

## HUNGARY

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AIP AMDT: AIRAC AMDT 005/2022

Effective Date: 14 JUL 2022  
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**1. Amendment content:****1.1 GEN 1.2**

- LHBP Slot coordination addresses updated

**1.2 GEN 1.7**

- Differences from ICAO Annexes 2 updated

**1.3 ENR 1.3**

- Editorial: references to ENR 4.1 chapter updated

**1.4 ENR 4.1**

- LHSM Hévíz / Balaton charges URL updated

**1.5 ENR 4.4.1, ENR 6**

- LATOF, SUFAX 5LNCs added for LZKZ procedures
- Updated chart: ENR 6 LHCC-ERC

**1.6 AD 1.3**

- LHKK ARP updated

**1.7 AD 2 LHNY**

- New VFR Reporting point TISVAS established (incorporation of NOTAM B0069/22)

**1.8 AD 2 LHPP**

- AD 2.18 AFIS Hours of operation updated based on the ATS Operational hours

**1.9 AD 2 LHPR**

- LHPR instrument procedures reviewed based on the updated AREA2 obstacles
- AD 2.23 Additional Information updated with the Visual Segment Surface (VSS) penetration table
- New chart: AD 2 LHPR-AOCA-1129
- Updated charts: AD 2 LHPR-ILS/LOC-29, LHPR-RNP-11, LHPR-RNP-29, LHPR-SID-11, LHPR-SID-29, LHPR-VOR-11, LHPR-VOR-29

**1.10 AD 2**

- AREA 1 obstacles refreshed on VAC charts
- Updated charts: AD 2 LHBP-VAC, LHDC-VAC, LHNY-VAC, LHPR-VAC, LHSM-VAC, LHUD-VAC

**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:**  
B0069/22

**SUP:**  
Nil

**AIC:**  
Nil

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

GEN 0.2 - 1/2	14 JUL 2022	GEN 0.2 - 1/2	19 MAY 2022
GEN 0.4 - 1/2	14 JUL 2022	GEN 0.4 - 1/2	19 MAY 2022
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AD 2 LHPR VAC - 1/2	14 JUL 2022	AD 2 LHPR VAC - 1/2	27 JAN 2022
AD 2 LHSM VAC - 1/2	14 JUL 2022	AD 2 LHSM VAC - 1/2	12 AUG 2021
AD 2 LHUD VAC - 1/2	14 JUL 2022	AD 2 LHUD VAC - 1/2	12 AUG 2021

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**GEN 0.2 RECORD OF AIP AMENDMENTS**

<b>AIRAC AIP AMENDMENT</b>			
<i>Amendment number</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
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	
003/2009	10-Sep-2009	22-Oct-2009	
001/2010	03-Dec-2009	14-Jan-2010	
002/2010	25-Feb-2010	08-Apr-2010	
003/2010	17-Jun-2010	29-Jul-2010	
004/2010	15-Jul-2010	26-Aug-2010	
005/2010	07-Oct-2010	18-Nov-2010	
001/2011	30-Dec-2010	10-Feb-2011	
002/2011	24-Mar-2011	05-May-2011	
003/2011	14-Jul-2011	25-Aug-2011	
004/2011	03-Nov-2011	15-Dec-2011	
001/2012	23-Feb-2012	05-Apr-2012	
002/2012	19-Apr-2012	31-May-2012	
003/2012	20-Sep-2012	20-Sep-2012	
004/2012	01-Nov-2012	13-Dec-2012	
001/2013	21-Feb-2013	04-Apr-2013	
002/2013	18-Apr-2013	30-May-2013	
003/2013	13-Jun-2013	25-Jul-2013	
004/2013	03-Oct-2013	14-Nov-2013	
001/2014	26-Dec-2014	06-Feb-2014	
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	
001/2017	19-Jan-2017	02-Mar-2017	
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	
004/2019	11-Apr-2019	23-May-2019	
005/2019	09-May-2019	18-Jul-2019	
006/2019	06-Jun-2019	15-Aug-2019	
007/2019	29-Aug-2019	07-Nov-2019	
001/2020	21-Nov-2020	30-Jan-2020	
002/2020	16-Jan-2020	26-Mar-2020	
003/2020	12-Mar-2020	23-Apr-2020	
004/2020	09-Apr-2020	18-Jun-2020	
005/2020	27-Aug-2020	05-Nov-2020	
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**GEN 0.4 CHECKLIST OF AIP PAGES****PART 1 - GENERAL (GEN)**

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GEN 1.2 - 5	14 JUL 2022	GEN 1.7 - 42	14 JUL 2022	GEN 3.4 - 3	25 FEB 2021
GEN 1.2 - 6	14 JUL 2022	GEN 1.7 - 43	14 JUL 2022	GEN 3.4 - 4	25 FEB 2021
GEN 1.2 - 7	04 NOV 2021	GEN 1.7 - 44	14 JUL 2022	GEN 3.4 - 5	25 FEB 2021
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ENR 1.3 - 3	17 JUN 2021	ENR 4.2 - 2	03 JUL 2008	AD 1.3 - 4	24 FEB 2022
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<b>GEN 3.6 SEARCH AND RESCUE (SAR)</b>	<b>GEN 3.6 - 1</b>
1. Responsible service(s)	GEN 3.6 - 1
2. Area of responsibility	GEN 3.6 - 2
3. Types of service	GEN 3.6 - 2
4. SAR agreements	GEN 3.6 - 2
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6. Procedures and signals used	GEN 3.6 - 3

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

<b>GEN 4.1 AERODROME/HELIPORT CHARGES</b>	<b>GEN 4.1 - 1</b>
1. Budapest Liszt Ferenc International Airport	GEN 4.1 - 1
2. Debrecen	GEN 4.1 - 1
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<b>GEN 4.2 AIR NAVIGATION SERVICES CHARGES</b>	<b>GEN 4.2 - 1</b>
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2. Principles	GEN 4.2 - 1
3. Exemptions from payment of air navigation charges	GEN 4.2 - 1
4. En-route Charges	GEN 4.2 - 1
5. Conditions of Application of the EURCONTROL Route Charges System and Condition of Payment	GEN 4.2 - 2
6. EN ROUTE CHARGING ZONES	GEN 4.2 - 2
7. Unit Rates Applicable from 01st January 2018 are Published on EUROCONTROL Website:	GEN 4.2 - 2
8. Terminal Navigation Charge	GEN 4.2 - 2

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

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

Any request that concerns the approved operation shall be notified to CAA at least 10 days prior to the effect of such modification.

### 2.3 Establishment

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

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

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

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

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

### 2.4 Documentary requirements for clearance of aircraft

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

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

- 2.5.1** According to Hungarian Act XCVII of 1995 on Aviation, HungaroControl, Hungarian Air Navigation Services Private Limited Company is authorised to perform the duties of slot coordination/schedules facilitation in

Hungary. In order to avoid congestion and to ensure the efficient use of available airport capacity on coordinated/schedules facilitated airports planned arrival and departure timings of scheduled and ad-hoc flights shall be submitted to HungaroControl's Airport Coordination department.

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

Contact details of Airport Coordination:

HungaroControl, Hungarian Air Navigation Services Private Limited Company  
Airport Coordination

Post: 1185 Budapest, Igló utca 33-35.

Phone: (+361) 293-4050

Email: budcoord@budcoord.hu

Hours of operation:

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

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

#### 2.5.2 Slot coordination/schedules facilitation of seasonal schedules

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

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

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

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

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

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

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

#### 2.5.3 Slot coordination / schedules facilitation of ad-hoc flights

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

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

SITA: BUDOPXH

Email: [airport.ops@bud.hu](mailto:airport.ops@bud.hu)

#### 2.6 Regarding the harmonisation of all ground handling activities at Budapest Liszt Ferenc International Airport

Budapest Airport Pte. Ltd. Airside Operations Department Airport Operations Center is entitled to make statements:

AFS: LHBPYDYG

SITA: BUDOPXH

Phone: (+361) 296-7421

Fax: (+361) 296-6890

Email: [airport.ops@bud.hu](mailto:airport.ops@bud.hu)

Hours of operation: H24

## GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

The air traffic rules and procedures applicable to air traffic within the territory of Hungary conform with Annexes to the Convention on International Civil Aviation and to those portions, applicable to aircraft, of the Procedures for Air Navigation Services - Air Traffic Management (Doc 4444 ATM/501) and the Regional Supplementary Procedures (Doc 7030) applicable to the EUR Region with the differences (printed in **Bold**) and additional provisions listed hereunder. Types of differences are categorized as A/B/C or Significant Difference in line with ICAO EFOD categorization:

- A - More exacting or exceeds
- B - Different in Character or Other means of compliance
- C - Less protective or partially implemented or not implemented

Provision affected		Type of diff	Difference in full text
<b>Annex 1 - Personnel Licensing (Amendment 176)</b>			
Chapter 1 Definitions and General Rules Concerning Licences	1.2.2.1	B	The licences issued by a Member State of the European Union are recognised as valid by all the other Member States without administrative issuance of an additional authorisation.
	1.2.4.1	B	The term: 'medical certificate' is used in lieu of: 'medical assessment'
	1.2.4.2	C	States shall apply, as part of their State safety programme, basic safety management principles to the medical assessment process of licence holders, that as a minimum include
	1.2.4.11.2	C	Not specifically mentioned
	1.2.8.2	B	FCL.115 LAPL, of FCL.210 PPL, FCL.315 CPL, and FCL.315(A), FCL.410.A MPL, FCL.515 ATPL, FCL930 FI, FCL.930FI FI, FCL.930.TRI TRI, FCL.930.CRI CRI, FCL930.IRI IRI, FCL930.SFI SFI, FCL930.MCCI MCCI, FCL930.ST STI, FCL.930.MI MI, FCL.930FTI FTI, Appendix 3 to Annex I, Appendix 5 to Annex I, and Appendix 6 to Annex I of Annex I (Part-FCL) of Commission Regulation (EU) 2011/1178 Flight Crew Licensing, ensure the necessary flexibility of training programmes.
	1.2.8.4	C	The competency based training concept is not implemented.
	1.2.9.2	C	No such a specific requirement.
	1.2.9.3	A	Level 4 language proficiency endorsement is required as defined in Regulation No 1178/2011/EU.
	1.2.9.6	C	Pilots who have demonstrated language proficiency at operational level are re evaluated every 4 years

Provision affected		Type of diff	Difference in full text
Chapter 2 Licences and ratings for Pilots	2.1.10.	C	Pilots aged 60 64 may act as pilots in command in the single pilots international CAT operations of aircraft other than aeroplanes and helicopters.
	2.3.2.1	B	Part FCL differs here from ICAO in that sense that the holder of a PPL to provide flight instruction may receive remunerations.
	2.3.3.1.1	A	Applicants for a PPL(A) shall have completed at least 45 hours of flight instruction in aeroplanes, 5 of which may have been completed in an FSTD.
	2.3.4.1.1	A	Applicants for a PPL(H) shall have completed at least 45 hours of flight instruction on helicopters, 5 of which may have been completed in an FNPT or FFS.
	2.3.4.2.1	A	The total dual flight instruction in ICAO is 20 hours and in Part FCL 25 hours. See general difference in 2.3.4.1.1
	2.3.5.1.1	A	It is required to have a CPL(A) or (H) Part FCL license, and due to which of these 2 a pilot has requirements are listed in provision FCL.720.PL
	2.3.5.1.2	A	It is required to have a CPL(A) or (H) Part FCL license, and due to which of these 2 a pilot has requirements are listed in provision FCL.720.PL
	2.3.5.1.3	A	It is required to have a CPL(A) or (H) Part FCL license, and due to which of these 2 a pilot has requirements are listed in provision FCL.720.PL
	2.3.5.2	A	It is required to have a CPL(A) or (H) Part FCL license, and due to which of these 2 a pilot has requirements are listed in provision FCL.720.PL
	2.3.6.1	A	The total flight time in ICAO is 25 hours and in Part FCL 35 hours.
	2.4.3.1.1	A	FCL.315 CPL together with Appendix 3 to Annex I (Part-FCL) of Reg. 1178/2011 allows a maximum of 10 hours credit.
	2.4.4.1.1	A	The total flight time in ICAO is 150 hours and in Part FCL 185 hours
	2.4.4.1.1.1	A	The total flight time in ICAO is 150 hours and in Part FCL 185 hours.
	2.4.5.1.1	B	It is required to have a CPL(A) or (H) Part FCL license, and due to which of these 2 a pilot has requirements are listed in provision FCL.720.PL
	2.4.5.1.2	B	It is required to have a CPL(A) or (H) Part FCL license, and due to which of these 2 a pilot has requirements are listed in provision FCL.720.PL
	2.4.6.1.1.1	B	Division of hours in different, like in Part FCL it is 5 hours cross country flight time and 5 hours of night flight
	2.5.1.2.1.1	A	As well as the additional requirements underpinning the approved adapted competency model
	2.6.3.1.1.1	A	Part FCL requires in addition 500 hours in multi pilot operations on aeroplanes.
	2.6.4.1.1.1	A	Part FCL requires in addition 350 hours in multi pilot helicopters.
	2.9.1.3.1	A	The total flight time in ICAO is 6 hours and in Part FCL 15 hours. Also the amount of launches differs. ICAO requires 20 launches and Part FCL 40 launches.
	2.10.1.3.3	A	In case of remuneration ICAO recommends 35 hours of flight time, while Part FCL requires 50 hours of flight time and 50 take offs and landings as PIC on balloons.

Provision affected		Type of diff	Difference in full text
Chapter 3 Licences for Flight Crew Members Other Than Licences for Pilots	3.2.1.2	A	TKI includes aircraft general knowledge for the given type as well
	3.2.1.3.1	B	Experience as a flight navigator in a flight simulator is acceptable as part of the total flight time of 200 hours up to a maximum of 50 hours
	3.2.1.4	A	Skill test includes effective use of aircraft systems within their limits on the given type as well
	3.2.1.5	A	Class 1 medical certificate is required as defined in Regulation No 1178/2011/EU
	3.2.2	A	Privileges of the licence holder is to act as flight navigator on maximum 2 aircraft types only, for which he/she has a type rating, Level 4 language proficiency endorsement is required as defined in EC decision No 1178/2011/EU
	3.3.1.2.1	A	TKI includes fundamentals of navigation and operational aspects of meteorology as well
	3.3.1.3.1	A	Minimum 200 hours of flight time is required instead of 100 hours
	3.3.1.3.2	B	Instead of fuel management the national law mentions fuel flow control
	3.3.1.4.1	B	Instead of aeronautical knowledge the national law mentions air traffic knowledge
	3.3.1.4.2	C	Not implemented - the national law doesn't mention the use of an FSTD for a skill test
	3.3.1.5	A	Class 1 medical certificate is required as defined in Regulation No 1178/2011/EU
	3.3.2.1	A	Privileges of the licence holder is to act as flight engineer on maximum 2 aircraft types only, for which he/she has a type rating
	3.4	C	Not implemented - the national law doesn't contain regulations for a flight radiotelephone operator licence (there is no such licence), radiotelephony requirements for pilots.

Provision affected		Type of diff	Difference in full text
Chapter 4 Licences and Ratings for Personnel Other Than Flight Crew Members	4.2.1.4	C	For Basic training Part 66.A.25 only requires that the level of knowledge is demonstrated by examinations. For aircraft type training Approved type rating courses are only required for Group 1 aircraft. For other 2 groups it is optional.
	4.2.1.5	B	The skill assessment is not required in case of licence issue based on the Basic knowledge examination only. For Cat. A CS the assessment is performed in Part 145 Organisations. For type examination for Group 2 and 3 aircraft the skill assessment is not mandatory.
	4.2.2.2	C	No certifying staff licencing for the release of the components, the entire aircraft can be released by Cat. C CS after the base maintenance.
	4.4.1.1	B	There is implicitly no age requirement for the issuance of an air traffic controller licence.
	4.4.1.3.1	B	The unit endorsement course duration is not established by the Regulation (EU) 2015/340 does not contain the requirement on the 3 months service.
	4.4.1.3.2	A	EU regulation 2015/340 addresses the referenced standard in detailed manner as regards experience and training of on-the-job training instructors
	4.5.1	B	The list of ratings is slightly different: a) aerodrome control visual; b) aerodrome control instrument; c) approach control procedural; d) approach control surveillance; e) area control procedural; f) area control surveillance.
	4.5.2.2.1	C	The unit endorsement course duration is not established by the Regulation. EU regulations do not require Surveillance Radar Approach experience/training.
	4.5.2.2.2	B	Part-ATCO to Regulation (EU) 2015/340 does not require the application for a rating to be made within six months from the completion of experience. However, the same regulation requires the privileges to be exercised within a time limit that shall not exceed 90 days. The ATCO rule refers to 1 year, when the holder of a student air traffic controller licence has not started exercising the privileges of that licence from the date of its issue or has interrupted exercising those privileges for a period of more than one year. He/she then may only start or continue unit training in that rating after an assessment of his/her previous competence, as to whether he/she continues to satisfy the requirements relevant to that rating, and after satisfying any training requirements resulting from this assessment
	4.5.3.1	B	Some ratings are slightly different, although the Regulation covers all of them
	4.5.3.3	A	Holders of an instructor endorsement shall be authorized to provide on the job training and supervision at a working position for areas covered by a valid unit endorsement
	4.5.3.4	C	Although the concept of 'invalidation of a rating' as such does not exist, by meeting these two requirements, the holder of an air traffic controller licence is not allowed to exercise the privileges of a rating after a period of absence of more than 90 days or if the revalidation of the unit endorsement fails due to the non availability of the minimum number of working hours.
	4.6.1.2	C	The National Decree determinate only the subjects. These subjects are not detailed therefore not all sub-subjects are included in the trainings.
	4.6.1.3.1	C	At least 3 month of experience gained under the supervision of a licensed flight operation officer.
	4.6.1.3.2	A	The National Decree does not mention the period when the 3 month experience must be acquired.
	4.6.1.4	C	The National Decree does not mention skills to be demonstrated. Knowledge is to be demonstrated.

Provision affected		Type of diff	Difference in full text
Chapter 5 Specifications for personnel Licences	5.1.2	C	No corresponding provisions on the material of the licence in Part 66.
	5.1.3	B	For maintenance staff the requirements are different but serve the same purpose, in particular when licence is issued by the MS in the national language and the bearer is working in that MS, the rule allows for such licence not to have any English translation.
Chapter 6 Medical Provisions for Licensing	6.2.3.2	C	Not defined
	6.2.4.2	A	For ATCO the requirements are more restrictive: applicants shall be normal trichromates.
	6.2.4.3	A	For aircrew regulations state that applicants shall pass the Ishihara test. For ATCO the requirements are more restrictive: pseudoisochromatic plate testing alone is not sufficient. Colour vision should be assessed using means to demonstrate normal trichromacy
	6.2.4.4.1	C	Not specified
	6.2.5.5	C	Performed only when an instrument rating is to be added to licence
	6.3.2.9.1	C	Only required on clinical or epidemiological indication
	6.3.2.21.1	C	Fit assessment permitted from start of pregnancy until end 26th week (restricted to multi crew operations).
	6.3.3.2.3	B	Ophthalmic reports requirement is dependent on refractive error limits rather than visual acuity limits.
	6.4.2.6.2	C	Not implemented
	6.4.2.21.1	C	Fit assessment permitted from start of pregnancy until end 26th week.
	6.4.3.2.3	C	Not required under EU regulations
	6.4.3.5	B	The AMC states that visual fields should be examined but does not define that the fields should be normal.
	6.4.3.6	B	The AMC states that binocular function should be examined but does not define that the binocular function should be normal.
	6.5.2.6.1	A	Annual ECGs required after age 40
	6.5.2.21.1	C	Not implemented
	6.5.3.2	A	Applicants with hypermetropia exceeding +5.0 dioptres, myopia exceeding 6 dioptres, an astigmatic component exceeding 3 dioptres or anisometropia exceeding 3 dioptres; shall have a corrected visual acuity of 6/6 or better in each eye.
	6.5.3.2.3	B	All initial Medical assessments include a comprehensive eye examination which is repeated periodically depending on the refractive error and the functional performance of the eye.
<b>Annex 2 - Rules of the Air</b> (Amendment 46)			
Chapter 1 Definitions	1.32	B	The terms of Air Navigation Service Provider and competent authority are used instead.
	1.33	B	The terms of Air Navigation Service Provider and competent authority are used instead.
	1.34	B	The term is not limited to land aerodrome and the loading and unloading of baggage is included in the BR. Baggage is not included in SERA.

Provision affected		Type of diff	Difference in full text
	1.44	C	There is no definition.
	1.57	C	No definition.
	1.82	B	The European framework differentiates between manned and unmanned operators and precisely defines what is meant with these definitions.
	1.89	A	The European definition differentiates between autonomous and not autonomous UAS and defines the legal entity of the operator.
	1.90	B	In the EU this is called 'command unit (CU)' and the tasks and responsibilities are more detailed in the definition.
	1.91	A	In the EU this is called 'unmanned aircraft' and the definition differentiates between autonomous and not autonomous UAS.
	1.92	A	In the EU this is called 'unmanned aircraft system (UAS)' and it covers the aircraft and the controlling equipment only.
	1.97	A	The EU has two definitions: 'unmanned aircraft observer' and 'visual observer' providing detailed task and responsibilities of the observers
	1.100	A	The EU definition provides the complete list of safety-sensitive personnel considered in the context of EU rules. The reason is to clearly identify the personnel with responsibilities for safety.
	1.103	A	The EU definition also includes 'operating site'.
	1.115	A	The tasks and responsibilities are more detailed in the definition.
Chapter 2 Applicability of the Rules of the Air	2.1.2	A	Instead of this SARP, SERA contains: For those parts of the high seas where a Member State has accepted, pursuant to an ICAO regional air navigation agreement, the responsibility of providing air traffic services, the Member State shall designate the ATS provider for providing those services. SERA is stricter on defining the responsibilities of the Member States and defining the "appropriate ATS authority".
	2.2	A	Compliance is required not just on aerodromes but on operating sites as well. SERA requires compliance with the applicable local provisions in addition to the general rules.
Chapter 3 General Rules	3.1.8	A	SERA also defines who shall be the flight leader, and in the last point it also requires State aircraft to follow the requirements of the Chicago Convention.
	3.1.9	C	Regulation 2019/947 requires the specific and certified category UAS to be operated according to SERA. A UAS is an aircraft (definition) and SERA. 3101 applies to all aircraft.
	3.2.2	A	SERA requires priority also for aircraft with impaired manoeuvrability.
	3.2.2.4	A	SERA allows sailplanes to overtake each other from the right as well.
	3.2.2.7.2	A	SERA specifies that it is the manoeuvring area of a controlled aerodrome and the control tower shall give an explicit clearance to enter or cross the runway.
	3.2.2.7.3	A	SERA refers to the previous point, so it requires explicit clearance from the control tower in addition.
	3.2.3.1	C	The period for the requirement is defined as "at night" and the definition of "night" is under Article 2(97). Point b) of 3.2.3.1 does not apply to balloons.
	3.2.3.2	C	SERA allows for point b) to act as far as practicable; in addition the definition of night is different; in point c) the operation is specified as taxiing or being towed.

