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Project *Carpathian Small Aviation*

– new approaches for mobility of persons and goods in Carpathian region

HUNGARY-SLOVAKIA-ROMANIA-UKRAINE

ENI CROSS-BORDER COOPERATION PROGRAMME 2014-2020

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ACTION PLAN

Carpathian Small Aviation Project

- Concept -

Version 1.0

Date

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Table of Contents

Abbreviation List

ICAO	*International Civil Aviation Organization*
FAA	*Federal Aviation Administration*
EASA	*European Union Aviation Safety Agency*
IAOPA	*International Council of Aircraft Owner and Pilot Association*
RCAA	*Romanian Civil Aeronautical Authority*

1. DEFINITIONS

Understanding the general aviation concept is essential to the further development of small aviation action plan. The definitions given by some regulatory agencies are listed below:

General aviation operation. An aircraft operation other than a commercial air transport operation or an aerial work operation. ***Commercial air transport operation***. An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire. ***Aerial work.*** An aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc. *(ICAO Annex 6 - Operation of Aircraft, Part I - International Commercial Air Transport — Aeroplanes, 2010)/ https://www.verifavia.com/bases/ressource_pdf/299/icao-annex-6-part-i.pdf*	***ICAO***
General aviation is defined for statistical purposes, as all civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire. For ICAO statistical purposes the general aviation activities are classified into instructional flying, business flying, pleasure flying, aerial work and other flying. A somewhat different definition of general aviation (which excludes aerial work) is provided in Annexes 6 and 17 where a general aviation operation is defined as an aircraft operation other than a commercial air transport operation or an aerial work operation. But for statistical purposes, it is suggested to retain the definition provided above. Instructional flying is defined as the use of an aircraft for purposes of formal flight instruction with an instructor. The flights may be performed by aero-clubs, flying school or commercial operators. Pleasure flying is defined as the use of an aircraft for personal or recreational purposes not associated with a business or profession. Business flying is defined as the use of an aircraft to carry personnel and/or property to meet the transport needs of officials of a business, firm, company or corporation. These flights may be performed by a commercial pilot or by a private pilot. Another definition of business aviation, sub-dividing it into commercial, corporate and	***ICAO***

operator-owned, is adopted by the International Business Aviation Council (IBAC) is provided in Appendix C.

(General Aviation (Annual Survey of Civil Aviation Activities and Civilian Pilot Licenses, 1994) / https://www.icao.int/meetings/sta10/documents/sta10_wp007_en.pdf)

The International Council of Aircraft Owner and Pilot Associations (IAOPA) refers to the category as general aviation/aerial work (GA/AW) to avoid ambiguity. Their definition of ***general aviation*** includes:

- Corporate aviation: company own-use flight operations
- Fractional ownership operations: aircraft operated by a specialized company on behalf of two or more co-owners
- Business aviation (or travel): self-flown for business purposes
- Personal/private travel: travel for personal reasons/personal transport
- Air tourism: self-flown incoming/outgoing tourism
- Recreational flying: powered/powerless leisure flying activities
- Air sports: aerobatics, air races, competitions, rallies, etc.

General aviation thus includes both commercial and non-commercial activities.

IAOPA's definition of aerial work includes, but is not limited to:

- Agricultural flights, including crop dusting
- Banner towing
- Aerial firefighting
- Medical evacuation
- Pilot training
- Search and rescue
- Sightseeing flights
- Skydiving flights
- Organ transplant transport flights

IAOPA

Commercial air transport includes:

- Scheduled air services
- Non-scheduled air transport
- Air cargo services
- Air taxi operations

However, in some countries, air taxi is regarded as being part of GA/AW.

Private flights are made in a wide variety of aircraft: light and ultra-light aircraft, sport aircraft, homebuilt aircraft, business aircraft (like private jets), gliders and helicopters.

Flights can be carried out under both visual flight and instrument flight rules and can use controlled airspace with permission.

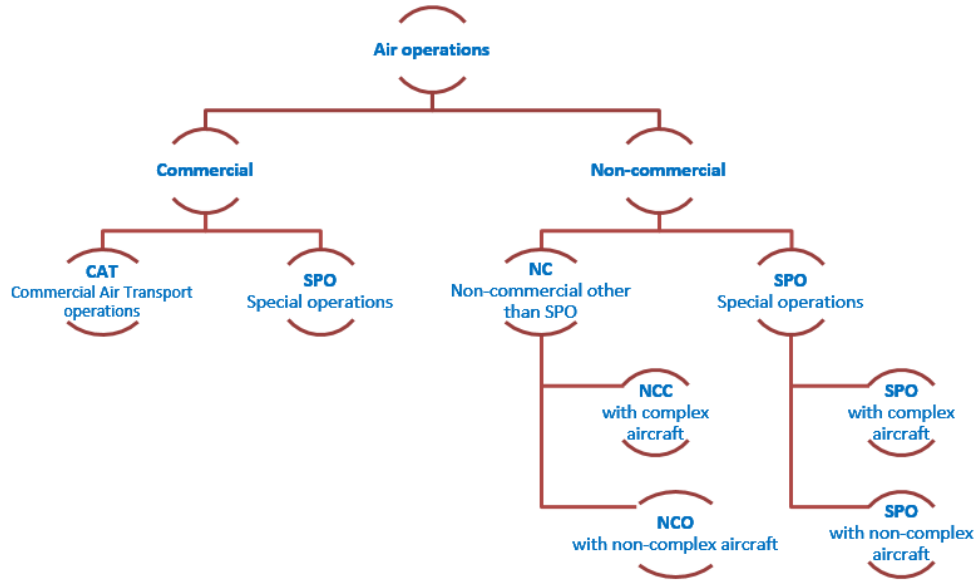
The majority of the world's air traffic falls into the category of general aviation, and most of the world's airports serve GA exclusively. Flying clubs are considered a part of general aviation.

(https://www.iaopa.eu/what-is-general-aviation)

The term ***"general aviation"*** is used to describe a diverse range of aviation activities and includes all segments of the aviation industry except commercial air carriers (including commuter/ regional airlines) and military. Its activities include training of new pilots and pilots interested in additional ratings or certification, sightseeing, movement of large heavy loads by helicopter, flying for personal or business/corporate reasons, and emergency medical services. Its aircraft range from the one-seat single-engine piston aircraft to the long-range corporate jet, and also include gliders and amateur-built aircraft.

FAA

(https://www.faa.gov/data_research/aviation/aerospace_forecasts/2003-2014/media/CHAP5-03.doc)



EASA

NON-COMMERCIAL OPERATIONS

The following examples of operations are not covered by the definition of commercial operations or by that of specialised operations. They are identified as non-commercial operations. Some of these flights are listed by an AOC holder in its operations manual

Part-A, ch. 8.7 as non-commercial operations (as specified in AMC3 ORO.MLR.100) and covered by the provisions of ORO.AOC.125.

Some of these operations are performed on an irregular basis. The operator and its crew members may consider them as non-routine operations, situated outside their operational routine. This constitutes a risk that the operator should include in its risk assessment process. The operations listed below are performed with aircraft having a certificate of airworthiness or a permit to fly and being already listed on an AOC or on a declaration. They are grouped by the purpose of the flight.

Demonstration flights

(a) A flight performed with the purpose of demonstrating: (1) an aircraft's handling, performance and functionalities to buyers or lessees; (2) an aircraft's flying characteristics or the operational procedures to the competent authority, for verification of compliance with the operational requirements, as per ARO.GEN.310(a). Other terms used: (route) proving flight; operational evaluation flight.

(b) Flight at the end of lease or upon transfer of ownership: a flight performed at the request of the operator to verify compliance of the aircraft with the contractual specifications of the lessee/lessor or buyer. Other term used: acceptance flight.

(c) 'Public relations (PR) flight': a flight carrying official or media representatives as non-paying passengers. Sometimes personnel of the operator are included.

The PR flight is performed in the interest of the operator's own business. Testing the results of maintenance work is outside the scope of demonstration flights. Such flights are not expected to execute flight manoeuvres where the aircraft might react with an unexpected behaviour. This is covered by a maintenance check flight (listed below).

Maintenance check flights (d) Maintenance check flight (MCF) The definition of an MCF is provided in Annex I to Regulation (EU) No 965/2012. The provisions on MCF are developed in Annex VII (Part-NCO), Subpart E Section 6 and Annex VIII (Part-SPO), Subpart E Section 5. Ferry flights – flights changing the location of the aircraft A ferry flight could be performed for the following purposes: (e) The aircraft is moved to and from a maintenance base. The aircraft may be operated under the permit-to-fly

conditions. Examples: (1) unpressurised flight, (2) gear-down flight, (3) flight with one engine inoperative. (f) The aircraft is moved from one location to another, e.g. from the manufacturer, refurbishment location, previous owner, lessor/lessee, long-term storage to the operator's base. Other term used: delivery flight. (g) The aircraft and its aircrew are positioned to an aerodrome from which a further commercial air transport (CAT) operation will be performed. Other term used: positioning flight. (h) The aircraft is moved from its current location to a secure location for various reasons (e.g. to remove it from a hazardous area). Other term used: recovery flight. Training flights (i) A flight for instructional purposes for the operator's own flight crew. Operator training and checking flight: a flight performed by the operator with the purpose of training, checking and/or familiarising a flight crew member with the operator's procedures linked to the aircraft being operated. A training flight is conducted using the procedures detailed in the operator's documentation. Line flying under supervision (LIFUS), line checks and similar flights are not included in this category, as they are usually performed during commercial operations (CAT flights). Other non-commercial flights (j) 'Corporate flight': a flight conducted for business purposes: the operator may carry its own personnel and/or property in the interest of business. Other terms used: business flight, private flight. (k) 'Leisure flight': a flight operated by an operator for personal or recreational purposes, not associated with a business or a profession. Other term used: private flight. (l) Managed flight: a flight operated by an operator for the business purposes of the aircraft owner, with no remuneration or other valuable consideration involved. Easy Access Rules for Air Operations Cover Regulation Powered by EASA eRules Page 161 of 2311| Nov 2022 Charity flights, humanitarian flights (m) 'Charity flight': a flight performed for the benefit of a registered charity organisation, carrying persons and/or goods. For such a flight, the proceeds of the raffled flight go to the charity. Any additional proceeds are limited to the recovery of direct costs of the flight. (n) 'Humanitarian flight': a flight with the purpose of carrying relief personnel and/or life-saving supplies (basic necessities) during or after an emergency or a natural disaster, or to evacuate persons from an endangered area.

(Easy Access Rules for Air Operations, 965/2012/ https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-air-operations-regulation-eu-no-9652012)	
Art. 55. - (1) ***General aviation*** operations are non-commercial air operations and include: a) air transport in own interest; b) flights in personal interest; c) private flights. (2) Air transport in its own interest represents the general aviation operations performed by a legal entity, without charging a tariff or its equivalent in goods or services, using its own or leased civil aircraft, which is an accessory to another economic activity performed by that person, the beneficiary of the transport. (3) Self-interested flights are general aviation operations, other than self-interested air transport, carried out by natural or legal persons, with their own or leased civil aircraft, for and in support of the needs of their own activities, without charging a fee or the equivalent to him in goods or services. Self-interested flights also include flights made exclusively for sporting purposes. (4) Private flights represent general aviation operations carried out by civil aircraft owners, natural persons, exclusively for non-commercial purposes. (5) General aviation operations are carried out in compliance with specific national and/or European regulations. *(Law no 21/2020 regarding the Air Code, Effective 19th of June 2020.)*	**Romanian Parliament**

2. GENERAL INFORMATION

A study carried out by GAMA – IAOPA has the following results regarding the types of aircraft registered in Europe in 2019:

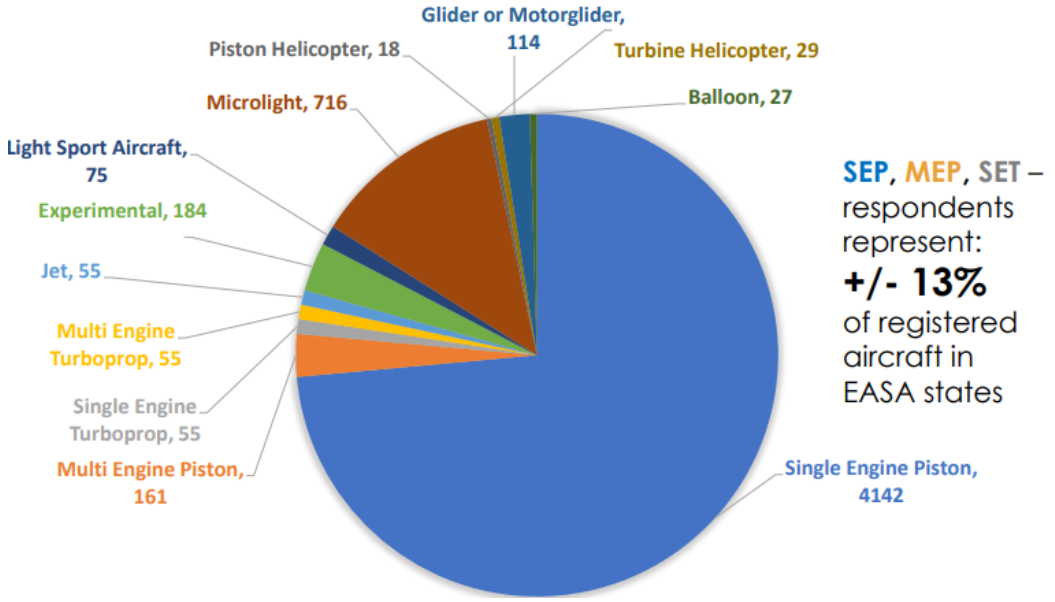
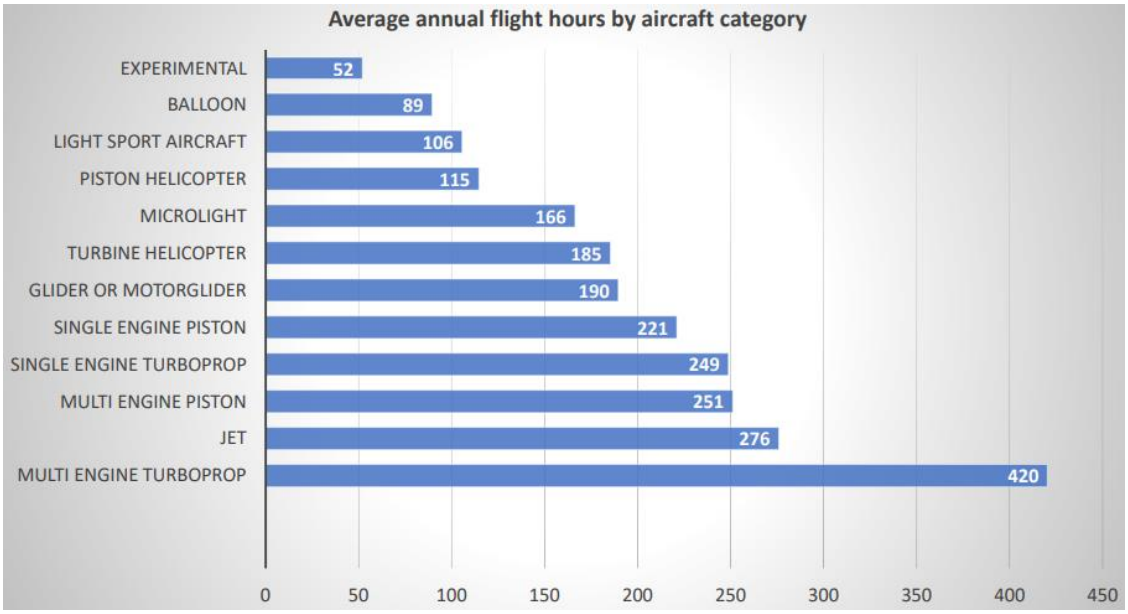
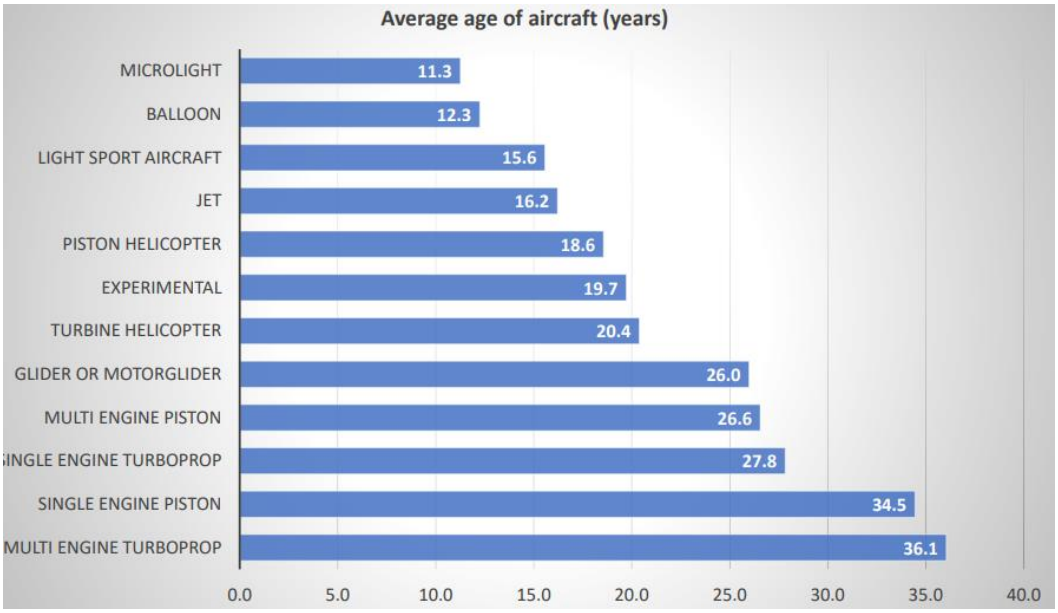


