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AIP AMDT: AIRAC AMDT 003/2025

Effective Date: **15 MAY 2025**

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1. Amendment content:**1.1 GEN 1.2**

- Updates regarding International Non-Scheduled Flights

1.2 ENR 2.1

- Frequency changes
- Updated chart: ENR 6-LHCC-ERC

1.3 ENR 2.2

- New elementary sector layers have been introduced
- Updated chart: ENR 6-LHCC-SECTOR

1.4 AD 1.3

- URL to the VFR Manual updated

1.5 AD 2 LHBP

- Minor changes in 2.20.2.6 - Airport Collaborative Decision making (A-CDM) process

1.6 AD 2 LHDC

- Culture and topography updated on chart: AD 2-LHDC-VAC

1.7 AD 2 LHSM

- Culture and topography updated on chart: AD 2-LHSM-VAC

2. Hand corrections to the following pages:

Nil

3. Record entry of amendment in GEN 0.2.**4. This AIP amendment incorporates information contained in the following publications:****NOTAM:**

Nil

SUP:

Nil

AIC:

Nil

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

Insert the following pages

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[illegible]

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AD 2 LHBP - 13/14	17 APR 2025
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AD 2 LHSM VAC - 1/2	20 FEB 2025

AIRAC AIP AMENDMENT			
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001/2023	12-Jan-2023	23-Feb-2023	
002/2023	09-Feb-2023	23-Mar-2023	
003/2023	04-May-2023	13-Jul-2023	
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operator renders it otherwise, or the planned flight operation does not come under the ruling of the Multilateral Agreement on Commercial Rights of Non-Scheduled Air Services in Europe (Paris, 30 April 1956 - para 3.2.1), a prior authorisation from the CAA shall be obtained, as follows:

- If an operator intends to perform an individual international flight, or from/to the same State four successive non-scheduled flights for commercial purposes to / from Hungarian aerodromes within a period of not more than three months, it shall apply to the CAA not less than 5 days prior to the planned departure.
- If a licensed air carrier intends to carry out any additional flights to one of its already approved scheduled air services to/from Hungarian aerodromes, or to effect a change to the type of the aircraft to a larger capacity version for commercial reasons, it shall apply to the CAA not less than 3 days prior to the planned departure.
- The application for a series of more than four non-scheduled flights from/to the same State for commercial purposes, landing or taking off at Hungarian aerodromes shall be received by the CAA at least 15 days prior to the first intended date of operations.

3.3 Content of applications

Applications submitted to the CAA for non-scheduled flights according to [para 3.](#) above, shall contain at least the following information:

- a. name and address of operator of the aircraft;
- b. type and registration sign of the aircraft;
- c. the route and date of flight;
- d. aerodrome of departure and destination, and intermediate landing, if any;
- e. the planned times of departure and arrival;
- f. EASA TCO authorization;
- g. purpose of flight, number of passengers and/or designation and amount of cargo;
- h. name and address of the charterer;
- i. Noise Certificate;
- j. Proof of third-party liability insurance.

It is expected from the airline operators to provide the CAA with evidence of validation of the air carrier security programme by their respective authority.

3.4 Conditions for approval of international flights for commercial purposes

3.4.1 Application will be considered on a reciprocal basis in the case of flights operated by an air carrier where its supervising aeronautical authority is in a State to/from which a designated Hungarian operator has scheduled services. Existence of reciprocity may be declared by the designated Hungarian air operator, however, the approving Hungarian authority may also enquire its foreign partner authority supervising the applicant foreign carrier.

3.4.2 The CAA will grant permission for charter flights between the two States, to an operator registered in a State from/to designated Hungarian operator has no scheduled services, if the aeronautical authority supervising the applicant foreign operator has granted the commercial right for mutual operation.

3.4.3 The operation of charter flights is usually reserved to the air carriers of the two States concerned i.e. of the State of origin or destination. Permission for charter flights to a third State's carrier may be granted by the CAA, if:

- the Hungarian air carrier has not been interested in the given carriage (did not make offer) prior to the offer of the foreign operator;
- refusal of the authorisation for the air carriage would interfere with the privity of a Hungarian contractor;
- the operator of the Hungarian aerodrome of destination has vested interest in the completion of the arrangement.

3.4.4 All international non-scheduled flight operation requests will be assessed taking into account the EU horizontal agreements and/or the bilateral air service agreements between Hungary and the State the operator is originated from and/or any other State concerned in the operation. CAA has the right to reject application if the operation violates the terms of the concerned agreement. Also take note, that operation under Block permit authorization will be assessed on the basis of provided details of all flights.

3.5 Coordination of non-scheduled flights

3.5.1 All departure and arrival times of non-scheduled flights at Budapest Liszt Ferenc International Airport shall be coordinated in advance with Airport Coordination ([para 2.5.1](#))

3.5.2 Ensuring a safe, efficient and economical ground handling operation, paying due regard to environmental aspects and facilitating the operation of ground handling companies, is the responsibility of the Airside Operations Department. ([para 2.6](#))

- The preliminary coordination and organisation of ground handling among the available handling services and the operator of the flight, is the responsibility of the Airside Operations Department. It is the responsibility of this department to coordinate the required ground handling and fuel service three days before the operation. Furthermore it shall be stated whether the operator has concluded agreement for ground handling with any agency providing this service or received any offer for this service.
- Each of the agencies providing ground handling services at the airport will be advised on the spot by the Airside Operations Department. The agencies providing ground handling services will get in touch with the operator of the aircraft directly.

3.5.3 Prior permission for the flight operation issued by the CAA does not release the operator from its obligation, included in [para 1.8](#) above, to coordinate information regarding the planned operations with the aerodrome.

In the case when a flight operation may be carried out without prior the permission of the CAA, based on the Flight Plan submitted for the purposes of ATS, when landing and take-off is planned at Budapest Liszt Ferenc International Airport, the FPL message shall also be addressed to:

AFS:LHBPYDYG

3.6 Documentary requirements for clearance of aircraft

See [para 2.4](#)

3.7 Block Permit

In case of international non-scheduled air transport services which cannot be planned, in order to avoid the need to obtain separate permission for each individual flight and/or operation, the air carriers of all states can obtain a single Hungarian Block Permit which will authorise such services for up to 3 months period valid from requested date and up to 60 flights can be performed.

