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AIP AMDT: AIRAC AMDT 007/2022

Effective Date: 01 DEC 2022
Publication date: 20 OCT 2022

1. Amendment content:

1.1 GEN 1.7

- Differences from ICAO Annex 1, Annex 6. Part II, Annex 8, and Annex 14 Volume I. updated

1.2 GEN 2.2, GEN 2.3

- TRA abbreviation updated

1.3 GEN 3.4

- AFS address removed from Radio navigation services section

1.4 ENR 1.2, ENR 1.10

- General rules for VFR flights and flight planning updated (incorporation of NOTAM A5062/22 and A5063/22)

1.5 ENR 3.1, ENR 3.2, ENR 3.3, ENR 3.4, ENR 3.5, ENR 3.6, AD 1.2, LH AD 2.7, LHBP AD 2.22, LH** AD 2.25**

- Sections updated according to the Commission Implementing Regulation (EU) 2022/938

1.6 ENR 5.5

- LHSDZLHFM / FERTOSZENTMIKLOS drop zone added (incorporation of NOTAM A4276/22)
- Chart updated: ENR 6 LHCC-SPORT

1.7 AD 1.3

- List of other aerodromes removed, URL referring to the CAA's Hungarian airport catalogue inserted

1.8 AD 2 LHBP

- Holding point for taxiway B5 displaced
- Section for Planning and authorisation of training flights updated
- Updated chart: AD 2 LHBP-ADC

1.9 AD 2 LHPP, LHPR, LHSM

- Aerodrome Obstacle Charts updated
- Updated charts: AD 2 LHPP-AOCA-1634, AD 2 LHPR-AOCA-1129, AD 2 LHSM-AOCA-1634

1.10 AD 2 LHUD

- Updated chart: AD 2 LHUD-ADC

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:
A4276/22, A5062/22, A5063/22

SUP:
Nil

AIC:
Nil

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

Insert the following pages		Remove the following pages	
GEN 0.2 - 1/2	01 DEC 2022	GEN 0.2 - 1/2	06 OCT 2022
GEN 0.4 - 1/2	01 DEC 2022	GEN 0.4 - 1/2	06 OCT 2022
GEN 0.4 - 3/4	01 DEC 2022	GEN 0.4 - 3/4	06 OCT 2022
GEN 0.6 - 1/2	01 DEC 2022	GEN 0.6 - 1/2	06 OCT 2022
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GEN 1.7 - 1/2	01 DEC 2022	GEN 1.7 - 1/2	14 JUL 2022
GEN 1.7 - 5/6	01 DEC 2022	GEN 1.7 - 5/6	14 JUL 2022
GEN 1.7 - 7/8	01 DEC 2022	GEN 1.7 - 7/8	14 JUL 2022
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GEN 1.7 - 43/44	01 DEC 2022	GEN 1.7 - 43/44	06 OCT 2022
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GEN 0.2 RECORD OF AIP AMENDMENTS

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Amendment number	*Publication date*	*Date inserted*	*Inserted by*
003/2008	05-Jun-2008	03-Jul-2008	
004/2008	14-Aug-2008	25-Sep-2008	
001/2009	29-Jan-2009	12-Mar-2009	
002/2009	26-Mar-2009	07-May-2009	
003/2009	10-Sep-2009	22-Oct-2009	
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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	
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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	
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003/2018	07-Jun-2018	16-Aug-2018	
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006/2018	27-Sep-2018	06-Dec-2018	
001/2019	22-Nov-2018	03-Jan-2019	
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003/2019	14-Mar-2019	25-Apr-2019	
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001/2020	21-Nov-2020	30-Jan-2020	
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003/2020	12-Mar-2020	23-Apr-2020	
004/2020	09-Apr-2020	18-Jun-2020	
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PART 3 - AERODROMES (AD)

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GEN 0.6 TABLE OF CONTENTS TO PART 1

GEN 2 TABLES AND CODES

GEN 3 SERVICES

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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 differencies 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
Annex 1 - Personnel Licensing (Amendment 178)			
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 5 Specifications for personnel Licences	5.1.1	C	Although electronic licenses are not expressly referred to in the EU Regulatory framework, its provisions are broad enough to include also a digital or electronic license in the domain of personnel licenses, provided that the content therein complies the EU requirements on content of the licenses and the integrity of the license, and the authenticity of the document can be verified.
	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.
	5.3.1	C	Not implemented.
	5.3.1.1	C	Not implemented.
	5.3.1.2	C	Not implemented.
	5.3.1.3	C	Not implemented.
	5.3.2	C	Not implemented.
	5.3.2.1	C	Not implemented.
	5.3.2.2	C	Not implemented.
	5.3.3	C	Not implemented.
	5.3.4	C	Not implemented.
	5.3.5	C	Not implemented.
	5.3.6	C	Not implemented.
	5.3.7	C	Not implemented.

Provision affected		Type of diff	Difference in full text
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 that 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.
Annex 2 - Rules of the Air (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.
	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.

Provision affected		Type of diff	Difference in full text
	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 form 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.
	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”.

Provision affected		Type of diff	Difference in full text
	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.
	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.”

Provision affected		Type of diff	Difference in full text
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 transposes ‘,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.
Annex 3 - Meteorological Service for International Air Navigation (Amendment 79)			
Chapter 1 Definitions	1.1.7	C	No definition
	1.1.12	C	No definition
	1.1.31	C	The term Extended Range, whilst defined in ICAO Annex 3, is not used in the body text (except in descriptions of changes to Amendments). Similarly the term is not used in Reg. (EU) 2017/373: Annex V Part-MET
	1.1.42	C	The reference to IWXXM is not used explicitly, but as to Digital Form and GML and XML as was the case in ICAO Annex 3 prior to Amendment 78
	1.1.43	C	The term International Airways Volcano Watch is not used within Reg. (EU) No 2017/373, and the Volcanic Ash Advisory Centre function is described independently of the IAVW framework.
	1.1.52	A	The EU text defines the radius centred “on a significant point, the aerodrome reference point (ARP) or the heliport reference point (HRP)”. Whereas Annex 3 defi nes the radius centred “on a radio aid to navigation” only.
	1.1.56	B	This term is not used in Part-MET but implemented in the operational requirements.
	1.1.57	C	The definition is not transposed
	1.1.66	C	The definition is not transposed
	1.1.67	C	The definition is not transposed
	1.1.73	C	This term is not used.
	1.1.74	C	The term is used in GM1 MET.TR.2 15(e)(1) & (2) (a) and (b) but not defined.
	1.1.75	B	The term 'State' is replaced with 'Selected'. Definition is modified to refer to a specified list of recipients, rather than stating them in the definition itself.

Provision affected		Type of diff	Difference in full text
Chapter 2 General Provisions	2.1.5	C	This paragraph is not transposed
	2.2.1	C	This paragraph is not transposed
	2.2.7	C	This paragraph is reflected in Reg. (EU) 2017/37 3 but only at the level of guidance material: GM1 MET.OR.100 GM2 MET.OR.210
	2.2.8	C	This paragraph is reflected in Reg. (EU) 2017/37 3 but only at the level of guidance material: GM1 MET.OR.100 GM2 MET.OR.210
	2.2.9	C	This paragraph is not transposed.
	2.3.1	C	This paragraph is not transposed.
	2.3.2	C	This paragraph is not transposed.
	2.3.3	C	This paragraph is not transposed.
	2.3.4	C	This paragraph is not transposed.

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

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

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

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

Provision affected		Type of diff	Difference in full text
Chapter 11 Requirements for and use of communications	11.1.4	C	MET.OR.110 is considered sufficient to cover thi s aspect without the need to specifically refer to direct speech, nor a time within which communications are to be able to establish contact.
	11.1.5	C	MET.OR.110 is considered sufficient to cover this aspect without the need to specifically refer to direct speech, nor a time within which communications are to be able to establish contact, nor the need to refer to printed communications.
	11.1.6	C	MET.OR.110 is considered sufficient to cover this aspect without the need to specifically refer to other visual and audio forms.
	11.1.7	C	This paragraph is not transposed.
	11.1.9	C	This paragraph is not transposed. The content is reflected in Part-MET to specify that the MET information are transmitted through aeronautical fixed service systems.
	11.4	C	This paragraph is not transposed.
	11.5	C	This paragraph is not transposed.
	11.6.1	C	This standard is not transposed because it is considered that D-VOLMET provisions need to be covered by the rules on ATS providers.
	11.6.2	C	This standard is not transposed because it is considered that D-VOLMET provisions need to be covered by the rules on ATS providers.
Annex 4 - Aeronautical Charts (11th edition)			
Chapter 1 - Definitions	1.3.1	A	AIS providers are required to exchange information with all other AIS providers.
Annex 5 - Units of Measurement to be Used in Air and Ground Operations (5th edition)			NIL
Annex 6 - Operation of Aircraft Part I - (9th edition)			NIL
Annex 6 - 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.
	3.6.9.2	C	Partially implemented. Aircraft only permitted to operate with ACAS II ver. 7.1. Provision to reduce false alerts for ACAS II ver. 7.1 with hybrid surveillance not implemented.
	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.
Annex 6 - Operation of Aircraft Part III - (Amendment 23)			

Provision affected		Type of diff	Difference in full text
Section I - General Chapter 1 - Definitions	1.1	B	The term ‘specialised operations’ is used instead of aerial work.
	1.14	C	Not implemented. Term currently not used in Reg. (EU) 965/2012.
	1.35	C	The term is used but not defined.
	1.47	C	The term is used but not defined.
	1.54	B	The EU rules are using the old approach classification. New approach classification not yet transposed.
	1.63	C	Till No DH: RVR less than 75 m.
	1.91	C	Not implemented.
	1.93	C	Not implemented.
	1.99	C	Not implemented.
	1.100	C	Not implemented.
	1.111	C	Not implemented.
Section II - International Commercial Air Transport Chapter 1 - General	1.1.4	B	The EU rules require that the responsibility for operational control is solely with the commander/pilot-in-command.
	1.3.1	C	Transposed only for CAT Helicopter Offshore Operations.
	1.3.2	A	The European rule requires in addition that the FDM programme is non-punitive, regardless of the date.

Provision affected		Type of diff	Difference in full text
Section II - International Commercial Air Transport Chapter 2 - Flight Operations	2.2.1.5	B	No expiration date. The AOC is issued for an unlimited duration, but its validity is confirmed as per compliance with ORO.GEN.135. Several other entries requiring prior approval by the competent authority have been added to the EU operations specifications.
	2.2.1.7	B	No expiration date. The AOC is issued for an unlimited duration, but its validity is confirmed as per compliance with ORO.GEN.135. Several other entries requiring prior approval by the competent authority have been added to the EU operations specifications.
	2.2.2.1	B	Additionally, the EU rule also requires compliance with ICAO Annexes 1, 2, 8, and 18. Additionally, compliance with the mitigating measures accepted by EASA in accordance with ART.200 (d); the relevant requirements of Part-TCO; and the applicable Union rules of the air.
	2.2.8.1.1	C	The CVS does not receive operational credits.R.(EU) 965/2012 currently only allows operational credits for HUDs and EVS.
	2.3.1	C	Paragraph (g) is not fully implemented. An operational flight plan is not required for operations under VFR of other than complex motor-powered aircraft taking off and landing at the same aerodrome or operating site.
	2.3.3.1	C	An operational flight plan is not required for operations under VFR of other-than-complex motor-powered aeroplane taking off and landing at the same aerodrome or operating site.
	2.3.4.1.2	A	The EU rule requires a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome.
	2.3.4.2.1	B	The EU rules do not require an alternate when destination is a coastal aerodrome and the helicopter is routing from offshore. However, the European rule requires a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome.
	2.3.4.2.2	A	The EU rule requires a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome and higher operating minima (one category above).
	2.3.4.4	C	Not implemented.
	2.3.7.1	C	On point (b): oxygen replenishment is allowed as per the Air Ops rules and as a mitigation measure, aviation stakeholders are trained on the use of oxygen.
	2.3.7.4	C	Point (f) is not implemented.
	2.3.7.6	C	Not implemented.
	2.4.9.3	C	Partially implemented with the requirement in SERA.
	2.4.9.4	C	Partially implemented with the requirement in SERA.
	2.6.1	C	Flight operations officer/flight dispatcher tasks and responsibilities are not specifically described in Reg. (EU) 965/2012.

Provision affected		Type of diff	Difference in full text
Section II - International Commercial Air Transport Chapter 3 - Helicopter Performance Operating Limitations	3.1.4	C	Not implemented.
	3.4.1	C	Not implemented.
	3.4.2	C	Not implemented.
	3.4.3	C	Not implemented.
	3.4.4	C	Not implemented.
Section II - International Commercial Air Transport Chapter 4 - Helicopter Instruments, equipment and flight documents	4.2.2	C	Point (e) not implemented.
	4.2.2.1	C	Only for Large Helicopters: Initial CofA after 18 Feb 2020 (lavatory) and 18 May 2019 (portable).
	4.3.1.1.2	A	The passenger capacity threshold in CAT.IDE.H.190 (a)(1) is 9 not 19.
	4.3.1.1.3	C	Required for helicopters first issued with an individual CofA on or after 1 August 1999.
	4.3.1.1.4	C	The scope of CAT.IDE.H.191 covers those helicopters with an individual CofA first issued on or after 5/09/2022.
	4.3.1.1.5	C	The scope of CAT.IDE.H.191 covers only those helicopters having a MTOM of 2250 kg or more and have an individual CofA first issued on or after 5/09/2022.
	4.3.1.2	C	The use of magnetic tape for the FDR is not forbidden. The EU rule requires that the FDR ‘uses a digital method of recording and storing data’, thus implicitly excluding engraving metal foil and photographic film.
	4.3.1.3	C	Only in the case of helicopters first issued with an individual CofA on or after 1 Jan 2016 (corresponding to type IVA) is the FDR required to record data for at least the preceding 10 hours.
	4.3.2.3	C	Fully implemented for helicopters with initial CofA after 1 Jan 2016. Other helicopters are required to be equipped with a CVR capable of retaining the information of a duration of only: 1 hour or 0.5 hours.
	4.3.3.1.1	A	The data link recording capability is required for all helicopters first issued with an individual CofA on or after 8 Apr 2014.
	4.3.3.1.2	C	Not implemented.
	4.3.3.1.	C	Not implemented.
	4.3.4.	C	It is not required that the FDR documentation is in electronic format.
	4.4.4	C	Implemented only for Helicopter Offshore Operations.
	4.5.2.3	C	Life rafts: if distance from land is more than 3 minutes.
	4.5.2.6	A	The AMC is applicable to all helicopters regardless of the date of issuance of the CofA.
	4.5.2.7	A	he AMC ensures that all life rafts of more than 40 kg should have remote control deployment.
	4.5.2.8	A	The AMC is applicable to all helicopters regardless of the date of issuance of the CofA.
	4.5.3.2	C	Considerations on sun not included.
	4.10.1	C	Only for helicopters with pax seating capability of more than 9.

Provision affected		Type of diff	Difference in full text
	4.15.1	C	Only required offshore in hostile seas. Not required onshore.
	4.16.1	C	Reg. (EU) 965/2012 does not contain rules for SVS and CVS.
	4.16.2	C	Reg. (EU) 965/2012 does not contain rules for SVS and CVS.
Section II - International Commercial Air Transport Chapter 6 - Helicopter maintenance	6.2.1	C	EU requirements do not address the human factors principles in Part-M subpart G and Part-CAMO.
	6.2.3	C	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.
	6.2.4	C	The requirement to provide the manual to the State of Registry if different from the State of Operator (SoO). It is currently required to be approved by the SoO. Within the EU MS, this requirement is compensated by the mutual recognition.
	6.3.1	C	Part-M Subpart G, Part-CAMO and Part-CAO do not observe Human Factors principles in the design of the Maintenance Programme.
	6.3.2	C	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.
	6.4.2	A	Retaining periods exceed requirements.
	6.7.2	C	Pilot-owner authorisation does not comply with the requirement that a person shall be appropriately licensed i.a.w. Annex 1
	6.8.2	A	Retaining periods exceed requirements.
Section II - International Commercial Air Transport Chapter 7 - Helicopter Flight Crew	7.1.2	B	The State of Operator is the competent authority for NCC operators and NCO operators operating an aircraft registered in a third country.
	7.2	A	7.2 establishes provisions for each type of helicopter, ORO.FC.130(a) requires it for each type and variant. ORO.GEN.110(h) requires the use of a checklist, ICAO Annex 6 SARP 7.2 does not require it.
	7.4.1.1	A	For single pilot IFR, EU rules also require 5 IFR flights and 3 IFR approaches in the single pilot role under ORO.FC.202.Besides the 90 days, Reg. (EU) 965/2012 extends the mitigation measures. This is not required in the standard.
	7.4.2.3	A	This standard is met by line flying under supervision or initial line check or aerodrome competency. The Air OPS regulation requires all three.
Section II - International Commercial Air Transport Chapter 8 - Flight Operations Officer/Flight Dispatcher	8.3	C	No detailed requirement for flight dispatchers training.
	8.4	C	No detailed requirement for flight dispatchers training.
	8.5	C	No detailed requirement for flight dispatchers training.

Provision affected		Type of diff	Difference in full text
Section II - International Commercial Air Transport Chapter 9 - Manuals, Logs and Records	9.4.3	C	3-month storage period required under Reg. 965/2012.
	9.6	C	In the absence of indication from the investigating authority, the operator is not required to preserve the data for more than 60 days after the accident or serious incident.
Section II - International Commercial Air Transport Chapter 10 - Cabin Crew	10.3	A	The successful completion of the Initial training required by Reg. (EU) No 1178/2011 AIRCREW results in the issuance of a Cabin Crew Attestation (CCA) to the applicant. CCA is required for CAT operations. If operators other than CAT decide to carry a cabin crew member, this person shall also comply with Reg. (EU) No 1178/2011 and Reg. (EU) No 965/2012.
Section III - International General Aviation Chapter 1 - General	1.1.1	B	The State of the Operator is the competent authority for NCC operators and for NCO operators operating an aircraft registered in a Third Country.
	1.1.3	B	The State of Operator is the competent authority for NCC operators and for NCO operators operating an aircraft registered in a third country.
	1.1.5	C	Fully implemented for NCC but not implemented for NCO.
	1.4	C	Different in character. Approval to be granted by the State in which the operator is established or residing.

Provision affected		Type of diff	Difference in full text
Section III - International General Aviation Chapter 2 - Flight Operations	2.2.1	B	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): State of the Operator if the aircraft is registered in an EU Member State; or State of Registry if the aircraft is registered in a third country and the State of Registry has already issued the LVO specific approval.
	2.2.1.1	C	The CVS does not receive operational credits. R.(EU) 965/2012 currently only allows operational credits for HUDs and EVS.
	2.6.1.2	C	Weather conditions, at the heliport of intended landing OR at least one alternate heliport will, at the estimated time of arrival, be at or above the heliport operating minima.
	2.7.1	A	For isolated heliports the minimum weather conditions defined in 2.6.2.2 have to prevail AND all the other conditions must be met.
	2.7.2	C	Fully implemented for NCC. Not implemented for NCO.
	2.7.3	C	Fully implemented for NCC. Not implemented for NCO.
	2.9.1	B	Part-NCC and Part-NCO do not define final reserve fuel as such. Instead NCC.OP.130 and NCO.OP.125 indicate the amount of minutes for the required final reserve fuel.
	2.9.2	C	Partially implemented with the requirement in SERA.SERA includes the declaration of MINIMUM FUEL.
	2.9.3	C	Partially implemented with the requirement in SERA.
	2.10.1	C	NCO alleviation. See NCO.OP.190. The EU rules contain an alleviation to the availability and use of oxygen on board under NCO.OP.190 and AMC1 NCO.OP.190(a).The pilot-in-command can decide to fly at any altitude without using oxygen, and without oxygen being available. AMC1 NCO.OP.190(a) additionally states: “(…) the PIC should: (…)(b)(2) if detecting early symptoms of hypoxia conditions: (i) consider to return to a safe altitude, and (ii) ensure that supplemental oxygen is used, if available.”
	2.11	C	An alleviation is available for NCO operations. The EU rules contain an alleviation to the availability and use of oxygen on board under NCO.OP.190 and AMC1 NCO.OP.190(a). The PIC can decide to fly at any altitude without using oxygen, and without oxygen being available. AMC1 NCO.OP.190(a) additionally states: “(…) the PIC should: (…)(b)(2) if detecting early symptoms of hypoxia conditions: (i) consider to return to a safe altitude, and (ii) ensure that supplemental oxygen is used, if available.”
	2.20	C	Not implemented for flights at a distance from land corresponding to 10 minutes of flight or less (NCC), 50Nm (NCO).
Section III - International General Aviation Chapter 3 - Helicopter Performance Operating Limitations	3.3	C	Partially implemented through safety management for NCC. Not implemented for NCO.

Provision affected		Type of diff	Difference in full text
Section III - International General Aviation Chapter 4 - Helicopter Instruments, equipment and flight documents	4.1.3.1	B	The State of Operator is the competent authority for NCC operators and for NCO operators operating aircraft registered in a third country.
	4.1.3.2	C	Only for Large Helicopters: Initial CofA after 18 Feb 2020 (lavatory) and 18 May 2019 (portable)
	4.1.3.3	C	Implemented only on flights where survival equipment is required for NCC operators.
	4.2.1	A	The following additional instruments are also prescribed: A means of measuring slip. For NCC operations over water, all instruments required for Night VFR are also required.
	4.2.2	A	The following additional instruments are also prescribed for NCC operations: a means of preventing malfunction of the airspeed indicator and a means of indicating when the supply of power to gyroscopic instruments is not adequate.
	4.2.3	A	The following additional instruments are also prescribed: an alternate source of static pressure. Whenever 2 pilots are required, an additional separate means of indicating pressure altitude, IAS, VS, slip, and stabilised heading.
	4.3.2.1	A	Additional provisions for crew survival suits, life saving equipment and survival equipment. Additional requirements for NCC offshore over hostile waters.
	4.3.2.4	C	Not implemented for NCO operators. Implemented for all NCC operators regardless of the date of issue of the CofA. 50% should be deployable from the flight crew's normal position, if necessary by remote control.
	4.3.2.5	C	Implemented for NCC operators – either remote control or mass of less than 40 kg. Not implemented for NCO operators.
	4.3.2.6	C	Implemented for NCC operators – either remote control or mass of less than 40 kg. Not implemented for NCO operators.
	4.5.1	C	NCO: alleviation under NCO.OP.190.
	4.7.1.1.2	C	Not implemented.
	4.7.1.1.3	C	Not implemented.
	4.7.2.1.1	C	Implemented only to helicopters for which the individual CofA was first issued on or after 1 Jan. 2016.
	4.7.2.1.2	C	Not implemented.
	4.7.3.1.1	C	Not implemented.
	4.7.3.1.2	C	Implemented only for helicopters MTOM of more than 3175 kg.
	4.7.4.4	C	It is not required that the FDR documentation is in electronic format.
	4.11.1	C	Reg. (EU) 965/2012 does not contain rules for SVS and CVS.
	4.11.2	C	Reg. (EU) 965/2012 does not contain rules for SVS and CVS.
	4.12	C	NCC.GEN.130 and NCO.GEN.125 only address the potential effect on the performance of the aircraft system and not on the ability to operate the helicopter.
	4.12.2.2	B	For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.

Provision affected		Type of diff	Difference in full text
Section III - International General Aviation Chapter 5 - Helicopter Communication, Navigation and Surveillance Equipment	5.1.7	B	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	5.1.8	B	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator is the competent authority.
	5.1.9	B	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator is the competent authority.
	5.2.3	B	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	5.2.4	B	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator is the competent authority.
	5.2.5	B	Different in character. For NCC operators using aircraft registered in an EU Member State, the State of Operator shall issue the specific approval.
	5.3.3	B	For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	5.3.4	B	For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	5.3.5	B	For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
Section III - International General Aviation Chapter 6 - Helicopter Continuing Airworthiness	6.1.3	C	Point d) identity of the person has not been explicitly specified in the Part-145 requirements for the aircraft Certificate of Release to Service, in addition to the requirement for the identity of the organisation. For components the name of the Certifying Staff is foreseen in Form 1 block.
	6.2.2	A	Retaining periods exceed requirement.
	6.5.2	C	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.
Section III - International General Aviation Chapter 7 - Helicopter Flight Crew	7.1	B	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator is the competent authority issuing or validating the licences.
Annex 7 - Aircraft Nationality and Registration Marks (Amendment 6)			NIL
Annex 8 - Airworthiness of Aircraft (Amendment 109)			

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.

Provision affected		Type of diff	Difference in full text
Part III. B Chapter 4 Design and Construc-tion	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. The standard for the design approval holder to provide to the operator the design elements associated with cargo compartment fire protection has not been implemented.
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 Construc-tion	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 Equip-ment	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 Construc-tion	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.

Provision affected		Type of diff	Difference in full text
Part IV. B Chapter 6 Systems and Equipment	6.1.1	C	No specific reference to HF.
Part IV. B Chapter 9 Operating Environ-ment and Human Fac-tors	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).
Annex 9 - Facilitation (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.

