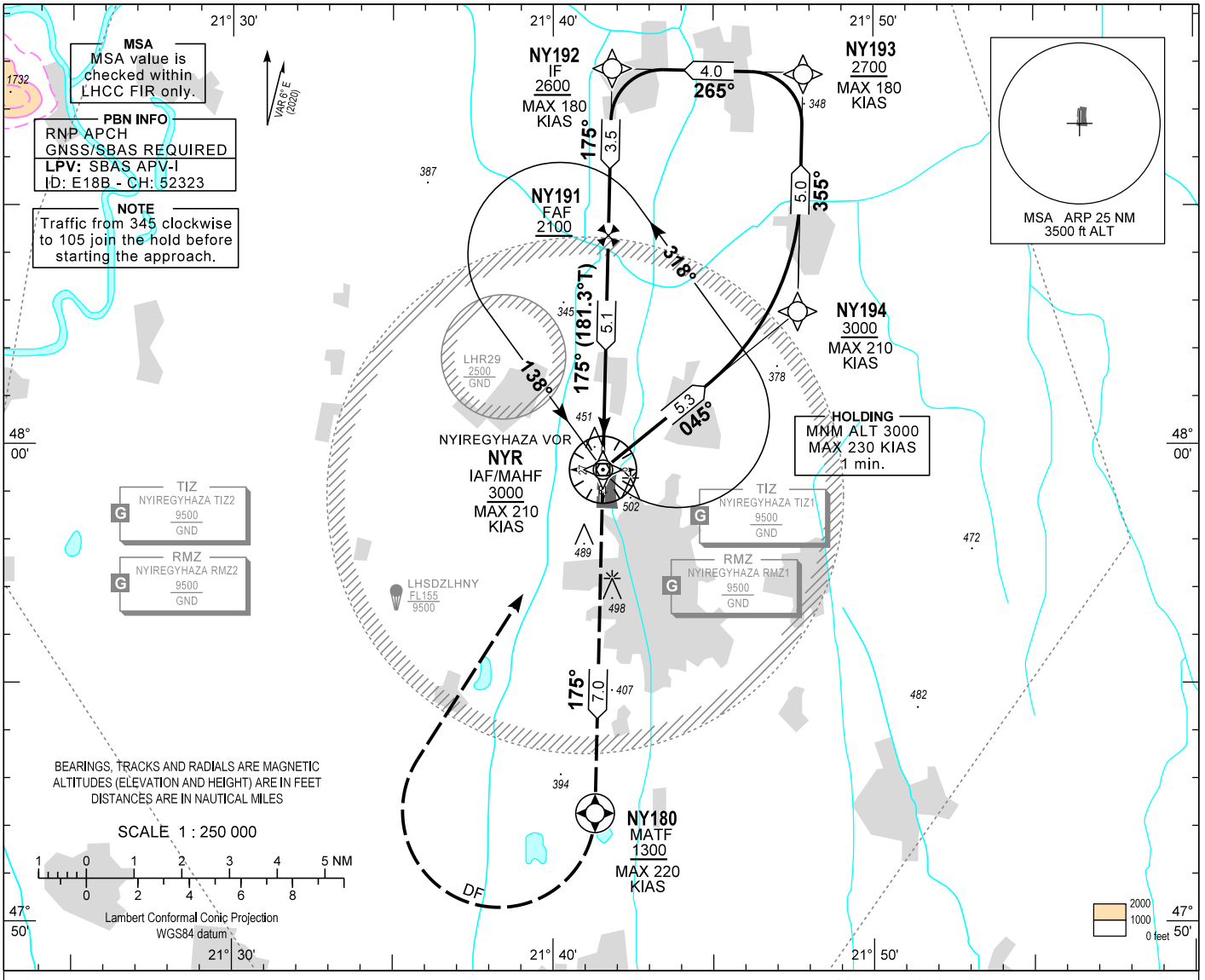
Aerodrome Chart - ICAO	AD 2-LHNY-ADC
Instrument Approach Chart - ICAO	AD 2-LHNY-RNP-Y-18
	AD 2-LHNY-RNP-Z-18
	AD 2-LHNY-RNP-Y-36
	AD 2-LHNY-RNP-Z-36
Visual Approach Chart - ICAO	AD 2-LHNY-VAC

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 338
HEIGHTS RELATED TO THR RWY 18 - ELEV 338

