AERODROME MANUAL

Document control			
Activity	**Name**	**Position**	**Date**
Approved by	Ernő Györke	Managing director	30/01/2026

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;105;-107
11	01/07/2024.	03/12/2024	06/15/2024	Nóra Irsai Patrik Leitner	Full Revision
12	04/12/2024	25/05/2025	19/11/2024	Nóra Irsai	13; 29; 30.
13	26/05/2025	-	20/05/2025	Tamás Vincze, Dr. Péter Selymes	18-26; 28-30; 32; 34; 38; 48-49; 53; 56-69; 73; 78; 83; 85; 96-99; 104; 107; 110-123
14	2026.02.01.		2026.01.30	Dr. Selymes Péter Vincze Tamás Pálszabó Júlia	Full Revision

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Table of Contents

PART A – GENERAL

0 The Management and Supervision of the Aerodrome Manual

0.1 Introduction

0.1.1 Compliance statement of the Aerodrome Manual

As the responsible manager of Debrecen International Airport Ltd., the operator of Debrecen International Airport, I hereby declare that this Aerodrome Manual complies with all applicable requirements and the provisions of the Aerodrome Operator Certificate.

Ernő Györke

Debrecen International Airport Ltd.

Accountable Manager / Managing Director

0.1.2 Compliance statement of the Operational Processes

As the Accountable Manager of Debrecen International Airport Ltd., 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.

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Ernő Györke

Debrecen International Airport Ltd.

Accountable Manager / Managing Director

0.1.3 Content and applicability of the Aerodrome Manual

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**
  - Administration and control of the Aerodrome Manual;
  - General information.
- **PART "B" — AERODROME MANAGEMENT SYSTEM, QUALIFICATION AND TRAINING REQUIREMENTS**
  - Introduction to the management system;
  - Qualification and training requirements for aerodrome personnel.
- **PART "C" — PARTICULARS OF THE AERODROME SITE**
  - Introduction to the aerodrome site.
- **PART "D" — PARTICULARS OF THE AERODROME TO BE REPORTED TO THE AERONAUTICAL INFORMATION SERVICE**
  - Aerodrome services, general aerodrome data, and publication procedures;
  - Information on aerodrome dimensions.
- **PART E"" — PARTICULARS OF OPERATING PROCEDURES OF THE AERODROME, ITS EQUIPMENT, AND SAFETY MEASURES**

All chapters of the Aerodrome Manual have uniform validity, with the validity of each chapter matching the effective date of the manual.

The documents listed in Table 1 form an integral part of the Aerodrome Manual.

Document name	Short description, applicability	Date of entry into force	Version Number
Training Manual	The document containing the requirements and procedures relating to training and examination.	2026.02.01.	V2
Compliance Monitoring Manual	The document containing the requirements and procedures relating to certification of compliance.	2026.02.01.	V6
Safety Management System Manual	The document containing the description of the operation of the flight safety management system, the assessment of risks and the management of changes.	2026.02.01.	V8

1. table

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 Ltd. 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 Ltd 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 aerodrome’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 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

Term	Definition
	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.
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 maneuvering 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.

Term	Definition
Aerodrome-operator certificate	A certificate issued by the competent authority attesting compliance with the applicable requirement for aerodrome operation.
Aerodrome operator	Debrecen International Airport Ltd, as certified aerodrome operator ((EU) 139/2014), air navigation service provider ((EU) 2017/373), ground handling service provider ((KöVIM) 7/2002).

2. table

Acronyms	Description
AIS	Aeronautical Information Service
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
DIA Ltd.	Debrecen International Airport Ltd.
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

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

3. 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 accuracy of the information and instructions set out in the Aerodrome Manual is ensured through the system of amendments and revisions. In order to ensure that the

content of the Aerodrome Manual always contains up-to-date and valid information, the aerodrome operator shall review it at least once a year, no later than 15 December, and make amendments if necessary. The rules relating to the review and amendment of the documents referenced as part of the Aerodrome Manual are contained in those documents themselves.

The persons responsible for the review and amendment of individual parts of the Aerodrome Manual are listed in Table 4.