Provision affected		Type of diff	Difference in full text
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.
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 that 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. I 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)			

Provision affected		Type of diff	Difference in full text
Chapter 1 - Definitions	1.0.24	B	The European definition is ‘rostering system’ that means the structure of duty and rest periods of air traffic controllers in accordance with legal and operational requirements.
	1.0.29	B	SERA additionally includes aerodrome flight information service unit.
	1.0.39	A	Definition not limited to land aerodromes.
	1.0.50	C	Not transposed.
	1.0.68	C	Not transposed.
	1.0.75	A	The EU definition is not limited to safety related operational duties, it refers to “tasks”.
	1.0.76	C	Not transposed.
	1.0.85	C	Not transposed.
	1.0.86	C	Not transposed.
	1.0.88	C	Not transposed.
	1.0.89	C	Not transposed.
	1.0.95	C	Not transposed.
	1.0.101	C	Not transposed.
	1.0.110	C	Not transposed.
	1.0.127	C	Not transposed.
	1.0.128	B	SERA is using aerodrome or an operating site.
	1.0.130	C	Not transposed.
Chapter 2 - General	2.5.2.2.1	B	The link between air traffic control service and control area and control zone is not formally transposed. However, it is implicit in Regulation (EU) 2017/373.
	2.5.2.2.2	B	The link between FIR and control area and control zone is not formally transposed. However, it is implicit in the description of FIR in Appendix 1 to Annex XI (Part-FPD).
	2.6.1	C	The SERA provision gives an exemption possibility. SERA.6001 allows aircraft to exceed the 250-knot-speed-limit where approved by the competent authority for.
	2.6.2	A	All airspace above FL 195 shall be classified as Class C airspace.
	2.11.1	B	The specifications of FIR are provided in light of the European legal framework (Regulation (EC) No 549/2004).
	2.11.3.2.1	C	Not transposed.
	2.11.3.2.2	C	The level of transposition is guidance material only.
	2.11.4.1	C	Not transposed.
	2.11.5.4	C	The level of transposition is guidance material only.
	2.11.5.4	C	The level of transposition is guidance material only.
	2.12.2	B	The identification of the ATC unit is not limited to the name of the unit location but could be also the name of the aerodrome at which it is providing services or the name of a nearby town or city or geographic feature or area.

Provision affected		Type of diff	Difference in full text
	2.12.3	C	Not transposed.
	2.13.2	C	The text of 2.13.2 is transposed with no difference but with a status of guidance only.
	2.13.4.1	C	The following sections of Annex 11 Appendix 1 have not been transposed in EU regulation: 1.1; 3.1.4; 4.1.
	2.13.5	C	Annex XI (Part-FPD) of Regulation (EU) 2017/373 indicates a list of items to be used without indicating that (1) shall consist of (2)(3)(4)(5). However, in AMC 1 to Section III - (a)(2), the ICAO text of Annex 11 Appendix 3, 2.1.1 is reproduced identically, but not consistent with Section III. Annex 11 Appendix 3, 2.1.1. (e) requires that the word "visual" is used in the plain language designator when the route has been established for VFR, whereas the EU rule extends it to IFR in VMC as well. (same difference is replicated in paragraph 5.3 Annex 11 Appendix 3). Annex 11 Appendix 3 para 6 (MLS/RNAV) is not transposed. Annex 11 Appendix 3 para 7: 7.2 is not transposed. Annex 11 Appendix 3 para 8 is not transposed.
	2.14.1	C	Not transposed.
	2.14.2	C	Not transposed.
	2.15.3	C	Annex 11 Appendix 2, para 1.1 the terms "preferably VHF or higher frequency aids" are not transposed. Para 4.2, 5.7 and 5.8 are not transposed.
	2.16.1	C	The level of transposition is acceptable means of compliance only.
	2.18.2	C	Details are provided with paragraph 2.19.
	2.19.1	C	The EU regulation refers to "air operations"instead of "activities", therefore restricting the scope of the requirement. The EU regulation does not specify with whom the co-ordination should be effected by omitting to specify the "appropriate air traffic.
	2.19.1.1	C	Not transposed.
	2.19.2	C	Not transposed.
	2.19.2.1	C	GM1 Article 3c(2) of Regulation (EU) 2017/373 refers to “promulgation of information” instead of “best arrangements” thus limiting the scope of the requirement.
	2.19.3	C	In EU rules the requirement on the appropriate ATS authority to ensure the conduct of a safety risk assessment and the implementation of appropriate risk mitigation measures, is not included.
	2.19.3.1	C	In EU rules the requirement on the Member State to establish procedures to facilitate the consideration of all relevant safety-significant factors in the safety risk assessment, is not included.
	2.19.4	C	Art. 3c(2) refers to Art. 3c(1), which is the transposition of paragraph 2.19.1 of Annex 11, therefore the same difference applies.
	2.19.6	C	Not transposed.
	2.20.1	C	Not transposed.
	2.21.1	C	The EU regulation does not specify that the report should be provided to the associated meteorological office.
	2.22.4	C	Not transposed.
	2.24.1.1	C	Not transposed.

Provision affected		Type of diff	Difference in full text
	2.26.5	C	The time checks shall be given at least to the nearest minute.
	2.28.1	B	Appendix 5 and 6 are partially transposed. The general principles of ICAO FRMS are included/transposed in the requirements concerning ATCO fatigue management stipulated in ATS.OR.315 and ATS.OR.320 and associated AMC and GM.
	2.28.2	B	The FRMS requirements are partially transposed.
	2.28.3	B	Standards on variations from limitations are not explicitly transposed.
	2.28.4	B	The standards are not explicitly transposed.
	2.33.2	C	The level of transposition is acceptable means of compliance only.
	2.33.3	C	The level of transposition is acceptable means of compliance only.
	2.33.4	C	The level of transposition is acceptable means of compliance only.
	2.33.5	C	The level of transposition is guidance material only.
	2.34	C	The EU regulation allows flexibility to approve FPD procedures, if necessary. The formal requirement for the States to provide FPD service is not explicitly established, however, the requirements on the service provision are well defined.
Chapter 3 - Air Traffic Control Service	3.1	A	SERA.5010(c) introduces an accurate description of and requirements for special VFR.
	3.3.4	C	In addition to the ICAO provisions requires the agreement of the pilot of the other aircraft, the maintenance of own separation and allow this exception below 3050 m (10000 ft) during climb or descent, during day.
	3.3.5.1	B	Regulation (EU) 2019/123 points at the execution of these provisions.
	3.3.5.3	C	Not transposed.
	3.4.1	C	Point 3.4.1 (a)(2) of Annex 11 is not transposed.
	3.7.3.1	A	In addition to the ICAO standard: 1) in point b), point SERA.5015(e)(ii) also includes ‘taxi’; 2) in point c), point SERA.5015(e)(iii) also includes ‘the newly assigned communication channels’; 3) point SERA.5015(e)(iv) requires the readback of transitions levels.
	3.7.3.1.1	A	The SERA provision includes 'taxi instructions' in addition to the ICAO requirements to be read back.
	3.7.3.3	A	The EU regulation provides an explicit list of item to be read back.
	3.7.3.4	C	In EU rules the requirement on the controller to listen to the read-back of the vehicle driver, is not included.
	3.7.4.2.1.4	C	The level of transposition is guidance material only.
	3.8.2	A	The EU scope is wider than the ICAO one in paragraph 3.8.2 a).
	3.9.1	C	The level of transposition is guidance material only.

Provision affected		Type of diff	Difference in full text
Chapter 4 - Flight information service	4.3.1.1	C	Not transposed.
	4.3.1.2	C	Not transposed.
	4.3.1.3	C	Not transposed.
	4.3.1.4	C	Transposed for ATIS messages only and not for OFIS.
	4.3.4.7	C	The level of transposition is guidance material only.
	4.3.6.5	C	The level of transposition is guidance material only.
	4.3.7	A	The regulatory provision is the same however, from 12 August 2021 the breaking action is not provided through ATIS as it is against the GRF concept, replaced by RCR.
	4.3.8	A	The regulatory provision is the same however, from 12 August 2021 the breaking action is not provided through ATIS as it is against the GRF concept, replaced by RCR.
	4.3.9	A	The regulatory provision is the same however, from 12 August 2021 the breaking action is not provided through ATIS as it is against the GRF concept, replaced by RCR.
	4.4.1	B	The EU regulation refers to a decision by the competent authority while ICAO recommendation refers to regional air navigation agreements.
Chapter 5 - Alerting service	5.4	C	The last sentence of point 5.4 of Annex 11 has not been transposed in EU regulation.
Chapter 6 - Air traffic services requirements for communications	6.1.2.1	C	The EU Regulation allows flexibility in the available radio coverage subject to approval by the competent authority.
	6.1.2.2	C	The level of transposition is guidance material only.
	6.1.3.3	C	The level of transposition is guidance material only.
	6.2.2.3.4	C	The level of transposition is guidance material only.
	6.2.2.3.6	C	Not transposed.
	6.2.3.3	A	The EU requirement applies to any controlled airspace (not limited to adjacent control area).
	6.2.4.1	C	The recommendation has been transposed in guidance material.
Chapter 7 - Air traffic services requirements for information	7.1.2.1	C	The list of information to be provided to FIC and ACC by the MET watch office as defined in Annex 3, Appendix 9 (1.3), has been transposed partially.
	7.1.3.1	C	The list of information to be provided to APP by the associated aerodrome MET office as defined in Annex 3, Appendix 9 (1.2), has been transposed partially (i.e.SPECI). The requirements of point 7.1.3.1 of Annex 11 to communicate special reports and amend
	7.1.5	C	Not transposed.
	7.3.2	C	The EU regulation scope is limited to information on the operational status of GNSS and does not explicitly address the "timely basis" criteria.
	7.6	C	The EU regulation allows more flexibility than ICAO by introducing the possibility for information on toxic chemical to be shared only when available.
Annex 12 - Search and Rescue (Amendment 18)			

Provision affected		Type of diff	Difference in full text
Chapter 1 - Definitions	1.14	C	Used in the same meaning but not defined.
Chapter 2 - Organization	2.3.5	C	Not implemented.
	2.4.1	C	Direction-finding and position-fixing stations are not established direction-finding and position-fixing stations are not established, and no communication has been established with Cospas-Sarsat Mission Control Centre servicing the Mid-East region of Europe.
Chapter 3 - Cooperation	3.2.2	C	Not implemented.
	3.2.4	C	Not implemented.
	3.3.1	C	Not implemented.
Chapter 4 - Preparatory measures	4.2.2	C	Not implemented.
Chapter 5 - Operating procedures	5.2.5	C	Not implemented.
	5.5.2	C	Not implemented.
	5.9.1	C	Not implemented.
	5.9.2	C	Not implemented.
Annex 13 - Aircraft Accident and Incident Investigation (10th edition)			NIL
Annex 14 - Aerodromes Volume I - (Amendment 17)			
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.

Provision affected		Type of diff	Difference in full text
	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
	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.

Provision affected		Type of diff	Difference in full text
	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.
	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.

Provision affected		Type of diff	Difference in full text
	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.
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.

Provision affected		Type of diff	Difference in full text
	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.
	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.

Provision affected		Type of diff	Difference in full text
	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.
	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.

Provision affected		Type of diff	Difference in full text
	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.
	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.
	6.2.2.1	C	Paragraph (a) of the AMC addresses only the case of vehicles into the manoeuvring area, while ADR.OPS.B.080 covers only the case of the movement area.
	6.2.2.2	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.

Provision affected		Type of diff	Difference in full text
	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.
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.
	9.2.1	A	Only non-commercial operations with other than complex aircraft may be exempted from the requirements for the provision of rescue and firefighting services.
	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.

Provision affected		Type of diff	Difference in full text
	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.
	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 mainte-nance	10.1.2	C	The specification has been transposed as Guidance Material.
	10.2.3	C	The minimum friction level has not been defined. Only guidance material has been provided.
	10.2.4	C	The specification has not been transposed.
	10.2.7	C	The specification has been partially transposed as Guidance Material with regard to the definition of the minimum friction level, which has not been defined.
	10.2.8	C	The specification has been transposed as guidance material.
	10.2.10	C	The specification has not yet been transposed.
	10.3.5	C	The specification has not yet been transposed.
	10.4.2	C	The specification has not yet been transposed.
	10.4.3	C	The specification has not yet been transposed.
	10.4.5	C	The specification has not yet been transposed.
	10.5.1	C	Notes 2 and 3 have not yet been transposed.
	10.5.3	C	The specification has not yet been transposed.
	10.5.4	C	The specification has not yet been transposed.
	10.5.5	C	The specification has not yet been transposed.
	10.5.6	C	The specification has not yet been transposed.
	10.5.8	A	The CS applies for taxiway operations under 550m RVR.
	10.5.9	A	The CS applies for taxiway operations under 550m RVR.
	10.5.13	C	The specification has not yet been transposed.
Annex 14 - Aerodromes Volume II (Amendment 9)			
Chapter 1 Definitions	1.2.1	C	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139. Responsibilities are addressed throughout the rules, however it was found that this provision could not be transposed as such.
	1.2.2	C	The specifications apply only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139. The EU and Member States' national regulations do not apply exclusively to heliports intended to be used by helicopters in international civil 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.
Annex 15 - Aeronautical Information Services			
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.
Annex 16 - Environmental Protection Volume I - (7th edition) Volume II - (3rd edition)			NIL
Annex 17 - Security (9th edition)			NIL
Annex 18 - The Safe Transport of Dangerous Goods by Air (Amendment 12)			
Chapter 1 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.
Annex 19 - 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	**REMARKS:** Reg. (EU) 965/2012 requires all noncommercial operators of complex motor powered aircraft to implement the management system requirements (applicable since 25 August 2016), cf. Art. 1 point (9) of Regulation (EU) 800/2013).
	3.3.2.4.	B	**REMARKS:** Reg. (EU) 965/2012 requires all noncommercial operators of complex motor powered aircraft to implement the management system requirements (applicable since 25 August 2016), cf. Art. 1 point (9) of Regulation (EU) 800/2013).
	3.4.1.2.	C	Recommendation is addressed in the different regulations, except for initial and continuing airworthiness (Reg. (EU) 748/2012 and Annex II of Reg. (EU) 1321/2014).
	3.4.1.3.	C	Recommendation is addressed in the different regulations, except for initial and continuing airworthiness (Reg. (EU) 748/2012 and Annex II of Reg. (EU) 1321/2014).
Chapter 4 Safety Management Systems	4.1.1.	C	This is addressed in the different regulations, except for initial and continuing airworthiness (Reg. (EU) 748/2012 and Annex II of Reg. (EU) 1321/2014).
	4.1.2.	C	(S)MS not yet implemented for design, manufacture and maintenance organisations in Reg. (EU) 748/2012 and in Annex II to Reg. (EU) 1321/2014 (see NPA 2019-05).
	4.1.5.	C	Not yet addressed in Annex II to Regulation (EU) 1321/2014 (Part-145).
	4.1.6.	C	Not yet addressed in Regulation (EU) 748/2012 (Part-21).
	4.1.7.	C	Not yet addressed in Regulation (EU) 748/2012 4.1.7 (Part-21).
	4.2.	B	SMS must be acceptable to the State of Operator (SoO), not the State of Registry (SoR). However this is not a difference as in the EU the SoO principle prevails and the EASA standard is high.

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

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T	Temperature
T	True (preceded by a bearing to indicate reference to True North)
TA	Transition altitude
TAA	Terminal arrival altitude
TACAN	†UHF tactical air navigation aid
TAF	†Aerodrome forecast (in meteorological code)
TAIL	†Tail wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing or taxi
TC	Tropical cyclone
TCA	+Area of responsibility of TMA sector
TCAS	+Traffic Collision Avoidance System
TCO	+Third Country Operators
TCP	+Transfer of control point
TCU	Towering cumulus
TDA	+Area or responsibility of BUDAPEST DIRECTOR
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO	†Temporary or temporarily
TFC	Traffic
TGL	Touch-and-go landing
TGL	+Temporary Guidance Leaflet
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIBA	†Traffic information broadcast by aircraft
TIL	†Until
TIP	Until past... (place)
TIZ	+Traffic Information Zone
TKOF	Take-off
TL	Till (followed by time by which weather change is forecast to end)
TLOF	Touchdown and lift-off area
TMA	‡Terminal control area
TMZ	+Transponder Mandatory Zone
TN	Minimum temperature (followed by figures in TAF)
TNA	Turn altitude
TNH	Turn height
TO	To... (place)
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP	†Cloud top
TORA	Take-off run available
TOX	Toxic
TP	Turning point
TR	Track
TRA	Temporary Reserved Airspace
TRANS	Transmits or transmitter
TREND	†Trend forecast
TRCC	+Terminal Radar Control Centre
TRL	Transition level
TROP	Tropopause

TS	Thunderstorm (in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome).
TS	Thunderstorm (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow)
TSA	+Temporary Segregated Area
TSB	+Transportation Safety Bureau
TT	Teletypewriter
TUE	Tuesday
TURB	Turbulence
T-VASIS	†(to be pronounced “TEE –VASIS”) T visual approach slope indicator system
TVOR	Terminal VOR
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway
TWYL	Taxiway-link
TX	Maximum temperature (followed by figures in TAF)
TXT	*Text (when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT) (to be used in AFS as a procedure signal)
TYP	Type of aircraft
TYPH	Typhoon

U

U	Upward (tendency in RVR during previous 10 minutes)
U/S	Unserviceable
U2	+200 HPA chart
U25	+250 HPA chart
U3	+300 HPA chart
U4	+400 HPA chart
U5	+500 HPA chart
U7	+700 HPA chart
U85	+850 HPA chart
UA	Unmanned aircraft
UAB	Until advised by...
UAC	Upper area control centre
UAR	Upper air route
UAS	Unmanned aircraft system
UDF	Ultra high frequency direction-finding station
UFN	Until further notice
UHDT	Unable higher due traffic
UHF	‡Ultra high frequency (300 to 3 000 MHZ)
UIC	Upper information centre
UIR	‡Upper flight information region
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
UP	Unidentified precipitation (used in automated METAR/SPECI)
USD	+US dollars
UTA	Upper control area
UTC	‡Coordinated Universal Time
UTM	+Universal Transverse Mercator

GEN 2.3 CHART SYMBOLS

1. GENERAL SYMBOLS

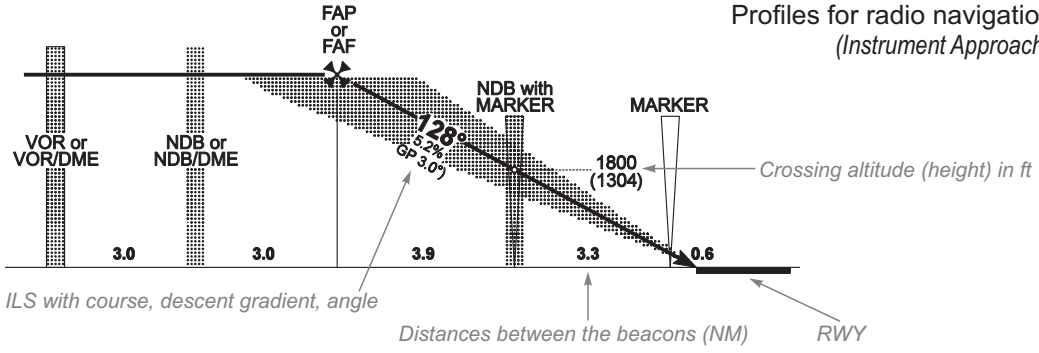
Figure 1. Aerodromes

	Aerodrome, runway pattern
	Civil aerodrome
	Military aerodrome
	Abandoned or closed aerodrome
	Heliport, aerodrome for the exclusive use of helicopters

Figure 2. Radio navigation aids

	Basic radio navigation aid symbol
	Non-directional radio beacon (NDB)
	VHF omnidirectional radio range (VOR)
	Distance measuring equipment (DME)
	Collocated VOR and DME radio navigation aids (VOR/DME)
	Compass rose
R 037 BUD D 12.0 BUD	VOR radial (degree); DME distance (NM)
	Radio marker beacon
 090°	Instrument landing system (ILS) course *(Instrument Approach Chart)*

Profiles for radio navigation aids
(Instrument Approach Chart)



Navaid labels

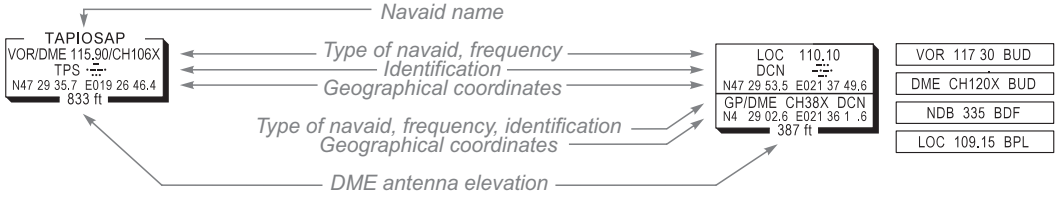


Figure 3. Air traffic services

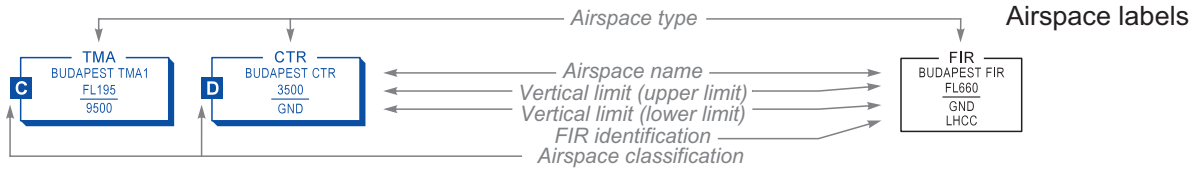
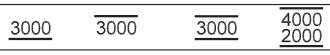
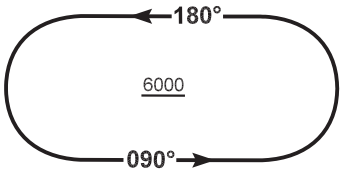
	Flight information region (FIR)
	Terminal control area (TMA/MTMA), Control area (CTA)
	Control zone (CTR/MCTR)
	Free route airspace (FRA)
	Traffic information zone (TIZ)
	Radio and Transponder mandatory zone (RMZ, TMZ)
	
	Aerial sporting and recreational activities (Aerobatics area, Glider area; Drop zone) with designator and vertical limits
	Bird migration and areas with sensitive fauna with designator and vertical limits
	Significant point (Compulsory; On request) with name-codes, geographical coordinates and FRA relevance *(Enroute Chart - ICAO)*
	Final approach fix (FAF), Final approach point (FAP)
	Altitudes levels (“At or above”; ”At or below”; ”At”; “Window”)
	Waypoint (On request fly-by; Compulsory fly-by; On request flyover)
	Terminal route segment - instrument with designator, length (NM), course
	Scale-break on route
	Holding pattern with altitude and course
	Missed approach track

Figure 4. Air restrictions

	Prohibited area with designator and vertical limits (Where lower limit is not idicated: GND)
	Restricted area with designator and vertical limits (Where lower limit is not idicated: GND)
	Danger area with designator and vertical limits (Where lower limit is not idicated: GND)
	Temporary reserved airspace with designator and vertical limits *(Enroute Chart - ICAO; Visual Approach Charts - ICAO)*

5. LIST OF AERONAUTICAL CHARTS AVAILABLE

All series listed are part of the AIP

Title of series	Scale	Name and/or number	Date of latest revision
Aeronautical Chart - ICAO		**Hungary**	
	1:500 000	2252-B 2251A	24 MAR 2022
Enroute Chart - ICAO		**Hungary**	
	1:1 000 000	ENR 6-LHCC-ERC	14 JUL 2022
Compulsory and Plannable Links - Index Chart (See ENR 1.3)		**Hungary**	
	Nil	ENR 6-LHCC-LINKS	06 OCT 2022
South East Europe Free Route Airspace (SEE FRA) - Index Chart		**Hungary**	
	1:5 500 000	ENR 6-LHCC-FRA	06 OCT 2022
ATC Sectors - Index Chart		**Hungary**	
	1:2 200 000	ENR 6-LHCC-SECTOR	06 OCT 2022
FIS Sectors - Index Chart		**Hungary**	
	1:2 200 000	ENR 6-LHCC-FIS	06 OCT 2022
Prohibited, Restricted and Danger Areas - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-PRD	24 MAR 2022
Temporary Reserved Airspaces - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-TRA	06 OCT 2022
Areas With Sensitive Fauna - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-FAUNA	06 OCT 2022
Aerial Sporting and Recreational Activities - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-SPORT	01 DEC 2022
Aerodrome Chart - ICAO		**Békéscsaba**	
	1:10 000	AD 2-LHBC-ADC	06 DEC 2018
		Budapest/Liszt Ferenc International Airport	
	1:10 000	AD 2-LHBP-ADC	01 DEC 2022
Taxi Procedures for Arriving Aircraft - Index Chart	1:25 000	AD 2 LHBP-TAXI-ARR	06 OCT 2022
Taxi Procedures for Departing Aircraft - Index Chart	1:25 000	AD 2 LHBP-TAXI-DEP	06 OCT 2022
		Debrecen	
	1:10 000	AD 2-LHDC-ADC	25 APR 2019
		Nyíregyháza	
	1:7 500	AD 2-LHNY-ADC	22 APR 2021
		Pécs/Pogány	
	1:10 000	AD 2-LHPP-ADC	30 JAN 2020
		Győr/Pér	
	1:10 000	AD 2-LHPR-ADC	04 NOV 2021
		Hévíz/Balaton	
	1:10 000	AD 2-LHSM-ADC	12 AUG 2021

Title of series	Scale	Name and/or number	Date of latest revision
		Szeged	
	1:10 000	AD 2-LHUD-ADC	01 DEC 2022
Aircraft Parking/Docking Chart - ICAO		**Budapest/Liszt Ferenc International Airport**	
	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)		**Budapest/Liszt Ferenc International Airport**	
	1:20 000	AD 2-LHBP-AOCA-13L31R	28 JAN 2021
	1:20 000	AD 2-LHBP-AOCA-13R31L	28 JAN 2021
		Debrecen	
	1:15 000	AD 2-LHDC-AOCA-04R22L	25 APR 2019
		Pécs/Pogány	
	1:15 000	AD 2-LHPP-AOCA-1634	01 DEC 2022
		Győr/Pér	
	1:12 500	AD 2-LHPR-AOCA-1129	01 DEC 2022
		Hévíz/Balaton	
	1:20 000	AD 2-LHSM-AOCA-1634	01 DEC 2022
		Szeged	
	1:10 000	AD 2-LHUD-AOCA-16R34L	22 APR 2021
Precision Approach Terrain Chart - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:2 500	AD 2-LHBP-PATC-13L31R	17 JUN 2021
	1:2 500	AD 2-LHBP-PATC-13R31L	12 AUG 2021
Standard Departure Chart - Instrument (SID) - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:700 000	AD2-LHBP-SID-13L	27 JAN 2022
	1:700 000	AD2-LHBP-SID-13R	27 JAN 2022
	1:700 000	AD2-LHBP-SID-31L	06 OCT 2022
	1:700 000	AD2-LHBP-SID-31R	27 JAN 2022
		Debrecen	
	1:250 000	AD 2-LHDC-SID-04R	12 AUG 2021
	1:250 000	AD 2-LHDC-SID-22L	12 AUG 2021
		Győr/Pér	
	1:250 000	AD 2-LHPR-SID-11	14 JUL 2022
	1:250 000	AD 2-LHPR-SID-29	14 JUL 2022
		Hévíz/Balaton	
	1:250 000	AD 2-LHSM-SID-16	12 AUG 2021
	1:250 000	AD 2-LHSM-SID-34	12 AUG 2021
Standard Arrival Chart - Instrument (STAR) - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:700 000	AD 2-LHBP-STAR-13L13R	27 JAN 2022
	1:700 000	AD 2-LHBP-STAR-31L31R	27 JAN 2022
		Debrecen	

3.2.2.6 Log-off

Log off is automatic on exiting from the Budapest FIR or landing in the Budapest FIR. No pilot action is then required.