Provision affected		Type of diff	Difference in full text
	3.2.3.3	B	The period for the requirement is defined as "outside the period specified in 3231", which SERA transposes as "day" and the definition of "night" is under Article 2(97).
	3.2.3.4	B	Point 3.2.3.4 a) is transposed in SERA.3215(d)(1), instead of "operating", "taxiing or being towed".
	3.2.5	C	Implementing Regulation (EU) No 923/2012, paragraph SERA.3225 differs from ICAO Standard in Annex 2, as it specifies that these provisions apply whether or not the aircraft is within an aerodrome traffic zone and in point (c) the instruction shall be given by ATC, according to the Commonly Agreed Difference A2-03 points 3.2.5(c) and 3.2.5(d) in that it specifies that subparagraphs (c) and (d) do not apply to balloons.
	3.3.1.1	A	In addition to point 3.3.1.1. SERA also defines what it means under the content of the flight plan.
	3.3.1.2	A	SERA.4001(b)(5) allows for States to prescribe other requirements for any flight across international borders, and requires in SERA.4001(b)(6) for flights planned to operate at night, if leaving the vicinity of an aerodrome.
	3.3.1.4	A	SERA allows for the competent authority to prescribe shorter period of time for domestic VFR flights.
	3.3.3.1	B	SERA.400510 also refers to operating sites. The beginning phrase of the SARP is not transposed.
	3.3.5.1	B	The beginning phrase of 3.3.5.1 is not transposed into SERA. The report of arrival is called arrival report in SERA. The means of reporting includes radiotelephony, data link and other means as prescribed by the competent authority in SERA. An exemption is provided in SERA.4020(a)(1).
	3.6.1.1	A	Air traffic control clearances shall be supplemented as follows: VFR flights entering Budapest FIR shall obtain entry clearance from appropriate ATS unit "at least 10 minutes" prior crossing the boundary.
	3.6.2.2	C	Point b) of 3.6.2.2 is not implemented. The variation in point c) of 3.6.2.2 is defined in percentage when transposed into SERA. When transposing point d) of 3.6.2.2 the ADS-C related requirements are not transposed.
	3.6.2.3	C	The title of 3.6.2.3 is transposed as "Intended changes" in SERA.8020(c). SERA.8020(c) does not contain that these provisions are applicable for current flight plans. Point a) is transposed without specifying the cruising speed and without including the reporting points. Item b) not implemented.
	3.6.5.2	C	Only the first sentence is transposed into SERA.
	3.6.5.2.1	C	Not implemented.
	3.6.5.2.2	C	Not implemented.
	3.7.1	A	SERA.11005(aa) also requires the aircraft to endeavour to set the transponder to Code 7500 and to notify the appropriate ATS unit.
	3.8.1	B	The words 'in distress' of Chapter 3 Part 3.8, are not included in Union law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive as well as those found in Attachment A, are not contained in Union law. In addition to the commonly agreed difference, the second sentence is not transposed as such, but the Appendix 1 and Appendix 2 are transposed into SERA.

Provision affected		Type of diff	Difference in full text
	3.9	A	(**)a)1) is replaced with the following: "at speeds of 140 kts IAS or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or". (**)b) is replaced with the following: "helicopters may be permitted to operate in less than 1 500 m but not less than 800 m flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision."
Chapter 4 Visual Flight Rules	4.2	A	Exception is only for special VFR flights in SERA. The traffic pattern is transposed as traffic circuit in SERA. Additional requirement is that the reported meteorological conditions at that aerodrome are below the given minima.
	4.4	A	SERA does not allow VFR flights above FL195 with two exceptions: airspace reservation or special authorisation by the ATS unit up to FL285.
	4.5	A	The maximum FL allowed is 285.
	4.6	A	SERA requires in addition to the ICAO obstacle clearance criteria in point (2) that the VFR flight shall be 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.
Chapter 5 Instrument Flight Rules	5.1.3.1	A	SERA does not transpose 'if a flight plan was submitted,'.
	5.2.2	C	Point b) is not transposed. SERA specifies that the authorisation shall be given by an ATS unit.
	5.3.1	C	SERA only contains one table in Appendix 3 and that is why point b) was not transposed.
	5.3.3	A	In SERA.4001(b)(2) EASA requires "any IFR flight within advisory airspace" to submit a flight plan.
<b>Annex 3</b> - 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 defines 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) 2017/373 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) 2017/373 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 neighbouring 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 observation s 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: The 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. However, 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 this 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.
<b>Annex 4</b> - Aeronautical Charts (11th edition)			
Chapter 1 - Definitions	1.3.1	A	AIS providers are required to exchange information with all other AIS providers.
<b>Annex 5</b> - Units of Measurement to be Used in Air and Ground Operations (5th edition)			NIL
<b>Annex 6</b> - Operation of Aircraft Part I - (9th edition)			NIL
<b>Annex 6</b> - Operation of Aircraft Part II - (8th edition)			

Provision affected		Type of diff	Difference in full text
Chapter 1 Definitions	1.1.2	B	Search and rescue operations are not included in Specialised Operations (SPO).
	1.1.4	B	Other means of compliance. The rules are using the old approach classification.
	1.1.6	C	Term not defined, but used with the same meaning.
	1.1.15	C	Not implemented. Term not used in Reg. (EU) 965/201.
	1.1.55	B	Different is character.
	1.1.60	C	Not implemented.
	1.1.62	C	Not implemented.
	1.1.68	C	Not implemented.
	1.1.69	C	Not implemented.
	1.1.75	C	Not implemented.
Chapter 2 General	2.1.1.5	C	Partially implemented.No specific requirement for non-commercial operations with other-than complex motor-powered aircraft (NCO).
	2.1.4	B	Different in character.Specific Approvals (SPA) shall be issued by the State of the Operator.
	2.2.2.2.1	C	Different in character. In NCC, the rule addresses to the operator, not to the PIC. For low visibility operations (LVO), it is the competent authority as established by Annex V (Part-SPA).
	2.2.2.2.1.1	C	Partially implemented. The CVS does not receive operational credits. Reg (EU) 965/2012 currently allows only operational credits for HUDs and EVS.
	2.2.3.4.3	C	Partially implemented. NCC.OP.150, NCC.OP.180: No margin defined for destination aerodrome, but margin defined in NCC.OP.151 and NCO.OP.140 for alternate aerodromes. NCO.OP.160: margin not defined.
	2.2.3.5	B	Other means of compliance.
	2.2.3.6.1	C	Partially implemented. Part NCO allows for lower criteria for VFR Ato-A flights when remaining in sight of the aerodrome/landing site.
	2.2.3.7.1	A	EU rules do not allow embarking, on board or disembarking of passengers while refuelling with AVGAS or wide-cut type fuel or a mixture of these fuel types.
	2.2.4.6.1	C	Partially implemented. Fully implemented for NCC. An alleviation is available for NCO operations.
	2.2.4.7.1	B	Other means of compliance. Part-NCC and Part-NCO do not define final reserve fuel as such.
	2.2.4.7.2	C	Partially implemented with the SERA requirements. SERA includes the declaration of MINIMUM FUEL.
	2.2.4.7.3	C	Partially implemented with the requirements in SERA.
	2.2.4.8.2	C	Other means of compliance. European regulation allows acceptable deviations under the conditions of radar vectoring by ATC or when obstacle clearance can be observed.
	2.3.1.1	B	Different in character. The State of the Operator is the competent authority for NCC operators and NCO operators operating aircraft registered in a third country.

Provision affected		Type of diff	Difference in full text
	2.4.2.2	C	Partially implemented. ELA1 aeroplanes, i.e. aeroplanes with a Maximum Take-off Mass (MTOM) of 1200 kg or less that are not classified as complex motor-powered aircraft, are exempt from the hand fire extinguisher requirement in NCO.IDE.A.160.
	2.4.2.3	C	Partially implemented. Only for Large Aeroplanes Initial CofA after 18 Feb 2020 (lavatory) and 18 May 2019 (portable). No reference for Part-NCO, as it is very unlikely that an NCO aircraft has a lavatory.
	2.4.3.2	B	Other means of compliance.
	2.4.11.2	C	Not implemented.
	2.4.11.3	C	Not implemented.
	2.4.12.3	C	Partially implemented. NCO.IDE.A.170 (a) (3): a survival ELT (ELT(S)) or a personal locator beacon (PLB), carried by a crew member or a passenger, is authorised when certified for a maximum passenger seating configuration of six or less.
	2.4.15.1	C	Partially implemented. Reg. (EU) 965/2012 does not contain rules for SVS and CVS.
	2.4.15.2	C	Partially implemented. CVS does not receive operational credits.
	2.4.16	C	Partially implemented. There is no flight recorder carriage requirement in Part-NCO.
	2.4.16.1.1.1	C	Partially implemented. There is no flight recorder carriage requirement in Part-NCO.
	2.4.16.1.1.2	C	NCC.IDE.A.165 is applicable to aeroplanes with Cof A issued on or after 1 January 2016.
	2.4.16.1.1.3	C	NCC.IDE.A.165 is applicable to aeroplanes with CofA issued on or after 1 January 2016.
	2.4.16.1.2	C	Partially implemented FDR is required for large aeroplanes for which application for TC is after 2023. FDR, ADRS, AIR or AIRS is recommended for light aeroplanes first issued with an individual CofA on or after 1 January 2016.
	2.4.16.2.1	C	Not implemented. There is no flight recorder carriage requirement in Part-NCO.
	2.4.16.2.2	C	Partially implemented. It is only applicable to aeroplanes first issued with an individual CofA on or after 1 Jan 2016, and all modern models of CVR are solid-state.
	2.4.16.3.1.1	C	Not implemented in Part NCO.
	2.4.16.3.1.3	C	Not implemented in Part NCO.
	2.4.16.3.3	B	NCC.IDE.A.170 pt. (a)(3) requires recording 'information on the time and priority of data link messages'.
	2.4.16.4.5	C	Not implemented. It is not required that the FDR documentation is in electronic format.
	2.4.1.17.2.2	C	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	2.4.1.17.3	C	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	2.4.18	C	This requirement is not defined but implemented.

Provision affected		Type of diff	Difference in full text
	2.5.1.7	C	Different in character For operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	2.5.1.8	C	Different in character For operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	2.5.1.9	C	Different in character For operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	2.5.2.3	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.4	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.5	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.6	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.7	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.8	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.9	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.10	C	Partially implemented. Rules require to monitor the aircraft height keeping performance, but not in a specific interval.
	2.5.3.3	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.3.4	B	Different in character The State of Operator is the competent authority for operators using third-country registered aircraft.
	2.5.3.5	B	Different in character The State of Operator is the competent authority for operators using third-country registered aircraft.
	2.6.1.1	C	Partially implemented. Risk assessment when approving a maintenance programme not based on the type certificate holder's maintenance recommendations not addressed.
	2.6.2.2	A	Retaining periods exceed requirements
	2.6.4.2	C	Partially implemented. Maintenance and release to service by a person can be performed by Part-MF, or Part-CAO or by a pilot/owner after limited pilot/owner maintenance
	2.7.2.1	B	Different in character. State of Operator instead of State of Registry for the NCC operators and NCO operators of third-country registered aircraft.
	2.8.1	B	Different in character. State of Operator instead of State of Registry for the NCC operators and NCO operators of third-country registered aircraft.
	2.9.1	C	Partially implemented.National rules apply.Reg. (EC) No 300/2008 does not contain references to pilot-in-command responsibilities related to the security of aircraft.
Chapter 3 Applicability	3.1.2	C	Less protective Definition of complex motor-powered aeroplane includes aeroplanes only with a MOPSC of more than 19.

Provision affected		Type of diff	Difference in full text
	3.4.2.1.1	B	Different in character. The EU system has the State of Operator instead of State of Registry as the Competent Authority.
	3.4.2.1.2	B	Other means of compliance. EU rules provide for the cooperative oversight of activities of operators established or residing in another EU member state. Reg. (EC) 300/2008 establishes requirements for inspections by the Commission in cooperation with Member States.
	3.4.2.7	B	Different in character. For NCC operators, the State of Operator establishes the criteria instead of the State of Registry. For low visibility operations (LVO), it is the competent authority as established by Annex V (Part-SPA).
	3.4.2.8	C	Partially implemented. Highlevel requirements are included in the Essential Requirements, Annex V to Regulation (EU) 2018/1139..Fatigue requirements for maintenance personnel not addressed.
	3.4.3.5.2	C	Partially implemented. Fuel consumption data as required in (a) is not implemented.
	3.4.3.5.3	B	Other means of compliance. The rules do not break down the amount of fuel by phases of flight.
	3.4.3.5.4	A	Reg.(EU) 965/2012 requires a mandatory final reserve fuel (FRF) of 30 minutes (VFR by day) or 45 minutes (VFR by night and IFR).
	3.4.3.6.2	B	Other means of compliance. Part-NCC does not define final reserve fuel as such. Instead NCC.OP.130 gives the amount of minutes for the required final reserve fuel.
	3.4.3.6.3	C	Partially implemented with the SERA requirements.
	3.4.3.6.4	C	Partially implemented with the SERA requirements.
	3.4.3.6.5	C	Partially implemented with the SERA requirements.
	3.4.3.7.1	C	Not implemented. Part-NCC does not provide such a requirement.
	3.4.3.7.1	A	EU rules do not allow embarking, on board or disembarking of passengers while refuelling with AVGAS or wide-cut type fuel or a mixture of these fuel types.
	3.5.2.3	B	Different in character. For NCC operators, the State of Operator establishes the criteria instead of the State of Registry.
	3.6.1.1	B	Different in character In the EU system, the State of Operator is responsible for approving the MEL.
	3.6.3.1.1.1	C	Partially implemented.Carriage of a flight data recorder is required only for aeroplanes first issued with an individual CofA on or after 1 January 2016.
	3.6.3.1.1.2	C	Partially implemented.Carriage of a flight data recorder is required only for aeroplanes first issued with an individual CofA on or after 1 January 2016.
	3.6.3.1.1.3	C	Partially implemented. Carriage of a flight data recorder is required only for aeroplanes first issued with an individual CofA on or after 1 January 2016.
	3.6.3.2.1.1	A	NCC.IDE.A.160 (a)(2) is applicable to aeroplanes for which the type certificate is issued after 1 January 2016, while this criteria is the date of submission of the application for a type certificate.
	3.6.3.2.1.2	C	Partially implemented. NCC.IDE.A.160(a)(1) only requires a CVR for aeroplanes above 27 000 kg MCTOM which were first issued with an individual CofA on or after 1 Jan 2016.

Provision affected		Type of diff	Difference in full text
	3.6.3.2.1.3	C	Partially implemented. NCC.IDE.A.160(a)(1) and (2) only requires a CVR for aeroplanes that were first issued with an individual CofA on or after 1 Jan 2016 (see (a)(1)) or for which a type certificate was first issued on or after 1 Jan 2016 (see (a)(2)).
	3.6.7.0.2	B	Other means of compliance.
	3.6.8.2.1	C	Partially implemented. The European regulatory system only requires it when the individual CofA was issued after 31 December 1980.
	3.6.9.1	A	European Regulatory system requires ACAS II for turbine engine aeroplanes with an MCTOM of more than 5700 kg or MOPSC of more than 19.
	3.8.1.2	C	Partially implemented.
	3.8.2.1	C	Partially implemented.
	3.8.3.1	C	Partially implemented. Part-M Subpart G, Part-CAMO and Part-CAO do not observe Human Factors principles in the design of the Maintenance Programme.
	3.8.3.2	C	Partially implemented. EU requirements do not explicitly describe that 'Copies of all amendments shall be furnished promptly to all organizations or persons to whom the manual has been issued.
	3.8.3.2	A	For the transmission of the information as per Annex 8 there is no alleviation related to MTOW – required from all aeroplanes' owners.
	3.8.5.2	C	Partially implemented. Pilot-owner authorisation does not comply with the requirement that a person shall be appropriately licensed in accordance with Annex 1.
	3.9.4.2	B	Other means of compliance. Reg (EU) 965/2012 does not include this requirement for pilots flying on non-commercial flights (NCC, NCO).
	3.9.4.3	B	Other means of compliance. Reg (EU) 965/2012 does not include this requirement for pilots flying on non-commercial flights (NCC, NCO).
	3.10.0.1	C	Not implemented. The human factor element of training is not specifically mentioned in ORO.GEN.110.
<b>Annex 6</b> - Operation of Aircraft Part III - (7th edition)			NIL
<b>Annex 7</b> - Aircraft Nationality and Registration Marks (Amendment 6)			NIL
<b>Annex 8</b> - Airworthiness of Aircraft (11th edition)			

Provision affected		Type of diff	Difference in full text
Part I. Definitions	1.0.4	B	The term is not defined. However, reference is made to 'anticipated operating conditions' and 'anticipated flight conditions for the operational life of the aircraft' in the Annexes which are then further elaborated in the CS and AMC.
	1.0.9	C	The term is not defined.
	1.0.28	B	The EU definition excludes pre flight inspections, having a separate definition.
	1.0.35	B	Term is used for operations and not airworthiness. For type certification, performance is related to Category A.
	1.0.36	B	Term is used for operations and not airworthiness. For type certification, performance is related to Category A.
	1.0.37	B	Term is used for operations and not airworthiness. For type certification, performance is related to Category B
	1.0.47	A	Reliance is placed on the ICAO definition
	1.0.48	C	Not defined
Part II. Procedures for Certification and Continuing Airworthiness	1.1	A	Chapter 1 b): Cut off and end dates are prescribed for the phasing out of halon.
	1.2.6	A	Cut off dates and end dates are prescribed by Regulation No 1005/2009 for the phasing out of Halons. For cargo compartment, Regulation No 1005/2009 provides a cut off date of end 2018 against 28 November 2024 (chapter 1.1 of this Annex).
	1.2.7	A	Cut off dates and end dates are prescribed by Regulation No 1005/2009 for the phasing out of Halons. For cargo compartment, Regulation No 1005/2009 provides a cut off date of end 2018 against 28 November 2024 (chapter 1.1 of this Annex).
	1.5.4	C	Not implemented. Process is not established.
	1.6.2	C	Process is not established.
Part II. Chapter 3 Certificate of Airworthiness	3.3.1	C	EASA form only describes categories and not permitted operations.
	3.6.1	B	Assessment also allowed by DOA under procedure agreed with the Agency.
	3.6.3	B	EASA Permit to Fly (including flight conditions) may be issued by an approved DOA.
Part II. Chapter 4 Continuing Airworthiness	4.2.3.3	C	Process is not regulated.
	4.2.3.4	C	Process is not regulated.

Provision affected		Type of diff	Difference in full text
Part II. Chapter 6 Maintenance Organization Approval	6.2.2	C	SMS not implemented for maintenance organisations
	6.2.4	C	SMS not implemented for maintenance organisations. There is a rule making action to include it in Part 145 organisations.
	6.2.5	A	EU Regulation also considers small changes controlled by the organisation through procedures approved by the competent authority.
	6.3.3	B	Part 145 does not provide for a direct requirement for distribution of the manual to the end users, however the paragraphs 145.A.70 (b) and AMC 145.A.70 (3) (5) have that objective. Same for M.A.604.
	6.4.1	A	Maintenance organisations are additionally required to control specialized services and to ensure procedures to minimize the risk of multiple errors and capture errors on multiple systems.
	6.4.2	C	No Difference in Part 145 but Subpart F covers organisational reviews, which is only a light version of a quality assurance system. CAO have independent quality assurance system except if it is considered small CAO, then an organisational review is enough.
	6.5.2	A	EU Regulation adds that the maintenance data has to be current and tools and equipment controlled and calibrated.
	6.6.1	A	EU Regulation adds details of his/her responsibilities
	6.6.3	B	The regulation has different levels of detail in regards to the different maintenance organisations. Part 145 is very detailed, Subpart F and CAO is less detailed, but the process covers the different aspects of the standard.
	6.6.4	B	145.A.30 (d), (g), (h) M.A.606 (d), (g) CAO.A.035 (d) CAO.A.040 (a), (b), (c) Art 5 (6) Reg. (EU) 1321/2014
	6.6.5	C	Human performance not covered in Subpart F nor CAO
	6.7.1	A	Part 145 requires to keep also subcontractor's release documents.
	6.7.2	A	EU Regulation requires 3 years.
	6.8.2	A	EU Regulation includes the limitations to airworthiness or operations, if any. For components a specific form is required (EASA Form 1).
Part III. A Chapter 2 Flight	2.2.3	C	Scheduling of landing distance with runway slope is not required. Performance is not scheduled for variations in water surface conditions, density of water and strength of current.
Part III. A Chapter 3 Structure	3.4	C	CS 25 and CS 23 do not contain specifications for water loads.
Part III. A Chapter 4 Design and Construction	4.1	C	The added sentence "They shall also observe human factors principles" is not fully complied with.
	4.1.6	C	Less protective for paragraphs (b), (g), (h) and (i). Protection against explosive and incendiary devices was not requested in the applicable airworthiness codes (JAR 25, CS 25) effective within the time span of the applicability of this provision of Part IIIA (from 12 March 2000 until 2 March 2004).

Provision affected		Type of diff	Difference in full text
Part III A Chapter 8 Instrument and equipment	8.1	C	The sentence 'shall observe Human Factors principles' is not fully complied with.
Part III. A Chapter 9 Operating limitations and information	9.3.5	C	Implemented in CS 25 Amdt 9 in 2003. TC after 2003 are compliant with this provision.
Part III. A Chapter 11 Security	11.1.0.1	C	Not covered (except for pilots compartment doors) by the applicable airworthiness codes (JAR 25, CS 25) effective within the time span of applicability of this provision of Part IIIA (from 12 March 2000 until 2 March 2004).
	11.2	C	Implemented in 2010 instead of 2000.
	11.4	C	Implemented in 2010 instead of 2000.
Part III. B Chapter 2 Flight	2.2.7	C	Scheduling of landing distance with runway slope is not required. Performance is not scheduled for variations in water surface conditions, density of water and strength of current. Also accountability for worn brakes is covered by CS 25 but not by CS 23.
	2.2.7.1	C	Scheduling of landing distance with runway slope is not required. Performance is not scheduled for variations in water surface conditions, density of water and strength of current. Also accountability for worn brakes is covered by CS 25 but not by CS 23. CS.23 and CS.25 have no specifications dedicated to 'at time of landing performance data'.
	2.2.7.2	C	Scheduling of landing distance with runway slope is not required. Performance is not scheduled for variations in water surface conditions, density of water and strength of current. For CS 25 aeroplanes, supplementary take off and landing performance information for operation on runways contaminated with standing water, slush, snow or ice may be provided, but this is not mandatory (see CS and AMC 25.1591).
	2.2.7.3	C	Scheduling of landing distance with runway slope is not required. Performance is not scheduled for variations in water surface conditions, density of water and strength of current. For CS 25 aeroplanes, supplementary take off and landing performance information for operation on runways contaminated with standing water, slush, snow or ice may be provided, but this is not mandatory (see CS and AMC 25.1591).
Part III. B Chapter 3 Structure	3.1.1	C	Current CS 25/23 does not mandate the provision of structural repair manuals.
	3.1.2	C	Hazardous not specifically addressed in relation to fatigue.
	3.7	C	Only bird impact on windshield is required for CS 23 Commuter. Certification with ditching provisions is not required per CS 23 and CS 25. Some ditching design provisions are provided in CS 25 (25.801), which include investigating the probable behaviour of the aeroplane in a water landing. However these provisions are applicable only under request if the applicant seeks certification for ditching. CS 23 does not include equivalent ditching provisions.
Part III. B Chapter 4 Design and Construction	4.1.1	C	The sentence 'consider Human Factors principles' is not fully complied with.
	4.2	C	Less protective for paragraphs (b), (g), (h) and (i). Protection against explosive and incendiary devices was not requested in the CS 25 amendments up to and including amendment 8.

Provision affected		Type of diff	Difference in full text
Part IV. A Chapter 2 Flight	2.2.2.1	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.2.2	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1.1	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1.2	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1.3	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1.4	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.2	C	(b) Not covered by CS 27 and 29
	2.2.3.3.1	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
Part IV. A Chapter 4 Design and Construction	4.1	C	The sentence "They shall also observe human factors principles" is not fully complied with.
	4.1.6	C	De-pressurization not covered
	4.1.8	B	No explicit design requirement. Reliance is placed on the Instructions for continued airworthiness
Part IV. A Chapter 7 Instruments and Equipment	7.1	B	The sentence "They shall also observe human factors principles" is not fully complied with.
Part IV. B Chapter 2 Flight	2.2.2	C	References are made to 'normal piloting skill' or, in various forms to 'without exceptional piloting skill, alertness, strength, fatigue or strain'.
Part IV. B Chapter 3 Structure	3.1.2	C	Current CS 27/29 does not mandate the provision of structural repair manuals.
Part IV. B Chapter 4 Design and Construction	4.1.1	C	No specific reference to HF principles.
	4.6.3	C	No requirement to show suitability for the intended operation.
	4.7	C	Not implemented.
Part IV. B Chapter 6 Systems and Equipment	6.1.1	C	No specific reference to HF.