Figure 1. Number of aircraft registered in Europe in 2016. Source: GAMA – IAOPA

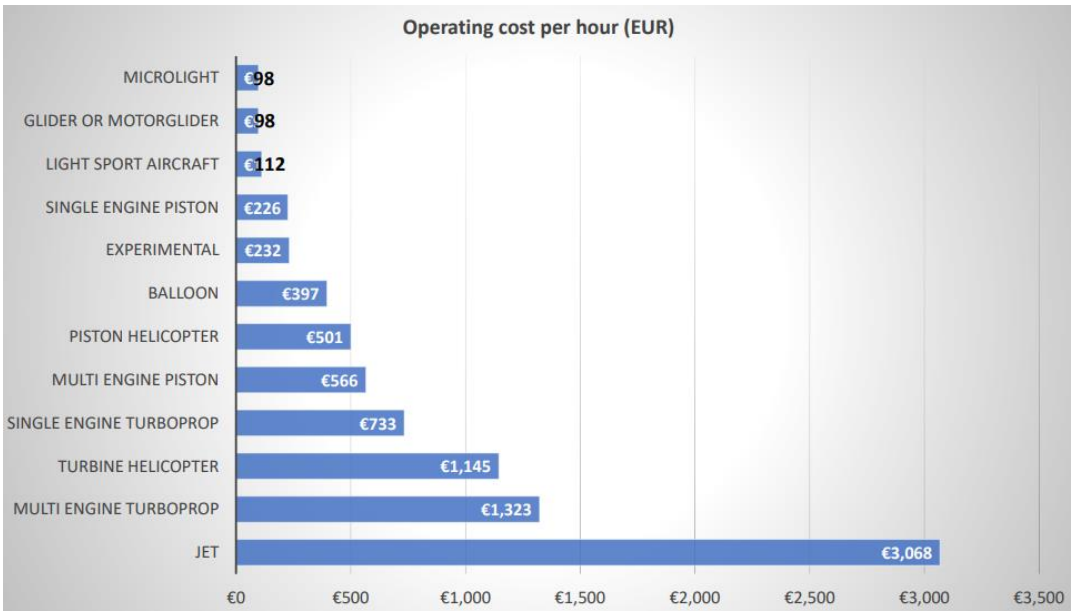
The study also analyzed the average annual flight hours by aircraft category:



The age of the aircraft is also an important factor for general aviation.

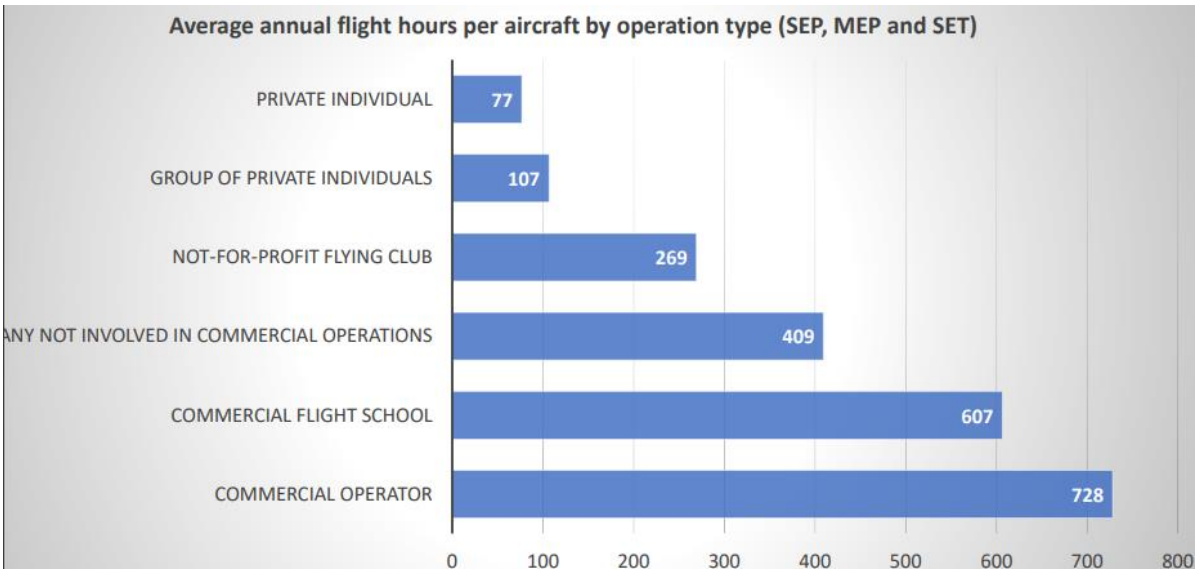


The cost can influence the popularity of small aviation and GAMA – IAOPA has presented a general image of it:

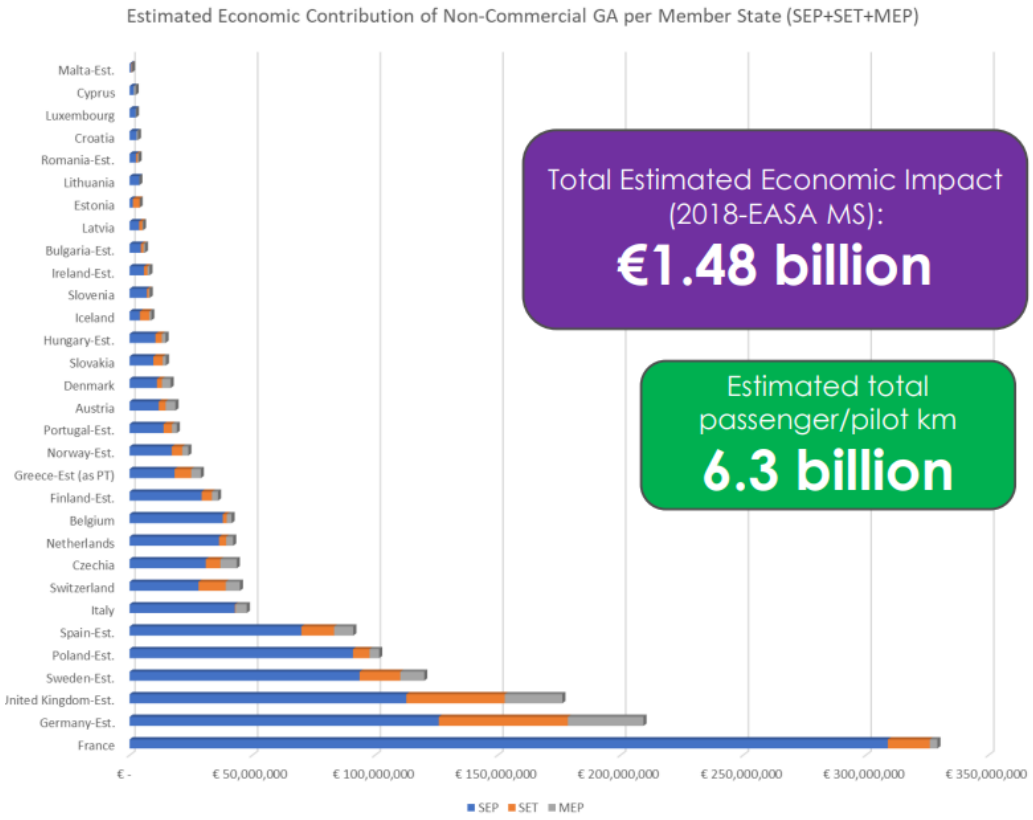


Interesting numbers about small aviation in Europe:

- 6.5 million Estimated flight hours
- 5.9 million Estimated number of flights
- €1.7 billion Economic Impact of GA flights
- 6.3 billion Pilot/passenger kilometers flown



General aviation has an estimated financial contribution by country of:



2.1. Romania

The total number of general aviation aircraft registered in Romania according to RCAA is distributed as follows:

- 28 balloons
- 72 gliders (17 private)
- 460 paragliders
- 260 ultralight motorized aircraft (ULM)
- 330 aircraft under 2 tones
- 118 GA aircraft heavier than 2 tones

In Romania there are officially registered:

- 1280 PPL (A) pilots; PPL (H): 63 pilots
- 950 ULM pilots
- 540 Paragliding pilots
- 34 Balloon pilots
- 240 Glider pilots (50 performers)

2.2. Slovakia

		2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Number of civil planes in the Register of SR	Total	792	776	756	738	730	714	692	688	674	661
	of which: Aircraft (9 000 kg and more)	16	22	25	18	18	16	12	10	11	12
	Helicopter (9 000 kg and more)	10	16	15	9	8	8	7	7	8	7
	Aircraft (under 9 000 kg)	365	354	342	333	332	327	318	317	312	312
	Helicopter (under 9 000 kg)	64	55	52	55	52	49	46	45	42	41
	ULL-A (ultralight)	6	6	5	8	8	8	8	10	11	10
	Motor-gliders	18	17	17	17	18	18	18	21	21	22
	Gliders	257	251	247	249	246	242	242	237	229	220
	Balloons	56	55	53	49	48	46	41	41	40	37
Number of performances of general aviation	Flights by motor planes	-	-	-	-	-	64 817	51 548	50 525	47 825	46 341
	Flights by helicopter	-	-	-	-	-	11 405	15 237	14 010	12 009	11 505
	Glider motor flights	-	-	-	-	-	1 327	1 192	1 163	1 449	3 301
	Flights by ULL-A	-	-	-	-	-	651	806	1 198	2 249	2 894
	Glider flights	-	-	-	-	-	13 330	10 999	11 203	11 356	13 622
	Free balloon flights	-	-	-	-	-	957	901	1 232	1 053	1 672

Table 1. General Aviation statistics in the 2011-2021 period. Source: datacube.statistics.sk

2.3. Hungary

Year	Fixed-wing Aeroplanes						Rotorcraft			Balloons and Airships	Gliders and Motor Gliders	Gyrocopters	UAS	Total Aircraft
	Annex I, Ultralights	Piston		Turbine			Single-Engine		Multi-Engine Turbine					
		Single-Engine	Multi-Engine	SE Turboprops	ME Turboprops	Business Jets	Piston	Turbine						
2018	35	531		119		111	99			76	402	19	0	1281
2019	32	528		131		122	98			69	380	20	0	1258
2020	54	539		142		135	100			75	387	22	0	1319
2021	69	507		160		158	97			97	387	23	0	1340

Table 2. Hungary - Number of Aircraft by Type (2018-2021). Source: Hungary Directorate of Civil Aviation and GAMA analysis

2.4. Ukraine

In 2017 were close to 2,000 private pilots in Ukraine—up from zero in the Soviet days, when private aviation was forbidden.

3. USEFUL INFORMATION

In order to have a complete image of general aviation concept in the area of interest the investors need to know all available aerodromes, aeroclubs and regulations in force.

3.1. Aerodromes

It is important to have an overview of all airfields in the area, not just the certified ones. So, in the following pages all airfields are presented together with all information available on each of them.

ROMANIA

Satu Mare International Airport – LRSM

ARP	*N47 42 12.00 E022 53 08.00*
FREQ	SATU MARE - TWR (119.655 MHz/118.800 MHz) SATU MARE - EMERG (121.500 MHz) SATU MARE - APP (118.800 MHz)
ELEVATION	414 ft (126.2 m)
TRAFFIC	IFR/VFR
SCHEDULE	Mon-Sat: W0500-1700; S0400-1600 Days of operation: Monday - Saturday
FUEL	Jet-A1, AvGas
RUNWAY	01/19
DIMENSIONS (m)	2500 x 45
SURFACE	Asphalt
STRENGTH	61/R/C/W/T
ADDRESS	Satu Mare, Sos. Satu Mare-Zalau, km. 9.5
CONTACT	Tel: +40-(0)261-768640; +40-(0)261-768846, Fax: +40-(0)261-768776
WEBSITE	www.aeroportulsatumare.ro

Mihăieni Airfield

ARP	*N47 33 04.76 E022 44 54.66*
FREQ	Satu Mare TWR 118.800 MHz
ELEVATION	433 ft (131.9 m)
TRAFFIC	VFR
SCHEDULE	NIL
FUEL	MoGas
RUNWAY	18/36
DIMENSIONS (m)	480 x 25
SURFACE	GRASS
STRENGTH	5700 kg
ADDRESS	-
CONTACT	Tel: 40 722 568 728; +40 726 158 706/ +40 769 005 477 supuran.mircea@draexlmaier.com
WEBSITE	-

Baia Mare – Maramureș International Airport – LRBM

ARP	*N47 39 30.00 E023 27 58.00*
FREQ	BAIA MARE - TWR (118.855 MHz/118.100 MHz)
ELEVATION	606 ft (184.7m)
TRAFFIC	IFR/VFR
SCHEDULE	Mon-Thu: W 0300-2200, S 0200-2100; FRI: W 0300-1500, S 0200-1400; SUN: W 1800-2200, S 1700-2100
FUEL	Jet-A1
RUNWAY	09/27
DIMENSIONS (m)	2150 x 45
SURFACE	Asphalt
STRENGTH	57/R/D/W/T
ADDRESS	str. Tautii Magherusi, nr.22, Baia Mare, Maramures
CONTACT	Tel: +40770431771 FAX: +40-(0)262 223 394 office@aimm.eu ; ground@aimm.eu
WEBSITE	www.aimm.eu

