


AERODROME MANUAL

Document control				
Activity	Name	Position	Date	Signature
Approved by	Ernő Györke	Managing director	03/10/2024	

Revisions					
Version	Validity		Date of Publication	Revised by	Note:
	Start of Validity	End of Validity			
K01R00	6/01/2018	2/28/2020	4/23/2018	-	-
K01R01	-	-	6/29/2018	-	full revision
K01R02	-	-	9/30/2018	-	full revision
K01R03	-	-	10/31/2018	-	full revision
K01R04	02/29/2020	12/31/2020	02/26/2020	-	full revision
3	01/01/2021	02/05/2021	12/01/2020	Péter Gulyás Nóra Irsai Tamás Király Attila Rend Tamás Vincze	full revision
4	02/06/2021	04/29/2021	01/07/2021	Tamás Király	1;18;25
5	04/30/2021	02/20/2022	03/31/2021	Tamás Király Péter Fodor József Nyitrai	11;16;17;26;27; 28;48;58;59;85; 86;88;92
6	02/21/2022	10/09/2022	01/20/2022	Tamás Király	26
7	10/10/2022	01/19/2023	09/12/2022	Tamás Király	full revision
8	01/20/2023	07/18/2023	12/20/2022	Tamás Király	13; 16; 18; 19; 21; 22; 23; 29; 31; 33; 35; 37; 38; 43; 44; 48; 49; 50; 51; 52; 55; 63; 83; 85; 100



9	07/19/2023	09/08/2023	07/04/2023	Péter Fodor Nóra Irsai Patrik Leitner	3; 20; 23; 25; 28; -31; 36; -37; 31; 44; 46; 52; - 53; 56; 58; -60; 63; -69; 71; -74; 79; -82; 89; 93; 95
10	09/09/2023	06/30/2024	08/25/2023	Patrik Leitner	3;9;33;49;52;- 53;56;- 57;60;63;69;10 5;-107
11	01/07/2024.	03/12/2024	06/15/2024	Nóra Irsai Patrik Leitner	Full Revision
12	04/12/2024	-	19/11/2024	Nóra Irsai	13; 29; 30.



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PART A – GENERAL

0 Administration and control

0.1 Introduction

0.1.1 Compliance statement of the Aerodrome Manual

As the Accountable Manager of Debrecen International Airport Kft., operator of Debrecen International Airport, I declare that this Aerodrome Manual complies with all applicable requirements set out in Regulation (EU) 139/2014 Part ADR.OR and ADR.OPS and the provisions of the Aerodrome Operator Certificate.



Ernő Györke

Debrecen International Airport Kft.

Accountable Manager / Managing Director

0.1.2 Compliance statement of the Operational Processes

As the Accountable Manager of Debrecen International Airport Kft., operator of Debrecen International Airport, I declare that the Operational Processes of this Aerodrome Manual are made known to the and adhered to by the relevant personnel and the Aerodrome Operator.



Ernő Györke

Debrecen International Airport Kft.

Accountable Manager / Managing Director

0.1.3 Content and applicability

The Aerodrome Manual comprises of five main parts that are further subdivided into chapters and sub-chapters. The parts of the Aerodrome Manual are as follows:

- **PART A — GENERAL**
- **PART B — AERODROME MANAGEMENT SYSTEM, QUALIFICATION AND TRAINING REQUIREMENTS**
- **PART C — PARTICULARS OF THE AERODROME SITE**
- **PART D — PARTICULARS OF THE AERODROME TO BE REPORTED TO THE AERONAUTICAL INFORMATION SERVICE**
- **PART E — PARTICULARS OF OPERATING PROCEDURES OF THE AERODROME, ITS EQUIPMENT, AND SAFETY MEASURES**

Contents of chapters and subchapters are indicated in the Table of Contents.

The Aerodrome Manual – in particular – was prepared in accordance with the complexity of operation and the type of the aerodrome. The content structure of the Aerodrome Manual complies with the requirements set out in Regulation (EU) 139/2014 Part ADR.OR.E.005. By its structure and content, the Aerodrome Manual ensures that personnel performing activities in connection with the operation of the aerodrome, with the provision of air navigation services and with ground handling services have easy access to the parts of the Aerodrome Manual that are relevant to their duties and responsibilities.

The Aerodrome Manual includes and, in several cases, refers to certain parts of other controlled documents. Documents, or parts of the documents referred to in the Aerodrome Manual are integral parts of the Manual, and each referred document has a unique validity identifier.

Information regarding Debrecen International Airport Kft. as provider of air navigation services and that is not covered by this Aerodrome Manual is included in the “CNS Kézikönyv” (CNS Manual), and information regarding Debrecen International Airport Kft as provider of ground handling services is covered by the “Földi kiszolgálási és utaskezelési Kézikönyv” (Ground Handling and Passenger Handling Manual).

The list of valid documents is provided in the dynamically managed table named "00 controlled documents". The up-to-date version of the table is digitally stored both on Debrecen International Airport's OneDrive storage in "01. controlled documents" folder and on the Airport's internal network in PUBLIC\00_CONTROLLED DOCUMENTS folder.

The Aerodrome Manual is published both in Hungarian and in English.

0.1.4 Terms and acronyms

Term	Definition
Obstacle	All fixed (whether temporary or permanent) and mobile objects, or parts thereof that are located on an area intended for the surface movement of aircraft, or that

Term	Definition
	extend above a defined surface intended to protect aircraft flight.
compliance monitoring	The formal processes of monitoring compliance with the relevant regulations.
FOD	Foreign Object Debris An inanimate object within the movement area which has no operational or aeronautical function and which has the potential to be a hazard to aircraft operation.
Apron	The area designated for aircraft for the purpose of boarding and disembarkation of passengers, loading and unloading of cargo and/or mail, refueling, parking, or maintenance.
Ground handling	Any service provided at aerodromes comprising safety related activities in the areas of ground supervision, flight dispatch and load control, passenger handling, baggage handling, freight and mail handling, apron handling of aircraft, aircraft services, fuel and oil handling and loading of catering.
Runway	A designated rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.
Taxiway	A defined path on the aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome to another.
Aeronautical Information Publication (AIP)	Aeronautical information publication contains aeronautical data and information of a lasting character that are continuously in effect and essential for aviation.
Aircraft stand	A designated area intended to be used for parking aircraft.
Aeronautical data	A representation of aeronautical facts, concepts or instructions in a formalized manner suitable for communication, interpretation or processing.
Air navigaton services provider	An entity providing air navigation services for general air traffic.

Term	Definition
Maneuvering area	That part of the aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.
Movement area	That part of the aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s).
Aerodrome Flight Information Service (AFIS)	Services providing flight information and alerting services for aerodrome traffic activities.
Aerodrome	A defined area (including any buildings, installations and equipment) on land or water or on a fixed, fixed off-shore or floating structure intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.
Aerodrome-operator certificate	A certificate issued by the competent authority attesting compliance with the applicable requirement for aerodrome operation.
Aerodrome operator	Debreceen International Airport Kft, as certified aerodrome operator ((EU) 139/2014), air navigation service provider ((EU) 2017/373), ground handling service provider ((KöVIM) 7/2002).

1. table

Acronyms	Description
AIP	Aeronautical Information Publication
AFIS	Aerodrome Flight Information Service
AM	Aerodrome Manual
AIRAC	Aeronautical Information Regulation and Control
CMM	Compliance Monitoring Manual
CNS	Communication, Navigation and Surveillance
DAAD	Deviation Acceptance and Action Document
DME	Distance Measuring Equipment

Acronyms	Description
DIA Kft.	Debrecen International Airport Kft.
EASA	European Union Aviation Safety Agency
ELoS	Equivalent Level of Safety
FOD	Foreign Object Debris
HC	HungaroControl Hungarian Air Navigation Service Provider Pte. Ltd.
HC AIS	HungaroControl Hungarian Air Navigation Service Provider Pte. Ltd. Aeronautical Information Service
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
ILS	Instrument Landing System
LHDC	Debrecen International Airport ICAO code
LVP	Low-visibility procedures
NDB	Non- directional Beacon
NOTAM	Notice to Airmen Notice to Airmen
PAPI	Precision Approach Path Indicator
RVR	Runway Visual Range
RWY	Runway
SC	Special conditions
SMS	Safety Management System
SMM	Safety Management Manual
SNOWTAM	A special series of NOTAMs issued to notify of the presence or removal of hazardous conditions on the movement area due to snow, ice, slush, or water associated with these conditions.

Acronyms	Description
TWY	Taxiway
VFR	Visual Flight Rules
VOR	VHF Omnidirectional radio range

2. table

0.2 System of Amendments and Revisions

0.2.1 Details of the Person(s) Responsible for the Issuance and Insertion of Amendments and Revisions

The system of amendments and revisions ensures that the information and instructions provided in the Aerodrome Manual are up-to-date. In order to ensure that the Aerodrome Manual covers valid and up-to-date information, it is revised, and if necessary, amendments are issued at least once a year, no later than 30th November by the aerodrome operator. Rules regarding the revisions and amendments of documents referred to in the Aerodrome Manual are covered by the documents concerned.

Person(s) responsible for the revision of certain parts of the Aerodrome Manual are listed in the table below.

Title of Chapter in AM	Responsible
PART A — GENERAL	
0 Administration and Control	Compliance Director
1 General Information	
PART B — AERODROME MANAGEMENT SYSTEM, QUALIFICATION AND TRAINING REQUIREMENTS	
2 Management System	Safety Director
2.0 Management System Revision	Compliance Director
2.1 Organizational Structure of the Aerodrome Operator	Compliance Director
2.2 Safety Management System	Safety Director
2.3 Compliance Monitoring	Compliance Director
2.4 Aeronautical data quality management system	Safety Director
2.5 Handling and reporting system of accidents and serious incidents	Safety Director

Title of Chapter in AM	Responsible
2.6 Use of alcohol, psychoactive substances and medicines	Compliance Director
2.7 Safety directives and recommendations	Safety Director
2.8 Aircraft Movement Records	Operations and Ground Handling Director;
3 Aerodrome personnel qualification and training requirements	HR and Training Manager
PART C — PARTICULARS OF THE AERODROME SITE	
Aerodrome Site	Safety Director
PART D — PARTICULARS OF THE AERODROME TO BE REPORTED TO THE AERONAUTICAL INFORMATION SERVICE	
5 The Aeronautical Information Services Available, Promulgation of General Information	Safety Director
6 Aerodrome Dimensions and Related Information	Safety Director
PART E — PARTICULARS OF OPERATING PROCEDURES OF THE AERODROME, ITS EQUIPMENT, AND SAFETY MEASURES	
Aerodrome reporting	Safety Director
7.1 Arrangements and procedures for reporting changes to the aerodrome information set out in the AIP and requesting the issue of NOTAM, and reporting changes to the Authority.	Safety Director
7.1.1 AIP amendments	Safety Director
7.1.2 Arrangements and procedures for Issuance of the NOTAMs/SNOWTAMs	Operations and Ground Handling Director;
7.2 Procedures and Frequencies for Aeronautical Data Surveying	Safety Director
8. Procedures for Accessing the Aerodrome Movement Area	Security Officer
9 Monitoring and Inspection of the Movement Area	Operations and Ground Handling Director;
10 Inspection, Routine and Emergency Maintenance of Visual and Non-visual Aids and the Aerodrome Electrical Systems	Technical Director
11 Operating, Maintenance and Repair Instructions, Servicing Information, Troubleshooting and Inspection Procedures of Aerodrome Equipment	Technical Director
12 Maintenance of the Movement Area	Technical Director

Title of Chapter in AM	Responsible
13 Aerodrome Work Safety	Technical Director
14 Apron Management	Operations and Ground Handling Director;
15 Apron Safety Management	Operations and Ground Handling Director;
16 Vehicle Control on Operational Areas (RE-KRESZ)	Operations and Ground Handling Director;
17 Wildlife Hazard Management	Wildlife and Obstacle Management Coordinator
18 Aerodrome Safeguarding	Development Director
19 Aerodrome Emergency Plan	Chief of Airport Rescue and Fire Fighting Service
20 Airport Facility Fire Service	Chief of Airport Rescue and Fire Fighting Service
21 Removal of Disabled Aircraft	Chief of Airport Rescue and Fire Fighting Service
22 Handling and Storage of Fuel and Dangerous Goods	Cargo and Fuel Handling Director
23 Low Visibility Operations	Operations and Ground Handling Director;
24 Winter Operation	Operations and Ground Handling Director; and Chief of Airport Rescue and Fire Fighting Service;
25 Adverse Weather Operations	Operations and Ground Handling Director;
26 Night Operations	Operations and Ground Handling Director;
27 Protection of Radar and Navigation Aids	Technical Director
28 Operation of Aircraft with Higher Code-letter at the Aerodrome	Operations and Ground Handling Director;
29 Prevention of Fire at the Aerodrome	Technical Director
30 Communication Procedures	Safety Director
31 Aircraft Towing Procedures	Operations and Ground Handling Director;
32 Handover of Activities and Information	Operations and Ground Handling Director;

3. table

In the course of the annual revision the Aerodrome Manual incorporates the following information:

- necessary amendments based on findings/recommendations of audits performed by the Competent Authority;
- necessary amendments based on findings/recommendations of internal audits performed by the aerodrome operator.
- “Procedural Instructions” (Eljárási utasítások) as described in the Procedures for the Handover of Activities and Information document.

Amendments of the Aerodrome Manual shall be incorporated by the Compliance Director.

The Aerodrome Manual and its amendments are approved by the Managing Director.

In line with the Change Management chapter of the SMM (Változáskezelés) the Aerodrome Manual that has been approved by the Managing Director shall be sent to the Aviation Authority for preliminary approval, or - depending on the part of the Aerodrome Manual, or on the relevant change management procedure covered by the SMM - the authority shall be noticed about the changes by the Compliance Director at least 30 days before it enters into force.

0.2.2 Records of Amendments and Revisions

The actual version number is indicated in the header on all pages of the Aerodrome Manual.

The version number is also indicated in the table on the cover page of the Aerodrome Manual, along with the start date - and in some cases the end date - of its validity, the date of publication, the name of the person responsible for the revision, as well as the name, position and signature of the person authorizing the document and approval date.

The Aerodrome Manual is valid only after it was signed in the signature field on the cover page.

The Aerodrome Manual is valid only within the dates specified as the “Start - End of Validity” on the document’s cover page.

0.2.3 Handwritten Amendments and Revisions, immediate amendments, or revisions required in the interest of safety

Handwritten amendments and/or revisions of the Aerodrome Manual are NOT PERMITTED.

In situations requiring immediate amendment of the Aerodrome Manual to maintain the acceptable level of safety, the necessary immediate amendment shall be incorporated into the AM by the person responsible for the revision (as indicated in Table 2) and shall be sent to the Compliance Director subsequently for review. Shall the amendment be justified by safety reasons, the revised Aerodrome Manual is submitted to the Managing Director for approval.

The immediate amendment or revision procedures outlined herein, required in the interest of safety must also be applied to any immediate safety-related amendments and revisions of documents that are part of the Aerodrome Manual.

0.2.4 Annotation of Pages

Comments and explanations related to individual parts of the text shall be placed directly below the part to be explained, according to the format below. In the case of multiple comments, each comment shall be numbered in ascending order.

Comment: *Sample explanatory text.*

0.2.5 List of Effective Pages

Not applicable.

0.2.6 Annotation of Changes

The manual must be reviewed with the “Track Changes” feature enabled in the document editing software. Amendments and changes shall be annotated with a solid black vertical line on the left margin of the modified section, and the new information shall be highlighted in red font.

Changes made to the formatting of text, tables, and diagrams shall not be tracked.

Before implementing the amendments and revisions, all previous changes in the editable version of the manual must be accepted. Amendments and revisions can only be applied after this step is completed.

Before approving the manual, the page numbers of the affected pages must be listed in the “Comments” section on the cover page.

Following any amendments to the manual, all previously valid versions must be retained in accordance with the provisions outlined in the Records Management Policy.

0.2.7 Temporary Revision

Not applicable.

0.2.8 Distribution and Publication

The Aerodrome Manual is published exclusively in electronic version in .pdf file format. The currently valid electronic version of the Aerodrome Manual is available on the aerodrome operator’s OneDrive and in the PUBLIC folder on the local network to all relevant employee. The electronic version of the currently valid Aerodrome Manual is available on the aerodrome operator’s OneDrive in the folder created for this particular purpose to the Competent Authority at any time.

The currently valid Aerodrome Manual is published on the aerodrome operator’s website both in English and Hungarian.

The Compliance Director is responsible for the publication of the Aerodrome Manual. The amended version of the Aerodrome Manual shall be published in the PUBLIC folder of the aerodrome operator’s internal network 15 days prior to its effective date, and on the effective date, it is also published on the aerodrome operator’s OneDrive and website. On the date of

publication of any versions in the PUBLIC folder, the Compliance Director must notify the heads of departments within the aerodrome operator's organization. The heads of departments are responsible for notifying their employees as well as employees of other affected third-party personnel, of the publication, and ensuring that the affected employees are made aware of the contents of the Aerodrome Manual.

Documents that are parts of, and referred to in the Aerodrome Manual are made accessible to organizations operating or providing services at the aerodrome when requested. Access requests must be submitted via an email sent to the Compliance Director nora.irsai@debreceenairport.com , specifying the exact reason for the request. The Compliance Director will review the request, and if deemed relevant, will send the public parts of the current version of the requested Aerodrome Manual to the requesting organization.

1 General Information

1.1 Purpose and Scope of the Aerodrome Manual

The purpose of the Aerodrome Manual is to regulate the activities and operation of DIA Kft. in connection with aviation, in a uniform manner throughout the organisation. Accordingly, the AM contains the description of the organisation's management system, describes the aerodrome infrastructure, services facilities, all operating procedures, and also any restrictions on aerodrome availability.

The material scope of the Aerodrome Manual covers all activities and organisational management processes which fall under the scope of the

- Aerodrome Operator Certificate and the Aerodrome Certificate in close relation to it;
- Air Navigation Service provider certificate (CNS);
- Ground Handling Licence

and all relevant services and management procedures.

The personal scope of the Aerodrome Manual covers all employee of the DIA Kft. In addition to that relevant parts of the Aerodrome Manual serve as an applicable set of rules for third parties operating , or providing services at the aerodrome, who have to operate in accordance with the Aerodrome Manual in the course of their activities.

1.2 Legal Requirements for an Aerodrome Certificate and the Aerodrome Manual

The infrastructure of Debrecen International Airport holds an aerodrome certificate.

DIA Kft.– operator of Debrecen International Airport – holds an aerodrome operator certificate, air navigation service provider certificate (CNS), as well as ground handling certificate. The certificates are issued by the Competent Authority.

The aerodrome operator shall comply with the scope and privileges specified in the terms of the certificate attached to it.

The certificate shall remain valid with the following conditions:

- the aerodrome operator complies with the relevant requirements of the Regulation (EU) 2018/1139, and its Implementing Rules, and the aerodrome remains compliant with the certification basis, taking into account the provisions related to the handling of findings as specified under ADR.OR.C.020;
- the Competent Authority is granted access to the aerodrome operator's organisation as defined in ADR.OR.C.015. to determine continued compliance with the relevant requirements of Regulation (EU) 2018/1139 and its Implementing Rules;
- the certificate is not surrendered or revoked.

Upon revocation or DIA Kft's surrender of the certificate, the certificate shall be returned to the Competent Authority without delay.

If DIA Kft. intends to terminate the operation of the aerodrome, it shall

- notify the Competent Authority as soon as possible;
- provide such information to the appropriate Aeronautical Information Service provider;
- surrender its certificate to the Competent Authority upon the date of termination of operation; and
- ensure that appropriate measures have been taken to avoid the unintended use of the aerodrome by aircraft, unless the Competent Authority has approved the use of the aerodrome for other purposes.

The Competent Authority and the Aeronautical Information Service provider shall be notified in such time in advance so as to allow for the timely publication of the changes, and their notification by the AIRAC system in accordance with the related timeframe.

Requirements for the Ground Handling Licence are covered by the Ground Handling and Passenger Handling Manual, requirements for the Air Navigation Service provider certificate are covered in the relevant Chapters of the CNS Manual.

The Aerodrome Manual was compiled in such way to comply with the requirements set out in Regulation (EU) 139/2014 and to contain or refer to all necessary information or the safe use, operation and maintenance of the aerodrome.

1.3 Conditions for Use of the Aerodrome for its Users

The infrastructural conditions and services provided by the Debrecen International Airport are covered in chapters 4., 5., and 6. Of the Aerodrome Manual.

During operating hours, the aerodrome may be used on equal terms for all persons and aircraft operators.

Outside operating hours, Debrecen International Airport is closed, take-off and landing of aircrafts are not permitted and the aerodrome is unable to provide services.

The charges of aerodrome services are outlined in the following publication:
<https://www.debrecenairport.com/documents/private-jet-debrecen-international-airport.pdf>

1.4 Obligations of the Aerodrome Operator

The operator of Debrecen International Airport is responsible for the safe operation and maintenance of the aerodrome in accordance with:

- Regulation (EU) 2018/139 and its Implementing Rules;
- The terms of the certificate;
- The content of the Aerodrome Manual;
- Any other manuals for the aerodrome equipment, or device available at the aerodrome, as applicable.

The aerodrome operator ensures directly, or coordinates through arrangements as required with the accountable entities providing the following services:

- the provision of air navigation services appropriate to the level of traffic and the operating conditions at the aerodrome; and

- the design and maintenance of flight procedures, in accordance with the applicable requirements.

The Aerodrome Operator publishes the Aerodrome Manual on its website, detailing the following information:

- exemptions and derogations granted from the applicable requirements;
- provisions for which an equivalent level of safety was accepted by the Competent Authority as part of the certification basis; and
- special conditions and limitations with regard to the use of the aerodrome.

If unsafe condition develops at the aerodrome, the aerodrome operator, without undue delay, takes all necessary measures to ensure that those parts of the aerodrome found to endanger safety are not used by aircraft.

The Competent Authority is entitled to continuously monitor compliance with the provisions of the certification basis. To ensure this entitlement, DIA Kft. grants access to any person authorized by the Competent Authority, to:

- any facility, document records, data, procedures, or any other material relevant to its activity subject to certification or declaration, whether it is contracted or not; and
- perform or witness any action, test, assessment or exercise the Competent Authority finds is necessary.

Other authority privileges related to the Competent Authority audits and inspections are set out in CMM chapter 3.10.1.2.

PART B – AERODROME MANAGEMENT SYSTEM, QUALIFICATION AND TRAINING REQUIREMENTS

2 Management System

The aerodrome operator has implemented and maintains a management system integrating a safety management system that is proportionate to the size of the organisation and its activities.

2.0 Management System Revision

Annually, before 31 January each year, the aerodrome operator, with the involvement of the assigned managers, reviews the organisation's management system to ensure its continuing suitability, adequacy and efficiency. The review is conducted as a management review.