3.2.2.7 CPDLC Failure

In the case of a CPDLC failure, CPDLC clearances that have not yet been confirmed shall be repeated over radiotelephony and / or confirmed.
If the pilot or ATC is of the opinion that CPDLC should no longer be used in the given circumstances, CPDLC shall be discontinued or terminated and the other party shall be informed about this by voice communication.

In the case of a planned shut down or an unexpected failure of the CPDLC system, ATC will instruct all ACFT equipped with data link to return to voice communication. In the case of an on board failure of CPDLC, the pilot shall return to voice communication and inform the ATC.

3.2.2.8 CPDLC Messages

The controller or the pilot shall construct CPDLC messages using the defined message set. The following uplink clearances an instructions may be expected by pilots using CPDLC:

ATC Uplink Clearances, Answers, Instructions and Information:

- UNABLE
- STANDBY
- MAINTAIN
- CLIMB TO
- DESCEND TO
- PROCEED DIRECT TO
- CURRENT DATA AUTHORITY
- CONTACT
- SQUAWK
- CHECK STUCK MICROPHONE
- ERROR
- NEXT DATA AUTHORITY
- SERVICE UNAVAILABLE
- SQUAWK IDENT
- FLY HEADING
- LOGICAL ACKNOWLEDGEMENT
- REQUEST AGAIN WITH NEXT UNIT
- STATE PREFERRED LEVEL*
- MAINTAIN [speed]
- MAINTAIN [speed] OR GREATER
- MAINTAIN [speed] OR LESS
- RESUME NORMAL SPEED

* Note regarding the STATE PREFERRED LEVEL message: Air traffic controller can ask for the requested level using this message. Please note that using this message cannot guarantee that the aircraft can be cleared later for that level and this message has a different meaning that the REQUEST [level] or the REQUEST CLIMB TO [level] or the REQUEST DESCEND TO [level] messages. Answering with the PREFERRED LEVEL message: Aircraft can indicate the planned cruise level using this message.

The following downlink requests, answers or information may be sent by pilots using CPDLC with Budapest ACC:

- WILCO
- UNABLE
- STANDBY
- REQUEST level
- REQUEST DESCENT TO
- REQUEST DIRECT TO
- PAN PAN PAN
- MAYDAY MAYDAY
- SQUAWKING 7500
- DUE TO WEATHER
- DUE TO AIRCRAFT PERFORMANCE
- PREFERRED LEVEL
- REQUEST [speed]

When using CPDLC, the maximum dialogue time is 120 seconds. CPDLC shall only be used for non-time-critical requests, i.e. requests that do not require the immediate reaction of the controller. Nevertheless, as in radiotelephony CPDLC messages shall be answered with the least possible delay. If the downlink request is cut off because the time limit was exceeded, the pilot should also repeat the request via radiotelephony.

3.3 Broadcasting service

The following broadcasts are available for the use of aircraft in flight:

a. VHF RTF Meteorological Broadcast (VOLMET). Full details are given in *GEN 3.5*.

b. Automatic Terminal Information Service (ATIS) *See AD 2-LHBP AD-2.18*

3.4 Language(s) used

The language used is English.

3.5 Where detailed information can be obtained

HungaroControl, Hungarian Air Navigation Services Private Limited Company

Post:H-1675 Budapest PO Box 80

URL:http://ais-en.hungarocontrol.hu

4. REQUIREMENTS AND CONDITIONS

The requirements of the General Directorate of Civil Aviation and general conditions under which the communication services are available for international use, as well as the requirements for the carriage of radio equipment, conform with the provisions of ICAO Annex 10 - Aeronautical Telecommunications - and ICAO Annex 6 - Operation of Aircraft respectively.

Aeronautical Fixed Services										
Station			**Correspondent**		**Type of channel**	**Radio Frequency**		**Type of traffic**	**Hours**	**Remarks**
Name	**Location Indicator**	**Call sign**	**Name**	**Call sign**		**Trans. KHZ**	**Rec. KHZ**			
Budapest			Arad Beograd Bratislava Lviv Vienna Zagreb		LTF			ATS	H24	
Budapest Liszt Ferenc International Airport	LHBP		Beograd Bucuresti Moscow Praha		LTTdx			AFTN	H24	Emergency to: (61) 224054 Answer back code: airpt h

5. MISCELLANEOUS

NIL

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ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 3 ATS ROUTES

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 5 NAVIGATION WARNINGS

ENR 1.2 VISUAL FLIGHT RULES

1. GENERAL RULES

1.1. Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions, equal to or greater than those specified in the table below:

Table 1: Conditions of visibility and distance from clouds

Altitude band	Airspace class:	Flight visibility:	Distance from cloud:
At and above 10 000 FT (3 050 M STD)	C, D	8 KM	1 500 M horizontally 1 000 FT (300 M) vertically
Below 10 000 FT (3 050 M STD) and above 3 000 FT (900 M) AMSL, or 1 000 FT (300 M) above terrain, whichever is the higher	C, D, G	5 KM	
At and below 3 000 FT (900 M) AMSL, or 1 000 FT (300 M) above terrain, whichever is the higher	C, D	5 KM	1 500 M horizontally 1 000 FT (300 M) vertically
	G	5 KM*	Clear of cloud and with the surface in sight

a. *flight visibilities reduced to not less than 1 500 M are permitted for flights operating

- at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision (according to Commission Implementing Regulation (EU) No 923/2012 (SERA): a maximum speed of 140 KTs (IAS)); or
- in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial works at low levels;

b. flight visibilities reduced to not less than 800 M are permitted for:

- helicopters, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision;

c. flight visibilities reduced to less than 800 M are only permitted for special cases such as:

- search and rescue operations;
- medical flights;
- fire fighting;
- OAT flights.

1.2. Except when a clearance is obtained from an ATC, VFR flights shall not take-off or land at an aerodrome within a CTR, or enter the aerodrome traffic zone or aerodrome traffic circuit, when the reported meteorological conditions at that aerodrome are below the following minima:

a. the ceiling is less than 450 M (1 500 FT); or

b. the ground visibility is less than 5 KM.

1.3. VFR flights at night may be permitted under the following conditions:

a. if leaving the vicinity of an aerodrome, a flight plan shall be submitted in accordance with SERA.4001(b)(6);

b. flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available;

c. the VMC visibility and distance from cloud minima as specified in Table 1 shall apply except that:

i. the ceiling shall not be less than 450 M (1 500 FT);

ii. except as specified in (e), the reduced flight visibility provisions specified in Table 1 shall not apply;

iii. in airspace classes C, D and G, at and below 3 000 FT (900 M) above MSL or 1 000 FT (300 M) above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface; and

iv. for helicopters in airspace class G at and below 3 000 FT (900 M) above MSL or 1 000 FT (300 M) above terrain, whichever is the higher, flight visibility shall not be less than 3 KM, provided that the pilot maintains continuous sight of the surface and if manoeuvred at a speed that will give adequate opportunity to observe other traffic or obstacles in time to avoid collision.

d. ceiling, visibility and distance from cloud minima lower than those specified in (d) may be permitted for helicopters in special cases, such as medical flights, search and rescue operations and fire-fighting;

e. except when necessary for take-off or landing, a VFR flight at night shall be flown at a level which is not below the area minimum altitudes indicated on the ICAO 1:500 000 chart.

1.4. VFR flights in level cruising flight, when operated above 3 500 FT (1 050 M) AMSL, shall be conducted at a level appropriate to the track specified in the table of cruising levels (*ENR 1.7.5.*).

1.5. In the controlled airspace of the Budapest FIR, operations on non-powered aircraft shall be subject to prior permission issued by the appropriate ATC unit concerned.

1.6. All VFR flights with FPL and radio-equipped, shall maintain continuous listening watch on the appropriate radio frequency, and report their position, as necessary, to the ATS unit providing the FIS.

1.7. VFR flights entering the Budapest FIR shall establish radio contact at least 10 minutes prior to the actual crossing of the FIR boundary, with the appropriate ATS units and shall report the following flight data:

a. aircraft identification;

b. destination;

c. position;

d. cruising level/altitude.

Without establishment of the previously described radio contact a VFR flight shall not enter the Budapest FIR.

VFR flights may only enter the controlled airspaces of Budapest FIR with two-way radio communication, a valid flight plan, transponder and permission from the competent ATC unit responsible in the specific controlled airspace.

All international VFR flights shall operate an SSR transponder in accordance with *ENR 1.6 para 2.*

The State boundaries of Hungary may be crossed by flying over any significant points designated as entry/exit points. The designated points are listed in *ENR 4.4.1*.

If flight plan has not been submitted, regardless of the reported flight data listed above, the following rule shall apply to the given flight:

An aircraft operated outside controlled airspace and has not submitted a flight plan cannot use the flight information and alerting service and can only receive information upon special request, and the ATS units do not consider the aircraft as known traffic.

2. RESTRICTIONS FOR VFR FLIGHTS

2.1. VFR flights shall not be conducted above FL 285 (8 700 M STD).

2.2. En route VFR flights shall not be conducted above FL 195 (5 950 M STD).

2.3. VFR flights above FL 195 (5 950 M STD) may be conducted only:

- in ad-hoc segregated airspace, or
- between FL 195 (5 950 M STD) and FL 285 (8 700 M STD) when prior permission has been granted by Budapest ATS Centre.

Note 1: Application of ad-hoc segregated airspace shall be submitted to the Military Aviation Authority, not later than 30 days prior to the date of operation.

Note 2: In case of VFR flights planned above FL 195 (5 950 M STD), outside an ad-hoc segregated airspace, prior to submission of the flight plan, but in any case not later than 30 minutes prior to EOBT, the pilot shall obtain prior permission from the duty supervisor of Budapest ATCC by phone on (+361) 293-4122 or

(+36) 30-280-9744.

Except in an emergency or when otherwise cleared by the appropriate ACC sector controller, VFR flights above FL 195 shall be conducted within the geographical area and up to the flight altitude defined by Budapest ATCC.

In case of a VFR flight operating above FL 195 (5 950 M STD), if the radio contact with the appropriate ATC unit is lost, and re-establishment of the two-way radio communication with the appropriate or adjacent ATC unit is unsuccessful, the aircraft experiencing communication failure shall descend immediately and leave the controlled airspace, within the area defined in the ATC clearance. The aircraft shall than land at the first suitable aerodrome and report the landing as soon as possible to the appropriate ATC unit. For further information *See ENR 1.6.1.*

When a VFR flight operating above FL 195 (5 950 M STD) within controlled airspace is unable to operate in VMC due to a deterioration of meteorological conditions, it shall:

a. request an amended clearance which shall permit it to continue the operation in VMC to the destination or to an alternate aerodrome, or to leave the controlled airspace, or

b. when the clearance in a) above cannot be obtained, operate in VMC and report to the appropriate ATC unit the action it is taking for leaving the area concerned or for landing at the first suitable aerodrome.

c. request clearance to operate in accordance with the instrument flight rules.

2.4. Except during take-off and landing, aerial work, medical flights and State aircraft special task operations, VFR flights shall not be flown:

a. over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 1 000 FT (300 M) above the highest obstacle within a radius of 600 M from the aircraft;

b. anywhere not specified in 2.5 a), at a height less than 500 FT (150 M) above the ground or water, or at height less than 500 FT (150 M) above the highest obstacle in the 150 M radius of the aircraft; except flights with special clearances, balloon and hang glider flights.

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ENR 1.10 FLIGHT PLANNING

1. PROCEDURES FOR THE SUBMISSION OF A FLIGHT PLAN

1.1 Purpose and Types of the Flight Plan

1.1.1 Purpose of the Flight Plan

The purpose of the flight plan is to inform the competent ATS units of the intended flight and enabling them to supervise the flight within the scope of air traffic control as well as flight information service and alerting service.

Guidance material on the completion of the ICAO Flight Plan form and the Repetitive Flight Plan (RPL) in conformance with the EUR RVSM flight planning requirements and Area Navigation (RNAV) specifications are provided in the ICAO EUR Regional Supplementary Procedures (Doc 7030).

Furthermore, the following requirement is in addition to the flight planning requirements contained in the ICAO EUR Regional Supplementary Procedures:

In addition to military operations, operators of customs or police aircraft shall insert the letter M in Item 8 of the ICAO flight plan form.

1.1.2 Types of Flight Plan

a. Individual Flight Plan

For each individual flight an individual flight plan shall be filed. Flights, in which several aircraft take part in a formation, as well as every separate stage of flight for flights with intermediate stops, shall also be regarded as individual flight.

b. Repetitive Flight Plan

A flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATS units.

c. Air filed Flight Plan

Flight plan submitted by airborne aircraft to the relevant ATS unit.

1.2 Flights subject to submission of a Flight Plan

1.2.1 A flight plan shall be submitted in the Budapest FIR, in the following cases:

- Any flight in uncontrolled airspace between 4000 FT (1200 M) AMSL and 9500 FT (2900 M) AMSL, except non-power driven aircraft;
- International Flights, except as specified in 1.2.2;
- Any flight in controlled airspace;
- Any flight to, from and crossing a TIZ airspace;
- The following VFR flights:
  - i. VFR flights above FL 195, with the exception of those planned in ad-hoc segregated airspace;
  - ii. Night VFR;
  - iii. Glider flights in cloud.
- Special cases:
  - i. State aircraft flying outside MCTR, MTMA and TRAs;
  - ii. Civil aircraft flying inside and MCTR not within published operational hours;
  - iii. Flights in civil aerodrome control zones (CTR) outside the published operational hours of ATC service (LHSM, LHDC);
  - iv. For multiple landings a flight plan shall be filed for every flight segment;

v. For flights flying the same route multiple times, separate flight plans shall be filed for each segment.

1.2.2 Flight plan submission is not required in class G airspace - with the exception of night VFR flights and flights performed by aircraft coming from or going to a third country - VFR GAT flights crossing the Slovakian-Hungarian state border at an altitude below 4000 feet (1200 M) AMSL and flights performed with a non-power driven aircraft crossing at an altitude above 4000 feet (1200 M) AMSL.

1.3 Completion of a Flight Plan form

A Flight Plan form shall be completed in accordance with the provisions contained in PANS-ATM (Doc 4444/501) Appendix 2.

Where STAR procedures are published, RNAV capable aircraft, shall insert the first way-point of the STAR as the last point of the filed FPL route.

In case of LHBP arrival, non-RNAV capable aircraft should insert TPS as the last point of the filed FPL route.

Aircraft operators are requested not to indicate SID/STAR information in the filed route of FPLs.

1.3.1 The use of the indicators GAT/OAT in a flight plan

- General Air Traffic (GAT):

Flights conducted in accordance with the regulations and procedures promulgated by the State civil aviation authorities and operating under the control or authority of the civil ATS organisation.

- Operational Air Traffic (OAT):

Flights, which do not comply with the provisions of GAT and are conducted under the control or authority of the military ATC organisation in published temporary reserved areas or ad-hoc segregated airspace.

Aircraft Operators (AOs) must indicate the planned change from GAT to OAT or vice versa in the FPLs.

The indicator shall be inserted after the appropriate significant point or geographical coordinates in the route.

The IFPS always assumes that all flight plans begin GAT, unless, it finds a change to GAT indicated later in the route. In this case it is assumed that everything prior to the change was OAT.

1.3.2 VFR flights planned above FL195 (5 950 M STD)

In case of flight operation above FL 195 (5 950 M STD) in controlled airspace and not in ad-hoc segregated airspace, the planned task shall be inserted in Field 18 of FPL, furthermore in Field 15 (route) the geographical or other significant point where FL195 (5 950 M STD) will be crossed, shall be shown.

Note: The climb out area to the route segment of the flight operation planned above FL 195 (5 950 M STD) shall be shown in Field 18 defined with radius of a circle pinpointed on a geographical or other significant point where FL 195 (5 950 M STD) to be crossed.

E.g. …DCT NORAH/N0160A085 DCT 4702N02120E/N0140F240 DCT NORAH/N0170A035 … (RMK/ Parachuting 4602N02135E R5NM).

Differences from ICAO standards and recommended practices can be found in the GEN 1.7

1.4 Addressing of a Flight Plan and Flight Plan associated messages.

Flight plan and flight plan associated messages shall be addressed for the purpose of transmission to units concerned and shall be forwarded to the addressees via the existing communication facilities. The units concerned are the ATS units of a departure and destination aerodrome, and also the ATS and ATFCM units along the planned route of a flight. In addition in cases of certain flights originators shall add special addressees prescribed by appropriate authorities, AOs or aerodromes for which FPLs and associated messages should be forwarded.

1.4.1 Flights entering or overflying the IFPS Zone

With respect to IFR/GAT flights which are intended to enter or overfly the IFPS Zone the flight plans and associated messages need only be addressed to the IFPS units in Haren (Brussels) and in Bretigny (Paris), instead of the relevant ATS units. These units will transmit the FPL and associated messages to all ATS units concerned within the IFPS Zone.

Note: The list of States participating in the IFPS distribution area See ENR 1.10.

In case of a mixed flight (IFR/VFR and/or OAT/GAT) the addressees of the ATS units which will handle the VFR and OAT part of a flight within the IFPS Zone shall also be added.

Re-addressing function shall be used for the flight plans and associated messages addressed to the IFPUs which means to add the addresses of IFPUs to the address line only and additional addressees shall be included in the message text as the first element after the originator information line.

Bodies authorized to distribute flight plans transmitted via AFTN or SITA are responsible for addressing function as follows:

a. Aircraft operators who file a FPL direct to the IFPS are responsible for the correct addressees to:

- the IFPS units,
- the appropriate ATS units for the portion of the flight outside the IFPS Zone, and
- the units supervising VFR or OAT flights within the IFPS Zone in case of mixed operation, and
- any other addressees prescribed by the appropriate authorities and the aircraft operator and the aerodromes.

b. in other cases the flight plan distributive body (ARO, FIC, a designated military unit for this task) is responsible for the addresses to all ATS units concerned. However, depending on type of a flight, transmission of a FPL may be prescribed by the appropriate authority or an aircraft operator or an aerodrome to other addressees, it is the flight plan originator's responsibility to add the special addresses.

1.4.2 AFTN addressing of Flight Plans and associated messages

See ENR 1.11

1.4.3 *Adherence to Airspace Utilization Rules and Availability*

No flight plans shall be filed via the airspace of Budapest FIR deviating from the State restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilisation rules and availability for Budapest FIR and any reference to them shall be made via

URL:https://www.nm.eurocontrol.int/RAD/index.html.

1.5 Submission of a Flight Plan

1.5.1 Direct filing of Flight Plans to the IFPS

All foreign aircraft operators (AOs), and those national air carriers who meet the technical and FPL filing and addressing requirements are permitted to submit their IFR/GAT or mixed flight plans directly to the IFPS via AFTN, SITA or via other communication means.

1.5.2 Flight Plan filing at Budapest Liszt Ferenc International Airport

Pilots of aircraft departing from Budapest Liszt Ferenc International Airport have the possibility to send flight plans to the ATS reporting office via e-mail, fax and by phone.

1.5.3 Flight Plan filing at AFIS aerodrome

Pilots of aircraft departing from an AFIS aerodrome shall file a flight plan form personally or via email, web page or telephone to the aerodrome flight information service.

If a flight intends to operate wholly in an aerodrome traffic zone, limited information required by ATS unit can be submitted.

Phone:(+361) 293-4312

Phone:(+361) 293-4310

Fax:(+361) 296-9151

URL:https://www.netbriefing.hu

Email:aro@hungarocontrol.hu

1.5.4 Flight Plan filing at non-AFIS aerodrome

In case of departure planned from a non-AFIS aerodrome the pilot shall submit a flight plan via telephone or fax to the Air Traffic Services Reporting Office (ARO):

Phone:(+361) 293-4312

Phone:(+361) 293-4310

Fax:(+361) 296-9151

URL:https://www.netbriefing.hu

Email:aro@hungarocontrol.hu

1.6 Acceptance of a Flight Plan

1.6.1 Flight plans submitted directly to IFPS.

FPLs will be checked by IFPS for syntax, format and content. The flight plan originator will be informed on the acceptance by an ACK message, on the necessary manual correction by a MAN message and on the rejection by a REJ message.

Note: After accepting a flight plan IFPS will determine the ATS units responsible for IFR/GAT flights within IFPS Zone for which and for other addressees indicated in the message the flight plan will be forwarded. Unless a filed flight plan has been acknowledged by IFPS via an ACK message ATS units concerned will not have the flight plan and the aircraft may not begin operation.

1.6.2 When a flight plan is not sent directly to IFPS the receiving unit of FPLs is responsible for:

- checking for format and content to the extent possible,
- calling originator's attention to the errors and giving assistance for correct filing of FPLs,
- indicating acceptance of a flight plan to the originator and
- correct transmission and distribution of flight plans for the parties concerned.

If FPLs are forwarded to FIC or to IFPS via ATS reporting office, originators should inquire about the acceptance of FPLs.

Verbal information, if necessary, will be forwarded by the receiving unit.about the acceptance of filed FPLs by IFPS or FIC.

Note: The acceptance of FPL does not relieve the pilot of his/her responsibility for obtaining Air Traffic Control (ATC) clearance for the operation in controlled airspace or in controlled aerodromes as well as for correct preflight preparation.

1.7 Time for Filing a Flight Plan

Unless special circumstances require a flight plan shall be submitted prior to taxi for taking off not earlier than 24 hours and not later than 60 minutes before Estimated off Block Time (EOBT). For flights subject to ATFCM measures FPLs shall be submitted at least 3 hours prior to EOBT.

Note: ATFCM measures may be applied for IFR/GAT (or mixed) flights operating in Budapest FIR. In this case pilots are responsible to inquire if their flights are subject to ATFCM measures. Relevant information can be obtained from ARO at departure aerodrome or from other relevant ATS unit as well as from Flow Management Position at Budapest Area Control Centre (ACC):

Phone:+36 1 293-4183

If FPLs are filed more than 24 hours in advance of EOBT insert the date of flight (DOF) in FPLs.

FPLs may not be filed earlier than 5 days before operation.

AFIL can be filed in the following cases:

- at least 10 minutes before the aircraft is estimated to reach the boundary of controlled airspace if FPLs are submitted for the purpose of obtaining air traffic control clearance for operation in controlled airspace,
- after departure
    i. in case of search and rescue flights for the purpose of averting the consequences of damage caused by forces of nature, serious disaster and air accident, of police mission as well as of flights for urgent ambulance and medical assistance,
    ii. in case of departure from field other than aerodrome

as early as possible.

1.8 Cancellation and change of FPL

FPL shall be cancelled by operator to the ATS unit for which FPL has originally been submitted if:

- flight will not operate,
- aircraft wishes to depart before the time indicated in the filed FPL, or
- any changes are required in respect of aerodrome of departure or destination or aircraft identification,

In the latter cases a new FPL, including the modified data, shall be submitted.

For flights subject to ATFCM measures the following procedures shall be applied:

- when an FPL or an RPL has been filed by an AO but it is decided, within 4 hours of EOBT, to use an alternative routing between the same aerodromes of departure and destination, a cancellation message with priority “DD” shall be transmitted to all addressees of the previous flight plan, and
- a replacement flight plan (RFP) in the form of the FPL with identical call sign shall be transmitted after the CNL message and with a delay of not less than 5 minutes.
- The replacement flight plan shall contain as the first element of item 18. the indication ”RFP/An”, where RFP signifies “Replacement Flight Plan” and “n” is the sequence number of RFP.

Operator shall inform the unit for which FPL has previously been submitted if:

- a flight is expected to delay for more than 30 minutes (for flight subject to ATFCM measure it is 15 minutes), or

FPL will be cancelled by the competent ATS unit, unless information is received for taxiing, departure or revision for EOBT within 60 minutes after the EOBT.

- any necessary changes in the other items of the previously filed FPL (e.g. cruising speed, cruising level etc.).