Baia Mare - Tăuții Măgheraș Airfield

ARP	*N47 39 35.00 E023 28 30.00*
FREQ	135.210 MHz
ELEVATION	615 ft (187.4 m)
TRAFFIC	VFR
SCHEDULE	M-F 0800-1600
FUEL	NIL
RUNWAY	09/27
DIMENSIONS (m)	500 x 30
SURFACE	GRASS
STRENGTH	5700 kg
ADDRESS	str. Aeroportului, nr.66, Baia Mare, Maramures
CONTACT	Tel: +40 726 678 535
WEBSITE	www.aeroclubulromaniei.ro

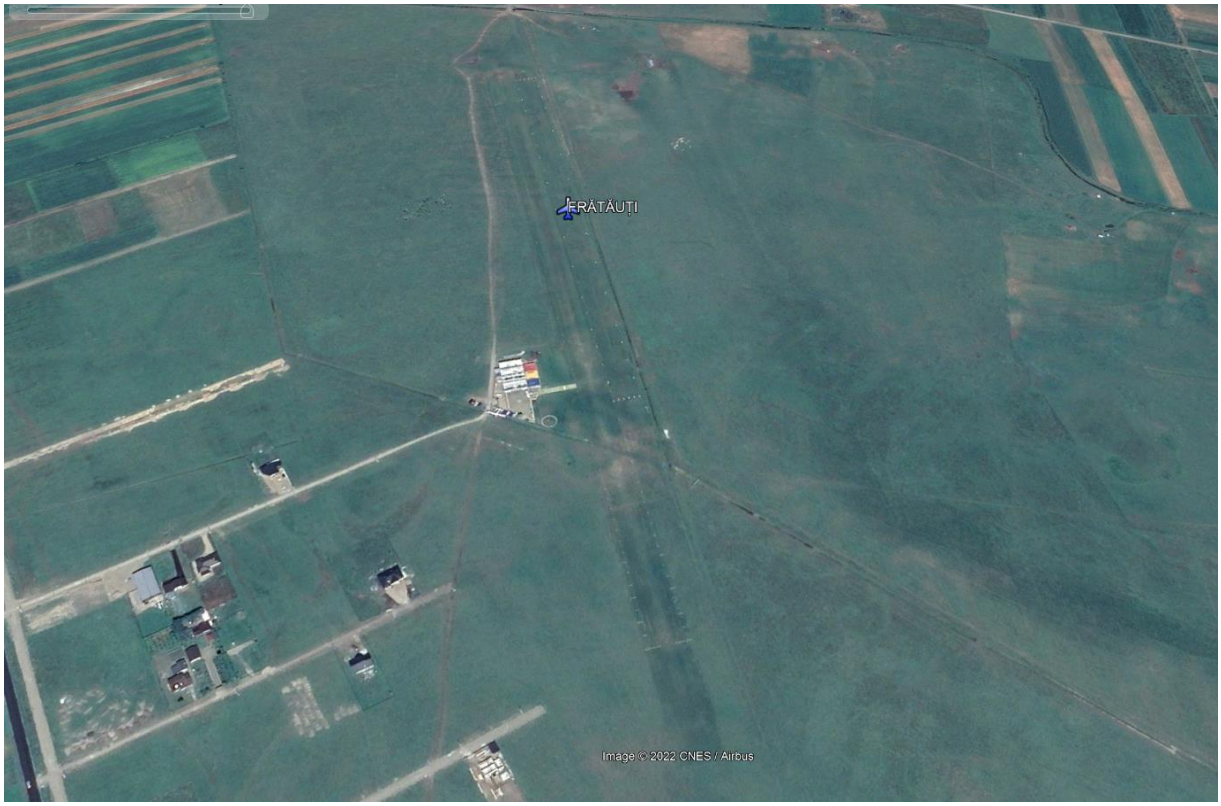
Copalnic Manastur Airfield

ARP	*N47 30 33.00 E023 41 22.90*
FREQ	123.450 MHz
ELEVATION	813.6 ft (248 m)
TRAFFIC	VFR
SCHEDULE	HX
FUEL	MoGas on request
RUNWAY	10/28
DIMENSIONS (m)	600 x 20
SURFACE	GRASS
STRENGTH	5700 kg
ADDRESS	Copalnic-Manastur, Maramures County
CONTACT	Tel: +40 746 472 159
WEBSITE	-

Floreni Airfield

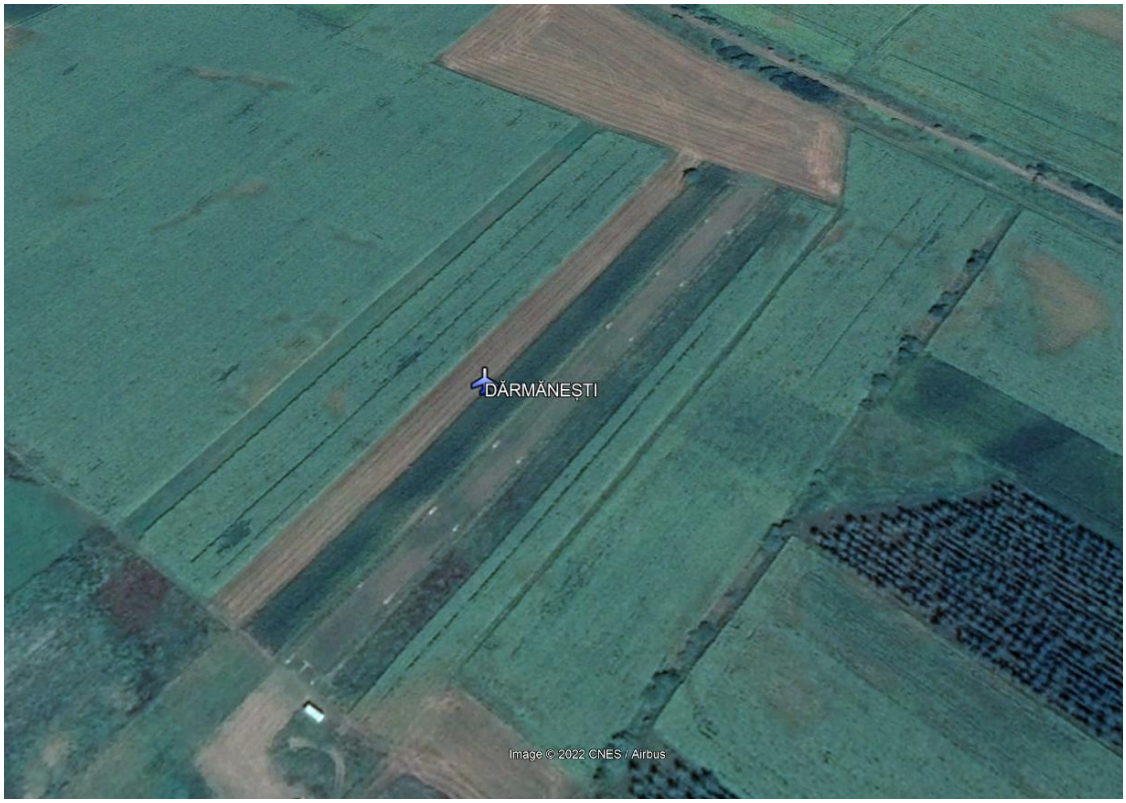
ARP	*N47 21 46.00 E025 12 43.00*
FREQ	123.450 MHz
ELEVATION	2903.5 ft (885 m)
TRAFFIC	VFR
SCHEDULE	HX
FUEL	MoGas
RUNWAY	10/28
DIMENSIONS (m)	550x35
SURFACE	CONCRETE
STRENGTH	5700 kg
ADDRESS	Str. Aeroportului, Be.1,cod 727192, Localitatea Dealu Floreni, Comuna Dorna Candrenilor, Suceava County
CONTACT	Tel: +40 740 580 793 / Fax: +40 230 575 109 office@aerodrom-floreni.ro
WEBSITE	www.aerodrom-floreni.ro

Frătăuți Airfield



ARP	*N47 53 14.53 E025 53 54.40*
FREQ	123.450 MHz
ELEVATION	1220 ft (371.9 m)
TRAFFIC	VFR
SCHEDULE	HX
FUEL	AvGas, MoGas
RUNWAY	16/34
DIMENSIONS (m)	1000x30
SURFACE	GRASS
STRENGTH	5700 kg
ADDRESS	-
CONTACT	Tel: +40 744 508 254 aerodromfratauti@gmail.com
WEBSITE	www.aerodromfratauti.ro

Dărmănești Airfield



ARP	*N47 43 19.00 E026 07 06.00*
FREQ	-
ELEVATION	975 ft (297.1 m)
TRAFFIC	VFR
SCHEDULE	-
FUEL	-
RUNWAY	04/22
DIMENSIONS (m)	280 x 15
SURFACE	GRASS
STRENGTH	-
ADDRESS	-
CONTACT	Tel: +40 740 505 571 catalincozubas@gmail.com
WEBSITE	www.aerodromfratauti.ro

"Ștefan cel Mare" Suceava International Airport - LRSV

ARP	*N47 41 11.00 E026 21 16.00*
FREQ	SUCEAVA - TWR (129.955 MHz/118.300 MHz) SUCEAVA - APP (118.300MHz) SUCEAVA - EMERG (121.500 MHZ)
ELEVATION	1375 ft (419.1 m)
TRAFFIC	IFR/VFR
SCHEDULE	H24
FUEL	Jet-A1, AvGas
RUNWAY	16/34
DIMENSIONS (m)	2460 x 45
SURFACE	ASPHALT
STRENGTH	110/F/C/W/T
ADDRESS	-
CONTACT	Tel.: +40 (0)230-529999; +40-(0)230-529962; +40-(0)230-529621 Fax: +40-(0)230-529999; +40-(0)230-529621 office@aeroportsuceava.ro
WEBSITE	www.aeroportsuceava.ro

SLOVAKIA

Svidnik Airport – LZSK

ARP	*N49 20 02.04 E21 34 13.08*
FREQ	Svidnik PREVADZKA (123.400 MHz)
ELEVATION	1161 ft (354 m)
TRAFFIC	VFR
SCHEDULE	HO otherwise O/R 24HR
FUEL	NIL
RUNWAY	01/19
DIMENSIONS (m)	1200 x 30
SURFACE	Asphalt
STRENGTH	-
ADDRESS	48, Nižná Jedľová 48, 089 01 Nižná Jedľová, Slovacia
CONTACT	Tel: +421 544 863 617, +421 918 887 696, +421 547 521 098
WEBSITE	-

Ražňany Airport – LZRY

ARP	*N49 04 42.00 E21 05 59.00*
FREQ	122.135 MHz
ELEVATION	ELEV 1053 ft (321 m)
TRAFFIC	VFR day
SCHEDULE	HO during AeroClub operations
FUEL	Natural 95 O/R, Avgas O/R
RUNWAY	16L/34R 16R/34L
DIMENSIONS (m)	1050 x 70 1050 x 30
SURFACE	GRASS
STRENGTH	5700 kg / 0.4 MPa
ADDRESS	2.2 km S Sabinov
CONTACT	Tel: +421 514 525 080
WEBSITE	www.aeroklub-sabinov.com

Presov Airport – LZPW

ARP	*N49 01 36.00 E21 18 18.00*
FREQ	135.500 MHz
ELEVATION	ELEV 1043 ft (318 m)
TRAFFIC	VFR day
SCHEDULE	HO
FUEL	Natural 95, Lubricants: Aeroshell 100, W100, M8ADX
RUNWAY	05/23
DIMENSIONS (m)	800 x 20 GRASS
SURFACE	GRASS
STRENGTH	5700 kg / 0.7 MPa
ADDRESS	6 km NE Presov
CONTACT	Tel: +421 960 527 119, +421 917 565 988
WEBSITE	www.aeroklubpresov.sk

Košice Airport – LZKZ

ARP	*N48 39 47.00 E21 14 28.00*
FREQ	**KOŠICE APPROACH/ KOŠICE RADAR** (129.350 MHz, Alternate 119.850 MHz, Emergency 121.500 MHz) **KOŠICE TOWER** (120.400 MHz, Alternate 118.900 MHz, Emergency 121.500 MHz) **KOŠICE ATIS** (133.730 MHz)
ELEVATION	755 ft (230 m)
TRAFFIC	IFR/VFR
SCHEDULE	H24
FUEL	Jet A1
RUNWAY	01/19
DIMENSIONS (m)	3100 x 45
SURFACE	Asphalt
STRENGTH	PCN 55/F/C/W/T
ADDRESS	Letisko Košice 041 75 KOŠICE IV
CONTACT	TEL: +421/55/683 21 12, TEL: +421/55/683 21 00 (OPC - H24), FAX: +421/55/622 10 93 (OPC - H24) e-mail: manboard@airportkosice.sk
WEBSITE	www.airportkosice.sk/en

Spisska Nova Ves Airport – LZSV

ARP	*N48 56 26.00 E20 32 01.00*
FREQ	123.500 MHz
ELEVATION	1624 ft (495 m)
TRAFFIC	VFR
SCHEDULE	During aeroclub operations
FUEL	Jet A1, AvGas 100L
RUNWAY	12L/30R 12R/30L
DIMENSIONS (m)	1362 x 40 1362 x 30
SURFACE	GRASS
STRENGTH	-
ADDRESS	2 km 225° Spisska Nova Ves
CONTACT	Tel: +421 534 412 373, +421903 563 265 www.techmont.sk
WEBSITE	-

Poprad Tatry Airport – LZTT

ARP	*N49 04 25.00 E20 14 28.00*
FREQ	121.350 MHz
ELEVATION	2356 ft (718 m)
TRAFFIC	IFR/VFR
SCHEDULE	MON-SUN 0615-1800 (0515-1700)
FUEL	Jet A1
RUNWAY	09/27 07L/25R 07R/25L
DIMENSIONS (m)	2600 x 45 CONCRETE 760 x 35 GRASS 760 x 45 GRASS
SURFACE	CONCRETE/GRASS
STRENGTH	PCN 33 R/A/X/T, 2000 kg / 0.4 MPa
ADDRESS	Na Letisko 100, 05801 Poprad, Slovak Republic
CONTACT	Tel: +421 527 769 875, +421 527 730 036.
WEBSITE	www.airport-poprad.sk

Bidovce Airfield

ARP	*N48 44 34.09 E21 26 53.97*
FREQ	Bidovce Airport 118.265 MHz
ELEVATION	984ft (300 m)
TRAFFIC	VFR
SCHEDULE	HO - year-round, according to weather conditions
FUEL	O/R: Natural 95, Natural 100, Avgas 100LL
RUNWAY	17/35 17/35
DIMENSIONS (m)	400 x 12 ASPHALT 475 x 25 GRASS
SURFACE	ASPHALT/GRASS
STRENGTH	-
ADDRESS	844 45 BIDOVCE
CONTACT	Tel: +421 905 348 340, +421 908 314 682, +421 907 441 032
WEBSITE	https://www.facebook.com/profile.php?id=299504124218095&paipv=0&eav=AfZyaG21s7CKpdaO7RXqd8oiwxzigL1vOZ4t_gyHtA06ZWYX1ZbiReh2mLtq2K6-KdM&_rdr