The Block Permit authorization is not applicable for foreign civil aircraft carrying dangerous goods or optical devices. According to para 1.6, use of the Hungarian airspace by foreign civil aircraft carrying dangerous goods, or equipped with optical and/or geographical devices can be executed solely on the basis of single entry clearance.

The application must be submitted by the operator at least 5 days before requested date of Block Permit to CAA.

The request for the permission shall include:

- nationality of the airline, ICAO Designator;
- name and address of operator of the aircraft;
- aircraft to be used: type, registration, operator if wet leased, state of registry if wet leased;
- aerodrome of departure and destination;
- purpose of the flight (passenger and/or cargo);
- TCAS II version 7.1 compliant.

The application for permission shall be substantiated by copies of the following documents, which shall be valid for 3 months from the requested date of Block Permit (except item g):

- EASA TCO authorization;
- Proof of third party liability insurance;
- Noise Certificate;
- Security Programme.

At the end of the third month, the permit holder shall provide to the CAA with details of all flights operated under the granted Hungarian Block Permit.

According to the provided details if the operations show regular frequency that it constitutes an easily recognisable systematic series of flights, the CAA has the right to reject block permit request for the next period.

The Block Permit does not exempt the applicant from obtaining additional permits (night restriction between 22:00-06:00LT, ACC3, dangerous goods).

* Request for ACC3 exemption shall be sent to avsec@ekm.gov.hu

4. APPROVAL OF PRIVATE FLIGHTS

- 4.1 Private flights landing at or departing from international aerodromes listed in part [AD 1.4](#), as well as transit flights across Hungarian airspace with foreign civil aircraft registered in a State that is a Contracting Party to the Chicago Convention, may be made without prior permission.
- 4.2 In the case of landing or take-off planned at any of the commercial aerodromes listed in part [AD 1.4](#), the target dates necessary for the provision of customs, security, police and immigration services shall be taken into account. In such cases the prior notification described in [para 1.2](#) is necessary. The provision of the above services shall be requested by the operator of the aerodrome.

4.3 Documentary requirements for clearance of aircraft

See [para 2.4](#)

5. PUBLIC HEALTH MEASURES

At present, no public health measures are required to be carried out in respect of aircraft entering the territory of Hungary. When the need arises, special measures are taken. The International Sanitary Regulations of 25 MAY 1951 adopted by the 4th World Health Assembly current edition apply: International Health Regulation (2005).

In case of reporting a patient who presents symptoms on the airplane, health care service in contract with the airport examines, takes care of the patient and arranges the transportation to the hospital if needed. If a communicable disease is suspected based on the symptoms or other information, staff of Budapest City Government Office of Public Health Department responsible for IHR tasks of points of entry is in charge. Safety standards of the airport are taken into account when implementing measures ordered in Ministerial Decree 18/1998 (VI. 3.) on Epidemiological Measures for Preventing Communicable Diseases and Outbreaks.

In case if the flight crew of an en-route aircraft identifies a suspected case(s) of communicable disease, or other public health risk, on board the aircraft, shall promptly notify the ATS unit with which the pilot is communicating, the following information listed below:

- a. aircraft identification;
- b. departure aerodrome;
- c. destination aerodrome;
- d. estimated time of arrival;
- e. number of persons on board;
- f. number of suspected case(s) on board; and
- g. nature of the public health risk, if known.

6. APPROVAL OF STATE FLIGHTS

- 6.1 Operations of foreign State aircraft (for use or disposal of a military-, police- or customs organisations) as well as of intergovernmental agencies within the territory of Hungary, with the exception of NATO and EU

member States, are subject to approval by the Ministry of Foreign Affairs and Trade and the CAA.

- Single flight clearance: Application shall be submitted at least 15 days prior entry to the Hungarian airspace via diplomatic channel to the Ministry of Foreign Affairs and Trade of Hungary. (The application form see [para 6.7](#))
- Multiple flight (Annual) clearance: On the basis of international agreement or reciprocity application shall be submitted to the Ministry of Foreign Affairs and Trade of Hungary at least 90 days prior the first entry to the Hungarian airspace via diplomatic channels. This clearance may be valid for a maximum of 12 months. (The application form see [para 6.7](#))
- Carrying weapons, ammunition, ECM or optical equipment or other dangerous goods: Use of the Hungarian airspace by foreign state aircraft carrying weapons, ammunition, ECM or optical equipment or other dangerous goods (in accordance with the Technical Instructions ICAO Doc. 9284-AN/905 and the 3. § (3) of Government Decree No. 4/1998 on usage of Hungarian airspace), can be executed solely on the basis of single entry clearance.

6.2 Approval or rejection will be issued to the applicant by the Ministry of Foreign Affairs and Trade with the consent of the CAA.

6.3 State aircraft of NATO and EU member states may operate based on the submitted Flight Plan.

6.4 The application shall contain the following information:

- a. the type, nationality and registration sign of the aircraft;
- b. the name of the operator of the aircraft;
- c. place of the departure, the planned route of the flight and destination aerodrome;
- d. the date and time of departure and arrival and the estimated time of arrival at the State boundaries;
- e. time of departure of the return flight (in the case of a Hungarian aerodrome);
- f. purpose of flight and number of persons on board, type of cargo (dangerous goods, ECM or optical equipment);
- g. liability insurance valid for Hungary, as well as, information relating to valid insurance covering damage liability to third parties on the ground;
- h. demand for ground handling at the aerodrome.

It is advised that the state aircraft operator provide the Authority with evidence of validation of its security programme, if applicable.

6.5 State flights with destination/departure Budapest Liszt Ferenc International Airport also have to be coordinated in advance with the Airside Operations Department ([para 2.6](#)).

6.6 Use of military aerodrome [AD 1.4 para 4](#).

Prior permission request shall be submitted at least 7 days prior the planned day of landing. The request must contain the following data:

- aircraft type, registration, call sign
- date of the flight,
- planned landing and departure time
- purpose of the flight.

