Air Traffic Control – National Control Authority Liability Insurance Questionnaire
Applicant: HungaroControl Hungarian Air Navigation Services Private Limited Company

The following questionnaire should be filled in as comprehensively as possible. Failure to do so might discourage insurers. If there is any information which you believe to be of a material nature you should declare it or you could risk denial of a claim.

1) Responsibilities	
a) Please provide full details of all activities undertaken, including all associated services provided such as the provision of aeronautical information, NOTAMs, certification and licensing.	1. In accordance with the Implementing Agreement Between the Government of Hungary and International Security Force in Kosovo (KFOR) for the provision of air navigation services and other relevant activities in the designated airspace over Kosovo , the following services are provided by HungaroControl: - Air Traffic Services, (Area Control Service, Flight Information Service and Alerting Service), - Aeronautical Information Services (AIP, NOTAMs) - Flow (and capacity) management services in cooperation with EUROCONTROL Network Manager. - Air Space Management - A unique Secondary Surveillance Radar (SSR) Mode 3/A code to Instrument Flight Rule/General Air Traffic (IFR/GAT) flight operating within the designated airspace by obtaining the necessary SSR mode 3/A Codes. 2. In accordance with the Implementing Agreement Between the Government of Hungary and International Security Force in Kosovo (KFOR) for the provision of air navigation services and other relevant activities in the designated airspace over Kosovo HungaroControl Zrt is responsible for carrying out the following tasks:

	- ensuring the collection of the necessary MET data through the conclusion of appropriate contracts and co-operation agreements and arrangements. - ensuring the availability of the necessary CNS infrastructure and the collection of the necessary CNS data through the conclusion of appropriate contracts and co-operation agreements and arrangements..
b) How many Air Traffic Control Centres are there? Give location(s), title (s) and overall map(s) if possible.	The airspace is controlled from the Budapest Air Traffic Control Centre located at the headquarter of HungaroControl in Budapest
c) What is the area of responsibility of each Centre? At what point do responsibilities pass to other authorities or airports? Is there any overlap of responsibility into neighbouring (foreign) territory?	Budapest ATCC is responsible for provision of ATS within the airspace specified in the IA (KFOR sector).
d) Please advise the airports for which air traffic control services are provided (if any). Please provide details of responsibilities at each airport (e.g. overflying, approach control, take-off and landing etc.)	**Not applicable**
e) Is the airspace divided into upper airspace and lower airspace for control purposes?	Yes, the lower level of the ATC service is FL205
f) What flight level is the dividing line between upper airspace and lower airspace?	The lower portion of the airspace is between FL205- 285, the upper is from FL285-FL660
g) How many sectors are provided for the control of upper airspace and lower airspace?	1 sector for lower and 1 sector for upper airspace
h) Are you responsible for Military ATC? How is the interaction of military and civil Air Traffic Control achieved through the Control Centres?	No, military flights are permitted only within Temporary Reserved Area (TRA). The activation/deactivation of the TRA is managed according to the Letter of Agreement signed between NATO KFOR and HungaroControl.
i) Do you have any contractual agreements with third parties which either reduce or increase exposure to your insurers?	Radio communication services 1) SMATSA Kopaonik radio station 2) M-NAV Gradishte radio station On both radio stations one main and one standby frequencies (A+B radio sets) plus

	emergency frequency Radar data services 1) BHANSA Jahorina, Indra (Spanish), MSSR MODE-S, 2) SMATSA Koviona primary: RAMET C.H.M.a.s. (Czech), secondary: AMP C3C MODE-S Murtenica primary: RAMET C.H.M. a.s. (Czech), secondary: AMP C3C SSR 3) M-NAV Ohrid MSSR radar 4) BULATSA Vitosha: secondary CARDION (USA) MSSR 5) Aeroporti Ndërkombëtar i Prishitinës- Kontrolli Ajror "Adem Jashari" Sh.A, Vrellë Prishtina: SELEX, SIR S, MODE-S
j) What are the opening and closing times of the airport in your country each day / night?	**Not applicable**

2) Staff	
a) How many staff is normally on duty?	The maximum configuration of two sectors requires having maximum 4 air traffic controller to be on duty.
b) How many staff are on duty at: Busy periods? Quiet periods?	Busy periods: 4 air traffic controllers, Quiet periods: 3 air traffic controllers,
c) What is the total number of Control Officers employed?	95 air traffic control officers are licenced for KFOR Sector
d) How often are controllers subjected to medical checks?	Once per every two years under age of 40, and annually over age of 40.
e) At what interval do they have to re-qualify?	Every year.
f) What are their qualifications? Please provide details of training procedures including:	-per ICAO standard -English language qualified -Basic training is in accordance with the EUROCONTROL Common Core Content requirements., then 6-12 month on-the job training The training for KFOR sector endorsement is performed according to the Unit Training Plan approved by Civil Aviation Authority

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i) Where does training take place and how long does it last?	The training of air traffic controllers take place at HungaroControl premises and the course has 3 modules. The Basic and rating training last 4-5 months and performed by Entry Point Central which is a joint venture of HungaroControl and Entry Point North. Unit training, which comprises radar and tower simulator training 6 months On the job training 6-12 months. Licenced controllers training for KFOR sector is consist of two parts. The classroom training is 2 days and the simulation training is one week.
ii) What arrangements exist for refresher training?	Refresher trainings and simulations take place annually.
iii) To what international standard does your training extend?	Training is according to the EUROCONTROL standards.
g) Describe your incident reporting system?	Reporting system is in accordance with EUROCONTROL ESSAR 2 requirements. HungaroControl operates an Integrated Safety and Quality Management System. The Air Traffic Safety division is responsible for internal investigation of the incidents.
h) Please describe your rules relating to watch times for individual controllers?	Maximum 90 minutes in one row, than a minimum 30 minutes brake.