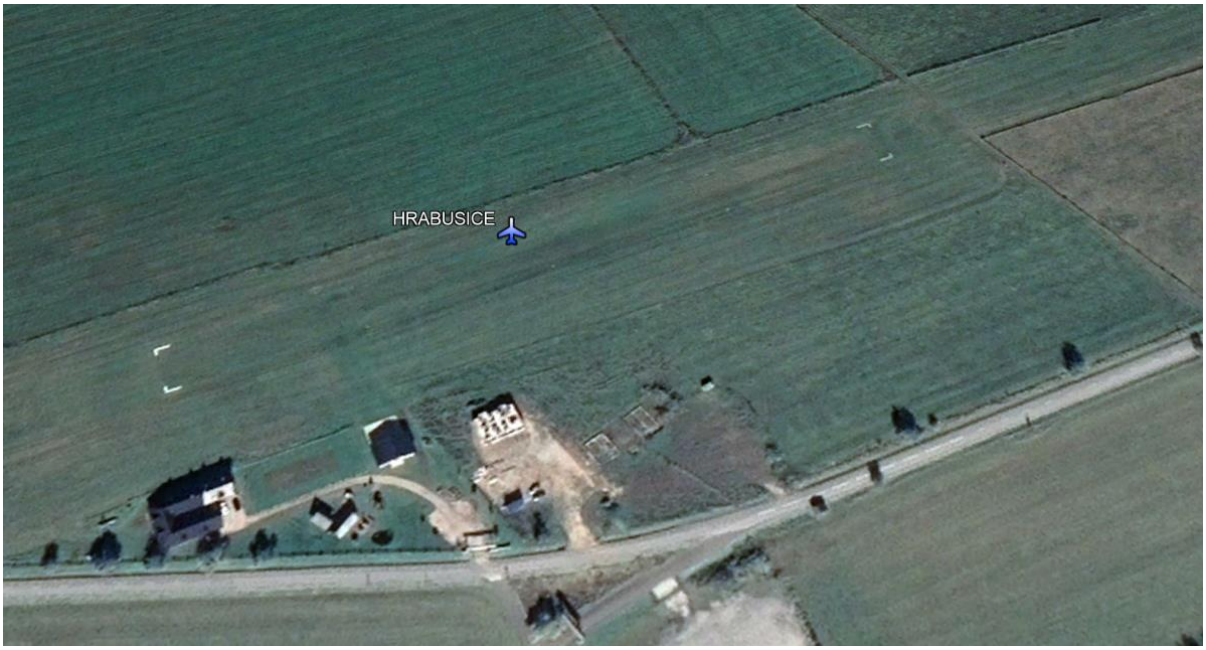
Kamenica Airport – LZKC

ARP	*N48 56 11.00 E21 59 39.00*
FREQ	122.605 MHz
ELEVATION	ELEV 571 ft (174 m)
TRAFFIC	VFR day
SCHEDULE	MON-FRI: O/R, SAT-SUN 09(08)-SS
FUEL	Avgas 100LL, BA95 Natural Lubribricants: AeroShell 100, W100
RUNWAY	07/25
DIMENSIONS (m)	870 x 30 GRASS
SURFACE	GRASS
STRENGTH	5700 kg / 0.35 MPa
ADDRESS	6 km E Hummene
CONTACT	Tel: +421 577 888 888, Email: aeroklubkamenica@gmail.com
WEBSITE	http://aeroklubkamenica.lietame.sk

Veľká Ida Airfield

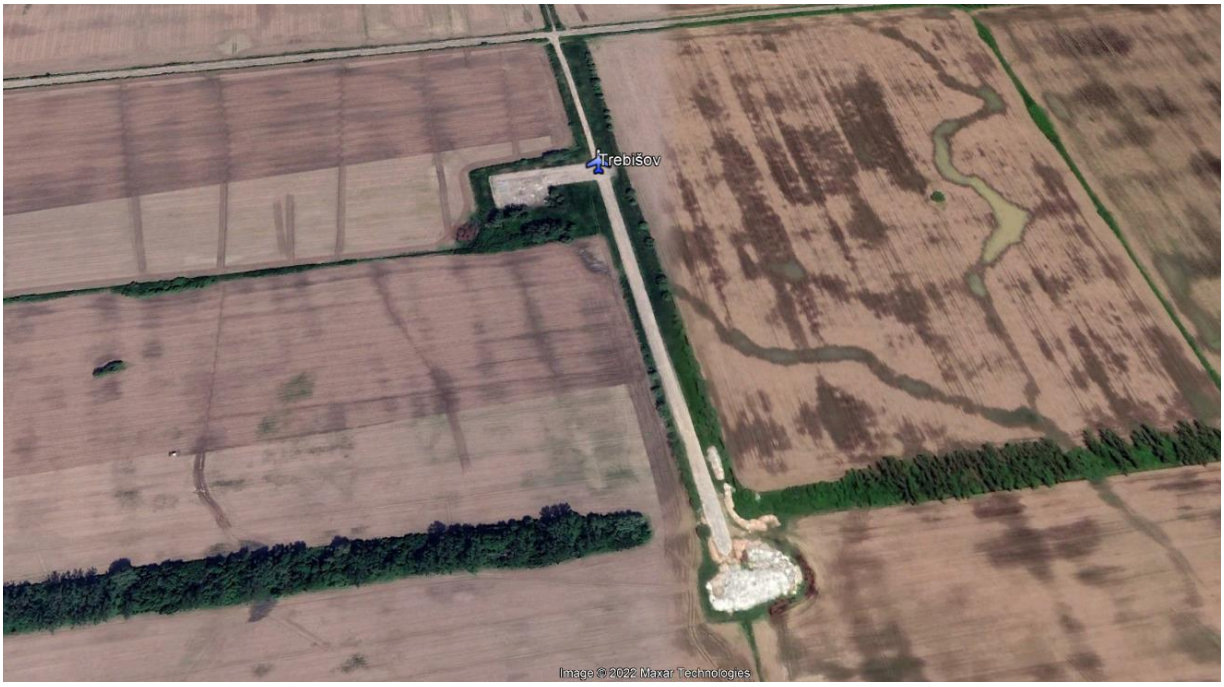
ARP	*N48 35 57.22 E21 09 35.59*
FREQ	120.400 MHz
ELEVATION	705 ft (215 m)
TRAFFIC	VFR day
SCHEDULE	NIL
FUEL	Fuels: BA98, Avgas100 O/R Lubricants: AeroShell 100W
RUNWAY	01/19
DIMENSIONS (m)	515 x 15 ASPHALT
SURFACE	ASPHALT
STRENGTH	5700 kg / 0.4 MPa
ADDRESS	15 km SSW GEO Kosice
CONTACT	Tel: +421 949 184 400, +421 905 973 036
WEBSITE	www.fb.com/aeroklubvelkaida/

Hrabusice Airfield



ARP	*N48 58 08.60 E20 23 11.40*
FREQ	NIL
ELEVATION	1831 ft (558 m)
TRAFFIC	VFR day
SCHEDULE	SR-SS
FUEL	Natural 95
RUNWAY	07/25
DIMENSIONS (m)	370 x 18 GRASS
SURFACE	GRASS
STRENGTH	NIL
ADDRESS	LABUDA-ASI s.r.o., Obchodná 52/30, 05315 Hrabušice, Slovak Republic, 2 km WSW Hrabušice
CONTACT	Tel: +421 905 357 764, Fax +421 534 490 101, Email: labuda.podlesok@gmail.com
WEBSITE	www.podlesok.com

Trebišov Airfield



ARP	*N48 38 12.809 E21 45 33.956*
FREQ	NIL
ELEVATION	
TRAFFIC	VFR
SCHEDULE	NIL
FUEL	NIL
RUNWAY	
DIMENSIONS (m)	
SURFACE	CONCRETE
STRENGTH	
ADDRESS	Trebišov, Košice Region
CONTACT	
WEBSITE	

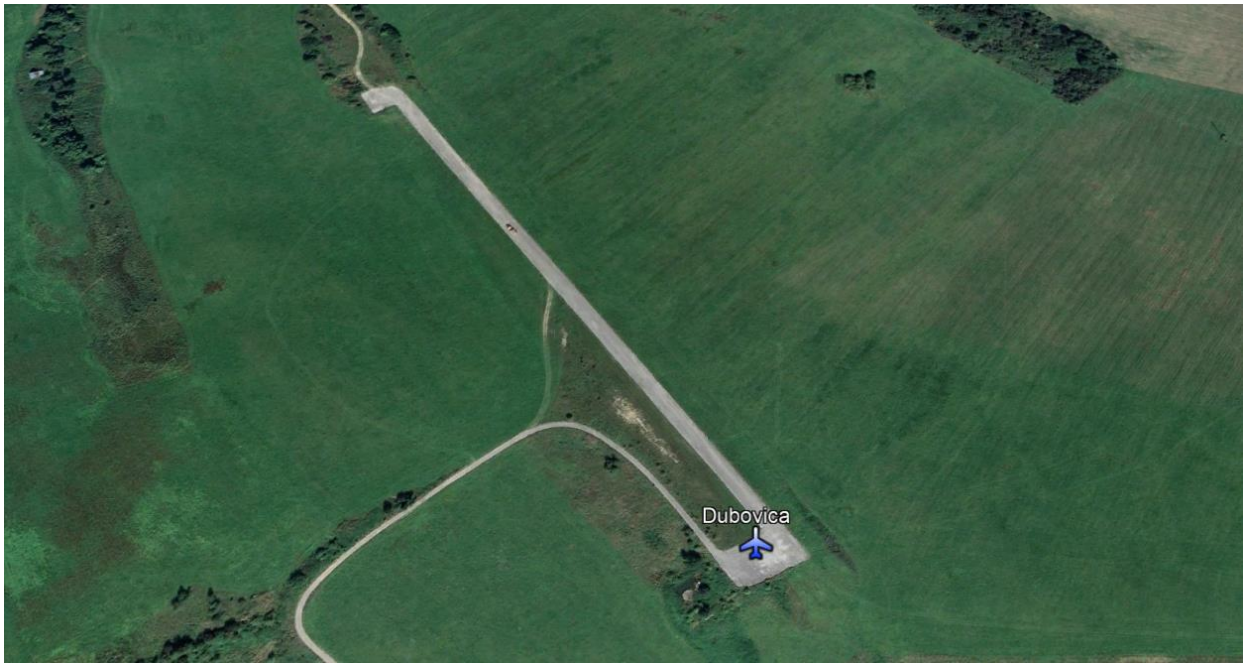
Pod hruškou Airfield

ARP	*N48 54 18.01 21 40 15.87*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	093 01 Vranov nad Topľou, Slovacia
CONTACT	
WEBSITE	

Letisko Mirkovce Airfield

ARP	*48 53 35.02N 21 19 05.43E*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	
CONTACT	
WEBSITE	

Dubovica Airfield



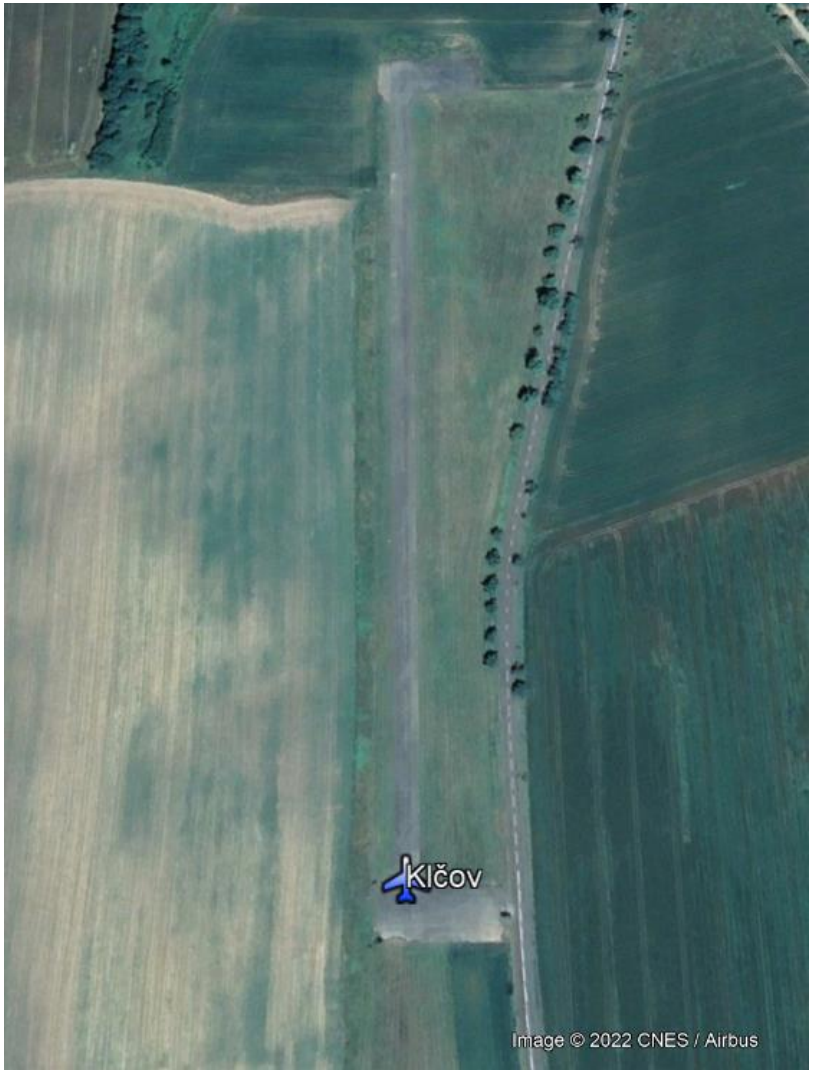
ARP	*N49 08 44.33 E20 56 50.94*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	093 01 Vranov nad Topľou, Slovacia
CONTACT	
WEBSITE	

Svržov Airfield

ARP	*N49 20 23.81 E21 08 52.91*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	093 01 Vranov nad Topľou, Slovacia
CONTACT	
WEBSITE	

Klčov Airfield

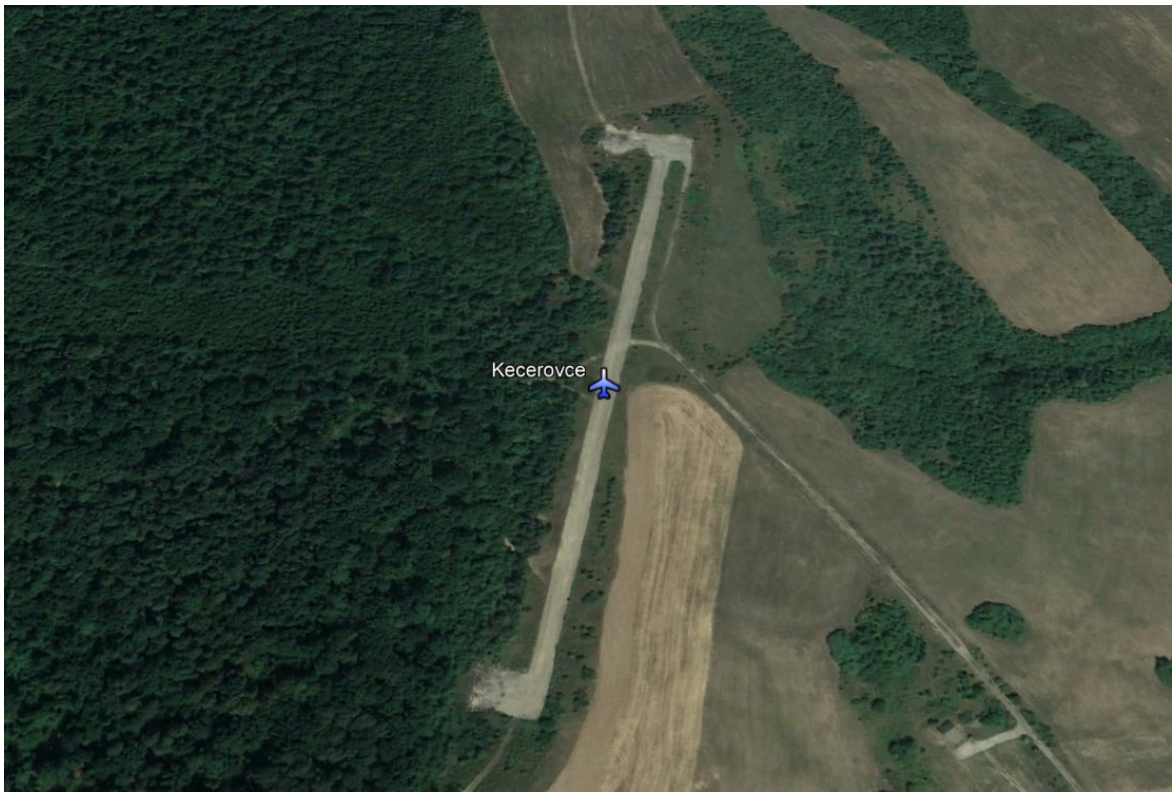
ARP	*N48 59 32.47 E20 39 53.29*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	
CONTACT	
WEBSITE	