6.7 For application forms, visit the home page of MIL AIP part GEN 1.2:

URL: <https://www.ket.hm.gov.hu>

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	1:500 000	Hungary 2252-B 2251-A	21 MAR 2024
Enroute Chart - ICAO	1:1 000 000	Hungary ENR 6-LHCC-ERC	15 MAY 2025
Compulsory and Plannable Links - Index Chart (See ENR 1.3)	Nil	Hungary ENR 6-LHCC-LINKS	23 MAR 2023
Free Route Airspace (FRA) – Index Chart	1:6 250 000	Hungary ENR 6-LHCC-FRA	28 NOV 2024
ATC Sectors - Index Chart	1:2 200 000	Hungary ENR 6-LHCC-SECTOR	15 MAY 2025
FIS Sectors - Index Chart	1:2 200 000	Hungary ENR 6-LHCC-FIS	06 OCT 2022
Prohibited, Restricted and Danger Areas - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-PRD	20 FEB 2025
Temporary Reserved Airspaces - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-TRA	20 FEB 2025
Aerial Sporting and Recreational Activities - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-SPORT	20 FEB 2025
Areas With Sensitive Fauna - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-FAUNA	20 FEB 2025
Aerodrome Chart - ICAO	1:10 000	Békéscsaba AD 2-LHBC-ADC	11 JUL 2024
	1:10 000	Budapest/Liszt Ferenc International Airport AD 2-LHBP-ADC	17 APR 2025
Taxi Procedures for Arriving Aircraft - Index Chart	1:25 000	AD 2-LHBP-TAXI-ARR	17 APR 2025
Taxi Procedures for Departing Aircraft - Index Chart	1:25 000	AD 2-LHBP-TAXI-DEP	17 APR 2025
	1:10 000	Debrecen AD 2-LHDC-ADC	28 NOV 2024
	1:7 500	Nyíregyháza AD 2-LHNY-ADC	22 APR 2021
	1:10 000	Pécs/Pogány AD 2-LHPP-ADC	20 FEB 2025
	1:10 000	Győr/Pér AD 2-LHPR-ADC	17 APR 2025
	1:10 000	Hévíz/Balaton AD 2-LHSM-ADC	20 FEB 2025
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Title of series	Scale	Name and/or number	Date of latest revision
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		Budapest/Liszt Ferenc International Airport	
	1:5 000	AD 2-LHBP-PDC/1	20 FEB 2025
	1:5 000	AD 2-LHBP-PDC/2	20 FEB 2025
	1:5 000	AD 2-LHBP-PDC/3	20 FEB 2025
Aerodrome Obstacle Chart - ICAO - Type A (Operating Limitations)	1:5 000	AD 2-LHBP-PDC/4	21 MAR 2024
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	1:15 000	AD 2-LHBC-AOCA-17L35R	11 JUL 2024
		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	
	1:20 000	AD 2-LHDC-AOCA-04R22L	25 JAN 2024
		Nyíregyháza	
	1:15 000	AD 2-LHNY-AOCA-1836	20 FEB 2025
		Pécs/Pogány	
	1:15 000	AD 2-LHPP-AOCA-1533	28 NOV 2024
		Győr/Pér	
	1:12 500	AD 2-LHPR-AOCA-1129	01 DEC 2022
Precision Approach Terrain Chart - ICAO		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
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	1:2 500	AD 2-LHBP-PATC-13L31R	13 JUL 2023
	1:2 500, 1:5 000	AD 2-LHBP-PATC-13R31L	13 JUL 2023
Standard Departure Chart - Instrument (SID) - ICAO		Békéscsaba	
	1:225 000	AD 2-LHBC-SID-17L	11 JUL 2024
	1:225 000	AD 2-LHBC-SID-35R	11 JUL 2024
		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-SID-13L	27 JAN 2022
	1:700 000	AD 2-LHBP-SID-13R	27 JAN 2022
	1:700 000	AD 2-LHBP-SID-31L	06 OCT 2022
	1:700 000	AD 2-LHBP-SID-31R	27 JAN 2022
		Debrecen	
	1:250 000	AD 2-LHDC-SID-04R	20 FEB 2025
	1:250 000	AD 2-LHDC-SID-22L	20 FEB 2025
		Nyíregyháza	
	1:250 000	AD 2-LHNY-SID-18	20 FEB 2025

Title of series	Scale	Name and/or number	Date of latest revision
	1:250 000	AD 2-LHNY-SID-36 Győr/Pér	20 FEB 2025
	1:250 000	AD 2-LHPR-SID-11	13 JUL 2023
	1:250 000	AD 2-LHPR-SID-29 Hévíz/Balaton	13 JUL 2023
	1:250 000	AD 2-LHSM-SID-16	20 FEB 2025
	1:250 000	AD 2-LHSM-SID-34	20 FEB 2025
Standard Arrival Chart - Instrument (STAR) - ICAO		Békéscsaba	
	1:225 000	AD 2-LHBC-STAR-17L35R Budapest/Liszt Ferenc International Airport	05 SEP 2024
	1:700 000	AD 2-LHBP-STAR-13L13R	27 JAN 2022
	1:700 000	AD 2-LHBP-STAR-31L31R Debrecen	27 JAN 2022
	1:250 000	AD 2-LHDC-STAR-04R22L Hévíz/Balaton	20 FEB 2025
	1:250 000	AD 2-LHSM-STAR-1634 Nyíregyháza	20 FEB 2025
	1:250 000	AD 2-LHNY-STAR-1836	20 FEB 2025
Budapest TMA - Index Chart		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-TMA	21 MAR 2024
Holding Procedures - Index Chart		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-HLDG	28 JAN 2021
ATC Surveillance Minimum Altitude Chart - ICAO		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-ATCSMAC	28 JAN 2021
Instrument Approach Chart - ICAO		Békéscsaba	
	1:275 000	AD 2-LHBC-NDB 17L	11 JUL 2024
	1:275 000	AD 2-LHBC-NDB 35R	11 JUL 2024
	1:275 000	AD 2-LHBC-RNP 17L	11 JUL 2024
	1:275 000	AD 2-LHBC-RNP 35R	11 JUL 2024
		Budapest/Liszt Ferenc International Airport	
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	1:300 000	AD 2-LHBP-RNP-31L	30 NOV 2023
	1:300 000	AD 2-LHBP-RNP-Y-31R	06 OCT 2022
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	1:300 000	AD 2-LHBP-VOR-13L	30 NOV 2023