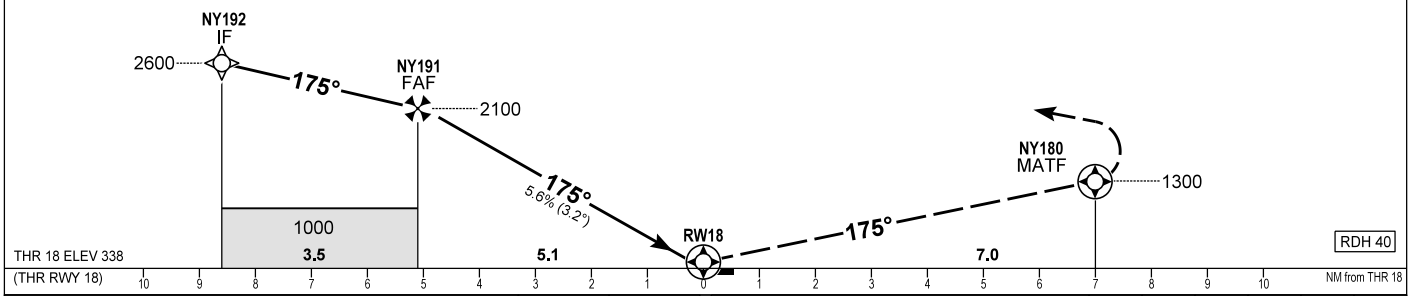
NYÍREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000

NYÍREGYHÁZA
RNP Y RWY 18 (LPV only)
(ACFT CAT B, C)



TRANSITION ALTITUDE
10000

MISSED APPROACH
Climb to NY180 at or above 1300.
Turn right direct to NYR and enter holding at or above 3000.
Maximum turning speed: 220 KIAS.



OCA (OCH)		B	C
STRAIGHT-IN APPROACH	LPV	606 (268)	615 (277)

DIST THR / RW18	NM	5.0	4.0	3.0	2.0	1.0
ALTITUDE	ft	2080	1740	1400	1060	720

GROUND SPEED	kt	60	90	120	150	180
FAF - RW18 5.1 NM	min:sec	5:04	3:23	2:32	2:02	1:41
Rate of descent (340 ft/NM)	ft/min	340	510	680	850	1020

CHANGE: new chart

AD 2 LHNY INSTRUMENT APPROACH CHART RNP Y RWY 18

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	NYR	IAF				+3000	-210		RNP APCH
TF	NY194			051.0 T/5.3 NM		+3000	-210		RNP APCH
TF	NY193			001.4 T/5.0 NM		+2700	-180		RNP APCH
TF	NY192	IF		271.4 T/4.0 NM		+2600	-180		RNP APCH
TF	NY191	FAF		181.3 T/3.5 NM		+2100			RNP APCH
TF	RW18	LTP	Y	181.3 T/5.1 NM		+378		-3.2°	RNP APCH
TF	NY180	MATF	Y	181.3 T/7.0 NM		+1300	-220		RNP APCH
DF	NYR				R	+3000	-220		RNP APCH
HM	NYR	MAHF		144.0 T/ 1 min	L	+3000	-230		RNP APCH

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS Provider	1
Airport identifier	LHNY
Runway	18
Approach Performance Designator	0
Route indicator	Y
Reference Path Data Selector	0
Reference Path Identifier	E18B
LTP/FTP Latitude	475918.6500N
LTP/FTP Longitude	0214132.8800E
LTP/FTP Ellipsoidal Height (m)	143.3
FPAP Latitude	475823.7855N
FPAP Longitude	0214131.0025E
Threshold Crossing Height	40
TCH Units Selector	0
Glidepath Angle (degrees)	3.20
Course Width (m)	105.00
Length Offset (m)	696
HAL (m)	40.0
VAL (m)	50.0
Data Block	10 19 0E 08 0C 12 C8 00 02 38 31 05 F4 2C 98 14 A0 34 4F 09 99 19 5F 53 FE 55 F1 FF 90 01 40 01 64 57 C8 FA 7F 14 12 4F
Calculated CRC Value	7F14124F
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	103.0

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
NYR	N47 59 28.3	E021 41 33.2
NY194	N48 02 46.9	E021 47 37.8
NY193	N48 07 46.7	E021 47 48.7
NY192	N48 07 52.3	E021 41 50.5
NY191	N48 04 22.5	E021 41 43.3
RW18	N47 59 18.7	E021 41 32.9
NY180	N47 52 16.6	E021 41 18.5