Provision affected		Type of diff	Difference in full text
Part IV. B Chapter 9 Operating Environment and Human Factors	9.1	C	There are no formal HF requirements addressing design for maintainability.
Part V. A Small Aeroplanes Chapter 3 Structure	3.1	C	Current CS 25/23 does not mandate the provision of structural repair manuals. Hazardous not specifically addressed in relation to fatigue.
Part V. A Chapter 6 Systems and Equipment	6.1.5	C	Not specifically addressed in CS 25 and CS 23. However, EASA Certification Memo (CM SWCEH 001) is guidance for the development assurance of CEH and SW and applied in certification project in Special Conditions. This provides guidance to comply with 6.1.2(a) and 6.1.2(b).
Part V. B Chapter 6 Systems and Equipment	6.1.5	C	Not specifically addressed in CS 25 and CS 23. However, EASA Certification Memo (CM SWCEH 001) is guidance for the development assurance of CEH and SW and applied in certification project in Special Conditions. This provides guidance to comply with 6.1.2(a) and 6.1.2(b).
<b>Annex 9 - Facilitation</b> (13th edition)			
Chapter 1 Definitions	1.0.18	B	Different wording.
	1.0.34	A	More detailed description of GA activities compared to ICAO provisions definition.
	1.0.35	B	More detailed in its description, containing and related to all airport ground equipment and facilities. Includes also description of non-discrimination and transparency requirements.
	1.0.43	B	In the Government Order this definition is partially covered only, it is more related to conditions of establishment and licensing of an international airport
Chapter 3 Entry and Departure of persons and baggage	3.64	C	No requirement for the card to be machine readable.
	3.69	C	No layout requirements.
Chapter 4 Entry and Departure of Cargo and other articles	4.17.1	C	Single Window is not required.
	4.17.2	C	Not implemented.
Chapter 6 International Airports-Facilities and Services for traffic	6.1.3	C	Quarantine services are not included.
	6.3	C	Information is required just for schedule.
	6.34	C	Quarantine is not explicitly included.
	6.36	C	Quarantine is not explicitly included.

Provision affected		Type of diff	Difference in full text
Chapter 8 Facilitation provisions covering specific subject	8.35	C	It is recommended to aircraft operators to consider these requirements when deciding on new aircraft.
	8.37	C	The service is limited to assistance dogs.
	8.40	A	The status / required help of the affected PAX is based on self-declaration. Assistance is always provided free of charge.
Chapter 9 Passenger data exchange system	9.1.1	C	There is no API data concerning crew.
	9.35	A	Under the current European Union legal framework, Member States have to comply with requirements that are in some respects more exacting than those set concerning the transfer of PNR data originated in the Union to Contracting States that are not Member States of the European Union. In this context, the current language of the Standard 9.35 is, from the perspective of the European Union and its Member States, not sufficiently clear in legal terms in expressing that the Union Member States are not precluded from imposing those requirements notwithstanding Standard 9.35. For this reason, Hungary considers that the present difference should be notified in order to allow it to apply legal requirements to PNR data transfers to Contracting States that are not Members of the European Union, which are in some respect more exacting, without undermining the SARPs. In the absence of the possibility of ensuring compliance with such requirements, therefore, transfers by air carriers cannot take place in accordance with Union law.
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 <b>at least</b> 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 <b>and agreed by the pilot of the other aircraft</b> 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 <b>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.</b> "

Provision affected		Type of diff	Difference in full text
	3.7.3.1	A	<p>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):</p> <p>“(e) Read-back of clearances and safety-related information</p> <ul style="list-style-type: none"> <li>• (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: <ul style="list-style-type: none"> <li>• (i) ATC route clearances;</li> <li>• (ii) clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and</li> <li>• (iii) runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and</li> <li>• (iv) transition levels, whether issued by the controller or contained in ATIS broadcasts.”</li> </ul> </li> </ul> <p>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):</p> <p>“(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.”</p>
	3.7.3.1.1	A	<p>(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.</p>
	3.	C	<p>New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.5010, specifies:</p> <p><b>SERA.5010 Special VFR in control zones</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>• (a) by the pilot: <ul style="list-style-type: none"> <li>• (1) clear of cloud and with the surface in sight;</li> <li>• (2) the flight visibility is not less than 1500 m or, for helicopters, not less than 800 m;</li> <li>• (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</li> </ul> </li> <li>• (b) by ATC: <ul style="list-style-type: none"> <li>• (1) during day only, unless otherwise permitted by the competent authority;</li> <li>• (2) the ground visibility is not less than 1500 m or, for helicopters, not less than 800 m;</li> <li>• (3) the ceiling is not less than 180 m (600 ft).</li> </ul> </li> </ul>
<b>Annex 12</b> - Search and Rescue (8th edition)			NIL
<b>Annex 13</b> - Aircraft Accident and Incident Investigation (10th edition)			NIL

Provision affected		Type of diff	Difference in full text
<b>Annex 14 - Aerodromes</b> 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.
	1.3.3.1	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 Aerodrome maintenance	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.
<b>Annex 14 - Aerodromes</b> 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 aviation.
	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.
<b>Annex 15 - Aeronautical Information Services</b>			
Chapter 1 Definitions	1.1.48	C	No definition.
	1.1.49	C	No definition.
	1.1.78	C	The adopted definition covers only the case of aeronautical data.
	1.1.104	B	The definition is based on that of data traceability.
	1.1.105	B	The definition is different in wording but the intent is the same.
	1.1.106	B	The wording of the definition is different but the intent is the same.
	1.2.1.2	C	The recommendation has not been transposed.
	1.2.2.3	C	The standard has been transposed in a manner that does to specify when a geoid model, other than EGM 96, may be used.
	1.3.3	C	The recommendation has not been transposed.
	1.3.4	C	The standard has been transposed in a manner that does not specify the conditions for the use of ICAO abbreviations.

Provision affected		Type of diff	Difference in full text
Chapter 2 Responsibilities and functions	2.1.3	C	The first sentence of the standard has not been transposed.
	2.2.1	C	The standard has been transposed in a manner that does not take into account all the elements of the ATM community.
	2.2.2	B	Aeronautical data and aeronautical information are not explicitly required to be provided as aeronautical information products.
	2.2.3	B	Provision of 24- hour NOTAM origination/issuance and pre-flight information is ensured.
	2.2.4	C	The standard has been transposed as guidance material (GM1 AIS.OR.105(3))
	2.2.5	C	The standard has not been transposed.
	2.2.7	C	The standard has been transposed in a manner that does not explicitly cover the AIS providers of other States.
	2.3.1	C	The standard has not been transposed.
	2.3.2	C	The recommendation has not been transposed.
	2.3.3	C	The standard has not been transposed.
	2.3.5	C	The standard has not been transposed.
	2.3.6	C	The standard has not been transposed.
	2.3.7	C	The recommendation has not been transposed.
	2.3.8	C	The standard has not been transposed.
	2.3.9	C	The recommendation has not been transposed.
Chapter 3 Aeronautical information management	3.5.2	A	Principle transposed; expanded in AMC1 AIS.OR.200 (c).
	3.6.8	A	Detailed EU rules are applicable for the quality management system.
	3.7.1	A	More detailed requirements are applicable for human factor considerations.
Chapter 4 Scope of aeronautical data and aeronautical information	4.1.1	C	The transposed aeronautical data catalogue does not contain case a).
Chapter 5 Aeronautical information products and services	5.1.1	A	EU Regulations contain more detailed requirements.
	5.2.1	A	Transposed through expanded rule structure stemming from relevant provisions from PANS-AIM.
	5.2.3	A	Transposed and expanded with relevant provisions from PANS-AIM.
	5.2.4.1	A	Transposed and expanded with relevant provisions from PANS-AIM.

Provision affected		Type of diff	Difference in full text
	5.2.5.1	C	The Aerodrome Terrain and Obstacle Chart — ICAO (Electronic) chart is not required to be provided.
	5.3.1.1	C	Rewording applied to add "If available, an AIS provider shall ensure that...".
	5.3.3.2	C	The recommendation has been transposed as guidance material.
	5.3.3.3.2	C	The standard has been transposed in a manner that makes data provision subject to availability of terrain data.
	5.3.3.3.3	C	The standard has been transposed in a manner that applies for all aerodromes; however the provision of data depends on data availability.
	5.3.3.3.4	C	The recommendation has been transposed in a manner that applies for all aerodromes; however the provision of data depends on data availability.
	5.3.3.3.5	C	The recommendation has not been transposed.
	5.3.3.3.6	C	The recommendation has not been transposed.
	5.3.3.3.9	C	The recommendation has not been transposed.
	5.3.3.4.4	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.5	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.6	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.7	C	The recommendation has not been transposed.
	5.3.3.4.8	C	The recommendation has not been transposed.
	5.3.3.4.9	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.10	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.11	C	The recommendation has been transposed as guidance material.
	5.3.4.2	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.5.2	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.4.1.3	C	The recommendation has not been transposed.
	5.4.2.4	C	The standard has not been transposed.
	5.4.2.7	C	The recommendation has not been transposed.
	5.5.1	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.6.1	C	The standard has not been transposed.

Provision affected		Type of diff	Difference in full text
Chapter 6 Aeronautical information updates	6.2.1	A	RMZ and TMZ are also addressed under the regulatory provision.
	6.2.6	C	The recommendation has been transposed as guidance material.
	6.3.2.2	C	The provisions address the NOTAM issuance but do not cover explicitly all cases of NOTAM origination.
	6.3.2.3	C	The publication of information through NOTAM about hazardous activities to civil aviation and addressing the specific case of conflict zones is currently not required by EU regulations.
	6.3.2.4	A	A NOTAM is also required to be be originated and issued in the case of unavailability of a runway due to runway marking works or, if the equipment used for those works can be removed, a time lag required for making the runway available.
	6.3.3.5	C	The standard has not been transposed.
<b>Annex 16</b> - Environmental Protection Volume I - (7th edition) Volume II - (3rd edition)			NIL
<b>Annex 17</b> - Security (9th edition)			NIL
<b>Annex 18</b> - The Safe Transport of Dangerous Goods by Air (Amendment 12)			
Chapter 1 Definitions	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.
<b>Annex 19</b> - Safety Management (Amendment 1)			

Provision affected		Type of diff	Difference in full text
Chapter 1 Definitions	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.
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	<b>REMARKS:</b> 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	<b>REMARKS:</b> 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, <b>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.</b>
Chapter 8	8.6.9.1.	<b>Owing to the fact that the active area of adverse weather may not show on ATS surveillance system the following procedure should be applied:</b> <b>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.</b> <b>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.</b>
Appendix 2	ITEM 15: ROUTE	(b) CRUISING LEVEL <b>For VFR flight planning to operate in uncontrolled airspace cruising level/altitude shall also be indicated.</b>
		(5) CRUISE CLIMB <b>For segment of route cruise climb must not be indicated in Budapest FIR.</b>
		<b>VFR flights shall be planned to enter/exit Budapest FIR via designated ATS entry/exit points only.</b>
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: <a href="http://ais-en.hungarocontrol.hu/aip/">http://ais-en.hungarocontrol.hu/aip/</a>

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**L**

L	Left (preceded by runway designation number to identify a parallel runway)
L	Locator (see LM, LO)
LAM	Logical acknowledgement (message type designator)
LAN	Inland
LAT	Latitude
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing direction indicator
LEN	Length
LF	Low frequency (30 to 300 KHZ)
LGT	Light or lighting
LGTD	Lighted
LI	+Locator inner
LIH	Light intensity high
LIL	Light intensity low
LIM	Light intensity medium
LLZ	+Localizer
LM	Locator, middle
LMT	Local mean time
LNG	Long (used to indicate the type of approach desired or required)
LO	Locator, outer
LOC	+Locally or location or located
LONG	Longitude
LORAN	†Long range air navigation system
LOSS	Airspeed or headwind loss
LPV	Localizer performance with vertical guidance
LR	The last message received by me was ....(to be used in AFS as a procedure signal)
LRG	Long range
LS	The last message sent by me was ... or Last message was... (to be used in AFS as a procedure signal)
LT	+Local Time
LTD	Limited
LTF	+Land line telephone
LTP	Landing threshold point
LTT	Landline teletypewriter
LV	Light and variable (relating to wind)
LVE	Leave or leaving
LVL	Level
LVP	+Low Visibility Procedures
LYR	Layer or layered

## M

M	Mach number (followed by figures)
M	Metres (preceded by figures)
M	+Minimum values of runway visual range (followed by figures in METAR/SPECI and TAF)
MAA	Maximum authorized altitude
MAG	Magnetic
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAPT	Missed approach point
MAR	March
MAR	At sea
MAS	Manual A1 simplex
MAX	Maximum
MAY	May
MBST	Microburst
MCA	Minimum crossing altitude
MCTR	+Military CTR
MCW	Modulated continuous wave
MDA	Minimum descent altitude
MDD	+Main Duty Department
MDF	Medium frequency direction-finding station
MDH	Minimum descent height
MEA	Minimum en route altitude
MEHT	Minimum eye-height over threshold (for visual approach slope indicator systems)
MET	†Meteorological or meteorology
METAR	†Aerodrome routine meteorological report (in meteorological code)
MET REPORT	Local routine meteorological report (in abbreviated plain language)
MF	Medium frequency (300 to 3 000 KHZ)
MHDF	Medium and high frequency direction-finding stations (at the same location)
MHVDF	Medium, high and very high frequency direction-finding stations (at the same location)
MHZ	Megahertz
MI	+Ministry of the Interior
MID	Mid-point (related to RVR)
MIFG	Shallow fog
MIL	Military
MIN	*Minutes
MIS	Missing ... (transmission identification) (to be used in AFS as a procedure signal)
MKR	Marker radio beacon
MLS	‡Microwave landing system
MM	Middle marker
MMO	+Main Meteorological Office
MNM	Minimum
MNPS	Minimum navigation performance specifications
MNT	Monitor or monitoring or monitored
MNTN	Maintain
MOA	Military operating area
MOC	Minimum obstacle clearance (required)
MOCA	Minimum obstacle clearance altitude
MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports e.g. MODRA = moderate rain)
MON	Above mountains
MON	Monday
MOPS	†Minimum operational performance standards
MOV	Move or moving or movement
MPS	Metres per second
MRA	Minimum reception altitude
MRG	Medium range

## AIP HUNGARY

**V**

V	Variations from the mean wind direction (preceded and followed by figures in METAR/SPECI, e.g. 350V070)
VA	Volcanic ash
VAC	Visual approach chart (followed by name/title)
VAL	In valleys
VAN	Runway control van
VAR	Magnetic variation
VAR	Visual-aural radio range
VASIS	Visual approach slope indicator systems
VAT	+Value-added tax
VC	Vicinity of the aerodrome (followed by FG = fog, FC = funnel cloud, SH = shower, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand or BLSN = blowing snow, DS = duststorm, SS = sandstorm, TS = thunderstorm, VA = volcanic ash e.g. VC FG = vicinity fog)
VCY	Vicinity
VDF	Very high frequency direction-finding station
VDL	+VHF Data Link
VER	Vertical
VFR	±Visual flight rules
VHF	±Very high frequency (30 to 300 MHz)
VHO	+Veterinary Hygiene Office
VIP	±Very important person
VIS	Visibility
VLF	Very low frequency (3 to 30 KHZ)
VLR	Very long range
VMC	±Visual meteorological conditions
VOLMET	†Meteorological information for aircraft in flight
VOR	±VHF omnidirectional radio range
VORTAC	†VOR and TACAN combination
VPA	Vertical path angle
VPT	Visual manoeuvre with prescribed track
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
VSS	+Visual segment surface
VTOL	Vertical take-off and landing
VV	Vertical visibility (followed by figures in METAR/SPECI and TAF)
VWS	+Vertical wind shear

**W**

W	Sea-surface temperature (followed by figures in METAR/SPECI)
W	West or western longitude
W	White
WAAS	†Wide area augmentation system
WAC	World Aeronautical Chart – ICAO 1 : 1 000 000 (followed by name/title)
WAFC	World area forecast centre
WB	Westbound
WBAR	Wing bar lights
WD	+Working day
WDI	Wind direction indicator
WDSPR	Widespread
WE	+Weekend
WED	Wednesday
WEF	With effect from or effective from
WGS-84	World Geodetic System - 1984
WHI	+White

WI	Within
WID	Width or wide
WIE	With immediate effect or effective immediately
WILCO	†Will comply
WIND	Wind
WIP	Work in progress
WKN	Weaken or weakening
WMO	+World Meteorological Organization
WNW	West-north-west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSG	+Worldwide Slot Guidelines
WSPD	Wind speed
WSW	West-south-west
WT	Weight
WTSP	Waterspout
WWW	Worldwide web
WX	Weather
<b>X</b>	
X	Cross
XBAR	Crossbar (of approach lighting system)
XNG	Crossing
XS	Atmospherics
<b>Y</b>	
Y	Yellow
YCZ	Yellow caution zone (runway lighting)
YEL	+Yellow
YES	*Yes (affirmative) (to be used in AFS as a procedure signal)
YR	Your
<b>Z</b>	
Z	Coordinated Universal Time (in meteorological messages)

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		<b>Hungary</b>	
	1:500 000	2252-B 2251A	30 JAN 2020
Free Route Airspace (FRA) (9500 - FL 660)		<b>Hungary</b>	
	1:1 000 000	ENR 6-LHCC-ERC	14 JUL 2022
Compulsory and Plannable Links - Index Chart (See ENR 1.3)		<b>Hungary</b>	
	Nil	ENR 6-LHCC-LINKS	28 JAN 2021
South East Europe Free Route Airspace (SEE FRA) - Index Chart		<b>Hungary</b>	
	Nil	ENR 6-LHCC-FRA	24 FEB 2022
ATC Sectors - Index Chart		<b>Hungary</b>	
	Nil	ENR 6-LHCC-SECTOR	19 MAY 2022
FIS Sectors - Index Chart		<b>Hungary</b>	
	Nil	ENR 6-LHCC-FIS	24 MAR 2022
Prohibited, Restricted and Danger Areas - Index Chart		<b>Hungary</b>	
	1:1 500 000	ENR 6-LHCC-TRA	30 JAN 2020
Military Exercise Areas - Index Chart		<b>Hungary</b>	
	1:1 500 000	ENR 6-LHCC-PRD	24 MAR 2022
Aerodrome Chart - ICAO		<b>Békéscsaba</b>	
	1:10 000	AD 2-LHBC-ADC	06 DEC 2018
		<b>Budapest/Liszt Ferenc International Airport</b>	
	1:10 000	AD 2-LHBP-ADC	19 MAY 2022
Appendix 1 to ADC	Nil	AD 2 LHBP-TAXI-ARR	19 MAY 2022
Appendix 2 to ADC	Nil	AD 2 LHBP-TAXI-DEP	19 MAY 2022
		<b>Debrecen</b>	
	1:10 000	AD 2-LHDC-ADC	25 APR 2019
		<b>Nyíregyháza</b>	
	1:7 500	AD 2-LHNY-ADC	22 APR 2021
		<b>Pécs/Pogány</b>	
	1:10 000	AD 2-LHPP-ADC	30 JAN 2020

Title of series	Scale	Name and/or number	Date of latest revision
		<b>Győr/Pér</b>	
	1:10 000	AD 2-LHPR-ADC	04 NOV 2021
		<b>Hévíz/Balaton</b>	
	1:10 000	AD 2-LHSM-ADC	12 AUG 2021
		<b>Szeged</b>	
	1:10 000	AD 2-LHUD-ADC	22 APR 2021
Aircraft Parking/Docking Chart - ICAO		<b>Budapest/Liszt Ferenc International Airport</b>	
	1:5 000	AD 2-LHBP-PDC/1	19 MAY 2022
	1:5 000	AD 2-LHBP-PDC/2	19 MAY 2022
	1:5 000	AD 2-LHBP-PDC/3	19 MAY 2022
	1:5 000	AD 2-LHBP-PDC/4	19 MAY 2022
Aerodrome Obstacle Chart - ICAO - Type A (Operating Limitations)		<b>Budapest/Liszt Ferenc International Airport</b>	
	1:20 000	AD 2-LHBP-AOCA-13L31R	28 JAN 2021
	1:20 000	AD 2-LHBP-AOCA-13R31L	28 JAN 2021
		<b>Debrecen</b>	
	1:15 000	AD 2-LHDC-AOCA-04R22L	25 APR 2019
		<b>Pécs/Pogány</b>	
	1:20 000	AD 2-LHPP-AOC/A	26 AUG 2010
		<b>Győr/Pér</b>	
	1:10 000	AD 2-LHPR-AOCA-1129	14 JUL 2022
		<b>Hévíz/Balaton</b>	
	1:20 000	AD 2-LHSM-AOCA-1634	22 APR 2021
		<b>Szeged</b>	
	1:10 000	AD 2-LHUD-AOCA-16R34L	22 APR 2021
Precision Approach Terrain Chart - ICAO		<b>Budapest/Liszt Ferenc International Airport</b>	
	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		<b>Budapest/Liszt Ferenc International Airport</b>	
	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
		<b>Debrecen</b>	
	1:250 000	AD 2-LHDC-SID-04R	12 AUG 2021
	1:250 000	AD 2-LHDC-SID-22L	12 AUG 2021
		<b>Győr/Pér</b>	
	1:250 000	AD 2-LHPR-SID-11	14 JUL 2022
	1:250 000	AD 2-LHPR-SID-29	14 JUL 2022
		<b>Hévíz/Balaton</b>	
	1:250 000	AD 2-LHSM-SID-16	12 AUG 2021
	1:250 000	AD 2-LHSM-SID-34	12 AUG 2021

Title of series	Scale	Name and/or number	Date of latest revision
Standard Arrival Chart - Instrument (STAR) - ICAO		<b>Budapest/Liszt Ferenc International Airport</b>	
	1:700 000	AD 2-LHBP-STAR-13L13R	27 JAN 2022
	1:700 000	AD 2-LHBP-STAR-31L31R	27 JAN 2022
		<b>Debrecen</b>	
	1:250 000	AD 2-LHDC-STAR-04R22L	12 AUG 2021
Budapest TMA - Index Chart		<b>Budapest/Liszt Ferenc International Airport</b>	
	1:700 000	AD 2-LHBP-TMA	24 MAR 2022
Holding Procedures - Index Chart		<b>Budapest/Liszt Ferenc International Airport</b>	
	1:700 000	AD 2-LHBP-HLDG	28 JAN 2021
ATC Surveillance Minimum Altitude Chart - ICAO		<b>Budapest/Liszt Ferenc International Airport</b>	
	1:700 000	AD 2-LHBP-ATCSMAC	28 JAN 2021
Instrument Approach Chart - ICAO		<b>Békéscsaba</b>	
	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
		<b>Budapest/Liszt Ferenc International Airport</b>	
	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
		<b>Debrecen</b>	
	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
		<b>Nyíregyháza</b>	
	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
		<b>Pécs/Pogány</b>	
	1:250 000	AD 2-LHPP-ILS/LOC-34	30 JAN 2020
	1:250 000	AD 2-LHPP-NDB-16	30 JAN 2020

	Title of series	Scale	Name and/or number	Date of latest revision
		1:250 000	AD 2-LHPP-RNP-16	05 NOV 2020
		1:250 000	AD 2-LHPP-RNP-34	05 NOV 2020
			<b>Győr/Pér</b>	
		1:250 000	AD 2-LHPR-ILS/LOC-29	14 JUL 2022
		1:250 000	AD 2-LHPR-RNP-11	14 JUL 2022
		1:250 000	AD 2-LHPR-RNP-29	14 JUL 2022
		1:250 000	AD 2-LHPR-VOR-11	14 JUL 2022
		1:250 000	AD 2-LHPR-VOR-29	14 JUL 2022
			<b>Hévíz/Balaton</b>	
		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		<b>Békéscsaba</b>	
		1:75 000	AD 2-LHBC-VAC	30 JAN 2020
			<b>Budapest/Liszt Ferenc International Airport</b>	
		1:150 000	AD 2-LHBP-VAC	14 JUL 2022
			<b>Debrecen</b>	
		1:150 000	AD 2-LHDC-VAC	14 JUL 2022
			<b>Nyíregyháza</b>	
		1:150 000	AD 2-LHNY-VAC	14 JUL 2022
			<b>Pécs/Pogány</b>	
		1:75 000	AD 2-LHPP-VAC	30 JAN 2020
			<b>Győr/Pér</b>	
		1:150 000	AD 2-LHPR-VAC	14 JUL 2022
			<b>Hévíz/Balaton</b>	
		1:150 000	AD 2-LHSM-VAC	14 JUL 2022
			<b>Szeged</b>	
		1:150 000	AD 2-LHUD-VAC	14 JUL 2022

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

### GEN 4.1 AERODROME/HELIPORT CHARGES

A landing charge shall be paid for the use of the runways and/or taxiways of an airport (including the lighting charges) for each 1 000 KGs of the aircraft's take-off mass. Each fraction of 1 metric tonne shall be counted as a whole metric tonne.