FPLs submitted to ARO via telephone shall be modified via telephone. FPLs submitted to ARO via www.netbriefing.hu shall be modified via www.netbriefing.hu. The EOBT of FPLs submitted via www.netbriefing.hu can be modified via telephone.

Notes:

i. *Should the cruising level be changed only, it can be done when radio contact is established with ATS units.*

ii. *Information for cancellation or change must be initiated not more than 12 hours in advance of EOBT.*

iii. *Receiving units will notify other units to whom the origin FPLs have been forwarded about cancellation and changes.*

1.9 Special handling requirement

The insertion of a STS/… indicator in Field 18 of a Flight Plan will identify that a flight may require special handling.

The following status indicators can be used in Budapest FIR:

- ALTRV - Flight operated in accordance with an altitude reservation
- ATFMX - Flight approved for exemption from ATFCM measures by the appropriate ATS authority
- FFR - Fire fighting
- FLTCK - Flight check for calibration of NAVAIDs
- HAZMAT - Flight carrying hazardous material
- HEAD - Flight with Head of State status
- HOSP - Medical flight declared by medical authorities
- HUM - Flight operating on a humanitarian mission
- MARSA - Flight for which a military entity assumes responsibility for separation of military aircraft

- MEDEVAC - Life critical medical emergency evacuation
- NONRVSM - Non-RVSM capable flight intending to operate in RVSM airspace
- SAR - Flight engaged in a search and rescue mission
- STATE - Flight engaged in military, customs, or police services

STS indicators recognized for ATFCM purposes comprises of STS/HEAD; STS/SAR; STS/MEDEVAC; STS/FFR; STS/STATE; STS/HUM; STS/HOSP. *See ENR 1.9 para 5.*

Unjustified use of keywords (abbreviations) for special handling requirement is disciplinable.

Country	FIR/UIR	ICAO	Country code
Albania	Tirana	LAAA	LA
Armenia	Yerevan	UDDD	UD
Austria	Wien	LOVV	LO
Belgium	Brussels	EBBU/EBUR	EB
Bosnia and Hercegovina	Sarajevo	LQSB	LQ
Bulgaria	Sofia	LBSR	LB
Croatia	Zagreb	LDZO	LD
Cyprus	Nicosia	LCCC	LC
Czech Republic	Prague	LKAA	LK
Denmark	Copenhagen	EKDK	EK
Finland	Finland	EFIN	EF
France	Paris	LFFF	LF
	Reims	LFEF	LF
	Brest	LFRR	LF
	Bordeaux	LFBB	LF
	Marseille	LFMM	LF
Germany	Bremen	EDWW	ED
	Langen	EDGG	ED
	Frankfurt	EDFF	ED
	Munchen	EDMM	ED
	Rhein	EDDU	ED
	Hanover	EDVV	ED
Greece	Athens	LGGG	LG
Hungary	Budapest	LHCC	LH
Ireland	Shannon	EISN	EI
	Sota	EISN	EI
Italy	Roma	LIRRR	LI
	Brindisi	LIBB	LI
	Milano	LIMM	LI
Latvia	Riga	EVRR	EV
Former Yugoslav Republic of Macedonia	Skopje	LWSS	LW
Malta	Malta	LMMM	LM
Moldova	Chisinau	LUUU	LU
Monaco	Marseille	LFMM	LN
Marocco	Casablanca	GMMM	GM
The Netherlands	Amsterdam	EHAA	EH

Country	FIR/UIR	ICAO	Country code
Norway	Norway	ENOR	EN
	Bodo - Oceanic	ENOB	EN
	Trondheim	ENTR	EN
Poland	Warsaw	EPWW	EP
Portugal	Lisbon	LPPC	LP
	Santa Maria	LPPO	LP
Romania	Bucharest	LRBB	LR
Slovak Republic	Bratislava	LZBB	LZ
Slovenia	Ljubljana	LJLA	LJ
Spain	Barcelona	LECB	LE
	Madrid	LECM	LE
	Canarias	GCCC	LE
Sweden	Sweeden	ESSA	ES
Switzerland	Switzerland	LSAS	LS
Turkey	Ankara	LTAA	LT
	Istanbul	LTBB	LT
Ukraine	L'Viv	UKLV	UK
	Kyiv	UKBV	UK
	Dnipropetrosk	UKDV	UK
	Odessa	UKOV	UK
	Sinferopol	UKFV	UK
United Kingdom	London	EGTT	EG
	Scottish	EGPX	EG
Serbia and Montenegro	Belgrade	LYBA	LY

2. REPETITIVE FLIGHT PLAN SYSTEM

2.1 General

2.1.1 Repetitive flight plans shall be submitted for regular operations as far as possible.

2.1.2 When using repetitive flight plans for flights affecting Budapest FIR, the procedures of ICAO Doc 4444 ATM/501Chapter 16, para 16.4. and Doc 7030 and the following regulations shall be applied.

2.1.3 RPLs, for flights affecting Budapest FIR shall be filed solely with EUROCONTROL at the CFMU, Brussels, in accordance with the requirements and procedures detailed herein. Distribution of RPL data to ATS Units in Budapest FIR is provided by the EUROCONTROL.

2.1.4 RPLs for flights having a route portion outside the Zone shall continue to be submitted in parallel to EUROCONTROL and to the National Authorities of those external States in accordance with existing procedures (see paragraph 2.5.2.). It should be noted in particular that ALL affected National Administrations outside the zone which are on the route of the flights MUST have agreed to the use of RPLs.

Note: List of FIRs participating in IFPS zone: See ENR 1.10 para 1.9

2.1.5 Attention is drawn to the fact that the Shanwick (EGGX) and Santa Maria (LPPO) OACCs are NOT within the IFPS Zone.

2.2 Types of submission

2.2.1 RPL data submission may be in the form of a New List or a Revised List.

2.2.2 A New List (NLST) is a submission that contains ONLY new information (typically the start of a new Winter or Summer period).

2.2.3 A Revised List (RLST) is a submission that contains revised information to a previously submitted list. This revised or amended information could be a combination of any of the following: changes, cancellations or additional new flights.

2.3 RPL submission criteria

2.3.1 An NLST must be received by EUROCONTROL with a minimum of 14 days before the intended first flight.

2.3.2 An RLST must be received by EUROCONTROL such that:

a. there is a minimum of 7 working days (see 2.6.2 below) between reception of the file by EUROCONTROL and the activation of the first flight affected by the amendment, and

b. there must be two Mondays between reception of the file and the activation of the first flight affected by the amendment.

2.4 RPL submission procedure

2.4.1 RPLs may be submitted in any of the following formats:

- IFPS RPL format (former DBO/DBE format) - via diskette, SITATEX or electronic file transfer
- ICAO format (hard copy) - on paper (ICAO Doc 4444)

2.4.2 Details of IFPS RPL format may be found in the IFPS User Manual section of the CFMU Handbook. Copies can be obtained from the EUROCONTROL Library at the address. See: *2.6.3*

2.4.3 On receipt of an RPL file, EUROCONTROL will send the following acknowledgement of receipt by SITA or Fax as appropriate.

Example of ACKNOWLEDGEMENT of reception sent to RPL Originators (SITA or FAX)

ZCZC 001 251220

QN	MADWEZZ
BRUER7X	ddhhmm
FROM:	EUROCONTROL/CFMU
TO:	ZZZ
ATTN:	Mrs. Brown
SUBJ:	ACK OF YR RPL SUBMISSION 96-01
Nr.RPL:	12

- INITIAL CHECK OF FORMAT OK.
- FURTHER PROCESSING IN PROGRESS. WE WILL CONTACT YOU IF NECESSARY

BRGDS
D.TAYLOR/RPL TEAM

2.4.4 If NO acknowledgement is received from EUROCONTROL within 2 working days of dispatch, the originator MUST contact the RPL Team to confirm that the file has been received.

2.4.5 Following the acknowledgement the RPL Team will process the file and will contact the originator again ONLY if there are any problems, such as the route or validity periods. It follows, therefore, that if no subsequent query is initiated by EUROCONTROL, the originator can assume that the file has been successfully processed into the RPL database.

2.4.6 Any change to the address or contact number of the Aircraft Operator (for example, a change of contact number/address for obtaining supplementary information) must be advised to the RPL Team immediately.

2.4.7 EUROCONTROL is able to accept RPL data which covers more than one Winter/Summer period but Originators must ensure that any such data is amended to reflect any changes of the clock (i.e. to reflect Summer/Winter time).

2.5 Specific EUROCONTROL requirements for RPL operation

2.5.1 The basic principles for the submission of Repetitive Flight Plans are contained in ICAO Docs 4444/501 and

7030. The following paragraphs detail the differences between the ICAO Standard and the EUROCONTROL requirement, which permits a more flexible approach within the basic rules. Full details are contained in the IFPS User Manual section of the CFMU Handbook.

2.5.2 RPLs shall cover the entire flight from the departure aerodrome to the destination aerodrome. Therefore, an RPL shall be submitted by the flight plan originator for the entire route. A mixture of both RPL and FPL message shall not be permitted. RPL procedures shall be applied ONLY when ALL ATS authorities concerned with the flights have agreed to accept RPLs. In this respect, all States of the IFPS zone accept RPLs. It is the responsibility of the AO to ensure that RPLs for flights which are partly outside the zone are properly coordinated and addressed to the relevant external ATS authorities.

2.5.3 For EUROCONTROL purposes an RLST may be submitted which contains only changes, cancellations and additions (i.e. "-" and "+"). Details of unchanged flights (i.e. "blanks") are not required.

2.5.4 The "-" must come before the "+".

2.5.5 For a cancellation or change, the "-"' must be an exact duplicate of the original "+" that it is to cancel, in order for it to be accepted by the RPL processing system.

2.5.6 The NLSTs and RLSTs are to be numbered in sequence as this enables EUROCONTROL to ensure that the lists are entered into the RPL database in the correct order. It also provides a double check for possible missing submissions. The first NLST of the season should be numbered 001 and each following list, regardless of whether it is a NLST or RLST, is to be numbered in sequence.

2.5.7 The numbering of the RPL submissions is done on line "0" (sender record) starting at character 37 of the diskette file and in field "E" of a ICAO hard copy file (on paper).

2.5.8 To suspend an RPL the originator should send the information in the format *See ENR 1.10 para 2.7* However, originators should note that flights cannot be suspended for less than 3 days. If the suspension is for less than 3 days, individual daily cancellation messages must be sent by the originator to the IFPS in order not to waste ATC capacity by leaving "ghost" flights in the CFMU and ATC data bases.

2.5.9 To cancel a RPL for a specific day, the originator need only send a normal ICAO CNL message to BOTH of the IFPS units (EUCHZMFP and EUCBZMFP or BRUEP7X and PAREP7X) and other external ATS Units as necessary. In respect of such flights, cancellation messages to the IFPS Units shall be submitted not earlier than 20 hours before the EOBT of the flight. The same rule applies for a change (CHG) or delay (DLA) message since at 20 hours before EOBT the RPL is transferred to the IFPS and the RPL effectively becomes an FPL.

2.5.10 To recover any RPL which has been suspended for an undefined period, the originator must send the instruction in the format *See ENR 1.10 para 2.8*

2.5.11 It is emphasized that the requirements specified in paragraphs *2.5.3*, *2.5.5*, *2.5.6*, *2.5.7*, *2.5.8*, *2.5.9*, *2.5.10* are not applicable to route portions outside the IFPS Zone.

2.6 General information

2.6.1 RPL data at EUROCONTROL is handled by a dedicated section known as the RPL Team.

2.6.2 The RPL Team working day is from 0800 to 1715 (European time) Monday to Friday, including Public Holidays but excluding 25 December. Originators of RPL data should take these operating hours into account when submitting RPL data to EUROCONTROL.

2.6.3 RPL data files may be sent to EUROCONTROL by any of the following means of communication:

EUROCONTROL CFMU FDO/RPL Team

Post:Rue de la Fusee, 96 B -1130 Brussels, Belgium

SITA:BRUER7X

Fax:32.2.729.9042

Phone:32.2.729.9847

Phone:32.2.729.9861

Phone:32.2.729.9866

2.6.4 The use of hard copy via post is discouraged. Submission via diskette, SITATEX or electronic file transfer removes the chance of an RPL operator making any typographical errors when copying the data from the hard copy into the IFPS RPL system.

2.7 Suspension of RPLs

2.7.1 To suspend an RPL/s, the RPL originator must send by SITA, FAX a letter to the EUROCONTROL RPL Office with an instruction with contains the following information:

Please suspend the following flights with effect from ddmm until ddmm.

AIRCRAFT-ID VAL-FROM VAL-UNTIL DAYS-OF-OPERATION ADEP EOBT ADES

Note:

i. Flights can not be suspended for periods of less than 3 days

ii. A suspension message shall be received by not less than 48 hours before the EOBT of the earliest affected flight/s. When sufficient notice cannot be given, individual CNL messages must be filed.

iii. If the UNTIL is not filled in, then a Recovery message will have to be send.

2.7.2 A RSUS message is an ADEXP message which has not been implemented in the RPL system. This message shall not be used. Originators should use the media and layout described above.

2.8 Recovery of RPLs

2.8.1 To recover an RPL/s, the RPL originator must send by SITA, FAX a letter to the EUROCONTROL RPL Office with an instruction with contains the following information:

Please recover the following flights with effect from ddmm.

AIRCRAFT-ID VAL-FROM VAL-UNTIL DAYS-OF-OPERATION ADEP EOBT ADES

Note: A recovery message shall be received by not less than 48 hours before the EOBT of the earliest affected flight/s. When sufficient notice cannot be given, individual FPL messages must be filed.

2.8.2 The RREC message is an ADEXP message which has not been implemented in the RPL system. This message shall not be used. Originators should use the media and layout described above.

3. CHANGES TO THE SUBMITTED FLIGHT PLAN

NIL

ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL NAVIGATION ROUTES

NIL

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ENR 3.2 AREA NAVIGATION ROUTES

NIL

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ENR 3.3 OTHER ROUTES

NIL

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ENR 3.4 EN-ROUTE HOLDING

1. HOLDING PROCEDURES WITHIN BUDAPEST TMA

HLDG ID/FIX/WPT Coordinates	INBD TR (°MAG)	Direction of PTN	MAX IAS (KT)	MNM - MAX HLDG LVL FL/FT (MSL)	TIME (MIN) or DIST OUBD	Controlling unit Frequency
1	2	3	4	5	6	7
TAPIOSAP/TPS VOR/DME 472936N 0192646E	246	Left	up to FL140 230 KT, between FL140 and FL200 240 KT	3000 FT - FL190	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.975 MHZ
WONTA/WONTA 470919N 0193040E	130	Right	up to FL140 230 KT, between FL140 and FL200 240 KT	4000 FT- FL190	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.975 MHZ
UTCON/UTCON 471719N 0194127E	130	Left	up to FL140 230 KT, between FL140 and FL200 240 KT	4000 FT- FL190	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.975 MHZ
HUZTA/HUZTA 473629N 0184639E	310	Left	up to FL140 230 KT, between FL140 and FL200 240 KT	6000 FT- FL190	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.975 MHZ
ALZUR/ALZUR 474433N 0185726E	310	Right	up to FL140 230 KT, between FL140 and FL200 240 KT	6000 FT- FL190	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.975 MHZ
ZURFA/ZURFA 472352N 0195045E	310	Left	up to FL140 230 KT, between FL140 and FL200 240 KT, between FL200 and FL340 280 KT	6000 FT- FL340	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.975 MHZ At or above FL200: BUDAPEST ACC 120.375 MHZ
LAHOR/LAHOR 474954N 0194341E	230	Left	up to FL140 230 KT, between FL140 and FL200 240 KT, between FL200 and FL340 280 KT	10000 FT- FL340	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.975 MHZ At or above FL200: BUDAPEST ACC 120.375 MHZ
JOZEP/JOZEP 471121N 0184425E	100	Right	up to FL140 230 KT, between FL140 and FL200 240 KT, between FL200 and FL340 280 KT	10000 FT- FL340	1 MIN up to FL140, 1.5 MIN above	BUDAPEST APP 122.975 MHZ At or above FL200: BUDAPEST ACC 133.2 MHZ

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

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

3. DROP ZONES

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
LHSDZLHBC / BEKESCSABA A circle radius 7 KM centered on 464036N 0210938E	FL 155 / 4000 FT ALT	Contact: LHBC AFIS	HX
LHSDZLHBD / BORGOND 471037N 0182857E - 470619N 0182317E - 470145N 0182636E - 470237N 0183147E - 470840N 0183425E - 471037N 0182857E subtracted the LHB24 airspace.	FL 155 / GND	Contacts: (+36) 30-959-8897, (+36) 20-978-9128.	HX
LHSDZLHBK / BALATONKERESZTUR A circle radius 3 KM centered on 464144N 0172340E	FL 145 / GND	Nil	HX
LHSDZLHDV / DUNAUJVAROS A circle radius 5 KM centered on 465318N 0185438E	FL 135 / GND	Contacts: (+36) 30-385-0220, (+36) 70-945-4220	HX
LHSDZLHFM / FERTOSZENTMIKLOS 473557N 0165122E - 473416N 0165217E - 473322N 0165009E - 473339N 0164820E - 473441N 0164625E - 473556N 0164532E - 473557N 0165122E	FL 125 / GND	Nil	HX
LHSDZLHGD / GODOLLO 473646N 0191900E - 473439N 0191741E - 473336N 0192243E - 473548N 0192352E - 473646N 0191900E	6500 FT ALT / GND	Contacts: (+36) 30-934-3199, (+36) 70-332-2198.	HX
LHSDZLHGR1 / GYURO1 472642N 0184505E - 472409N 0184140E - 472115N 0184623E - 472347N 0184948E - 472642N 0184505E	5500 FT ALT / GND	Nil	HX
LHSDZLHGR2 / GYURO2 472409N 0184140E - 472304N 0184012E - 472009N 0184455E - 472115N 0184623E - 472409N 0184140E	6500 FT ALT / GND	Nil	HX
LHSDZLHHO / HAJDUSZOBOSZLO 472810N 0212450E - 472228N 0211500E - 472733N 0211500E - 472942N 0211839E - 472810N 0212450E	FL 145 / GND	Nil	HX
LHSDZLHKA / KALOCSA 463356N 0185419E - 463435N 0185817E - 463118N 0190123E - 463000N 0185519E - 463356N 0185419E	FL 135 / GND	Contact: (+36) 20-777-9197.	HX
LHSDZLHKH / KISKUNFELEGYHAZA 464600N 0194546E - 464800N 0195100E - 464558N 0195533E - 464200N 0195600E - 464600N 0194546E	FL 135 / GND	Contacts: (+36) 20-938-9453, (+36) 30-968-6199	HX

Designation/Name and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
LHSDZLHKI / KISKOROS 463939N 0191442E - 463914N 0191511E - 463854N 0191434E - 463919N 0191403E - 463939N 0191442E	3500 FT ALT / GND	Nil	HX
LHSDZLHKV / KAPOSUJLAK 463100N 0173400E - 463100N 0174700E - 461800N 0174700E - 461800N 0173400E - 463100N 0173400E	FL 165 / GND	Contacts: (+36) 20-777-9135, (+36) 20-777-9989.	HX
LHSDZLHMP / MATKOPUSZTA A circle radius 5.556 KM centered on 464758N 0194102E subtracted the Kecskemet MCTR airspace.	FL 145 / GND	Contacts: (+36) 20-745-4367, (+36) 20-961-2900.	HX
LHSDZLHMC / MISKOLC A circle radius 5 KM centered on 480754N 0204730E subtracted the LHB32 BUKK airspace.	FL 145 / GND	Nil	HX
LHSDZLHNY / NYIREGYHAZA A circle radius 10 KM centered on 475856N 0214100E	FL 155 / 9500 FT ALT	Contact: LHNY AFIS	HX
LHSDZLHOY / OCSENY A circle radius 2 NM centered on 461843N 0184549E	FL 145 / GND	Nil	HX
LHSDZLHPR / PER A circle radius 7.4 KM centered on 473738N 0174830E	FL 125 / 9500 FT	Nil	HX
LHSDZLHSK / KILITI SKYDIVE BALATON A circle radius 11.11 KM centered on 465119N 0180551E	FL 155 / GND	Contacts: (+36) 70-611-5343, (+36) 70-433-3304.	HX
LHSDZLHSZ / SZENTES A circle radius 2 KM centered on 463642N 0201700E	FL 115 / GND	Nil	HX
LHSDZLHTL / TOKOL A circle radius 3.15 KM centered on 472037N 0185909E	FL 145 / 3500 FT ALT	Contact: LHTL TWR (+361) 999-1174	HX

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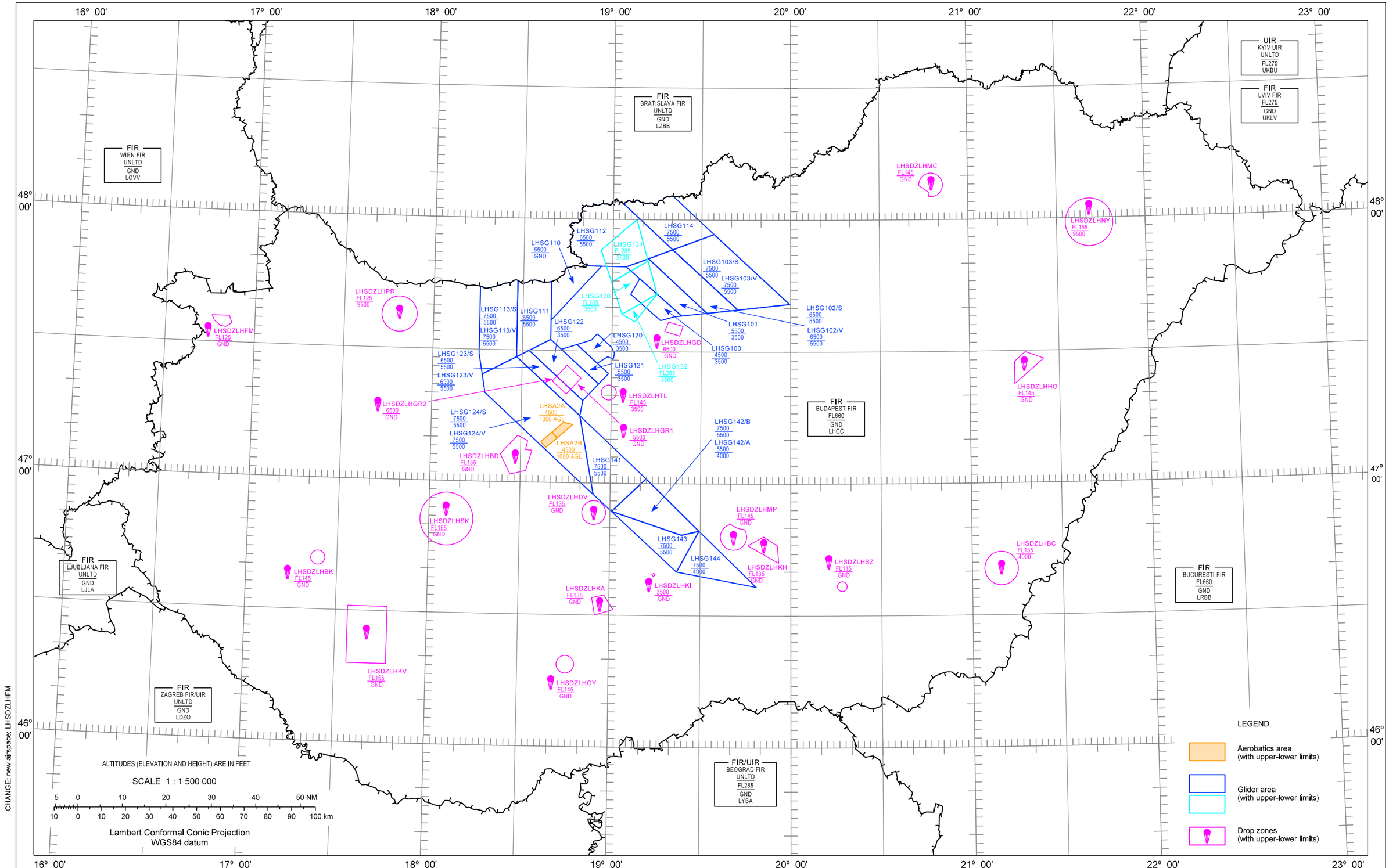
AERIAL SPORTING AND RECREATIONAL ACTIVITIES - INDEX CHART



CHANGE: new airspace: LHSDZLHFM

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AD 0.6 TABLE OF CONTENTS TO PART 3

LHBP BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

LHDC DEBRECEN INTERNATIONAL AIRPORT

LHNY NYÍREGYHÁZA

LHPP PÉCS/POGÁNY

LHPR GYŐR/PÉR

LHSM HEVIZ-BALATON AIRPORT

LHUD SZEGED

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AD 1.2 RESCUE AND FIREFIGHTING SERVICES (RFFSS), RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1. RESCUE AND FIRE FIGHTING SERVICES

Scheduled or non-scheduled traffic with aircraft carrying passengers are not allowed to use aerodromes without Rescue and Fire Fighting Services.

The scale of protection available has been determined in terms of Aerodrome categories from 1. to 9. according to ICAO Annex 14 and the related Manual.

2. RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

2.1 Organisation of the runway surface condition reporting and winter service

2.1.1 Responsibility

Aerodrome operator is responsible for clearing snow and responsible to assess the condition of the runway for each third of the runway and issue a Runway Condition Report (RCR). This report contains the RWYCC (Runway Condition Code) and information which describes the runway surface condition: type of contamination, depth, coverage for each third of the runway, etc. and other relevant information.