Holding procedure

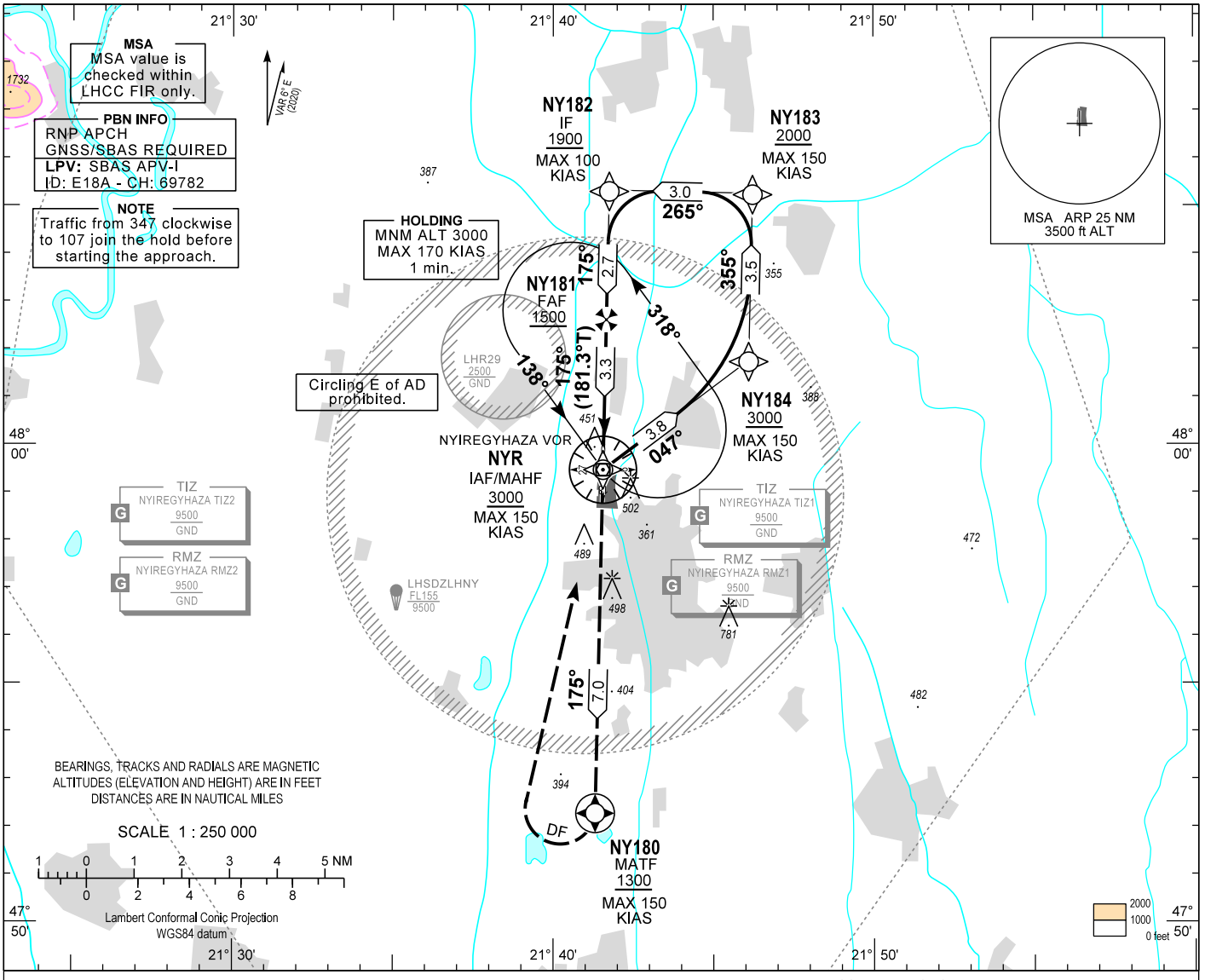
Holding fix:	NYR
Left hand holding pattern.	
Maximum speed:	230 KIAS
Inbound track:	138°
Outbound track:	318°
Rate of turn:	3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	3000

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 338
HEIGHTS RELATED TO THR RWY 18 - ELEV 338

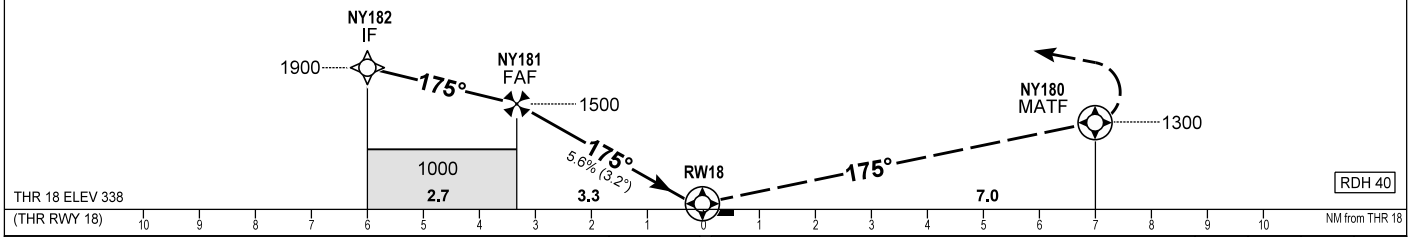
NYÍREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000

NYÍREGYHÁZA
RNP Z RWY 18 (LPV only)
(ACFT CAT A)



TRANSITION ALTITUDE
10000

MISSED APPROACH
Climb to NY180 at or above 1300.
Turn right direct to NYR and enter holding at or above 3000.
Maximum turning speed: 150 KIAS.