In preparation for the management review, by 15 January each year, the head of each department prepares a written report for the managing director evaluating the operation the department under their management for the previous year, taking into account the following main aspects:

- the evaluation of the effectiveness of the department's processes and operations;
- evaluation of the department's compliance with the demands of the users of the aerodrome;
- identification of actions to be taken to maintain and improve performance, based on the evaluations above;
- indication of any need for improvement related to the management system.

Based on the reports received, the Managing Director prepares the management review of the management system.

The management review takes place within the framework of a management meeting presided by the managing director.

Management review inputs:

- minutes of the SRB meeting;
- the status of actions from previous management reviews;
- reports prepared by the heads of departments;
- changes that affect the operation of management system;
- information on the performance and effectiveness of the management system, including trends in:
 - satisfaction of the users of the aerodrome, evaluation of the feedbacks;
 - the extent to which management system objectives have been met;
 - process performance and conformity of services;
 - results of management system audits;
 - experiences and findings of audits performed by other organisations (Competent Authority, airlines);
 - number and distribution of nonconformities;
 - results of the corrective and preventive actions;
 - monitoring and measurement results;
 - performance of external providers;
 - results of the review of the documents governing management system;

- the adequacy of resources;
- the effectiveness of actions taken to address risks and opportunities;
- opportunities for the improvement of the management system.

The management review is recorded and the minutes shall include decisions and actions related to:

- opportunities for the improvement of the management system;
- any need for changes in the management system;
- resources needed in relation with the abovementioned.

The minutes shall also include the tasks related to the indicated actions, their responsible persons and the deadlines.

The action plan described in the minutes is approved by the Managing Director.

2.1 Organisation and Responsibilities

The organisational structure of DIA Kft., the tasks and responsibilities associated with certain functions are covered by the “Szervezeti Működési Szabályzat” (Organisational and Operational Regulations), Chapter 2, and Annex 1 of which are integral parts of the Aerodrome Manual. Names and denominations of the positions of the employees, and the functions and the equivalent positions as per (EU) 139/2014 and (EU) 2017/373 are listed in 4. table (Table 4)

Function (Hungarian)	Function (English)	Position	Name
felelős vezető	Accountable Manager	Managing director	Ernő Györke
repülőtéri üzemi szolgálatok vezetője	Manager of Operational Services	Operations and Ground Handling Director;	Péter Fodor
karbantartási vezető	Maintenance Manager	Technical Director	Tamás Vincze
repülésbiztonsági irányítási rendszer vezetője	Safety Manager	Safety Director	Patrik Leitner
megfelelőség felügyeletének vezetője	Compliance Monitoring Manager	Compliance Director	Nóra Irsai
képzési vezető	Training Manager	HR and Training Manager	Szilvia Káplár-Tokaji
repülésvédelmi vezető	Security Manager	Security Officer	dr. Tamás Rabócz

Function (Hungarian)	Function (English)	Position	Name
pénzügyi vezető	Finance Manager	Financial Director	dr. Ágnes Oláhné Papp
HR vezető	HR manager	HR and Training Manager	Szilvia Káplár-Tokaji

4. table

To ensure continuous improvement of safety, DIA Kft. maintains the following safety committees:

- Safety Review Board (hereinafter: SRB), that is a consultative body established by DIA Kft. for the purpose of reviewing strategic safety issues and providing high-level oversight of safety procedures.
- Local Runway Safety Team (hereinafter: LRST), that is a consultative body established by DIA Kft. to provide advisory services for the proper management of potential safety issues related to the runway and other areas of the movement area, and
- Safety Action Group (hereinafter: SAG), is a working group established to assist the work of the SRB and to address safety issues arising during aerodrome operations.

The detailed responsibilities and tasks associated with safety committees operated by DIA Kft., as well as the rules governing their operation, are outlined in the rules of procedures of each committee.

2.2 Safety Management System (SMS)

To provide systematic approach, and to ensure safe operation of the aerodrome, DIA Kft. has introduced a Safety Management System (SMS). The SMS of the organisation is regulated by the “Repülésbiztonság Irányítási Kézikönyv” (SMM, Safety Management Manual) document, in which the complete description of the system is included.

2.2.1 Scope

The description relevant to this section is included in SMM, Chapter 1.2 ‘Hatály’ (SMM 1.2 Scope).

2.2.2 Safety Policy, Objectives, Programmes

The description relevant to this section is included in SMM, Chapter 2 “Repülésbiztonsági politika, célkitűzések és programok” (SMM 2 Safety Policy, Objectives, Programmes).

2.2.3 Safety Responsibilities of Key Safety Personnel

The description relevant to this section is included in SMM, Chapter 3 “A repülésbiztonsági kulcsszemélyek repülésbiztonsági felelősségei” (SMM 3 Safety Responsibilities of Key Safety Personnel).

2.2.4 Documentation Control Procedures

The description relevant to this section is included in SMM, Chapter 1.3 “A kézikönyv felügyelete és 4 Dokumentációs eljárások” (SMM 1.3 Administration and Control and SMM 4 Documentation Procedures).

2.2.5 Safety Risk Management

The description relevant to this section is included in SMM, Chapter 5 “A repülésbiztonsági kockázatok kezelésének folyamata” (SMM 5 Safety Risk Management).

2.2.6 Monitoring of Mitigation Actions

The description relevant to this section is included in SMM, Chapter 5.5 “Kockázatcsökkentő intézkedések nyomonkövetése” (SMM 5.5 Monitoring of Mitigation Actions).

2.2.7 Safety Performance Monitoring

The description relevant to this section is included in SMM, Chapter 6 “A repülésbiztonsági teljesítmény nyomonkövetése” (SMM 6 Safety Performance Monitoring).

2.2.8 Safety Reporting and Investigation

The description relevant to this section is included in SMM, Chapter 7 “Repülésbiztonsági jelentés és kivizsgálás” (SMM 7 Safety Reporting and Investigation).

2.2.9 Coordination of the Emergency Response Planning

The description relevant to this section is included in SMM, Chapter 8 “A kényszerhelyzeti tervezés összehangolása az SMS-el és más szervezetek kényszerhelyzeti tervével” (SMM 8 Coordination of the Emergency Response Planning with the aerodrome’s and other organisations’ SMS)

2.2.10 Management of Change

The description relevant to this section is included in SMM, Chapter 9 “Változáskezelés” (SMM 9 Management of Change).

2.2.11 Safety Promotion

The description relevant to this section is included in SMM, Chapter 10 “A repülésbiztonság promóciója” (SMM 10 Safety Promotion).

2.2.12 Safety Management System Outputs

The description relevant to this section is included in SMM, Chapter 11 “A repülésbiztonság-irányítási rendszer kimenetei” (SMM 11 Safety Management System Outputs).

2.3 Compliance Monitoring

DIA Kft. maintains a compliance monitoring system to continuously monitor compliance with the applicable regulatory requirements, as well as the requirements established by the aerodrome operator’s internal processes. Compliance monitoring system is operated by the Compliance Directorate. The detailed description of compliance monitoring system and the relevant applicable processes are included in the “Compliance Monitoring Kézikönyv” (hereinafter: CMM, Compliance Monitoring Manual).

2.4 Quality Management System for Aeronautical Information

As part of its management system, the aerodrome operator has implemented and maintains a quality management system covering its aeronautical data and information provision activities. The complete description of the system covering its aeronautical data and information provision activities is included in the “Légiforgalmi adatok minőségirányítási rendszere” (DQMSAD Data Quality Management System of Aeronautical Data).

2.5 Occurrence Reporting and Investigation

a) The descriptions of the terms in relation with mandatory incident reporting system are outlined in SMM Chapter 1.6 “Definíciók és rövidítések” (SMM 1.6 Terms and acronyms), and in SMM Appendix 2. The descriptions of the responsibilities for mandatory reporting are outlined in SMM Chapter 7 “Repülésbiztonsági jelentés és kivizsgálás” (SMM 7 Safety Reporting and Investigation).

b) The description of procedures to be used for mandatory occurrence reporting are outlined in SMM Chapter 7.2 “Kötelező repülésbiztonsági jelentési rendszer” (SMM 7.2 Mandatory Occurrence Reporting System).

c) The procedures for preservation of evidence are outlined in SMM Chapter 7.3.5 “A jelentések nyilvántartása és tárolása, a kapcsolódó bizonyítékok kezelése” (SMM 7.3.5 Recordkeeping and Storage of Records, Management of Related Evidence).

2.6 Use of Alcohol, Psychoactive Substances and Medicines

All employees of DIA Kft., as well as employees of organizations operating or providing services at the aerodrome, are obliged to report for duty in a condition fit for work, thus ensuring that they meet flight safety and occupational safety requirements and are able to perform their tasks at the highest possible level.

The employer is required to exercise its right to conduct checks for the influence of alcohol and psychoactive substances in a manner that does not constitute abuse of power and does not violate the human dignity of the individual being tested during the process.

Thus, the aerodrome operator conducts the inspection in a designated private area, with only the individual being tested, the person conducting the inspection, and any witnesses ensuring procedural compliance present during the process. A report shall be prepared for every instance of testing.

2.6.1 Scope

The personal scope of this procedure applies to all employees of the DIA Kft., as well as to employees of organizations operating or providing services at the aerodrome, with special respect to authorized unescorted persons operating on the movement area, or other operational areas of the aerodrome, and to those working in positions that are safety-critical.

Safety-critical positions are all positions that require the employee's direct contact with the movement area, with safety-critical aerodrome tools and equipment, with passengers handled at the aerodrome, and all other positions that can directly influence the working conditions of employees operating in the above-mentioned positions through their decisions.

The territorial scope of this procedure applies to the entire area of Debrecen International Airport, and to the territory where employees are posted or performing remote work.

2.6.2 Details of Use of Alcohol

Rules regarding the use of alcohol are as follows:

- consuming alcohol during duty period is prohibited;
- consuming alcohol within 12 hours before reporting for duty is prohibited for employees in safety-critical positions.
- reporting for duty is prohibited if alcohol influence is present;

A person shall be considered free of alcohol influence if the test conducted using a certified measuring device detects a blood alcohol level of 0,0 ‰.

2.6.3 Details of Use of Psychoactive Substances and Medicines

Rules regarding the use of psychoactive substances and medicines are as follows:

- consuming psychoactive substances during duty period is prohibited;
- reporting for duty is prohibited for as long as the influence of the psychoactive substance persists;
- employees are obliged to refrain from consuming psychoactive substances while off duty time;
- For employees performing duties in safety-critical positions, the use of medications prescribed for medical reasons, whether occasional or long-term, is permissible only if the documented side effects specified in the medication's registration or any other effects experienced by the employee do not compromise safety;
- in the case of long-term medication of employees working in safety-critical positions the prescribing physician must provide written evidence that the dosage and use of the medication do not affect the employee's work performance in a way that could jeopardize safety. In the absence of written evidence, the employer shall order an extraordinary medical fitness examination. Until the examination is conducted and its results are received, the employee must be relieved from performing duties in a safety-critical position. During this period, the employee shall be assigned to a non-safety-critical position, provided their health, qualifications, or other circumstances allow for such reassignment;
- employees working in safety-critical positions are obliged to report the fact of their medication treatment and any relevant information related to it to their supervisor. The data and information disclosed to the workplace supervisor in this manner must be handled in compliance with the provisions of the Data Protection Policy and applicable laws.

2.6.4 Monitoring Process

DIA Kft. is entitled to monitor the adherence to the prohibitions against the use of alcohol, as well as to the requirements for the problematic use of psychoactive substances or medicines.

The testing process for the presence of alcohol, psychoactive substances or medicines can be performed by employees in the following positions:

- Managing Director;
- Safety Director
- Compliance Director
- Chief of Airport Rescue and Fire Fighting Service;
- Security Officer
- Armed Security Guard (ASG) Chief Security Officer;
- ASG Commander;
- ASG Security Patrol;
- Operations and Ground Handling Director; and
- Technical Director.

2.6.4.1 Testing for Alcohol Influence

Circumstances that require testing for alcohol influence:

- reasonable suspicion as defined in 2.6.4.1.1;
- follow-up tests;
- occurrence of serious incident, accident or occupational accident.

Testing device:

- evidential breath alcohol tester

The testing device shall be picked up at:

- the gate of Building „A”,
- The personnel on duty at the gate maintain an up-to-date record of the device pickup.

Testing must in all cases be recorded in accordance with Annex 1 by the person performing the test. The paper-based original records must be promptly transferred to the secretariat for records management.

Testing shall only be performed in the presence of two witnesses, and testing devices must be properly calibrated, maintained and operated, following the factory instructions.

2.6.4.1.1 Reasonable Suspicion

Reasonable suspicion of alcoholic influence can be established if the following signs are observed in an individual:

- dulled mental processes;
- lack of coordination;
- odour of alcoholic beverage on breath;
- severe work ethic impairment;
- slowed reaction rate; and
- slurred speech.

If any of the above listed signs or symptoms is present, the person recognizing them must report to the supervisor, who is obliged to take immediate action to carry out alcohol testing.

2.6.4.1.2 Follow-up Testing

In case a previous alcohol test has indicated alcoholic influence among the employees of an organisational unit, the manager of the department is obliged to carry out follow-up tests in order to monitor the employees of the given department.

As part of the follow-up testing, at least 8 testing must be performed within 2 months after the recording of the positive test result. The follow-up tests shall be performed at least once in every 7 days.

2.6.4.1.3 Occurrence of Serious Incident, Accident or Work Accident

In the event of a serious incident, accident, or work accident, as specified in the Safety Management Manual, alcohol testing must be performed as soon as practicable after the occurrence of the event, as described in 2.6.4.1.

The testing shall comply with the above mentioned details.

2.6.4.2 Psychoactive Substances or Medicines

Circumstances that require testing for influence of psychoactive substances or medicines:

- occurrence of serious incident, accident or occupational accident.

In case of circumstances that require testing for influence of psychoactive substances or medicines, those authorized to conduct testing are required to notify the Police, who will perform the test using the designated device after receiving the notification.

2.6.5 Consequences

In all cases when the individual refuses the test or a confirmed positive result is obtained that could indicate a threat to safety, the person conducting the test or the organizational supervisor of the individual being tested must immediately confiscate the individual's airport identification card and forward it to the Safety Directorate without delay.

If the individual does not possess an airport identification card, their temporary access permit will be immediately revoked, and the person conducting the test or the organizational supervisor of the individual being tested is obligated to escort them off the aerodrome site. Additionally, they must take measures to ensure that the individual is unable to re-enter the aerodrome site for work purposes during the investigation and, if responsibility is established, for the duration of any employment-related consequences.

In the event of a refusal to undergo testing or the confirmation of any positive result, decisions regarding employment-related consequences for an employee of the aerodrome operator shall be made by the Managing Director.

In the event of a refusal to undergo testing or any confirmed positive result, the employment-related consequences for employees of organizations operating or providing services at the aerodrome shall be determined by the respective organization's management.

2.7 Safety Directives and Recommendations

2.7.1 Complying with safety directives and recommendations

The procedure for complying with the safety recommendations and directives are included in SMM, Chapter 12 "Repülésbiztonsági irányelvek, ajánlások" (SMM 12 Safety Directives and Recommendations).

2.7.2 Processing safety directives, recommendations

The description of procedures for processing safety directives and recommendations are included in SMM, Chapter 12 “Repülésbiztonsági irányelvek, ajánlások” (SMM 12 Safety Directives and Recommendations).

2.7.3 Handling safety recommendations issued by Safety Investigation Authorities

Procedures for the handling of safety recommendations issued by the Építési és Közlekedési Minisztérium Közlekedésbiztonsági Szervezete (Transport Safety Organization of the Ministry of Construction and Transport) are included in SMM 12 Repülésbiztonsági irányelvek, ajánlások (SMM Chapter 12 Safety Directives and Recommendations).

2.8 Aircraft Movement Records

The aerodrome operator employs a system for recording the aircraft movements at the aerodrome.

In this system the aerodrome operator records the following data regarding aircraft movement:

- Traffic parity (arrivals/departures);
- Name of the aircraft operator;
- Flight Number;
- Scheduled time of departure/arrival;
- Actual time of departure/arrival;
- Place of departure/destination;
- Region (schengen/non-schengen/domestic);
- Aircraft Register;
- Type of aircraft;
- Capacity of aircraft (passenger and/or cargo);
- Traffic type;
- Number of transit passengers;
- Number of passengers starting/ending flights;
- Total number of passengers;
- Number of infants (0-2 years old);
- Number of crew members;
- Load factor;
- Number of baggages in hold;
- Invoicing period;
- Delay time;
- Delay code;
- Runway heading;
- Runway heading in use;
- Aircraft stand;
- Number of check-in counter used;
- Check-in opening time;
- Check-in closing time;
- Gate opening time;



- Gate closing time;
- Cargo on arrival;
- Cargo type and information; and
- Comment:

2.8.1 Assessment of Statistics

The compilation of the aircraft traffic statistics of Debreceen International Airport is carried out by the Operations and Flight Handling Department.

Traffic statistics are stored in a digital format in a dynamically maintained spreadsheet on the OPS file server, under the folder name “Forgalmi Statisztika” (Traffic Statistics). The retention period for statistics is continuous, no end of period is defined.

2.8.2 Daily Report

After the final daily recorded aircraft movement, based on the recorded statistics the Operations and Flight Handling Department compiles a daily report and the report is sent daily to the

- Managing Director;
- Appointed managers;
- Employees displayed on the Operations and Flight Handling Department’s notification list; and
- If relevant, to other organizations operating or providing services at the aerodrome.

The statistics include the following data:

- Traffic parity (arrivals/departures);
- Name of the aircraft operator;
- Flight Number;
- Scheduled time of departure/arrival;
- Actual time of departure/arrival;
- Place of departure/destination;
- Aircraft Register;
- Type of aircraft;
- Total number of passengers;
- Number of crew members;
- Total amount of cargo.

2.8.3 Monthly Report

Based on the recorded statistics, the Head of Operations and Flight Handling Department shall compile a report for the relevant month by the 5th day of the following month. The report shall be sent to the

- Managing Director;
- Operations and Ground Handling Director;
- Safety Director
- Compliance Director
- Competent Authority;

- Hungarian Central Statistical Office;
- Nyírábrány Border Police Offices of Hajdú-Bihar County Police Headquarters.

The monthly reports include the following data:

- Traffic parity (arrivals/departures);
- Number of aircraft movements;
- Total number of passengers;
- Total amount of cargo.

2.8.4 Traffic Forecast

Estimation of traffic statistics and the preparation of traffic forecast for the following year is the responsibility of the Operations and Ground Handling Director. The estimate shall include a monthly statement based on the timetable information provided by the airlines, taking into account the frequencies by the destinations specified in the airlines' timetables, the average passenger load data for the reference year, as well as the seating capacity of the aircraft for the entire following year.

The deadline for preparing the estimate is 15 November of the current year. The Operations and Ground Handling Director shall send the prepared forecast by e-mail to the Managing Director, Financial Director, Technical Director, Safety Director, Compliance Director, Security Officer, Chief of Airport Rescue and Fire Fighting Services, and to the heads of the authorities serving at the airport, by 30 November of the current year.

Based on the analysis performed and in line with the procedures outlined in the Rescue and Fire Fighting Services Manual, the Chief of Airport Rescue and Fire Fighting Services shall review whether the category of rescue and firefighting of the aerodrome's rescue and firefighting services complies with the aerodrome's rescue and firefighting category, and whether changes to the category are required.

If, based on traffic forecast, there is a foreseeable planned traffic-growth or change to traffic structure for the next 12 months, a reassessment of the traffic forecast and the review of the following factors will be required:

- available human and asset resources for all areas;
- provision of sufficient aircraft-stands appropriate to the expected aircrafts category;
- terminal capacity utilisation;
- category of rescue and firefighting; and
- possible involvement of subcontractors in the provision of services related to activities.

3 Training and Qualifications

The detailed description and framework of DIA Kft.'s training and proficiency check program are outlined in the “Képzési Kézikönyv” (Training Manual).

3.1 Training Programme

3.1.1 General Requirements

The responsibilities for the implementation of the training programme are included in Chapter 1.5 of the “Képzési Kézikönyv” (Training Manual).

The requirements for training frequency are outlined in Chapter 3.3 of the “Képzési Kézikönyv” (Training Manual),

Requirements for the curriculum and length of trainings are included in Chapter 5 of the “Képzési Kézikönyv” (Training Manual).

The methods for delivering training are outlined in Chapter 5.1.3.1 of the “Képzési Kézikönyv” (Training Manual).

The methods for testing competency, and the required level to pass the competency assessment test are included in Chapter 6. of the “Képzési Kézikönyv” (Training Manual).

The method for assessing the job-specific training requirements is outlined in Chapter 3 of the “Képzési Kézikönyv” (Training Manual).

3.1.2 Procedures

3.1.2.1 Training and Competency Assessment of Trainees

Procedure for training and assessing the competency of trainees are outlined in Chapter 3.3.1 of the “Képzési Kézikönyv” (Training Manual).

3.1.2.2 Procedures for Non-compliance with Training Requirements

In the event of any personnel failing to meet the training requirements, the procedures set forth in Chapter 6.1.2 of the “Képzési Kézikönyv” (Training Manual) shall be implemented.

3.1.3 Storage and Retention of Training Documents

Rules for storage of training documents are outlined in Chapter 8 of the “Képzési Kézikönyv” (Training Manual), and the retention periods are specified in the table titled “Megőrzendő irat” (Documents to be Retained) in Annex 12 of the “Iratkezelési Szabályzat” (Records Management Rules)

3.2 Proficiency Check Programme

The responsibilities in connection with DIA Kft.’s proficiency check programme are outlined in Chapter 4.1 of the “Képzési Kézikönyv” (Training Manual).

The frequency of proficiency checks is outlined in Chapter 4.1.2 of the “Képzési Kézikönyv” (Training Manual).



3.2.1 Procedures and Methods for Proficiency Checks

Methods and procedures for proficiency checks are included in Chapters 4.1; 4.1.1.1.; 4.1.3; 4.1.4.1; 4.1.4.2 of the “Képzési Kézikönyv” (Training Manual).

3.2.2 Procedures for Non-compliance with the Relevant Requirements

The procedure to be applied In case of failing on proficiency check are outlined in Chapter 4.1.4.3 of the “Képzési Kézikönyv” (Training Manual).

3.2.3 Validation Process for the Proficiency Check Programme

The process for measuring the effectiveness of the proficiency check programme is outlined in Chapter 7.2 of the “Képzési Kézikönyv” (Training Manual).