GRF service is established at the following aerodromes:

- LHBC
- LHBP
- LHDC
- LHNY
- LHPP
- LHPR
- LHSM
- LHUD

2.2 Surveillance of movement areas

NIL

2.3 Surface condition assessment methods used; operations on specially prepared winter runways

NIL

2.4 Actions taken to maintain the usability of movement areas

NIL

2.5 System and means of reporting

SNOWTAM are promulgated in accordance with ICAO Annex 15., ICAO Doc 10066. (PANS-AIM) and ICAO Guidance on the issuance of SNOWTAM.

2.6 The cases of runway closure

NIL

2.7 Distribution of information about runway surface conditions

NIL

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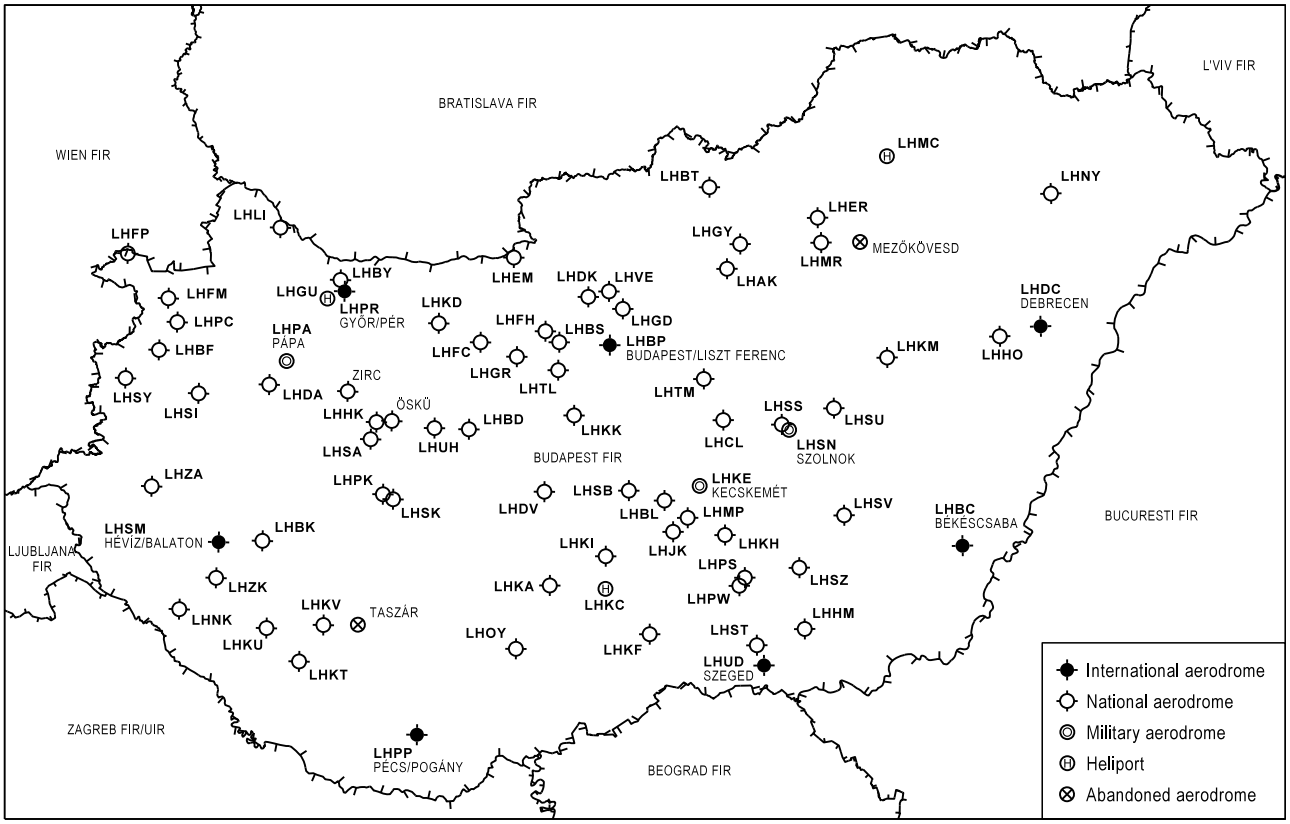
AD 1.3 INDEX OF AERODROMES AND HELIPORTS

1. AERODROMES AND HELIPORTS WITH REFERENCE TO AD 2 PART

Aerodrome/heliport name ICAO Location indicator	Type of traffic permitted to use the aerodrome/heliport			Reference to AIP, Part 3 subsection with aerodrome / heliport details
	International - National (INTL-NTL)	IFR-VFR	S = Scheduled NS = Non-scheduled GA = General Aviation M = Military O = Other	
1	2	3	4	5
Aerodrome				
BÉKÉSCSABA LHBC	INTL-NTL	IFR-VFR	GA	*AD 2-LHBC*
BUDAPEST/Liszt Ferenc International Airport LHBP	INTL-NTL	IFR-VFR	S-NS-GA	*AD 2-LHBP*
DEBRECEN LHDC	INTL-NTL	IFR-VFR	S-NS-GA	*AD 2-LHDC*
GYŐR/Pér LHPR	INTL-NTL	IFR-VFR	GA	*AD 2-LHPR*
NYÍREGYHÁZA LHNY	NTL	VFR	GA	*AD 2-LHNY*
PÉCS/Pogány LHPP	INTL-NTL	IFR-VFR	GA	*AD 2-LHPP*
HÉVÍZ/Balaton LHSM	INTL-NTL	IFR-VFR	S-NS-GA	*AD 2-LHSM*
SZEGED LHUD	INTL-NTL	IFR-VFR	GA	*AD 2-LHUD*

Figure 1. Aerodromes and heliports - Index chart



2. OTHER AERODROMES AND HELIPORTS

All private aerodromes have to be contacted prior to take-off to arrange the arrival at the airport. Aircraft from Schengen countries are allowed to land at NTL airports provided prior contact is made with the aerodrome.

The official list of other aerodromes and heliports is available on the website of the CAA:

URL:https://www.kozlekedesihatosag.kormany.hu/hu/dokumentumtar?q=rep%C3%BCl%C5%91terek

AD 2 AERODROMES

LHBC - BÉKÉSCSABA

LHBC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LHBC BÉKÉSCSABA

LHBC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	464100N 0210945E In the geometrical centre of RWY 17L - 35R
2	Direction and distance from (city)	6 km, E from the centre of Békéscsaba
3	Elevation/Reference temperature	87 M / 28.5°C (2009)
4	Geoid undulation	45 M
5	MAG VAR/ annual change	4°E (2009) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	Post:BEKES AIRPORT Repuloter Mukodteto es Fejleszto Kft., 5600 Bekescsaba, hrsz 0296/8/A Phone:(+36) 66-547-240 Fax:(+36) 66-547-240 AFS:LHBCZPZX SITA:Nil Email:info@bekesairport.hu URL:http://www.bekesairport.hu Phone: (+36) 30-322-8881 (AFIS)
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Prior permission required.

LHBC AD 2.3 OPERATIONAL HOURS

1	AD Administration	0800 - SS (0700 - SS)
2	Customs and immigration	H24, PPR (24 hours)
3	Health and sanitation	As Administration
4	AIS Briefing Office	As Administration
5	ATS Reporting Office (ARO)	As Administration
6	MET Briefing Office	As Administration
7	ATS	As Administration
8	Fuelling	As Administration
9	Handling	As Administration
10	Security	H24
11	De-icing	NIL

12	Remarks	Availability of services outside operational hours on prior arrangement.

LHBC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	AVGAS-LL, A1
3	Fuelling facilities/capacity	1 petrol and 1 kerosene fuel station with 8000 and 32000 litres capacity.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Up to 15M wingspan
6	Repair facilities for visiting aircraft	LIMITED, SMALLER REPAIRS ONLY.
7	Remarks	Nil

LHBC AD 2.5 PASSENGER FACILITIES

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

LHBC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A2 On request category A5. (PPR 24 hours)
2	Rescue equipment	1 ARFF vehicle, handheld fire-fighting equipment
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

LHBC AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	Unimog 400 snow plow and sweeper.
2	Clearance priorities	Nil
3	Use of material for movement area surface treatment	Nil
4	Specially prepared winter runways	Nil
5	Remarks	Nil

LHBC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface:	APRON 1: CONC
			APRON 2: CONC
		Strength:	APRON A1: PCN 19/R/B/W/T
			APRON A2: PCN 9/R/B/W/T
2	Taxiway width, surface and strength	Width:	A1, A2: 15 M; A3, A4, A5: 08 M
		Surface:	ASPH
		Strength	PCN 17/F/B/W/T
3	Altimeter checkpoint location and elevation	Location:	Nil
		Elevation:	Nil
4	VOR checkpoints	VOR:	Nil
5	INS checkpoints	INS:	Nil
6	Remarks	Nil	

LHBC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Nil
2	RWY and TWY markings and LGT	RWY: Designator, threshold, aiming point and centre line markings. TWY: Centre line, holding point markings, edge markers and information signs.
3	Stop bars	Nil
4	Remarks	Nil

LHBC AD 2.10 AERODROME OBSTACLES

Data for Area 2 and 3 *See GEN 3.1*

LHBC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	Nil
4	Type of landing forecast Interval of issuance	Nil

5	Briefing/consultation provided	Written briefing: https://aviation.met.hu Consultation via phone: (+36)-90-603-421 Consultation via e-mail: rvo@met.hu (HMS) *See GEN 3.5*
6	Flight documentation Language(s) used	Charts, abbreviated plain language text Hungarian, English
7	Charts and other information available for briefing or consultation	Charts, aerodrome reports and forecasts in EUR region. MET. observations and warnings in Budapest FIR.
8	Supplementary equipment available for providing information	Nil
9	ATS Units provided with information	Budapest FIC (on request)
10	Additional information	Nil

LHBC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
17L	174.5° G	1300 x 30	17/F/B/W/T ASPH	464121.10N 0210942.15E 464039.19N 0210947.98E 45 M	86 M -
35R	354.5° G	1300 x 30	17/F/B/W/T ASPH	464039.19N 0210947.98E 464121.10N 0210942.15E 45 M	87 M -
17R	174.5° G	790 x 40	GRASS	464058.60N 0210926.60E 464033.14N 0210930.15E 45 M	86 M -
35L	354.5° G	790 x 40	GRASS	464033.14N 0210930.15E 464058.60N 0210926.60E 45 M	86 M -

Designations RWY NR	Slope of RWY - SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M) surface	Location of arresting system	OFZ	Remarks
1	7	8	9	10	11	12	13	14
17L	0.08%	Nil	Nil	1420 x 150	Nil	Nil	Nil	Nil
35R	-0.08%	Nil	Nil	1420 x 150	Nil	Nil	Nil	Nil
17R	-0.06%	Nil	Nil	910 x 75	Nil	Nil	Nil	Nil
35L	0.06%	Nil	Nil	910 x 75	Nil	Nil	Nil	Nil

LHBC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
17L	1300	1300	1300	1300	
35R	1300	1300	1300	1300	
17R	790	790	790	790	
35L	790	790	790	790	

LHBC 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
17L	Nil	GRN	Nil	Nil	Nil	1300 M 59 M WHI LIM	RED	Nil	
35R	SALS 420 M LIM	GRN	PAPI 3° 12.33 M	Nil	Nil	1300 M 59 M WHI LIM	RED	Nil	
17R	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
35L	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	

LHBC AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	Nil
3	TWY edge and centre line lighting	Nil
4	Secondary power supply	44 kVA generator.
5	Remarks	Nil

LHBC AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	Nil
2	TLOF and/or FATO elevation M/FT	Nil
3	TLOF and FATO area dimensions, surface, strength, marking	Nil
4	True and MAG BRG of FATO	Nil
5	Declared distances available	Nil
6	APP and FATO lighting	Nil
7	Remarks	Nil

LHBC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	Békéscsaba TIZ 465341N 0212325E - 464613N 0212426E - 463747N 0212055E along border HUNGARY_ROMANIA - 462849N 0211712E - 462629N 0211307E - 462529N 0205740E - 463510N 0205309E - 465233N 0210554E - 465341N 0212325E
2	Vertical limits	4000 FT ALT / GND
3	Airspace classification	G
4	ATS unit call sign Language(s)	Békéscsaba Info English, Hungarian
5	Transition altitude	10000 FT
6	Hours of applicability	As AD Administration
7	Remarks	Air Traffic Advisory Service is not AVBL in the class G airspace LHBC TIZ

LHBC 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	Békéscsaba Info	123.260 CH	Nil	Nil	as AD	Antenna Location: 464036.60N 0210940.94E

LHBC 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	BC	400 KHZ	H24	463953.6N 0210954.3E		LI 35R
DVOR/DME (6)	BKS	115.8 MHZ 105X	H24	464759.9N 0210426.0E	92 M	DME COORD: 464759.9N 0210426.0E

LHBC AD 2.20 LOCAL AERODROME REGULATIONS

NIL

LHBC AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

LHBC AD 2.22 FLIGHT PROCEDURES

NIL

LHBC AD 2.23 ADDITIONAL INFORMATION

NIL

LHBC AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2-LHBC-ADC

Instrument Approach Chart - ICAO	AD 2-LHBC-NDB-17L
	AD 2-LHBC-NDB-35R
	AD 2-LHBC-RNP-17L
	AD 2-LHBC-RNP-35R
Visual Approach Chart - ICAO	AD 2-LHBC-VAC

LHBC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

LHBP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A9
2	Rescue equipment	Available
3	Capability for removal of disabled aircraft	Capability for removal of disabled aircraft is available up to ICAO CODE E aircraft. Coordinated by airport operator. Lifting bags and hydraulic jacks are available
4	Remarks	Trained personnel: 18+72.In case of expected aircraft incident or accident the aerodrome operator may introduce limitations to the arrival and departure traffic, due to fire-fighting capacity available. Expected delays will be announced by the appropriate ATC unit.Contact of the aerodrome coordinator for the removal of disabled aircraft: AODM Tel:(+36) 30-684-0084

LHBP AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	17 snow ploughs/sweepers, 6 snow blowers, 2 solid/liquid spreaders, 1 liquid collecting sweeper, 2 friction testers;
2	Clearance priorities	1. RWY 31R/13L; 2. RWY 13R/31L; 3. Main TWYs - A and B; 4. Other TWYs and Aprons
3	Use of material for movement area surface treatment	Nil
4	Specially prepared winter runways	Nil
5	Remarks	Chemicals are used on the movement area: UREA, CLEARWAY-I, NORWAY-NF. No specially prepared winter runways. See AD 1.2 para 2.

LHBP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Apron	Surface	Strength
		APRON 1	CONC+ASPH	PCN 60/R/A/X/T
		APRON 2	CONC	PCN 90/R/A/X/T
		APRON AG	CONC	PCN 60/R/A/X/T
		APRON AA	CONC	PCN 75/R/A/X/T
		APRON AL	CONC	PCN 75/R/A/X/T
		CARGO APRON	CONC	PCN 80/R/A/W/T
2	Taxiway width, surface and strength	Width:	23 M (except A1= 18 M)	
		Surface:	Concrete or asphalt	
		Strength	See ADC Chart	

3	Altimeter checkpoint location and elevation	Location:	Apron 1 - See *AD 2-LHBP-PDC/1* Apron 2 - See *AD 2-LHBP-PDC/2* Apron AG, AA, AL - See *AD 2-LHBP-PDC/3* Cargo Apron - See *AD 2-LHBP-PDC/4*
		Elevation:	Apron 1: 426 FT (130 M) Apron 2: 466 FT (142 M) Apron AG, AA, AL: 423 FT (129 M) Cargo Apron: 436 FT (133 M)
4	VOR checkpoints	VOR:	See ADC Chart
5	INS checkpoints	INS:	See PDC Chart
6	Remarks	TWY A1 downgraded to code C ACFT (max. wingspan 36.00 M)	

LHBP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs,TWY guide lines and visual docking/parking guidance system of aircraft stands	Guide lines at Aprons. Nose in guidance at aircraft stands on Aprons. Sign boards at all intersections with TWY and RWY and at all holding positions.	
2	RWY and TWY markings and LGT	RWY:	Designator, THR, TDZ, centre line, edge, as appropriate.
		TWY:	Centre line, holding positions on all TWYs.
3	Stop bars	Stop bars where appropriate.	
4	Remarks	Nil	

LHBP AD 2.10 AERODROME OBSTACLES

Data for Area 2, 3 and 4 *See GEN 3.1*

LHBP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology; 24 HR
4	Type of landing forecast Interval of issuance	TAF CODE; half hourly
5	Briefing/consultation provided	Consultation via phone or fax *See GEN 3.5*
6	Flight documentation Language(s) used	Charts, abbreviated plain language text; English, Hungarian
7	Charts and other information available for briefing or consultation	SWL, SWM-SWH, IS (FL 050, FL 100, FL 180, FL 240, FL 300, FL 340, FL 390); other information: GAMET

6. PLANNING, AUTHORISATION AND EXECUTION OF TRAINING, CALIBRATION, DEMONSTRATION OR CERTIFICATION FLIGHTS AT BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

6.1 Planning and authorisation of training flights

6.1.1 The time periods specified in this section shall be interpreted as follows: all periods include the starting time of the period, but not its closing time.

6.1.2 Training flights, demonstration flights and certification flights may not be planned and executed:

- On workdays between 2100 - 0500 (2000-0400);
- SAT, SUN and Public holidays between 1700 - 0700 (1600-0600).
- Training flights may not be authorised during single RWY operation.

Calibration flights may be executed on workdays and bank holidays between 0500 - 2100 (0400-2000).

6.1.3 Training flights shall be grouped in such a way that, if possible, different exercises should follow each other, in order to avoid the continuous noise pollution of the same residential areas. A maximum of three exercises may be planned in a sequence for the same route.

6.1.4 Requests for the execution of training flights must be submitted earliest seven and latest one workday in advance to Budapest Airport Ltd. Airport Operation Control Centre (AOCC):

Phone:(+361) 296-7421 or

Phone:(+361) 296-6914

Email:airport.ops@bud.hu

providing the following data:

- Aircraft registration marks and call sign,
- Aircraft type,
- The nature and the planned time of the exercise,
- Contact details of pilot in command (preferably mobile phone number).

6.1.5 Training flights initially authorised by the AOCC may be subject to ATC restrictions on the day of execution if this is warranted due to the traffic situation, weather conditions or technical failures. Pilot in command shall contact TWR before execution at Tel: (+361) 293-4600.

6.1.6 Maintenance organizations are obliged to inform the AOCC at least 24 hours prior to the planned time of certification flight about the planned time and the nature of flight.

6.1.7 In case of demonstration flights planned over the area of the airport, the organization responsible for the event must request consent from the AOCC to holding the event, prior to initiating the permitting procedure with the aviation authority.

When requesting consent, the following information shall be provided to the AOCC:

- Aircraft registration marks and call sign,
- Aircraft type,
- The nature, the planned time and duration of the demonstration flight,
- Contact details of pilot in command (preferably mobile phone number).

6.1.8 Only one training-, or calibration-, or demonstration or certification flight may be authorised in the CTR or in the TMA below 4 000 FT AMSL at any one time.

6.1.9 Rules on runway use for training flights and certification flights:

In case of runway direction 31
Training or certification flights may be authorised for RWY 31R. Such flights (with the exception of police training flights) may only be authorized for RWY 31L if RWY 13L/31R is not available.

In case of runway direction 13
Training flights may not be authorised for RWY 13. Certification flights may be authorized for RWY 13R. If RWY 13R/31L is not available, certification flights may be authorised for RWY 13L.

6.1.10 In case of demonstration flights, prior authority coordination and permitting is required with respect to runway use as well.

6.2 Execution of training, demonstration or certification flights

During training flights, with the exception of emergency cases, English RTF phraseologies shall be used.

Note: The English expressions of the different manoeuvres which can be made after the approaches are listed in *See 6.2.1* c) below.

6.2.1 Flight procedures can be expected:

a. For heavy and medium wake turbulence category aircraft:

Demonstration or certification flight			
RWY	**Route**	**Altitude**	**Flight rule**
31R/L 13R/L	RWY HDG or RADAR VECTOR	4 000 FT AMSL	VFR/IFR

Training flights			
31R/L	RWY HDG or RADAR VECTOR	4 000 FT AMSL	VFR/IFR

Note: Deviation from the prescribed track and altitude is only allowed by ATC clearance.

b. For light wake turbulence category prop and turboprop aircraft:

Training flight			
RWY	**Traffic circuit**	**Altitude**	**Flight rule**
31R	RIGHT	min. 1 500 FT AMSL max. 2 500 FT AMSL	VFR
31L	LEFT		VFR

Note: Deviation from the prescribed track and altitude is only allowed by ATC clearance.

c. The pilot shall report the requested manoeuvre to the air traffic controller when flying downwind, before turning on to the base leg, and to the tower controller at the latest, during final approach if radio contact is established only there. The following expression can be used:

- continue on traffic circuit;
- full stop;
- touch-and-go;
- low approach.

LHBP AD 2.21 NOISE ABATEMENT PROCEDURES

1. GENERAL PROVISIONS

The aim of noise abatement procedures is to mitigate the impact of noise generated by aircraft at the airport and on the residential areas affected by landing and take-off procedures.

Budapest Ferenc Liszt International Airport may be used by aircraft which comply with the requirements prescribed by joint decree no. 18/1997 (X. 11.) of the Minister of Transport, Telecommunication and Water Affairs and of the Minister of Environmental Protection and Regional Development.

Only aircraft which comply with chapters 3, 4, 5, 6, 8, 10 and 11 of part II, volume I of annex 16 of the

Convention on International Civil Aviation signed on 7 December 1944 in Chicago (ICAO Convention), or with stricter requirements in terms of noise emissions than the aforementioned regulations, may use the airport on a regular basis.

The airline or aircraft operator planning to use the airport is obliged to send to the airport operator in advance the noise certification of its aircraft intending to use the airport. The noise certificate must be sent in advance by email or by fax to:

Email:aodm@bud.hu

Phone:(+361) 296-6890.

The selection of the runway to be used is performed by ATC on the basis of the regulations specified below.

The time periods specified in this chapter shall be interpreted as follows: all periods include the starting time of the period, but not its closing time.

2. SELECTION OF RUNWAY-IN-USE

The direction in which aircraft take off and land is determined by the speed and direction of the surface wind or by the preferential runway system.

The term “runway-in-use” is used to indicate the runway that - at a particular time - is considered by ATC to be the most suitable for use by the types of aircraft expected to land or take off according to the preferential runway system.

Normally, an aircraft will take off and land into the wind, unless safety, runway configuration or traffic conditions determine that a different direction is preferable. However, in selecting the runway-in-use, ATC shall also take into consideration other relevant factors such as the aerodrome traffic circuits, the length of the runway, the approach and landing aids available, meteorological conditions, aircraft performance, the existence of a preferential runway system and noise abatement.

Accepting a runway is a pilot’s decision. If the pilot-in-command considers the runway-in-use not usable for the reason of safety, he shall request permission to use another runway. ATC will accept such request, provided that traffic and air safety conditions permit.

2.1 Noise preferential use of Runway System

2.1.1 Runway configuration scheme (normal operation)

	BTN 2300 - 0400 (2200-0300)	BTN 0400 - 0700 (0300-0600)	BTN 0700 - 2300 (0600-2200)
TAKE OFF	13L	13L	31L
LANDING	31R	13R	31R

2.1.2 Runway configuration scheme (single runway operation)

	BTN 2300 - 0400 (2200-0300)	BTN 0400 - 2300 (0300 to 2200)
TAKE OFF	13L or 13R	31R or 31L
LANDING	31R or 31L	31R or 31L

Times of RWY changeover are subject to flexibility in order to ensure transition in safe conditions. ATC will operate the changeover as close as possible from the indicated time, taking into account the traffic conditions.

2.1.3 In the case of RWY direction 31

In the case of all traffic arriving at Terminal 2 and ICAO Code E traffic arriving at Terminal 1, RWY 31R, and, in the case of ICAO Code A, B, C and D traffic arriving at Terminal 1, RWY 31L is to be used, but if traffic conditions require, RWY 31R can also be used for landing. In case of departing traffic, RWY 31L is to be used for take-off.

2.1.4 In the case of RWY direction 13

In case of arriving traffic, RWY 13R is to be used for landing. In the case of traffic departing from Terminal 2

and ICAO Code E traffic departing from Terminal 1, RWY 13L, and, in case of ICAO Code A, B, C and D traffic departing from Terminal 1, RWY 13R is to be used, but if traffic conditions require, RWY 13L is to be used for take-off.

2.2 Nighttime (between 2100 - 0500 (2000-0400)) – Operational regulations which differ from daytime

For noise protection reasons, primarily RWY 31R or RWY 13R are to be used by arriving traffic during the night, in compliance with the authority resolution on the designation of noise protection zones. Light turbulence category aircraft arriving for the Terminal 1 apron may also use RWY 31L for landing between 2100 - 2300 (2000-2200) and between 0400 - 0500 (0300-0400).

For noise protection reasons, between 2300 - 0400 (2200-0300), RWY 13L is to be used for take-off and RWY 31R is to be used for landing (reciprocal runway operation). In the case of RWY 13L/31R being closed during this period, RWY 13R is to be used for take-off and RWY 31L is to be used for landing.

Reciprocal runway operations are to be conducted with a tailwind component greater than 5 KT, up to a maximum 10 KT tailwind, or 15 KT crosswind component (including gusts) if the following conditions are met:

- May only be conducted on RWY 13L/31R
- The runway surface is dry and reported Runway Condition Code 6 (GOOD)
- Authorized only for ICAO WTC L and M aircraft
- For departure from RWY 13L take-off shall be planned from taxiway intersection B5 (full length)
- Authorized in VMC conditions only
- All CNS and AGL systems must be fully operational for the instrument approach in use, to the extent required by the prevailing weather conditions
- All runway end and rapid exit taxiways must be available for the runway in use.