#### 1. BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

For aerodrome charges, visit the home page of the National Transport Authority:

URL: [https://www.bud.hu/budapest\\_airport/letoltheto\\_dokumentumok/szabalyzatok/dijszabalyzat](https://www.bud.hu/budapest_airport/letoltheto_dokumentumok/szabalyzatok/dijszabalyzat)

#### 2. DEBRECEN

For aerodrome charges visit the home page of Debrecen International Airport:

URL: <http://www.debrecenairport.com/airportcharges/>

For Ground Handling charges contact the Operations Department:

Phone: (+36) 52-500-548

Email: [ops@debrecenairport.com](mailto:ops@debrecenairport.com).

#### 3. NYIREGYHÁZA

##### 3.1 Landing of aircraft

Aircraft mass in KGs	EUR/1 000 KGs
up to 3 000	12.00
3 001 - 6 000	13.00
from 6 001	14.00

*Note: Outside the opening hours, the following extra charges shall be paid. MON-FRI: 20 EUR / hour, SAT-SUN: 50 EUR for the first hour and 20 EUR for every hour after.*

*For use of RWY lighting, an extra 30 EUR / occasion charge shall be paid.*

*The RWY lighting charge for training flights is detailed in a special list available from the aerodrome operator.*

For customs and immigration an extra charge shall be paid, for detailed information contact aerodrome operator.

Note: 75% of the landing fee shall be paid for training approaches, touch and goes, low passes.

Note: Low pass is a part of flight over the RWY, which follows after the decision of a pilot-in-command flying on the final approach segment, not to conduct the landing or touch-and-go manoeuvre.

Note: All prices are excluding VAT.

##### 3.2 Parking, hangarage and long-term storage of aircraft

- 4.00 EUR/24 hours/1 000 KGs (open air)
- 8.00 EUR/24 hours/1 000 KGs (in hangar only available on prior request)

*Note: The first three hours of parking is free of charge. More than three hours is considered to be a full day*

#### 4. PÉCS / POGÁNY

For aerodrome charges visit the home page of Pécs-Pogány Airport:

URL: [http://www.airportpecs.hu/hir/price-list\\_lhpp](http://www.airportpecs.hu/hir/price-list_lhpp)

#### 5. GYŐR / PÉR

For aerodrome charges visit the home page of Győr/Pér International Airport:

URL: <http://www.lhpr.hu/airport-data.html>

#### 6. HÉVÍZ / BALATON

For aerodrome charges visit the home page of Hévíz-Balaton International Airport:

URL: <https://hevizairport.com/en/for-pilots/rates>

#### 7. SZEGED

##### 7.1 Landing of aircraft

Aircraft mass in KGs	Landing/Take-off (HUF)	Training flights (touch and go) (HUF)
0 - 800	762	50% of the landing / take-off charges
801 - 2 000	1 542	
2 001 -	1 143 / t	

*Note: With the exception of the airport contractual partners. The above prices are inclusive of VAT.*

##### 7.2 Parking, hangarage and storage of aircraft

Aircraft mass in KGs	Open air (HUF)	In hangar (HUF)
0 - 800	762	2 667
801 - 2.000	1 524	3 429
2001 -	1 270 / t	3 048 / t

*Note: With the exception of the airport contractual partners. The above mentioned prices are inclusive of VAT.*

*The first two hours of open air parking is free of charge. More than two hours is considered to be a full day.*

##### 7.3 Other

- Border crossing fee (for flights to / from Schengen area):
  - weekdays BTN 0700 - 1500 (0600 - 1400): 33.020 HUF/Hour/ACFT and all started 24 hours continued one day: 10.160 HUF;
  - weekdays BTN 1500 - 2100 (1400 - 2000): 38.100 HUF/Hour/ACFT and all started 24 hours continued one day: 13.970 HUF;
  - weekends and holidays 45.720 HUF/Hour/ACFT and all started 24 hours continued one day: 17.780 HUF.
- Border crossing fee (for flights outside Schengen area):
  - weekdays BTN 0700 - 1500 (0600 - 1400): 21.590 HUF/Hour/ACFT and all started 24 hours continued one day: 10.160 HUF;
  - weekdays BTN 1500 - 2100 (1400 - 2000): 26.670 HUF/Hour/ACFT and all started 24 hours continued one day: 13.970 HUF;
  - weekends and holidays 34.290 HUF/Hour/ACFT and all started 24 hours continued one day: 17.780 HUF.
- Outside the operational hours, a disposal charge (including aeronautical fee, RWY lighting fee) has to be paid: 24.765 HUF / 15 minutes. It is necessary to contact AFIS in advance.

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**ENR 1.3 INSTRUMENT FLIGHT RULES**

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**1. RULES APPLICABLE TO ALL IFR FLIGHTS****1.1 Aircraft equipment**

Commercial air transport aircraft operating in the airspace of Hungary have to adhere to the provisions of ICAO Annex 6 - Operation of Aircraft - Part 1, Chapter 6 - Aeroplane Instruments, Equipment and Flight Documents - and Chapter 7 - Aeroplane Communication and Navigation Equipment, and Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.

**1.2 Minimum flight altitudes**

The AMAs depicted on chart [ENR 6-LHCC-ERC](#) have been determined so as to ensure at least 1 000 FT vertical clearance above the highest obstacle.

When determining the flight altitude, the navigational accuracy which can be achieved on the relevant route segment shall be taken into account, having due regard to the navigational facilities available on the ground and on board of the aircraft.

The minimum flight altitude for IFR flights in uncontrolled airspace is 4 000 FT (1 200 M) AMSL.

**1.3 RNAV 5 Contingency Procedures**

Prior to and during RNAV or Free Route flights operators shall verify the correct functioning of the aircraft RNAV systems. This includes:

- a. the flight route complies with ATC clearance, and
- b. the aircraft navigation capability complies with at least RNAV 5 specification.

Subsequent ATC action in respect of that aircraft will be dependent upon the nature of the reported failure and the overall traffic situation. Continued operation in accordance with the current ATC clearance may be possible in many situations. When this cannot be achieved, a revised clearance may be required to revert to VOR/DME navigation. ATC may also provide the aircraft with radar vectors until the aircraft is capable of resuming its own navigation.

Operators of such aircraft, where a failure or degradation is detected before departure, shall not insert designators „S” or „R” in Item 10 of the flight plan. Since such flights require special ATC handling, Item 10 shall contain the designator „Z” and Item 18 of the flight plan shall contain „NAV/RNAVINOP”.

For such aircraft experiencing a failure or degradation of the RNAV system below RNAV 5, the phrase “UNABLE RNAV DUE EQUIPMENT” shall be included by the pilot immediately following the aircraft call sign, whenever initial contact on the ATC frequency is established.

**2. RULES APPLICABLE TO IFR FLIGHTS WITHIN CONTROLLED AIRSPACE**

- IFR flights shall comply with the provisions of Commission Implementing Regulation (EU) No. 923/2012 (SERA), point SERA.5020 when operating in controlled airspace.
- An IFR flight operating in controlled airspace shall be flown at a cruising level selected from the tables of cruising levels shown in [ENR 1.7.5](#), according to its planned track, except as otherwise instructed by ATC.

**3. RULES APPLICABLE TO IFR FLIGHTS OUTSIDE CONTROLLED AIRSPACE****3.1 Cruising levels**

During the en route portion of the flight, the cruising levels selected as prescribed in point 2 above, shall be maintained.

**3.2 Communications**

All IFR flights leaving the CTR or TIZ shall maintain a continuous listening watch and establish two-way radio communications on the appropriate radio frequency of the FIC.

### 3.3 Position reports

Aircraft shall make position reports at designated reporting points (if any) and at other occasions, as instructed by FIC.

Irrespective of the applicable rules, the FIC shall be notified:

- if an aircraft is compelled to divert from its flight plan route by more than 5 KM;
- if an estimated time over the FIR boundary is different by + 5 minutes from the one communicated to the FIC earlier;
- if it intends to change from IFR to VFR or vice versa;
- if departing from a non-AFIS aerodrome;

## 4. FREE ROUTE AIRSPACE (FRA) GENERAL PROCEDURES

### 4.1 Area of application

4.1.1 Within Budapest CTA FRA is available H24 from 9500 FT AMSL to FL660 as follows:  
Budapest CTA, as published in ENR 2.2., is integral part of:

4.1.1.1 SEE FRA (South East Europe FRA) which encompasses the FRAs within București CTA, Budapest CTA, Bratislava CTA, Sofia CTA and Chisinau CTA.

4.1.2 For flight planning within SEE FRA see [ENR 1.3 section 4.4 Flight Planning \(Item 15\)](#)

4.1.3 Budapest FIR uncontrolled airspace from 4000 FT AMSL to 9500 FT AMSL is a free route airspace. For flight planning see [ENR 1.3 section 4.4 Flight Planning \(Item 15\)](#)

### 4.2 Flight Procedures

#### 4.2.1 General requirements within SEE FRA

4.2.1.1 Aircraft other than State aircraft, shall comply with the aircraft equipment requirements published in [GEN 1.5](#).

4.2.1.2 Airspace users will be able to plan user-preferred trajectories using significant points - five-letter name-codes, and/or en-route radio navigation aids published in [ENR 4.4.1](#) and [ENR 4.1](#), in AIP Bulgaria, AIP Hungary, AIP Slovakia and AIP Romania. Segments between the significant points shall be defined by means of DCT (Direct) instructions. There is no restriction on the maximum DCT distance.

4.2.1.3 The use of an unpublished point defined by geographical coordinates or by bearing and distance is not allowed.

4.2.1.4 FRA relevant significant points and en-route radio navigation aids published in AIP Bulgaria, AIP Hungary, AIP Romania and/or AIP Slovakia in ENR 4.1. and in ENR 4.4 or ENR 4.4.1 as appropriate are considered (where indicated so) as:

- FRA Horizontal entry (E),
- FRA Horizontal exit (X),
- FRA Intermediate (I),
- FRA Arrival Connecting (A),
- FRA Departure Connecting (D) points.

4.2.1.5 Overflight traffic shall be planned directly between FRA Horizontal entry and FRA Horizontal exit points and at least via one published FRA significant point within CTAs concerned. There is no restriction on the number of FRA intermediate points that may be used.

4.2.1.6 Flights arriving or departing from airports located within the FRA area or in the close vicinity are eligible for free route operations and shall be planned in accordance with the [ENR 1.3 section 4.4 Flight Planning \(Item 15\)](#).

#### 4.2.2 Overflying traffic

4.2.2.1 Overflight traffic within SEE FRA shall be planned directly between FRA entry, FRA exit and FRA intermediate points.

## AIP HUNGARY

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 <a href="#">ENR 6-LHCC-LINKS</a> 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 <a href="#">ENR 6-LHCC-LINKS</a> 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 <a href="#">ENR 6-LHCC-LINKS</a> 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 <a href="#">ENR 6-LHCC-LINKS</a> 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
LATOF	481642N 0204802E	Nil	(AD)	Final point of the SID procedure for LZKZ, First waypoint of the STAR for LZKZ, (AD): LZKZ
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

## AIP HUNGARY

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
MEGIK	471230N 0215140E	Nil	(I) FL105-FL660	Nil
			(E) 9500 FT AMSL-FL105	Nil
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 <a href="#">ENR 6-LHCC-LINKS</a> 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

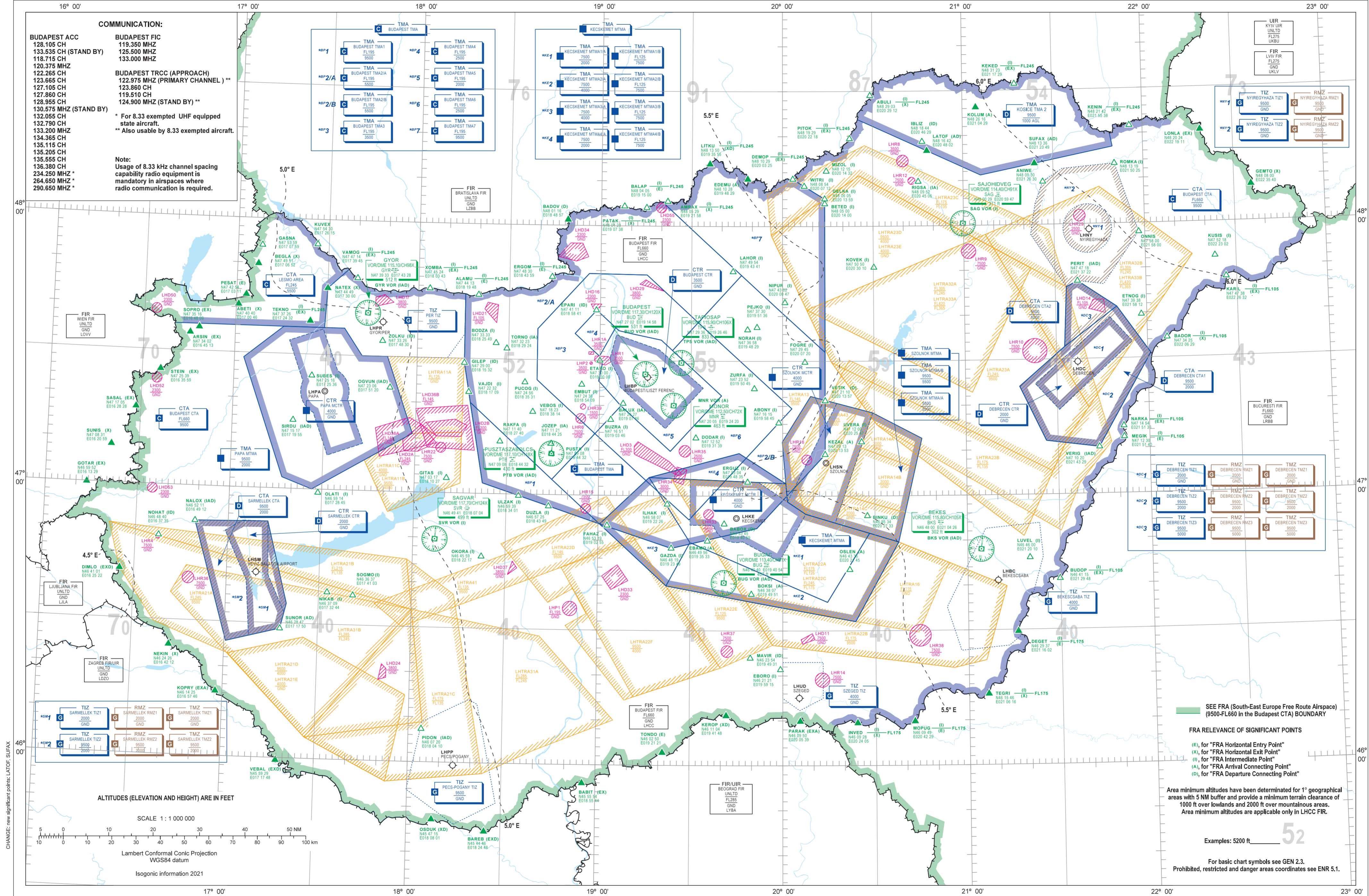
Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
PARAK	460950N 0200539E	Nil	(EXA)	Mandatory waypoint for ARR LHBP, EVEN FLs for all entering aircraft, ODD FLs for all exiting aircraft, (A): LHBP
PATAK	480423N 0190738E	Nil	(I) FL245-FL660	Nil
			(X) 9500 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 <a href="#">ENR 6-LHCC-LINKS</a> 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 <a href="#">ENR 6-LHCC-LINKS</a> 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

## AIP HUNGARY

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
STEIN	472539N 0163559E	Nil	(EX)	ODD FLs for all entering aircraft, EVEN FLs for all exiting aircraft, Exit only for DEP LHPA
SUBES	472516N 0172536E	Nil	(I)	Nil
SUFAX	481336N 0212349E	Nil	(AD)	Final point of the SID procedure for LZKZ, First waypoint of the STAR for LZKZ, (AD): LZKZ
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 <a href="#">ENR 6-LHCC-LINKS</a> 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

Name-code designator	Coordinates	ATS route or other route	FRA relevance	Remarks/Usage
1	2	3	4	5
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
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 <a href="#">ENR 6-LHCC-LINKS</a> 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 <a href="#">ENR 6-LHCC-LINKS</a> chart, (D): LHBP
ZURFA	472352N 0195045E	Nil	(I)	Holding point for ARR LHBP

ENROUTE  
CHART - ICAO



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<b>LHPP AD 2.7 SEASONAL AVAILABILITY - CLEARING .....</b>	<b>AD 2-LHPP - 3</b>

LHPP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA.....	AD 2-LHPP - 3
LHPP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS .....	AD 2-LHPP - 3
LHPP AD 2.10 AERODROME OBSTACLES .....	AD 2-LHPP - 3
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LHPP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS.....	AD 2-LHPP - 4
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AERODROME OBSTACLE CHART - ICAO TYPE A OPERATING LIMITATIONS .....	AD 2-LHPP-AOCA - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-ILS/LOC-34 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-NDB-16 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-RNP-16 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-RNP-34 - 1
VISUAL APPROACH CHART - ICAO .....	AD 2-LHPP-VAC - 1

## LHPR GYŐR/PÉR

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LHPR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA.....	AD 2-LHPR - 3
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LHPR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED.....	AD 2-LHPR - 4
LHPR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS .....	AD 2-LHPR - 5
LHPR AD 2.13 DECLARED DISTANCES .....	AD 2-LHPR - 5
LHPR AD 2.14 APPROACH AND RUNWAY LIGHTING .....	AD 2-LHPR - 5
LHPR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY .....	AD 2-LHPR - 6
LHPR AD 2.16 HELICOPTER LANDING AREA .....	AD 2-LHPR - 6
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AERODROME CHART - ICAO .....	AD 2-LHPR-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS .....	AD 2-LHPR-AOCA-1129 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO .....	AD 2-LHPR-SID-11 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO .....	AD 2-LHPR-SID-29 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPR-ILS/LOC-29 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPR-RNP-11 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPR-RNP-29 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPR-VOR-11 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPR-VOR-29 - 1

VISUAL APPROACH CHART - ICAO ..... AD 2-LHPR-VAC - 1

**LHSM HEVIZ-BALATON AIRPORT**

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LHSM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA .....	AD 2-LHSM - 1
LHSM AD 2.3 OPERATIONAL HOURS .....	AD 2-LHSM - 1
LHSM AD 2.4 HANDLING SERVICES AND FACILITIES .....	AD 2-LHSM - 2
LHSM AD 2.5 PASSENGER FACILITIES .....	AD 2-LHSM - 2
LHSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES .....	AD 2-LHSM - 2
LHSM AD 2.7 SEASONAL AVAILABILITY - CLEARING .....	AD 2-LHSM - 3
LHSM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA .....	AD 2-LHSM - 3
LHSM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS .....	AD 2-LHSM - 3
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LHSM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS .....	AD 2-LHSM - 4
LHSM AD 2.13 DECLARED DISTANCES .....	AD 2-LHSM - 5
LHSM AD 2.14 APPROACH AND RUNWAY LIGHTING .....	AD 2-LHSM - 5
LHSM AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY .....	AD 2-LHSM - 5
LHSM AD 2.16 HELICOPTER LANDING AREA .....	AD 2-LHSM - 6
LHSM AD 2.17 AIR TRAFFIC SERVICES AIRSPACE .....	AD 2-LHSM - 6
LHSM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES .....	AD 2-LHSM - 6
LHSM AD 2.19 RADIO NAVIGATION AND LANDING AIDS .....	AD 2-LHSM - 7
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LHSM AD 2.23 ADDITIONAL INFORMATION .....	AD 2-LHSM - 9
LHSM AD 2.24 CHARTS RELATED TO THE AERODROME .....	AD 2-LHSM - 10
AERODROME CHART - ICAO .....	AD 2-LHSM-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A (OPERATING LIMITATIONS) .....	AD 2-LHSM-AOCA-1634 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO .....	AD 2-LHSM-SID-16 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO .....	AD 2-LHSM-SID-34 - 1
INSTRUMENT APPROACH CHART - ICAO .....	AD 2-LHSM-ILS/LOC-16 - 1
INSTRUMENT APPROACH CHART - ICAO .....	AD 2-LHSM-NDB-16 - 1
INSTRUMENT APPROACH CHART - ICAO .....	AD 2-LHSM-NDB-34 - 1
INSTRUMENT APPROACH CHART - ICAO .....	AD 2-LHSM-RNP-16 - 1
INSTRUMENT APPROACH CHART - ICAO .....	AD 2-LHSM-RNP-34 - 1
VISUAL APPROACH CHART - ICAO .....	AD 2-LHSM-VAC - 1

**LHUD SZEGED**

LHUD AD 2.1 AERODROME LOCATION INDICATOR AND NAME .....	AD 2-LHUD - 1
LHUD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA .....	AD 2-LHUD - 1
LHUD AD 2.3 OPERATIONAL HOURS .....	AD 2-LHUD - 1
LHUD AD 2.4 HANDLING SERVICES AND FACILITIES .....	AD 2-LHUD - 2
LHUD AD 2.5 PASSENGER FACILITIES .....	AD 2-LHUD - 2
LHUD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES .....	AD 2-LHUD - 2
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LHUD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS .....	AD 2-LHUD - 4
LHUD AD 2.13 DECLARED DISTANCES .....	AD 2-LHUD - 5
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LHUD AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY .....	AD 2-LHUD - 5
LHUD AD 2.16 HELICOPTER LANDING AREA .....	AD 2-LHUD - 5
LHUD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE .....	AD 2-LHUD - 6
LHUD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES .....	AD 2-LHUD - 6
LHUD AD 2.19 RADIO NAVIGATION AND LANDING AIDS .....	AD 2-LHUD - 6

LHUD AD 2.20LOCAL AERODROME REGULATIONS.....	AD 2-LHUD - 6
LHUD AD 2.21NOISE ABATEMENT PROCEDURES.....	AD 2-LHUD - 7
LHUD AD 2.22FLIGHT PROCEDURES.....	AD 2-LHUD - 7
LHUD AD 2.23ADDITIONAL INFORMATION .....	AD 2-LHUD - 7
LHUD AD 2.24CHARTS RELATED TO THE AERODROME .....	AD 2-LHUD - 7
AERODROME CHART - ICAO .....	AD 2-LHUD-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS .....	AD 2-LHUD-AOCA-16R34L - 1
VISUAL APPROACH CHART - ICAO .....	AD 2-LHUD-VAC - 1