3.2.4 Storage and Retention of Proficiency Check Programme Documents

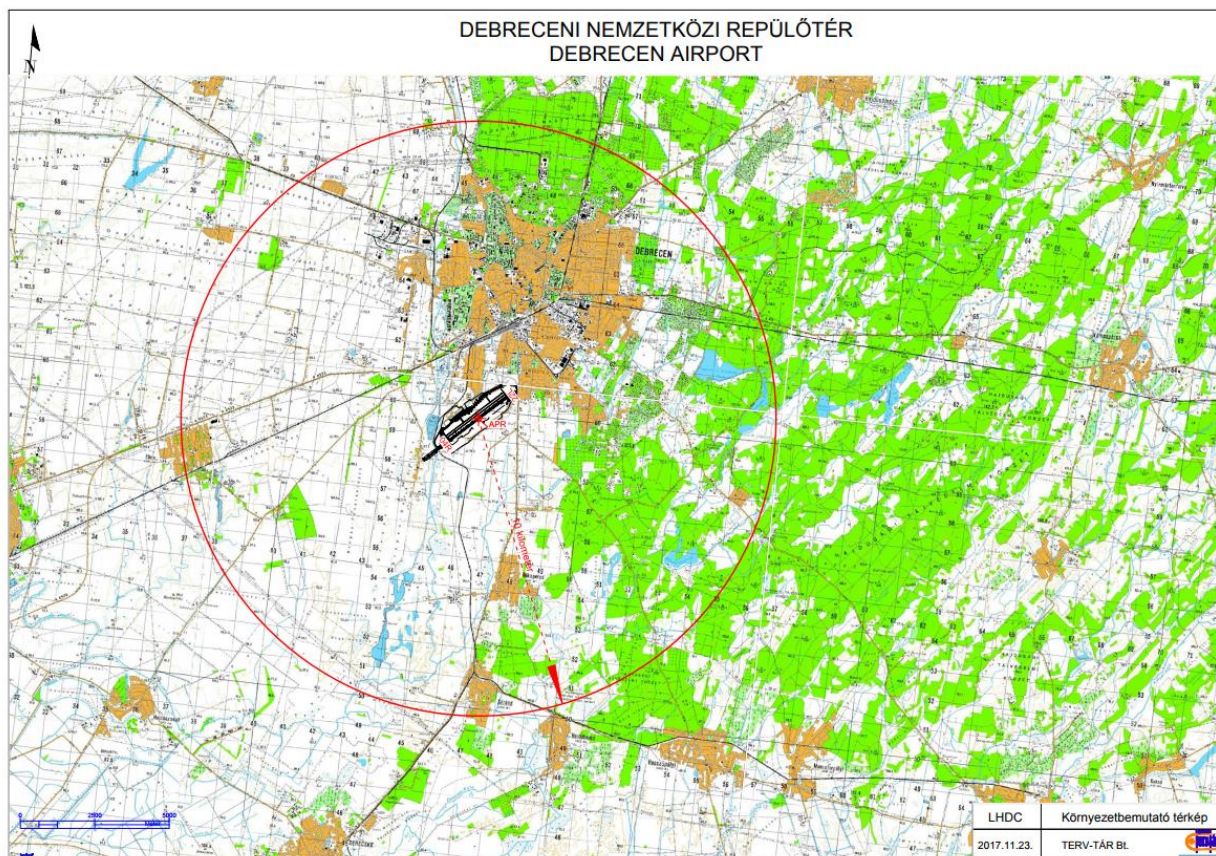
Rules for storage of proficiency check documents are outlined in Chapter 4.1.5 of the “Képzési Kézikönyv” (Training Manual), and the retention periods are specified in the table titled “Megőrzendő irat” (Documents to be Retained) in Annex 12 of the “Iratkezelési Szabályzat” (Records Management Rules)

PART C – PARTICULARS OF THE AERODROME SITE

4 Aerodrome Site

4.1 Distance of Populous Areas

Debreceen International Airport is located at a distance of 5 kilometres (South/Southwest) from the down-town Debreceen (City with County Rights)



1. Figure

4.2 Aerodrome Charts

A general overview chart of Debreceen International Airport is included in Annex 2.

4.3 Facilities and Equipment Outside the Boundaries of the Aerodrome

There are three NDBs, an ILS marker transmitter, as well as a 420 m long section of the approach lighting system, consisting of 14 barrette lighting elements outside the boundaries of the aerodrome.

The physical locations of the radionavigational equipment and approach lighting elements outside the boundaries of the aerodrome are illustrated in 2. Figure (Figure 2)



2. Figure

4.4 Physical Characteristics of the Aerodrome

Description of the physical characteristics of the aerodrome, elevations, visual navigation aids, as well as information regarding the aerodrome reference temperature, strength of pavements, rescue and firefighting level of protection, ground aids and main obstacles are included in Chapter 6.

The installed radionavigational equipment is presented in 5. table (Table 5).

Equipment Type	ID	Frequency	Hours of Operation	Station Coordinates	Note:
NDB	EN	383 KHZ	H24	N47 31 59.7 E021 41 16.9	NIL

Equipment Type	ID	Frequency	Hours of Operation	Station Coordinates	Note:
NDB	C	326 KHZ	H24	N47 28 31.1 2. 35. 35.	NIL
NDB	DC	295 KHZ	H24	N47 27 24.3 E021 33 47.0	NIL
ILS LLZ 04R (CAT I)	DCN	110.1 MHZ	H24	N47 29 53.5 E021 37 49.6	NIL
ILS GP 04R (CAT I)		334.4 MHZ	H24	N47 29 02.6 E021 36 18.6	GP Angle 3°
PDME 04R (CAT I)	DCN	CH 38X	H24	N47 29 02.6 E021 36 18.6	THR 04R threshold-DME DME shift 320 m (0.17 NM)
MM 04R (CAT I)	Dashes	75 MHZ	H24	N47 28 31.1 E021 35 35.2	NIL

5. table

4.5 Exemptions, Derogations, ELoSs, SCs, Operating Limitations

Information on Exemption, Derogations, ELoSs, Scs, Operating Limitations are included in Chapter 6.13.

4.6 Types of Operations

IFR / VFR / NVFR aircraft operations can be performed at Debrecen International Airport.

Via its contracted partner, Debrecen International Airport provides AFIS service to ensure the safe operation of air traffic. Flights can be initiated and executed in accordance with NFM decree 56/2016.

Use of Debrecen TIZ airspace by aircrafts is subject to the obligation of transponder usage, radio usage, and submission of a flight plan.

Outside operating hours, the air ambulance service may operate independently in accordance with the regulations and required licenses regarding medical ambulance flights. In case of medical ambulance flights no flight plan shall be submitted.

PART D – PARTICULARS OF THE AERODROME REQUIRED TO BE REPORTED TO THE AERONAUTICAL INFORMATION SERVICE

5 The Aeronautical Information Services Available, Promulgation of General Information

The aerodrome operator has introduced a quality management system covering its static and dynamic aeronautical data and information, promulgation of general information and services available. The description of quality management system of aeronautical data and information is included in the Chapter 2.4 "Quality Management System for Aeronautical Information".

5.1 Name of the Aerodrome

Name of the aerodrome: Debrecen International Airport

ICAO code: LHDC

IATA code: DEB

5.2 Location of the Aerodrome

Debrecen International Airport is located at a distance of 5 kilometres (South/Southwest) from the down-town Debrecen (City with County Rights)

5.3 Aerodrome Reference Point (ARP)

The aerodrome reference point (ARP) of Debrecen International Airport is located at the geometrical midpoint of RWY 04R - 22L. Geographical coordinates of the aerodrome's reference point, determined on the basis of World Geodetic System - 1984 (WGS-84) reference data:

- Latitude: N47°29'20"
- Longitude: E21°36'55"

5.4 Elevation and Geoid Undulation of the Aerodrome

Elevation Above Mean Sea Level at the aerodrome's reference point: 110 meters

Geoid Undulation at the aerodrome's reference point: 41 m

5.5 Elevation and Geoid Undulation of the Runway

Physical Characteristics of the Runway are included in Chapter 6.1.

5.6 Aerodrome Reference Temperature

The reference temperature of the aerodrome is: 29.6 °C (2016-2020.)

5.7 Aerodrome Beacon

No aerodrome beacon is provided, (not applicable).

5.8 Name and Contact Details of the Aerodrome Operator

Name of the aerodrome operator:	Debrecen International Airport Kft.
Address of the aerodrome operator:	H-4030 Debrecen, Repülőtéri út 12. - HUNGARY
Phone:	(+36) 52-500-547 (AFIS) (+36) 30-418-9725 (OPS)
AFS:	LHDCZTZX LHDCZPZX
SITA	DEBAPXH
E-mail	ops@debrecenairport.com
URL:	www.debrecenairport.com

6. table

5.9 Information on Operating Hours

Operating Hours:	H24
Customs and immigration	In operating hours.
Health and sanitation facilities	On request
AIS Office	In operating hours.
ATS Office	In operating hours.
MET Office	In operating hours.
ATS	AFIS: In operating hours.
Fuelling	In operating hours.
Handling of aircrafts	In operating hours.
Security screening	H24
De-icing	On request
Note:	NIL

7. table

5.10 Passenger facilities

Hotels	In Debreceen city
Restaurants	In Debreceen city
Transportation	Public transport bus: AIRPORT1 and AIRPORT2, Shuttle bus, taxi, rental car
Medical facilities	First aid at the aerofrome, hospital in Debreceen city
Bank and Post Office	In Debreceen city, within 5 km
Tourist Office	In Debreceen city
Remarks:	Cash dispenser and exchange machine in the terminal building

8. table

5.11 Snow removal and Ice Control

Snow removal and ice control equipment	3 snow sweeper-plough-blowers, 2 snow ploughs, 1 de-icing spreader
Clearance priorities	RWY – TWY A – APRON – TWY B
Specially prepared winter runways	N/A
Use of material for movement area surface treatment	Urea / SAFEGRIP FR
Remarks:	NIL

9. table

5.12 Handling Services and Facilities

Cargo-handling facilities	NIL
Fuel/Oil types	JET A-1
Fuelling facilities/capacity	JET A1 truck/ 20 000 liter; JET A1 truck / 60 000 liter, 1 JET A1 station / 50 000 liter

De-icing facilities	On request, available only on parking stands
Hangar space for visiting aircraft	NIL
Repair facilities for visiting aircraft	Aeroplex; e-mail: marketingkozpont@aeroplex.com
Remarks:	Cash payment is not allowed.

10. table

5.13 Meteorological Information Provided

Associated MET Office	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology
Hours of service	H24
Office responsible for TAF preparation. Periods of validity, interval of issuance	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology; Periods of validity: 9 HRs; Interval of issuance: 3 HRs in operational time of aerodrome
TREND forecast, interval of issuance	TAF CODE; Interval of issuance: half hourly in operational time of aerodrome
Briefing/Consultation	Written briefing: https://aviation.met.hu Consultation via phone: (+36)-90-603-421 Consultation via e-mail: rvo@met.hu (HMS) See: GEN 3.5
Flight documentation	Charts, abbreviated plain language text
Language used	Hungarian, English
Charts and other information available	Charts, aerodrome reports and forecasts in EUR region, area forecasts, MET observations and warnings in Budapest FIR.
Supplementary equipment available for providing information	Telephone, Self-briefing via aviation.met.hu
ATS Units provided with information	Budapest FIC (on request), AFIS
Additional information	NIL

11. table

5.14 Landing Direction Indicator and Anemometer

Location of Landing Direction Indicator (LDI) and Lighting.	N/A
Location of Anemometer and Lighting	Lighted anemometers are at TDZ 04R and TDZ 22L points
Remarks:	NIL

12. table

5.15 Air Traffic Services Airspace

Lateral limits	DEBRECEN TIZ1: 473908N 0214744E – 473338N 0215503E – 471843N 0213038E – 472433N 0212252E – 473908N 0214744E DEBRECEN TIZ2: 474127N 0215009E – 473102N 0220059E – 471020N 0214329E – 471154N 0212611E – 472402N 0211743E – 473243N 0213243E – 474127N 0215009E DEBRECEN TIZ3: 474718N 0213722E – 474127N 0215009E – 473243N 0213243E – 474559N 0213339E – 474718N 0213722E
Vertical limits	DEBRECEN TIZ1: 2 000 FT ALT / GND DEBRECEN TIZ2: 9 500 FT ALT / 2 000 FT ALT DEBRECEN TIZ3: 9 500 FT ALT / 5 000 FT ALT
Airspace classification	DEBRECEN TIZ1, DEBRECEN TIZ2 és DEBRECEN TIZ3: Class G
ATS unit call sign Language(s)	Debrecen Info English, Hungarian
Transition altitude	10 000 FT ALT

Hours of applicability	As AD administration
Remarks:	AFIS (TIZ1 + TIZ2 + TIZ3) See: AD 2-LHDC AD-2.3 Air Traffic Advisory Service is not available in the class G airspace DEBRECEN TIZ1, TIZ2, and TIZ3. For information on related RMZ and TMZ airspaces, see: ENR 2.2

13. table

5.16 ATS Communication Facilities

Service designation	AFIS
Call sign	Debrecen Info
Channel	125.910 CH Reserved: 132.965 CH
SATVOICE number	NIL
Logon Address	NIL
Hours of operation	As AD administration
Remarks:	NIL

14. table

5.17 Local Aerodrome Regulations

Training flights shall be initiated after consultation with Operations and Flight Handling Department of the aerodrome operator, and the AFIS service.

Training flights shall give way to flights with commercial or business purposes.

Performing training flights and calibration flights simultaneously is forbidden!

The pilot of an aircraft indicating the intention to perform arrival or departure maneuver is prohibited from crossing the runway holding position or the runway threshold until all preceding aircraft or ground vehicles vacated the runway - either by completing take-off or, in the case of taxiing operations, by passing the runway exit signs, and AFIS has given a "RUNWAY FREE" advisory to the pilot of the aircraft intending to perform arrival or departure maneuver.

Any parking stand on the APRON is permitted to be used by only one aircraft at a time for parking purposes.

The maximum aircraft taxi speed on the APRON and the TAXIWAYS is 55 km/h (30 kts), and must be reduced if any factors affecting the braking performance are present. After sunset, the maximum aircraft taxi speed on the APRON should be reduced to 28 km/h (15 kts).

5.18 Noise Abatement Procedures

5.18.1 Landing

Taking into consideration the prevailing weather conditions, runway 04R is used for landing when there is a tailwind component of not more than 5 Kts in the runway direction. When wind conditions do not allow the approach from 04R runway direction, runway 22L shall be used, which has a displaced threshold for noise abatement purposes.

5.18.2 Take-off

For noise protection reasons, runway 22L is to be used for take-off, the aerodrome's Aeronautical Information Service advises against it due to foreseeable reasons (meteorological or safety).

When taking off from runway direction 04R, a left turn is prohibited until reaching an altitude of 2 000 feet above ground level.

5.18.3 Other Noise Abatement Procedures

Flight below 2 000 feet above ground level over Debrecen is prohibited, except when an aircraft is performing take-off or landing procedures.

5.18.4 Rules for Training, Calibration and Technical Test Flights

Training, calibration and technical test flights can only be scheduled for and performed in the following times:

- weekdays: 8:00 – 18:00 (LT), except visual and non-visual navigation aids calibration and test flights, which can be performed until 22:00 (LT).
- weekends and public holidays: 10:00 - 16:00 (LT);
- NVFR training flights can be performed only in February and November, until 20:00 (LT).

Prior requests for technical test flight operations must be submitted to the Operation and Flight Handling Department of Debrecen International Airport Kft., at least 48 hours before the planned flight. Contact address:

E-mail: ops@debrecenairport.com

The request must contain the following data:

- The planned date and time of the technical test or training flight;
- Aircraft type;
- Aircraft registration number;
- Aircraft call sign;

The Operation and Flight Handling Department of the aerodrome informs the flight operator of the approval or refusal of the submitted flight request.

5.18.5 Restrictions on the Use of Auxiliary Power Unit (APU)

For the purposes of reducing noise exposure generated by ground operations, the following regulations regarding APU usage shall be applied:

- Operation of APU shall be started no earlier than 30 minutes prior to departure, and;
- APU must be stopped no later than 10 minutes after arriving at the stands, and
- The use of APU during aircraft maintenance shall be restricted to a minimum duration.

5.19 Additional Information for Flight Procedures

5.19.1 General rules

Visual flight in the North-West sector of Runways 04R/22L is prohibited for speed category C and D aircraft.

5.19.2 Procedures for VFR flights

Traffic pattern:

- Left-hand traffic pattern for runway RWY 22L;
- Right-hand traffic pattern for runway RWY 04R

5.19.3 Designated VFR Reporting Points

JOZA – 473533N 213326E (center of Józsa village)

HOPI – 472333N 214359E (center of Hosszúpályi village)

EBES – 472839N 0212916E (North from Ebes village)

VFR flights approaching from uncontrolled airspace are required to enter LHDC TIZ via the designated reporting points, unless otherwise informed by AFIS.

The holding procedure, as instructed by the AFIS, has to be carried out over the designated reporting points, or other points that can be easily identified by the aircraft's pilot.

5.19.4 Procedures for Flights During the Operation of AFIS

5.19.5 IFR Flights

5.19.6 Departing aircrafts

The IFR flight entering controlled airspace after departure shall obtain the necessary en route clearance before take-off. Under standard conditions, the necessary en route clearance is obtained via AFIS, and delivered at the parking stand following engine start-up. Departing aircrafts have to follow the procedures included in the en route clearance given before take-off.

5.19.7 Standard Instrument Departure (SID)

SIDs are published in

- AD_2-LHDC-SID-04R (5. Annex); and
- AD_2-LHDC-SID-22L (6. Annex)

charts.

The departure procedures in use are based on the provisions outlined in ICAO Procedures for Air Navigation Services - Aircraft Operations (Doc 8168, OPS/611 (PANS OPS)) documents.

5.19.8 Instrument Approach Procedures

Instrument approach procedures are published in

- AD_2-LHDC-STAR-04R22L (7. Annex);
- AD_2-LHDC-ILS-LOC-04R (8. Annex);
- AD_2-LHDC-NDB-22L (9. Annex);
- AD_2-LHDC-RNP-04R (10. Annex); and
- AD_2-LHDC-RNP-22L (11. Annex)

charts.

5.19.9 VFR Flights

5.19.10 Arrivals

Contact shall be established with AFIS prior to reaching the area boundary.

AFIS provides information about the local traffic, the "Traffic Circuit" available, as well as conditions of approach and landing.

When IFR approach is in progress, all VFR aircraft operating within TIZ1, TIZ2 and TIZ3 airspace will be advised to land or leave TIZ1, TIZ2 and TIZ3 airspaces.

5.20 Additional information

5.20.1 Ground Handling Organizations

Ground handling organization(s) providing services at Debrecen International Airport:

Debrecen International Airport Kft.

E-mail: ops@debrecenairport.com

Tel:(+36) 20-223-2399

5.20.2 Supervision of the Aerodrome

Information regarding runway conditions and other factors directly affecting operations is distributed by the aerodrome operator to the relevant parties via NOTAM or, if necessary, SNOWTAM.

5.20.3 Bird Flocks and Bird Migration

The bird flocks in the vicinity of Debrecen International Airport vary by season. The density and species of bird flocks in the vicinity of Debrecen International Airport vary seasonally. The presence of birds increases somewhat during the nesting season, between June and August. Bird migrations occur, depending on weather conditions in February and March, and in November and December.

- Between March and October, depending on weather conditions, gulls in flocks comprising a couple hundred;
- Between November and February crows in flocks comprising a couple hundred

fly through DEBRECEN TIZ airspaces, and settle temporarily at the aerodrome.

5.20.3.1 Wildlife Monitoring and Scaring Service

Debrecen International Airport Kft. Operates a continuous wildlife and bird monitoring and scaring service, with appropriate equipment.

Operators using Debrecen International Airport are requested to send their comments related to the operation of this service to the following address:

DEBRECEN INTERNATIONAL AIRPORT Kft.

Address: H-4030 Debrecen, Repülőtéri út 12. - HUNGARY

Tel:(+36) 52-500-547

E-mail: birdstrike@debrecenairport.com

5.20.3.2 Reporting a Wildlife Strike

Operators using Debrecen International Airport are requested to report events of bird strike by filling in the ICAO standard "BIRD STRIKE REPORTING FORM" (BSRF) form. The form can be obtained and filled at the Wildlife Control Unit.

In the event of a bird strike following take-off, and the crew do not consider it necessary to interrupt the flight, they should notify the AFIS via radio and fill in the BSRF form upon arrival at the destination airport and send it to the following address:

DEBRECEN INTERNATIONAL AIRPORT Kft.

Address: H-4030 Debrecen, Repülőtéri út 12. - HUNGARY

Tel:(+36) 52-500-547

E-mail: birdstrike@debrecenairport.com

6 Aerodrome Dimensions and Related Information

6.1 Physical Characteristics of the Runway

	RWY 04R	RWY 22L	RWY 04R	RWY 22L
True bearing	47.93°	227.93°	NIL - Runway under construction	NIL - Runway under construction
Runway length	2500 meters	2500 meters		
Runway width	40 meters	40 meters		
Runway Pavement Bearing Strength	53 R/B/W/T	53 R/B/W/T		
Runway Surface Type	concrete	concrete		
Threshold Coordinates	N47°28'52,99" E21°36'10,79"	N47°29'40,74" E21°37'28,85"		
Runway End Coordinates	N47°29'47,22" E21°37'39,45"	N47°28'52,99" E21°36'10,79"		
Runway End Elevation	109.9 meters	108.2 meters		
Geoid-undulation	41 meters	41 meters		
Threshold Elevation	108.2 meters	109.8 meters		
TDZ Elevation	108.5 meters	Not applicable.		
Displaced Threshold	Not applicable.	300 meters		
Longitudinal Slope	+0.078 %	-0.078 %		
Runway type	CAT I. Precision approach runway	Instrument approach runway		
Obstacle Free Zone (OFZ)	applicable	Not applicable.		

15. table

Annual variation of magnetic declination: 6°04' K (6,01° K), variation 0°7' K / annually (0,1° K / annually)



6.2 Physical Characteristics of Runway Strip, Runway End Safety Areas, Taxiways and Apron

6.2.1 Runway Strip

The runway strip reduces the risk of damage to an aircraft running off the runway, protects aircraft flying over it when taking-off or landing, and enables safe movement for rescue and firefighting vehicles.

Runway strip for RWY 04R-22L longitudinally extends 60 m beyond the runway pavement. Its overall length is: 60 m + 2 500 m + 60 m = 2 620 m.

Runway strip for RWY 04R-22L laterally extends (perpendicular to the runway centre line) 150 m – 150 m in both directions from the runway centre line along the entire length of the strip. Strip width is 300 m.

The chart of the runway strip is included in Chapter 4.2.

6.2.2 Runway End Safety Areas

Runway end safety areas (RESA) are cleared and graded areas, provided for aircrafts undershooting or overrunning the runway.

	RWY 04R	RWY 22L	RWY 04R	RWY 22L
RESA length	240 meters	240 meters	NIL - Runway under construction	NIL - Runway under construction
RESA width	90 meters	120 meters		

16. table

The charts of the runway end safety areas are included in Chapter 4.2.

6.2.3 Stopways and Clearways

Not applicable.

6.2.4 Taxiways

There are 2 taxiways on Debreceen International Airport:

- taxiway TWY A, and
- taxiway TWY B

Surface of taxiway TWY A: concrete

Pavement Classification Number (PCN) strength of TWY A: 42 R/B/W/T

TWY A length: 852 meters

Surface of taxiway TWY B: concrete

Pavement Classification Number (PCN) strength of TWY B: 60 R/B/W/T

TWY B length: 1871 meters

Taxiways TWY A and B connect runway RWY 04R-22L with the APRON.