Mlynica Airfield

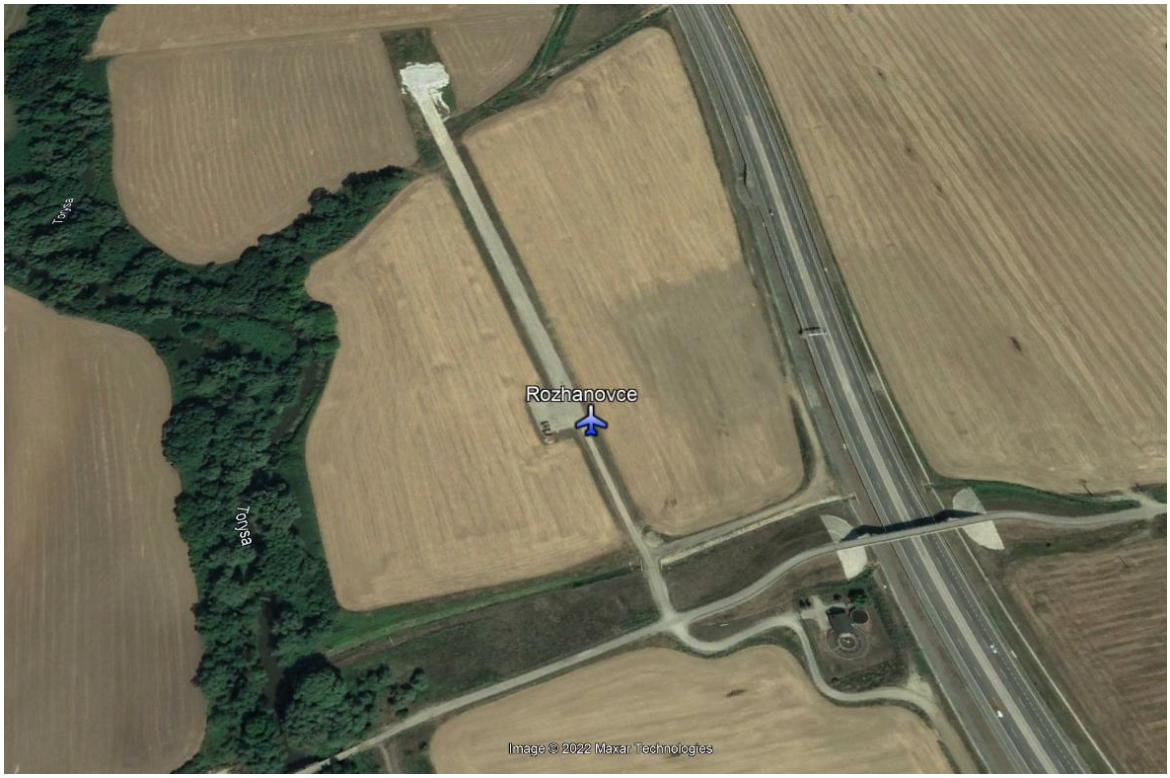
ARP	*N49 06 19.62 E20 18 43.34*
FREQ	ATIS: POPRAD TATRY ATIS 133,130(E) /AS TWR/CTR/
ELEVATION	ELEV 2280 ft (695 m)
TRAFFIC	VFR - day
SCHEDULE	SR-SS
FUEL	Natural 95, Avgas 100LL - O/R
RUNWAY	11R/29L, 11L//29R
DIMENSIONS (m)	11R/29L – 440 x 20 GRASS 11L//29R – 831 x 20 GRASS
SURFACE	GRASS
STRENGTH	2700 kg / 0.35 MPa
ADDRESS	059 91 Mlynica, Slovakia
CONTACT	Tel: +421 905 299 469 Email: lubik6969@gmail.com
WEBSITE	https://www.facebook.com/letiskomlynicaSK/ https://www.obecmlynica.sk/letisko-mlynica.html

Kecerovce Airfield



ARP	*N48 50 00.58 E21 24 15.71*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	044 47 Kecerovce
CONTACT	
WEBSITE	

Rozhanovce Airfield

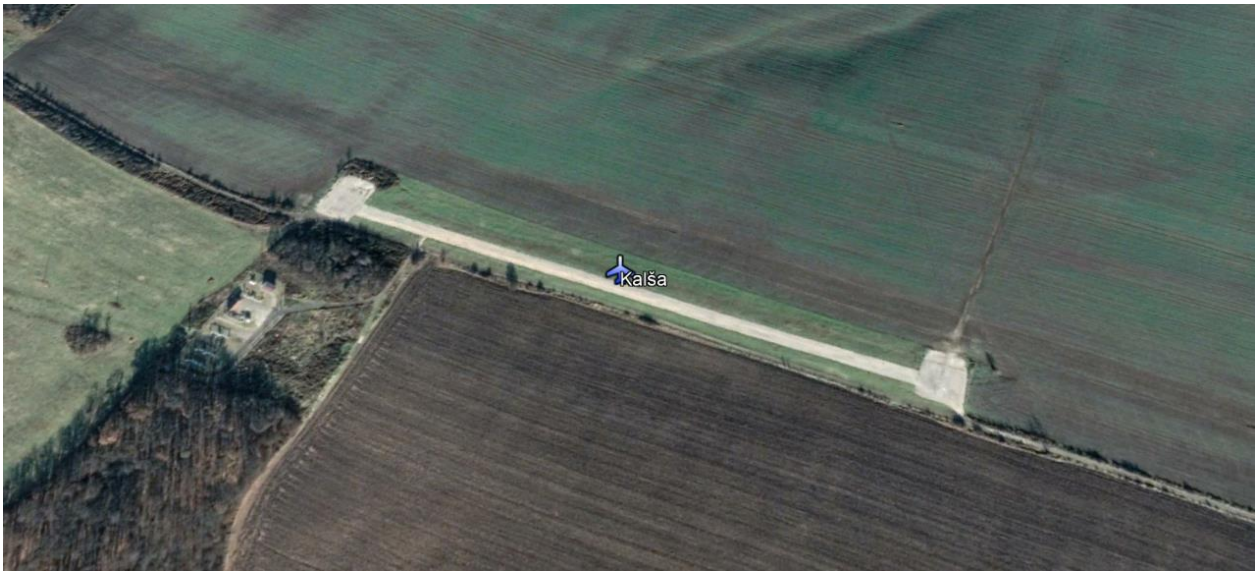


ARP	*N48 45 00.74 E21 19 45.60*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	Letisko, 044 42 Rozhanovce
CONTACT	
WEBSITE	www.rozhanovce.com https://www.facebook.com/profile.php?id=2237953196479384&paipv=0&eav=AfZKWU07-l3AK-2SCDTU2d-MblLSt90G0JgIaAYtB_eEYWy8XaaueNmE4ofgYkpFocw&_rdr

Myšľa Airfield

ARP	*N48 38 41.18 E21 22 30.76*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	044 15 Nižná Myšľa
CONTACT	
WEBSITE	www.rozhanovce.com https://www.facebook.com/profile.php?id=2237953196479384&paipv=0&eav=AfZKWU07-l3AK-2SCDTU2d-MblLSt90G0JgIaAYtB_eEYWy8XaaueNmE4ofgYkpFocw&_rdr

Kalša Airfield



ARP	*N48 37 28.81 E21 30 22.94*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	044 17 Slanec
CONTACT	
WEBSITE	

Hertník Airfield

ARP	*N49 12 40.20 E21 15 51.90*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	086 42 Hertník
CONTACT	
WEBSITE	

Volica Airfield

ARP	*N49 09 49.60 E21 54 46.50*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	067 01 Volica
CONTACT	
WEBSITE	

Udavské Airfield

ARP	*N48 58 43.40 E21 56 52.40*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	067 31 Udavské
CONTACT	
WEBSITE	

Vranov nad Topľou Airfield

ARP	*N48 52 06.80 E21 40 36.50*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	093 03 Vranov nad Topľou
CONTACT	
WEBSITE	

Šarišské Michaľany Airfield

ARP	*N49 04 32.50 E21 09 05.40*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	082 22 Šarišské Michaľany
CONTACT	
WEBSITE	

Kolonica Airfield

ARP	*N48 56 01.10 E22 16 33.10*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	Ladomirov, 067, 71
CONTACT	Tel: +421 905 550 669 E-mail: vstrzinek@gmail.com
WEBSITE	https://www.facebook.com/letiskokolonica/

Zborov Airfield

ARP	*N49 22 26.80 E21 17 33.30*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	086 33 Zborov
CONTACT	
WEBSITE	

Kamienka/Hniezdne Airfield

ARP	*N49 19 11.60 E20 38 06.10*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	065 32 Kamienka
CONTACT	
WEBSITE	

Veľká Lomnica Airfield

ARP	*N49 06 23.40 E20 20 38.50*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	Popradská 584, 059 52 Veľká Lomnica
CONTACT	Tel: +421 904 547 526
WEBSITE	www.letlomnica.sk

Kráľovský Chlmec Airfield

ARP	*N48 24 50.20 E22 00 10.80*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	077 01 Kráľovský Chlmec
CONTACT	
WEBSITE	

Streda nad Bodrogom Airfield

ARP	*N48 21 42.80 E21 44 47.20*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	076 31 Streda nad Bodrogom
CONTACT	
WEBSITE	

Jasenov Airfield

ARP	*N48 47 33.30 E22 10 46.60*
FREQ	CTR/TMA UKLU: UZHHOROD TWR 126.900 ENG/UKR/IATA
ELEVATION	ELEV 564 ft (172 m)
TRAFFIC	VFR day
SCHEDULE	HO
FUEL	Avgas 100LL; Mogas O/R LTD
RUNWAY	01/19
DIMENSIONS (m)	428 x 12 m ASPHALT
SURFACE	ASPHALT
STRENGTH	0.6 MPa
ADDRESS	072 42 Jasenov
CONTACT	Phone: +421 903 465 284, +421 905 903 703, +421 905 629 770, Email: gabriel@kanuch.sk
WEBSITE	-

Senne Airfield

ARP	*N48 39 34.90 E22 00 50.80*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	
CONTACT	
WEBSITE	

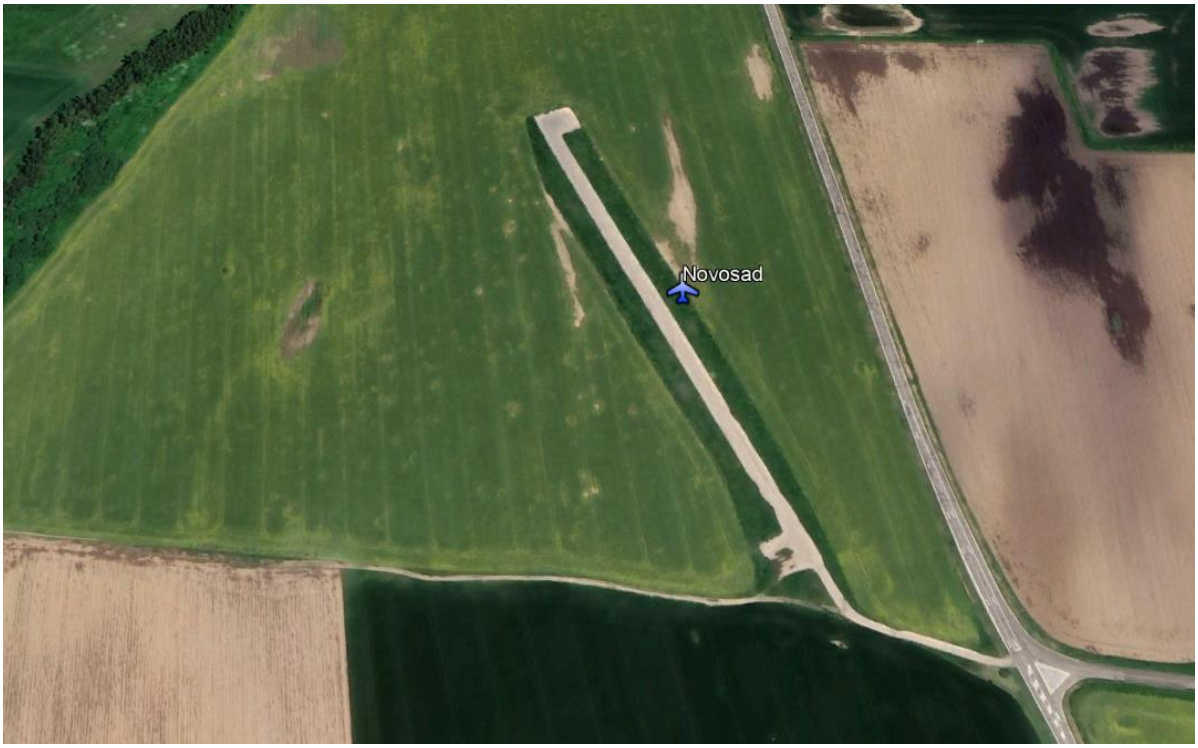
Hatalov Airfield

ARP	*N48 39 05.60 E21 52 24.90*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	072 16 Hatalov
CONTACT	
WEBSITE	

Kačanov Airfield

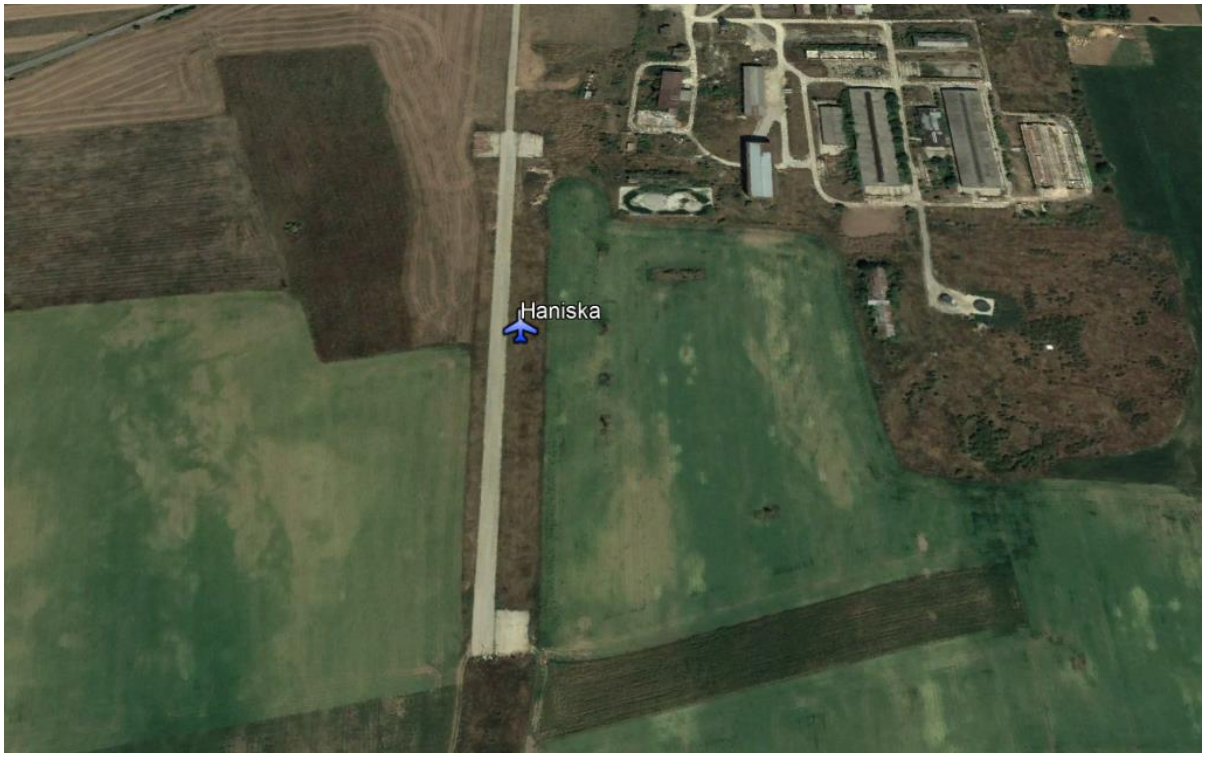
ARP	*N48 36 55.8 E21 50 06.70*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	072 05 Falkušovce
CONTACT	
WEBSITE	