Holding of arriving or departing aircraft can be expected occasionally up to 30 minutes between 2300 - 0400 (2200-0300).

2.3 Exceptions

Other than the cases specified in section 7, deviation from the basic rules on RWY use is only possible under the following circumstances:

- during the closure of one of the two RWYs due to maintenance works, or another unexpected event;
- in case of calibration flights;
- if no ILS approach is available on the runway selected on the basis of standard regulations.
- when the crosswind component exceeds 15 KT or more (gusts included);
- when the tailwind component exceeds 5 KT or more (gusts included);
- when wind shear has been reported or forecast, or when thunderstorms are expected to affect arriving or departing traffic;
- when pilots report excessive wind at higher altitudes resulting in go-arounds;
- when the runways are contaminated or when the reported Runway Condition Code is less than 6 (GOOD);
- for landing, when the ceiling is lower than 500 FT or the visibility is less than 1900 M;
- for departure, when the visibility is less than 1900 M;
- when alternative runways are successively requested by pilots for safety reasons.

Gust components are derived from the maximum three second average wind speed which occurred during the last ten minutes (or a shorter period in case of a marked discontinuity).

3. NOISE ABATEMENT ARRIVALS

3.1. With the exception of aircraft using visual flight rules (VFR) and calibration aircraft, primarily the instrument landing procedure of the highest available level shall be used during landing, except if the pilot of the aircraft expressly requests a lower level approach procedure. In case of the unrestricted availability of both runways and their navigation equipment, visual approach procedures may not be used on threshold 13L.

3.2. The noise abatement behaviour expected of aircraft pilots during arrivals is as follows:

- Prior to final approach, the last reported altitude must be maintained for as long as possible.
- The reduction of the speed of the aircraft and the release of the landing gear and of high lift devices must be planned so that the conditions for a stabilised approach and the appropriate approach speed are in place by 5 NM from the touchdown point, at the latest, on the final approach.
- Descent during final approach should be controlled so that increases to engine power can be avoided as much as possible.
- The use of reverse thrust should be limited to idle thrust, except if aviation safety considerations require the use of a higher level of thrust (e.g. if the RWY is wet or snowy).

4. NOISE ABATEMENT DEPARTURES

4.1. The use of taxiways for RWY 13L/31R for departing aircraft for noise abatement reasons:

- In the case of departure from RWY 13L, take-off shall be planned from taxiway intersection K.
- If a departing aircraft belonging to the medium or heavy turbulence category receives/is given RWY 31R for take-off, it must commence take-off from the end of the RWY, using TWY A9. If RWY 13R/31L is not available, a runway 31R take-off from taxiway intersection X may also be permitted for flow management reasons.

4.2. Noise abatement take-off procedures, specified in section 7 of part I. of ICAO Doc 8168-OPS/611 (PAN-OPS) Volume I. (5th edition, 2006), must be used during take-off, except if this is not recommended by the pilot of the aircraft or ATC due to foreseeable reasons (meteorological or aviation safety). If the noise abatement take-off cannot be executed due to foreseeable reasons, ATC must record this fact.

4.3. The noise abatement take-off procedure must be executed in accordance with the NADP procedures described in the appendix to chapter 3 of section 7 of part I. of ICAO Doc 8168-OPS/611 (PAN-OPS) Vol. I. (5th edition, 2006).

4.4. The altitude / speed constraints and the valid flight paths for take off, landing, arrival and departure procedures (SID/STAR) are specified on the maps in chapter AD 2 LHBP of the AIP.

4.5. Compliance with the SID procedure published in the AIP is mandatory for aircraft performing IFR flights up to an elevation of QNH 7 000 FT (2 150 M) AMSL in case of RWY direction 31 and up to QNH 4 000 FT (1 200 M) AMSL in case of RWY direction 13, except for turboprop and light turbulence category aircraft or aircraft requesting a cruise altitude of less than 9 500 FT.

5. NIGHTTIME TRAFFIC RESTRICTIONS

5.1. At nighttime, the number of movements of scheduled and non-scheduled commercial landings and take-offs may be planned as follows:

- 50 movements between 2100 - 0500 (2000-0400);
- Out of this, 6 movements between 2300 - 0400 (2200-0300).

6. RESTRICTIONS ON THE USE OF AUXILIARY POWER UNIT (APU)

6.1. Aircraft operators must act circumspectly regarding noise burdens arising from the use of auxiliary power units (APUs), in order to protect the area surrounding the airport:

- The operation of APUs must be stopped at the latest within 5 minutes of arrival on stands equipped with a ready-installed external power source, in operational condition;
- APUs may only be restarted for essential technical checks, or immediately prior to planned departure to ensure appropriate conditions in the passenger cabin and for electronic systems; maximum 5-30 minutes prior to passenger boarding, depending on the aircraft type;
- The operation of APUs is not permitted without the presence of trained specialist staff.

6.2. During nighttime, the duty airside manager (DAM) checks the airfield operational areas and warns the crews or the ground handling agent of aircraft breaching regulations on the use of APUs.

7. EXCEPTION

The restrictions listed in 1. – 6. do not apply to the following cases:

- If the aircraft is in an emergency;
- Movements of aircraft operating due to various exceptional purposes, such as for humanitarian purposes, emergency search and rescue operations, medical assistance, patient transportation and life-saving (including the transportation of organs for transplantation, blood plasma and medication), as well as for disaster relief operations;
- Aircraft participating in government flights, including movements for military, customs, law enforcement, fire-fighting, criminal investigation and national security purposes, as well as movements serving the transportation of heads of state and government on official visits;
- The restrictions also do not apply to exceptional cases when their enforcement would endanger aviation safety, under the given circumstances. The aviation safety justification must in all cases be attested by the party making reference to it.

LHBP AD 2.22 FLIGHT PROCEDURES

1. LIMITATIONS FOR ARRIVING TRAFFIC

1.1. Speed restriction:

- Speed 165 KIAS at 5 NM from the runway threshold.
- Speed limits apply at specified waypoints for track containment purposes.

1.1.1 Pilots who are unable to comply with these speed assignments, shall inform ATC accordingly.

1.2. Due to the limited airspace available, it is of importance that the approaches to the patterns and the holding procedures are carried out as precisely as possible. Pilots are strongly requested to inform ATC if, for any reason the approach and/or holding cannot be performed as required.

1.3. All arriving traffic to LHBP without RNP APCH capability should advise the appropriate ATC unit at first contact and request radar vectors for the relevant conventional approach.

2. HANDLING THE ARRIVING TRAFFIC IN BUDAPEST TMA

2.1. STAR procedures can be expected during peak traffic periods by ATC. In low traffic periods or in nighttime operations shortcuts may be expected.

2.2. To eliminate additional radio communication to clarify the navigational capability of aircraft, the phrase “UNABLE RNAV DUE EQUIPMENT” shall be included by the pilot immediately following the aircraft call sign, whenever initial contact on the Budapest Approach frequency is established.

2.3. Arriving aircraft experiencing radio communication failure shall set the transponder to code 7600 and:

A. During a STAR procedure shall continue via the acknowledged full procedure with the relevant constraints, then complete the instrument approach for the runway in use.

B. During a "direct to a waypoint" shall proceed to the acknowledged waypoint and join the remaining arrival route or instrument procedure with the relevant constraints, then complete the instrument approach for the runway in use.

C. Prior to entering the Budapest TMA shall proceed to the TMA entry point according to the flight plan and continue via the STAR procedure with the relevant constraints, then complete the instrument approach for the runway in use.

D. Without RNAV capability, prior to entering the Budapest TMA or under radar vectoring shall proceed to TPS VOR/DME and follow the standard VOR approach procedure then complete the final approach for the runway in use.

3. INSTRUMENT APPROACH PROCEDURES FOR BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

3.1 ILS operations

Note: A change in operational status, if caused by a failure expected to last more than one hour, will be promulgated by NOTAM and accordingly by ATIS. Pilots will be notified of shorter term deficiencies by ATC

(ATIS and/or radiotelephony).

3.1.1 Facilities

Information about the facilities serving ILS operations are published in *AD 2-LHBP AD-2.19*

3.1.2 ILS CAT III performance

The ILS localiser for runway 31R and 13R provides full roll-out guidance on for the total length of the runway.

3.2 ATC Procedures for Low Visibility Conditions

3.2.1 Runway(s) and associated equipment authorised for use when LVP are in effect, including for operations with operational credits with RVR less than 550 m, if applicable

Nil

3.2.2 Defined meteorological conditions under which initiation, use and termination of LVP would be made

Nil

3.2.3 Description of ground marking/lighting for use under LVP

Nil

3.2.4 Remarks

3.2.4.1 Preparation Phase PREP

When any RVR is 800 M or less and/or the cloud base is at 400 FT or below, ATC will apply safeguards and additional procedures to protect ILS operations in addition, it will minimise the traffic on the manoeuvring areas. ATC will operate the stopbars at all RWY holding points. In such circumstances, taxiing aircraft may continue taxiing beyond the holding point of the runway in use, only after the stopbar lights are switched off, and with a specific clearance by ATC. Furthermore without special request ATC will operate the flashing centrelights of the approach lighting system, which will be switched off on the request of the aircrew only.

3.2.4.2 Operation Phase, LVP 1.

When any RVR is 600 M or less and/or the cloud base is at 200 FT or below, in addition to 3.2.1 above, ATC will ensure that the ILS protection area (critical/sensitive) is clear of traffic before the landing aircraft reaches 2 NM from the TDZ.

When all RVR is 400 M or more, the responsibility for avoiding collision on the manoeuvring area is shared between aircraft crew and ATC. ATC is responsible for the delivery of safe taxi instructions, determination of priority at taxiway intersections and the provision of correct traffic information. The aircraft crew is responsible for the proper execution of the given taxi instructions and for avoiding a collision with other traffic on taxiways and at intersections, by visual reference. Aircraft will be advised of these procedures in an ATIS broadcast with the following expression:

“ATTENTION! LOW VISIBILITY PROCEDURES IN FORCE”

3.2.4.3 Operation Phase, LVP2.

When any RVR is less than 400 M, in addition to 3.2.2.1 above, the ATC is responsible for preventing collisions between aircraft and other traffic on taxiways and intersections on the manoeuvring area. Aircraft will be advised of these procedures in an ATIS broadcast with the following expression:
“ATTENTION! LOW VISIBILITY PROCEDURES IN FORCE”

3.2.4.4 General procedures

The above procedures are applied irrespective of the actual category of operations flown, which is a pilot decision. During the approach, pilots will be informed of:

- failure and/or downgrading of aids or facilities serving CAT II or III operations;
- significant changes in surface wind (speed and direction);
- changes in RVR.

The movement of aircraft and vehicles on the manoeuvring area will be monitored by ATC (ASMGCS) to avoid inadvertent runway entry and possible conflicts on taxiways.

In case of ASMGCS and/or stopbar failure, additional restrictions will be applied for the safety of the aircraft moving on the manoeuvring area (e.g. start-up restriction; total prohibition of the vehicle movement; etc.).

3.3 Practice ILS approaches

Pilots who wish to practice CAT II or III approaches are requested to use the phrase:

“Request practice category II (or III) approach”

on initial contact with Budapest Approach. Practice ILS approaches will be allowed only when traffic conditions permit. Pilots will be informed if the requested approach may be carried out.

3.4 Precision Approach Terrain Charts

Precision Approach Terrain Charts are published as AD 2-LHBP-PATC.

3.5 Obstacle clearance

OCA/H are published on the relevant IACs.

3.6 Instrument approaches

The IAPs are published on IACs listed in LHBP AD 2.24.

3.7 Visual Approach

Visual approach is not permitted at LHBP, except in VMC for:

- VFR traffic
- IFR traffic, only when no instrument approach available for the relevant runway direction.

3.8 Aerodrome Operating minima

3.8.1 The OCA(H) values are promulgated on the Instrument Approach Chart for each kind of approach procedure available for those categories of aircraft for which the procedure is designated. At Budapest Liszt Ferenc International Airport, State weather minima are not applied.

3.8.2 It is assumed that an operator will establish aerodrome operating minima for his use for each kind of IAP available. Such minima MDA(H) shall not be lower than the appropriate OCA(H) value.

3.9 Initiation of an approach to land

It is assumed that an operator will formulate rules for the operations personnel concerned, regarding the initiation of an instrument approach depending on the weather conditions.

3.10 ATC procedures

3.10.1 If the ATC requires the aircraft to discontinue the approach and to turn in a defined direction and/or to climb, the expression ”CANCEL, I SAY AGAIN CANCEL APPROACH” is used and supplemented with further instructions, as necessary (e.g. TURN RIGHT HEADING 040 degree and CLIMB TO ALTITUDE 2 500 FT).

3.10.2 If the ATC requires the aircraft to carry out the missed approach procedure published in the AIP, the expression ”GO AROUND, I SAY AGAIN GO AROUND EXECUTE MISSED APPROACH PROCEDURE!” is used and supplemented with further climb/heading instructions, as necessary.

4. DEPARTURE PROCEDURES

4.1 General

4.1.1 Flights departing from Budapest Liszt Ferenc International Airport, shall request en route clearance before start-up from Budapest Delivery or Budapest Ground according to ATIS. *See LHBP AD 2.20 LOCAL AERODROME REGULATIONS*

4.1.2 The flight will be cleared on a SID published for IFR flights when item 15 of the flight plan contains a standard TMA exit point. If necessary, individual outbound routes will be determined.

Note 1: The SID procedures comprise the noise abatement procedures and clearance for climbing up to 7 000 FT altitude, when the requested cruising altitude given in the flight plan equal to 7 000 FT QNH or higher.

Note 2: Airspace restrictions in force are broadcast by ATIS.

4.2 Standard Instrument Departures

4.2.1 The instrument departure procedures are published on SID Charts listed in Part AD LHBP 2.24.

4.2.2 The required climb gradient is 5.5% up to the specified altitude on the relevant SID charts.

Pilots who are unable to comply with the assigned climb gradient shall inform ATC .

4.2.3 When following SID, the highest speed below 10 000 FT AMSL is 250 KIAS.

4.2.4 Pilots are invited to execute a rolling take-off whenever possible and to avoid the significant increase of engine power while standing in the line-up position.

4.2.5 Pilots who are unable to comply with RNAV1 navigation specification shall inform ATC.

5. PROCEDURES FOR VFR FLIGHTS WITHIN BUDAPEST TMA AND IN BUDAPEST CTR

5.1 General

All VFR flights flying 120 KIAS or less shall plan their flights below Budapest TMA and plan their entry/exit to/from Budapest CTR via designated entry/exit points (*See 5.2.1*) below 3 500 FT AMSL (expect 1 500 FT AMSL).

All VFR flights flying more than 120 KIAS shall plan their arrivals via Budapest TMA (entry/cruising altitude 2 500 FT AMSL or above).

ATC clearance for VFR flights within Budapest TMA and in Budapest CTR will be given on the following conditions:

a. Valid flight plan has been filed;

b. VMC are adequate (visibility 5 KM or more, ceiling 1 500 FT or more) and there is vertical visual reference to the ground;

c. Two-way radio communication is possible. Information about the appropriate frequency may be obtained from Budapest Information;

d. The aircraft is power-driven;

e. The aircraft is equipped with transponder mode C, in case of landing at Budapest Liszt Ferenc Airport mode S. Exemption from this requirement may be granted by the appropriate ATC unit.

5.2 VFR procedures at Budapest Liszt Ferenc International Airport and within Budapest CTR (See VAC)

5.2.1 Designated VFR entry and exit points for flights with 120 KIAS or less to/from Budapest CTR:

DUNAMO: 472216N 0190534E

(Eastern arm of river Duna and M0 highway cross - the bridge)

KEREPES: 473314N 0191619E

(Commuter train station KEREPES – it is where the railway track divides from the highway.)

TAPIOSAP: 472936N 0192646E

(TPS VOR)

For flights operating in the NW part of the CTR, outside the final approach area, the following points are designated for entry/exit:

TSEPEL: 472740N 0190419E

(Csepel bridge – The N end of Csepel island)

MIKLOS: 473244N 0190239E

(Miklós square in Óbuda)

SIKATOR: 473426N 0190929E

(Sikátorpuszta – at the crossing of motorway M3 and motor-road 2/B.)

Departing VFR flights from Budapest Liszt Ferenc International Airport - except special flights - shall plan via KEREPES, TAPIOSAP or DUNAMO exit points only.

Arriving VFR flights to Budapest Liszt Ferenc International Airport, except special flights, shall plan via

DUNAMO entry point only.

5.2.2 Arriving aircraft

VFR flights approaching from controlled airspace are positioned to final approach by Budapest Approach.

VFR flights approaching from uncontrolled airspace shall enter over DUNAMO point unless otherwise instructed by Budapest Tower. Arrival routes are determined by ATC depending on the current runway in use at Budapest Liszt Ferenc International Airport.If holding is required, the position and altitude will be determined by ATC.

Aeroplanes and helicopters may land on the runways. The designated helicopter landing area is located SW of RWY 13R/31L between taxiways A1 and B1. The landing area will be designated by the Budapest Tower on initial contact.

Entry into the final approach area designated within Budapest CTR (see VAC), is only allowed for aircraft landing at Budapest Liszt Ferenc International Airport or executing special operations.

The vertical limits of the final approach area are from the ground up to 3 500 FT (1 050 M) AMSL and laterally bound by straight lines connecting the following coordinates:

473457N 0190856E - 472950N 0191231E -
472458N 0192023E - 472307N 0193247E -
471632N 0192347E - 472243N 0191757E -
472837N 0190826E - 473022N 0190325E -
473038N 0190321E - 473457N 0190856E

5.2.3 Departing aircraft

Fix-wing aircraft shall take-off from runways only. Helicopters shall take-off from the position provided by Budapest Tower.

Departing aircraft have to follow the procedures contained in the en route clearance given before take-off clearance.

5.2.4 Taxiing

Taxiing shall be carried out as instructed by Budapest Ground and on the apron, as guided by the Marshaller.

5.2.5 Communication failure procedures

- Arriving aircraft: Proceed as cleared. If no landing clearance has been received, turn back and hold over the designated entry point for 5 minutes and then make landing on the designated landing area. VACATE THE RUNWAY and on taxiway hold position and wait for the Marshaller.
- Departing aircraft: DO NOT TAKE OFF - KEEP THE RUNWAY CLEAR and on the taxiway, hold position and wait for the Marshaller.

6. ADDITIONAL INFORMATION

In case of emergency/abnormal situation the preferred runway is 13L/31R.

Technical malfunction(s) regarding the ATS system may result in reduced capacity.

LHBP AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2-LHBP-ADC
Appendix 1 to Aerodrome Chart - ICAO Taxi procedures for arriving aircraft (Parallel RWY operation)	AD 2-LHBP-TAXI-ARR
Appendix 2 to Aerodrome Chart - ICAO Taxi procedures for departing aircraft (Parallel RWY operation)	AD 2-LHBP-TAXI-DEP
Aircraft Parking/Docking Chart - ICAO	AD 2-LHBP-PDC-1
	AD 2-LHBP-PDC-2
	AD 2-LHBP-PDC-3
	AD 2-LHBP-PDC-4
Aerodrome Obstacle Chart - ICAO Type A Operating Limitations	AD 2-LHBP-AOCA-13L31R
	AD 2-LHBP-AOCA-13R31L
Precision Approach Terrain Chart - ICAO	AD 2-LHBP-PATC-13L/31R
	AD 2-LHBP-PATC-13R/31L
Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHBP-SID-13L
	AD 2-LHBP-SID-13R
	AD 2-LHBP-SID-31L
	AD 2-LHBP-SID-31R
Standard Arrival Chart - Instrument (STAR) - ICAO	AD 2-LHBP-STAR-13L13R
	AD 2-LHBP-STAR-31L31R
Budapest TMA - Index Chart	AD 2-LHBP-TMA
Holding Procedures - Index Chart	AD 2-LHBP-HLDG
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2-LHBP-ATCSMAC
Instrument Approach Chart - ICAO	AD 2-LHBP-ILS/LOC-13L
	AD 2-LHBP-ILS/LOC-13R
	AD 2-LHBP-ILS/LOC-31L
	AD 2-LHBP-ILS/LOC-31R
	AD 2-LHBP-RNP-13L
	AD 2-LHBP-RNP-13R
	AD 2-LHBP-RNP-31L
	AD 2-LHBP-RNP-Y-31R
	AD 2-LHBP-RNP-Z-31R
	AD 2-LHBP-VOR-13L
	AD 2-LHBP-VOR-31R
Visual Approach Chart - ICAO	AD 2-LHBP-VAC

LHBP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Obstacle penetrating VSS	Affected procedures	Affected OCA/H
LHBP_AREA2B_S_631_009	AD 2-LHBP-RNP-31L (except LPV minima)	NIL
LHBP_AREA2B_S_1197_005	AD 2-LHBP-RNP-13R (except LPV minima)	NIL

Obstacle penetrating VSS	Affected procedures	Affected OCA/H
LHBP_AREA2B_S_1197_006	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_1197_007	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_027	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_028	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_029	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_030	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_031	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_032	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_033	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_034	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_035	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT C and D
LHBP_AREA2B_S_417_036	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT A, B, C and D
LHBP_AREA2B_S_417_039	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT A, B, C and D
LHBP_AREA2B_S_417_040	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_041	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_042	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT A, B, C and D
LHBP_AREA2B_S_417_043	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT A, B, C and D
LHBP_AREA2B_S_417_044	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_045	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_001	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_002	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_003	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_004	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_005	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_006	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_007	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_008	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_009	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_010	AD 2-LHBP-RNP-13R, AD 2-LHBP-ILS/LOC-13R	NIL
LHBP_AREA2B_S_629_011	AD 2-LHBP-RNP-13R, AD 2-LHBP-ILS/LOC-13R	NIL
LHBP_AREA2B_S_629_012	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_013	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_014	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_015	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_016	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_017	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_018	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_019	AD 2-LHBP-RNP-13R (except LPV minima)	NIL

BUDAPEST/LISZT FERENC

AERODROME CHART - ICAO

ARP
N47 26 22
E019 15 43

AERODROME ELEV 496

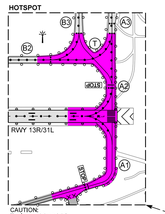
BUDAPEST APP	122.975	BUDAPEST TOWER	118.100	BUDAPEST APRON	122.440
	123.660	BUDAPEST GROUND	121.910	ATIS	132.380
	119.510	BUDAPEST DELIVERY	134.540	ATIS (BUD VOR)	117.300
BUDAPEST INFORMATION (NORTH)			119.350		

RWY	DIRECTION	THR	BEARING STRENGTH	TORA	TODA	ASDA	LDA
13R	127°	N47 26 55, E019 13 15	PCN 75/R/A/X/T	3009	3009	3009	3009
31L	307°	N47 25 50, E019 15 01	PCN 75/R/A/X/T	3009	3009	3009	3009
13L	127°	N47 26 44, E019 15 27	PCN 90/R/A/X/T	3707	3707	3707	3707
31R	307°	N47 25 23, E019 17 38	PCN 90/R/A/X/T	3707	3707	3707	3707
APRON 1, APRON AG			PCN 60/R/A/X/T				
APRON 2			PCN 90/R/A/X/T				
APRON AA, APRON AL			PCN 75/R/A/X/T				
CARGO APRON			PCN 80/R/A/W/T				
Taxiways: A1, B1, C, D, J4			PCN 90/F/A/X/T				
Taxiways: A2-A9, B2-B5, F, K, L, M, N, T, X, Y, Z			PCN 90/R/A/X/T				
Taxiways: E			PCN 90/R/A/W/T				
Taxiway width: 23 m, except A1: 18 m.							
Remark: TWY A1 downgraded to code C ACFT (max. wingspan 36.00 m).							

INTERSECTION TAKE-OFF

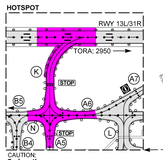
RWY	TWY	TORA	TODA	ASDA
13L	K	2950	2950	2950
31R	X	2650	2650	2650
	K	705	705	705
13R	C	2450	2450	2450
	B1	1200	1200	1200
	B2	1200	1200	1200
31L	B1	1800	1800	1800
	B2	1800	1800	1800
	C	505	505	505

HOTSPOT



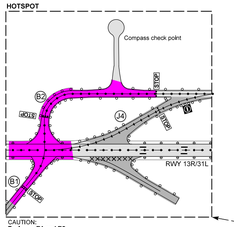
CAUTION:
Taxiways A1 and A2.
Do NOT cross the holding position markings without ATC clearance issued on TWR frequency (118.100 MHz).

HOTSPOT



CAUTION:
Taxiway K.
Verify the correct taxi route before entering the Taxiway.

