



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.	Provision of Air Traffic Services, (Air Traffic Control and Flight Information Service), Aeronautical Information Services (AIP, NOTAMs), CNS services, and MET service at Budapest Liszt Ferenc International Airport
b) How many Air Traffic Control Centres are there? Give location(s), title (s) and overall map(s) if possible.	There is only 1, Budapest Air Traffic Control Centre (ATCC) Integrating Budapest ACC, Budapest APP and FIC
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 ACC is responsible for provision of ATS within Budapest FIR controlled areas as described in the 2. Supplement to the ministerial order 26/2007 (III.1) issued by GKM-HM-KvVM. Budapest approach is responsible for provision of ATS within Budapest TMA. Budapest FIC is responsible for provision of FIS within Budapest FIR uncontrolled areas except Traffic Information Zones (TIZs) as described in the 2. Supplement to the ministerial order 26/2007 (III.1) issued by GKM-HM-KvVM.
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.)	HungaroControl provides ATC at Budapest Liszt Ferenc International Airport 24/7.
e) Is the airspace divided into upper airspace and lower airspace for control purposes?	Yes.
f) What flight level is the dividing line between upper airspace and lower airspace?	FL285



g) How many sectors are provided for the control of upper airspace and lower airspace?	2 sectors for lower ACC and 8 sectors for upper ACC + 4 sectors for APP
h) Are you responsible for Military ATC? How is the interaction of military and civil Air Traffic Control achieved through the Control Centres?	En-route GAT Military flights controlled from Budapest ATCC. Military Approach and Tower units are located at the military airports and coordination is done via telephone.
i) Do you have any contractual agreements with third parties which either reduce or increase exposure to your insurers?	No
j) What are the opening and closing times of the airport in your country each day / night?	Budapest Liszt Ferenc International Airport: This airport is open 24/7, but according to the regulation scheduled flight should not be planned to operate between 00.00-05.00 local time.

2) Staff	
a) How many staff are normally on duty?	25 air traffic controller, 5 flight information officers, and 5 assistants
b) How many staff are on duty at: Busy periods? Quiet periods?	Busy periods: 30 air traffic controller, 6 flight information officers, and 6 assistants Quiet periods: 20 air traffic controller, 4 flight information officers, and 4 assistants.
c) What is the total number of Control Officers employed?	172 air traffic control officers+28 flight information officers
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
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.
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.	2 En-route radar stations, type Raytheon System Limited UK Condor MSSR EMS* for Secondary and Raytheon Canada ASR23SS for Primary surveillance. 2 TAR radar stations, type ATCR-33K (Alenia) and ATCR 33S-DPC (SELEX) for Primary, 2 SIR-S* (SELEX) for Secondary surveillance. <i>* these En-route and TAR radars are enhanced MODE-S capable radars.</i>
b) Does the radar provide full coverage for the whole of the area?	Full coverage of Hungarian Airspace granted as far as primary and secondary radar coverage is concerned, above 4000 feet.
c) Who is responsible for maintenance of navigation aids/landing aids (VORs, NDBs, ILS etc)?	HungaroControl maintains en-route VORs, DMEs and NDBs. Airport operators are responsible for ILS maintenance.
d) Are computers used for Air Traffic Control functions? If so, state type and how long in use.	HP PC computers are used in the whole MATIAS D1 System.
e) Is full overlapping provided for VHF Omni-directional Range Stations currently installed on your airway network?	No
f) Are standby VOR's provided?	Yes
g) Is standby power available at the VOR site?	Yes



<p>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?</p>	<p>Direct lines of MFC type with all neighbouring centres as well as with major domestic airports/airfields.</p>
<p>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?</p>	<p>Advanced – Surface Movement Guidance and Control System (ASMGCS) is installed at Budapest-Control tower. Addition to that Stop Bar Crossing Monitoring and alerting system helps to controllers to identify aircrafts penetrating the CAT II. holding position.</p>
<p>j) Do the Air Traffic Control Centres have standby power supplies and battery operated emergency lighting?</p>	<p>Yes.</p>





4) Statistical Data	
<p>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.</p>	<p><u>Over flights:</u> 2015 – 643 362 2016 – 671 037 2017 – 708 112 2018: +4%*</p> <p><u>Take offs :</u> 2015 – 45 763 2016 – 47 730 2017 – 51 065 2018: +8%*</p> <p><u>Landings:</u> 2015 – 45 763 2016 – 47 500 2017 – 51 065 2018: +8%*</p> <p>*as it is expected on February 2018.</p> <p>Civil (%): 99% Military (%): 1%</p> <p>The percentage between wide body and narrow body aircraft using Budapest Liszt Ferenc International Airport is 4% wide body and 96% narrow body.</p>
<p>b) If responsible for overflying what number of aircraft are controlled annually what are largest aircraft controlled.</p>	<p>See above for overflights. Largest aircraft A380</p>
<p>c) Estimated receipts for flight charges for last 3 years.</p>	<p>2015: HUF 35 294 216 219 2016: HUF 35 818 295 922 2017: HUF 37 771 776 446 2018: HUF 36 672 159 491* (*as it is expected on February 2018)</p>
<p>d) Please demonstrate the trend in your AIRPROX reports.</p>	<p>In 2016 (situation at the end of September)</p> <ul style="list-style-type: none"> - there was no A category AIRPROX, - there were 3 category B AIRPROX with the direct contribution of HungaroControl ATS staff.
<p>e) Do you have ISO certification? If so to which level? When does it expire?</p>	<p>The Air Traffic Services and AIS divisions of HungaroControl got ISO certification in 2003 by</p>



	DNV. It is annually reconfirmed.
f) Do you have any contractual agreements with third parties which either reduce or increase exposure to your insurers?	No.
5) Security: Please describe the levels of security protection you have in place for	CCTV is used at HungaroControl buildings. In addition to that
a) Control Towers	Control tower is located within SRA of Ferihegy airport, and armed guard at the SRA entrance.
b) Other control centres	Armed guard at the entrance of the control centre.
c) Outlying equipment	Armed guard at the en-route radar stations
d) Offices	Armed guard at the entrance of the office building
6) Existing Liability Insurance:	
Do you currently purchase ATC liability insurance (Y/N)? If yes:	Yes.
a) What is the period insured?	From 01.04.2017, 00.00 hours to 31.03.2018, 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