OCA (OCH)		A
STRAIGHT-IN APPROACH	LPV	591 (253)
CIRCLING APPROACH W of AD only	ft AMSL	800
	VIS. m	1900

DIST THR / RW18	NM	3.0	2.0	1.0
ALTITUDE	ft	1400	1060	720

GROUND SPEED	kt	60	80	100
FAF - RW18 3.3 NM	min:sec	3:18	2:29	1:59
Rate of descent (340 ft/NM)	ft/min	340	450	570

CHANGE: new chart

AD 2 LHNY INSTRUMENT APPROACH CHART RNP Z RWY 18

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	NYR	IAF				+3000	-150		RNP APCH
TF	NY184			053.1 T/3.8 NM		+3000	-150		RNP APCH
TF	NY183			001.4 T/3.5 NM		+2000	-150		RNP APCH
TF	NY182	IF		271.4 T/3.0 NM		+1900	-100		RNP APCH
TF	NY181	FAF		181.3 T/2.7 NM		+1500			RNP APCH
TF	RW18	LTP	Y	181.3 T/3.3 NM		+378		-3.2°	RNP APCH
TF	NY180	MATF	Y	181.3 T/7.0 NM		+1300	-150		RNP APCH
DF	NYR				R	+3000	-150		RNP APCH
HM	NYR	MAHF		144.0 T/1 min	L	+3000	-170		RNP APCH

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS Provider	1
Airport identifier	LHNY
Runway	18
Approach Performance Designator	0
Route indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E18A
LTP/FTP Latitude	475918.6500N
LTP/FTP Longitude	0214132.8800E
LTP/FTP Ellipsoidal Height (m)	143.3
FPAP Latitude	475823.7855N
FPAP Longitude	0214131.0025E
Threshold Crossing Height	40
TCH Units Selector	0
Glidepath Angle (degrees)	3.20
Course Width (m)	105.00
Length Offset (m)	696
HAL (m)	40.0
VAL (m)	50.0
Data Block	10 19 0E 08 0C 12 D0 00 01 38 31 05 F4 2C 98 14 A0 34 4F 09 99 19 5F 53 FE 55 F1 FF 90 01 40 01 64 57 C8 FA 27 24 AE 08
Calculated CRC Value	2724AE08
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	103.0

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
NYR	N47 59 28.3	E021 41 33.2
NY184	N48 01 45.7	E021 46 06.2
NY183	N48 05 15.5	E021 46 13.7
NY182	N48 05 19.7	E021 41 45.3
NY181	N48 02 36.7	E021 41 39.7
RW18	N47 59 18.7	E021 41 32.9
NY180	N47 52 16.6	E021 41 18.5