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	1:250 000	AD 2-LHDC-NDB-22L	20 FEB 2025
	1:250 000	AD 2-LHDC-RNP-04R	20 FEB 2025
	1:250 000	AD 2-LHDC-RNP-22L Nyíregyháza	20 FEB 2025
	1:250 000	AD 2-LHNY-RNP-Y-18	20 FEB 2025
	1:250 000	AD 2-LHNY-RNP-Z-18	20 FEB 2025
	1:250 000	AD 2-LHNY-RNP-Y-36	20 FEB 2025
	1:250 000	AD 2-LHNY-RNP-Z-36 Pécs/Pogány	20 FEB 2025
	1:250 000	AD 2-LHPP-ILS/LOC-33	20 FEB 2025
	1:250 000	AD 2-LHPP-NDB-15	20 FEB 2025
	1:250 000	AD 2-LHPP-RNP-15	20 FEB 2025
	1:250 000	AD 2-LHPP-RNP-33 Győr/Pér	20 FEB 2025
	1:250 000	AD 2-LHPR-ILS/LOC-29	14 JUL 2022
	1:250 000	AD 2-LHPR-RNP-11	14 JUL 2022
	1:250 000	AD 2-LHPR-RNP-29	14 JUL 2022
	1:250 000	AD 2-LHPR-VOR-11	14 JUL 2022
	1:250 000	AD 2-LHPR-VOR-29 Hévíz/Balaton	14 JUL 2022
	1:250 000	AD 2-LHSM-ILS/LOC-16	20 FEB 2025
	1:250 000	AD 2-LHSM-NDB-16	20 FEB 2025
	1:250 000	AD 2-LHSM-NDB-34	20 FEB 2025
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		Budapest/Liszt Ferenc International Airport	
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		Debrecen	
	1:150 000	AD 2-LHDC-VAC	15 MAY 2025
		Nyíregyháza	
	1:150 000	AD 2-LHNY-VAC	20 FEB 2025
		Pécs/Pogány	
	1:150 000	AD 2-LHPP-VAC	20 FEB 2025
		Győr/Pér	
	1:150 000	AD 2-LHPR-VAC	25 JAN 2024
		Hévíz/Balaton	
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ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA AND CTA

1. FIR, CTA, TMA

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

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

Name Lateral limits Vertical limits Class of airspace	Identifica- tion of unit providing service	Call sign of aeronautical station Languages used Area and conditions of use	Frequencies SATVOICE number Purpose	Remarks
1	2	3	4	5
BUDAPEST CTA Lateral limits as for Budapest FIR FL 660 9500 FT ALT C	BUDAPEST ACC	BUDAPEST CONTROL/RADAR EN H24	118.465 CH	
			120.375 MHZ	
			120.465 CH	
			120.985 CH	
			123.665 CH	
			127.105 CH	Standby
			127.210 CH	
			127.860 CH	
			128.105 CH	
			130.575 MHZ	Standby
			132.790 CH	
			133.200 MHZ	
			133.535 CH	
			134.365 CH	
			135.115 CH	
			135.205 CH	
			135.555 CH	
			136.215 CH	
			234.250 MHZ UHF	UHF FREQS AVBL for use by 8.33 exempt State ACFT and in case of VHF COM failure. Where ATS is delegated from ATCC Wien to ATCC Budapest the lower limit is FL 115.
			264.650 MHZ UHF	
			290.650 MHZ UHF	

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

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

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / Purpose	Remarks
1	2	3	4	5
KOSICE TMA 2 482346N 0202459E along border HUNGARY_SLOVAKREPUBLIC - 482000N 0214901E - 481703N 0214953E - 481110N 0210551E - 482346N 0202459E 9500 FT ALT 1000 FT AGL D	KOSICE APP	KOSICE RADAR EN, SK	See AIP Slovakia	

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / Purpose	Remarks
1	2	3	4	5
LESMO AREA 474906N 0173651E - 474449N 0173000E - 473559N 0172918E - 473559N 0171554E - 473555N 0164005E along border AUSTRIA_HUNGARY - 480024N 0170939E along border HUNGARY_SLOVAKREPUBLIC - 474906N 0173651E FL 245 5500 FT ALT C	ATC and alerting service provided by Wien ATCC. SAR coordination and operation provided by the appropriate Hungarian authorities.			

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / Purpose	Remarks
1	2	3	4	5
RUTOL BOX 480214N 0184917E along border HUNGARY_SLOVAKREPUBLIC - 474551N 0182754E - 475117N 0182910E - 475729N 0183036E - 480214N 0184917E FL 195 9000 FT ALT C	ATS provided by Budapest ATCC. Search and rescue co- ordination and operations provided by appropriate authorities of the Slovak Republic.	BUDAPEST APPROACH EN H24		

ACC BUDAPEST elementary sectors				
Sector group / Identification / Class of airspace	Sector name / Identification	Vertical limits	Lateral limits	Remarks
1	2	3	4	5
ACC BUDAPEST WEST (LHCCWEST) C	WEST 0 (LHCCW0)	9500 FT ALT - FL 305	480024N 0170939E 474227N 0170500E 473244N 0164214E 465952N 0161329E 465046N 0162019E along border HUNGARY_SLOVENIA 462901N 0163358E 472044N 0184313E 474413N 0181948E 474411.95N 0181943.5E along border HUNGARY_SLOVAKREPUBLIC 480024N 0170939E subtracted the BUDAPEST TMA and LESMO AREA airspaces	For units providing service in sector, and for sectors configured in HungaroControl's ATM system see AIP Hungary ENR 6-LHCC- SECTOR chart.
	WEST 1 (LHCCW1)	FL 305 - FL 315	480024N 0170939E 474227N 0170500E	
	WEST 2 (LHCCW2)	FL 315 - FL 325	473244N 0164214E 465952N 0161329E	
	WEST 3 (LHCCW3)	FL 325 - FL 335	465046N 0162019E along border HUNGARY_SLOVENIA 462901N 0163358E	
	WEST 4 (LHCCW4)	FL 335 - FL 345	472044N 0184313E 474413N 0181948E	
	WEST 5 (LHCCW5)	FL 345 - FL 355	474411.95N 0181943.5E along border HUNGARY_SLOVAKREPUBLIC 480024N 0170939E	
	WEST 6 (LHCCW6)	FL 355 - FL 365		
	WEST 7 (LHCCW7)	FL 365 - FL 375		
	WEST 8 (LHCCW8)	FL 375 - FL 385		
	WEST 9 (LHCCW9)	FL 385 - FL 660		