Aerodrome Manual chapter designation	Responsible	Name / E-mail
PART A - GENERAL		
0 Administration and oversight of the Aerodrome Manual	Safety and Compliance Director	Dr. Péter Selymes peter.selymes@debrecenairport.com
1 General information		
PART B - AERODROME MANAGEMENT SYSTEM, QUALIFICATION AND TRAINING REQUIREMENTS		
2 Management system	Safety and Compliance Director	Dr. Péter Selymes peter.selymes@debrecenairport.com
2.0 Management System Revision Organizational structure of the Aerodrome Operator	Safety and Compliance Director	Dr. Péter Selymes peter.selymes@debrecenairport.com
2.1 Organizational structure of the Aerodrome Operator	Safety and Compliance Director	Dr. Péter Selymes peter.selymes@debrecenairport.com
2.2 Safety Management System (SMS)	Safety and Compliance Director	Dr. Péter Selymes peter.selymes@debrecenairport.com
2.3 Compliance Monitoring	Safety and Compliance Director	Dr. Péter Selymes peter.selymes@debrecenairport.com
2.4 Aeronautical data quality management system	Safety and Compliance Director	Dr. Péter Selymes peter.selymes@debrecenairport.com
2.5 Handling and reporting system of accidents and serious incidents	Safety and Compliance Director	Dr. Péter Selymes peter.selymes@debrecenairport.com

Aerodrome Manual chapter designation	Responsible	Name / E-mail
2.6 Use of alcohol, psychoactive substances and medicinal products	Safety and Compliance Director	Dr. Péter Selymes peter.selymes@debrecenairport.com
2.7 Safety directives and recommendations	Safety and Compliance Director	Dr. Péter Selymes peter.selymes@debrecenairport.com
2.8 Record of aircraft movements	Operations and Ground Handling Director	Márk Tassonyi mark.tassonyi@debrecenaiport.com
3 Qualification and training requirements for aerodrome personnel	HR and Training Manager	Judit Sándor judit.sandor@debrecenairport.com
PART C - CHARACTERISTICS OF THE AERODROME SITE		
4 Aerodrome Site	Safety and Compliance Director	Dr. Péter Selymes peter.selymes@debrecenairport.com
PART D - AERODROME DATA TO BE REPORTED TO THE AERONAUTICAL INFORMATION SERVICE		
5 Aerodrome services, general aerodrome data, publication procedures	Safety and Compliance Director	Dr. Péter Selymes peter.selymes@debrecenairport.com
6 Aerodrome dimensions and related information	Safety and Compliance Director	Dr. Péter Selymes peter.selymes@debrecenairport.com
PART E - INFORMATION ON AERODROME OPERATING PROCEDURES, EQUIPMENT AND SAFETY MEASURES		
7 Change notification system	Safety and Compliance Director	Dr. Péter Selymes peter.selymes@debrecenairport.com
7.1 Procedure for initiating AIP amendments, NOTAM issuance and notification of the aviation authority	Safety and Compliance Director	Dr. Péter Selymes peter.selymes@debrecenairport.com
7.1.1 AIP amendments	Safety and Compliance Director	Dr. Péter Selymes

Aerodrome Manual chapter designation	Responsible	Name / E-mail
		peter.selymes@debrecenairport.com
7.1.2 Initiation of NOTAM/SNOWTAM issuance	Operations and Ground Handling Director	Márk Tassonyi mark.tassonyi@debrecenairport.com
7.2 Procedure and frequency for verification of aeronautical data	Safety and Compliance Director	Dr. Péter Selymes peter.selymes@debrecenairport.com
8 Rules for access to the movement area	Security Officer	Dr. Tamás Rabócz tamas.rabocz@debrecenairport.com
9 Inspection of the movement area	Operations and Ground Handling Director	Márk Tassonyi mark.tassonyi@debrecenaiport.com
10 Inspection of electrical systems, visual and non-visual aids	Director of Infrastructure Operations and Development	Tibor Vásárhelyi tibor.vasarhelyi@debrecenaiport.com
11 Inspection and maintenance of aerodrome equipment	Director of Infrastructure Operations and Development	Tibor Vásárhelyi tibor.vasarhelyi@debrecenaiport.com
12 Maintenance of the movement area	Director of Infrastructure Operations and Development	Tibor Vásárhelyi tibor.vasarhelyi@debrecenaiport.com
13 Aerodrome works	Director of Infrastructure Operations and Development	Tibor Vásárhelyi tibor.vasarhelyi@debrecenaiport.com
14 Apron Management Service	Operations and Ground Handling Director	Márk Tassonyi mark.tassonyi@debrecenaiport.com
15 Flight safety regulations applicable on the maneuvering apron	Operations and Ground Handling Director	Márk Tassonyi mark.tassonyi@debrecenaiport.com
16 Rules of the aerodrome traffic regulations (RE-KRESZ)	Operations and Ground Handling Director	Márk Tassonyi mark.tassonyi@debrecenaiport.com