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Aerodrome/heliport name ICAO Location indicator Position Elevation Radio channel	Type of traffic permitted			Contact/Remark
	International - National (INTL-NTL)	IFR-VFR	S / NS / GA / MIL / O	
1	2	3	4	5
FERTŐRÁKOS/Piusz-Pusztá LHFP 474440N 0163651E 148 M	NTL	VFR	GA	Post:H-9421 Fertorakos, Piusz-Pusztá Phone:(+36) 20-946-9209
FERTŐSZENTMIKLÓS LHFM 473501N 0165042E 134 M 118.935 CH	NTL	VFR	GA	Post:Meidl Airport Kft. H-9444 Fertoszentmiklos Phone:(+36) 99-544-021 Phone:(+36) 99-544-020 Fax:(+36) 99-381-690 AFS:LHFMZPZX Email:office@meidlairport.hu URL:http://www.lhfm.hu
GÓDÖLLŐ LHGD 473425N 0191957E 218 M 119.060 CH	NTL	VFR	GA	Post:Sky Escort Aero Club, H-2100 Godollo PO Box 300 Hungary Phone:(+36) 30-934-3199 Phone:(+36) 20-462-0426 Fax:(+36) 28-432-962 Email:info@godolloairport.hu URL:http://www.godolloairport.hu
GYÖNGYÖS/Pípishegy LHGY 474846N 0195837E 350 M 121.410 CH	NTL	VFR	GA	Post:H-3201 Gyongyos PO Box 47 Hungary Phone:(+36) 30-326-2533 Email:lhgyppishegy@gmail.com URL:http://www.gyongyosairport.hu
GYŰRŐ LHGR 472340N 0184518E 199 M	NTL	VFR	GA	Post:H-8477 Tuskevar, Rozsa u. 13. Phone:(+36) 30-941-4201 Email:info@lhgr.hu URL:http://www.lhgr.hu
HAJDÚSZOBOSZLÓ LHHO 472721N 0212327E 102 M 124.210 CH	NTL	VFR	GA	Post:H-4200 Hajduszoboszlo, Repuloter Phone:(+36) 52-558-684 Phone:(+36) 20-386-3612 Email: airport.hajduszoboszlo@gmail.com URL:http://hajdufly.hu/
HAJMÁSKÉR LHHK 470842N 0175946E 178 M	NTL	VFR	GA	Post:H-8192 Hajmasker, Repuloter Phone:(+36) 88-587-410 Email:info@hidroplannord.hu URL:http://www.hidroplannord.hu
HÓDMEZŐVÁSÁRHELY LHHM 462304N 0201830E 80 M	NTL	VFR	GA	Post:H-6726 Szeged, Hatszegi u. 13. Phone:(+36) 30-938-3129 Email:tanker@invitel.hu
JAKABSZÁLLÁS LHJK 464451N 0193618E 111 M 125.210 CH	NTL	VFR	GA	Post:Repuloter, H-6078 Jakabszallas PO Box 9 Hungary Phone:(+36) 30-958-4034 Phone:(+36) 30-958-5188 Phone:(+36) 76-382-770 Email:mesziar@gmail.com URL:http://mesziar.hu/
KADARKÚT LHKT 461508N 0173625E 171 M	NTL	VFR	GA	Post:H-7530 Kadarkut, Rakoczi ut 3. Phone:(+36) 30-946-9131 Email:flycoop@flycoop.hu URL:http://www.flycoop.hu

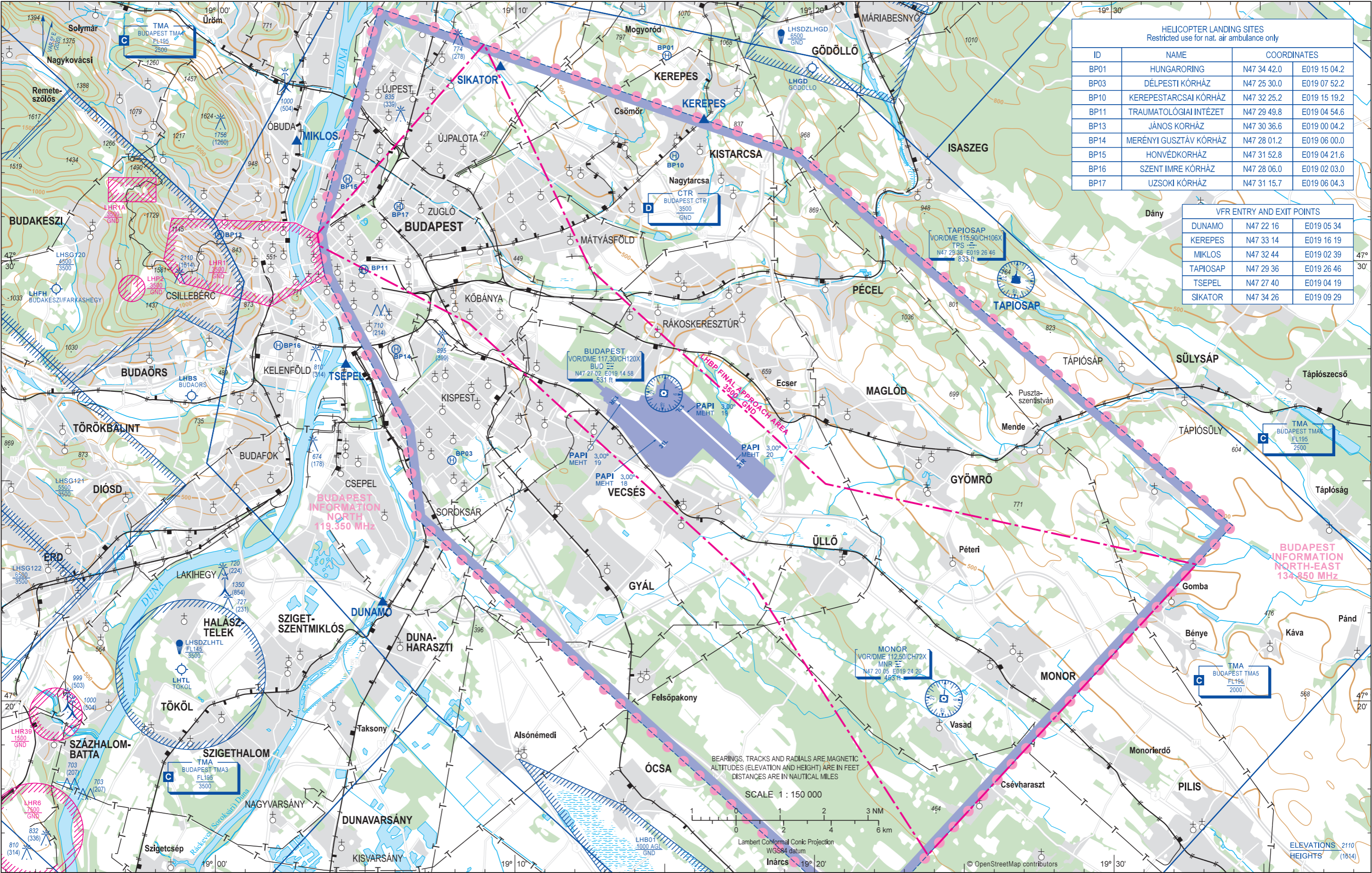
Aerodrome/heliport name ICAO Location indicator Position Elevation Radio channel	Type of traffic permitted			Contact/Remark
	International - National (INTL-NTL)	IFR-VFR	S / NS / GA / MIL / O	
1	2	3	4	5
KALOCSA LHKA 463252N 0185634E 91 M 135.390 CH	NTL	VFR	GA	Post:H-6300 Kalocsa, Veres P. ut 70. Phone:(+36) 20-777-9197 Email:szabtradekft@gmail.com URL:http://www.aeroportkalocsa.hu/
KAPOSVÁR/Kaposújlak LHKV 462321N 0174357E 156 M 125.060 CH	NTL	VFR	GA	Post:H-7522 Kaposujlak, Repuloter Post:H-7405 Kaposvar PO Box 25 Hungary Phone:(+36) 82-511-038 Phone:(+36) 20-777-9989 Phone:(+36) 20-777-9934 Phone:(+36) 20-777-9135 Email:info@aviarent.hu URL:http://www.aviarent.hu/ URL:http://www.aeroclub-kaposujlak.hu/
KECSKEMÉT LHKE 465503N 0194457E 115 M 135.75 MHZ	NTL	IFR/VFR	MIL	See Military AIP Hungary
KECSKÉD LHKD 473053N 0181936E 174 M 120.610 CH	NTL	VFR	GA	Post:OLDTIMER AERO CLUB, H-2851 Kornye, Vorosmarty u. 16. Phone:(+36) 30-337-8455 Email:oldtimeraero@gmail.com URL:http://oldtimeraero.extra.hu/
KISKÖRÖS/Akasztó LHKI 463925N 0191433E 93 M 130.510 CH	NTL	VFR	GA	Post:H-6200 Kiskoros, Esze Tamas u. 4. Phone:(+36) 30-943-6488 Email:szabozseffhki@gmail.com Email:szabozseff@c2.hu URL: https://www.facebook.com/pages/LHKI/ 326887247470046
KISKUNFÉLEGYHÁZA LHKH 464406N 0195305E 97 M 125.265 CH	NTL	VFR	GA	Post:H-6100 Kiskunfelegyhaza, Orgona u. 6. Phone:(+36) 30-943-0100 URL: https://www.facebook.com/pages/Repuloter- Kiskunfelegyhaza/415786281872878
KISKUNHALAS/Füzespuszta LHKF 462206N 0192844E 130 M	NTL	VFR	GA	Post:H-6413 Kunfeherto, Erdei Ferenc ter 2. Phone:(+36) 30-227-6307 Phone:(+36) 30-488-0172 Email:viliklari49@t-online.hu Email:tcsicsak@gmail.com
KISKUNLACHÁZA LHKK 471017N 0190454E 98 M 124.035 CH	NTL	VFR	GA	Post:H-1089 Budapest, Orczy u. 44-46. Phone:(+36) 20-354-2345 Email:info@lhkk.hu URL:https://www.lhkk.hu/

VISUAL  
APPROACH  
CHART - ICAO

AERODROME ELEV 496  
HEIGHTS RELATED  
TO AD ELEV

BUDAPEST APP	122.975	BUDAPEST TOWER	118.100	ATIS, ATIS (BUD VOR)	132.380, 117.300
	123.860	BUDAPEST GROUND	121.910	BUDAPEST INFORMATION (NORTH)	119.350
	119.510	BUDAPEST DELIVERY	134.540	BUDAPEST INFORMATION (NORTH-EAST)	134.850

BUDAPEST/LISZT FERENC



HELICOPTER LANDING SITES Restricted use for nat. air ambulance only		
ID	NAME	COORDINATES
BP01	HUNGARORING	N47 34 42.0 E019 15 04.2
BP03	DÉLPESTI KÓRHÁZ	N47 25 30.0 E019 07 52.2
BP10	KEREPESTARCSAI KÓRHÁZ	N47 32 25.2 E019 15 19.2
BP11	TRAUMATOLÓGIAI INTÉZET	N47 29 49.8 E019 04 54.6
BP13	JÁNOS KÓRHÁZ	N47 30 36.6 E019 00 04.2
BP14	MERÉNYI GUSZTÁV KÓRHÁZ	N47 28 01.2 E019 06 00.0
BP15	HONVÉDKÓRHÁZ	N47 31 52.8 E019 04 21.6
BP16	SZENT IMRE KÓRHÁZ	N47 28 06.0 E019 02 03.0
BP17	UZSOKI KÓRHÁZ	N47 31 15.7 E019 06 04.3

VFR ENTRY AND EXIT POINTS		
DUNAMO	N47 22 16	E019 05 34
KEREPE	N47 33 14	E019 16 19
MIKLOS	N47 32 44	E019 02 39
TAPIOSAP	N47 29 36	E019 26 46
TSEPEL	N47 27 40	E019 04 19
SIKATOR	N47 34 26	E019 09 29

CHANGE: scale, chart symbols, obstacles updated

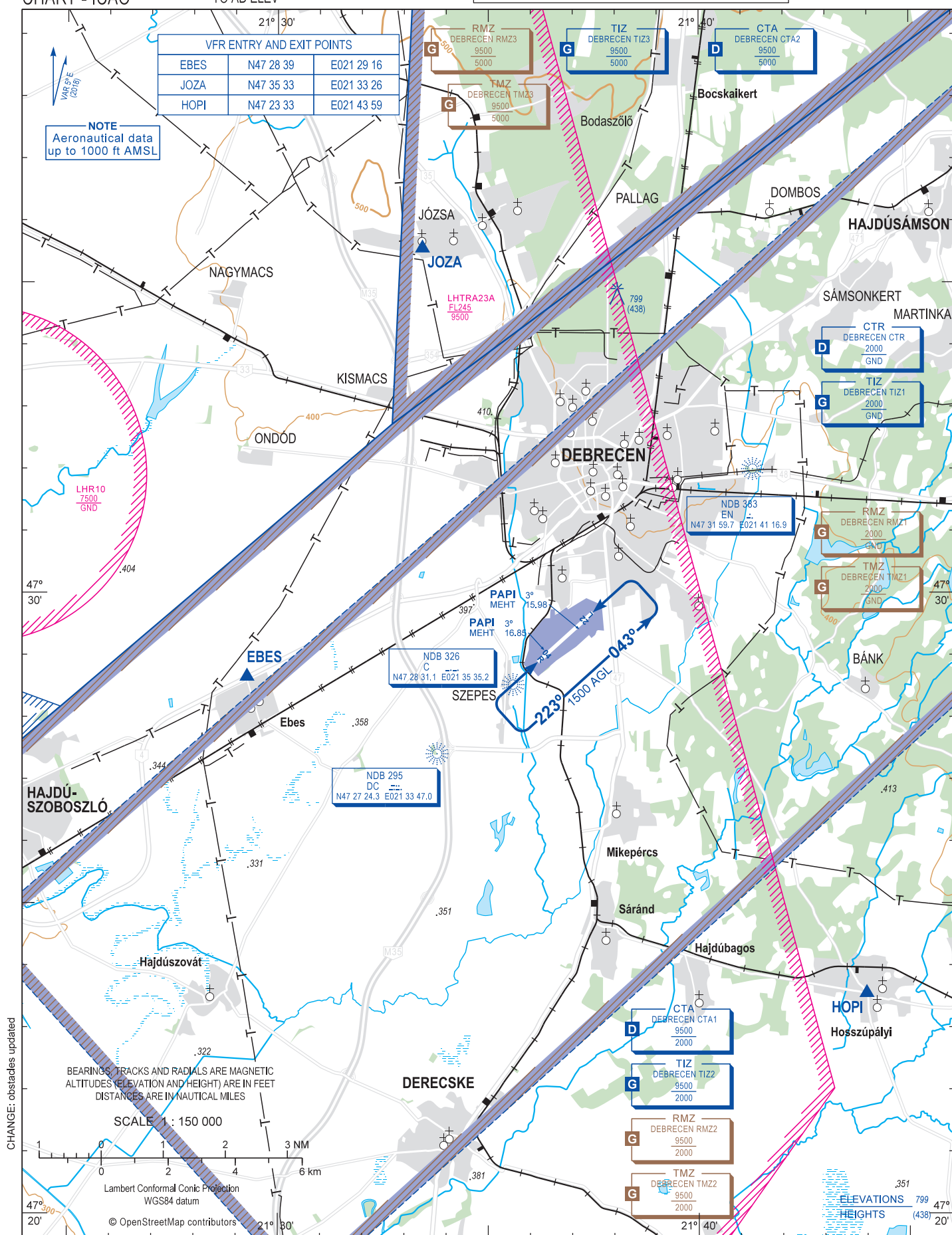
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VISUAL  
APPROACH  
CHART - ICAO

AERODROME ELEV 361  
HEIGHTS RELATED  
TO AD ELEV

DEBRECEN TOWER	125.910 (Reserved: 132.965)
DEBRECEN INFO	125.910 (Reserved: 132.965)
BUDAPEST INFORMATION (EAST)	133.000

DEBRECEN



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**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.

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## LHNY AD 2.22 FLIGHT PROCEDURES

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### 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)
- TISVAS  
475748N 0212210E  
(East 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 instrument approach, missed approach and holding 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.

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## **LHNY AD 2.24 CHARTS RELATED TO THE AERODROME**

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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

VISUAL  
APPROACH  
CHART - ICAO

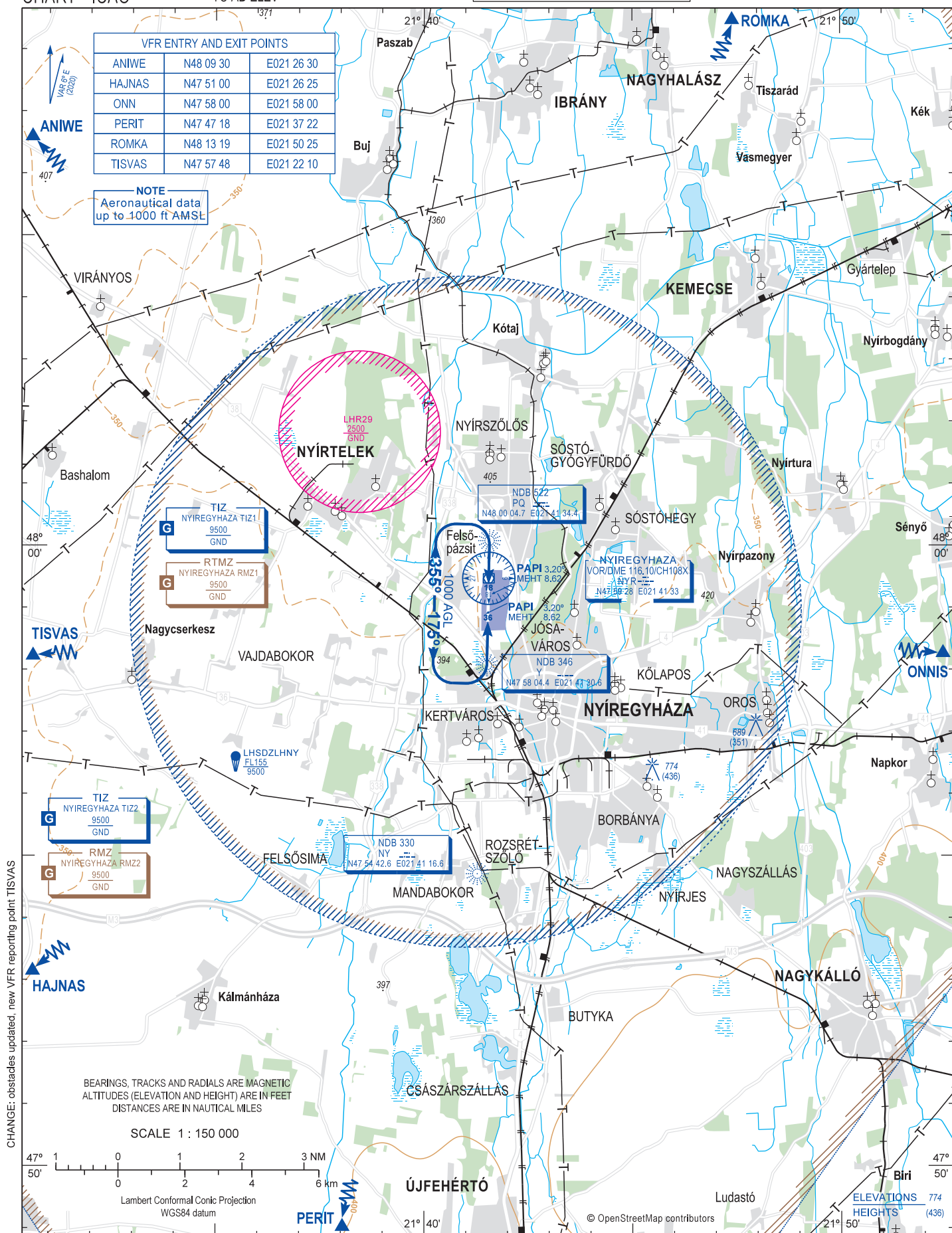
AERODROME ELEV 338  
HEIGHTS RELATED  
TO AD ELEV

NYIREGYHAZA INFO	119.410
BUDAPEST INFORMATION (EAST)	133.000

## NYÍREGYHÁZA

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

**NOTE**  
Aeronautical data  
up to 1000 ft AMSL



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**LHPP AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16	1500	1500	1500	1500	Nil
34	1500	1500	1500	1500	Nil

**LHPP 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
16	SALS 420 M LIM	Green	3.36° (15 M)	Nil	Nil	1500 M 60 M White/Yellow LIH	RED	Nil	Nil
34	CAT1 barrette 900 M LIH	Green	3° (17 M)	Nil	Nil	1500 M 60 M White/Yellow LIH	RED	Nil	Nil

**LHPP 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	TWY edge lighting on TWY A, in 102 M length
4	Secondary power supply	GPU diesel ground power unit (152 kW, 10-hour operating time)
5	Remarks	Retroreflective edge markers on the other section of TWY A and Aprons

**LHPP AD 2.16 HELICOPTER LANDING AREA**

NIL

**LHPP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE**

1	Designation and lateral limits	PECS-POGANY TIZ 454614N 0181508E - 455106N 0182820E - 461304N 0182154E - 461402N 0181906E - 460854N 0180424E - 455347N 0175950E - 454614N 0181508E
2	Vertical limits	9500 FT ALT GND
3	Airspace classification	G
4	ATS unit call sign Language(s)	Pogány Info EN, HU
5	Transition altitude	10000 FT AMSL
6	Hours of applicability	As AD Administration
7	Remarks	Air Traffic Advisory Service is not AVBL in the class G airspace LHPP TIZ.