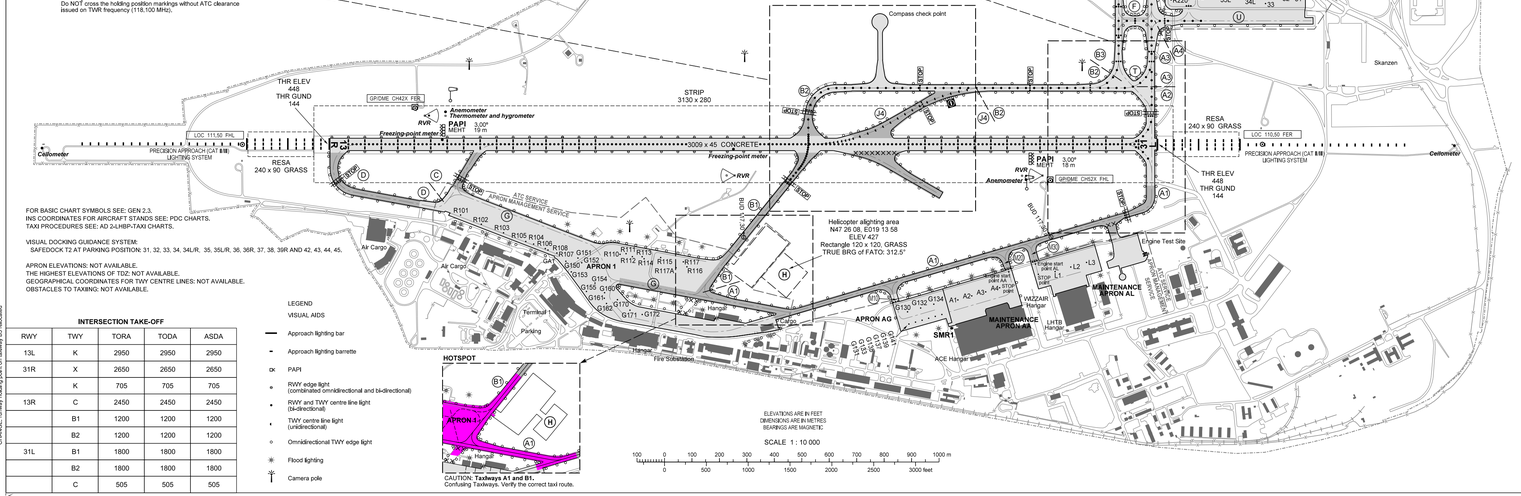
HOTSPOT



CAUTION:
Taxiways B1 and B2.
Do NOT cross the holding position markings without ATC clearance issued on TWR frequency (118.100 MHz).

HOTSPOT

CAUTION: **Taxiways A1 and B1.**
Confusing Taxiways. Verify the correct taxi route.



FOR BASIC CHART SYMBOLS SEE: GEN 2.3,
INS COORDINATES FOR AIRCRAFT STANDS SEE: PDC CHARTS.
TAXI PROCEDURES SEE: AD 2-LHBP-TAXI CHARTS.

VISUAL DOCKING GUIDANCE SYSTEM:
SAFEDOCK T2 AT PARKING POSITION: 31, 32, 33, 34, 34L/R, 35, 35L/R, 36, 36R, 37, 38, 39R AND 42, 43, 44, 45.

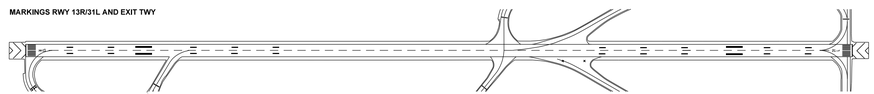
APRON ELEVATIONS: NOT AVAILABLE.
THE HIGHEST ELEVATIONS OF TDZ: NOT AVAILABLE.
GEOGRAPHICAL COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE.
OBSTACLES TO TAXIING: NOT AVAILABLE.

LEGEND

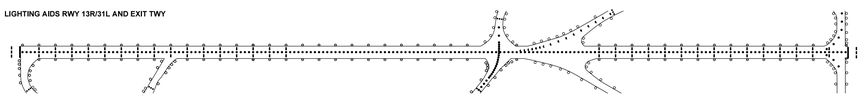
VISUAL AIDS

- Approach lighting bar
- Approach lighting barrette
- PAPI
- RWY edge light (combinated omnidirectional and bi-directional)
- RWY and TWY centre line light (bi-directional)
- TWY centre line light (unidirectional)
- Omnidirectional TWY edge light
- Flood lighting
- Camera pole

MARKINGS RWY 13R/31L AND EXIT TWY



LIGHTING AIDS RWY 13R/31L AND EXIT TWY



MARKINGS RWY 13L/31R AND EXIT TWY

LIGHTING AIDS RWY 13L/31R AND EXIT TWY

LIGHTING

RWY 13L/31R and RWY 13R/31L

Approach: Cat. II/III, High Intensity white unidirectional (900 m), variable in 5 stages, From 900 m to 300 m flashing centre line,
Thresholds: Low intensity green unidirectional, variable in 5 stages, with 2x10 m wing bar lights.
Touchdown zone: High intensity white unidirectional, variable in 5 stages.
PAPI 3,00° (MEHT: see in chart).
Runway edge: High intensity white unidirectional, variable in 5 stages, Last 600 m yellow. Low intensity white omnidirectional, variable in 5 stages, First and last 600 m yellow. Edge light spacing: 60 m.
Runway centre line: High intensity unidirectional, variable in 5 stages. White to 900 m before runway end. Red/white from 900 m to 300 m before runway end. Red on the last 300 m of runway. Center line light spacing: 15 m.
Runway ends: Low intensity red unidirectional.

TWY

Taxiway edge: Low intensity omnidirectional blue.
Taxiway centre line: Low intensity unidirectional green on taxiways Z, Y and J4. Low intesity bi-directional green on taxiways A2-A9, F, B2-B5, N, T, and U.
STOP bars: Unidirectional red.
Aprons: Low intensity red edge lights and floodlights.
Obstacle light: Low intensity red.

CHANGE: runway holding point on taxiway B5 relocated

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LHDC - DEBRECEN INTERNATIONAL AIRPORT

LHDC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LHDC DEBRECEN INTERNATIONAL AIRPORT

LHDC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	472920N 0213655E, in the geometrical centre of RWY 04R/22L
2	Direction and distance from (city)	5 km SSW from down-town Debrecen
3	Elevation/Reference temperature	110 M / 29.6°C
4	Geoid undulation at AD ELEV PSN	41 M
5	MAG VAR/ Annual change	5° E (2018) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	Post:DEBRECEN INTERNATIONAL AIRPORT Ltd., H-4002 Debrecen PO Box 187 Phone:(+36) 52-500-547 (TWR) Phone:(+36) 52-500-548 (OPS) Phone:(+36) 52-521-192 Fax:(+36) 52-500-548 AFS:LHDCZTZX AFS:LHDCZPZX SITA:DEBAPXH Email:ops@debrecenairport.com Email:peter.gulyas@debrecenairport.com (Operations and Ground Handling Director) URL:http://www.debrecenairport.com
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

LHDC AD 2.3 OPERATIONAL HOURS

1	AD Administration	Every day: 0400-1900 (0300-1800) and 2200-0100 (2100-0000)
2	Customs and immigration	As AD Administration
3	Health and sanitation	By Contract, Ambulance helicopter
4	AIS Briefing Office	As AD Administration
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	H24
7	ATS	AFIS: As AD Administration
8	Fuelling	As AD Administration
9	Handling	As AD Administration
10	Security	H24

11	De-icing	On request
12	Remarks	Outside operational hours 2 days advance notification requred from AOs. For other operational intervals please see current NOTAMs

LHDC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	Jet A1
3	Fuelling facilities/capacity	2 kerosene trucks 20 000 litres / tank, 1 JET A1 station 50 000 litres
4	De-icing facilities	On request, available only on parking stands
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Cash payment is allowed, except for fuel.

LHDC AD 2.5 PASSENGER FACILITIES

1	Hotels	in the city
2	Restaurants	in the city
3	Transportation	Bus, shuttle bus, taxi, rental car
4	Medical facilities	First aid at AD, hospital in the city
5	Bank and Post Office	in the city
6	Tourist Office	in the city
7	Remarks	Nil

LHDC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A7
2	Rescue equipment	1 Simon Protector - 11000L water, 1000L foam; 1 Iveco Magirus - 9000L water, 750L foam, 250KG dry chemical powder
3	Capability for removal of disabled aircraft	Coordinated by aerodrome operator
4	Remarks	Trained personnel: 37.

LHDC AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	4 snow sweepers, 1 snow plow-blower, 1 de-icing spreader
2	Clearance priorities	RWY, TWY B, APRON, TWY A

3	Use of material for movement area surface treatment	Nil
4	Specially prepared winter runways	Nil
5	Remarks	Nil

LHDC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: Strength:	CONC 44R/B/W/T
2	Taxiway width, surface and strength	Taxiway A width: 18 M Taxiway B width: 18 M Taxiway A surface: CONC Taxiway B surface: CONC Taxiway A strength: 42R/B/W/T Taxiway B strength: 60R/B/W/T	
3	Altimeter checkpoint location and elevation	Location: Elevation:	at RWY THRs THR RWY 04R 108.2 M THR RWY 22L 109.8 M
4	VOR checkpoints	Nil	
5	INS checkpoints	Nil	
6	Remarks	Nil	

LHDC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiway center line markings are available from THRs to aircraft parking stands.	
2	RWY and TWY markings and LGT	RWY: TWY:	Designator, THR, center line, TDZ, side stripe markings and threshold, RWY edge, RWY end, THR ID lights Center line and runway holding position markings on all TWYs
3	Stop bars	Nil	
4	Remarks	Nil	

LHDC AD 2.10 AERODROME OBSTACLES

Data for Area 2, 3 and 4 *See GEN 3.1*

LHDC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity Interval of issuance	Hungarian Meteorological Service Unit of Aviation Meteorology, Periods of validity: 9 HRs, Interval of issuance: 3 HRs in operational time of aerodrome
4	TREND forecast Interval of issuance	TAF CODE, Interval of issuance: half hourly in operational time of aerodrome
5	Briefing/consultation provided	Written briefing: https://aviation.met.hu Consultation via phone: (+36)-90-603-421 Consultation via e-mail: rvo@met.hu (HMS) *See GEN 3.5*
6	Flight documentation Language(s) used	Charts, abbreviated plain language text Hungarian, English
7	Charts and other information available for briefing or consultation	Charts, aerodrome reports and forecasts in EUR region, area forecasts, MET. observations and warnings in Budapest FIR.
8	Supplementary equipment available for providing information	Telephone/Telefax; Self-briefing via aviation.met.hu at airport
9	ATS Units provided with information	Budapest FIC (on request), AFIS
10	Additional information	Nil

LHDC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
04R	47.93° GEO	2500 x 40	53/R/B/W/T, CONC	472852.99N 0213610.79E 472947.22N 0213739.45E 41 M	108.2 M TDZ 108.5 M
22L	227.93° GEO	2500 x 40	53/R/B/W/T, CONC	472940.74N 0213728.85E 472852.99N 0213610.79E 41 M	110 M

Designations RWY NR	Slope of RWY/ SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M) surface	Location of arresting system	OFZ	Remarks
1	7	8	9	10	11	12	13	14
04R	0.078%	Nil	Nil	2620 x 300	240 x 90 GRASS	Nil	Nil	Nil
22L	-0.078%	Nil	Nil	2620 x 300	240 x 120 GRASS	Nil	Nil	RWY 22L THR displaced by 300 M.

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

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.

In standard circumstances, en route clearance will be delivered by AFIS on the parking stand after start-up.

Departing aircraft have to follow the procedures included in the en route clearance given before take-off.

2.1.2 Standard Instrument Departure (SID)

SIDs are published in part AD 2-LHDC-SIDs

The departure procedures in use are based on those contained in ICAO Procedures for Air Navigation Services - Aircraft Operations (Doc 8168, OPS/611 (PANS OPS)).

2.1.3 Instrument approach procedures

The IAPs are published on IACs in part AD 2-LHDC.

2.2 VFR flights

2.2.1 Arrival

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.

When instrument approach is in progress all VFR aircraft operating within the TIZ1, TIZ2 and TIZ3 will be advised to land or hold outside Debrecen TIZ1, TIZ2 and TIZ3.

LHDC AD 2.23 ADDITIONAL INFORMATION

1. GROUND HANDLING ORGANISATIONS

Ground handling organisations operate at Debrecen International Airport:

- DEBRECEN INTERNATIONAL AIRPORT Ltd.

  Email:handling@debrecenairport.com

  Phone:(+36) 20-223-2399

2. 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.

3. BIRD FLOCKS AND BIRD MIGRATIONS

The size of flocks of birds living near Debrecen International 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. Between MAR and OCT depending on weather conditions, gulls fly through the airspace in flocks of several hundreds, and settle temporarily on the airfield. Between OCT and MAR, also depending on weather conditions, gulls fly through the airspace of the airport in flocks of several dozens. Between NOV and FEB rooks in flocks of several hundreds migrate through the airspace of the airport.

3.1 Bird Watch and Scaring Service

The DEBRECEN INTERNATIONAL AIRPORT Ltd. operates a continuous bird watch and scaring service, with appropriate equipment.

Operators using Debrecen International Airport are requested to send their comments relating to the

operation of this service to the following address:

DEBRECEN INTERNATIONAL AIRPORT Ltd.

Post:H-4002 Debrecen, PO Box 187, Debrecen International Airport

Phone:(+36) 52-500-547

Fax:(+36) 52-500-548

Email:birdstrike@debrecenairport.com

3.2 Reporting a Bird Strike

Operators using Debrecen International 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 TWR via radio, then fill in the BSRF at their destination airport and send it to the following address:

DEBRECEN INTERNATIONAL AIRPORT Ltd.

Post:H-4002 Debrecen, PO Box 187, Debrecen International Airport

Phone:(+36) 52-500-547

Fax:(+36) 52-500-548

Email:birdstrike@debrecenairport.com

LHDC AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2-LHDC-ADC
Aerodrome Obstacle Chart - ICAO Type A Operating Limitations	AD 2-LHDC-AOCA-04R22L
Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHDC-SID-04R
	AD 2-LHDC-SID-22L
Standard Arrival Chart - Instrument (STAR) - ICAO	AD 2-LHDC-STAR-04R22L
Instrument Approach Chart - ICAO	AD 2-LHDC-ILS/LOC-04R
	AD 2-LHDC-NDB-22L
	AD 2-LHDC-RNP-04R
	AD 2-LHDC-RNP-22L
Visual Approach Chart - ICAO	AD 2-LHDC-VAC

LHDC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

LHNY - NYÍREGYHÁZA

LHNY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LHNY NYÍREGYHÁZA

LHNY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

LHNY AD 2.3 OPERATIONAL HOURS

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

LHNY AD 2.4 HANDLING SERVICES AND FACILITIES

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

LHNY AD 2.5 PASSENGER FACILITIES

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

LHNY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

LHNY AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	1 snow-plough
2	Clearance priorities	RWY, TWYs
3	Use of material for movement area surface treatment	Nil
4	Specially prepared winter runways	Nil
5	Remarks	*See AD 1.2 para 2.*

2.1 IFR flights

2.1.1 Departing aircraft

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

2.1.2 Arriving aircraft

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

2.2 VFR flights

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

3. WAYPOINT COORDINATES

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

LHNY AD 2.23 ADDITIONAL INFORMATION

1. SUPERVISION OF THE AERODROME

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

2. BIRD FLOCKS AND BIRD MIGRATIONS

The size of flocks of birds living near Nyíregyháza Airport varies with seasons. Danger of collision somewhat increases in JUN-AUG when the new generation leave their nests. Bird migrations occur, depending on weather conditions, in FEB-MAR and in NOV-DEC.
Domestic pigeons bred at settlements in the vicinity of the airport represent a constant and growing threat. Appearance of a flock comprising 50 to 100 individuals can be expected from every direction between 30 and 100 FT.
About 10 to 30 birds of prey live within the area or in the immediate vicinity of the airport. Birds of prey are a hazard to aircraft in the initial climb or final approach phase of flight.
Between MAR and OCT depending on weather conditions, storks fly through the airspace in small flocks, and settle temporarily on the airfield. Between OCT and MAR, also depending on weather conditions, rooks settle temporarily on the airfield and fly through the airspace of the airport mainly at dawn and dusk.

Operators using Nyíregyháza Airport are requested to report events of bird strike by filling in the ICAO standard “BIRD STRIKE REPORTING FORM” (BSRF). The form can be obtained and filed at the airport (OPS).
If the event occurs after take-off and the crew do not consider it necessary to interrupt their flight, then they should notify the AFIS via radio, then fill in the BSRF at their destination airport and send it to the aerodrome operator.

LHNY AD 2.24 CHARTS RELATED TO THE AERODROME

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

LHNY AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

LHPP AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	1 snow plough and sweeper, 1 carbamid spreader
2	Clearance priorities	RWY, TWYs, Apron 1, Apron 2
3	Use of material for movement area surface treatment	Nil
4	Specially prepared winter runways	Nil
5	Remarks	Nil

LHPP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: Strength:	CONC Apron 1: 35/R/B/W/T Apron 2: 37/R/B/W/T
2	Taxiway width, surface and strength	Width: Surface: Strength:	TWY A: 15 M TWY A1:8 M asphalt TWY A and A1: 37/F/C/W/T
3	Altimeter checkpoint location and elevation	Location: Elevation:	Nil
4	VOR checkpoints	Nil	
5	INS checkpoints	Nil	
6	Remarks	Turning bay at treshold RWY 34. (43,6 M X 8,60 M)	

LHPP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	TWY centre lines, guide lines on apron. Centrelines, holding point marking.
2	RWY and TWY markings and LGT	RWY: designator, threshold, TDZ, centre line markings TWYs: centre lines, holding point marking
3	Stop bars	Nil
4	Remarks	Nil

LHPP AD 2.10 AERODROME OBSTACLES

Data for Area 2 and Area 3 *See GEN 3.1*

LHPP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology Periods of validity: 9 HRs, Interval of issuance: 3 HRs in operational hours of aerodrome
4	Type of landing forecast Interval of issuance	Nil
5	Briefing/consultation provided	Written briefing: https://aviation.met.hu Consultation via phone: +36-90-603-421 Consultation via e-mail: rvo@met.hu (HMS) *See GEN 3.5*
6	Flight documentation Language(s) used	Charts, abbreviated plain language text Hungarian, English
7	Charts and other information available for briefing or consultation	Charts, aerodrome reports and forecasts in EUR region, area forecasts, MET. observations and warnings in Budapest FIR
8	Supplementary equipment available for providing information	Telephone/Telefax
9	ATS Units provided with information	Budapest FIC (on request); AFIS (on request)
10	Additional information	Nil

LHPP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
16	157.53° GEO	1500 x 30	38/F/B/W/T ASPH	455943.62N 0181418.32E 455858.74N 0181444.95E 44.9 M	198 M
34	337.53° GEO	1500 x 30	38/F/B/W/T ASPH	455858.74N 0181444.95E 455943.62N 0181418.32E 44.9 M	195.2 M

Designations RWY NR	Slope of RWY - SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M) surface	Location of arresting system	OFZ	Remarks
1	7	8	9	10	11	12	13	14
16	-0.10%/-0.87%	Nil	Nil	1620 x 300	360 x 90 grass	Nil	Nil	Nil
34	+0.87%/+0.10 %	Nil	Nil	1620 x 300	360 x 90 grass	Nil	Nil	Nil

LHPP AD 2.20 LOCAL AERODROME REGULATIONS

The village of Pogány must be avoided by all engine propelled aircraft, except aircraft making instrument approach for RWY 34.

Local training flights outside opening hours allowed only for contracted partners or on 24 hours prior request.

LHPP AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

LHPP AD 2.22 FLIGHT PROCEDURES

See attached instrument approach chart.

LHPP AD 2.23 ADDITIONAL INFORMATION

NIL

LHPP AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2 LHPP-ADC
Aerodrome Obstacle Chart - ICAO Type A Operating Limitations	AD 2-LHPP-AOCA-1634
Instrument Approach Chart - ICAO	AD 2-LHPP-ILS/LOC-34
	AD 2-LHPP-NDB-16
	AD 2-LHPP-RNP-16
	AD 2-LHPP-RNP-34
Visual Approach Chart - ICAO	AD 2-LHPP-VAC

LHPP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

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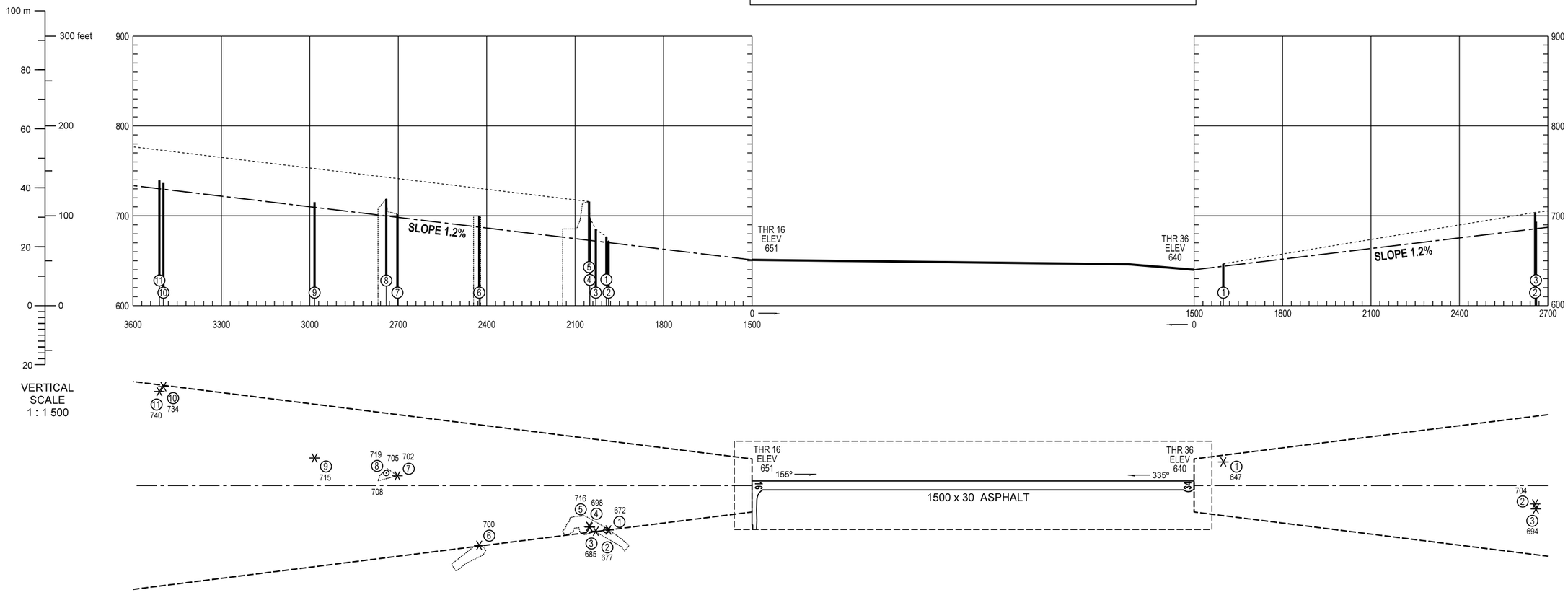
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

PÉCS/POGÁNY
RWY 16/34

MAGNETIC VARIATION 3° E (2009)

TAKE-OFF RUN AVAILABLE		
RWY 16		RWY 34
1500	TAKE-OFF RUN AVAILABLE	1500
1500	TAKE-OFF DISTANCE AVAILABLE	1500
1500	ACCELERATE STOP DISTANCE AVAILABLE	1500
1500	LANDING DISTANCE AVAILABLE	1500



LEGEND

IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC.	⊙
TREE OR SHRUB	✳
GROUP OF TREE	▱

ORDER OF ACCURACY

HORIZONTAL: 0.1-1 m
VERTICAL: 0.1-1 m
(DATE OF SURVEY: APR 2020 - NOV 2021)

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

HORIZONTAL SCALE 1 : 15 000

200 0 200 400 600 800 1000 m
0 1000 2000 3000 feet

CHANGE: Scale, obstacles updated

AMENDMENT RECORD		
No.	DATE	ENTERED BY

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LHPR - GYŐR/PÉR

LHPR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LHPR GYŐR/PÉR

LHPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRIVE 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:ops@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	Contact for the removal of disabled aircraft cordinator: (+36) 96-559-200, ops@lhpr.hu, Units: K&M airporttechnik GmbH: RD5 and RD10 type recovery dollies and crane are available.
4	Remarks	Nil

LHPR AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

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	Use of material for movement area surface treatment	Nil

4	Specially prepared winter runways	Nil
5	Remarks	Nil

LHPR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Apron	Surface	Strength	
		APRON1	CONC	PCN 42/R/C/W/T	
		APRON2	CONC	Nil	
		APRON3	CONC	PCN 61/R/C/W/T	
2	Taxiway width, surface and strength	Taxiway	Width	Surface	Strength
		A	15 M	ASPH	50/F/C/W/T
		A1	7.5 M	ASPH	44/F/C/W/U
		A2	10.5 M	ASPH	44/F/C/W/U
		B	7.5 M	ASPH	Nil
3	Altimeter checkpoint location and elevation	Location: At RWY THRs Elevation: THR RWY 11 126.5 M THR RWY 29 129.75 M			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	Nil			

LHPR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	TWY centre lines, aircraft stand taxi lanes, aircraft stand markings		
2	RWY and TWY markings and LGT		Markings	Lighting
		RWY	Designator, THR, centre line, side stripe, aiming point, TDZ, turn pad	THR, end, edge, SWY, turn pad edge
		TWY	Centre line, RWY holding position, intermediate holding position, edge marker, sign boards	Edge
3	Stop bars	Nil		
4	Remarks	Nil		

LHPR AD 2.10 AERODROME OBSTACLES

Data for Area 2, 3 and 4 *See GEN 3.1*

LHPR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology Periods of validity: 9 HR Interval of issuance: 3 HRs in operational hours of aerodrome
4	Type of landing forecast Interval of issuance	TAF CODE, Interval of issuance: half hourly in operational hours of aerodrome
5	Briefing/consultation provided	Consultation via phone, fax or telex. *See GEN 3.5*
6	Flight documentation Language(s) used	Charts, abbreviated plain language text Hungarian, English
7	Charts and other information available for briefing or consultation	Charts, aerodrome reports and forecasts in EUR region. Area forecasts, MET. observations and warnings in the Budapest FIR
8	Supplementary equipment available for providing information	Telephone/Telefax; self-briefing via aviation.met.hu at airport
9	ATS Units provided with information	AFIS, Budapest FIC (on request)
10	Additional information	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.