Novosad Airfield



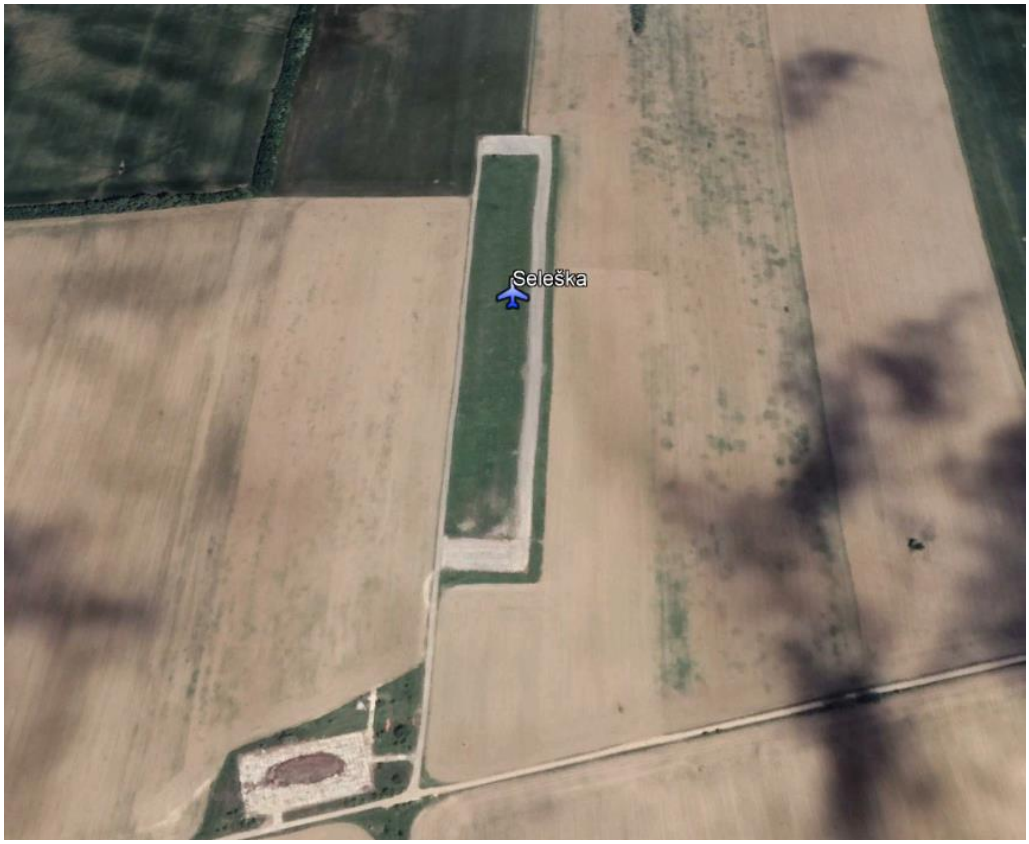
ARP	*N48 31 54.50 E21 43 45.50*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	076 02 Novosad
CONTACT	
WEBSITE	

Haniska Airfield



ARP	*N48 36 35.50 E21 14 55.30*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	044 57 Haniska
CONTACT	
WEBSITE	

Seleška Airfield

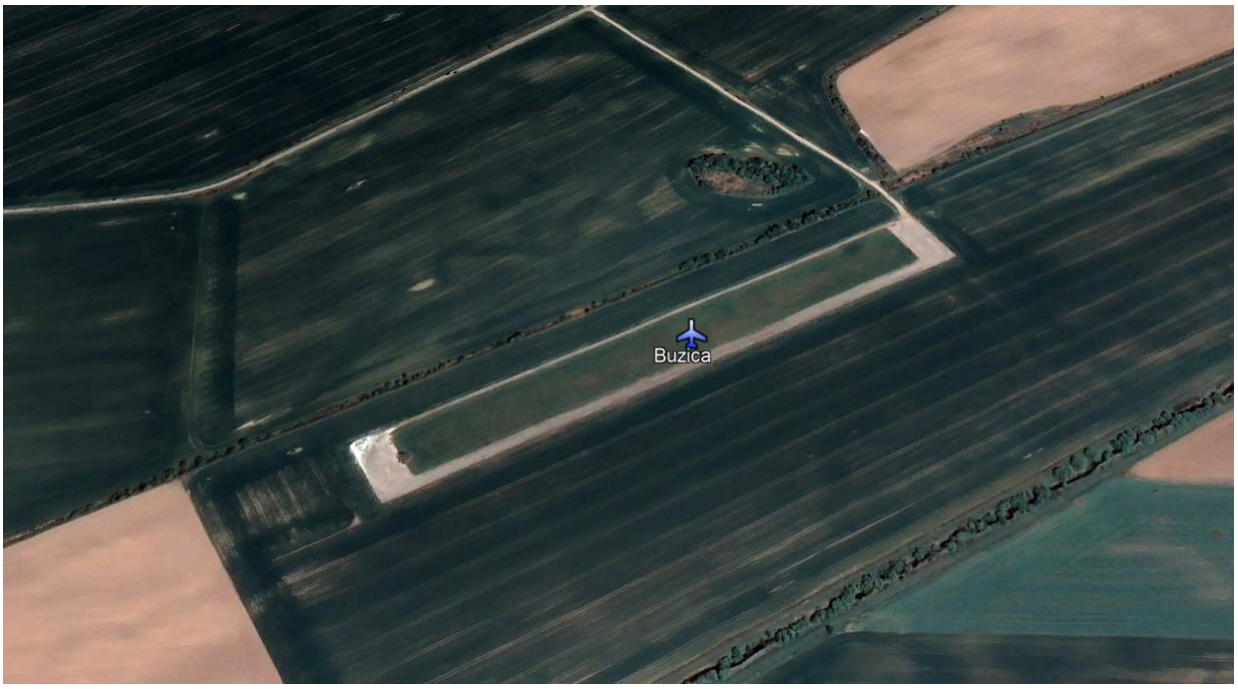


ARP	*N48 37 17.20 E21 04 58.20*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	044 71 Čečejovce
CONTACT	
WEBSITE	

Drienovec Airfield

ARP	*N48 36 28.30 E20 56 18.60*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	044 01 Drienovec
CONTACT	
WEBSITE	

Buzica Airfield



ARP	*N48 33 03.1 E21 05 35.50*
FREQ	NIL
ELEVATION	
TRAFFIC	
SCHEDULE	
FUEL	
RUNWAY	
DIMENSIONS (m)	
SURFACE	
STRENGTH	
ADDRESS	044 73 Buzica
CONTACT	
WEBSITE	

HUNGARY

Nyíregyháza Airfield

ARP	*N47 58 46 E21 41 32.00*
FREQ	119.41
ELEVATION	338 ft (103 m)
TRAFFIC	IFR/VFR
SCHEDULE	MON-FRI: 0630 - 1500 (0530-1400)
FUEL	AVGAS 100 LL and Jet A-1 Kerosene, As Administration, over 1000 litres on prior request
RUNWAY	18/36
DIMENSIONS (m)	1000 x 20
SURFACE	Asphalt
STRENGTH	20/F/C/W/U
ADDRESS	H-4400 Nyiregyhaza Repuloter ut 1.
CONTACT	Tel:(+36) 42-430-138, Fax:(+36) 42-430-138
WEBSITE	www.trenerkft.hu

Plangi Airport – LHBA

ARP	*N47 46 19.00 E21 48 54.00*
FREQ	NIL
ELEVATION	133 m
TRAFFIC	VFR
SCHEDULE	O/R
FUEL	95, 100LL
RUNWAY	18/36
DIMENSIONS (m)	600 x 60 m
SURFACE	GRASS
STRENGTH	5700 kg
ADDRESS	Balkány, Geszterédi út, 4233
CONTACT	Plangár János, Phone number: 0036304215925
WEBSITE	https://www.facebook.com/plangiairport/?ref=page_internal

UKRAINE

Uzhhorod International Airport – UKLU

ARP	*N48 38 03.50 E22 15 48.20*
FREQ	126.900 MHz
ELEVATION	383 ft (117 m)
TRAFFIC	IFR/VFR
SCHEDULE	MON - FRI
FUEL	Jet A1
RUNWAY	10/28
DIMENSIONS (m)	2038 x 40 ASPHALT
SURFACE	Asphalt
STRENGTH	29/F/D/X/T
ADDRESS	Sobranets'ka St, 145, Uzhhorod, Zakarpattia Oblast, Ucraina, 88000
CONTACT	+380 312 642 871
WEBSITE	

3.2. Aeroclubs

ROMANIA

Romanian Aeroclub - Satu Mare	Bulevardul Lucian Blaga FN, Satu Mare https://www.facebook.com/aeroclubsatumare/ TEL: +40726 678 453, satumare@aeroclubulromaniei.ro
Romanian Aeroclub - Baia Mare	Baia Mare 437345 http://aeroclubulromaniei.ro/ TEL: +40213123619
Romanian Aeroclub Grigore Bastan – Suceava	DC62, Salcea 727475 http://www.aeroclubulromaniei.ro/ TEL: +40726678328

SLOVAKIA

Aeroklub Poprad	Address: Letisko Poprad-Tatry Na letisko 100 Poprad, 058 01, Slovakia Phone number: +421 52/772 26 34
Aeroklub SABINOV	Address: 082 61 Ražňany, Slovakia
Aeroklub	Address: Letecká 37, 052 01 Spišská Nová Ves-Tarča, Slovakia Phone number: +421 53/441 23 73
Košice Aeroklub	No information

HUNGARY

Nyíregyházi Légi- És Vizisport Klub	Address: 4400, Nyíregyháza, Repülőtér út 1, Name of the administrator: Hársfalvi Péter Email: harspet@gmail.com Website: no website Social media links: no social media links Events: no events Types of aircrafts: Ultralight aircraft/Gliders/Motorized hang glider Phone number: 0036309389932 Sub-companies: *Albatrosz Vitorlázórepülő Egyesület* Address: 4400, Nyíregyháza, Repülőtér út 1, Name of the administrator: Soltész Miklós

	Email: info@albatrosz-ve.hu Website: http://www.albatrosz-ve.hu/ Social media links: https://www.facebook.com/albatrosz.ve/ Events: Rally Kupa – Race for Gliders (average speed) and Types of aircrafts: 1 tractor aircraft (Piper Pa-18) and 7 gliders Phone number: 0036309961242
	Nyírségi Ejtőernyős klub Address: 4400, Nyíregyháza, Repülőtér út 1, Name of the administrator: Jánkfalvi Csaba Email: nyirsegeje@gmail.com Website: https://nyiregyhazadropzone.hu/ Social media links: https://www.facebook.com/ejtoernyozes.tandemugras/ Events: Dropzones on weekends, if they request it Types of aircrafts: 1x An-2 – they use this for skydiving only Phone number: 0036306605751
Plangi Airport Aeroclub	Address: Balkány, Geszterédi út, 4233 Name of the administrator: Plangár János Email: - Website: No website Social media links: Facebook: https://www.facebook.com/plangiairport/?ref=page_internal Events: Several sporting events, all can be found on their Types of aircrafts: Bulldog, Kora, Falke, Nyírség II, Moby Dick, gliders Phone number: 0036304215925

UKRAINE

3.3. Regulation for VFR Flights

ROMANIA

AIP Romania – ENR 1.2 VISUAL FLIGHT RULES

1. General

The State boundaries of Romania may be crossed over the significant points designated for this purpose. The designated points are listed in part ENR 3 and are shown on ENR 6-2.

2. Applicable rules

2.1 VMC visibility and distance from cloud minima (SERA.5001) - VMC visibility and distance from cloud minima are contained in Table S5-1.

Table S5-1 (*)

Altitude band	Airspace class	Flight visibility	Distance from cloud
At and above 3 050 m (10 000 ft) AMSL	A (**) B C D E F G	8 km	1 500 m horizontally 300 m (1 000 ft) vertically
Below 3 050 m (10 000 ft) AMSL and above 900 m (3 000 ft) AMSL, or above 300 m (1 000 ft) above terrain, whichever is the higher	A (**) B C D E F G	5 km	1 500 m horizontally 300 m (1 000 ft) vertically
At and below 900 m (3 000 ft) AMSL, or 300 m (1 000 ft) above terrain, whichever is the higher	A (**) B C D E	5 km	1 500 m horizontally 300 m (1 000 ft) vertically
	F G	5 km (***)	Clear of cloud and with the surface in sight

(*) When the height of the transition altitude is lower than 3 050 m (10 000 ft) AMSL, FL 100 shall be used in lieu of 10 000 ft.

(**) The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.

(***) When so prescribed by the competent authority:

(a) flight visibilities reduced to not less than 1 500 m may be permitted for flights operating:

(1) 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

(2) 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 work at low levels;

(b) 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.

Table 3. VMC visibility and distance from cloud minima.

2.2 VFR flights operated during daylight hours shall be planned and commenced as adequately in time as to encounter at the aerodrome of destination a daylight intensity still sufficient for a safe landing. Daytime means hours between the beginning of morning civil twilight and the end of evening civil twilight, as specified in GEN 2.7 SUNRISE / SUNSET TABLES.

2.3 Altimeter setting - No differences from basic ICAO rules exist.

2.4 Visual flight rules – General (SERA.5005)

(a) Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table S5-1.

(b) Except when a special VFR clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima:

(1) the ceiling is less than 450 m (1 500 ft); or

(2) the ground visibility is less than 5 km.

(c) When so prescribed by the Romanian CAA, VFR flights at night may be permitted under the following conditions:

(1) if leaving the vicinity of an aerodrome, a flight plan shall be submitted in accordance with ENR 1.10 SERA.4001(b)(6);

(2) flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available.

(3) the VMC visibility and distance from cloud minima as specified in Table S5-1 shall apply except that:

(i) the ceiling shall not be less than 450 m (1 500 ft);

(ii) the reduced flight visibility provisions specified in Table S5-1(a) and (b) shall not apply.

(iii) in airspace classes B, C, D, E, F and G, at and below 900 m (3 000 ft) AMSL or 300 m (1 000 ft) above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface; and (iv) for mountainous area, higher VMC visibility and distance from cloud minima may be prescribed by the Romanian CAA.