**LHPP 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	Pogány Info	126.915 CH	Nil	Nil	0730-SS (0630-SS)	Nil

**LHPP AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

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	PP	412 KHZ	H24	460021.0N 0181358.0E		Nil
ILS 34 (CAT I)						
LLZ	PCS	108.35 MHZ	H24	455952.2N 0181413.3E		
GP		333.95 MHZ	H24	455906.4N 0181434.9E		GP angle: 3°
DME	PCS	20Y	H24	455906.4N 0181434.9E	196 M	

**LHPR - GYŐR/PÉR****LHPR AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LHPR GYŐR/PÉR

**LHPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	473738N 0174830E RWY and TWY-A intersection
2	Direction and distance from (city)	15 KM 120 DEG from the centre of Gyor
3	Elevation/Reference temperature	426 FT / 26.2° C
4	Geoid undulation	145 FT
5	MAG VAR/ Annual change	4.85° E (2020) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	Győr/Pér Repülőtér Kft. Post:H-9099 Pér Repülőtér Phone:(+36) 96-559-200 Fax:(+36) 96-559-202 AFS:LHPRZPZX Email:info@lhpr.hu URL:http://www.lhpr.hu SITA:QGYAPXH
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

**LHPR AD 2.3 OPERATIONAL HOURS**

1	AD Administration	0700 - 1700 (0600-1600)
2	Customs and immigration	From/to non EU and/or non Schengen Agreement`s countries preliminary permission required 24 hours before planned flight.
3	Health and sanitation	Nil
4	AIS Briefing Office	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	Nil
7	ATS	As AD Administration
8	Fuelling	As AD Administration
9	Handling	As AD Administration
10	Security	H24
11	De-icing	As AD Administration
12	Remarks	Beyond operational hours: on request

## LHPR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Fork-lift trailer
2	Fuel/oil types	AVGAS 100LL petrol, JET A1 AeroShell W100, 15W50, Total Aero D100, DM 15W50.
3	Fuelling facilities/capacity	2 Kerosene trucks 20.000 litres and 6.000 litres.
4	De-icing facilities	Available on PRKG stands
5	Hangar space for visiting aircraft	On request
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

## LHPR AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	Nearest 2 KM from AD
3	Transportation	Taxi, local public bus, airport minibus, rent-a-car
4	Medical facilities	First aid at AD, hospital in the city
5	Bank and Post Office	In the city, credit card acceptance at AD
6	Tourist Office	Nil
7	Remarks	Nil

## LHPR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Weekdays in operational hours: CAT V Weekends and public holidays in operational hours: CAT II
2	Rescue equipment	A5 Fire fighting vehicle type: Renault Kerax Capacity: 6000l of water, 900l of foaming agent, 250kgs of fire-extinguisher.
3	Capability for removal of disabled aircraft	Recovery dollies are available
4	Remarks	Nil

## LHPR AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	2 snow ploughs, 1 snow cutter blower, 1 carbamid spreader
2	Clearance priorities	RWY, TWY A, TWY A1, TWY A2, Apron 1, Apron 3, TWY B, Apron 2
3	Remarks	Nil

**LHPR AD 2.18 ATS 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	PER INFO	129.910 CH	Nil	Nil	0700 - 1700 (0600-1600)	Nil

**LHPR 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
ILS 29 (CAT I)						
LOC 29 + 4.85 / 2020	GPR	111.35 MHZ	H24	473802.5N 0174724.8E		
GP 29		332.15 MHZ	H24	473727.8N 0174843.9E		GP Angle:3°
LOC/DME	GPR	CH 50Y	H24	473727.8N 0174843.9E	147 M	
DVOR/DME (decl.: +5.0°)	GYR	115.1 MHZ CH 98X	H24	473932.8N 0174327.7E	156 M	DME COORD: 473932.4N 0174327.6E

**LHPR AD 2.20 LOCAL AERODROME REGULATIONS**

NIL

**LHPR AD 2.21 NOISE ABATEMENT PROCEDURES**

NIL

**LHPR AD 2.22 FLIGHT PROCEDURES**

Visual circling in the northern sector of RWY 11/29 is prohibited for speed category C and D aircraft.

## LHPR AD 2.23 ADDITIONAL INFORMATION

### 1. General

The active glider starting area and the appropriate placement of the winch-start aggregate are selected according to the actual meteorological conditions. Intention of training flights have to be reported before flight via [www.lhpr.hu/training](http://www.lhpr.hu/training).

LHPR DAAD and SC's witch accepted by the aviation authority can be found at:

URL: <http://lhpr.hu/repuloteri-adatok>

### 2. Visual Segment Surface (VSS) penetration

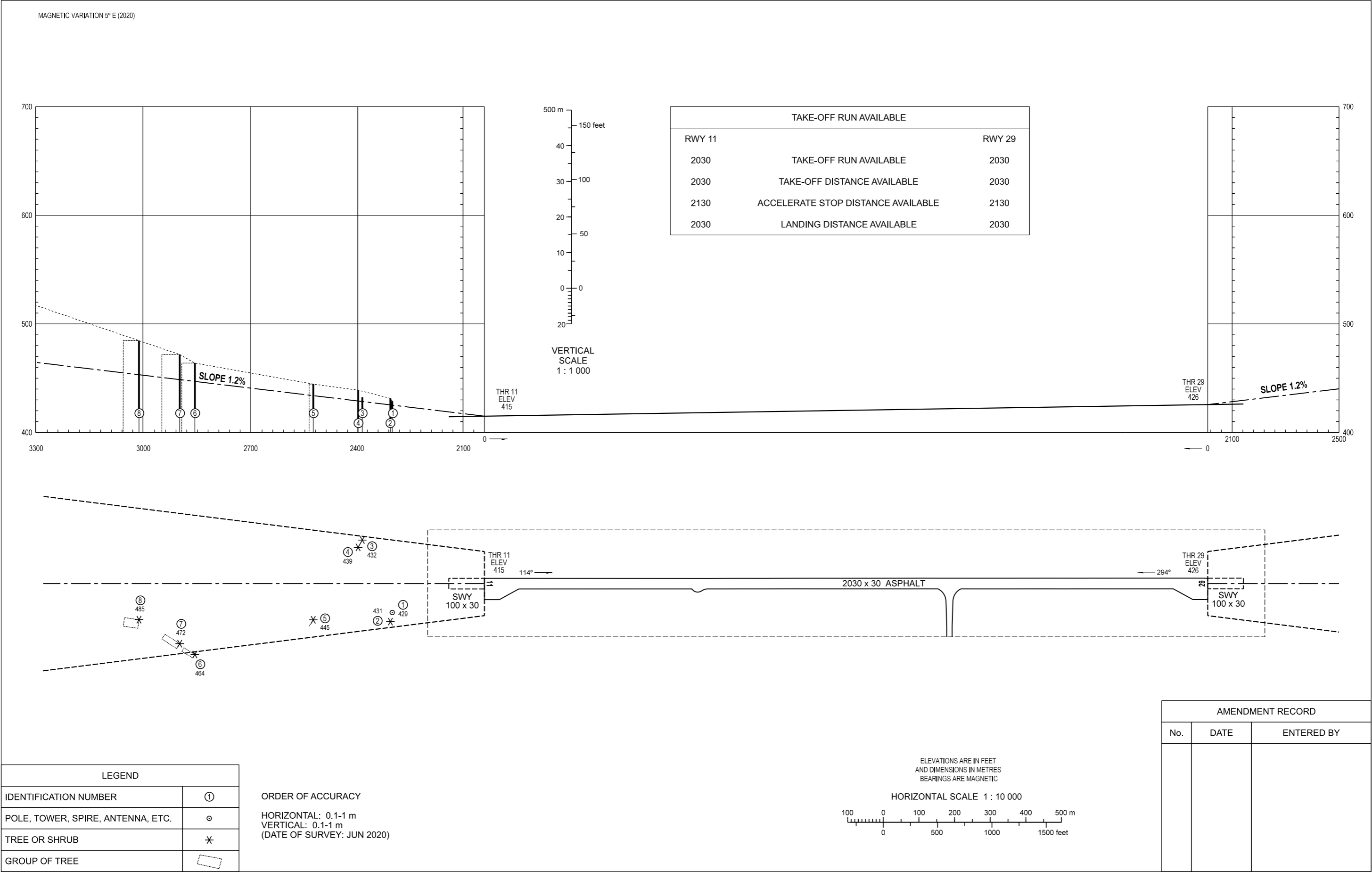
Obstacle penetrating VSS	Affected procedures	Affected OCA/H
LHPR_AERA2B_P_098	AD 2-LHPR-RNP-11 (except LPV minima), AD 2-LHPR-VOR-11	NIL
LHPR_AREA2B_S_026_001	AD 2-LHPR-RNP-11 (except LPV minima), AD 2-LHPR-VOR-11	NIL
LHPR_AREA2B_S_026_002	AD 2-LHPR-RNP-11 (except LPV minima), AD 2-LHPR-VOR-11	NIL
LHPR_AREA2B_S_026_003	AD 2-LHPR-RNP-11 (except LPV minima), AD 2-LHPR-VOR-11	NIL
LHPR_AREA2B_S_026_004	AD 2-LHPR-RNP-11 (except LPV minima), AD 2-LHPR-VOR-11	NIL

## LHPR AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart - ICAO	AD 2-LHPR-ADC
Aerodrome Obstacle Chart - ICAO Type A Operating Limitations	AD 2-LHPR-AOCA-1129
Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHPR-SID-11
	AD 2-LHPR-SID-29
Instrument Approach Chart - ICAO	AD 2-LHPR-ILS/LOC-29
	AD 2-LHPR-RNP-11
	AD 2-LHPR-RNP-29
	AD 2-LHPR-VOR-11
	AD 2-LHPR-VOR-29
Visual Approach Chart - ICAO	AD 2-LHPR-VAC

AERODROME OBSTACLE CHART - ICAO  
TYPE A (OPERATING LIMITATIONS)

GYŐR/PÉR  
RWY 11/29



CHANGE: New chart

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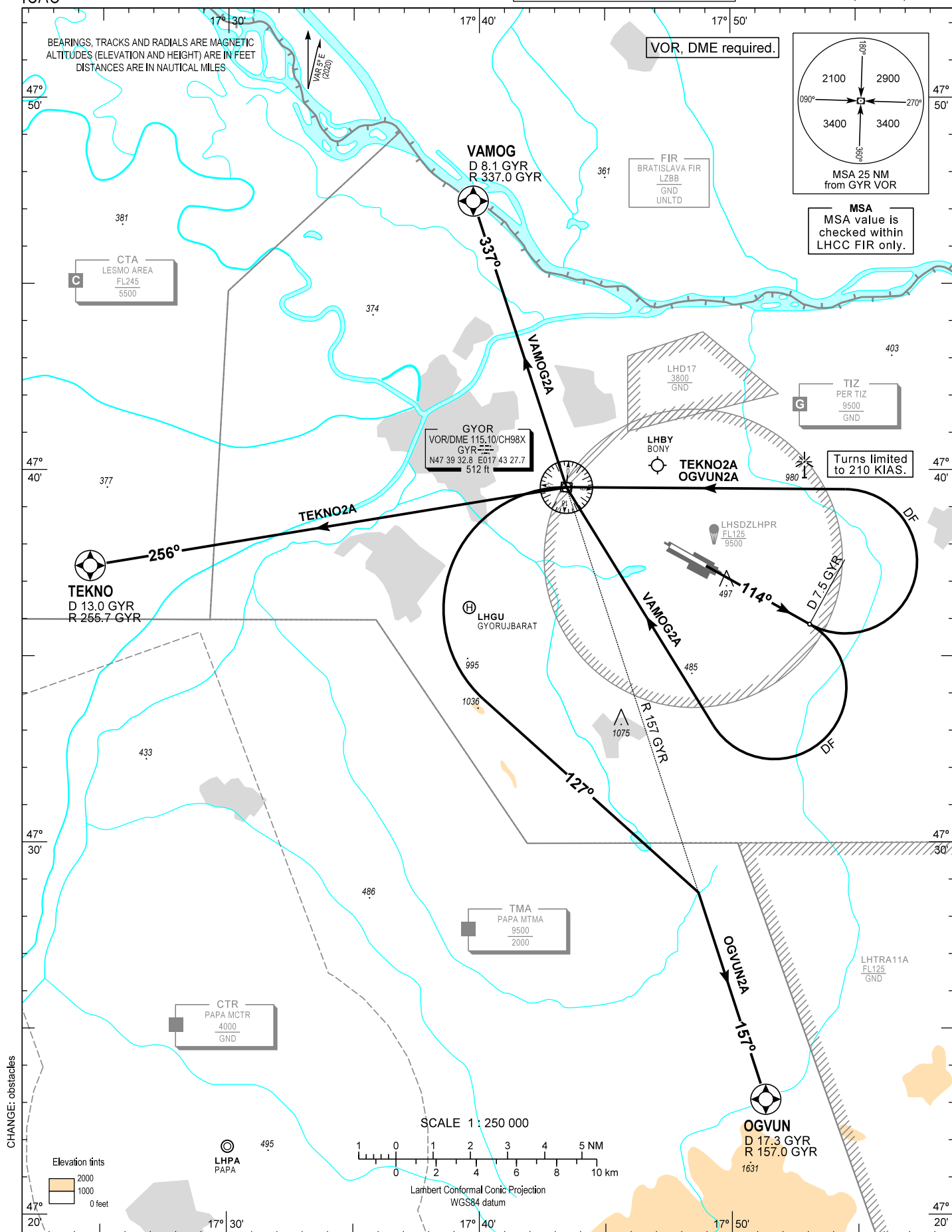
AIP HUNGARY

STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) -  
ICAO

TRANSITION ALTITUDE  
10000

PÉR INFO 129.910  
BUDAPEST INFORMATION (WEST) 125.500

GYŐR/PÉR  
RWY 11  
OGVUN2A, TEKNO2A, VAMOG2A



AD 2 LHPR STANDARD DEPARTURE CHART INSTRUMENT RWY 11

SID NAME	PROCEDURE	CLIMBING
<b>VAMOG2A</b> (VAMOG TWO ALPHA DEPARTURE)	RWY HDG to D 7.5 GYR then turn right direct to GYR VOR. Maximum turning speed 210 KIAS. At GYR VOR intercept R 337 GYR outbound to VAMOG.	Climb initially 9000 AMSL. Further climb only by ATC.
<b>TEKNO2A</b> (TEKNO TWO ALPHA DEPARTURE)	RWY HDG to D 7.5 GYR then turn left direct to GYR VOR. Maximum turning speed 210 KIAS. At GYR VOR intercept R 256 GYR outbound to TEKNO.	
<b>OGVUN2A</b> (OGVUN TWO ALPHA DEPARTURE)	RWY HDG to D 7.5 GYR then turn left direct to GYR VOR. Maximum turning speed 210 KIAS. At GYR VOR turn left, track 127° to intercept R 157 GYR outbound to OGVUN.	

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
VAMOG	N47 47 14.0	E017 39 45.3
TEKNO	N47 37 25.6	E017 24 32.1
OGVUN	N47 23 06.0	E017 51 20.0

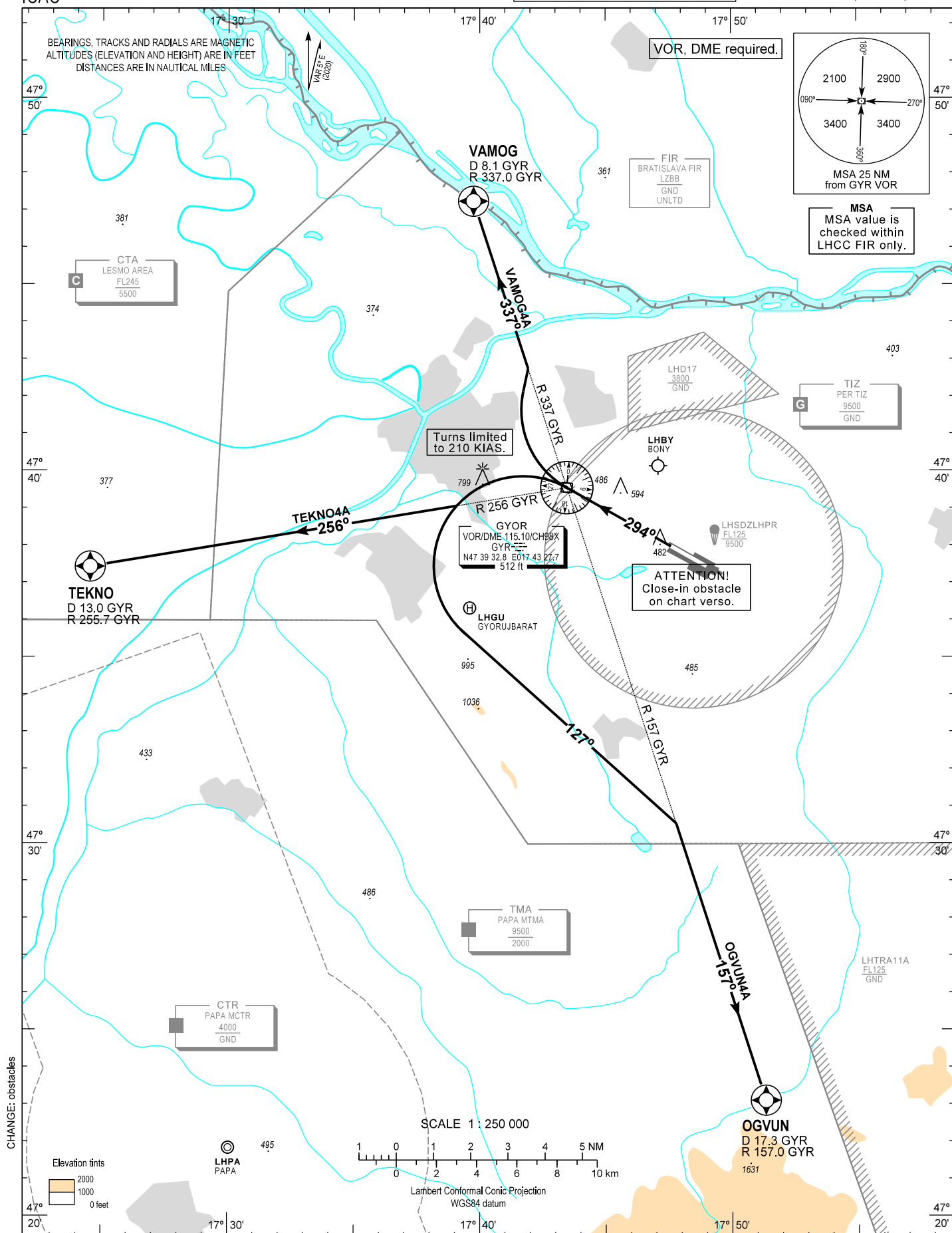
AIP HUNGARY

STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) -  
ICAO

TRANSITION ALTITUDE  
10000

PÉR INFO 129.910  
BUDAPEST INFORMATION (WEST) 125.500

GYŐR/PÉR  
RWY 29  
OGVUN4A, TEKNO4A, VAMOG4A



## AD 2 LHPR STANDARD DEPARTURE CHART INSTRUMENT RWY 29

SID NAME	PROCEDURE	CLIMBING
<b>VAMOG4A</b> (VAMOG FOUR ALPHA DEPARTURE)	After departure proceed to GYR VOR. At GYR VOR turn right to intercept R 337 GYR outbound to VAMOG. Maximum turning speed 210 KIAS.	Climb initially 9000 AMSL. Further climb only by ATC.
<b>TEKNO4A</b> (TEKNO FOUR ALPHA DEPARTURE)	After departure proceed to GYR VOR. At GYR VOR turn left to intercept R 256 GYR outbound to TEKNO. Maximum turning speed 210 KIAS.	
<b>OGVUN4A</b> (OGVUN FOUR ALPHA DEPARTURE)	After departure proceed to GYR VOR. At GYR VOR turn left, track 127° to intercept R 157 GYR outbound to OGVUN. Maximum turning speed 210 KIAS.	

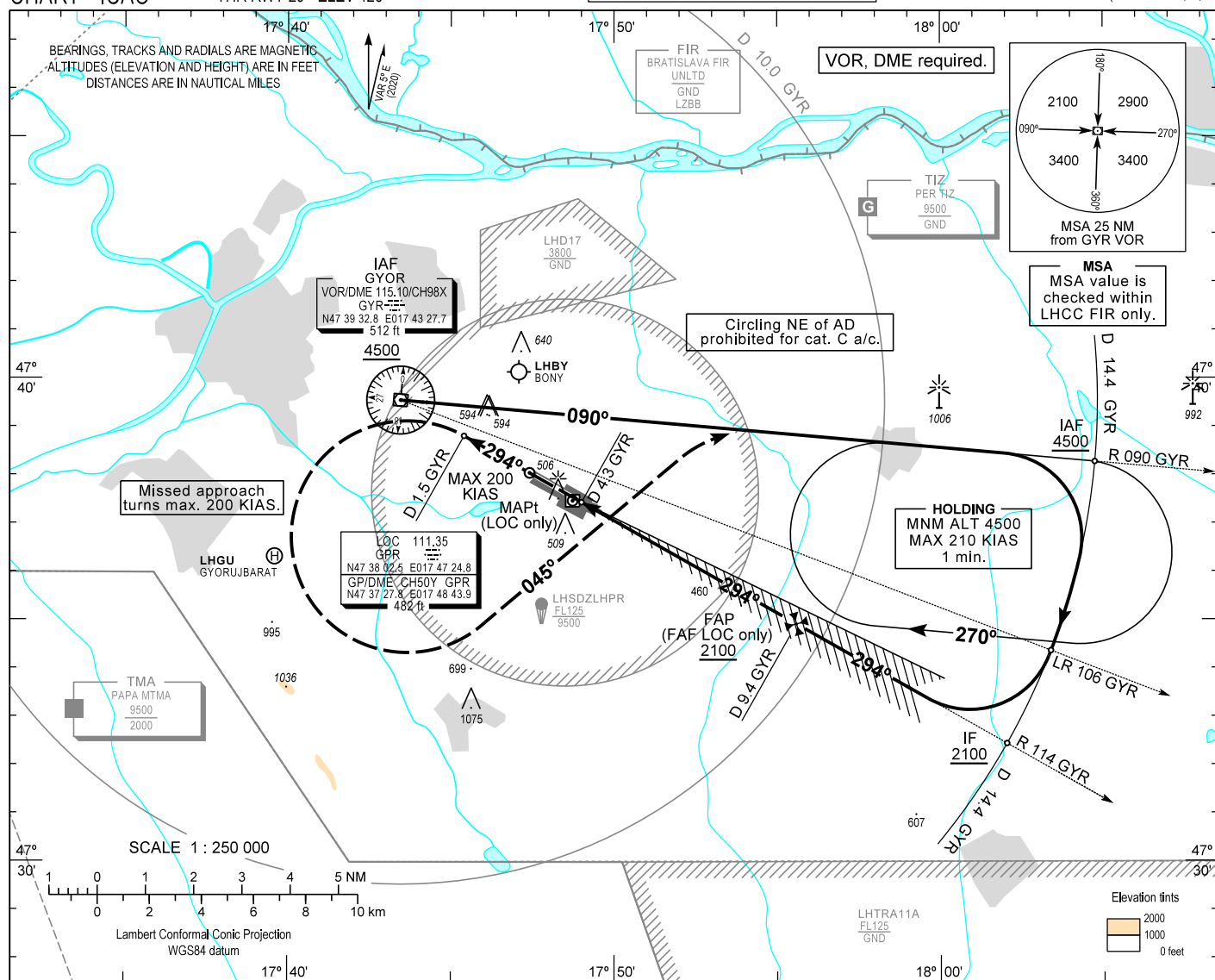
### WAYPOINT COORDINATES

WP ID	Latitude	Longitude
VAMOG	N47 47 14.0	E017 39 45.3
TEKNO	N47 37 25.6	E017 24 32.1
OGVUN	N47 23 06.0	E017 51 20.0

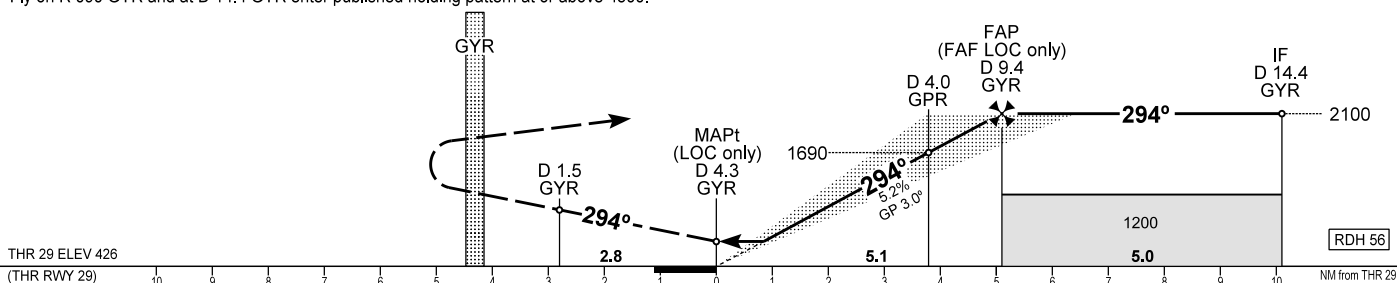
### CLOSE-IN OBSTACLE

NAME	Latitude	Longitude	Type	Elevation (at top)	Height (above terrain)	Height (above DER)
LHPR_AREA2B_P_098	N47 38 01.26	E017 47 09.77	TREE	482	73	67

## AIP HUNGARY

INSTRUMENT  
APPROACH  
CHART - ICAOAERODROME ELEV 426  
HEIGHTS RELATED TO  
THR RWY 29 - ELEV 426PÉR INFO 129.910  
BUDAPEST INFORMATION (WEST) 125.500GYÖR/PÉR  
ILS or LOC RWY 29  
(ACFT CAT A, B, C)

**MISSED APPROACH**  
Climb 4500.  
Proceed initially on R 114 GYR inbound.  
When passing D 1.5 GYR on R 114 GYR turn left heading 045° to intercept R 090 GYR.  
Maximum turning speed 200 KIAS.  
Fly on R 090 GYR and at D 14.4 GYR enter published holding pattern at or above 4500.