Sector group / Identification / Class of airspace	Sector name / Identification	Vertical limits	Lateral limits	Remarks
1	2	3	4	5
ACC BUDAPEST SOUTH (LHCCSOUTH) C	SOUTH 0 (LHCCS0)	9500 FT ALT - FL 305	462901N 0163358E along border CROATIA_HUNGARY 455515N 0185324E along border HUNGARY_SERBIA 460900N 0195126E 460900N 0195212E 460904N 0195212E 472044N 0184313E 462901N 0163358E subtracted the BUDAPEST TMA airspace	For units providing service in sector, and for sectors configured in HungaroControl's ATM system see AIP Hungary ENR 6-LHCC- SECTOR chart.
	SOUTH 1 (LHCCS1)	FL 305 - FL 315	462901N 0163358E along border CROATIA_HUNGARY	
	SOUTH 2 (LHCCS2)	FL 315 - FL 325	455515N 0185324E along border HUNGARY_SERBIA	
	SOUTH 3 (LHCCS3)	FL 325 - FL 335	460900N 0195126E 460900N 0195212E 460904N 0195212E	
	SOUTH 4 (LHCCS4)	FL 335 - FL 345	472044N 0184313E 462901N 0163358E	
	SOUTH 5 (LHCCS5)	FL 345 - FL 355		
	SOUTH 6 (LHCCS6)	FL 355 - FL 365		
	SOUTH 7 (LHCCS7)	FL 365 - FL 375		
	SOUTH 8 (LHCCS8)	FL 375 - FL 385		
	SOUTH 9 (LHCCS9)	FL 385 - FL 660		

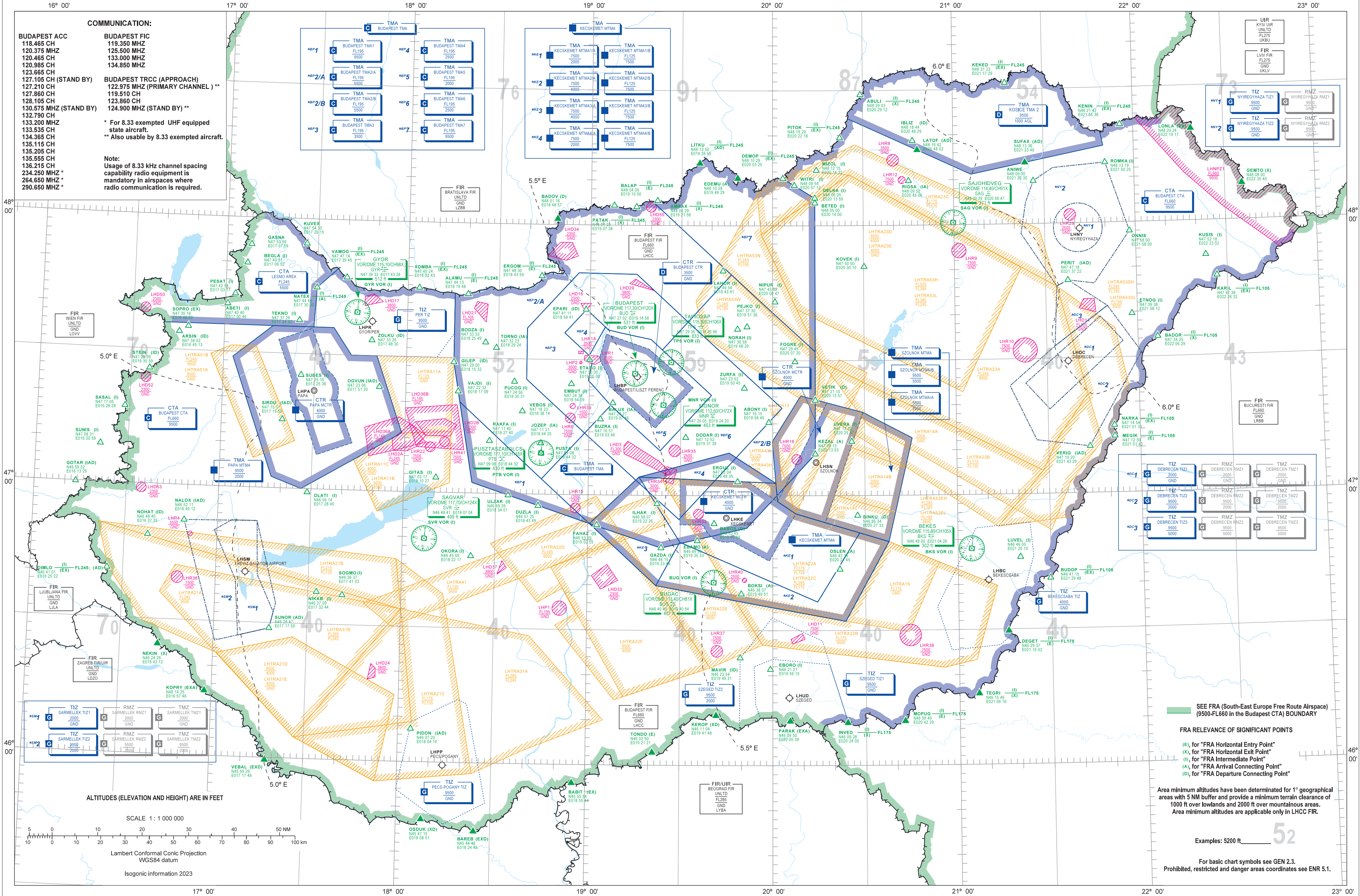
Sector group / Identification / Class of airspace	Sector name / Identification	Vertical limits	Lateral limits	Remarks
1	2	3	4	5
ACC BUDAPEST EAST (LHCCEAST) C	EAST 0 (LHCCE0)	9500 FT ALT - FL 305	474413N 0181948E 472044N 0184313E 460904N 0195212E 460900N 0195212E 460906N 0195227E along border HUNGARY_SERBIA 460702N 0201602E along border HUNGARY_ROMANIA 470008N 0214141E 470053N 0214037E 481029N 0200325E 481028.64N 0200323E along border HUNGARY_SLOVAKREPUBLIC 474413N 0181948E subtracted the BUDAPEST TMA airspace	For units providing service in sector, and for sectors configured in HungaroControl's ATM system see AIP Hungary ENR 6-LHCC- SECTOR chart.
	EAST 1 (LHCCE1)	FL 305 - FL 315	474413N 0181948E 472044N 0184313E	
	EAST 2 (LHCCE2)	FL 315 - FL 325	460904N 0195212E 460900N 0195212E	
	EAST 3 (LHCCE3)	FL 325 - FL 335	460906N 0195227E along border HUNGARY_SERBIA	
	EAST 4 (LHCCE4)	FL 335 - FL 345	460702N 0201602E along border HUNGARY_ROMANIA	
	EAST 5 (LHCCE5)	FL 345 - FL 355	470008N 0214141E 470053N 0214037E	
	EAST 6 (LHCCE6)	FL 355 - FL 365	481029N 0200325E 481028.64N 0200323E along border HUNGARY_SLOVAKREPUBLIC	
	EAST 7 (LHCCE7)	FL 365 - FL 375	474413N 0181948E	
	EAST 8 (LHCCE8)	FL 375 - FL 385		
	EAST 9 (LHCCE9)	FL 385 - FL 660		