Holding procedure

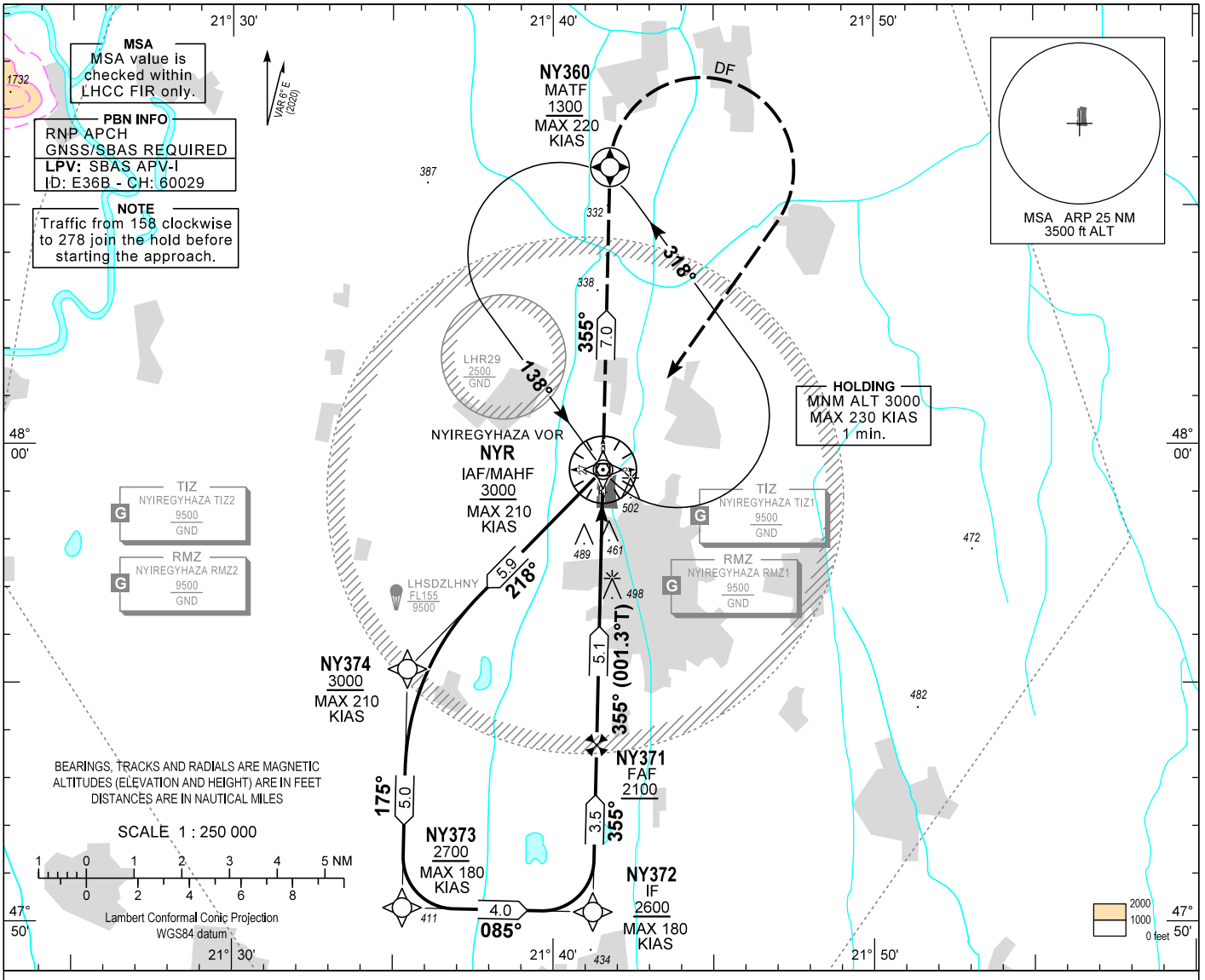
Holding fix:	NYR
Left hand holding pattern.	
Maximum speed:	170 KIAS
Inbound track:	138°
Outbound track:	318°
Rate of turn:	3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	3000

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 338
HEIGHTS RELATED TO THR RWY 36 - ELEV 338

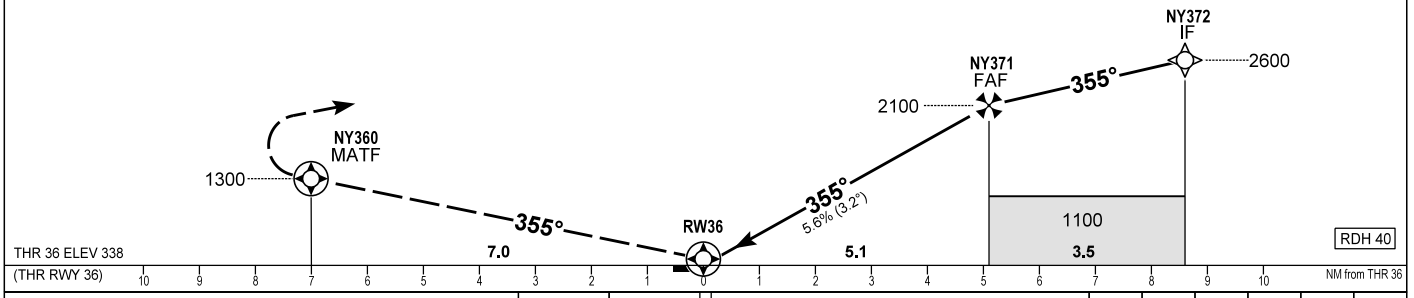
NYÍREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000

NYÍREGYHÁZA
RNP Y RWY 36 (LPV only)
(ACFT CAT B, C)



MISSED APPROACH
Climb to NY360 at or above 1300.
Turn right direct to NYR and enter holding at or above 3000.
Maximum turning speed: 220 KIAS.