TRANSITION ALTITUDE  
10000

OCA (OCH)			A	B	C	DIST with GYR DME					NM	9.0	8.0	7.0	6.0
STRAIGHT-IN APPROACH	Cat. I.	Press. ALT	637 (211)	649 (223)	658 (232)	DIST with GPR DME					NM	4.9	3.9	2.9	1.9
	LOC only		790 (370)			ALT					ft	1980	1660	1340	1020
CIRCLING APPROACH		ft AMSL	890	940	1180 <small>SW of AD only</small>	Timing not authorized to define the MAPt.									
		VIS. m	1900	2800	3700										
						GROUND SPEED					kt	60	90	120	150
						FAF - MAPt 5.1 NM					min:sec	5:06	3:24	2:33	2:03
						Rate of descent (319 ft/NM)					ft/min	320	480	640	800

## AD 2 LHPR INSTRUMENT APPROACH CHART ILS OR LOC RWY 29

### ILS approach procedure:

Initial altitude at or above 4500.

Leave GYR VOR on R 090 GYR. At D 14.4 GYR turn right and join CW D 14.4 GYR DME arc.

After crossing R 106 GYR leading radial turn right and intercept R 114 GYR inbound (final track), to D 14.4 GYR (IF) descend 2100.

When crossing D 9.4 GYR (FAF) descend to published minimum altitude.

### Holding procedure:

Holding fix: GYR R 090 / D 14.4

Right hand holding pattern.

Maximum speed: 210 KIAS

Inbound track: 090°

Outbound track: 270°

Outbound timing: 1 min.

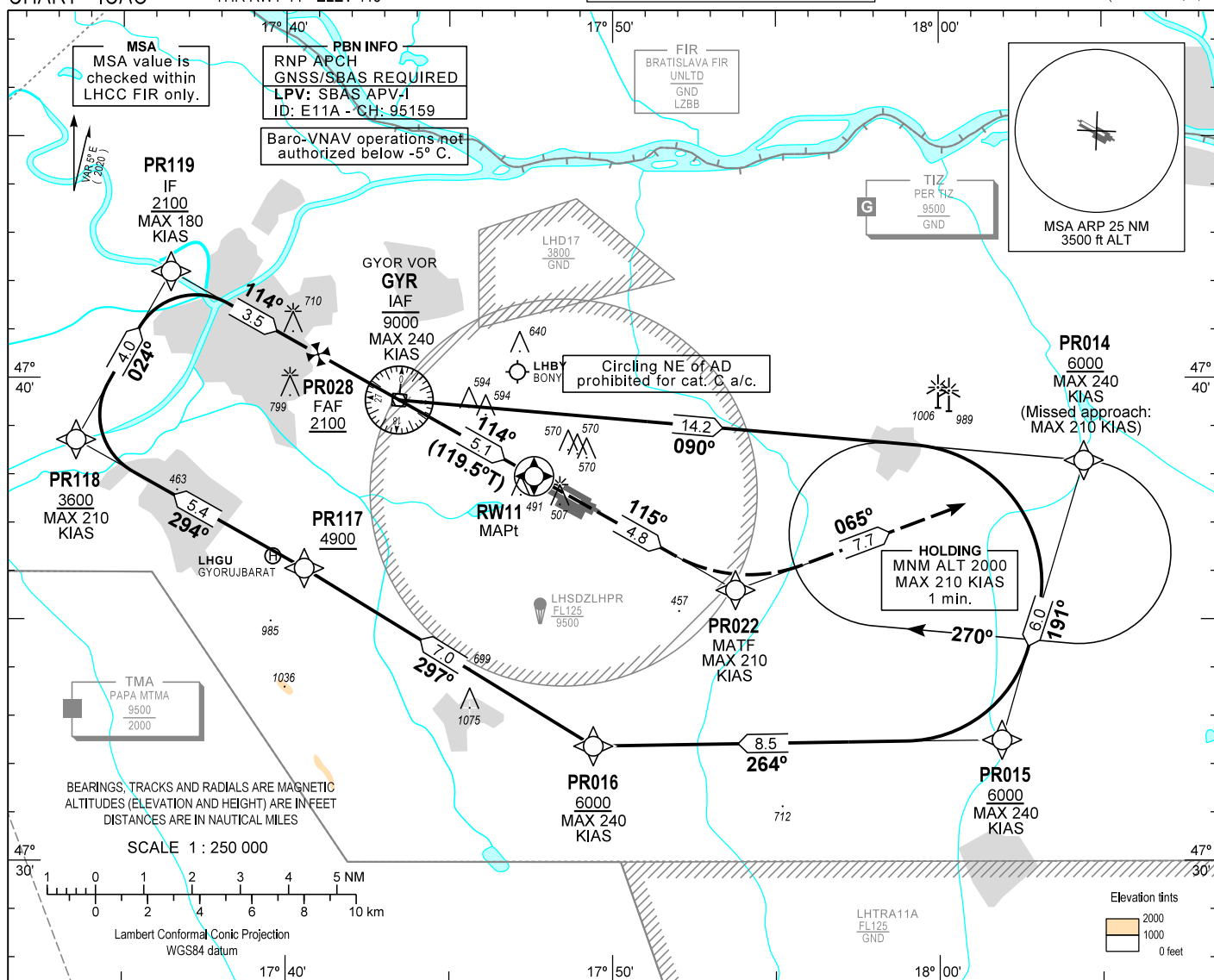
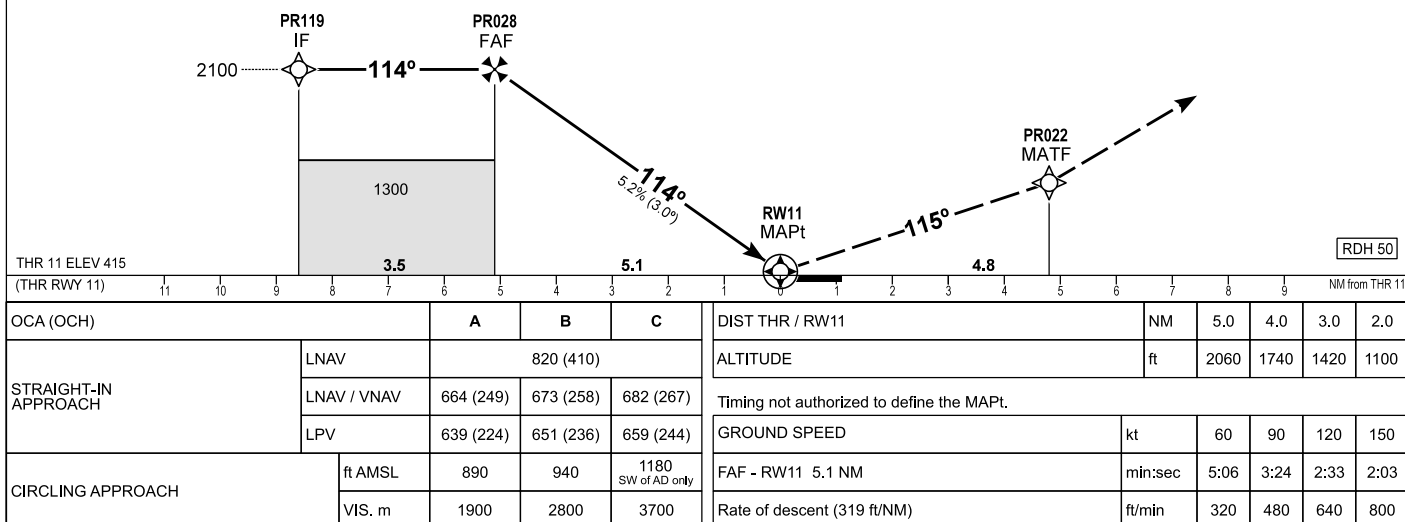
Minimum holding altitude: 4500

Maximum holding altitude: 8500

Rate of turn: 3°/sec. or 25° bank angle  
(whichever requires lesser bank)

Entry: Sector 1 (parallel) and Sector 2 (offset) entries prohibited

## AIP HUNGARY

INSTRUMENT  
APPROACH  
CHART - ICAOAERODROME ELEV 426  
HEIGHTS RELATED TO  
THR RWY 11 - ELEV 415PÉR INFO 129.910  
BUDAPEST INFORMATION (WEST) 125.500GYŐR/PÉR  
RNP RWY 11  
(ACFT CAT A, B, C)TRANSITION ALTITUDE  
10000MISSED APPROACH  
Climb to PR022.  
Turn left to PR014 and enter holding at or above 2000.  
Maximum turning speed: 210 KIAS.

OCA (OCH)		A	B	C	DIST THR / RW11		NM	5.0	4.0	3.0	2.0	
STRAIGHT-IN APPROACH	LNAV	820 (410)			ALTITUDE		ft	2060	1740	1420	1100	
	LNAV / VNAV	664 (249)	673 (258)	682 (267)	Timing not authorized to define the MAPt.							
	LPV	639 (224)	651 (236)	659 (244)	GROUND SPEED		kt	60	90	120	150	
CIRCLING APPROACH		ft AMSL	890	940	1180 <small>SW of AD only</small>	FAF - RW11 5.1 NM		min:sec	5:06	3:24	2:33	2:03
		VIS. m	1900	2800	3700	Rate of descent (319 ft/NM)		ft/min	320	480	640	800

CHANGE: minima box, obstacles

AD 2 LHPR INSTRUMENT APPROACH CHART RNP RWY 11

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	GYR	IAF				-9000	-240		RNP APCH
TF	PR014			095.2 T/14.2 NM		+6000	-240		RNP APCH
TF	PR015			196.4 T/6.0 NM	R	+6000	-240		RNP APCH
TF	PR016			269.1 T/8.5 NM		+6000	-240		RNP APCH
TF	PR117			301.5 T/7.0 NM		+4900			RNP APCH
TF	PR118			299.3 T/5.4 NM		+3600	-210		RNP APCH
TF	PR119	IF		029.3 T/4.0 NM		+2100	-180		RNP APCH
TF	PR028	FAF		119.4 T/3.5 NM		+2100			RNP APCH
TF	RW11	MAPt	Y	119.5 T/5.1 NM		+465		-3.0°	RNP APCH
TF	PR022	MATF		119.5 T/4.8 NM			-210		RNP APCH
TF	PR014			069.7 T/7.7 NM	L	+2000	-210		RNP APCH
HM	PR014	MAHF		095.2 T/1 min	R	+2000	-210		RNP APCH

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS Provider	1
Airport identifier	LHPR
Runway	11
Approach Performance Designator	0
Route indicator	
Reference Path Data Selector	0
Reference Path Identifier	E11A
LTP/FTP Latitude	473758.3400N
LTP/FTP Longitude	0174735.6300E
LTP/FTP Ellipsoidal Height (m)	170.8
FPAP Latitude	473726.0200N
FPAP Longitude	0174900.3000E
Threshold Crossing Height	50
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (m)	105
Length Offset (m)	0
HAL (m)	40
VAL (m)	50
Data Block	10 12 10 08 0C 0B 00 00 01 31 31 05 88 1A 71 14 9C D2 A2 07 AC 1A 80 03 FF 7C 95 02 F4 01 2C 01 64 00 C8 FA EE 41 C1 02
Calculated CRC Value	EE41C102
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	126.5

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
GYR	N47 39 32.8	E017 43 27.7
PR014	N47 38 17.4	E018 04 25.7
PR015	N47 32 30.2	E018 01 54.4
PR016	N47 32 22.9	E017 49 24.5
PR117	N47 36 03.8	E017 40 33.6
PR118	N47 38 43.1	E017 33 33.9
PR119	N47 42 12.3	E017 36 27.7
PR028	N47 40 29.5	E017 40 58.7
RW11	N47 37 58.3	E017 47 35.6
PR022	N47 35 36.7	E017 53 45.6

Holding procedure

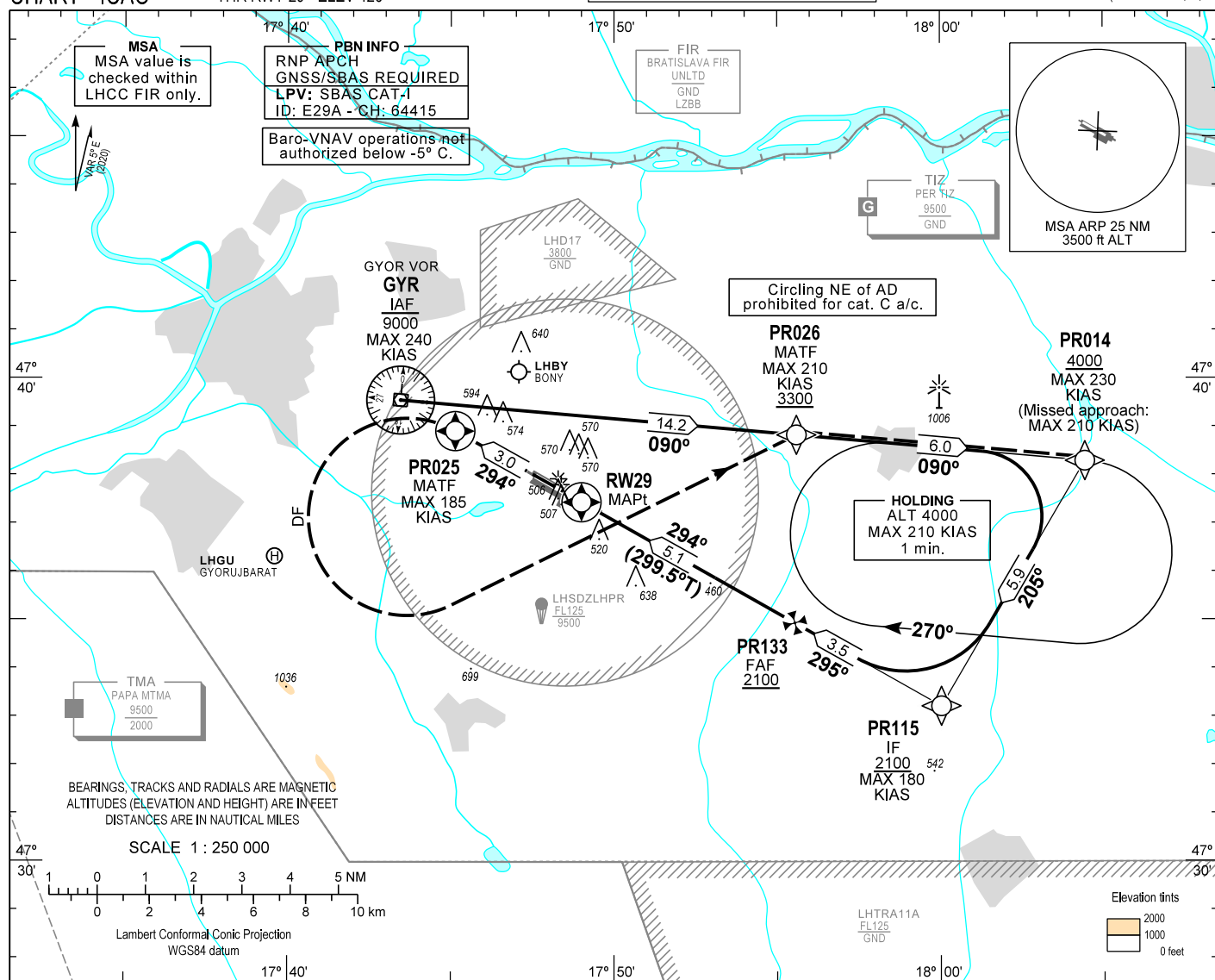
Holding fix:	PR014
Right hand holding pattern.	
Maximum speed:	210 KIAS
Inbound track:	090°
Outbound track:	270°
Rate of turn:	3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	2000
Maximum holding altitude:	8500
Entry:	Sector 1 (parallel) and Sector 2 (offset) entries prohibited

INSTRUMENT  
APPROACH  
CHART - ICAO

AERODROME ELEV 426  
HEIGHTS RELATED TO  
THR RWY 29 - ELEV 426

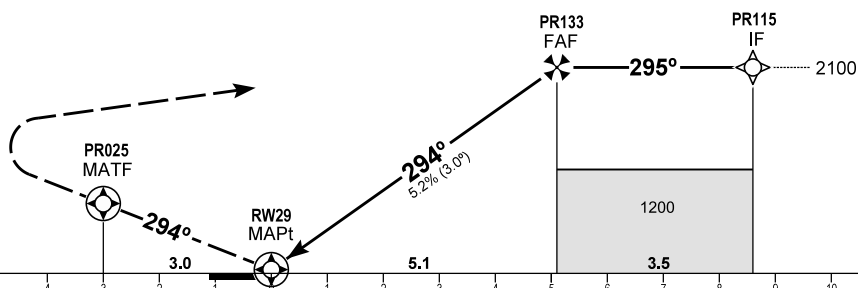
PÉR INFO	129.910
BUDAPEST INFORMATION (WEST)	125.500

GYÖR/PÉR  
RNP RWY 29  
(ACFT CAT A, B, C)



**MISSED APPROACH**  
Climb to PR025.  
Turn left direct to PR026 at or above 3300.  
Proceed to PR014, and enter holding at or above 4000.  
Maximum turning speed: 185 KIAS at PR025 210 KIAS at PR026.

TRANSITION ALTITUDE  
10000



RDH 56

CHANGE: minlma box, obstacles

OCA (OCH)		A	B	C	DIST THR / RW29		NM	5.0	4.0	3.0	2.0	1.0
STRAIGHT-IN APPROACH	LNAV	790 (370)			ALTITUDE		ft	2070	1760	1440	1120	800
	LNAV / VNAV	653 (227)	664 (238)	679 (253)	Timing not authorized to define the MAPt.							
	LPV	637 (211)	649 (223)	658 (232)	GROUND SPEED		kt	60	90	120	150	
CIRCLING APPROACH	ft AMSL	890	940	1180 SW of AD only	FAF - RW29 5.1 NM		min:sec	5:06	3:24	2:33	2:03	
	VIS. m	1900	2800	3700	Rate of descent (319 ft/NM)		ft/min	320	480	640	800	

AD 2 LHPR INSTRUMENT APPROACH CHART RNP RWY 29

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	GYR	IAF				-9000	-240		RNP APCH
TF	PR014			095.2 T/14.2 NM		+4000	-230		RNP APCH
TF	PR115	IF		210.4 T/5.9 NM		+2100	-180		RNP APCH
TF	PR133	FAF		299.5 T/3.5 NM		+2100			RNP APCH
TF	RW29	MAPt	Y	299.5 T/5.1 NM		+482		-3.0°	RNP APCH
TF	PR025	MATF	Y	299.4 T/3.0 NM			-185		RNP APCH
DF	PR026	MATF			L	+3300	-210		RNP APCH
TF	PR014			095.2 T/6.0 NM	R	+4000	-210		RNP APCH
HM	PR014	MAHF		095.2 T/1 min	R	+4000	-210		RNP APCH

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS Provider	1
Airport identifier	LHPR
Runway	29
Approach Performance Designator	0
Route indicator	
Reference Path Data Selector	0
Reference Path Identifier	E29A
LTP/FTP Latitude	473726.0200N
LTP/FTP Longitude	0174900.3000E
LTP/FTP Ellipsoidal Height (m)	174.1
FPAP Latitude	473758.3400N
FPAP Longitude	0174735.6300E
Threshold Crossing Height	17.1
TCH Units Selector	1
Glidepath Angle (degrees)	3.00
Course Width (m)	105
Length Offset (m)	0
HAL (m)	40
VAL (m)	35
Data Block	10 12 10 08 0C 1D 00 00 01 39 32 05 08 1E 70 14 18 68 A5 07 CD 1A 80 FC 00 84 6A FD 56 81 2C 01 64 00 C8 AF 6C 80 8E B4
Calculated CRC Value	6C808EB4
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	129.8

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
GYR	N47 39 32.8	E017 43 27.7
PR014	N47 38 17.4	E018 04 25.7
PR115	N47 33 12.7	E018 00 01.4
PR133	N47 34 56.0	E017 55 32.4
RW29	N47 37 26.0	E017 49 00.3
PR025	N47 38 54.3	E017 45 08.2
PR026	N47 38 49.6	E017 55 35.4

Holding procedure

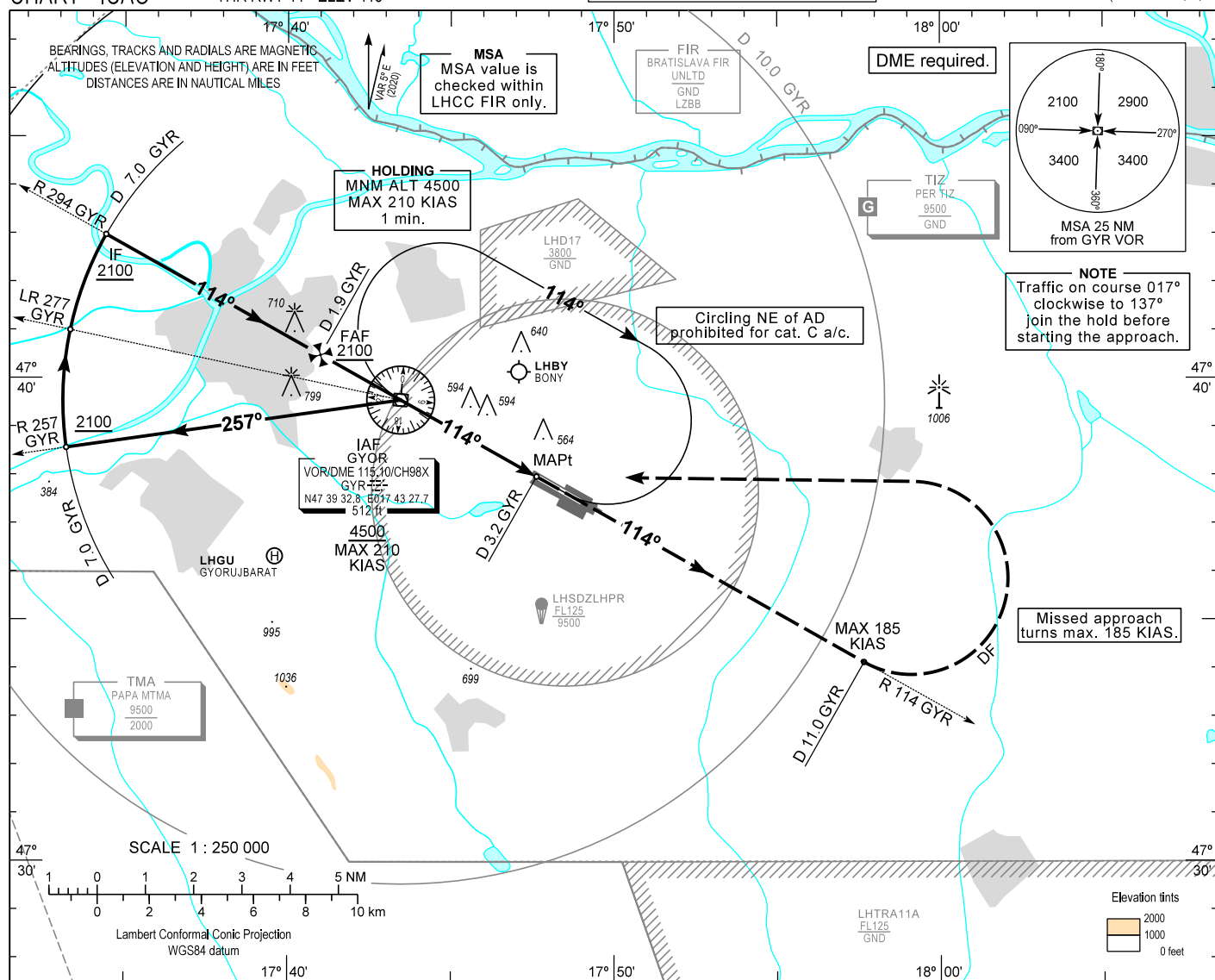
Holding fix:	PR014
Right hand holding pattern.	
Maximum speed:	210 KIAS
Inbound track:	090°
Outbound track:	270°
Rate of turn:	3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	4000
Maximum holding altitude:	8500
Entry:	Sector 1 (parallel) and Sector 2 (offset) entries prohibited

INSTRUMENT  
APPROACH  
CHART - ICAO

AERODROME ELEV 426  
HEIGHTS RELATED TO  
THR RWY 11 - ELEV 415

PÉR INFO	129.910
BUDAPEST INFORMATION (WEST)	125.500

GYÖR/PÉR  
VOR RWY 11  
(ACFT CAT A, B, C)



TRANSITION ALTITUDE  
10000

### MISSED APPROACH

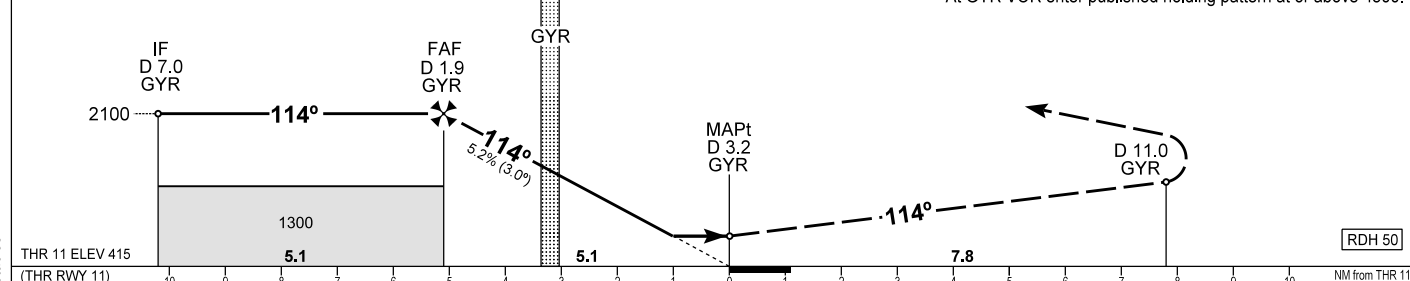
Climb 4500.