Both taxiways have a width of 18 meters.

Charts of the taxiways are included in Chapter 4.2.

Active taxiways are included in taxiway strips with a width of 26-26 meters from the centerline of the taxiway, so the total width of the strip is 52 meters.

6.2.5 Apron and Aircraft Stands

Debreceen International Airport the safe handling of passengers, cargo, or mail, as well as the handling of aircrafts, is conducted on the apron designated as APRON.

Surface of the APRON: concrete

Apron strength Pavement Classification Number (PCN): 44 R/B/W/T

There are 13 aircraft stands in the APRON.

Aircraft Stand ID	Aircraft ICAO Category	Aircraft stands coordinates:	Wingspan restriction
1	C	47 29 26.2N 021 36 31.3E	NIL
2	C	47 29 24.4N 021 36 27.7E	NIL
3	C	47 29 22.6N 021 36 23.8E	NIL
4	C	47 29 20.4N 021 36 20.5E	NIL
5	C	47 29 18.2N 021 36 17.6E	NIL
6	B	47 29 16.1N 021 36 15.1E	max. 21 m
7	A	47 29 15.7N 021 36 14.0E	NIL
8	B	47 29 15.0N 021 36 13.3E	NIL
9	A	47 29 14.6N 021 36 12.6E	max. 12 m
10	A	47 29 15.0N 021 36 18.0E	NIL
11	A	47 29 17.5N 021 36 20.9E	NIL
12	A	47 29 22.2N 021 36 28.8E	NIL
13	A	47 29 24.0N 021 36 32.4E	NIL

17. table

Charts of the Apron are included in Chapter 4.2.

6.3 Visual Aids and Standby Power for Lighting

6.3.1 Runway lighting

	RWY 04R	RWY 22L
Approach Lighting	THOR EL-AT CAT I. Precision approach lighting Barrette 900 metres (30 meters spacing) White	Not applicable.
PAPI	ADB PPL 400/1 – installed on the left side of the runway Glide slope angle 3° Red/white	ATG AIRPORTS ZA737 – installed on the left side of the runway Glide slope angle 3° Red/white
Threshold Lights	THORN INL-RN/RET Green	THORN INL-RN Green
Threshold Identification Lights	Not applicable.	ADB UDC 60/60
Runway Edge Lights	THORN EL-EAH 2500 meters (60 meters spacing) 0 – 1840 m white 1900 – 2500 m yellow (last 600 m)	THORN EL-EAH 2500 meters (60 meters spacing) 0 – 300 m red (until displaced threshold) 360 – 1840 m white 1900 – 2500 m yellow (last 600 m)
Runway End Lights	THORN INL-RET Red	THORN INL-RN Red

18. table

The aerodrome operator uses a lighting control system that is located in the AFIS operations room and is operated by the AFIS personnel. The intensity of approach lights, PAPI, and runway lights can be adjusted independently. In the event of a control failure from the AFIS

operations room, the Operations and Flight Handling Department shall switch to manual mode and operate the lighting system manually.

Operation of lighting systems at Debrecen International Airport:

- Between sunset and sunrise;
- If specifically requested by aircraft crew;
- In IMC meteorological conditions;
- PAPI must be operated continuously during approach maneuvers.

6.3.2 Runway Markings

The following markings are available on RWY 04R/22L to assist in pilot orientation:

- Runway threshold designators;
- Runway identification markings;
- Runway center line markings;
- Runway side stripe markings;
- Touchdown zone markings;
- Aiming point markings;
- Displaced threshold marking (from RWY 22L direction); and
- Taxiway center line markings (at runway exits towards TWY A and B taxiways).

6.3.3 Taxiway Lighting and Markers

There are no active lighting elements on TWY A and B taxiways. The taxiway edges are marked exclusively by blue, passive, retro-reflective markers on both the right and left sides.

6.3.4 Taxiway Markings

The following markings are available on TWY A and TWY B taxiways to assist in pilot orientation:

- Taxiway centerline markings are available from runway thresholds to aircraft parking stands;
- Enhanced center line markings;
- Signs installed at the junctions of runway and taxiways, and at runway-holding positions;
- Runway-holding position markings; and
- Edge of load-bearing surface markings.

6.3.5 Apron Lighting and Markers

The entire area of the APRON is illuminated by floodlight. No other active lighting elements are available on the APRON, however, the edges of the apron taxiway path adjacent to unpaved surfaces are marked by blue, passive, retro-reflective markers.

6.3.6 Apron Markings

The following markings are available on the APRON to assist in pilot orientation:

- TWY A and TWY B are connected by an apron taxiway;

- Aircraft stand taxilane markings;
- Aircraft stand ID markings are painted along the apron taxilane;
- Nose gear stop bar markings;
- Edge of load-bearing surface markings; and
- Apron safety line markings.

6.3.7 Visual docking/parking Guidance System

There is no visual docking/parking guidance system on the APRON.

6.3.8 Secondary Power Supply for Lighting

At Debrecen International Airport two independent 11kV power feeds are available, with two 11kv/0,4kV transformers connected to them (492, 493). Besides the two independent power feeds, systems and buildings associated with safety (ILS, lighting system, radio communication system, AFIS) are supplied with secondary power provided by aggregates. In the event of mains failure, an automatic power monitoring system performs the switch-over within the 1-second time interval as specified in CS ADR.DSN.S.880 for P.A CAT I., thus ensuring continuous power supply.

In the event of simultaneous power failure affecting both independent feeds, visual and non-visual navigational equipment with active lighting, and buildings - including AFIS operations room - are supplied automatically by generators and uninterruptible power supplies.

6.4 VOR Aerodrome Checkpoints

No VOR aerodrome checkpoint is established – not applicable.

6.5 Location and Designation of Standard Taxi Routes

Use of taxiways for landing and take-off is PROHIBITED!

The following standard taxi routes shall be used at the aerodrome:

RWY04R → TWY B → APRON

APRON → TWY B → RWY 22L

RWY 22L → TWY A → APRON

APRON → TWY A → RWY 04R

6.6 Coordinates of the Runway Threshold and the Aircraft Stands

Runway threshold coordinates: see Chapter 6.1

Aircraft stands coordinates: see Chapter 6.2.5.

Taxiway curves and coordinates of straight sections:

- **TWY A**
 - 47 28 53.85N 021 36 10.70E;
 - 47 28 53.97N 021 36 10.21E
 - 47 28 54.34N 021 36 09.51E;
 - 47 29 02.21N 021 35 59.14E;
 - 47 29 03.06N 021 35 58.71E;

47 29 03.79N 021 35 59.18E;
47 29 13.73N 021 36 13.14E

- **TWY B**

47 29 26.27N 021 36 33.89E;
47 29 31.30N 021 36 43.91E;
47 29 31.40N 021 36 44.08E;
47 29 31.52N 021 36 44.24E;
47 29 46.35N 021 37 01.32E;
47 29 46.50N 021 37 01.53E;
47 29 46.62N 021 37 01.76E;
47 29 56.44N 021 37 24.68E;
47 29 56.61N 021 37 25.77E;
47 29 56.23N 021 37 26.88E;
47 29 48.24N 021 37 37.50E;
47 29 47.83N 021 37 37.90E;
47 29 47.31N 021 37 38.09E

6.7 Obstacles

Major obstacles penetrating RWY 04R/22L approach, and take-off climb surfaces are detailed on the charts included in Annex 3 and Annex 4.

6.8 Type and Strength of the Paved Surfaces

Data on the surface and strength of paved surfaces is included in Chapter 6.1, 6.2.4 and 6.2.5.

6.9 Pre-flight Altimeter Check Locations

There are two pre-flight altimeter check locations established at Debrecen International Airport.

Altimeter Checkpoint Location	Elevation
04R runway threshold	108.2 meters
22L runway threshold	109.8 meters

19. table

6.10 Declared Distances

Take-off runway available – (TORA);

Take-off distance available – (TODA);

Accelerate-stop distance available – (ASDA);

Landing distance available – (LDA).

Runway Designation	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
RWY 04R	2500	2500	2500	2500
RWY 22L	2500	2500	2500	2200
RWY 04L	NIL - Runway under construction			
RWY 22R	NIL - Runway under construction			

20. table

6.11 Contact Details of the Aerodrome Coordinator for the Removal of Disabled Aircraft

The coordinator designated by DIA Kft. for the removal of disabled aircraft is the Local Rescue Chief appointed in accordance with the Aerodrome Emergency Plan from among the employees of the Operations and Flight Handling Department.

Contact details:

- e-mail: ops@debrecenairport.com
- Phone: +36 30 418 9725

The largest type of disabled aircraft that the aerodrome operator's designated partner is capable of removing is: AIRBUS A321NEO

6.12 Rescue and Fire Fighting Level of Protection, Types and Amounts of Extinguishing Agents

Debrecen International Airport's category for rescue and fire fighting: CAT 7

The minimum number of trained rescue and fire fighting personnel required to maintain this category: min. 10 persons / shift.

Amount of extinguishing agents in stock:

- Foam concentrate
 - 4000 litres
- Extinguishing powder
 - No stock, as the amount of supplementary extinguishing agent stored on the fire fighting vehicles sufficiently meets the requirements.

Extinguishing agents stored on FOAM1 vehicle:

- Water: 12,000 litres
- Foam concentrate: 1,500 litres
- Supplementary extinguishing powder: 250 kg

Extinguishing agents stored on FOAM2 vehicle:

- Water: 12,000 litres
- Foam concentrate: 1,500 litres
- Supplementary extinguishing powder: 250 kg

6.13 Exemptions, Derogations, ELoSs, SCs, Operating Limitations

The aerodrome infrastructure deviates in several instances from the requirements specified in Annex CS-ADR-DSN of Regulation (EU) 139/2014. To address these deviations, the following flexibility measures and tools may be applied:

- ELoS
- SC
- DAAD.

Among the tools listed above, only DAADs are in effect at the aerodrome. These documents define the risk mitigation measures to be implemented until the infrastructure deviations described in the following chapters are permanently corrected, as well as the corrective actions aimed at achieving full compliance with infrastructure requirements, as approved by the Competent Authority.

6.13.1 Width of Runways – LHDC-DAAD-1-DSN.B.045

6.13.1.1 Description of Deviation

The width of the runway RWY 04R/22L is: 40 meters; however, according to the requirements, the Code 4 runway width for accommodating the reference aircraft with an outer main gear wheel span of 7 meters should be $W_{RWY} \geq 45$ meters, which RWY 04R/22L does not meet. $W_{RWY} = 40 \text{ m} < 45 \text{ m}$.

6.13.1.2 Mitigation Actions

Enhanced monitoring of the runway friction coefficient (if the friction coefficient is estimated to have deviated by 0.05 from the currently valid data).

6.13.1.3 Corrective Actions

Correcting the width of runway RWY 04R/22L from 40 m to 45 m.

Deadline: 31 December 2025

6.13.2 Transverse Slopes on Runways - DAAD-1-DSN.B.080

6.13.2.1 Description of Deviation

The transverse slope on runway RWY 04R/22L is, at several points, less than the required minimum value of 1%, and exceeds the required maximum value of 1,5%

Lowest measured transverse slope value: 0.98 %

Highest measure transverse slope value: 1.70 %

6.13.2.2 Mitigation Actions

Enhanced monitoring of runway surface during heavy rainfall.

Enhanced monitoring of the runway friction coefficient (if the friction coefficient is estimated to have deviated by 0.05 from the currently valid data).

6.13.2.3 Corrective Actions

Runway transverse slope correction on RWY 04R/22L.

Deadline: 31 December 2025

6.13.3 Objects on Runway Strips – LHDC-DAAD-3-DSN.B.165

6.13.3.1 Description of Deviation

Several buried objects located within the graded area of the runway strip at the aerodrome have vertical surfaces that are either not sloped or not sufficiently sloped, thus failing to ensure safe wheel run-up for aircraft landing gear.

6.13.3.2 Mitigation Actions

Not applied.

6.13.3.3 Corrective Actions

Based on the evaluation analysis prepared as an annex to the DAAD document, the objects located within the graded area of the runway strip have been classified into three risk categories according to their location, considering the likelihood of a specific type of aircraft occurrence in the respective area:

- High-risk objects → Events of overrun or undershoot may occur in the red-marked areas of the graded portion of the runway strip, which are categorized as high-risk zones. According to the EASA Annual Safety Review 2018, these event types have the highest probability of occurrence among runway-related incidents.
- Medium-risk objects → Veer-off events during landing may occur in the yellow-marked areas of the graded portion of the runway strip, which are classified as medium-risk zones. According to the EASA Annual Safety Review 2018, this type of runway-related incident has a medium probability of occurrence.
- Low-risk objects → Veer-off events during taxiing may occur in the green-marked areas of the graded portion of the runway strip. Although the EASA Annual Safety Review 2018 does not address this event type, it is evident that low-speed aircraft have a minimal probability of veering off laterally during taxiing.

Based on the above, the sloped design of the surfaces of non-compliant objects will be implemented according to the following schedule:

- High-risk objects: 12/31/2022;
- Medium-risk objects: 12/31/2022; and
- Low-risk objects: 12/31/2024

6.13.4 Transverse Slopes on Runway Strips – LHDC-DAAD-5-DSN.B.185

6.13.4.1 Description of Deviation

The transverse slope on the runway strips does not meet the requirements at several locations.

6.13.4.2 Mitigation Actions

During runway operations, the reduction of the maximum permissible crosswind component value (as per Regulation (EU) 139/2014, Annex CS-ADR-DSN, Part B, GM1 ADR-DSN.B.020) and the publication of this requirement in the AIP shall be implemented as follows:

The permissible crosswind component value during runway operations shall be reduced from 37 km/h (20 kt) to 33 km/h (18 kt) for aircraft with a reference field length of 1,500 m or over, except in cases where a low longitudinal coefficient of friction is expected due to poor braking action on the runway (water accumulation caused by winter precipitation exceeding 3 mm of heavy rainfall), in which cases the maximum permissible crosswind component value shall be reduced from the reference value of 24 km/h (13 kt) to 21 km/h (11 kt).

6.13.4.3 Corrective Actions

Ground leveling in order to achieve the appropriate transverse slope conditions of the runway strip.

Deadline: 11/30/2024

6.13.5 Strength of Runway Strips – LHDC-DAAD-2-DSN.B.190

6.13.5.1 Description of Deviation

The load-bearing portion of the runway strip for runway RWY 04R/22L does not meet the required load-bearing capacity specifications.

6.13.5.2 Mitigation Actions

During runway operations, the reduction of the maximum permissible crosswind component value (as per Regulation (EU) 139/2014, Annex CS-ADR-DSN, Part B, GM1 ADR-DSN.B.020) and the publication of this requirement in the AIP shall be implemented as follows:

The permissible crosswind component value during runway operations shall be reduced from 37 km/h (20 kt) to 33 km/h (18 kt) for aircraft with a reference field length of 1,500 m or over, except in cases where a low longitudinal coefficient of friction is expected due to poor braking action on the runway (water accumulation caused by winter precipitation exceeding 3 mm of heavy rainfall), in which cases the maximum permissible crosswind component value shall be reduced from the reference value of 24 km/h (13 kt) to 21 km/h (11 kt).

6.13.5.3 Corrective Actions

Proper construction of the runway strip load-bearing portion in accordance with the requirements.

Deadline: 11/30/2024

6.13.6 Strength of Runway End Safety Areas – LHDC-DAAD-2-DSN.C.235

6.13.6.1 Description of Deviation

The Runway End Safety Areas of RWY 04R/22L at LHDC do not meet the specified load-bearing capacity requirements for overrunning aircraft.

6.13.6.2 Mitigation Actions

Publication in the AIP that aircraft landing at and taking-off from Debrecen International Airport must reduce their Landing Weight and Take-off Weight values by 10% compared to the declared distances published in the AIP (TORA, TODA, ASDA, LDA).

6.13.6.3 Corrective Actions

Proper construction of the Runway End Safety Areas load-bearing portion in accordance with the requirements.

Deadline: 11/30/2024

6.13.7 Taxiway Shoulders – LHDC-DAAD-3-DSN.D.305

6.13.7.1 Description of Deviation

The shoulders are not constructed on straight portions of the taxiways.

6.13.7.2 Mitigation Actions

Enhanced FOD control of the green areas bordering the straight portions of the taxiway pavements shall be conducted prior to each taxiing operation.

6.13.7.3 Corrective Actions

Design and construction of taxiway shoulders in accordance with the requirements.

Deadline: 11/30/2024

6.13.8 Approach Lighting Systems – LHDC-DAAD-3-DSN.M.625

6.13.8.1 Description of Deviation

The approach lighting system for runway direction 04R was mounted in such a way that the SRA fence obstructs the 15th barrette, while passing trains obstruct the 12th, 13th, 14th, and 15th barrettes. Consequently, during the passage of a train, proper visual leading is not provided along a 150-meter section of the approach lighting system.

6.13.8.2 Mitigation Actions

Not applied.

6.13.8.3 Corrective Actions

The approach lighting system shall be mounted in such a way that no fixed or moving objects obstruct any elements of the lighting system under any circumstances.

Deadline: 11/30/2024

6.13.9 Precision Approach Category I. Lighting System – LHDC-DAAD-3-DSN.M.630

6.13.9.1 Description of Deviation

The approach lighting system for runway direction 04R was mounted in such a way that the SRA fence obstructs the 15th barrette, while passing trains obstruct the 12th, 13th, 14th, and 15th barrettes. Consequently, during the passage of a train, proper visual leading is not provided along a 150-meter section of the approach lighting system.

6.13.9.2 Mitigation Actions

Not applied.

6.13.9.3 Corrective Actions

The approach lighting system shall be mounted in such a way that no fixed or moving objects obstruct any elements of the lighting system under any circumstances.

Deadline: 11/30/2024



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PART E — PARTICULARS OF OPERATING PROCEDURES OF THE AERODROME, ITS EQUIPMENT, AND SAFETY MEASURES

7 Aerodrome Reporting

7.1 AIP, NOTAM, SNOWTAM

7.1.1 AIP Amendments

The detailed description of the change of the AIP, also change of the static aeronautical data and the relevant applicable processes is included in the “Légiforgalmi adatok minőségirányítási rendszere” procedure, Chapter 5 “Statikus adatok” (DQMSAD 5 Static data).

7.1.2 Arrangements and procedures for Issuance of the NOTAM/SNOWTAM

The detailed description of the arrangements and procedures for issuance of the dynamic aeronautical information, also for issuance of the NOTAMs/SNOWTAMs is included in the “Légiforgalmi adatok minőségirányítási rendszere”, Chapter 6 “Dinamikus adatok” (DMQSAD 6 Dynamic data).

7.2 Procedures and Frequencies for Aeronautical Data Surveying

The detailed description of the revision of static aeronautical data and the relevant applicable processes is included in the “Légiforgalmi adatok minőségirányítási rendszere”, Chapter 5.5 Adatkezelés (DQMSAD 5.5 Data management).



8 Procedures for Accessing the Aerodrome Movement Area

8.1 Coordination with the Security Agencies

Security controls at Debreceen International Airport are provided directly by the following services under the supervision of the coordinating authorities:

- Armed Security Guard (ASG): surveillance, patrol, physical security checks, access eligibility control;
- Security inspection service: security screening, access eligibility control;

Cooperating authorities involved in providing security for Debreceen International Airport are the following:

- the Competent Authority;
- Nyírábrány Border Police Offices of Hajdú-Bihar County Police Headquarters Aviation Safety Department;
- Nyírábrány Border Police Offices of Hajdú-Bihar County Police Headquarters;
- Counter Terrorism Centre (TEK);
- Constitution Protection Office (AH) of Hajdú-Bihar County;
- Regional NTCA Tax and Customs Directorate;
- Hajdú-Bihar County Disaster Management Directorate.

Liaising with the cooperating authorities is the responsibility of the aerodrome operator's security officer.

8.1.1 Aerodrome Security Committee

Debreceen International Airport has an Aerodrome Security Committee (ASC), members of which are representatives of the authorities cooperating in aviation security, the aerodrome operator, the head of air navigation service provider serving the aerodrome, airlines using the aerodrome as a base and conducting at least 40% of the aerodrome's traffic, and the organization responsible for the aerodrome's firefighting category and civil protection duties.

The ASC:

- organizes and coordinates the prevention of acts of unlawful interference with aviation, assesses and supervises security investments, provides a flow of information between its members, makes decisions on the necessary security measures, evaluates the information originated by the external and internal quality assurance programme of the aerodrome, on the basis of which it proposes to amend the security system or procedures;
- orders the introduction or abolition of higher security measures in accordance with the security plan based on the security decisions of the Competent Authority;
- monitors the preparation and amendment of the security plan, the Aviation Security and the Emergency Plan;
- is entitled to set up an expert work group to assist its work in accordance with its rules of procedure.

- The ASC meets regularly every six months. The rules of procedure of the ASC are included in “**Repülőtéri Védelmi Terv**” (Aerodrome Security Plan).

8.2 Rules for the Entry of Persons and Vehicles

The movement area of Debrecen International Airport is entirely within the boundaries of the airside of the aerodrome, within the Critical Part of the Security Restricted Area (CPSRA).

All access by persons or by vehicles to the aerodrome’s airside is subject to authorization. The CPSRA area inside the airside of the aerodrome can only be entered after a security check at the designated CPSRA entry point.

Entry authorization is verified at airside and CPSRA entry points in accordance with the provisions outlined in the Aerodrome Security Plan. At CPSRA entry points, in addition to verifying entry authorization, the Security Inspection Service also conducts the necessary security screenings.

The entire airside area of Debrecen International Airport is bordered by a perimeter fence. The Armed Security Guard undertakes continuous patrols on the airside, provides armed security guarding of the airside, and prevents unauthorized entry.

Detailed measures to prevent unauthorized entry to the aerodrome area, and the detailed rules for accessing the aerodrome area by persons or vehicles are included in “**Repülőtéri Védelmi Terv**” (Aerodrome Security Plan).

9 Monitoring and Inspection of the Movement Area

The aerodrome operator monitors the condition of the movement area and the operational status of related facilities and report on matters of operational significance, whether of a temporary or permanent nature, to the AFIS and to HC AIS.

The aerodrome operator carries out regular inspections of the movement area and its related facilities, in order to identify and manage potential safety risks. The schedule for regular inspections and the related detailed instructions are outlined in the procedure titled “Mozgási terület ellenőrzése” (Inspection of the Movement Area).

9.1 Communication with AFIS

At Debrecen International Airport, AFIS is provided by Tréner Kft. in compliance with the applicable laws and regulations, the provisions of the Service Level Agreement concluded with the aerodrome operator, and the AFIS operating procedures developed by Tréner Kft., within the uncontrolled TIZ airspace of Debrecen International Airport.

The rules for continuous two-way communication between the AFIS, the aerodrome operator, and the organizations operating or providing services at the aerodrome are included in Chapter 7 of the procedure titled “Földi mozgást ellenőrző és vezérlő rendszer - SMGCS” (Surface Movement Guidance and Control System - SMGCS), and in the procedure titled “Föld-föld kommunikáció” (Ground-to-Ground communication).