TRANSITION ALTITUDE
10000



OCA (OCH)		B	C
STRAIGHT-IN APPROACH	LPV	613 (275)	621 (283)

DIST THR / RW36	NM	5.0	4.0	3.0	2.0	1.0
ALTITUDE	ft	2080	1740	1400	1060	720

GROUND SPEED	kt	60	90	120	150	180
FAF - RW36 5.1 NM	min:sec	5:04	3:23	2:32	2:02	1:41
Rate of descent (340 ft/NM)	ft/min	340	510	680	850	1020

CHANGE: new chart

AD 2 LHNY INSTRUMENT APPROACH CHART RNP Y RWY 36

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	NYR	IAF				+3000	-210		RNP APCH
TF	NY374			224.4 T/5.9 NM		+3000	-210		RNP APCH
TF	NY373			181.2 T/5.0 NM		+2700	-180		RNP APCH
TF	NY372	IF		091.2 T/4.0 NM		+2600	-180		RNP APCH
TF	NY371	FAF		001.3 T/3.5 NM		+2100			RNP APCH
TF	RW36	LTP	Y	001.3 T/5.1 NM		+378		-3.2°	RNP APCH
TF	NY360	MATF	Y	001.3 T/7.0 NM		+1300	-220		RNP APCH
DF	NYR				R	+3000	-220		RNP APCH
HM	NYR	MAHF		144.0 T/1 min	L	+3000	-230		RNP APCH

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS Provider	1
Airport identifier	LHNY
Runway	36
Approach Performance Designator	0
Route indicator	Y
Reference Path Data Selector	0
Reference Path Identifier	E36B
LTP/FTP Latitude	475846.2200N
LTP/FTP Longitude	0214131.7700E
LTP/FTP Ellipsoidal Height (m)	143.3
FPAP Latitude	475941.0845N
FPAP Longitude	0214133.6480E
Threshold Crossing Height	40
TCH Units Selector	0
Glidepath Angle (degrees)	3.20
Course Width (m)	105.00
Length Offset (m)	696
HAL (m)	40.0
VAL (m)	50.0
Data Block	10 19 0E 08 0C 24 C8 00 02 36 33 05 98 2F 97 14 F4 2B 4F 09 99 19 A1 AC 01 AC 0E 00 90 01 40 01 64 57 C8 FA E0 12 7F 61
Calculated CRC Value	E0127F61
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	103.0

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
NYR	N47 59 28.3	E021 41 33.2
NY374	N47 55 17.6	E021 35 27.7
NY373	N47 50 17.9	E021 35 18.1
NY372	N47 50 12.5	E021 41 14.2
NY371	N47 53 42.3	E021 41 21.4
RW36	N47 58 46.2	E021 41 31.8
NY360	N48 05 48.3	E021 41 46.3

Holding procedure

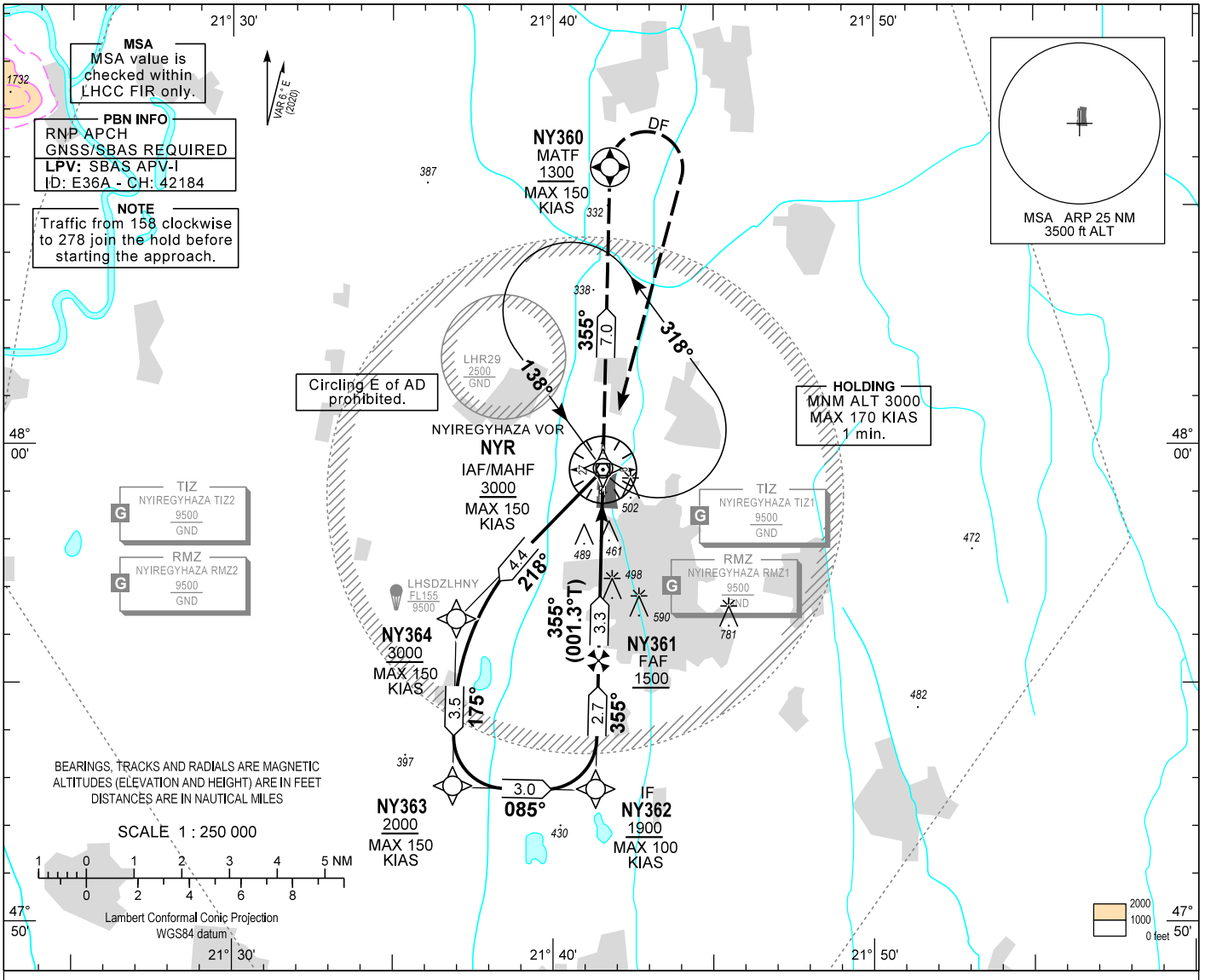
Holding fix:	NYR
Left hand holding pattern.	
Maximum speed:	230 KIAS
Inbound track:	138°
Outbound track:	318°
Rate of turn:	3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	3000