Aerodrome Manual chapter designation	Responsible	Name / E-mail
17 Wildlife Hazard Management	Wildlife and Safeguarding Coordinator	Dániel Minya daniel.minya@debrecenairport.com
18 Aerodrome Safeguarding	Director of Infrastructure Operations and Development	Tibor Vásárhelyi tibor.vasarhelyi@debrecenaiport.com
19 Aerodrome emergency plan	Director of Infrastructure Operations and Development	Tibor Vásárhelyi tibor.vasarhelyi@debrecenaiport.com
20 Aerodrome Rescue and Fire Fighting Service (ARFFS)	Director of Infrastructure Operations and Development	Tibor Vásárhelyi tibor.vasarhelyi@debrecenaiport.com
21 Removal of disabled aircraft	Operations and Ground Handling Director	Márk Tassonyi mark.tassonyi@debrecenaiport.com
22 Handling and storage of fuel and other dangerous goods	Fuel Handling Team Lead	Márk Szilágyi mark.szilagyi@debrecenaiport.com
23 Low Visibility Procedures (LVP)	Operations and Ground Handling Director	Márk Tassonyi mark.tassonyi@debrecenaiport.com
24 Winter Operations	Operations and Ground Handling Director	Márk Tassonyi mark.tassonyi@debrecenaiport.com
25 Adverse Weather Operations	Operations and Ground Handling Director	Márk Tassonyi mark.tassonyi@debrecenaiport.com
26 Night Operations	Operations and Ground Handling Director	Márk Tassonyi mark.tassonyi@debrecenaiport.com
27 Protection of radar and other navigation aids	Director of Infrastructure Operations and Development	Tibor Vásárhelyi tibor.vasarhelyi@debrecenaiport.com

Aerodrome Manual chapter designation	Responsible	Name / E-mail
28 Operation of Aircraft with Higher Code-letter at the Aerodrome	Safety and Compliance Director	Dr. Péter Selymes peter.selymes@debrecenairport.com
29 Fire protection measures	Director of Infrastructure Operations and Development	Tibor Vásárhelyi tibor.vasarhelyi@debrecenaiport.com
30 Ground personnel radio communication procedures	Safety and Compliance Director	Dr. Péter Selymes peter.selymes@debrecenairport.com
31 Aircraft Towing Procedures	Operations and Ground Handling Director	Márk Tassonyi mark.tassonyi@debrecenaiport.com
32 Handover of activities and information	Operations and Ground Handling Director	Márk Tassonyi mark.tassonyi@debrecenaiport.com

4. 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 Safety and 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 notified of the changes by the Safety and Compliance Director at least 60 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 by the Managing Director 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.

The list of revisions and implemented amendments to the Aerodrome Manual is documented in the 'Amendments' table located at the beginning of the manual.

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 the event that an immediate amendment to the Aerodrome Manual becomes necessary to maintain an acceptable level of safety, the manager responsible for amendments (per Table 4) shall implement the amendment in the Aerodrome Manual and submit it to the Safety and Compliance Director for review. The Safety and Compliance Director shall, if the amendment is justified for flight safety reasons, forward the amended Aerodrome Manual to the Accountable Manager for approval.

The immediate amendment process established here for safety purposes shall also apply to immediate amendments for flight safety reasons of documents forming part of the Aerodrome Manual.

Simultaneously with the implementation of such immediate amendments introduced for safety purposes, the Safety and Compliance Director shall immediately initiate the regulatory approval process in accordance with the requirements of ADR.OR.E.005(f).

0.2.4 Annotation of Pages

The manual and associated documents feature continuous page numbering located in the upper right corner, indicating the total number of pages. Paragraphs are marked with chapter headings or line breaks.