9.2 Inspection Checklists, Logbook and Record-keeping

The system of applied checklists, logbooks and records is defined in the procedure titled “Mozgási terület ellenőrzése” (Inspection of the Movement Area).

9.3 Inspection Intervals and Times, Reporting Results and Follow-up Actions

The frequency of inspections, their evaluation system, and the description of the process of necessary measures are set out in Chapter 7 and 8 of the procedure “Mozgási terület ellenőrzése” (Inspection of the Movement Area).

10 Inspection, Routine and Emergency Maintenance of Visual and Non-visual Aids and the Aerodrome Electrical Systems

The detailed rules for the inspection, maintenance, and repair of the electrical systems and visual navigation aids are outlined in Chapter 8 of “Karbantartás-irányítási Kézikönyv” (Maintenance Management Manual).

The detailed rules for the inspection, maintenance, and repair of the non-visual navigation aids are outlined in Chapter 11.3 of “CNS Kézikönyv” (CNS Manual).

10.1 Inspection Checklists, Logbook and Record-keeping

The system of inspection checklists, logbooks, and records regarding the inspection of electrical systems and visual navigation aids is included in Chapter 8 of “Karbantartás-irányítási Kézikönyv” (Maintenance Management Manual).

The system of inspection checklists, logbooks, and records regarding the inspection of non-visual navigation aids is included in Chapter 8 of “CNS Manual” (CNS Manual).

10.2 Inspection Intervals and Times, Reporting Results and Follow-up Actions

The detailed rules for the frequency of inspections of electrical systems and visual navigation aids, the evaluation system, and the implementation of any necessary measures are outlined in Chapter 8 of the Maintenance Management Manual.

The detailed rules for the frequency of inspections of non-visual navigation aids, the evaluation system, and the implementation of any necessary measures are outlined in Chapter 11.3 of the CNS Manual.



11 Operating, Maintenance and Repair Instructions, Servicing Information, Troubleshooting and Inspection Procedures of Aerodrome Equipment

The detailed instructions for the operation, inspection, maintenance and repair of aerodrome equipment are included in Chapter 5, 6, and 9 of the Maintenance Management Manual

12 Maintenance of the Movement Area

12.1 Paved and Non-paved Surfaces and Drainage

The detailed information on the maintenance of paved and non-paved surfaces, as well as the drainage that are part of the aerodrome infrastructure, is included in Chapter 7 of the Maintenance Management Manual.

12.2 Overload Operations

Operations of aircraft with an Aircraft Classification Number (ACN) exceeding the Pavement Classification Number (PCN) of runway RWY 04R/22L, taxiways TWY A and B, and the APRON may account for no more than 5% of the aerodrome's annual movement number. If this 5% limit is exceeded, aircraft with a higher ACN shall not use the aerodrome, in accordance with the following rules:

- If the $PCN+PCN*5\%$ value of the runway is lower than the ACN value of the aircraft, the aircraft shall not use the aerodrome; or
- if the $PCN+PCN*5\%$ value of TWY A, or TWY B is lower than the ACN value of the aircraft, the aircraft shall not use the aerodrome; or
- if the $PCN+PCN*5\%$ value of APRON is lower than the ACN value of the aircraft, the aircraft shall not use the airport.

The technical specifications of the aerodrome infrastructure are outlined in Chapter 6. of the Aerodrome Manual.

13 Aerodrome Work Safety

13.1 Coordinating, Planning, and Carrying Out Construction and Maintenance Work

The detailed rules for aerodrome work safety are included in the procedure titled “Repülőtéri munkálatok biztonsága” (Aerodrome Work Safety).

13.2 Arrangement and Means of Communication with AFIS

The rules for communication with AFIS during aerodrome works are included in 9.1 .

14 Apron management

14.1 Transfer of the Aircraft between AFIS and Apron Management Unit

The procedures for the transfer of aircraft between the AFIS and Apron Management Unit are outlined in Chapter 5.3.1 of the procedure titled Surface Movement Guidance and Control System - SMGCS.

14.2 Allocation of Aircraft Parking Positions

The procedures for the allocation of aircraft parking positions are included in Chapter 5.15.2 of the "Földi kiszolgálási és utaskezelési kézikönyv" (Ground Handling and Passenger Handling Manual).

14.3 Engine Start and Aircraft Push-back

Procedures regarding engine start are included in Chapter 5.15.8 and 5.15.9 of the "Földi kiszolgálási és utaskezelési kézikönyv" (Ground Handling and Passenger Handling Manual).

Aircraft stands are self-maneuvering stands at Debrecen International Airport, no push-back is possible under standard aircraft stand usage. Push-back services shall be provided only for aircraft with a higher code letter, as determined by the analysis conducted in Chapter 28. In such cases, the aerodrome operator shall follow the procedures outlined in Chapter 31

On the APRON, the pilots may use only the thrust necessary for taxiing while parking or upon departing from the aircraft stand.

Before initiating engine start-up on the APRON, the flight crew must inform the operations and flight handling coordinator, who is either connected via intercom headset or positioned in front of the aircraft, using either the intercom system or the hand signals specified in Chapter "Marshalling Signals" of Appendix 1 to Regulation (EU) 923/2012. Engine start-up may only commence following positive confirmation from the marshaller. In case of multi-engine aircraft, start-up approval must be requested for each individual engine. If the pilot is unable to establish contact with the marshaller, the pilot shall inform the AFIS of this issue and wait until communication is established.

14.4 Marshalling and 'Follow-me' Service

The procedures for marshalling and 'follow-me' services are included in Chapter 5.3.1, 8, and 9 of the procedure titled Surface Movement Guidance and Control System - SMGCS, and in Chapter 5.15.3, 5.15.4, and 5.15.6 of the Ground Handling and Passenger Handling Manual.

15 Apron Safety Management

15.1 Protection from Jet Blasts

Before granting clearance for engine start up, the Operations and Flight Handling Department is responsible for ensuring that the engine start up does not risk the safety of persons or property. The Operations and Flight Handling Department is also responsible for ensuring that no persons, ground support equipment or vehicles are present at the aircraft stand or its vicinity other than the Operations and Flight Handling Department and escorting vehicles, no persons, ground support equipment and vehicles, or obstacles are present in the engine hazard zone of the relevant aircraft category.

Staying at the aircraft stand and its proximity where the docking or engine start up is taking place is not allowed. The corresponding visual indication is when the anti-collision lights of the aircraft are turned on. If the anti-collision lights are turned on, and the personnel responsible for the aircraft departure is not positioned in front of the aircraft, it is prohibited to move in front of the aircraft or to remain in its anticipated pathway.

If the personnel assisting the aircraft departure is positioned in front of the aircraft, any movement in front of the aircraft must be coordinated with this person via EDR radio.

During engine start up, or after shutdown, until engines have completely run down, standing or moving of persons, vehicles in the longitudinal axis of jet engine, within 10 m of the leading edge or 50 m of the trailing edge is **NOT ALLOWED!**

Since the red gravel and grassy areas located behind the stands are within 50 meters of the general position of the aircraft engines, movement and presence in these areas are prohibited during engine start-up and until the engines completely run down after shutdown.

Standing of persons or vehicles within 15 m from the helicopter rotor blades during engine start up, or until the blades has come to a complete stop is **NOT ALLOWED!**

Loading of baggage, goods, embarking or disembarking of passengers during engine start up or when engines are running is **NOT ALLOWED.**

The rules to be applied on taxiways to prevent jet blasts are outlined in Chapter 5.2 of the procedure titled Surface Movement Guidance and Control System - SMGCS.

15.2 Safety Precautions During Aircraft Refuelling Operations

The detailed rules for the fuelling of aircrafts are included in Chapter 1.2 of the "Üzemanyag kiszolgálási Kézikönyv" (Fuel Supply Manual).

15.3 FOD Prevention

The aerodrome operator maintains the movement area to prevent the presence of any loose objects/debris which has the potential to be a hazard to the safety or integrity of the aircrafts, or the operation thereof. As a reactive measure, upon the appearance of such objects/debris, the aerodrome operator strives for their prompt and effective removal.

During inspections of the movement area, the Operations and Flight Handling Department pays special attention to eliminating FOD hazard, and to the collection and removal of any detected FOD.

During aircraft handling certain objects, luggage tags, sheets etc. may inadvertently be left on the paved surface, where they can constitute special hazard to the safety of aircraft operation, as they may be ingested into aircraft engines causing damage leading to engine failure.

The main elements of the FOD Control Program established by the aerodrome operator are as follows:

- Establishing and improving FOD prevention culture within the organization;
- development, publication and dissemination of FOD handling procedures;
- Ensuring regular FOD inspections;
- Detecting and reporting FOD hazards, and implementing measures to remove them
- evaluation of FOD incident reports;
- Investigation of FOD incidents and recording the results in the database.

To improve awareness, all unescorted personnel operating in the movement area shall receive relevant training on FOD prevention and elimination.

As part of the FOD prevention and elimination programme, FOD containers are placed near aircraft stands 1 and 2. Detected foreign objects shall be disposed in these containers.

The following practical requirements must be fully observed by all personnel operating on the apron:

- “if you see debris, don’t walk over it – pick it up and dispose of it properly!”;
- In the event that FOD is detected and cannot be removed without assistance, the Operations and Flight Handling Department must be notified immediately to initiate the coordination of its removal;
- when finished, clean the immediate work area;
- keep food and beverages out of the aerodrome’s movement area;

In the event of FOD caused by an aircraft component failure or malfunction, the operator of the aircraft concerned must always be involved in the investigation of the incident.

The following guidelines shall be adhered to and considered authoritative for the investigation of FOD incidents or accidents and the prevention of future occurrences:

- Investigation should be initiated, taking into consideration the severity of the occurrence;
- Collection of data in a database, analysis of data and determination of root cause;
- development and implementation of corrective actions;
- Monitoring the effectiveness of implemented measures.

15.4 Monitoring Compliance of Personnel on the Apron with Safety Procedures

The personnel on duty in the Operations and Flight Handling Department are responsible for monitoring compliance with and adherence to the safety procedures As described in Chapter 7 of SMM, to initiate an investigation, the Head of Operations and Flight Handling Department must report to the Operations and Ground Handling Director and to the Safety Director all experienced deviations, problems, or irregularities in connection with performing operational tasks.

15.5 Control of Pedestrians

The rules for the control of pedestrians are included in Chapter 5.5.4 of the procedure titled Surface Movement Guidance and Control System – SMGCS.



16 Vehicle Control on Operational Areas

The detailed description of the specific rules for vehicle control to be applied at the aerodrome is included in the procedure titled Surface Movement Guidance and Control System – SMGCS.



17 Wildlife Hazard Management

The detailed procedures for wildlife hazard management are included in Wildlife Hazard Management Manual.

The procedures to be adhered to in the event of a wildlife strike occurrence are included in the procedure titled “Vadon élő állattal történő ütközés” (Wildlife Strike Report), with particular emphasis on the recording and reporting processes.



18 Aerodrome Safeguarding

18.1 Obstacle Control and Monitoring

The detailed procedures for obstacle control and monitoring are included in the procedure titled “A repülőtér környezetének védelme - Aerodrome Safeguarding”.

18.2 Monitoring and Mitigating Hazards Related to Human Activities and Land Use on the Aerodrome and its Surroundings

The detailed procedures for monitoring and mitigating hazards related to human activities and land use on the aerodrome and its surroundings are included in the procedure titled “A repülőtér környezetének védelme – Aerodrome Safeguarding”.

19 Aerodrome Emergency Plan

The aerodrome operator's emergency procedures are included in the "Kényszerhelyzeti Terv" (ERP Emergency Response Plan).

19.1 Dealing with Emergencies

The emergency categories and the corresponding procedures are included in Chapter 4 of the Emergency Response Plan.

19.2 Tests for Aerodrome Facilities and Equipment to be Used in Emergencies

The requirements for regular tests of specialized aerodrome facilities, equipment and tools used in emergencies are included in Chapter 4, 5 and 7 of the Rescue and Firefighting Services Manual.

19.3 Exercises to Test Emergency Plan

The schedule for emergency exercises is outlined in Chapter 9 of the Emergency Response Plan.



20 Airport Facility Fire Service

The operational procedures of the Airport Facility Fire Service, including but not limited to the detailed description of facilities, equipment, and tools used by the organizational unit, as well as personnel requirements, are outlined in the Rescue and Firefighting Services Manual.



21 Removal of Disabled Aircraft

The procedure for the removal of disabled aircraft is included in Chapter 5 of the Emergency Response Plan.

22 Handling and Storage of Fuel and Dangerous Goods

22.1 Handling and Storage of Fuel and Dangerous Goods

Procedures for the handling and storage of fuel are included in “Üzemanyag kiszolgálási kézikönyv” (Fuel Supply Manual).

Procedures for the handling and storage of dangerous goods are included in Ground Handling and Passenger Handling Manual.

22.2 Quality of Aviation Fuel

The procedures for the quality inspection of aviation fuel are included in Chapter 5, 6 and 7 of Fuel Supply Manual.

Audits and inspections of aviation fuel and related equipment are conducted by the aerodrome’s contracted partner, Kuwait Petroleum International Aviation Company Ltd, in accordance with the contract.

23 Low Visibility Operations

The infrastructural elements of Debreceen International Airport require a minimum runway visual range of 550 m (RVR 550) to maintain acceptable level of safety.

Operations at the aerodrome below that RVR value are not possible, therefore the procedures for low visibility operations are not applicable.



24 Winter Operation

The aerodrome operator has prepared, in collaboration with air traffic services provider and organizations operating or providing services at the aerodrome, procedures to facilitate operations during winter conditions. The procedures are included in “Hóeltakarítási és síkosságmentesítési Kézikönyv” (Snow Removal and Degreasing Manual).

25 Adverse Weather Operations

Procedures for adverse weather operations are included in Chapter 11 of the “Földi mozgást ellenőrző és vezérlő rendszer - SMGCS” (Surface Movement Guidance and Control System - SMGCS) procedure.



26 Night Operations

Debreceen International Airport is an aerodrome that is also operated at night. The special regulations for night operations, defined in this chapter should be applied for the period from the 30th minute before sunset until the 30th minute after sunrise, all days.

The procedures to be applied during night operations in relation to safety are the following:

- Mandatory use of visual navigation aids with active lighting;
- special attention should be payed to the operation of headlamps and position lamps of ground vehicles;
- care should be taken to ensure that vehicle lights do not dazzle the aerodrome or aircraft personnel, or the passengers.

AFIS is responsible for operating aerodrome lighting equipment, and the Operations and Flight Handling Department is responsible for operating the apron lighting.

27 Protection of Radar and Navigation Aids

The aerodrome does not have an active controlled airspace, therefore, it does not operate airspace monitoring equipment, including radar.

The detailed procedures for monitoring and mitigating hazards related to human activities and land use on the aerodrome and its surroundings are included in the procedure titled "A repülőtér környezetének védelme – Aerodrome Safeguarding".

28 Operation of Aircraft with Higher Code-letter at the Aerodrome

28.1 Purpose of the procedure

The purpose of the procedure is to ensure that the aerodrome operator defines the conditions under which the aerodrome permits the use of the aerodrome by aircraft with a higher code letter than the aerodrome design characteristics specified in the terms of the certificate.

28.2 Responsibilities

The Operations and Ground Handling Director is responsible for the implementation of this procedure.

28.3 Particulars of the Aerodrome Infrastructure

The technical characteristics of the aerodrome infrastructure are included in Chapter 5 and 6 of the Aerodrome Manual.

The Aerodrome Reference Code according to the Aerodrome Certificate is '4C', therefore its reference code letter is 'C'.

28.4 Characteristics of the Aircraft to be Assessed

The aircraft characteristics of aircraft with higher code letter to be assessed in order to implement the procedure should be the following:

- fuselage length;
- fuselage width;
- fuselage height;
- tail height;
- wingspan;
- landing and take-off weight;
- wing tip vertical clearance;
- cockpit view;
- distance from the pilot's eye position to the nose landing gear and to the main landing gear;
- outer main gear wheel span;
- wheelbase;
- nose gear steering system;
- landing gear geometry, tire pressure;
- aircraft ACN values;
- engine data;
- flight performance;
- aircraft category for firefighting and rescue;
- technology evolution.

28.5 Procedure to be Implemented

- a) Initiating the management of change procedure according to Chapter 2.2.10.

- b) Collection of aircraft characteristics information from the aircraft operator according to Chapter 28.4.
- c) Conducting motion geometrical analysis (in cooperation with third party contractor).
 - ca) If the motion geometrical analysis reveals that – due to the physical dimensions of the aircraft – the safety clearance distance requirements for the relevant infrastructural element are not met, risk mitigation measures shall be applied. If this is not possible, the aircraft shall not be permitted to use the aerodrome.
- d) Comparing the PCN values related to the runway, taxiways and apron, with the ACN value of the aircraft.
 - da) If the $PCN+PCN*5\%$ value of the runway is lower than the ACN value of the aircraft, the aircraft shall not use the aerodrome; or
 - db) if the $PCN+PCN*5\%$ value of TWY A, or TWY B is lower than the ACN value of the aircraft, the aircraft shall not use the aerodrome; or
 - dc) if the $PCN+PCN*5\%$ value of APRON is lower than the ACN value of the aircraft, the aircraft shall not use the airport.
- e) Comparing the take-off and landing distances required by the aircraft, with the TORA and LDA values of the aerodrome, with regard to the aircraft engine power.
 - ea) If the TORA value of the runway is lower than the required reference field length of the aircraft, a MTOW limit shall be applied. If that is not possible, the aircraft shall not use the aerodrome; or
 - eb) if the LDA value of RWY 04R runway direction is lower than the required reference field length of the aircraft, then a MTOW limit shall be applied. If that is not possible, the aircraft shall not use the aerodrome.
- f) Comparing the firefighting and rescue category of the aerodrome with the required firefighting and rescue category for the aircraft.
 - fa) If the firefighting and rescue category required by the aircraft is higher than Category VII, the aircraft shall not be permitted to use the aerodrome.
- g) Conducting safety assessment of the results of the comparison, in accordance with Chapter 2.2.10.
- h) Introduction of risk mitigation measures required by the results of the safety assessment, in accordance with Chapter 2.2.10.
- i) Incorporate the Competent Authority's prior approval process into the detailed schedule of the change, in accordance with the provisions of Chapter 2.2.10 concerning Regulation (EU) 139/2014.
- j) Upon receipt of the decision of the Competent Authority for prior approval, the aircraft with higher code letter may be permitted to use the aerodrome.

Note 1: *An aircraft with higher code letter may only commence approaching the aerodrome if the runway cross wind component measured at the aerodrome is less than 24.7 km/h, otherwise the aircraft shall not use the aerodrome.*

Note 2: *Movements of aircrafts with higher code letter are limited to a maximum 5% of the annual movement number of the aerodrome. If the 5% limit is exceeded, no higher code letter aircrafts should be permitted to use the aerodrome.*

Note 3: *In the case of aircrafts with higher code letter approved by the Competent Authority, an aircraft may use the aerodrome until the annual movement limit specified in Note 2 is reached.*

28.6 Documentation and Record-keeping

The Operations and Ground Handling Director shall keep records of aircrafts with higher code letter approved by the Competent Authority, and of the change management documentation and decisions related to approval process in the PUBLIC directory of its internal network.

The documentation relating to each aircraft type shall be kept until the relevant decision is revoked.



29 Prevention of Fire at the Aerodrome

The aerodrome operator has established procedures to prohibit:

- smoking within the movement area, other operational areas of the aerodrome, or areas of the aerodrome where fuel or other flammable material is stored;
- display of open flame or undertaking of any activity that would create a fire hazard within:
 - areas of the aerodrome where fuel or other flammable material is stored;
 - the movement area or other operational areas of the aerodrome, unless authorised by the aerodrome operator.

The detailed rules necessary to ensure the above are included in “Tűzvédelmi Szabályzat” (Fire Safety Regulations).



30 Communication Procedures

The detailed rules for radio communication established between ground personnel are included in the “Föld-föld kommunikáció” (Ground-to-Ground Communication) procedure.



31 Aircraft Towing Procedures

The detailed rules for aircraft towing are included in the procedure titled "Repülőgép vontatás" (Aircraft Towing).

32 Handover of Activities and Information

The detailed rules for the handover of activities and information are included in the procedure titled “Tevékenységek, információk átadása-átvétele” (Handover of Activities and Information).



33 Annexes

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11. Annex: AD_2-LHDC-RNP-22L	119

1. Annex: Alcohol/Psychoactive Substance Test Report
ALCOHOL/PSYCHOACTIVE SUBSTANCE TEST REPORT

I. GENERAL DATA

Test site

Date of test

*(Required date format:HH:MM;
DD.MM.YYYY)*

Reason for test

*(the relevant field should be marked
with 'X')*

Reasonable suspicion

Follow-up test

Post serious incident or accident

Name of screening person

Position of screening person

RAK /Airport ID Card/ number

Name of witness No. 1

RAK /Airport ID Card/ number

Name of witness No. 2

RAK /Airport ID Card/ number

II. PERSONAL DETAILS

Name of the person being tested

**RAK /Airport ID Card/ /One-off
Entry Permit Number**

**Organisational unit of the person
being tested**

**Position of the person being
tested**

III. TEST RESULTS

Test performed

Breath alcohol test

(the relevant field should be marked with 'X')

Drug test

Signs suggesting influence of alcohol, use of psychoactive substances, drugs

Test result

positive

negative

Comments by the employee being tested regarding the signs observed, and the test results

Measures taken as a result of the test

IV. STATEMENTS

I accept / do not accept the contents of the report

I agree / do not agree with the results of the test

.....
Signature of the person being tested

I understand that Debrecen International Airport Kft. shall process my personal information in accordance with the provisions of Regulation (EU) 2016/679, Chapter II, Article 5. and 9.

.....
Signature of the person being tested

The screening test was performed in accordance with the provisions of Chapter 2.6 of the Aerodrome Manual published by Debrecen International Airport Kft.

.....
Signature of screening person

The screening test was performed in accordance with the provisions of Chapter 2.6 of the Aerodrome Manual published by Debrecen International Airport Kft.

.....
Signature of witness No. 1.

The screening test was performed in accordance with the provisions of Chapter 2.6 of the Aerodrome Manual published by Debrecen International Airport Kft.

.....
Signature of witness No. 2.

2. Annex: Aerodrome chart

AERODROME CHART - ICAO

ARP
N47 29 20
E021 36 55

AERODROME ELEV 361

DEBRECEN TOWER 125.910
DEBRECEN INFO 125.910
BUDAPEST INFORMATION (EAST) 133.000

DEBRECEN

RWY	DIRECTION	THR	BEARING STRENGTH	TORA	TODA	ASDA	LDA
04R	042°	N47 28 53, E021 36 11	PCN 53/R/B/W/T	2500	2500	2500	2500
22L	222°	N47 29 41, E021 37 29	PCN 53/R/B/W/T	2500	2500	2500	2200
04L	NIL - UNDER CONSTRUCTION						
22R	NIL - UNDER CONSTRUCTION						

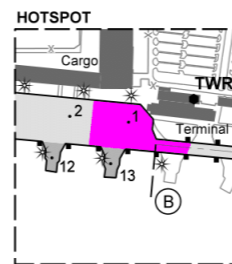
Apron	PCN 44/R/B/W/T
Taxiway: A	PCN 42/R/B/W/T
Taxiway: B	PCN 60/R/B/W/T
Taxiways width: 18 m.	

