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


For Hungary,
Name, title
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Date

Chapter 15 - Annual Report on the Application of FUA

15.1 National organisation and responsibilities at the 3 levels of FUA

15.1.1 At Strategic Airspace Management Level 1

| FUA Level 1 Implemented | Y | The State has established appropriate FUA Level 1 mechanisms, e.g. High Level Airspace Policy Body | Y | National Airspace Coordination Committee (NACC), which consist of the following members:
- State Secretary responsible for transport at the Ministry of Transport, Telecommunication and Energy;
- Director General of Civil 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 air traffic, (CEO of air navigation service provider);
- Chief at Hungarian Defence Forces responsible for military air traffic management and air defence. |

See explanations above.

Measures established to ensure consistency between:
- ASM and ATFM, N, --
- ASM and ATS, Y, According to international consiliation NACC designates ATS routes and reporting points.

The State has notified the Commission the identified persons/organisations responsible for all the tasks listed in Art. 4.1 of the FUA Regulation, N, Date and Reference of the Communication: --

The State has ensured that the following tasks related to ASM Level 1 are performed by the responsible body (referred to above):
- Regularly review and address users’ requirements, Y

User requirements are reviewed by the members of NACC and the decisions to make proposal concerning airspace and ATS route applications are made on the NACC meetings accordingly.
- 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 to initiate a proposal concerning such airspaces are made on the NACC meetings.

- Define temporary airspace structures and procedures to offer multiple airspace reservation and route options | N

Multiple airspace reservation and route options are planned, but the technical prerequisites are not yet ready.

- Establish criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace | Y

According to Hungarian regulation airspace users shall apply for airspace which vertical limit is in consistency with the task they should perform within the airspace. Therefore the vertical limits of the airspace are adjustable but the lateral limits are not.

- Assess the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures | Y

AMC provides on a yearly basis an assessment of the utilisation of the restricted and danger areas. Based on the assessment the NACC decides whether to propose the cancellation of the unused areas.

- Define specific conditions under which the responsibility for separation between civil and military flights rests on the ATS units or on the controlling military units | N

There are no shared airspaces in practice, however the PCA/RCAs are designated in 26/2007. (III. 1.) GKM-HM-KvVM joint order.

- Establish mechanisms to assess performance of FUA operations | Y

The AMC keeps archives of the actual utilisation of the restricted and danger areas but no KPIs have been developed yet.

- Based on the outcome of this assessment, periodically review and revise as necessary, airspace procedures | Y

- Establish mechanisms to archive data on the requests, allocation and actual use of airspace structures for further analysis and planning activities | Y

The AMC archives the requests, allocations, refusals and the actual use of airspaces.

Apart from Danger Areas over the High Seas and Prohibited areas, the State has abandoned application of permanent airspace restrictions: N

Due to safety, security and environmental reasons certain airspaces have permanent restrictions. There are no plans to abandon those in the near future.

Changes since previous FUA Report: No changes.

15.1.2 At Pre-tactical Airspace Management Level 2

|-------------------------|---|--------------------------------|---|---|----------------------------|---|

AMC operates within HungaroControl Pte. Ltd. Co. 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 dedicated ASM 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: No changes.
### 15.1.3 At Tactical Airspace Management Level 3

| FUA Level 3 Implemented: | Y | HungaroControl Pte. Ltd. Co. 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: | Y |

The LoA between the Hungarocontrol and the HDF 54th Air Surveillance Regiment contains the requested coordination procedures. Between the two sites the point-to-point communication is established.

- 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 | - |

- Flight intention of aircraft (e.g. exchange of Flight Plan data) | NA | - |

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: No changes.

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

#### 15.2.1 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. |

Type(s) of cross-border airspace use is applied in the State:

| Cross-border area | N | No plan. |
| Shared reserved airspace (TRA and TSA) | N | No plan. |
| Conditional routes | N | No plan. |

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: No changes.
15.2.2 At Pre-tactical Airspace Management Level 2

If cross-border operations apply, has the State established a joint or multinational AMC with neighbouring State(s): N No plan.

Changes since previous FUA Report: No changes.

15.2.3 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: No changes.

15.3 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: Y Safety assessment is required before introduction of any changes.

15.4 Performance assessment

| Evaluation of the functioning of agreements, procedures and supporting systems established at the 3 levels | Safety | Y | - |
| Safety | Y |
| Airspace capacity | Y |
| Efficiency | N |
| Flexibility | N |

15.5 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 a FUA compliance monitoring processes: Annex N

Draft procedure concerning is established. The conciliation procedure is in progress.

Additional comments: -

15.6 Problems encountered and need for changes

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

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