Chapter 7 - Annual Report on the Application of FUA

As a Member of the European Union, SES Regulations are binding and directly applicable to Hungary.


For Hungary,
Name, title
Zsolt Csaba HORVÁTH
Director General of Civil Aviation

Signature                      Date

FUA Airspace Management Levels 1, 2 and 3 are implemented. There are currently no plans to establish cross-border airspace use or multinational AMC arrangements or cross-border procedures with neighbouring States.

7.1 National Organisation and Responsibilities at the 3 Levels of FUA

7.1.1 At Strategic Airspace Management Level 1

<table>
<thead>
<tr>
<th>FUA Level 1 Implemented:</th>
<th>Y</th>
<th>High Level Airspace Policy Body:</th>
<th>Y</th>
<th>National Airspace Coordination Committee (NACC) composed by the under-secretary (of State) responsible for the transport at the Ministry of Transport, Telecommunication and Energy, the person charged with managing the tasks of general director of aviation, director of aviation authority, chief at Hungarian Defence Forces responsible for military air traffic organization, director at National Security Office responsible for national security tasks of aviation, director of the organization designated by a legal measure for managing the air traffic, chief at Hungarian Defence Forces responsible for military air traffic management and air defence.</th>
</tr>
</thead>
</table>

See explanations above.

Measures established to ensure consistency between:
- ASM and ATFM: N --
- ASM and ATS: Y NACC approves ATS routes.

The State has notified the Commission the identified persons/organisations responsible for all the tasks listed in Art. 4.1 of the FUA Regulation:

<table>
<thead>
<tr>
<th>The State has ensured that the following tasks related to ASM Level 1 are performed by the responsible body (referred to above):</th>
<th>N</th>
<th>Date and Reference of the Communication:</th>
<th>--</th>
</tr>
</thead>
</table>
- Regularly review and address users' requirements | Y |
User requirements are reviewed by the members of NACC and the decisions concerning airspace and ATS route applications are made on the NACC meetings.
- Approve activities which require airspace reservation or restriction | Y |
Within the framework of Aviation Act activities which require airspace reservation and restriction are defined by the members of NACC and the decisions concerning such airspaces are made on the NACC meetings.
7.1.2 At Pre-tactical Airspace Management Level 2


AMC operates within HungaroControl but performs its duties independently.

The airspace is allocated in accordance with the conditions and procedures defined in Article 4.1: Y

The established AMC (referred to above) is provided with adequate supporting systems to perform and communicate the pre-tactical airspace management tasks: Y  The AMC has all the necessary communication and system support.

Changes since previous FUA Report: None

7.1.3 At Tactical Airspace Management Level 3

FUA Level 3 Implemented: Y  HungaroControl and military units are separated but they are equipped with direct controller - controller lines.

The State has ensured that the relevant ATS Units and controlling military units:

- establish coordination procedures and communication facilities to allow the real-time activation, deactivation or reallocation of airspace allocated at pre-tactical level: Y

The procedures of the coordination between civil and military units are laid down in LoAs. Direct voice communication is established allowing real-time activation and de-activation of airspaces.
- establish coordination procedures to ensure the timely and effective exchange of any modification of planned airspace reservations and the adequate notification to all affected users: **Y**
  
The procedures of the coordination between civil and military units are laid down in LoAs.

- establish coordination procedures and supporting systems to ensure safety when managing interactions between civil and military flights: **N**
  
  Presently there is no such an airspace structure where the civil and military flights could interact. Introduction of PCA/RCA airspaces is under review.

- establish coordination procedures to permit direct communication of relevant information to resolve specific traffic situations where civil and military controllers are providing services in the same airspace: **N**
  
  Specifically:
  - Position of aircraft: NA, See information above
  - Flight intention of aircraft: NA, See information above

All airspace reservations are released as soon as activities having caused their establishment cease: **Y**

Users notify AMC when their activity in the airspace is over.

Changes since previous FUA Report: None

### 7.2 Cooperation between Member States at the 3 levels of FUA

#### 7.2.1 At Strategic Airspace Management Level 1

The State coordinates its airspace management policy with the respective States to jointly address the use of cross-border airspace structures: **Y**

The ATS route structure over Hungary is established and modified within the framework of RNDSG.

<table>
<thead>
<tr>
<th>Type(s) of cross-border airspace use is applied in the State:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cross-border area</td>
</tr>
<tr>
<td>Shared reserved airspace (TRA and TSA)</td>
</tr>
<tr>
<td>Conditional routes</td>
</tr>
</tbody>
</table>

The State has established with neighbouring States one common set of standards for separations between civil and military flights for cross-border activities: **N**

Changes since previous FUA Report: None

#### 7.2.2 At Pre-tactical Airspace Management Level 2

The State has established a joint or multinational AMC with neighbouring States: **N**

No plan.

Changes since previous FUA Report: None

#### 7.2.3 At Tactical Airspace Management Level 3

The State has established a common set of procedures to manage specific traffic situations and/or to enhance the real-time airspace management between civil and military units involved in or concerned with cross-border activities: **N**

No plan.

Changes since previous FUA Report: None
7.3 Safety Assessment

The State has established a safety management process to conduct all safety assessment activities before the introduction of any changes to the operations of the FUA: N

The establishment of safety management process is in progress.

7.4 Performance Assessment

<table>
<thead>
<tr>
<th>Evaluation of the functioning of agreements, procedures and supporting systems established at the 3 levels</th>
</tr>
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<tbody>
<tr>
<td>Safety</td>
</tr>
<tr>
<td>Airspace capacity</td>
</tr>
<tr>
<td>Efficiency</td>
</tr>
<tr>
<td>Flexibility of aircraft operations of all users</td>
</tr>
</tbody>
</table>

7.5 Compliance Monitoring

The State is fully compliant with the FUA Regulation (EC Regulation 2150/2005): Y

The establishment of FUA compliance monitoring process is in progress.

The State has established the following FUA compliance monitoring processes:

| Inspections | N | Periodicity | - | Outcome sent to EC | NA |
| Surveys | N | Periodicity | - | Outcome sent to EC | NA |
| Safety Audits | N | Periodicity | - | Outcome sent to EC | NA |

Additional comments: -

7.6 Problems Encountered and Need for Changes

Problems encountered in the implementation of the FUA regulation and need for changes -