LIGHTING

RWY 04R/22L

Approach: Cat. I, high intensity (900 m) on THR 04R.
Threshold: High intensity green uni- and bidirectional, RWY identification flashing lights on THR 22L. 3.00° (MEHT, see in chart).
PAPI: High intensity white/yellow uni- and bidirectional (2500 m), spacing: 60 m on THR 04R.
Runway edge: Red/white/yellow uni- and bidirectional (2500 m), spacing: 60 m on THR 22L.
Runway end: High intensity red uni- and bidirectional.

Geoid undulation 41 m 136 ft
VARIATION OF GRAVITY
ANGLE RATE OF CHANGE 1:1 E

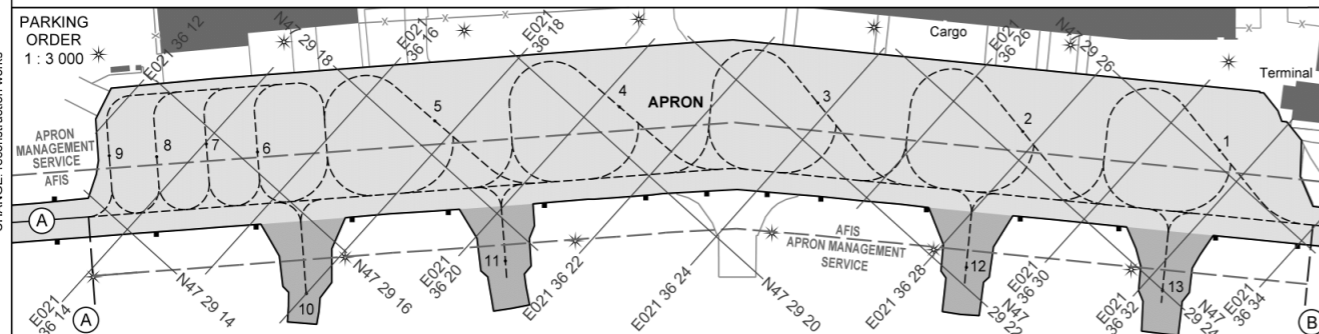
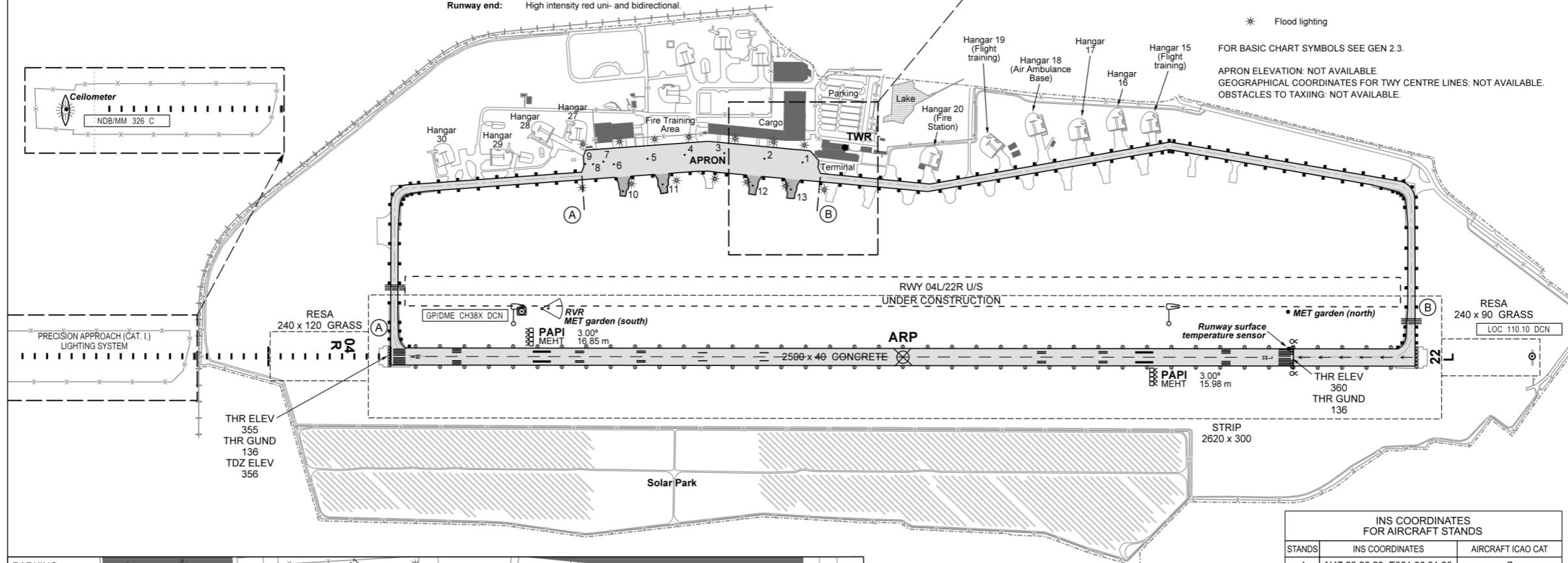


LEGEND

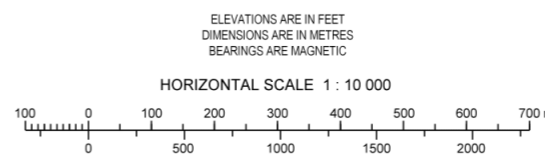
- Earth rampart, shelter
- VISUAL AIDS**
- Approach lighting barrette
- PAPI
- Threshold identification flashing light
- High intensity uni- and bidirectional RWY lights (edge, threshold, end)
- Retroreflective TWY edge marker
- Flood lighting

FOR BASIC CHART SYMBOLS SEE GEN 2.3.

APRON ELEVATION: NOT AVAILABLE
GEOGRAPHICAL COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE
OBSTACLES TO TAXIING: NOT AVAILABLE.



NOTE:
MET garden (south) contains: Anemometer, Wind direction sensor, Barometer, Temperature and Humidity Sensor
MET garden (north) contains: Anemometer, Wind direction sensor



INS COORDINATES FOR AIRCRAFT STANDS

STANDS	INS COORDINATES	AIRCRAFT ICAO CAT
1	N47 29 26.20, E021 36 31.30	C
2	N47 29 24.40, E021 36 27.70	C
3	N47 29 22.60, E021 36 23.80	C
4	N47 29 20.40, E021 36 20.50	C
5	N47 29 18.20, E021 36 17.60	C
6	N47 29 16.10, E021 36 15.10	B (MAX WS 21 m)
7	N47 29 15.70, E021 36 14.00	A
8	N47 29 15.00, E021 36 13.30	B
9	N47 29 14.60, E021 36 12.60	A (MAX WS 12 m)
10	N47 29 15.00, E021 36 18.00	A
11	N47 29 17.50, E021 36 20.90	A
12	N47 29 22.20, E021 36 28.80	A
13	N47 29 24.00, E021 36 32.40	A

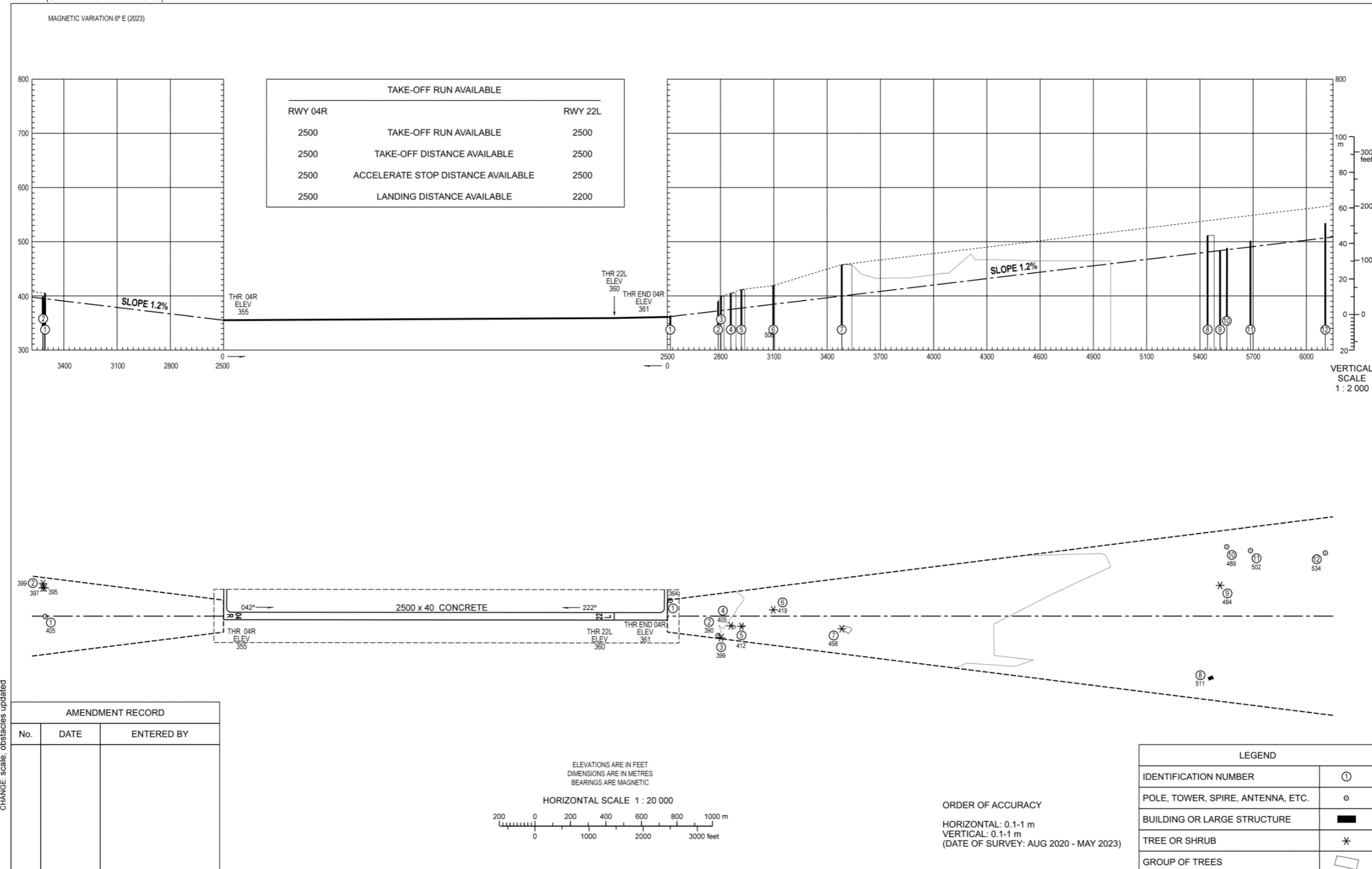
3. Annex: Aerodrome obstacle chart

AIP HUNGARY

AD 2-LHDC-AOCA-04R22L - 1
25 JAN 2024

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DEBRECEN
RWY 04R/22L



CHANGE: scale, obstacles updated

4. Annex: Visual approach chart

AD 2-LHDC-VAC-1
07 SEP 2023

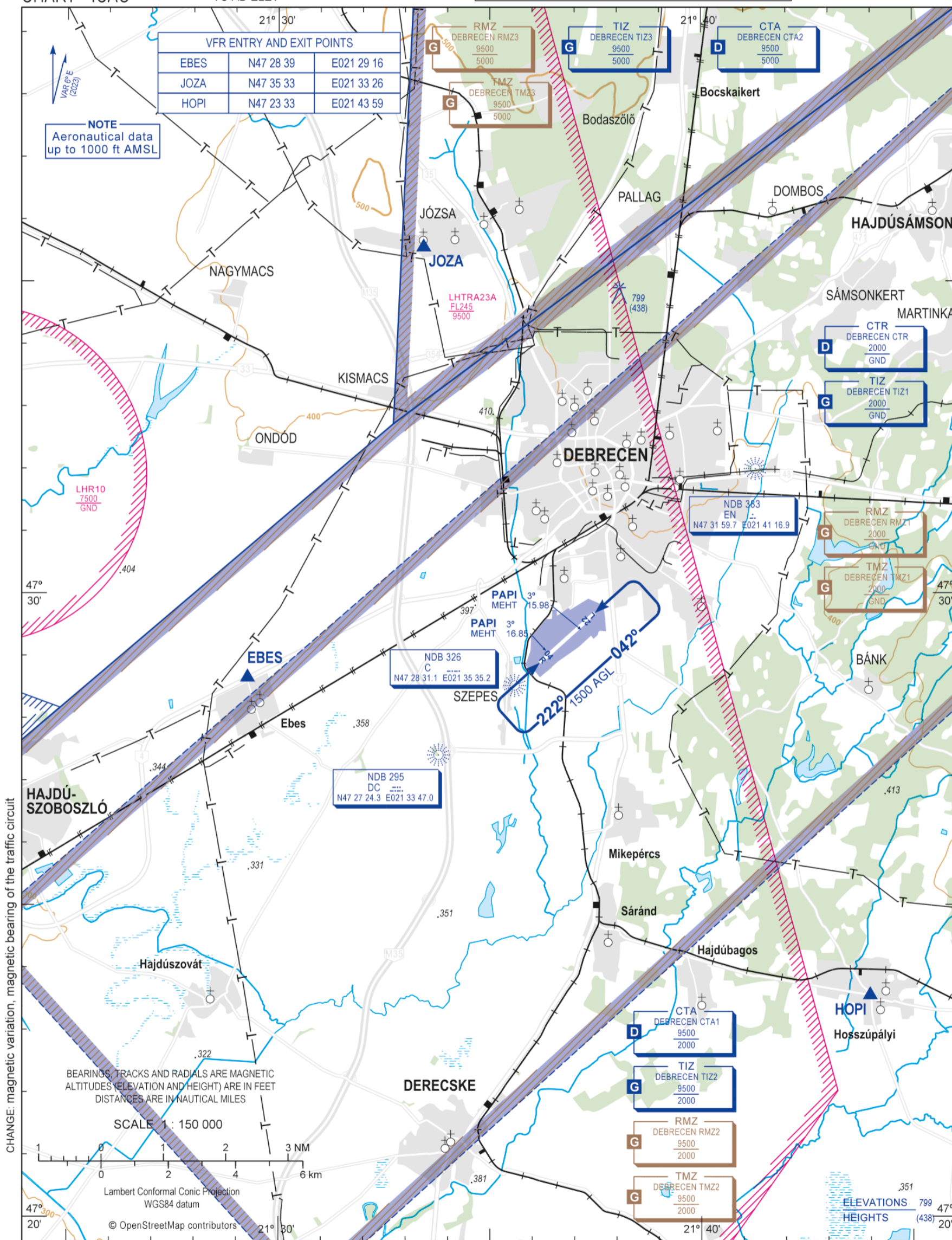
AIP HUNGARY

VISUAL APPROACH CHART - ICAO

AERODROME ELEV 361
HEIGHTS RELATED TO AD ELEV

DEBRECEN TOWER 125.910 (Reserved: 132.965)
DEBRECEN INFO 125.910 (Reserved: 132.965)
BUDAPEST INFORMATION (EAST) 133.000

DEBRECEN



5. Annex: AD_2-LHDC-SID-04R

AD 2-LHDC-SID-04R - 1
25 JAN 2024

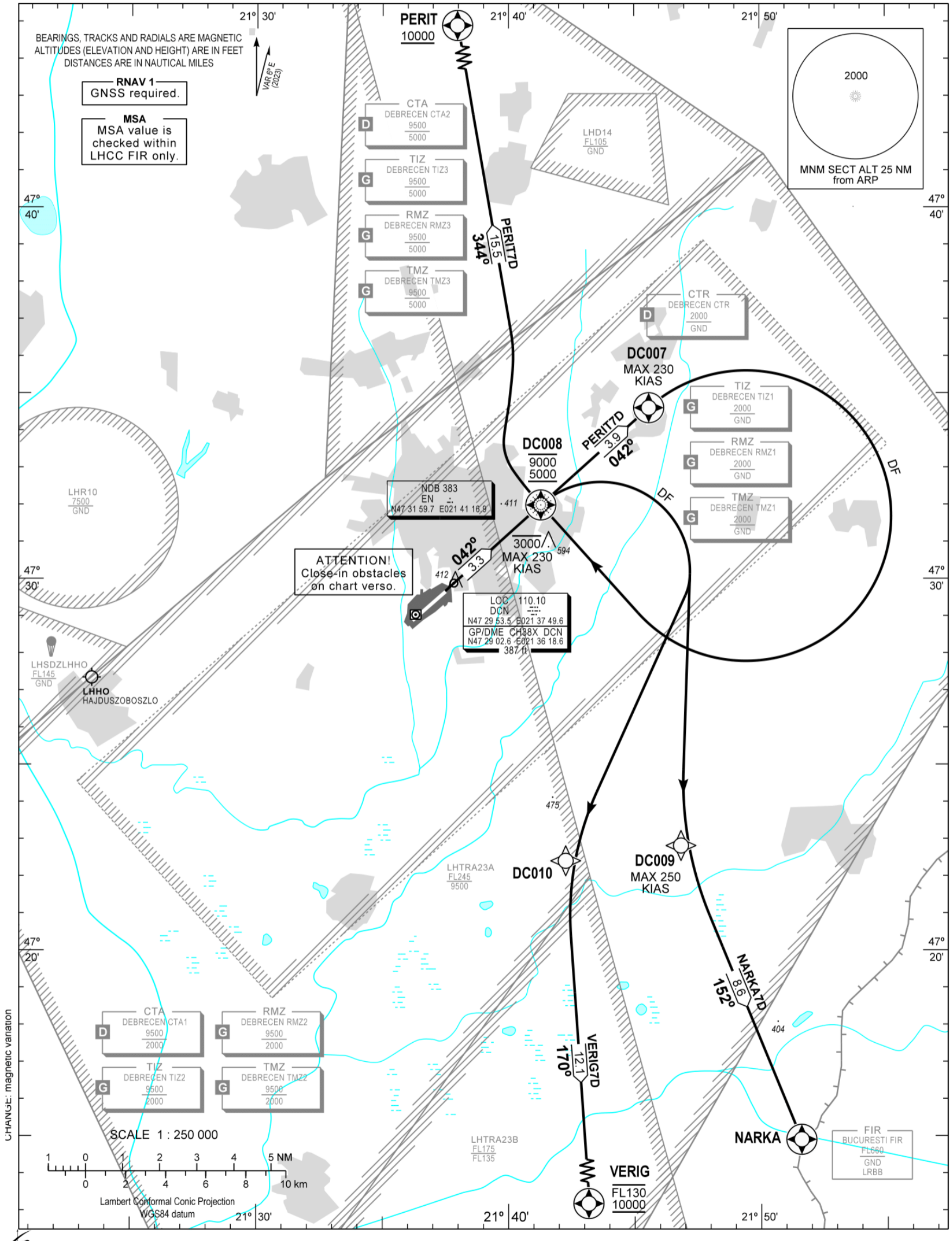
AIP HUNGARY

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

DEBRECEN TOWER	125.910
DEBRECEN INFO	125.910
BUDAPEST INFORMATION (EAST)	133.000

DEBRECEN
RNAV RWY 04R
NARKA7D, PERIT7D, VERIG7D



AD 2-LHDC-SID-04R - 2
25 JAN 2024

AIP HUNGARY
AD 2 LHDC STANDARD DEPARTURE CHART INSTRUMENT RWY 04R

NAME	PROCEDURE	ALTIMETER SETTING	CLIMBING	R/T FAILURE
PERIT7D	To DC008 climb on course 042°, at or below 3000. To DC007 on course 042°, maximum speed 230 KIAS. Turn right direct to DC008 , between 5000 and 9000. To PERIT at or above 10000. In order to reach exit altitude and avoid LHD14 min. PDG 5.9% up to FL110.	When passing 9000 change altimeter setting for Budapest QNH provided by DEBRECEN TWR/INFO or BUDAPEST INFORMATION.	After departure climb initially 10000. Further climb only by ATC.	If a departing controlled aircraft having acknowledged an initial or intermediate clearance to climb to a level other than the one specified in the filled FPL for the en-route phase and no time or geographical limit was included in the clearance, should climb and maintain the level to which it was cleared for 7 minutes and then should climb to the level included in the filed FPL unless the cruising level was definitely specified in the en-route clearance. If the last acknowledged clearance includes lower altitude than 10000 without time or geographical limit then the aircraft should climb and maintain 10000 for 7 min. and then climb to the appropriate cruising level as above.
NARKA7D	To DC008 climb on course 042°, at or below 3000, maximum speed 230 KIAS. Turn right direct to DC009, maximum speed 250 KIAS. To NARKA . In order to reach exit altitude min. PDG 7.4% up to 10000. In order to avoid obstacles min. PDG 3.3% up to 10000.			
VERIG7D	To DC008 climb on course 042°, at or below 3000, maximum speed 230 KIAS. Turn right direct to DC010, to VERIG between 10000 and FL130. In order to reach exit altitude min. PDG 5.5% up to 10000.			

Recommended navaid: EN NDB.