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 338
HEIGHTS RELATED TO THR RWY 36 - ELEV 338

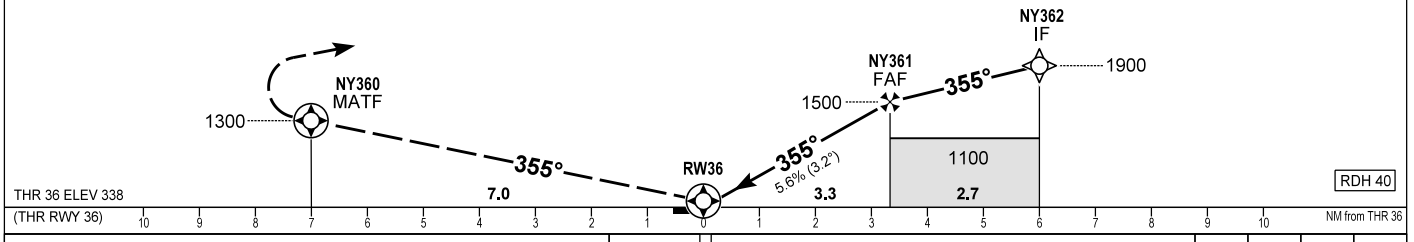
NYÍREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000

NYÍREGYHÁZA
RNP Z RWY 36 (LPV only)
(ACFT CAT A)



MISSED APPROACH
Climb to NY360 at or above 1300.
Turn right direct to NYR and holding at or above 3000.
Maximum turning speed: 150 KIAS.

TRANSITION ALTITUDE
10000



OCA (OCH)		A
STRAIGHT-IN APPROACH	LPV	604 (266)
CIRCLING APPROACH W of AD only	ft AMSL	800
	VIS. m	1900

DIST THR / RW36	NM	3.0	2.0	1.0
ALTITUDE	ft	1400	1060	720
GROUND SPEED	kt	60	80	100
FAF - RW36 3.3 NM	min:sec	3:18	2:29	1:59
Rate of descent (340 ft/NM)	ft/min	340	450	570

CHANGE: new chart

AD 2 LHNY INSTRUMENT APPROACH CHART RNP Z RWY 36

PT	WP ID	Role	OverFly	Bearing/ (Len|Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	NYR	IAF				+3000	-150		RNP APCH
TF	NY364			224.2 T/4.4 NM		+3000	-150		RNP APCH
TF	NY363			181.3 T/3.5 NM		+2000	-150		RNP APCH
TF	NY362	IF		091.3 T/3.0 NM		+1900	-100		RNP APCH
TF	NY361	FAF		001.3 T/2.7 NM		+1500			RNP APCH
TF	RW36	LTP	Y	001.3 T/3.3 NM		+378		-3.2°	RNP APCH
TF	NY360	MATF	Y	001.3 T/7.0 NM		+1300	-150		RNP APCH
DF	NYR				R	+3000	-150		RNP APCH
HM	NYR	MAHF		144.0 T/1 min	L	+3000	-170		RNP APCH