Proceed initially on R 114 GYR.

When passing D 11.0 GYR on R 114 GYR turn left direct to GYR VOR.

Maximum turning speed 185 KIAS.

At GYR VOR enter published holding pattern at or above 4500.



RDH 50

CHANGE: minlma box, obstacles

OCA (OCH)		A	B	C	CDA with GYR DME		NM	1.0 Inbound	0.0	1.0 outbound	2.0 outbound
STRAIGHT-IN APPROACH		840 (430)			ALT		ft	1800	1480	1170	850
CIRCLING APPROACH	ft AMSL	890	940	1180 <i>SW of AD only</i>	Timing not authorized to define the MAPt.						
	VIS. m	1900	2800	3700	GROUND SPEED		kt	60	90	120	150
					FAF - MAPt 5.1 NM		min:sec	5:06	3:24	2:33	2:03
					Rate of descent (319 ft/NM)		ft/min	320	480	640	800

## AD 2 LHPR INSTRUMENT APPROACH CHART VOR RWY 11

Initial altitude at or above 4500.  
Leave GYR VOR on R 257 GYR and descend 2100.  
At D 7.0 GYR turn right and join CW D 7.0 GYR DME arc.  
After crossing R 277 GYR leading radial turn right and intercept R 294 GYR inbound for final RWY11.  
When crossing D 1.9 GYR (FAF) descend to published minimum altitude.

### Holding procedure:

Holding fix: GYR VOR

Right hand holding pattern.

Maximum speed: 210 KIAS

Inbound track: 294°

Outbound track: 114°

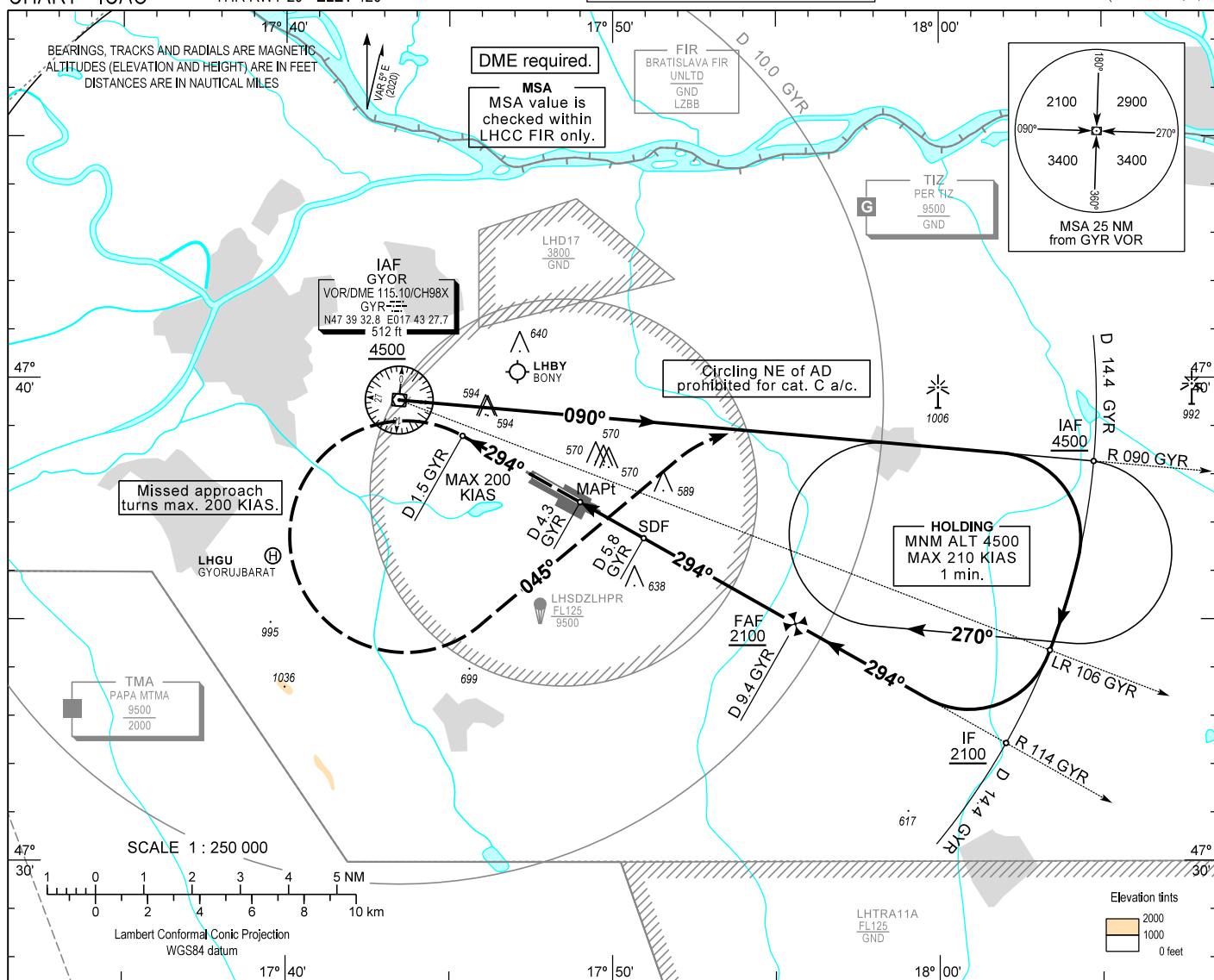
Rate of turn: 3°/sec. or 25° bank angle  
(whichever requires lesser bank)

Outbound timing: 1 min.

Minimum holding altitude: 4500

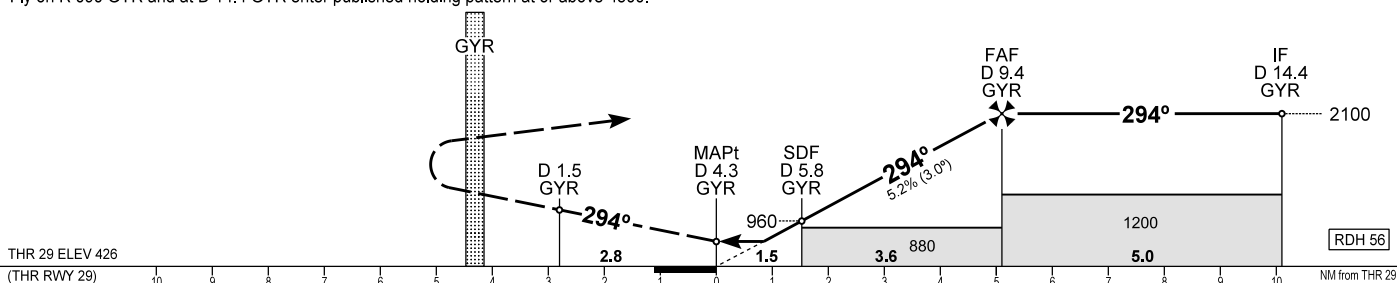
Maximum holding altitude: 8500

## AIP HUNGARY

INSTRUMENT  
APPROACH  
CHART - ICAOAERODROME ELEV 426  
HEIGHTS RELATED TO  
THR RWY 29 - ELEV 426PÉR INFO 129.910  
BUDAPEST INFORMATION (WEST) 125.500GYÖR/PÉR  
VOR RWY 29  
(ACFT CAT A, B, C)

## MISSED APPROACH

Climb 4500.  
Proceed initially on R 114 GYR inbound.  
When passing D 1.5 GYR on R 114 GYR turn left heading 045° to intercept R 090 GYR.  
Maximum turning speed 200 KIAS.  
Fly on R 090 GYR and at D 14.4 GYR enter published holding pattern at or above 4500.

TRANSITION ALTITUDE  
10000

OCA (OCH)		A	B	C	CDFA with GYR DME		NM	9.0	8.0	7.0	6.0
STRAIGHT-IN APPROACH		790 (370)			ALT		ft	1980	1660	1340	1020
CIRCLING APPROACH	ft AMSL	890	940	1180 SW of AD only	Timing not authorized to define the MAPt.						
	VIS. m	1900	2800	3700	GROUND SPEED		kt	60	90	120	150
					FAF - MAPt 5.1 NM		min:sec	5:06	3:24	2:33	2:03
					Rate of descent (319 ft/NM)		ft/min	320	480	640	800

CHANGE: minima box, obstacles

## AD 2 LHPR INSTRUMENT APPROACH CHART VOR RWY 29

Initial altitude at or above 4500.

Leave GYR VOR on R 090 GYR. At D 14.4 GYR turn right and join CW D 14.4 GYR DME arc.

After crossing R 106 GYR leading radial turn right and intercept R 114 GYR inbound (final track), to D 14.4 GYR (IF) descend 2100.

When crossing D 9.4 GYR (FAF) descend to published minimum altitude.

### Holding procedure:

Holding fix: GYR R 090 / D 14.4

Right hand holding pattern.

Maximum speed: 210 KIAS

Inbound track: 090°

Outbound track: 270°

Rate of turn: 3°/sec. or 25° bank angle

(whichever requires lesser bank)

Outbound timing: 1 min.

Minimum holding altitude: 4500

Maximum holding altitude: 8500

Entry: Sector 1 (parallel) and Sector 2 (offset) entries prohibited

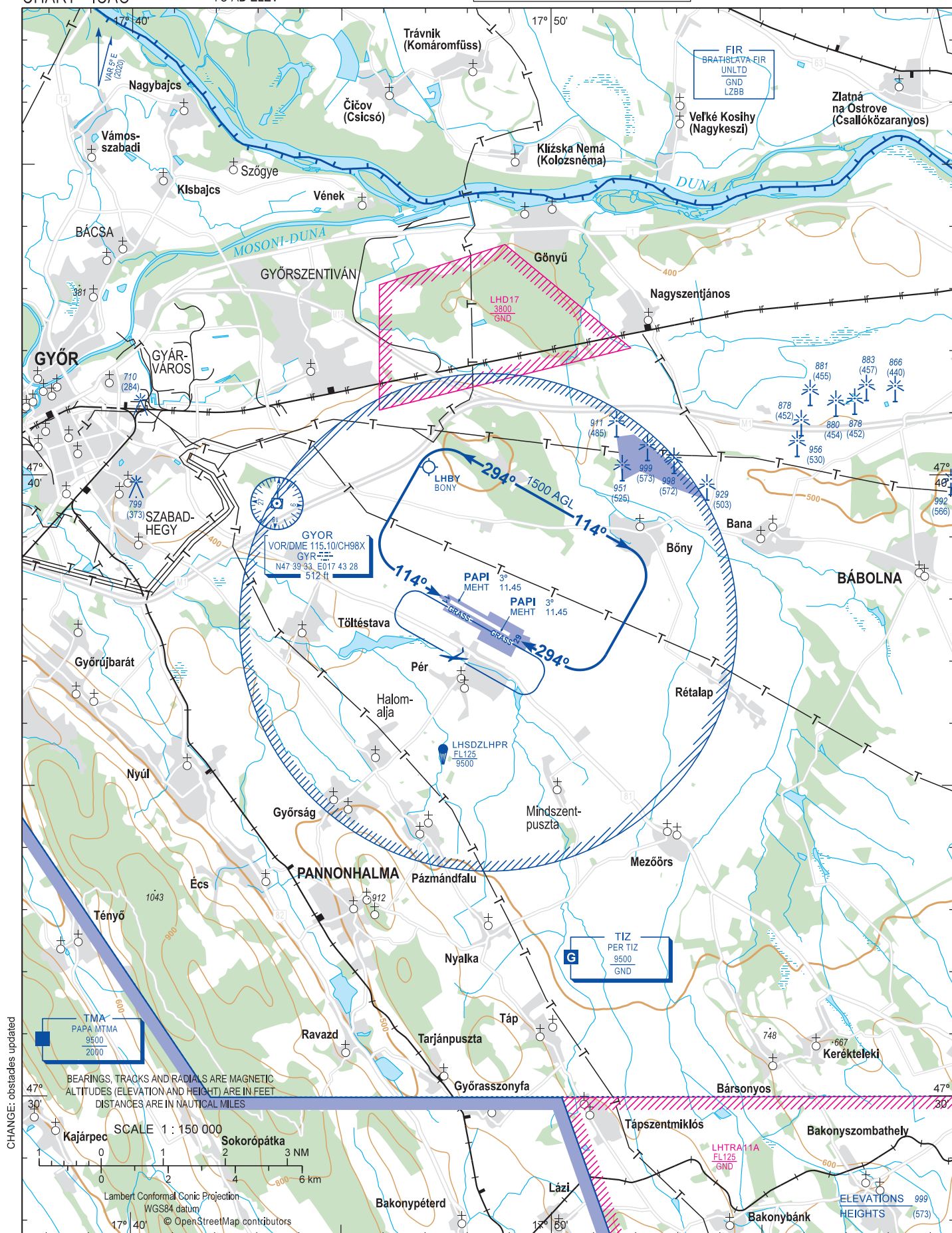
AIP HUNGARY

VISUAL  
APPROACH  
CHART - ICAO

AERODROME ELEV 426  
HEIGHTS RELATED  
TO AD ELEV

PÉR INFO 129.910  
BUDAPEST INFORMATION (WEST) 125.500

GYŐR/PÉR

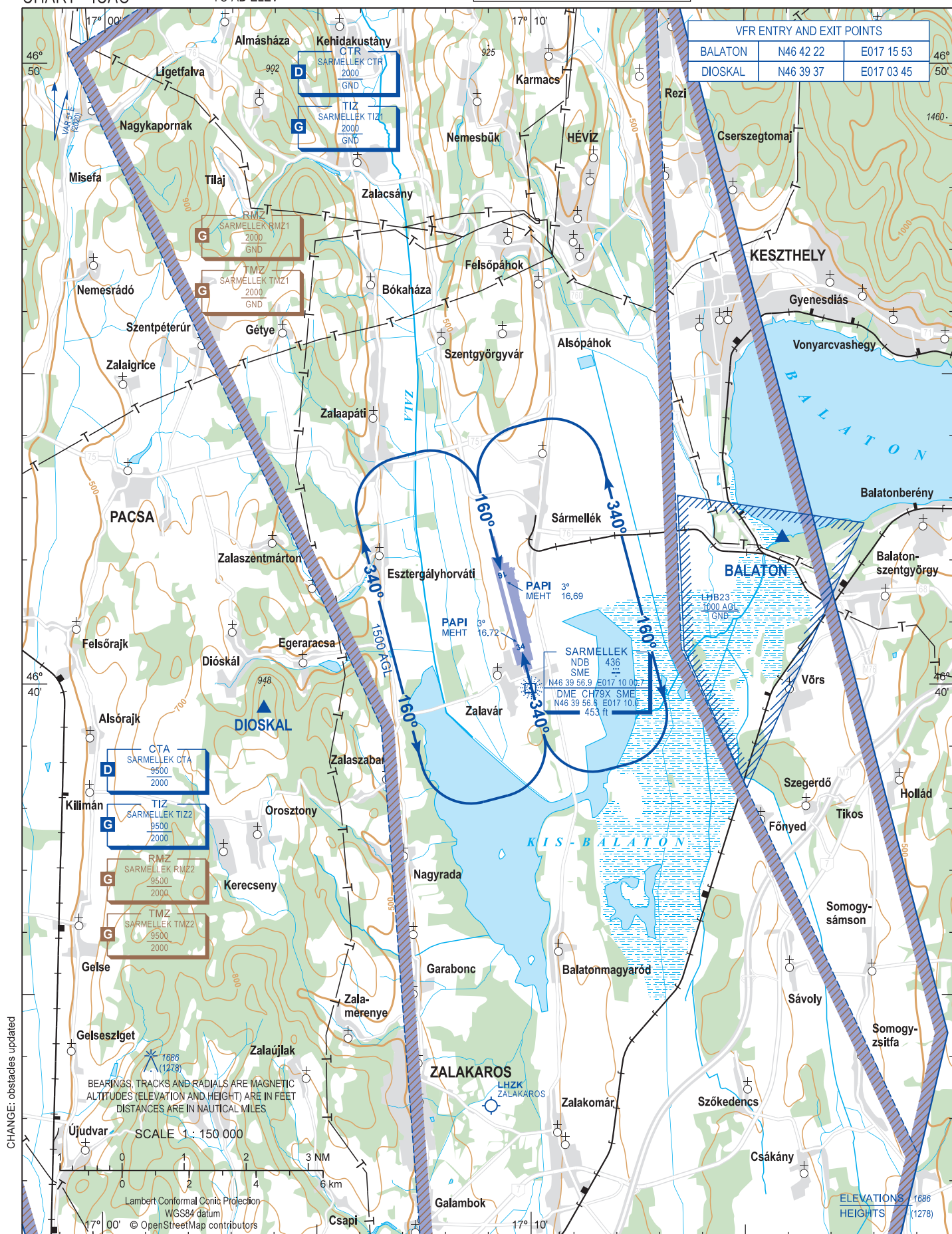


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## AIP HUNGARY

VISUAL  
APPROACH  
CHART - ICAOAERODROME ELEV 408  
HEIGHTS RELATED  
TO AD ELEVBALATON TOWER 134.585  
BALATON INFO 134.585  
BUDAPEST INFORMATION (WEST) 125.500

HÉVÍZ/BALATON



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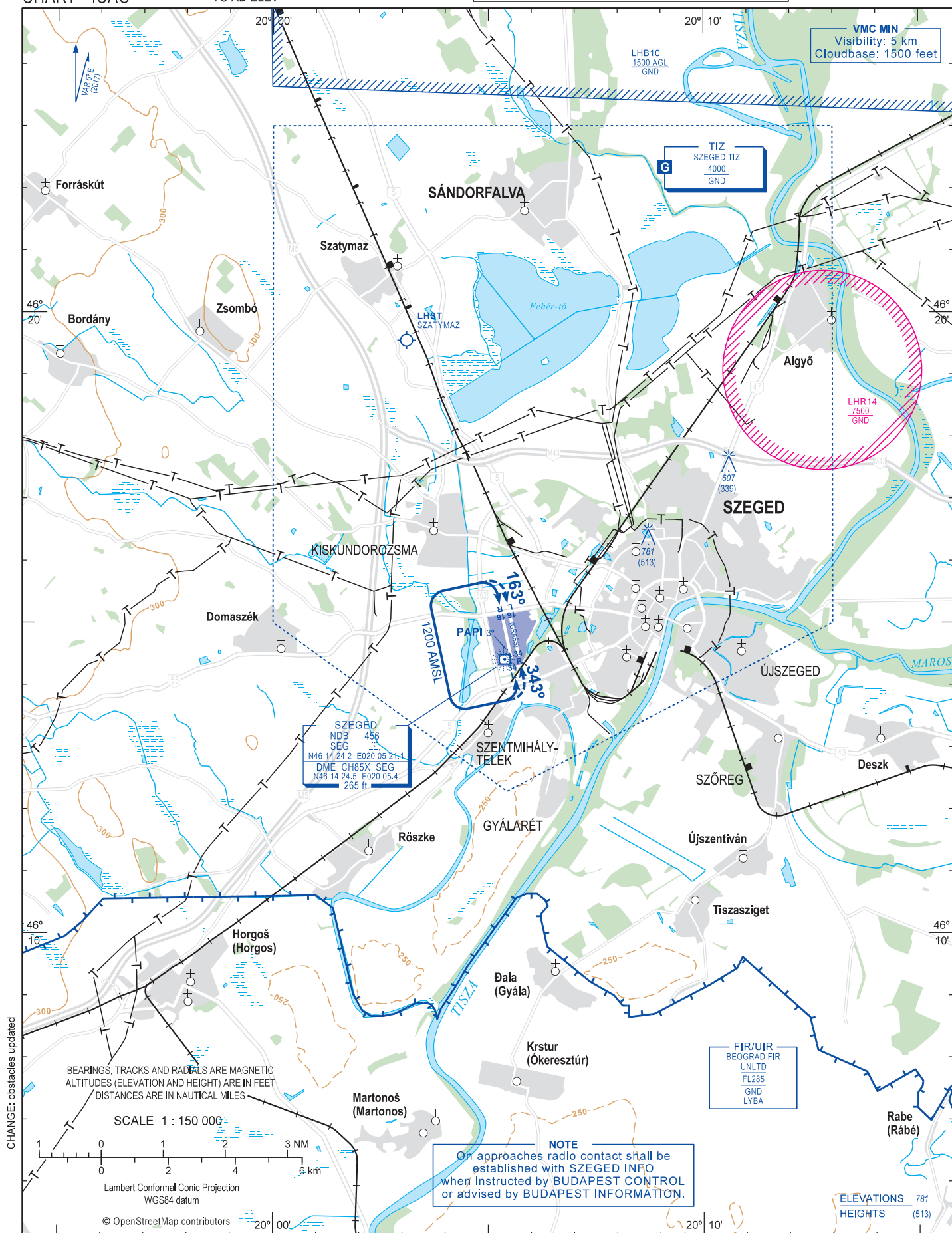
AIP HUNGARY

SZEGED

VISUAL  
APPROACH  
CHART - ICAO

AERODROME ELEV 268  
HEIGHTS RELATED  
TO AD ELEV

SZEGED INFO 122.810 (Reserved: 128.810)  
BUDAPEST INFORMATION (EAST) 133.000



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