Sector group / Identification / Class of airspace	Sector name / Identification	Vertical limits	Lateral limits	Remarks
1	2	3	4	5
ACC BUDAPEST NORTH (LHCCNORTH) C	NORTH 0 (LHCCN0)	9500 FT ALT - FL 305	481029N 0200325E 470053N 0214037E 470008N 0214141E along border HUNGARY_ROMANIA 475733N 0225422E along border HUNGARY_UKRAINE 482411.92N 0220919.33E along border HUNGARY_SLOVAKREPUBLIC 481029N 0200325E subtracted the BUDAPEST TMA airspace	For units providing service in sector, and for sectors configured in HungaroControl's ATM system see AIP Hungary ENR 6-LHCC-SECTOR chart.
	NORTH 1 (LHCCN1)	FL 305 - FL 315	481029N 0200325E 470053N 0214037E	
	NORTH 2 (LHCCN2)	FL 315 - FL 325	470008N 0214141E along border HUNGARY_ROMANIA 475733N 0225422E along border HUNGARY_UKRAINE	
	NORTH 3 (LHCCN3)	FL 325 - FL 335	482411.92N 0220919.33E along border HUNGARY_SLOVAKREPUBLIC	
	NORTH 4 (LHCCN4)	FL 335 - FL 345	481029N 0200325E	
	NORTH 5 (LHCCN5)	FL 345 - FL 355		
	NORTH 6 (LHCCN6)	FL 355 - FL 365		
	NORTH 7 (LHCCN7)	FL 365 - FL 375		
	NORTH 8 (LHCCN8)	FL 375 - FL 385		
	NORTH 9 (LHCCN9)	FL 385 - FL 660		

Non-standard planning zones (NPZ)		
Name and lateral limits	Vertical limits	Remarks
1	2	3
LHNPZ1 475325N 0224741E 475445N 0224514E 480256N 0222909E 481042N 0221630E 482301.61N 0220036.37E along border HUNGARY_SLOVAKREPUBLIC 482411.92N 0220919.33E along border HUNGARY_UKRAINE 475733.00N 0225422.00E along border HUNGARY_ROMANIA 475325N 0224741E	9500 FT ALT - FL 660	Zone within FRA preventing inappropriate flight planning close to FIR border.

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INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPR-VOR-29 - 1
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHSM-SID-16 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHSM-SID-34 - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHSM-STAR-1634 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHSM-ILS/LOC-16 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHSM-NDB-16 - 1
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VISUAL APPROACH CHART - ICAO	AD 2-LHSM-VAC - 1