Explanatory notes and comments related to specific text sections or paragraphs shall be placed directly below the referenced section in the following format. Multiple notes shall be numbered sequentially in ascending order.

Comment: *Sample explanatory text.*

All chapters of the manual have uniform validity, with each chapter's validity matching the date of the manual's entry into force. Table 1 specifies the validity of documents forming an inseparable part of the manual.

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

If a temporary amendment to the Aerodrome Manual becomes necessary to maintain an adequate level of flight safety, the amendment shall be issued as a "Procedure Instruction". Handwritten additions or amendments to the Aerodrome Manual are prohibited.

The temporary amendment shall be carried out according to the immediate amendment procedure defined in section 0.2.3. Such immediate amendment introduced for safety purposes shall be implemented by the manager responsible for amendments according to Table 4, who shall immediately submit it to the Safety and Compliance Director for review. The Procedure Instruction shall be approved by the Safety and Compliance Director.

If the amendment is justified, the Safety and Compliance Director shall forward the amended Aerodrome Manual to the Accountable Manager for approval.

The validity period of the Procedure Instruction shall not exceed 3 months from the date of issue. If the amendment remains justified, it shall be incorporated into the next reviewed version of the Aerodrome Manual.

Simultaneously with the implementation of the temporary amendment, the regulatory approval process shall be initiated in accordance with the requirements of ADR.OR.E.005(f).

The distribution and publication of the Procedure Instruction containing the temporary amendment shall follow the procedures in section 0.2.8.

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 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 Enlish and Hungarian.

The Safety and 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 5 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 Safety and 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 as agreed upon within the contract, or when requested. Access requests must be submitted via an email sent to the Safety and Compliance Director peter.selymes@debrecenairport.com , specifying the exact reason for the request. The Safety and 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.

Serial number	Organization to be notified	Notification date/time
1.	Civil Aviation Authority	Prior to change implementation: ○ Immediate changes: without delay following the immediate change ○ Changes requiring prior approval: minimum 60 days ○ Changes not requiring approval: minimum 60 days.
2.	External organization performing firefighting tasks	10 days prior to change implementation
3.	External organization performing maintenance tasks	10 days prior to change implementation
4.	External organization performing CNS tasks	10 days prior to change implementation

1 General Information

1.1 Purpose and Scope of the Aerodrome Manual

The purpose of the Aerodrome Manual is to provide uniform regulation of all aviation-related activities and operations of DIA Ltd. across the entire organization. aerodrome, it contains a description of the organization's management system, presents the aerodrome infrastructure, services, facilities and operational procedures, as well as restrictions on aerodrome operations.

The Aerodrome Manual Scope of application

- 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 Ltd. 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

Debrecen International Airport holds an aerodrome certificate for its infrastructure

DIA Ltd.– 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 Ltd’s surrender of the certificate, the certificate shall be returned to the Competent Authority without delay.

If DIA Ltd. 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.

In the event of a change in the operator of Debrecen International Airport, DIA Ltd. shall immediately notify the Civil Aviation Authority of the transition date. The new aerodrome operator, to whom the aerodrome operation responsibilities are transferred, shall apply to the Civil Aviation Authority for a certificate prior to the transition date.

Notification of the Civil Aviation Authority and Aeronautical Information Service (AIS) shall be made sufficiently in advance to allow timely publication of the changes and their announcement in the AIRAC cycle within the relevant deadlines.

Requirements for ground handling permits are contained in the Ground Handling and Passenger Processing Manual; requirements for air navigation service provider certification are contained in the relevant chapters of the CNS Manual.

The operator of Debrecen International Airport applies the following regulations for its operations based on aviation professional considerations:

- Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing the European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91;
- Commission Regulation (EU) No 139/2014 of 12 February 2014 on establishing the requirements and administrative procedures for aerodromes in accordance with Regulation (EC) No 216/2008 of the European Parliament and of the Council (Part-ADR.OR, Part-ADR.OPS);
- Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down common air traffic rules and operating requirements for services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010 (hereinafter SERA Regulation);
- Commission Implementing Regulation (EU) 2017/373 of 1 March 2017 laying down common requirements for service providers and the management of the network functions of air traffic management/atmospheric navigation services (ATM/ANS) and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011;