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS Provider	1
Airport identifier	LHNY
Runway	36
Approach Performance Designator	0
Route indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E36A
LTP/FTP Latitude	475846.2200N
LTP/FTP Longitude	0214131.7700E
LTP/FTP Ellipsoidal Height (m)	143.3
FPAP Latitude	475941.0845N
FPAP Longitude	0214133.6480E
Threshold Crossing Height	40
TCH Units Selector	0
Glidepath Angle (degrees)	3.20
Course Width (m)	105.00
Length Offset (m)	696
HAL (m)	40.0
VAL (m)	50.0
Data Block	10 19 0E 08 0C 24 D0 00 01 36 33 05 98 2F 97 14 F4 2B 4F 09 99 19 A1 AC 01 AC 0E 00 90 01 40 01 64 57 C8 FA B8 22 C3 26
Calculated CRC Value	B822C326
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	103.0

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
NYR	N47 59 28.3	E021 41 33.2
NY364	N47 56 19.0	E021 36 59.0
NY363	N47 52 49.2	E021 36 52.1
NY362	N47 52 45.2	E021 41 19.4
NY361	N47 55 28.2	E021 41 25.0
RW36	N47 58 46.2	E021 41 31.8
NY360	N48 05 48.3	E021 41 46.3

Holding procedure

Holding fix:	NYR
Left hand holding pattern.	
Maximum speed:	170 KIAS
Inbound track:	138°
Outbound track:	318°
Rate of turn:	3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	3000

VISUAL APPROACH CHART - ICAO

AERODROME ELEV 338
HEIGHTS RELATED TO AD ELEV

NYÍREGYHÁZA

NYIREGYHATA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000

VFR ENTRY AND EXIT POINTS		
ANIWE	N48 09 30	E021 26 30
HAJNAS	N47 51 00	E021 26 25
ONNIS	N47 58 00	E021 58 00
PERIT	N47 47 18	E021 37 22
ROMKA	N48 13 19	E021 50 25
VASVAR	N47 57 48	E021 22 10

NOTE
Aeronautical data up to FL100

VAR 6° E (2020)

ANIWE
ROMKA
VASVAR
ONNIS
HAJNAS
PERIT

LHR29 2500 GND

TIZ NYIREGYHAZA TIZ1 9500 GND
RMZ NYIREGYHAZA RMZ1 9500 GND
TIZ NYIREGYHAZA TIZ2 9500 GND
RMZ NYIREGYHAZA RMZ2 9500 GND

LHSDZLHNY FL155 9500

NDB 622 PQ N48 00 04.7 E021 41 34.4

NDB 346 Y N47 58 04.4 E021 43 30.6

NDB 330 NY N47 54 42.6 E021 41 16.6

NYIREGYHAZA VOR/DME 116.10/CH108X NYR N47 59 28 E021 41 33

PAPI 3.20° MEHT 8.62

PAPI 3.20° MEHT 8.62

355°—175° 1000 AGL

Felső-pázsit

Paszab
Buj
IBRÁNY
NAGYHALÁSZ
Tiszarád
Kék
Vasmegyer
VIRÁNYOS
Gyártelep
KEMECSE
Kótaj
Nyírbogdány
NYÍRTELEK
NYÍRSZŐLŐS
SÓSTÓ-GYÓGYFÜRDŐ
Nyírtura
Bashalom
SÓSTÓHEGY
Sényő
Nyírpazony
Nagycserkesz
VAJDABOKOR
JÓSA-VÁROS
KŐLAPOS
OROS
KERTVÁROS
NYÍREGYHÁZA
Napkor
BORBÁNYA
FELSŐSIMA
ROZSRÉT-SZŐLŐ
NAGYSZÁLLÁS
MANDABOKOR
NYÍRJES
NAGYKÁLLÓ
Kálmánháza
BUTYKA
CSÁSZÁRSZÁLLÁS
ÚJFEHÉRTÓ
Ludastó
Biri

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES (ELEVATION AND HEIGHT) ARE IN FEET
DISTANCES ARE IN NAUTICAL MILES

SCALE 1 : 150 000

47° 50' 1 0 1 2 3 NM
0 2 4 6 km

Lambert Conformal Conic Projection
WGS84 datum

ELEVATIONS 781
HEIGHTS (443)

CHANGE: chart symbols, LHSDZLHNY, new airspaces: NYIREGYHAZA TIZ1, TIZ2, RMZ1, RMZ2, new VFR reporting points

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