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LHUD SZEGED

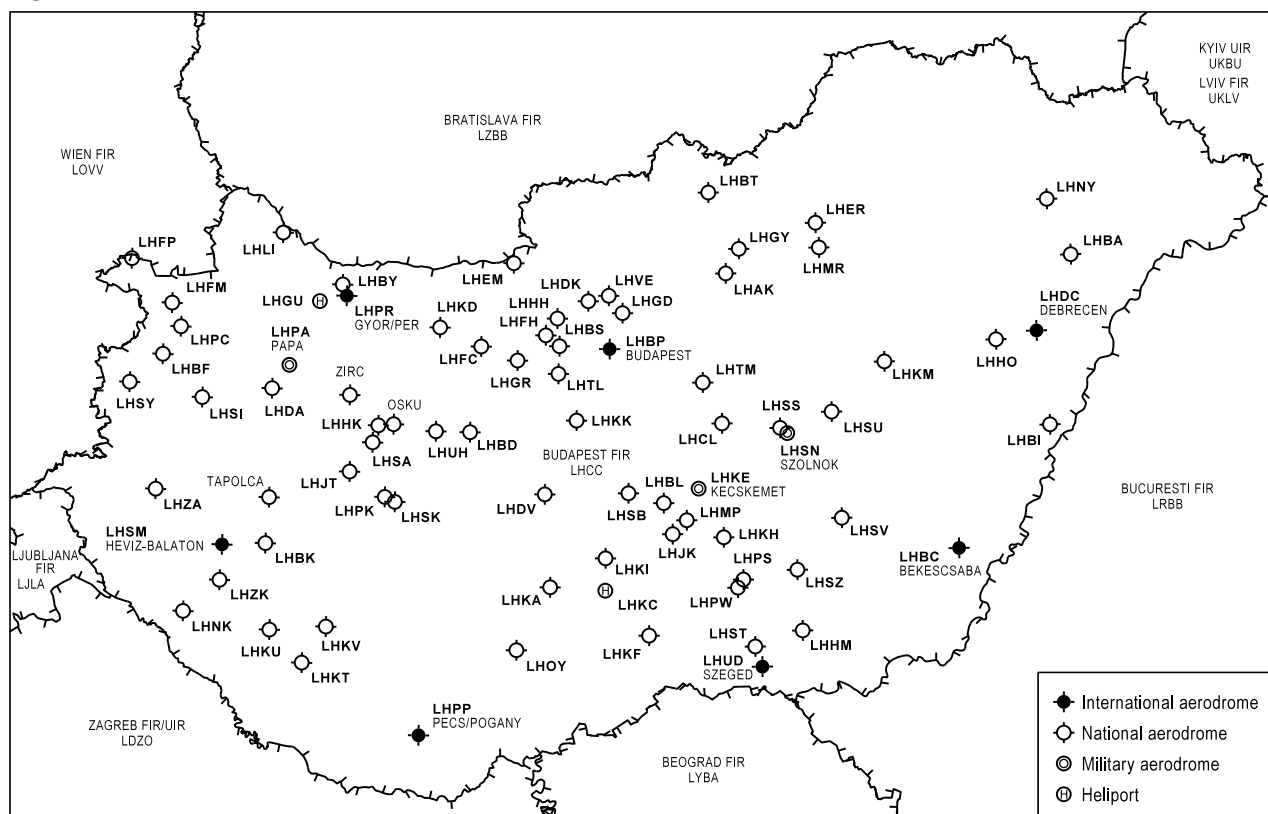
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AERODROME OBSTACLE CHART - ICAO TYPE A OPERATING LIMITATIONS	AD 2-LHUD-AOCA-16R34L - 1
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AD 1.3 INDEX OF AERODROMES AND HELIPORTS**1. AERODROMES AND HELIPORTS WITH REFERENCE TO AD 2 PART**

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	IFR-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%BCI%C5%91terek>

Other information about airport, which are not included in Hungarian AIP, is available on the following website:

URL: <https://ais-en.hungarocontrol.hu/vfrmanual/>

At parking positions R220-R223, R224-R227, start-up of engines and taxi out could be performed with the power-back procedure for prop and turbo prop aircraft, if the MTOW is not more than 36.000 KG as advised by Airfield Operations Service provided by the airport (Follow Me staff) The power-back procedure is not applicable when Low Visibility Procedures are in force or the published surface condition is POOR.

In case of the ACFT is operating with APU INOP, the special engine start procedure shall be reported as soon as possible to Budapest Apron (122.440 MHZ).

The start-up and push-back procedures from stand 31, 32, 44 are restricted. Engine start-up during the push-back procedure is allowed in idle power only and all ACFT after push back will be pulled forward to the brake away point. Brake away power is allowed at brake away point only.

The start-up and push-back procedures from stand 45 are restricted. Due to limited space between the stand and terminal building all ACFT will be pushed to apron taxi lane R, or H, or Q as instructed by ATC Budapest Ground.

Leaving the parking position using the power-back procedure shall be performed by following the visual signals of Marshaller. Aircraft following the start-up, push-back or power-back procedures should be ready for taxi within 4 minutes after off-block time.

- 2.4.** When engine start-up or power-back procedure is complete, request taxi clearance from Budapest Ground and indicate receipt of clearance to the ground staff. The disconnected ground staff will give approval to commence taxiing.

If an aircraft is unable to comply with the detailed conditions above or has to halt the start-up procedure due to technical or any other reasons, it shall immediately advise Budapest Ground.

Remark: generally, the connected ground staff are provided by the ground handling company. In special circumstances the Budapest Apron Management Service will provide the Marshaller for start-up and push-back procedures.

- 2.5.** Push and Hold procedures

a) LHBP/BUD has declared a remote holding capacity to maintain flow of aircraft by releasing occupied stands, and push-back crews. Flights subject to en-route ATC delays may request, or may be required, to push off stand and re-position at a remote location awaiting CTOT. Applicable flights are those with CTOT or other delays in excess of 30 minutes. The Push and hold procedures are available for Code B, C, and D ACFT only.

b) Airlines or aircraft operators must co-ordinate push and hold requests via Ground Handling Agent, who must liaise with Airport Operations Control Center (telephone (+36-1-296-7421))

c) Requests to push and park procedure 10 minutes prior from TOBT are to be made on the Apron frequency. (122.440). The Apron will coordinate with ATC, ground crew.

d) ATC clearance for push and hold manoeuvre will be given on the Budapest Ground frequency to the flight deck crew. Flight deck crew should monitor Budapest Ground frequency and note the instructions given.

e) Aircraft may taxi to the remote parking position with own engines and FOLLOW ME escort. The positioning of the aircraft will be managed by the Marshaller.

f) Remote locations for push and hold are located at the holding bay TWY B5. Capacity is maximum two (2) Code C ACFT (maximum wingspan 36 m) or one(1) Code D aircraft (maximum wingspan 52m).

g) Starting or restarting the engines at the remote parking position may managed by the flight crew without ground assistance. The needs of additional ground assistance may be requested on Apron Frequency (122.440)

h) According to CTOT the taxi away from remote parking location will carried out by the instruction of Budapest Ground with caution and minimum thrust.

- 2.6.** Airport Collaborative Decision making (A-CDM)

In preparation for future CDM operations, information displays have been installed at the following stands of Apron-2 : 39L, R270, R271, R272, R273, R274, R275, R276, R277. The displays are operating in trial mode. Information for an arriving flight is displayed at the earliest 5 minutes before the expected arrival time.