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

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

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

LHPR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

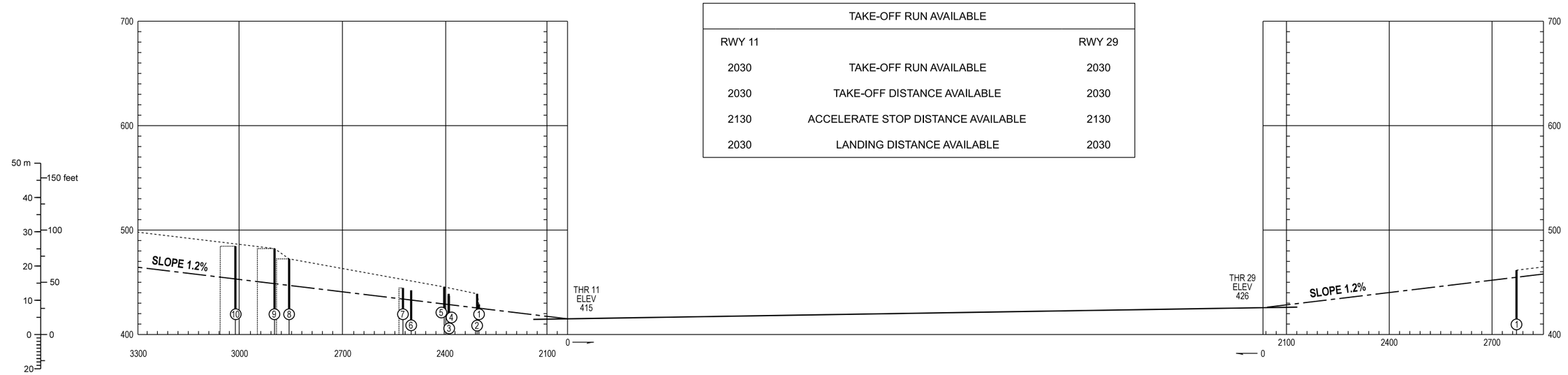
Obstacle penetrating VSS	Affected procedures	Affected OCA/H
LHPR_AERA2B_P_098	AD 2-LHPR-RNP-11 (except LPV minima), AD 2-LHPR-VOR-11	NIL
LHPR_AREA2B_S_026_001	AD 2-LHPR-RNP-11 (except LPV minima), AD 2-LHPR-VOR-11	NIL
LHPR_AREA2B_S_026_002	AD 2-LHPR-RNP-11 (except LPV minima), AD 2-LHPR-VOR-11	NIL
LHPR_AREA2B_S_026_003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

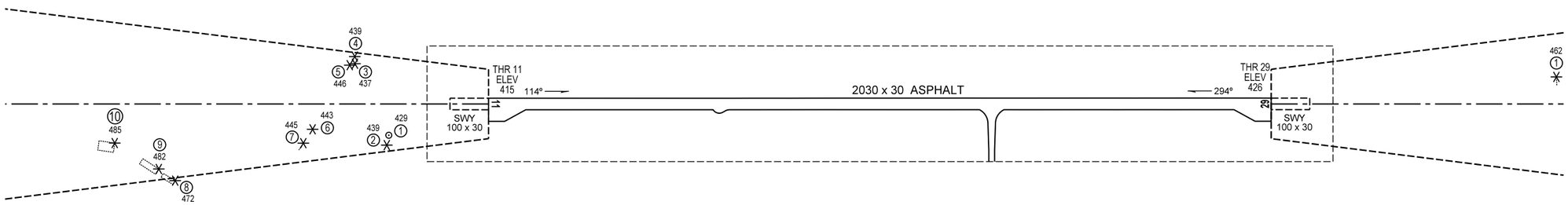
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

GYŐR/PÉR
RWY 11/29

MAGNETIC VARIATION 5º E (2020)

TAKE-OFF RUN AVAILABLE		
RWY 11		RWY 29
2030	TAKE-OFF RUN AVAILABLE	2030
2030	TAKE-OFF DISTANCE AVAILABLE	2030
2130	ACCELERATE STOP DISTANCE AVAILABLE	2130
2030	LANDING DISTANCE AVAILABLE	2030





CHANGE: Scale, obstacles updated

LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC.	⊙
TREE OR SHRUB	✳
GROUP OF TREE	▭

ORDER OF ACCURACY

HORIZONTAL: 0.1-1 m
VERTICAL: 0.1-1 m
(DATE OF SURVEY: JUN 2020- SEP 2021)

ELEVATIONS ARE IN FEET
AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

HORIZONTAL SCALE 1 : 12 500

100 0 100 200 300 400 500 m
0 500 1000 1500 feet

AMENDMENT RECORD		
No.	DATE	ENTERED BY

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LHSM AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	3 snow ploughs/sweepers, 1 snow blower, 1 carbamid spreader, 1 friction tester
2	Clearance priorities	RWY, TWY A3, Apron 3, other TWYs
3	Use of material for movement area surface treatment	Nil
4	Specially prepared winter runways	Nil
5	Remarks	Surface treatment material: carbamid

LHSM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	**Designator**	**Surface**	**Strength**	
		APRON 3	ASPH	Not available	
2	Taxiway width, surface and strength	**Designator**	**Width**	**Surface**	**Strength**
		TWY A1 CLSD	12 M	CONC	NIL
		TWY A2 CLSD	12 M	CONC	NIL
		TWY A3	23 M	ASPH	NIL
		TWY B1 CLSD	12 M	CONC	NIL
		TWY B2 CLSD	12 M	CONC	NIL
		TWY B3 CLSD	12 M	CONC	NIL
		TWY G CLSD	12 M	CONC	NIL
		TWY S CLSD	12 M	CONC	NIL
		TWY Y CLSD	12 M	CONC	NIL
3	Altimeter checkpoint location and elevation	At RWY THRs Elevation: THR RWY16 124.40M THR RWY34 121.51M			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	Nil			

LHSM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Signs at TWY and RWY intersections and at holding points. Guidelines at apron. Lighted (YEL).	
2	RWY and TWY markings and LGT	RWY:	THR, centre line, edge, runway end, marked and lighted. Designation, aiming point, TDZ, marked.
		TWY:	Centre line and holding positions at TWY A3/RWY intersection: marked.

3	Stop bars	Taxiway markings
4	Remarks	Nil

LHSM AD 2.10 AERODROME OBSTACLES

Data for Area 2 and 3 *See GEN 3.1*

LHSM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology Periods of validity: 9 HRs Interval of issuance: 3 HRs in operational hours of aerodrome
4	Type of landing forecast Interval of issuance	TAF CODE,Interval of issuance: half hourly in operational hours of aerodrome
5	Briefing/consultation provided	Written briefing: https://aviation.met.hu Consultation via phone: +36-90-603-421 Consultation via e-mail: rvo@met.hu (HMS) *See GEN 3.5*
6	Flight documentation Language(s) used	Charts, abbreviated plain language text Hungarian, English
7	Charts and other information available for briefing or consultation	Charts, aerodrome reports and forecasts in EUR region. Area forecasts, MET. observations and warnings in Budapest FIR
8	Supplementary equipment available for providing information	Telephone/Telefax; self-briefing via aviation.met.hu at airport
9	ATS Units provided with information	Budapest FIC (on request), AFIS
10	Additional information	Nil

LHSM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
16	165.13° GEO	2500 x 60	157/R/B/W/T CONC	464150.14N 0170917.61E 464031.82N 0170947.40E 46 M	124.5 M
34	345.13° GEO	2500 x 60	157/R/B/W/T CONC	464031.82N 0170947.40E 464150.14N 0170917.61E 46 M	122 M

area.

- Departing aircraft:

Do not take-off, if communication failure experienced before take-off. Return to parking position.

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

2.1 IFR flights

2.1.1 Departing aircraft

The IFR flights entering controlled airspace after departure, shall obtain enroute clearance before take off.

In standard circumstances the enroute clearance will be delivered by AFIS on the parking stand after start-up.

Departing aircraft have to follow the procedures included in enroute clearance given before the take-off.

2.1.2 Standard Instrument Departure (SID)

Standard Instrument Departures are published in part AD 2-LHSM.

The departure procedures in use are based on those contained in ICAO Doc 8168 OPS/611 (PANS OPS).

2.1.3 Instrument approach procedures

The instrument approach procedures are published on Instrument Approach Charts in part AD 2-LHSM.

2.2 VFR flights

2.2.1 Arrival

Contact shall be established with AFIS prior to reaching the area boundary;

AFIS provides information about aerodrome local traffic, „Traffic circuit" available as well as conditions of approach and landing.

Traffic Pattern:

- Right and left hand traffic pattern for RWY 34
- Right and left hand traffic pattern for RWY 16

Designated VFR reporting points:

- BALATON:

464222N 0171553E

(influx of river Zala)

- DIOSKAL:

463937N 0170345E

(Meteorological Radar Antenna/ approx. 0,8 NM South East of Dioskál village)

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

LHSM AD 2.23 ADDITIONAL INFORMATION

NIL

LHSM AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2-LHSM-ADC
Aerodrome Obstacle Chart - ICAO Type A (Operating Limitations)	AD 2-LHSM-AOCA-1634
Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHSM-SID-16
	AD 2-LHSM-SID-34
Instrument Approach Chart - ICAO	AD 2-LHSM-ILS/LOC-16
	AD 2-LHSM-NDB-16
	AD 2-LHSM-NDB-34
	AD 2-LHSM-RNP-16
	AD 2-LHSM-RNP-34
Visual Approach Chart - ICAO	AD 2-LHSM-VAC

LHSM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

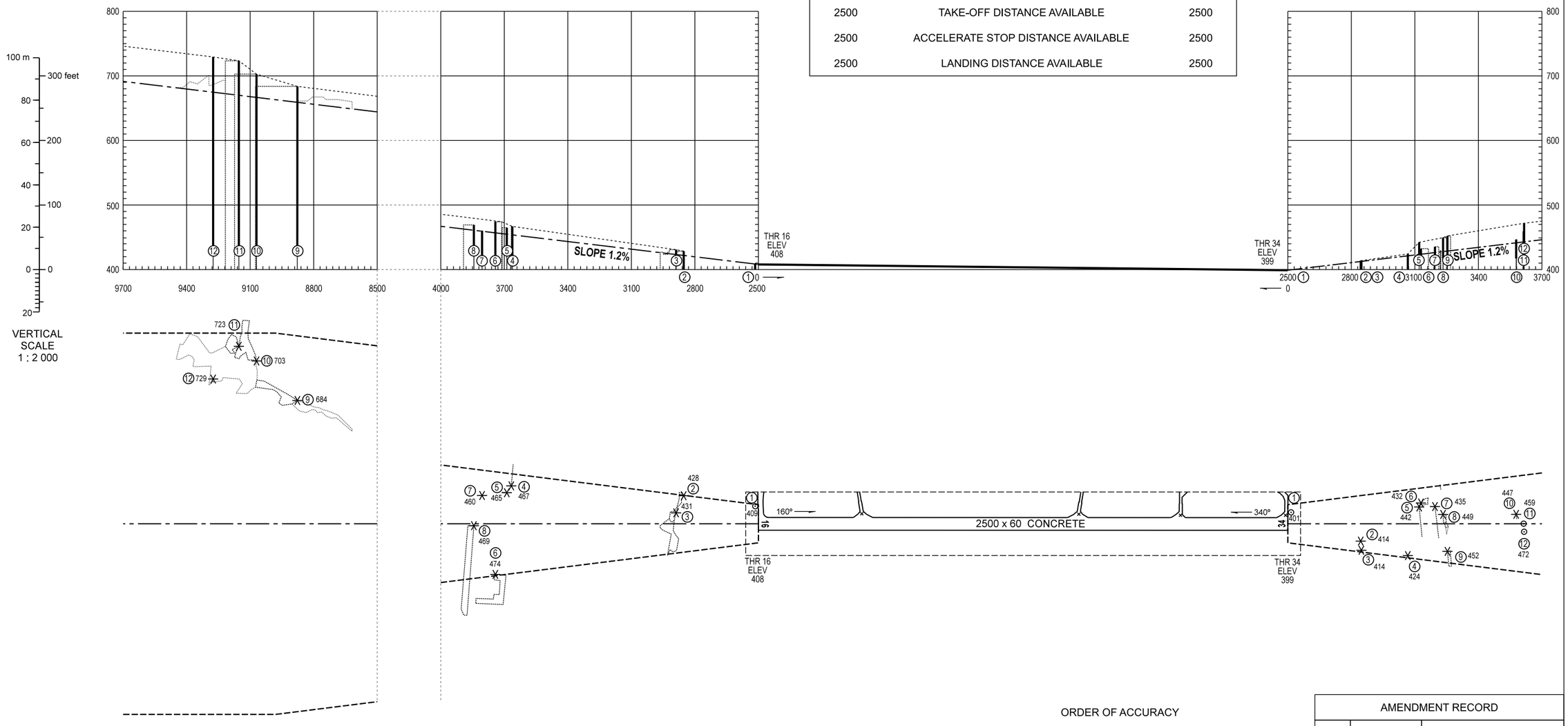
NIL

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

HÉVÍZ/BALATON
RWY 16/34

MAGNETIC VARIATION 5° E (2020)

TAKE-OFF RUN AVAILABLE		
RWY 16		RWY 34
2500	TAKE-OFF RUN AVAILABLE	2500
2500	TAKE-OFF DISTANCE AVAILABLE	2500
2500	ACCELERATE STOP DISTANCE AVAILABLE	2500
2500	LANDING DISTANCE AVAILABLE	2500



LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC.	⊙
BUILDING OR LARGE STRUCTURE	▬
TREE OR SHRUB	✳
GROUP OF TREE	▱

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

HORIZONTAL SCALE 1 : 20 000

200 0 200 400 600 800 1000 m
0 1000 2000 3000 feet

ORDER OF ACCURACY

HORIZONTAL: 0.1-1 M
VERTICAL: 0.1-1 M
(DATE OF SURVEY: MAR-OCT 2020)

AMENDMENT RECORD		
No.	DATE	ENTERED BY

CHANGE: Obstacles updated

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LHUD - SZEGED

LHUD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LHUD SZEGED

LHUD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	461503N 0200521E, at RWY 16 THR
2	Direction and distance from (city)	5 km West from centre of Szeged city
3	Elevation/Reference temperature	82 M / 27.7° C
4	Geoid undulation	43 M
5	MAG VAR/ annual change	5° E (2017) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	Post:Szegedi Kozlekedesi Kft. H-6720 Szeged, Zrinyi u. 4-8. Phone:(+36) 62-592-250 Aerodrome office: Phone:(+36) 62-541-519 AFIS: Phone:(+36) 62-541-825 Phone:(+36) 30-967-7064 Phone:(+36) 62-553-614 Fax:(+36) 62-549-505 AFS:LHUDZTZX SITA:Nil Email:info@airportszeged.hu Reception: Phone:(+36) 62-541-518
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Nil

LHUD AD 2.3 OPERATIONAL HOURS

1	AD Administration	MON, TUE, WED, THU, FRI, SAT, SUN: 0700-SS (0600-SS)
2	Customs and immigration	PPR 72 hours
3	Health and sanitation	Nil
4	AIS Briefing Office	As AD Administration
5	ATS Reporting Office (ARO)	As AD Administration
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	Nil
12	Remarks	Beyond operational hours services are available on preliminary request.

LHUD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	AVGAS 100LL petrol, JET A1 kerosene, MOGAS 95 petrol
3	Fuelling facilities/capacity	AVGAS 100LL petrol 25L/min, capacity: 25 000L; JET A1 kerosene 75L/min, capacity 25 000L; MOGAS 95 petrol 25L/min, capacity: 10 000L;
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	limited by prior arrangement only
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

LHUD AD 2.5 PASSENGER FACILITIES

1	Hotels	in the city
2	Restaurants	buffet at the AD, restaurants in the city
3	Transportation	taxi, bus and tram (bus- and tram-stop on road No. 55.)
4	Medical facilities	First aid at AD, hospital in the city
5	Bank and Post Office	in the city
6	Tourist Office	in the city, leaflets at the AD (AFIS)
7	Remarks	Nil

LHUD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A5
2	Rescue equipment	1 Renault fire fightning vehicle 4x4
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

LHUD AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	1 snow-scraper
2	Clearance priorities	Nil
3	Use of material for movement area surface treatment	Nil
4	Specially prepared winter runways	Nil
5	Remarks	Nil

LHUD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: Strength:	GRASS Nil
2	Taxiway width, surface and strength	Width: Surface: Strength:	15 M (TWY A) ASPH 14/F/C/W/T
3	Altimeter checkpoint location and elevation	Location: Elevation:	Nil
4	VOR checkpoints	Nil	
5	INS checkpoints	Nil	
6	Remarks	Nil	

LHUD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Nil	
2	RWY and TWY markings and LGT	RWY: TWY:	Designator, threshold, centre line, aiming point Centreline, holding positions, instruction sign
3	Stop bars	Nil	
4	Remarks	Nil	

LHUD AD 2.10 AERODROME OBSTACLES

Data for Area 2 and 3 *See GEN 3.1*

LHUD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	Nil
4	Type of landing forecast Interval of issuance	Nil
5	Briefing/consultation provided	Written briefing: https://aviation.met.hu Consultation via phone: +36-90-603-421 Consultation via e-mail: rvo@met.hu (HMS) *See GEN 3.5*
6	Flight documentation Language(s) used	Charts, abbreviated plain language text Hungarian, English
7	Charts and other information available for briefing or consultation	Charts, aerodrome reports and forecasts in EUR region, area forecasts, MET observations and warnings in the Budapest FIR
8	Supplementary equipment available for providing information	Meteorological satellite display updated in every half an hour
9	ATS Units provided with information	Budapest FIC (on request)
10	Additional information	Nil

LHUD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	SZEGED TIZ 462300N 0200000E 462300N 0201300E 461500N 0201300E 461217N 0200526E 461500N 0200000E
2	Vertical limits	4000 FT ALT / GND
3	Airspace classification	G
4	ATS unit call sign Language(s)	Szeged Info English, Hungarian
5	Transition altitude	10000 FT
6	Hours of applicability	As AD Administration
7	Remarks	Air Traffic Advisory Service is not AVBL in the class G airspace LHUD TIZ

LHUD 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	Szeged Info	122.810 CH 128.810 CH	Nil	Nil	As AD Administration	128.810 CH Reserve

LHUD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR Type of supported OP (for VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L (+4°)	SEG	456 KHZ	H24	461424.18N 0200521.06E	81 M	Coverage: 25NM
DME	SEG	85X	H24	461424.45N 0200522.89E	81 M	Coverage: 25NM

LHUD AD 2.20 LOCAL AERODROME REGULATIONS

Engine driven aircraft are required to establish two way radio communication with Szeged AFIS unit whenever arriving to, departing from LHUD or overflying LHUD TIZ airspace.

All grass area of the aerodrome may be used for take-off and landing of glider and ultralight aircraft.

Glider, paraglider and ULs without radio have to coordinate their operation prior to the flight with LHUD AFIS personally or via telephone.

Maximum taxi speeds:

- on RWY: 30 KTS,
- on TWY: 20 KTS,
- on apron and grass area: 10 KTS.

LHUD AD 2.21 NOISE ABATEMENT PROCEDURES

Engine driven and touring motor-glider traffic pattern operations are to strictly follow traffic pattern outlined in VISUAL APPROACH CHART. Densely populated areas (especially Szeged city, Kiskundorozsma and Szentmihálytelek) are not to be overflown below 2000 FT AMSL.

LHUD AD 2.22 FLIGHT PROCEDURES

NIL

LHUD AD 2.23 ADDITIONAL INFORMATION

Hangaring, movement of aircraft in and out of hangar buildings shall be conducted with the coordination of airport technical staff.

LHUD AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2-LHUD-ADC
Aerodrome Obstacle Chart - ICAO Type A (Operating Limitations)	AD 2-LHUD-AOCA-16R34L
Visual Approach Chart - ICAO	AD 2-LHUD-VAC

LHUD AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

AERODROME CHART - ICAO

ARP
N46 15 03
E020 05 21

AERODROME ELEV 268

SZEGED INFO	122.810
BUDAPEST INFORMATION (EAST)	133.000

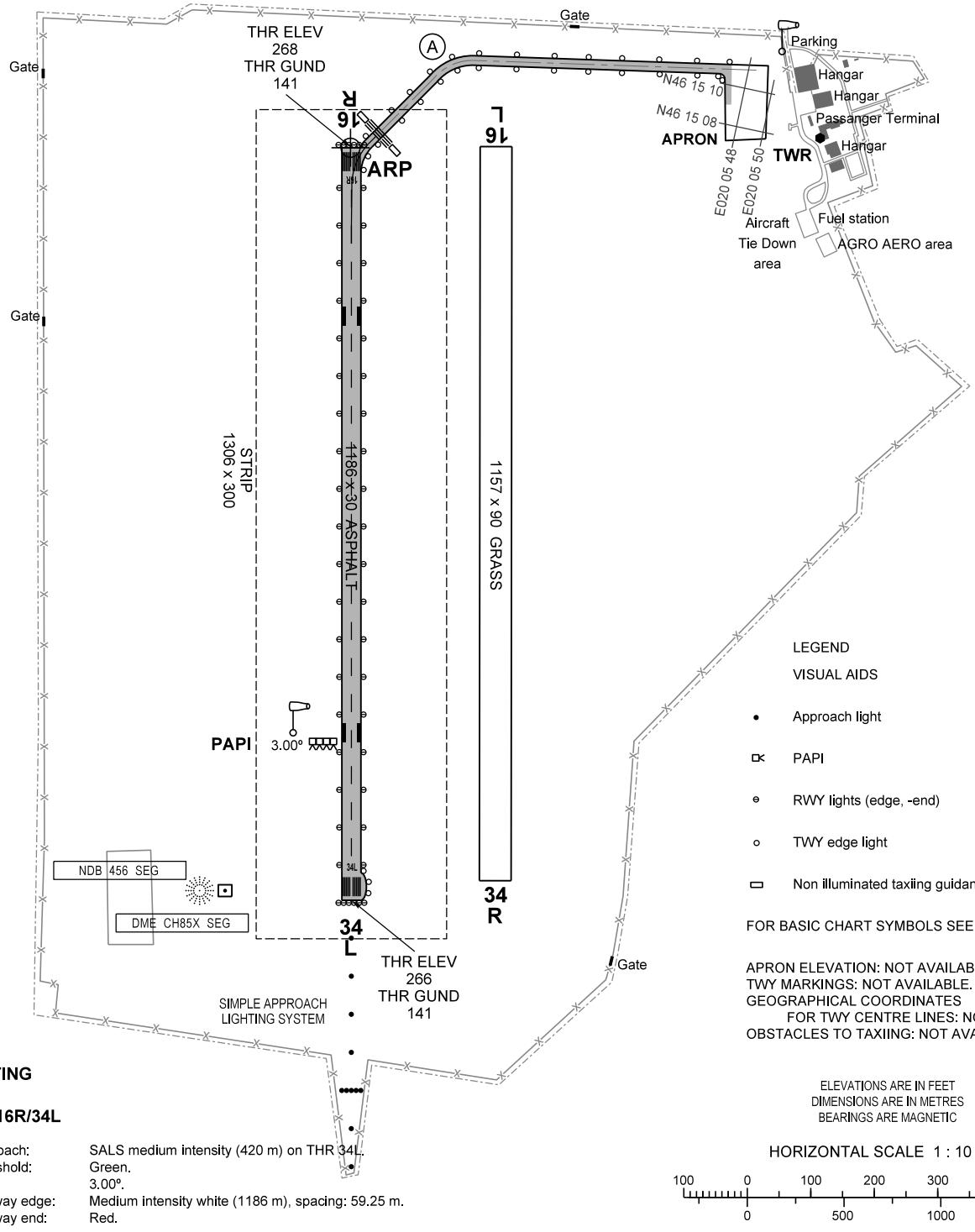
SZEGED

RWY	DIRECTION	THR	BEARING STRENGTH	TORA	TODA	ASDA	LDA
16R	163°	N46 15 03, E020 05 21	PCN 14/F/C/W/T	1186	1186	1186	1186
34L	343°	N46 14 25, E020 05 32	PCN 14/F/C/W/T	1186	1186	1186	1186
16L	163°	N46 15 04, E020 05 31	-	1157	1157	1157	1157
34R	343°	N46 14 28, E020 05 42	-	1157	1157	1157	1157
Apron			-				
Taxiway width: 15 m.			PCN 14/F/C/W/T				

VAR 6° E (2017) ANNUAL RATE OF CHANGE 0.1° E

Geoid undulation 43 m 141 ft

INS COORDINATES FOR AIRCRAFT STANDS
NOT AVAILABLE



FOR BASIC CHART SYMBOLS SEE GEN 2.3.

APRON ELEVATION: NOT AVAILABLE.
TWY MARKINGS: NOT AVAILABLE.
GEOGRAPHICAL COORDINATES
FOR TWY CENTRE LINES: NOT AVAILABLE.
OBSTACLES TO TAXIING: NOT AVAILABLE.

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

HORIZONTAL SCALE 1 : 10 000

100 0 100 200 300 400 500 m
0 500 1000 1500 feet

LIGHTING

RWY 16R/34L

Approach:	SALS medium intensity (420 m) on THR 34L.
Threshold:	Green.
PAPI	3.00°.
Runway edge:	Medium intensity white (1186 m), spacing: 59.25 m.
Runway end:	Red.

CHANGE: TWR edge lights, wind direction Indicators and sign-boards updated

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