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
DC008	N47 31 59.7	E021 41 17.0
DC007	N47 34 36.6	E021 45 34.6
DC009	N47 22 49.4	E021 46 50.0
DC010	N47 22 24.9	E021 42 15.8

CLOSE-IN OBSTACLES 3.3%

Name	Latitude	Longitude	Type	Elevation (at top) (FT)	Height (M)
LHDC_AREA2B_P_673	N47 30 03.12	E021 37 52.75	TREE	419	15
LHDC_AREA2C_P_704	N47 29 48.52	E021 37 54.70	TREE	403	12
LHDC_AREA2C_P_952	N47 29 47.64	E021 37 53.13	TREE	411	14.4
LHDC_AREA2B_P_953	N47 29 47.70	E021 37 51.10	TREE	398	10.3
LHDC_AREA2B_L_197_004	N47 29 48.68	E021 37 54.36	CATENARY	399	10.9
LHDC_AREA2B_L_197_005	N47 29 47.63	E021 37 54.51	CATENARY	399	10.9
LHDC_AREA2B_S_244_001	N47 29 55.32	E021 37 56.03	TREE	412	14
LHDC_AREA2B_S_244_002	N47 29 54.89	E021 37 56.09	TREE	412	14
LHDC_AREA2B_S_244_003	N47 29 54.62	E021 37 56.58	TREE	412	14
LHDC_AREA2B_S_244_004	N47 29 55.34	E021 37 56.69	TREE	412	14
LHDC_AREA2B_S_247_001	N47 29 52.03	E021 37 58.72	TREE	412	14.3
LHDC_AREA2B_S_247_002	N47 29 52.07	E021 37 59.49	TREE	412	14.3
LHDC_AREA2B_S_247_003	N47 29 52.42	E021 37 59.45	TREE	412	14.3
LHDC_AREA2B_S_247_004	N47 29 52.38	E021 37 58.68	TREE	412	14.3
LHDC_AREA2B_S_248_001	N47 29 51.51	E021 37 59.73	TREE	423	17.2
LHDC_AREA2B_S_248_002	N47 29 51.98	E021 37 59.65	TREE	423	17.2
LHDC_AREA2B_S_248_003	N47 29 51.94	E021 37 59.11	TREE	423	17.2
LHDC_AREA2B_S_248_004	N47 29 51.47	E021 37 59.19	TREE	423	17.2
LHDC_AREA2C_S_258_001	N47 29 50.82	E021 38 05.07	TREE	419	15.9
LHDC_AREA2C_S_280_003	N47 30 01.46	E021 37 45.16	TREE	421	16.7
LHDC_AREA2C_S_284_001	N47 29 54.35	E021 38 15.36	TREE	455	25.3
LHDC_AREA2B_S_485_005	N47 30 06.82	E021 38 16.59	TREE	458	24.5
LHDC_AREA2C_S_501_002	N47 29 46.68	E021 37 50.89	BUILDING	391	8.3

6. Annex: AD_2-LHDC-SID-22L

AD 2-LHDC-SID-22L - 1
25 JAN 2024

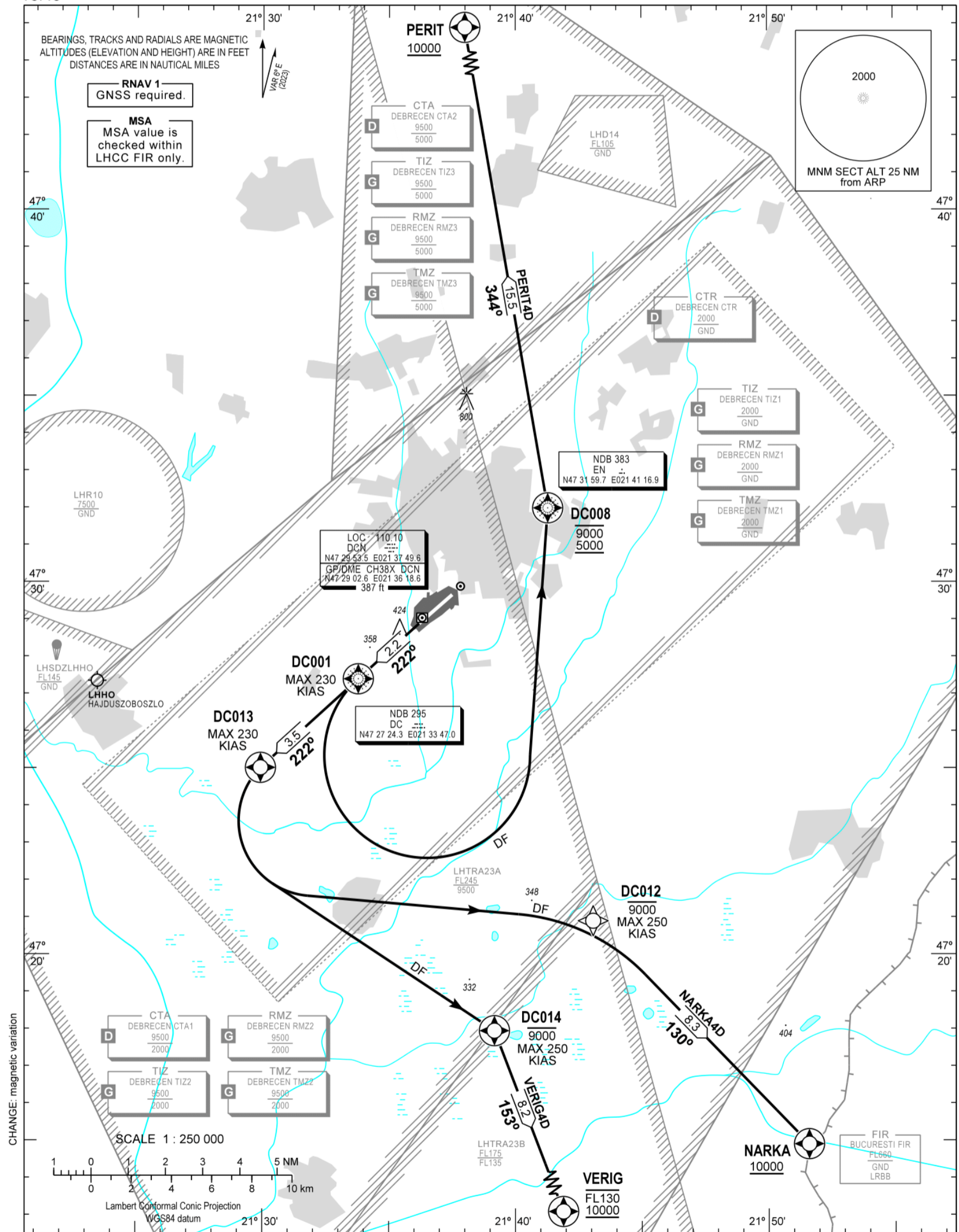
AIP HUNGARY

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

DEBRECEN TOWER	125.910
DEBRECEN INFO	125.910
BUDAPEST INFORMATION (EAST)	133.000

DEBRECEN
RNAV Rwy 22L
NARKA4D, PERIT4D, VERIG4D





AD 2-LHDC-SID-22L - 2
25 JAN 2024

AIP HUNGARY

AD 2 LHDC STANDARD DEPARTURE CHART INSTRUMENT RWY 22L

NAME	PROCEDURE	ALTIMETER SETTING	CLIMBING	R/T FAILURE
PERIT4D	To <u>DC001</u> climb on course 222°, maximum speed 230 KIAS. Turn left direct to <u>DC008</u> , between 5000 and 9000. To <u>PERIT</u> at or above 10000. In order to reach exit altitude and avoid LHD14 min. PDG 6.2% up to FL110.	When passing 9000 change altimeter setting for Budapest QNH provided by DEBRECEN TWR/INFO or BUDAPEST INFORMATION.	After departure climb initially 10000. Further climb only by ATC.	If a departing controlled aircraft having acknowledged an initial or intermediate clearance to climb to a level other than the one specified in the filled FPL for the en-route phase and no time or geographical limit was included in the clearance, should climb and maintain the level to which it was cleared for 7 minutes and then should climb to the level included in the filed FPL unless the cruising level was definitely specified in the en-route clearance. If the last acknowledged clearance includes lower altitude than 10000 without time or geographical limit then the aircraft should climb and maintain 10000 for 7 min. and then climb to the appropriate cruising level as above.
NARKA4D	To <u>DC013</u> climb on course 222°, maximum speed 230 KIAS. Turn left direct to <u>DC012</u> , at or below 9000, maximum speed 250 KIAS. To <u>NARKA</u> , at or above 10000. In order to reach exit altitude min. PDG 6.7% up to 10000.			
VERIG4D	To <u>DC013</u> climb on course 222° , maximum speed 230 KIAS. Turn left direct to <u>DC014</u> , at or below 9000, maximum speed 250 KIAS. To <u>VERIG</u> , between 10000 and FL130. In order to reach exit altitude min. PDG 6.5% up to 10000.			

Recommended navaid: DC NDB.

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
DC001	N47 27 24.2	E021 33 46.9
DC008	N47 31 59.7	E021 41 17.0
DC012	N47 20 54.3	E021 43 04.4
DC013	N47 25 01.3	E021 29 54.9
DC014	N47 17 57.2	E021 39 10.3

7. Annex: AD_2-LHDC-STAR-04R22L

AD 2-LHDC-STAR-04R22L - 1
25 JAN 2024

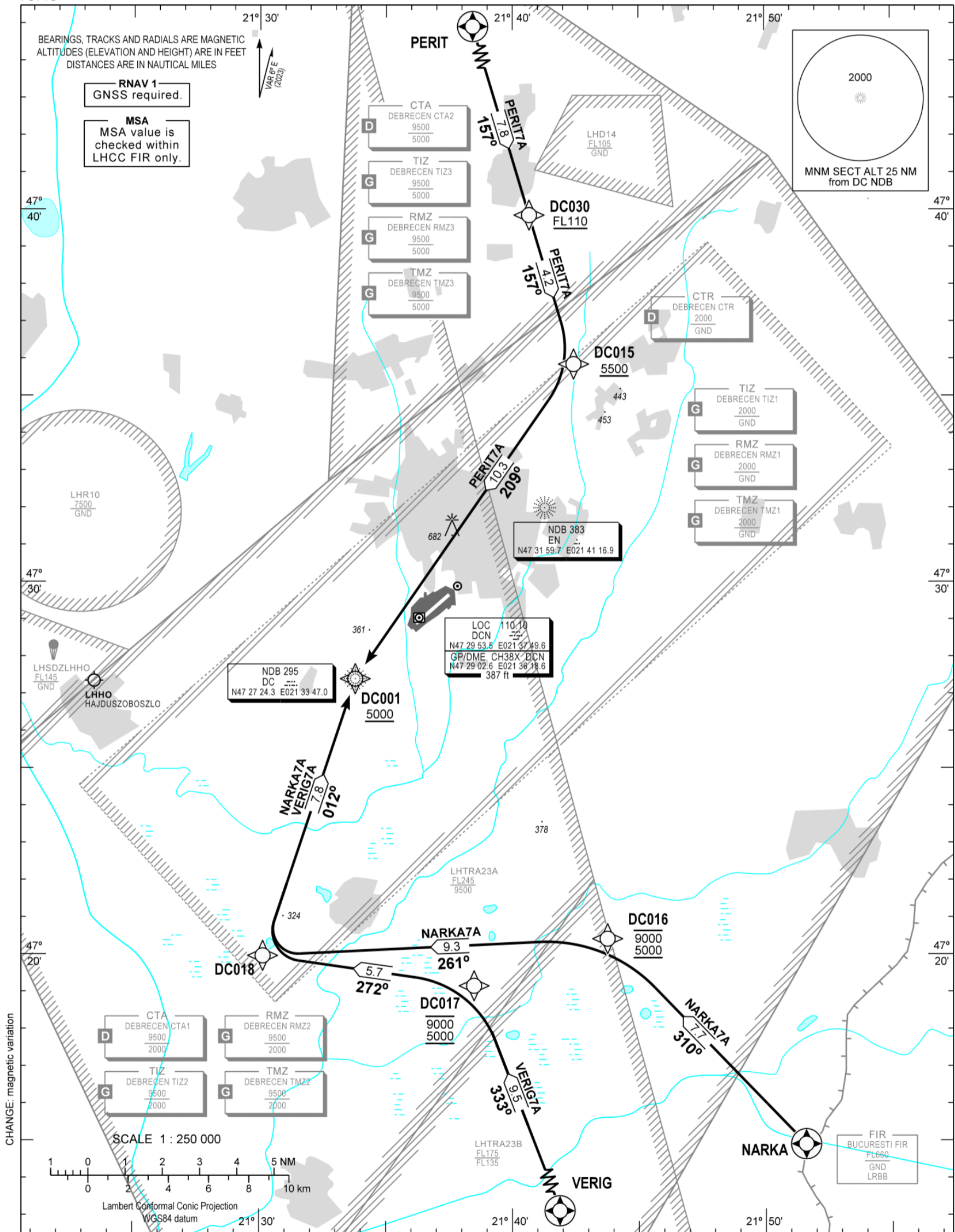
AIP HUNGARY

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) -
ICAO

TRANSITION ALTITUDE
10000

DEBRECEN TOWER 125.910
DEBRECEN INFO 125.910
BUDAPEST INFORMATION (EAST) 133.000

DEBRECEN
RNAV RWY 04R / 22L
NARKA7A, PERIT7A, VERIG7A





AD 2-LHDC-STAR-04R22L - 2
25 JAN 2024

AIP HUNGARY

AD 2 LHDC STANDARD ARRIVAL CHART INSTRUMENT RWY 04R / 22L

NAME	PROCEDURE	RESTRICTIONS	DESCENT	R/T FAILURE
PERIT7A	To DC030 at or above FL110. To DC015 at or above 5500. To DC001 at or above 5000.	Max 250 KIAS	When passing a fix, facility or waypoint, descent have to be initiated without delay to the lowest authorized level (depicted on the chart or by ATC) of the following segment.	If an arriving controlled aircraft experiencing R/T failure, it shall follow the STAR to 5000, fly a standard entry into the DC holding and 1 more holding pattern, after which a basic instrument approach procedure shall be initiated according to the known wind direction.
NARKA7A	To DC016 between 5000 and 9000. To DC018, to DC001 at or above 5000.			
VERIG7A	To DC017 between 5000 and 9000. To DC018, to DC001 at or above 5000.			

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
NARKA	N47 14 54.5	E021 51 35.8
PERIT	N47 47 18.0	E021 37 22.0
VERIG	N47 10 20.0	E021 43 29.0
DC001	N47 27 24.2	E021 33 46.9
DC015	N47 35 51.1	E021 42 25.6
DC016	N47 20 25.3	E021 43 45.6
DC017	N47 19 09.5	E021 38 29.2
DC018	N47 19 58.2	E021 30 08.1
DC030	N47 39 51.1	E021 40 39.8

8. Annex: AD_2-LHDC-ILS-LOC-04R

AD 2-LHDC-ILS/LOC-04R - 1
25 JAN 2024

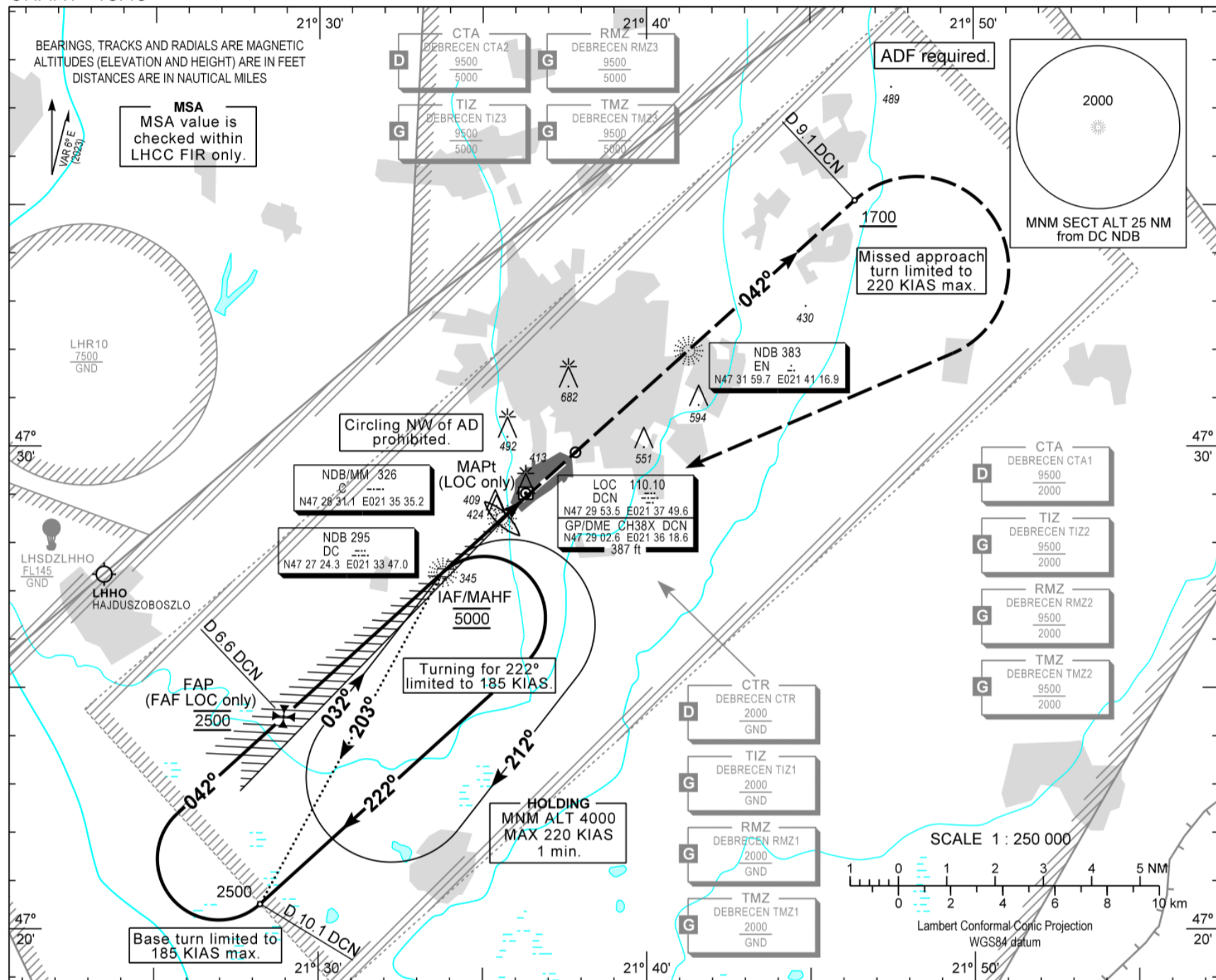
AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 361
HEIGHTS RELATED TO THR RWY 04R - ELEV 355

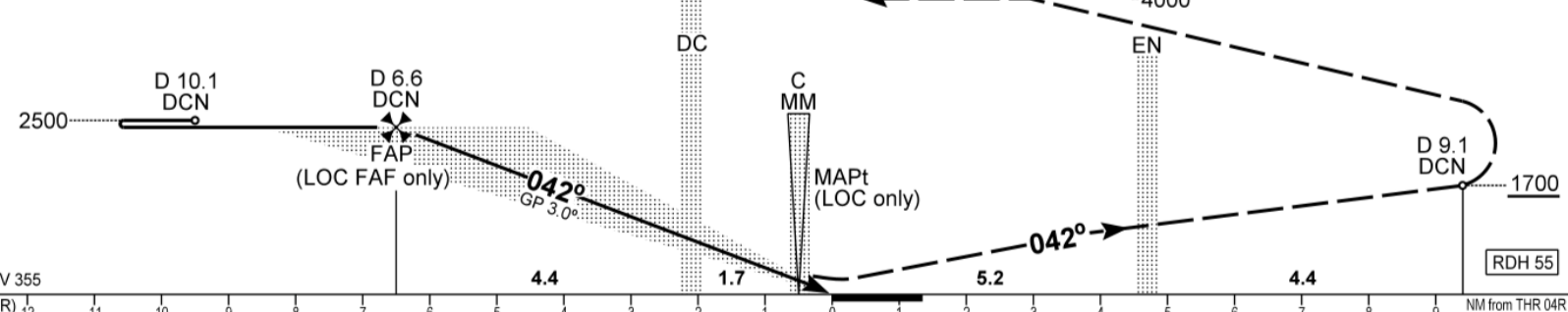
DEBRECEN TOWER 125.910
DEBRECEN INFO 125.910
BUDAPEST INFORMATION (EAST) 133.000

DEBRECEN
ILS or LOC RWY 04R
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE
10000

MISSED APPROACH
Climb straight ahead to 4000.
Reach 1700 by D 9.1 DCN DME and turn right direct DC NDB.
Missed approach turn limited to 220 KIAS maximum.
Proceed to DC NDB, and enter holding at 4000,
or follow base turn procedure according to ATS.



CHANGE: magnetic variation, minima

OCA (OCH)		A	B	C	D	DME DCN / THR RWY 04R							
STRAIGHT-IN APPROACH	Cat. I	544 (189)	555 (200)	564 (209)	574 (219)	NM	6.0	5.0	4.0	3.0	2.0	1.0	
	LOC only	670 (320)				ft	2310	1990	1670	1360	1040	730	
CIRCLING APPROACH SE of AD only	ft AMSL	850	860	990	1050	Timing not authorized to define the MAPt.							
	VIS. m	1900	2800	3700	4600	GROUND SPEED	kt	80	100	120	140	160	180
						FAP/FAF - RWY04R (6.6 NM)	MIN:sec	4:56	3:57	3:17	2:49	2:28	2:12
						Rate of descent (326 ft/NM)	ft/min	430	540	650	760	870	980



AD 2 LHDC INSTRUMENT APPROACH CHART ILS OR LOC RWY 04R

ILS approach from DC NDB (Holding):

Initial altitude: 5000.

When crossing DC NDB holding fix turn right to heading 222° (185 KIAS max.) and descend to 2500.

Fly outbound and after 2.5 min. or at D 10.1 DCN DME, whichever is earlier turn right (185 KIAS max.) to intercept DCN LOC 042°.

Glide path interception at D 6.6 DCN DME (descent fix), then follow ILS.

Base turn ILS approach from DC NDB:

Available at ATC discretion only.

When crossing DC NDB fly outbound on track 203° (QDR 203°) and descend to 2500.

At D 10.1 DCN DME turn right (185 KIAS max.) to intercept DCN LOC 042°, then follow ILS.

Holding procedure:

Holding fix: DC NDB.

Right hand holding pattern.

Maximum speed: 220 KIAS

Inbound track: 032°

Outbound track: 212°

Rate of turn: 3°/sec. or 25° bank angle

(whichever requires lesser bank)

Outbound timing: 1 min.