The information for the departing flight is displayed as soon as it is available, but at the earliest TOBT minus 60 minutes or after the disappearance of the arriving flight information.

Functions and descriptions of A-CDM displays at LHBP /BUD

Information for an arriving flight is displayed at the earliest 5 minutes before the expected arrival time. (After each modification, the value flashes slowly for 1 minute)

Data displayed for an arriving flight: (All times in UTC)

ABC-123
AABCD-A320
FRA/EDDF
BUS
ELDT : 20:05
ALDT : 20:15
AIBT : 20:18

- ← Call sign or Flight number (ABC-123)
- ← ACFT registration-ICAO Type code (AABCD-A320)
- ← IATA/ICAO code of origin airport (FRA/EDDF)
- ← Disembarkation mode (THREE LETTER CODE)
- ← Estimated Landing Time (ELDT)
- ← Actual Landing Time (ALDT)
- ← Actual in block Time (AIBT)

Remark: The display disappears 5 minute after actual in-block.

The information for the departing flight is displayed as soon as it is available, but at the earliest TOBT minus 60 minutes or after the disappearance of the arriving flight information. After each modification, the value flashes slowly for 1 minute.

Data displayed for a departing flight: (All times in UTC)

ABC-124
AABCD-A320
FRA/EDDF
EOBT : 21:30
CTOT : 21:50
TOBT : 21:25
- 14

- ← Call sign or Flight number (ABC-124)
- ← ACFT registration-ICAO Type code (AABCD-A320)
- ← IATA/ICAO code of destination airport (FRA/EDDF)
- ← Estimated Of Block Time (EOBT)
- ← Calculated Take Off Time (CTOT)
- ← Target Off Block Time (TOBT)
- ← Countdown to TOBT / The timer continues to count when the TOBT is reached, showing the deviation from the target off-block time.

Remark: „The EOBT text and value colour changes to red from EOBT+15 minutes.”

ABC-124
AABCD-A320
FRA/EDDF
EOBT : 21:30
CTOT : 21:50
TOBT : 21:25
AOBT : 21:35

- ← After off-block, the actual off-block time is displayed

Remark: The display disappears 1 minute after actual off-block.

AERODROME ELEV 361
HEIGHTS RELATED
TO AD ELEV

DEBRECEN

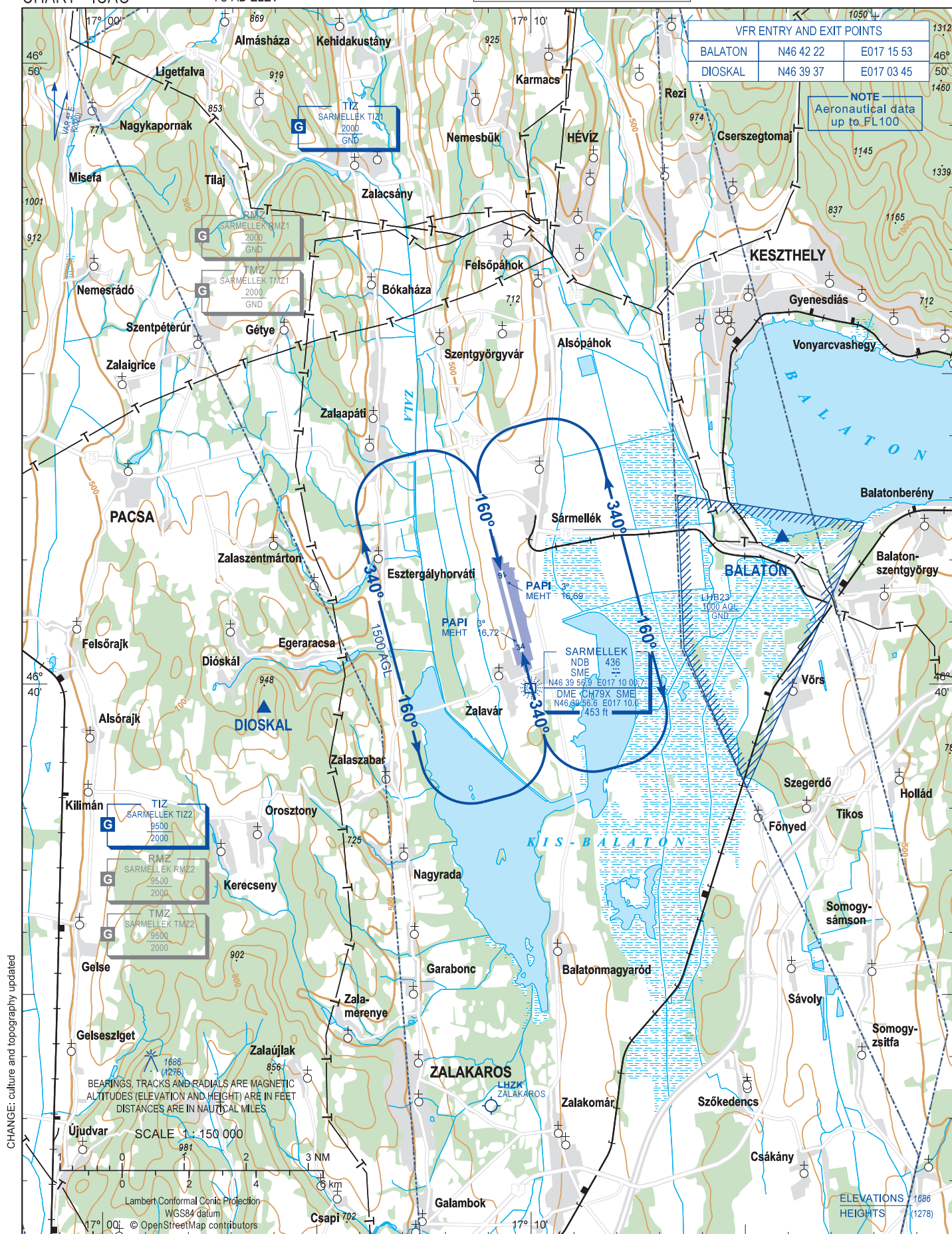


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AIP HUNGARY

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

HÉVÍZ/BALATON



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