(4) except when necessary for take-off or landing, or except when specifically authorised by Romanian CAA, a VFR flight at night shall be flown at a level which is not below the

minimum flight altitude established by the State whose territory is overflown, or, where no such minimum flight altitude has been established:

(i) over high terrain or in mountainous areas, at a level which is at least 600 m (2 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft.

(ii) elsewhere than as specified in i), at a level which is at least 300 m (1 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft.

(d) VFR flights shall not be operated:

(1) at transonic and supersonic speeds unless authorised by the Romanian CAA;

(2) above FL 195. Exceptions to this requirement are the following:

(i) an airspace reservation has been established, where practical, by the Member States, in which VFR flights may be allowed; or

(ii) airspace up to and including flight level 285, when VFR traffic in that airspace has been authorised by the responsible ATS unit in accordance with the authorisation procedures established by the Member States and published in the relevant aeronautical information publication.

(e) Authorisation for VFR flights to operate above FL 285 shall not be granted where a vertical separation minimum of 300 m (1 000 ft) is applied above FL 290.

(f) Except when necessary for take-off or landing, or except by permission from the Romanian CAA, a VFR flight shall not be flown:

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

(2) elsewhere than as specified in (1), at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.

(g) Except where otherwise indicated in air traffic control clearances or specified by the Romanian CAA, VFR flights in level cruising flight when operated above 900 m (3 000 ft) from the ground or water, or a higher datum as specified by the Romanian CAA, shall be conducted at a cruising level appropriate to the track as specified in the table of cruising levels in ENR 1.7.

(h) VFR flights shall comply with the provisions of SERA Section 8:

(1) when operated within Classes B, C and D airspace;

(2) when forming part of aerodrome traffic at controlled aerodromes; or

(3) when operated as special VFR flights.

(i) A VFR flight operating within or into areas or along routes designated by the Romanian CAA, in accordance with SERA.4001(b)(3) or (4), shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and report its position as necessary to, the air traffic services unit providing flight information service.

(j) An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall:

(1) if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan; or

(2) as required by SERA.4001(b), submit a flight plan to the appropriate air traffic services unit as soon as practicable and obtain a clearance prior to proceeding IFR when in controlled airspace.

2.5 Special VFR in control zones (SERA.5010) - Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the Romanian CAA for helicopters in special cases such as, but not limited to, police, medical, search and rescue operations and fire-fighting flights, the following additional conditions shall be applied:

(a) such special VFR flights may be conducted during day only, unless otherwise permitted by the Romanian CAA;

(b) by the pilot:

(1) clear of cloud and with the surface in sight;

(2) the flight visibility is not less than 1 500 m or, for helicopters, not less than 800 m;

(3) fly at a speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and

(c) an air traffic control unit shall not issue a special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima:

(1) the ground visibility is less than 1 500 m or, for helicopters, less than 800 m;

(2) the ceiling is less than 180 m (600 ft).

3. Communication requirements

3.1 Requirements for VFR flights related to VHF 8.33 kHz channel spacing radio equipage are stated in GEN 1.5.

Business and General Aviation Association of Romania

1. Do I need to file a flight plan?

Any flight VFR or IFR requires a flight plan in Romania because most of Romania is under Controlled Airspace. Exception to this rule are only UL aircrafts flying under Romanian Aeroclub. All other aircrafts in General Aviation must submit a flight plan. Even if you have already landed in Romania, for your next leg you have to fill a flight plan. You can do so through our partner www.rocketroute.com or through Romanian Flight Authority Romatsa, who accepts free registration http://flightplan.romatsa.ro/.

If you departure from a field where you do not have internet access you can either send a fax or announce ARO Briefing as described below in Romanian AIP.

Flight plan submission

A flight plan shall be submitted prior to operating:

a) any flight or portion thereof to be provided with air traffic control service;

b) any flight across international borders.

To facilitate the provision of flight information, alerting and search and rescue services, it is recommended to submit a flight plan prior to operating any flight within class G airspace.

Except for repetitive flight plans, a flight plan shall be submitted at least 60 minutes prior to departure.

For any flight which can be affected by ATFM measures, the flight plan shall be submitted at least 3 hours before the estimated off-block time (EOBT).

For flights operated under the IFR or/and VFR, flight plans shall not be submitted more than 120 hours before the estimated off-block time of a flight.

For any IFR flight or IFR part of a VFR/IFR flight arriving, overflying, or departing IFPZ, a flight plan shall be submitted, directly or through the responsible ARO/Briefing serving the departure aerodrome, to IFPS.

Departure aerodrome	Responsible ARO/Briefing	Telephone	Fax
LRAR, LRTR	ARO/Briefing Timişoara	+40 (0) 256 494 034	+40 (0) 256 494 034
LRBC, LRBM, LROP, LRBS, LRCL, LRCV, LRIA, LROD, LRSM, LRSB, LRSV, LRTM	ARO/Briefing Bucureşti Otopeni	+40 (0) 212 032 122 +40 (0) 212 032 127 +40 (0) 213 114 315 +40 (0) 213 114 316	+40 (0) 212 032 127 +40 (0) 213 114 315
LRCK, LRTC	ARO/Briefing Constanţa	+40 (0) 241 742 158	+40 (0) 241 742 158

For any part of a flight that is carried out within IFPZ, the flight plan must be submitted in accordance with the provisions contained the above specified documents, preferably using the IFPS readdressing function.

2. What frequency should I be calling once I cross the boundary?

All around Romania you should be in contact with Flight Information Services Romania for VRF flight on frequency 129.40 While flying VFR at low altitude, you may lose contact with FIS station. In that case, continue to fly according to your flight plan, on VFR, and wait for a contact later on. It is advisable if you are nearby any airport facility or Approach (TMA) area to contact them too. The military monitor all Romanian air traffic , and although is not mandatory you can reach them on frequency 130.00 to check if they have any activity in your area, (Rubin Control, Topaz Control, Onix Control depends on where you're flying, but they all share the same freq.)

3. Where can I land in Romania?

If you are coming from abroad, you can only land in International Airports where you can find Custom controls and in Tuzla Airfield (LRTZ).

After the initial landing into Romania (Entry Point) you can fly anywhere in Romania as a local flight, and you don't need Custom Control. The Departure flight outside Romania has to start, again from an international Airport.

4. Can I fly VFR at night in Romania?

Yes, you can. If your license permits it.

5. Do i need a flight permission to fly in Romania?

No. Flight permission were requested for General Aviation before 2010.

6. Where do i find fuel in Romania?

AVGAS or 100 LL is available at:

- LRBS - Bucharest Baneasa Airport

- LRTZ - Tulcea Airport
- LRBM - Baia Mare Airport - staring June 2012

JET-FUEL is available at: all International Airports

HUNGARY

AIP HungaroControl – 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:

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

Table 4. Conditions of visibility and distance from clouds

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 sector of Budapest ATS Centre and shall report the following flight plan data:

a. aircraft identification;
b. aircraft type;
c. VFR;
d. destination;
e. ETO FIR boundary;
f. cruising level/altitude.

If radio contact as required above, cannot be established, the ATS unit in charge of the area from which the aircraft is to enter the Budapest FIR shall be requested to relay the prescribed data to Budapest ATS Centre and obtain entry clearance.

Without previous entry clearance a VFR flight shall not enter the Budapest FIR.

An exception to this is if the aircraft has experienced communication failure but had already reported the required FPL data to the ATS unit providing FIS in the area from which the aircraft is to enter the Budapest FIR.

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.

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.

SLOVAKIA

AIP Slovakia – ENR 1.2 VISUAL FLIGHT RULES

1.2.1 Conditions and procedures of VFR flight operations

1.2.1.1 Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions specified in the table below.

Note: Conducting of special VFR flights see para. ENR 1.2.2.

Altitude	***Airspace class***	***Flight visibility***	***Distance from clouds***
At and above 10 000 ft (3 050 m) AMSL.	C, D, G	8 km	1 500 m horizontally 1 000 ft (300 m) vertically
Below 10 000 ft (3 050 m) AMSL and above 3 000 ft (900 m) AMSL or above 1 000 ft (300 m) above terrain, whichever is the higher.	C, D, G	5 km	1 500 m horizontally 1 000 ft (300 m) vertically
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[1)]	Clear of cloud and with the surface in sight.

Table 5. Conditions of visibility and distance from clouds

[1)] In accordance with provisions of SERA.5005 a) Transport Authority authorise to operate helicopters of AIR-TRANSPORT EUROPE, spol. s r.o. and Air Department of the Ministry of Interior of the Slovak Republic when committing special operations in uncontrolled airspace, flight visibility is not less than 800 m and helicopter is manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

1.2.1.2 Except when operating as a special VFR flight, VFR flights within CTR shall not take-off or land at an aerodrome, or enter the aerodrome traffic circuit when the reported meteorological conditions at the aerodrome are below the following minima:

a. the ceiling is less than 1 500 ft (450 m) or

b. the ground visibility is less than 5 km.

1.2.1.3 VFR flights shall not be operated:

a. above FL 195,

b. at transonic and supersonic speeds.

1.2.1.4 Cruising levels

Except for flights of sailplanes and hot air balloons and except where otherwise indicated in ATC clearances, VFR flights in level cruising flight above 900 m (3 000 ft) AGL shall be conducted at a level appropriate to the track as specified in the table of cruising levels, see para. ENR 1.7.4.

1.2.1.5 Minimum heights

Except for take-off or landing, a VFR flight shall not be conducted:

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

b. elsewhere than as specified in a), at a height less than 500 ft (150 m) above the ground or water or 500 ft (150 m) above the highest obstacle within the radius of 500 ft (150 m) from the aircraft.

1.2.1.6 Pilots of VFR flights shall comply with the provisions of Section 8 of Commission Implementing Regulation (EU) No 923/2012, when:

a. operated within Classes C and D airspace,

b. forming part of aerodrome traffic at controlled aerodromes or

c. operated as special VFR flights.

Note: Subsection ENR 1.1, ENR 1.2 and ENR 1.10 set down basic provisions of Section 8 of Commission Implementing Regulation (EU) No 923/2012.

1.2.1.7 All VFR flights to/from uncontrolled airspace entering to/from CTR of an aerodrome have to be carried out only via established entry/exit points unless competent ATS unit authorizes otherwise.

1.2.1.8 Weather deterioration below the VMC

When it becomes evident that flight in VMC in accordance with its current flight plan will not be practicable, a pilot of a VFR flight operated as a controlled flight shall:

a. request an amended clearance enabling the aircraft to continue in VMC to destination or to an alternative aerodrome or to leave the airspace within which an ATC clearance is required or

b. if no clearance in accordance with a) can be obtained, continue to operate in VMC and notify the appropriate ATC unit of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome or

c. if operated within a control zone, request authorization to operate as a special VFR flight or

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

1.2.1.9 Change from VFR flight to IFR flight

Except for flight for which flight plan with designated flight rules change in item 8 FPL has been submitted, pilot-in-command who wishes to change flight rules from VFR to IFR shall:

a. if a flight plan has been submitted, indicate the necessary changes to the current flight plan to be effected or

b. file a flight plan to the appropriate ATS unit and obtain a clearance before change to IFR flight within controlled airspace.

1.2.2 Conducting of special VFR flights (SVFR)

1.2.2.1 SVFR flights may be authorized to operate within CTR, subject to an ATC clearance. The following additional conditions shall be applied:

a. during day only,

b. by the pilot:

1. clear of cloud and with the surface in sight,

2. the flight visibility is not less than 1 500 m or for helicopters not less than 800 m,

3. at a speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision.

Note: When flight visibility is lower than 1 500 m, helicopter pilots are recommended to fly at speed of 140 kt IAS or less, which is considered to be safe at most.

Examples of recommended speeds regarding actual flight visibility:

Visibility (m)	Recommended IAS (kt)
8 00	50
1 500	100
2 000	120

c. an ATC unit will not issue a SVFR clearance to take-off or land at an aerodrome within control zone, including entering the aerodrome traffic circuit when the reported meteorological conditions at the aerodrome are below the following minima:

1. the ground visibility is less than 1 500 m or for helicopters less than 800 m,

2. the ceiling is less than 600 ft (180 m).

Note 1: An ATC unit has the authority not to issue SVFR clearance, due to operational reasons.

Note 2: In accordance with provisions of SERA.5010 Transport Authority adjusted for helicopters of AIR-TRANSPORT EUROPE, spol. s r.o. and Air Department of the Ministry of Interior of the Slovak Republic when committing special operations, additional conditions according to para. ENR 1.2.2.1 as follows:

SVFR flights may be authorized to operate within CTR subject to an ATC clearance during day or night:

- *flight visibility according to para. ENR 1.2.2.1 b) (2) is not less than 800 m during day, 3 000 m during night;*
- *the ground visibility according to para ENR 1.2.2.1 c) (1) is less than 800 m during day, 3 000 m during night;*
- *the ceiling according to para. ENR 1.2.2.1 c) (2) is less than 300 ft (100 m) during day, 1 200 ft (360 m) during night.*

1.2.2.2 When conditions for VFR flight are not met and a pilot is not asking for clearance to perform SVFR flight the ATC unit notifies pilot and asks the pilot to advise intentions.

The recommended phrase:

"(the call sign), CEILING ..... FEET, GROUND VISIBILITY ..... METRES, UNABLE TO APPROVE AS VFR FLIGHT, ADVISE YOUR INTENTIONS".

1.2.2.3 If the pilot has not asked to conduct SVFR flight or SVFR flight is unauthorized, then conditions outlined in para. ENR 1.2.1.8 Weather deterioration below the VMC shall be followed.

1.2.2.3.1 If the pilot is for any reason unable to proceed according to para. ENR 1.2.1.8, then in case of departure an ATC unit will not issue departure clearance and in case of arrival an ATC unit will not issue CTR entry clearance.

1.2.2.4 An ATC unit flight clearance for SVFR flight does not release the pilot-in-command from obligation to keep the minimum heights according to para. ENR 1.2.1.5.

1.2.2.5 SVFR flights shall not be surveillance system vectored unless special circumstances dictate otherwise (e.g. emergencies).

1.2.2.6 Pilot-in-command is obliged to:

a. adhere to meteorological conditions which shall not be below the conditions which are prescribed for SVFR flights,

b. inform immediately an ATC unit when meteorological conditions deteriorate below prescribed values for SVFR flight.

1.2.2.7 Meteorological conditions deterioration below prescribed values for SVFR flights

1.2.2.7.1 In case when meteorological conditions deteriorate below prescribed values for SVFR flight, an ATC unit will not issue departure clearance in case of departure and an ATC unit will not issue CTR entry clearance in case of arrival.

1.2.2.7.2 When flight is conducted within CTR and meteorological conditions deteriorate below prescribed values for SVFR flight, an ATC unit is obliged to develop maximum effort to help such a flight and to treat such a flight as being in emergency.

1.2.2.8 Action for SVFR in the event of air-ground communication failure

1.2.2.8.1 When a clearance for conducting of SVFR flight has been issued by an ATC unit for pilot entering CTR and subsequently the two-way communication failure happens the pilot is obliged:

a. not to enter CTR or to leave CTR,

b. to set transponder to code 7600,

c. to inform an ATC unit about position and intentions by transmitting blind,

d. to land at the nearest suitable aerodrome and report it by the most expeditious means to the appropriate ATS unit.

Note: If the procedure in para. ENR 1.2.2.8.1 d) is not applied the relevant state of emergency will be initiated.

1.2.2.8.2 When a clearance to enter the aerodrome traffic circuit of SVFR flight has been issued by an ATC unit and subsequently the two-way communication failure happens the pilot is obliged to proceed in accordance with the issued flight clearance for approach to land and:

a. set transponder to code 7600,

b. to inform an ATC unit about position and intentions by transmitting blind.