3) Technical Systems / Equipment	
a) State type of radar in use indicating whether this is primary or secondary surveillance radar.	Radar data services provided by: 1) BHANSA Jahorina, Indra (Spanish), MSSR MODE-S, secondary 2) SMATSA Koviona primary: RAMET C.H.M.a.s. (Czech), secondary: AMP C3C MODE-S Murtenica primary: RAMET C.H.M. a.s. (Czech), secondary: AMP C3C SSR 3) M-NAV Ohrid MSSR radar, Indra (Spanish), secondary 4) BULATSA Vitosha: secondary CARDION (USA) MSSR 5)Aeroporti Ndërkombëtar i Prishitinës-Kontrolli Ajror "Adem Jashari" Sh.A, Vrellë Prishtina: SELEX, SIR S, MODE-S
b) Does the radar provide full coverage for the	Full coverage of KFOR Sector Airspace

whole of the area?	granted as far as primary and secondary radar coverage is concerned, above FL185.
c) Who is responsible for maintenance of navigation aids/landing aids (VORs, NDBs, ILS etc)?	According to the IA HungaroControl is not considered a Communication, Navigation and Surveillance (CNS) Provider, but only as responsible for ensuring the availability of the necessary infrastructure and the collection of necessary data through the conclusion of appropriate contracts and co-operation agreements and arrangements.
d) Are computers used for Air Traffic Control functions? If so, state type and how long in use.	HP computers are used in the whole upper airspace of KFOR Sector system. The system is in operation since January 2014.
e) Is full overlapping provided for VHF Omni-directional Range Stations currently installed on your airway network?	Radio communication services provided by: 1) SMATSA Kopaonik radio station 2) M-NAV Gradishte radio station On both radio stations one main and one standby frequency (A+B radio sets) plus emergency frequency.
f) Are standby VOR's provided?	See Article 3.c) above.
g) Is standby power available at the VOR site?	See Article 3.c) above.
h) What direct user to user telephone service is provided between Air Traffic Control Centres and airports within the defined areas? And do you have any such direct telephone links with neighbouring (foreign) ATC operators?	Between ACCs there are MFC-R2, ATS Qsig and normal PABX telephone connectivity on leased lines according to the communication requirements.
i) Do you have systems which enable you to identify and control aircraft / vehicles on the ground at airports? Please describe to what extent these systems reduce the risk of runway incursion especially in poor visibility?	**Not applicable**
j) Do the Air Traffic Control Centres have standby power supplies and battery operated emergency lighting?	Yes.

4) Statistical Data	
a) Estimate the number of annual (for the last year) aircraft movements i.e. take-offs/landings and overflights under your control including a split (if possible) between wide body jets, narrow body jets and smaller general aviation aircraft. If you control military aircraft, please estimate approximate split between military and civil movements.	<u>Over flights:</u> **2015: 67 405** **2016: 64 531** **2017: 94 000*** ***as it is expected on October 1st. 2017** <u>Take offs and Landings</u> **Not applicable** Civil (%): 100% Military (%): 0% Approximately 5% of total traffic in KFOR sector is wide body aircraft.
b) If responsible for overflying what number of aircraft are controlled annually what are largest aircraft controlled.	See above for overflights. Largest aircraft A380
c) Estimated receipts for flight charges for last 3 years.	2015: 1 835 795 973 HUF 2016: 1 796 211 693 HUF 2017: 1 406 669 962 HUF (as it expected at the end of December)
d) Please demonstrate the trend in your AIRPROX reports.	There was no any incident/accident in KFOR sector until October 1st 2017.
e) Do you have ISO certification? If so to which level? When does it expire?	The Air Traffic Services and AIS divisions of HungaroControl got ISO certification in 2003 by DNV. It is annually reconfirmed.
f) Do you have any contractual agreements with third parties which either reduce or increase exposure to your insurers?	See 1)i)

5) Security: Please describe the levels of security protection you have in place for	CCTV is used at HungaroControl buildings.
a) Control Towers	**Not applicable**
b) Other control centres	Armed guard at the entrance of the control centre.
c) Outlying equipment	Adequate security measures.
d) Offices	Armed guard at the entrance of the office building

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6) Existing Liability Insurance:	
Do you currently purchase ATC liability insurance (Y/N)? If yes:	Yes we do.
a) What is the period insured?	From 03.04.2017., 00.00 hours to 02.04.2018, 24.00 hours
b) What limit do you purchase?	USD 1,200,000,000 any one accident/occurrence unlimited in all during the policy period.
d) What claims have been notified to insurers during the last 5 years? Please give details:	No accident occurred on air traffic control's fault

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