Minimum holding altitude: 5000

4000 for Missed Approach

9. Annex: AD_2-LHDC-NDB-22L

AD 2-LHDC-NDB-22L - 1
25 JAN 2024

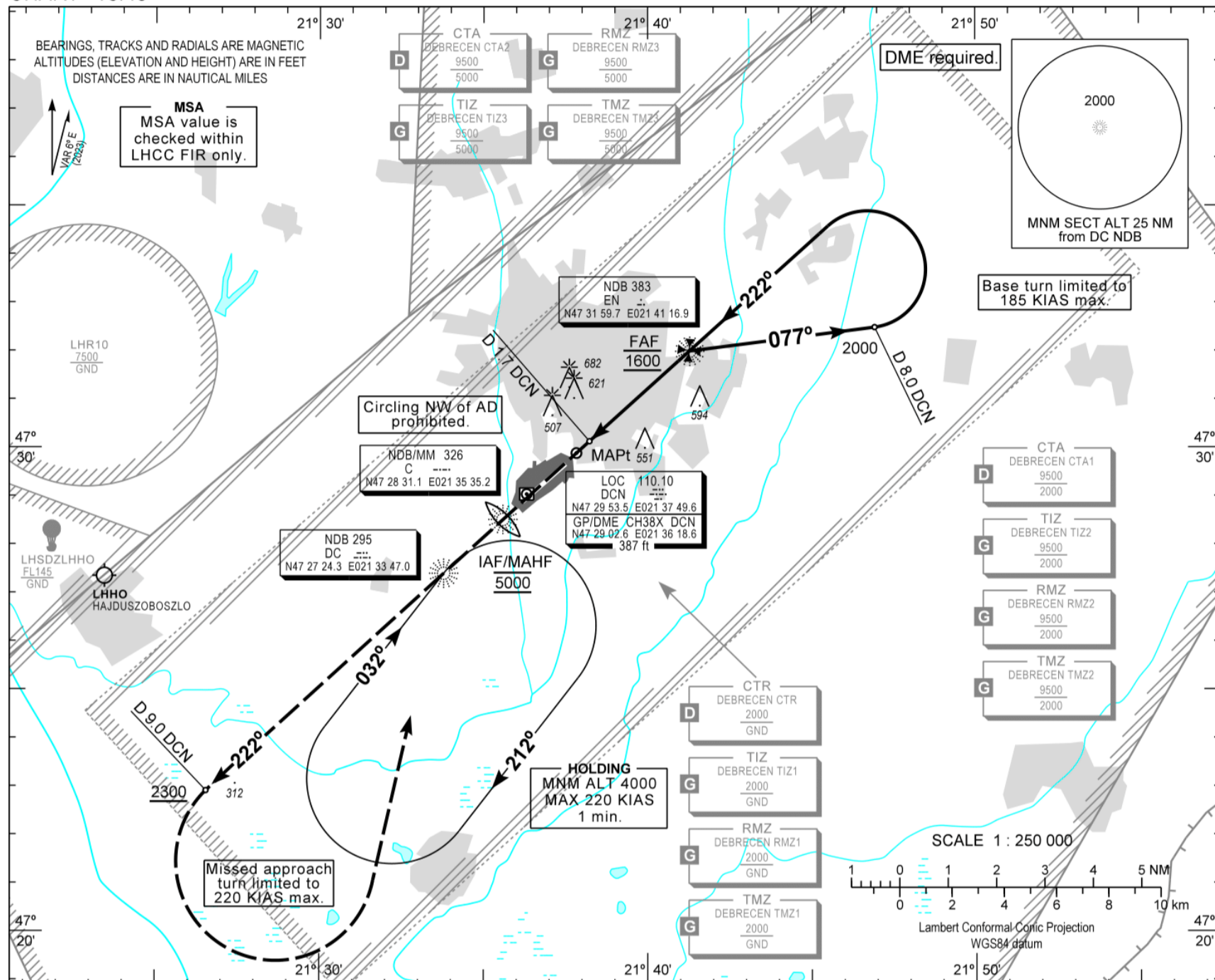
AIP HUNGARY

**INSTRUMENT
APPROACH
CHART - ICAO**

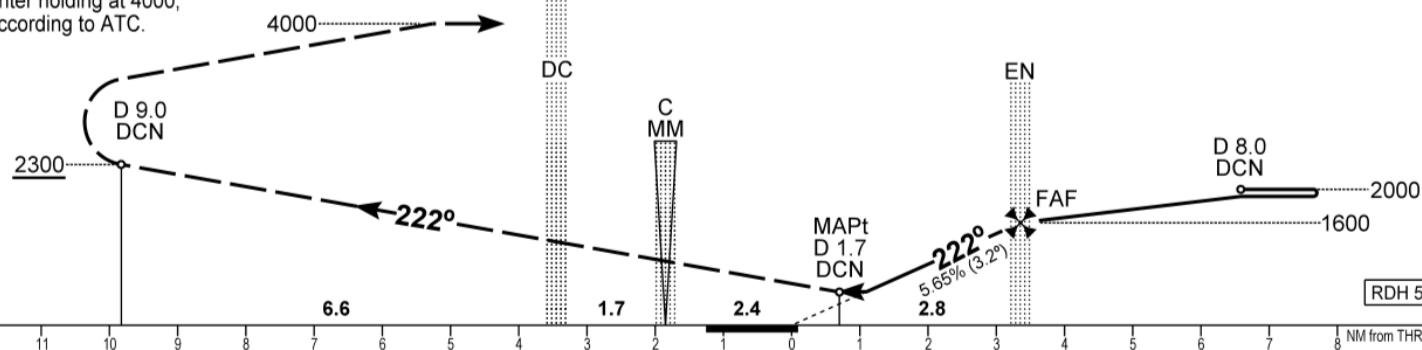
AERODROME ELEV 361
HEIGHTS RELATED TO
THR RWY 22L - ELEV 360

DEBRECEN TOWER 125.910
DEBRECEN INFO 125.910
BUDAPEST INFORMATION (EAST) 133.000

**DEBRECEN
NDB RWY 22L**
(ACFT CAT A, B, C, D)



MISSED APPROACH
Climb straight ahead to 4000.
Reach at least 2300 by D 9.0 DCN DME and
turn left inbound DC NDB.
Missed approach turn limited to 220 KIAS maximum.
Proceed to DC NDB, and enter holding at 4000,
or follow basic procedure according to ATC.



CHANGE: magnetic variation, minima

OCA (OCH)		A	B	C	D	DME DCN		NM	4.0	3.0
STRAIGHT-IN APPROACH		860 (500)				DIST THR / RWY 22L		NM	2.8	1.8
CIRCLING APPROACH SE of AD only	ft AMSL	850	860	990	1050	ALTITUDE		ft	1380	1030
	VIS. m	1900	2800	3700	4600	Timing not authorized to define the MAPt.				
GROUND SPEED		kt	60	90	120	150	180			
FAF - MAPt 2.95 NM		MIN:sec	2:57	1:58	1:28	1:11	0:59			



AD 2 LHDC INSTRUMENT APPROACH CHART NDB RWY 22L

NDB approach from DC NDB:

Initial altitude: 5000.
Proceed to EN NDB and descend to 2800 .
At EN NDB turn right to 077° and descend to 2000 .
Fly outbound to D 8.0 DCN DME and turn left to track 222° inbound EN NDB (185 KIAS max.).
Proceed to EN NDB and descend to 1600.
At EN NDB descend to 860 on track 222°.

Holding procedure:

Holding fix: DC NDB.
Right hand holding pattern.
Maximum speed: 220 KIAS
Inbound track: 032°
Outbound track: 212°
Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)
Outbound timing: 1 min.
Minimum holding altitude: 5000
4000 for Missed Approach

Final approach descent: 3.23°

10. Annex: AD_2-LHDC-RNP-04R

AD 2-LHDC-RNP-04R - 1
25 JAN 2024

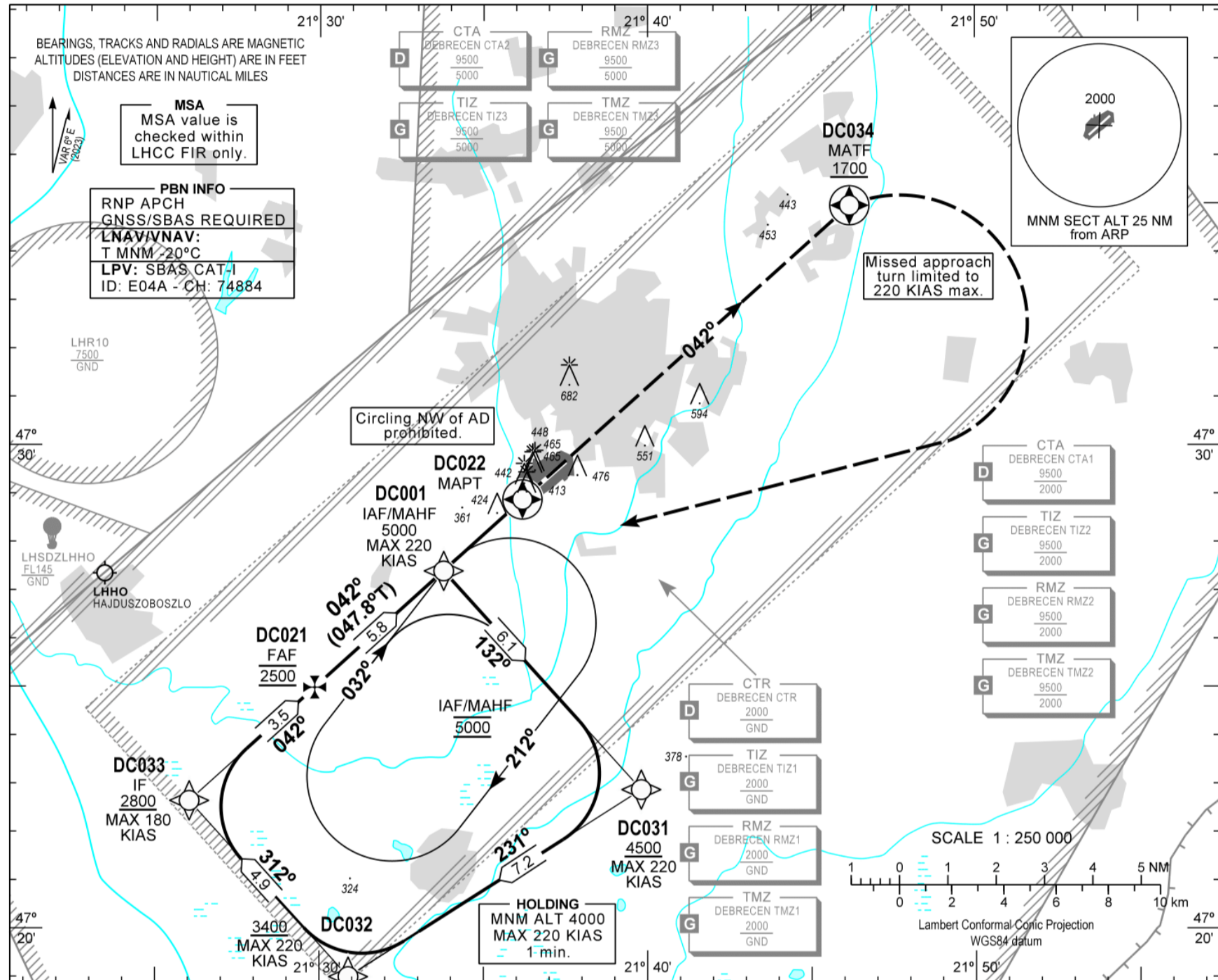
AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 361
HEIGHTS RELATED TO THR RWY 04R - ELEV 355

DEBRECEN TOWER 125.910
DEBRECEN INFO 125.910
BUDAPEST INFORMATION (EAST) 133.000

DEBRECEN RNP RWY 04R
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE 10000		MISSED APPROACH Climbing straight ahead to 4000. Reach at least 1700 by DC034 and turn right direct DC001. Missed approach turn limited to 220 KIAS maximum. Proceed to DC001, and enter holding at 4000, or follow basic procedure according to ATC.																			
THR 04R ELEV 355																					
OCA (OCH)		A	B	C	D	DIST THR / RWY 04R					NM	5.0	4.0	3.0	2.0	1.0					
STRAIGHT-IN APPROACH		LNAV	670 (310)	670 (310)	680 (320)	690 (330)	ALTITUDE					ft	2230	1870	1500	1140	770				
		LNAV/VNAV	578 (223)	591 (236)	625 (270)	636 (281)	Timing not authorized to define the MAPt.														
		LPV	550 (195)	562 (207)	573 (218)	584 (229)	GROUND SPEED					kt	60	90	120	150	180				
CIRCLING APPROACH SE of AD only		ft AMSL	850	860	990	1050	FAWP - MAWP 5.79 NM					MIN:sec					5:48	3:51	2:54	2:19	1:56
		VIS. m	1900	2800	3700	4600															

AD 2-LHDC-RNP-04R - 2
25 JAN 2024

AIP HUNGARY
AD 2 LHDC INSTRUMENT APPROACH CHART RNP RWY 04R

 Only aircraft, equipment and aircrew **approved by the State of the Operator** to carry out GNSS approaches, may use the procedure.

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	DC001	IAF				@5000	-220		RNP APCH
TF	DC031			137.9 T/6.1 NM		+4500	-220		RNP APCH
TF	DC032			237.4 T/7.2 NM		+3400	-220		RNP APCH
TF	DC033	IF		317.9 T/4.9 NM		+2800	-180		RNP APCH
TF	DC021	FAF		047.8 T/3.5 NM		@2500			RNP APCH
TF	DC022	MAPT	Y	047.8 T/5.8 NM		+700		-3.4°	RNP APCH
TF	DC034	MATF	Y	047.9 T/9.1 NM		+1700	-220		RNP APCH
DF	DC001	MAHF			R	@4000	-220		RNP APCH
HM	DC001			038.0 T/1 min	R	@4000	-220		RNP APCH

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS Provider	1 (ENGOS)
Airport identifier	LHDC
Runway	04R
Approach Performance Designator	0
Route indicator	
Reference Path Data Selector	0
Reference Path Identifier	E04A
LTP/FTP Latitude	472853.0100N
LTP/FTP Longitude	0213610.8700E
LTP/FTP Ellipsoidal Height (m)	149.2
FPAP Latitude	472947.3095N
FPAP Longitude	0213739.4325E
Threshold Crossing Height	55
TCH Units Selector	0
Glidepath Angle (degrees)	3.40
Course Width (m)	105.00
Length Offset (m)	0
HAL (m)	40.0
VAL (m)	35.0
Data Block	10 03 04 08 0C 44 08 00 01 34 30 05 24 76 60 14 EC 60 45 09 D4 19 37 A8 01 E5 B3 02 26 02 54 01 64 00 C8 AF 7B A3 F5 B4
Calculated CRC Value	7BA3F5B4
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	108.2

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
DC001	N47 27 24.2	E021 33 46.9
DC031	N47 22 52.9	E021 39 48.3
DC032	N47 19 00.5	E021 30 53.1
DC033	N47 22 38.8	E021 26 02.3
DC021	N47 24 59.7	E021 29 51.3
DC022	N47 28 53.0	E021 36 10.9
DC034	N47 34 58.0	E021 46 09.8
DC001	N47 27 24.2	E021 33 46.9

Holding procedure

Holding fix: DC001
 Right hand holding pattern.
 Maximum speed: 220 KIAS
 Inbound track: 032°
 Outbound track: 212°
 Rate of turn: 3°/sec. or 25° bank angle
 (whichever requires lesser bank)
 1 min.
 Outbound times:
 Minimum holding altitude: 5000
 4000 for Missed Approach

Final approach descent: 3.40°

11. Annex: AD_2-LHDC-RNP-22L

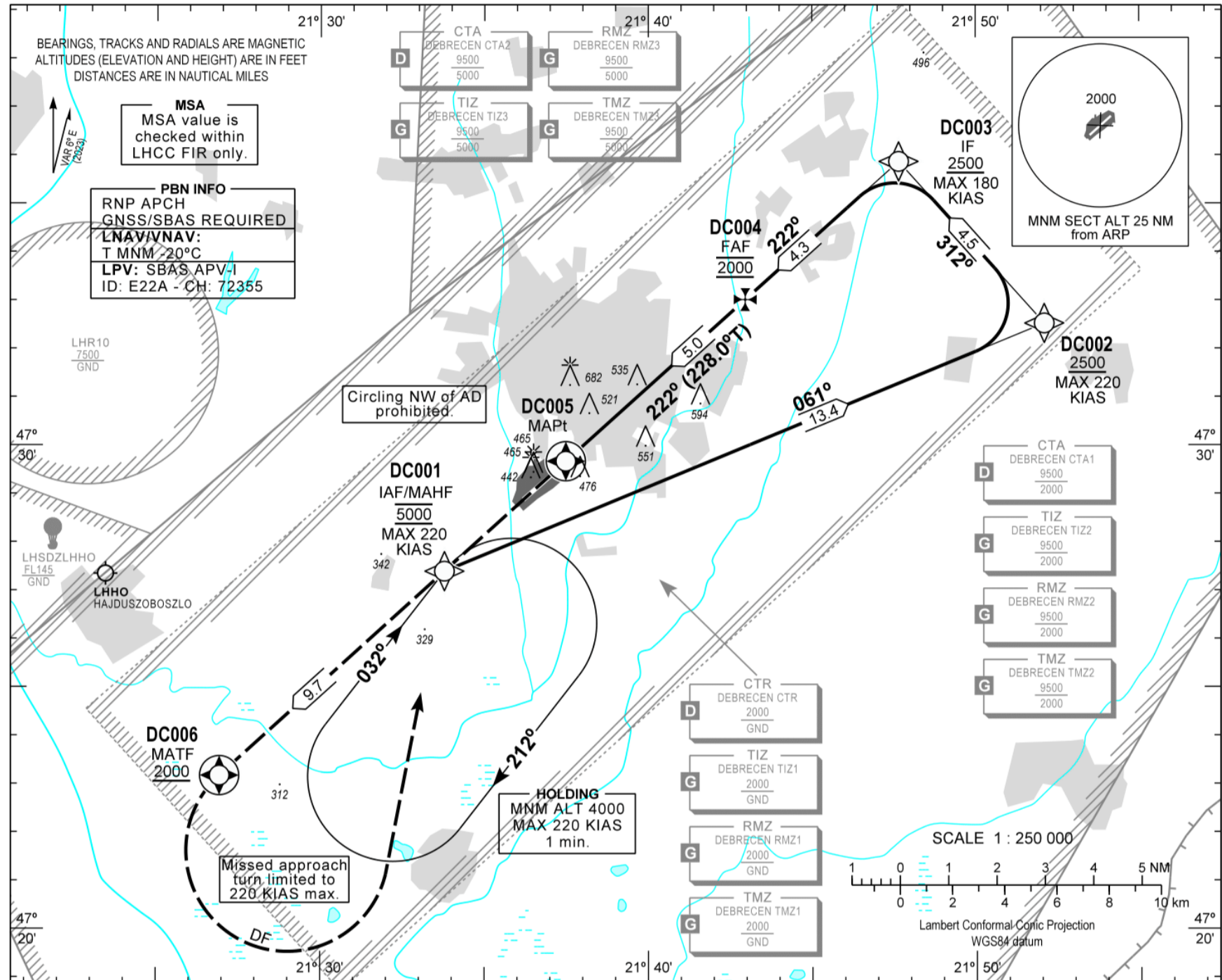
AD 2-LHDC-RNP-22L - 1
25 JAN 2024

AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 361
HEIGHTS RELATED TO THR RWY 22L - ELEV 360

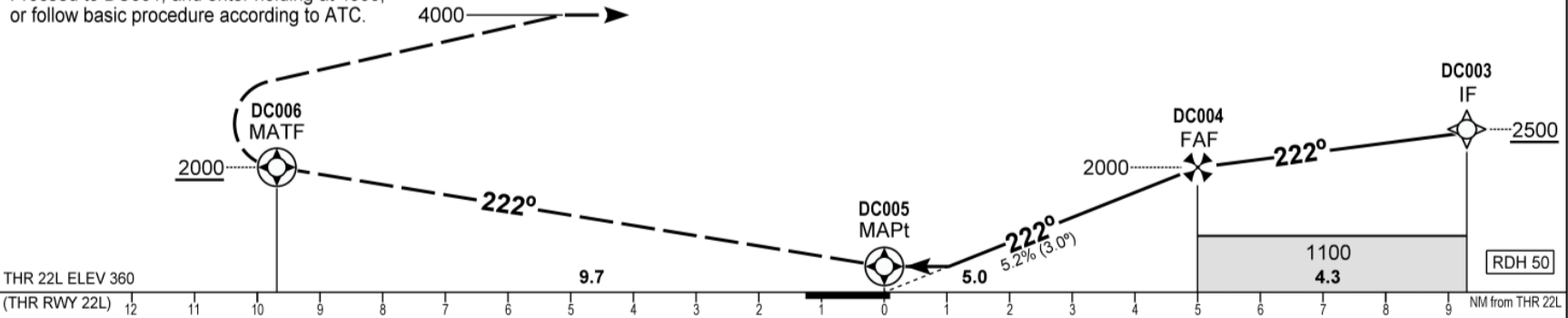
DEBRECEN TOWER 125.910
DEBRECEN INFO 125.910
BUDAPEST INFORMATION (EAST) 133.000

DEBRECEN RNP RWY 22L
(ACFT CAT A, B, C, D)



MISSED APPROACH
Climb straight ahead to 4000.
Reach 2000 by DC006 and turn left direct DC001.
Missed approach turn limited to 220 KIAS maximum.
Proceed to DC001, and enter holding at 4000, or follow basic procedure according to ATC.

TRANSITION ALTITUDE
10000



OCA (OCH)	A				B				C				D				DIST THR / RWY 22L																			
	LNAV				LNAV/VNAV				LPV				ft				NM																			
STRAIGHT-IN APPROACH	790 (430)																5.0				4.0				3.0				2.0							
	651 (291) 663 (303) 671 (311) 682 (322)																2000				1680				1360				1050							
	595 (235) 607 (247) 615 (255) 626 (266)																60				90				120				150				180			
CIRCLING APPROACH SE of AD only	ft AMSL																5:00				3:20				2:30				2:00				1:40			
	VIS. m																320				480				640				800				960			

AD 2-LHDC-RNP-22L - 2
25 JAN 2024

AIP HUNGARY
AD 2 LHDC INSTRUMENT APPROACH CHART RNP RWY 22L

 Only aircraft, equipment and aircrew **approved by the State of the Operator** to carry out GNSS approaches, may use the procedure.

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	DC001	IAF				@5000	-220		RNP APCH
TF	DC002			067.4 T/13.4 NM		+2500	-220		RNP APCH
TF	DC003	IF		318.1 T/4.5 NM		+2500	-180		RNP APCH
TF	DC004	FAF		228.0 T/4.3 NM		@2000			RNP APCH
TF	DC005	MAPt	Y	228.0 T/5.0 NM		+409		-3.0°	RNP APCH
TF	DC006	MATF	Y	227.8 T/9.7 NM		+2000	-220		RNP APCH
DF	DC001				L	@4000	-220		RNP APCH
HM	DC001	MAHF		038.0 T/1 min	R	@4000	-220		RNP APCH

SBAS FAS Data Block Coding Data
FAS-DB (CRC wrapped data)

Operation type	0
SBAS Provider	1
Airport identifier	LHDC
Runway	22L
Approach Performance Designator	0
Route indicator	
Reference Path Data Selector	0
Reference Path Identifier	E22A
LTP/FTP Latitude	472940.7420N
LTP/FTP Longitude	0213728.8520E
LTP/FTP Ellipsoidal Height (m)	150.8
FPAP Latitude	472852.9925N
FPAP Longitude	0213610.7885E
Threshold Crossing Height	15
TCH Units Selector	1
Glidepath Angle (degrees)	3.00
Course Width (m)	105.00
Length Offset (m)	0
HAL (m)	40.0
VAL (m)	50.0
Data Block	10 03 04 08 0C D6 00 00 01 32 32 05 0C EB 61 14 28 C2 47 09 E4 19 F5 8A FE 21 9E FD 2C 81 2C 01 64 00 C8 FA E3 55 64 04
Calculated CRC Value	E3556404
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	109.8
FPAP Orthometric Height (m)	109.8

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
DC001	N47 27 24.2	E021 33 46.9
DC002	N47 32 31.6	E021 52 05.1
DC003	N47 35 52.5	E021 47 38.8
DC004	N47 33 01.3	E021 42 57.5
DC005	N47 29 40.7	E021 37 28.9
DC006	N47 23 10.7	E021 26 55.8

Holding procedure

Holding fix: DC001
 Right hand holding pattern.
 Maximum speed: 220 KIAS
 Inbound track: 032°
 Outbound track: 212°
 Rate of turn: 3°/sec. or 25° bank angle
 (whichever requires lesser bank)
 Outbound times: 1 min.
 Minimum holding altitude: 5000
 4000 for Missed Approach

Final approach descent: 3.00°