Note: If possible during the approach the TWR gives an instruction to the pilot by light signals. SVFR flight pilot is compulsory to watch the TWR during the approach and proceed in accordance with the light signals dispatched from the TWR.

1.2.2.8.3 When the two-way communication failure happens after departure of SVFR flight, the pilot is obliged to proceed in accordance with issued flight clearance and:

a. set transponder to code 7600,

b. inform an ATC unit about position and intentions by transmitting blind,

c. land at the nearest suitable aerodrome and report it by the most expeditious means to the appropriate ATS unit.

Note: If the procedure in para. ENR 1.2.2.8.3 c) is not applied the relevant state of emergency will be initiated.

1.2.2.8.4 The pilot of SVFR flight with air-ground communication failure shall be aware of the fact that other unknown air traffic can be conducted in CTR and therefore a sudden and unjustified flight direction/altitude changes should be avoided.

1.2.2.8.5 The pilot of SVFR flight with air-ground communication failure is obliged to watch carefully the other traffic in the vicinity of the SVFR flight and to avoid this traffic whenever necessary.

1.2.2.8.6 In case of the two-way communication failure the ATC unit assumes that the pilot complies with the last received and acknowledged clearance or proceeds in accordance with procedures mentioned in para. ENR 1.2.2.8.1 - ENR 1.2.2.8.3, the ATC unit provides the separation based on this assumption.

1.2.3 Conducting of VFR flights at night

Note 1: Night means the hours between the end of evening civil twilight and the beginning of morning civil twilight (see subsection GEN 2.7).

Note 2: Aeroplane shall fulfil requirements of the national regulation L 6/II, provision 6.7 and 7.1.1, helicopter shall fulfil requirements of the national regulation L 6/III, provision 4.2 and 5.1.1.

Note 3: For flights in uncontrolled airspace see para. ENR 1.1.8.

Note 4: For VFR night flights only aerodromes approved by the Transport Authority can be used, see subsection AD 2.2.

1.2.3.1 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 subsection ENR 1.10,

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

c. the VMC visibility and distance from cloud minima as specified in para. ENR 1.2.1.1 shall apply except that:

1. the ceiling shall not be less than 1 500 ft (450 m),

2. at and below 3 000 ft (900 m) AMSL or 1 000 ft (300 m) above terrain whichever is the higher, the pilot shall maintain continuous sight of the surface,

d. except when necessary for take-off or landing, a VFR flight at night shall be flown:

1. over high terrain or in mountainous areas, at a level which is at least 2 000 ft (600 m) above the highest obstacle located within 8 km of the estimated position of the aircraft,

2. elsewhere than as specified in 1, at a level which is at least 1 000 ft (300 m) above the highest obstacle located within 8 km of the estimated position of the aircraft.

UKRAINE

1. VFR flights are operated within Classes B, C, D, E, F, G airspace under observance of the following conditions:

- limitation of indicated airspeed which is not more than 465 km/h (250 kt) is involved below altitude 3050 m, with exception airspace class B;
- possibility to maintain constantly two-way radiotelephonic communication with the appropriate ATS units in class G airspace within AFIZ;

- SSR transponder in A/C mode during flights in ATS airspace within Classes B, C, D airspace is required;
- take into account temperature and barometric amendment in accordance with chapter 1 part 3 volume 1 Doc 8168 ICAO.

For VFR flights operated in daytime visibility in flight and distance from clouds is equal or exceeds the amount contained in Table 3.

Airspace Class	Distance from clouds	Flight visibility
B, C, D, E	1500 m horizontally 300 m vertically	8 km – at and above 3050 m AMSL 5 km - below 3050 m AMSL
F, G above 900 m AMSL or above 300 м above terrain whichever is the higher	1500 m horizontally 300 m vertically	8 km – at and above 3050 m AMSL 5 km - below 3050 m AMSL
F, G at and below 900 m AMSL or 300 м above terrain whichever is the higher	Horizontally: Clear of cloud and in flight direction and in sight of ground or water surface. Vertically: Vertical distance from an aircraft, flying with IAS 300 km/h and less, to cloud base over plain and hilly terrain is equal 50 m; Vertical distance from an aircraft, flying with IAS 301 – 465 km/h, to cloud base over mountainous terrain and as well as over plain and hilly terrain is equal 100 m; VFR flights are not operated above clouds.	5 km; 2 km - for IAS 300 km/h and less over plain and hilly terrain;500 m – for helicopters flying at height up to 10 m or executing the manoeuvre with speed 10 km/h; 1,5 km - for helicopters flying with 180 km/h (100 kt) IAS and less over plain and hilly terrain for providing emergence medical service or training in circumstances in which the probability of encounters with other traffic would normally be low.

Table 6. Conditions of visibility and distance from clouds

VFR flights between sunset and sunrise are permitted only over plain or hilly terrain under observance of following conditions:

a) the ground visibility is not less than 8 km (5 km for helicopters), the ceiling is not less than 600 m;
b) the flight height is not less 300 m AGL;
c) the vertical distance to base of clouds is not less than 300m. The ground visibility is not less than 3km and the ceiling is not less than 600m for helicopters flying between sunset and sunrise for providing emergence medical service or training for the such flights.

2. Except when a clearance is obtained from an ATC unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern when the ceiling is less than 450 m; or when the ground visibility is less than 5 km.

3. Pilot-in-command shall maintain an air-ground voice communication with appropriate ATS unit within class B, C and D airspace.

4. VFR flights as general air traffic (GAT) above FL195 up to FL285 inclusive are permitted only within specially segregated airspace or by permission of State Aviation Administration of Ukraine.

5. VFR flights are not operated at transonic and supersonic speeds.

6. VFR flights are not permitted above FL290 where EUR RVSM airspace of 300 m is applied.

7. VFR flights are not applied at VFR cruising levels within Classes B, C and D airspace.

8. Except when necessary for take-off or landing, or except by permission from the State Aviation Administration of Ukraine, a VFR flight shall not be flown

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

b) elsewhere than as specified in 8.a) at a height less than 150 m above ground or water.

9. An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules communicate to the appropriate ATS unit the necessary changes to effected to its current flight plan and obtain a clearance prior to proceeding IFR when in controlled airspace.

10. An ACFT electing to change the conduct of its flight from compliance with the VFR to compliance IFR in airspace class B, C, D, E shall notify the appropriate ATS unit about its movements and flight level (altitude). The appropriate ATS unit shall provide an ACFT with prescribed, separation.

11. Pilot in command who operated in accordance with the visual flight rules in uncontrolled airspace class G shall use air navigation maps scale 1:500000 active issue. 12. Pilot-in-command performing VFR flight is responsible for:

- compliance with the rules and prescribed conditions of VFR flight;
- adherence to safe altitude minima;
- accuracy adherence to pre-set route;
- adherence to separation between IFR and VFR flights within Classes D, E, F, G airspace and between VFR flights within Class C airspace;

- timely report to the appropriate ATS unit concerning return to the aerodrome of departure (or land at the alternate aerodrome), or change to IFR flight when meteorological conditions are below the values prescribed for VFR flight, within Classes B, C, D, E airspace;
- provision of reliable information concerning aircraft location and flight conditions;
- promptly compliance with the ATS clearance for flights with necessary accuracy within Classes B, C, D airspace
- timely submission of FPL to the appropriate ATS units for VFR flights within Classes B, C, D, E airspace;
- availability of the appropriate operational navigation and other equipment on board which are necessary for flight operation within controlled airspace;
- decision making for take off or landing under actual meteorological conditions, condition of a runway and other factors affecting flight safety.

13. In case of VFR flights the appropriate ATS units have the following responsibilities:

- assignment of flight level (altitude) within Classes B, C, D airspace;
- provision of set flight separation for ACFT when VFR flight is changed to IFR flight within Classes B, C, D, E airspace; – provision of flight information service;
- provision time separation when ACFT takes off at a controlled aerodrome;
- co-ordination of controlled flights with adjacent ATC areas; – provision of alerting service.

14. Peculiarities of aircraft operation within Class G airspace below height 300 m.

15. VFR flights within Class G airspace below height 300 m envisage own navigation and provide own safe separation between VFR flights.

16. Pilot-in-command performing VFR flights within Class G airspace below height 300 m is responsible for:

- compliance with the rules and prescribed conditions of VFR flight;
- adherence to safe altitude minima;
- decision making for take off or landing under actual meteorological conditions, condition of a runway and other factors affecting flight safety.

- obstacles avoidance at the safe (not less 500 m) distance, avoidance prohibited and restricted areas, temporary segregated airspace, testing flight area, special flight area and other zones which are dangerous for flights
- provision own separation between VFR flights;

17. To perform VFR flights in flight information zone (FIZ) within Class G airspace aircraft shall submit an application to the State Aviation Administration of Ukraine and Ukrainian Air Defense Force.

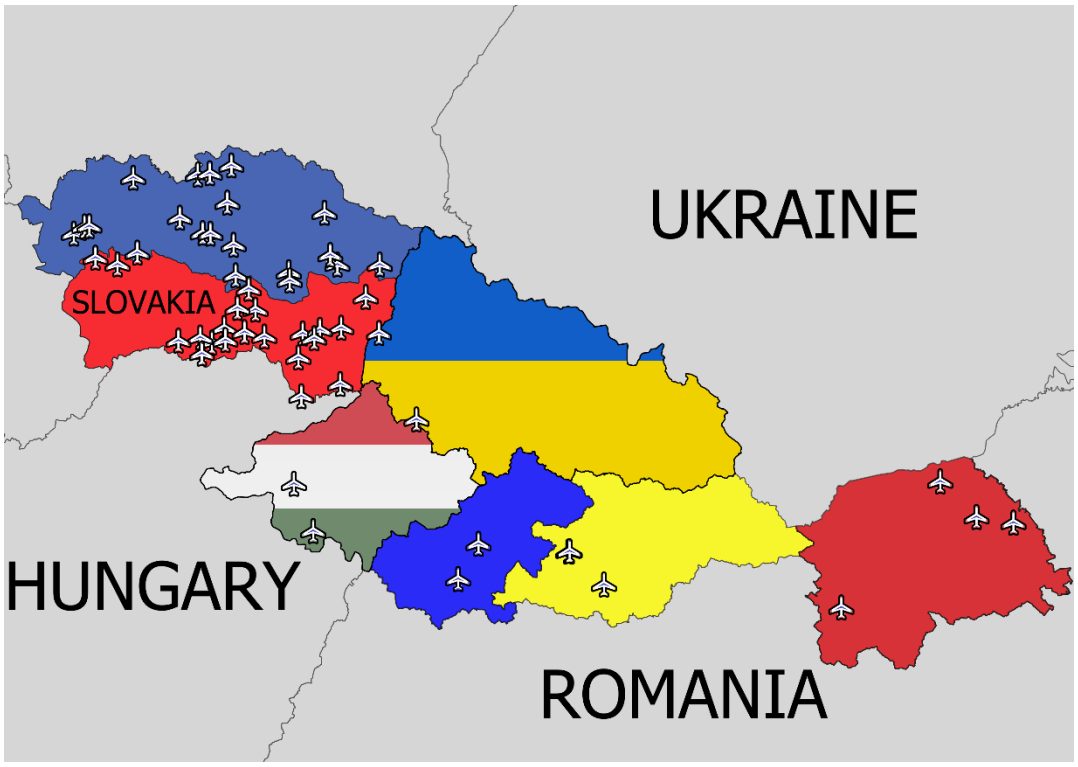
Note: FIZ – part of flight information region (FIR) within which flight information and alerting services are provided by appropriate ATS unit.

4. MARKETING FOR GENERAL AVIATION

Branding the area – Free Flight Zone

Branding is the process of creating a distinct identity for a business in the mind of your target audience and consumers. At the most basic level, branding is made up of a company's logo, visual design, mission, and tone of voice. But your brand identity is also determined by the quality of your products, customer service, and even how you price your products or services.

So, the first step is to create a logo for the area included in the project. The second one is naming it. Our proposal is "**Free Flight Zone**".



This brand will be later promoted through various means such as:

- **Social media:**
  - Facebook/Instagram page of each aerodrome included in *Carpathian Small Aviation Project.* Creating a contest for the followers of those social media accounts in order to spread the word to even more people. This process could involve finding a sponsor for

the contest and the brand and small aviation will also be promoted on the sponsor's social media page.

- Aerodromes website pages.

- **Aviation magazines and VFR Guides.**
- **Other aviation events such as: rallies, contests, airshows (AERO Friedrichshafen - The Global Show for General Aviation), aviation forums.**
- **Through other general aviation organizations (e.g., local aeroclubs, international associations etc.).**

5. ACTION PLAN

Set of Actions for *"Free Flight Zone - FFZ"*

1. Development of a VFR Guide that includes all the identified aerodromes in this area.
2. Starting an international company/association named *"Free Flight Zone"* that will be responsible for managing all the aerodromes and airfields in the area.
    a. Select at least one person from each country: Romania, Hungary, Slovakia and Ukraine in order to officially start this company.
    b. After all legally actions are taken, a division for each country should be established.
    c. Every division should identify the owner or administrator for the aerodromes in the area of interest and make some agreements in order to manage those inactive existing aerodromes.
    d. Every division should identify aviation fuel suppliers in order to create a mobile distribution system on request (24-72h).
    e. Every division should make the necessary efforts for establishing a legal base for mobile customs control. Such possibility already exists in Hungary, so the other countries can ask the Hungary FFZ Division for support and help in developing and implementing this idea. This service will be on request as well and it and it is realized by the movement of a customs agent to the aerodrome.
    f. FFZ company will make all the necessary agreements with the future partners (fuel services, custom etc.)
    g. The *"Free Flight Zone"* company/association should create a website page with a dedicated section for each country involved in this project containing information for all aerodromes/airfields in the area. The information should include at least: infrastructure data, operational information such as frequencies, schedule, services available on site, aerial photos, touristic attractions in the area, accommodation and restaurants available, public transportation, fees applied.
    h. *"Free Flight Zone"* company/association should use all marketing means detailed in the previous chapter in order to make this company a regional brand.

We also asked for design services for the logo of this region, *Free Flight Zone,* that can also be used for the company/association. Our 2 proposals are:

1.

2.

Case study

Pilot John wants to fly to Fratauti aerodrome in Romania. The flight is planned to take place in 3 days.

Firstly, pilot John will contact the *"Free Flight Zone"* company/association. He should inform them of his intention. John will also ask for refueling and custom check before flying back to Germany. FFZ is going to tell John the prices. If they have an agreement, some official papers will be signed and the total amount will be paid. FFZ Company will get in touch with employees at the aerodrome (if needed), with partner fuel company and with authorities and will make all necessary arrangements to have a fuel tank and a custom agent at the place and date established by mutual agreement with the pilot, partners and the aerodrome. So, pilot John will successfully carry out its flight.

Benefits

Establishing such a company/association that will handle all aerodromes in the project area will bring benefits to all parties involved.

Some aerodromes and airfields will become active/operational again. This is the case for Slovakia that has many aerodromes without any information posted on internet and without any marketing activity. In this way, money will be earned by the administrators without any investments or efforts and by the FFZ company which will apply fees for the intermediary services they provide.

The entire area will benefit from visibility on social media and other local general aviation organization in the area through the marketing activities undertaken by the FFZ company. Together with the visibility, the FFZ area will attract more tourists that will spent their money for accommodation, food, touristic attractions and other activities available near the aerodromes. So, tourism will grow considerably with the number of flights operated at each airfield.

The local economy will also grow considering that new jobs will appear thanks to the new tourists.

The regions included in the Free Flight Zone project will be more interconnected, all the previous problems such as lack of information, contact number, refueling services will disappear and the pilots will be able to organize more flights in the area.