- Regulation (EU) No 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EU) No 996/2010 of the European Parliament and of the Council and repealing Directive 2003/42/EC of the European Parliament and of the Council, Commission Regulations (EC) No 1321/2007 and (EC) No 1330/2007;
- Regulation (EU) No 996/2010 of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation and repealing Directive 94/56/EC;
- Commission Implementing Regulation (EU) 2015/1018 of 29 June 2015 establishing a list of reportable occurrences to be notified to the competent authority in accordance with Regulation (EU) No 376/2014 of the European Parliament and of the Council;
- Commission Implementing Regulation (EU) 2015/1998 of 5 November 2015 on detailed measures for the implementation of the common basic requirements on aviation security;
- Act XCVII of 1995 on Aviation;
- Government Decree 7/2002 (I.28.) KöViM on the conditions and licensing procedure for ground handling;
- Government Decree 273/2024 (IX.19.) on detailed rules for facility fire brigades.

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.

Organizations operating within or providing services at Debrecen International Airport are required to comply with the relevant provisions of the Aerodrome Manual and conduct their activities in accordance with those rules.

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) 2018/1139 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 Ltd. 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 3.11.1.2.

PART B – AERODROME MANAGEMENT SYSTEM, QUALIFICATION AND TRAINING REQUIREMENTS

2 Management System

The aerodrome operator has established and operates a management system that includes a safety management system, which is proportionate to the size and activities of the organization. The procedures of the management system are contained in the Safety Management Manual referenced in Table 1, which forms an integral part of the Aerodrome Manual.

2.1 Organizational structure of the Aerodrome Operator

The organizational structure of DIA Ltd. is illustrated in Appendix 1. The names and positions of employees performing the functions required under Regulations (EU) No 139/2014 and (EU) 2017/373, as well as the mapping of these positions to the functions defined by law, are contained in Table 6.6.

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;	Márk Tassonyi
karbantartási vezető	Maintenance Manager	Director of Infrastructure Operations and Development	Tibor Vásárhelyi
repülésbiztonsági irányítási rendszer vezetője	Safety Manager	Safety and Compliance Director	Dr. Péter Selymes
megfelelőség felügyeletének vezetője	Compliance Monitoring Manager	Safety and Compliance Director	Dr. Péter Selymes
HR és képzési vezető	HR and Training Manager	HR and Training Manager	Judit Sándor
repülésvédelmi vezető	Security Manager	Security Officer	dr. Tamás Rabócz
pénzügyi vezető	Finance Manager	Financial Director	Zsolt Rácz

6. table

The tasks, responsibilities, and authority of employees performing the functions required under Regulations (EU) No 139/2014 and (EU) 2017/373 are presented in sections 2.1.1 to 2.1.7.

2.1.1 Managing Director

The Managing Director handles the company's operational management and organizational setup. He ensures the workforce operates in compliance with regulations to execute the company's strategy.

Key Tasks:

a) Directs and oversees operational work and business activities, making individual decisions or delegating authority.
b) Manages the workforce and exercises employer rights over employees.
c) Represents the company to third parties, courts, and authorities.
d) Prepares documents for decision-making bodies (general meeting, supervisory board).
e) Participates in business planning as approver.
f) Represents the company at its general meeting.
g) Defines the strategic vision and goals for the aerodrome and company
h) Approves development strategies for the aerodrome and company.
i) Develops, introduces, and promulgates the Safety Policy.

Accountability and Authority:

a) Ensures resources for compliance with requirements and the Aerodrome Manual.
b) Accountable for any reduction in operational level if resources drop or unsafe conditions arise.
c) Formulates the company's Corporate Strategy.
d) Establishes and maintains an effective management system.
e) Ensures compliance with applicable requirements, certificates, safety, and quality systems for air traffic data/services.
f) Ensures functioning of safety committees.
g) Overall implementation of Safety Policy, strategic decisions affecting it, and preventive safety measures.

Delegation of Responsibility:

a) Delegates training responsibilities to the Training Manager, who develops, coordinates, implements programs, maintains records, and conducts proficiency checks.
b) Ultimate responsibility always remains with the Managing Director.

2.1.2 Operations and Ground Handling Director

Tasks of the Operations and Ground Handling Director

a) Oversees strategic and operational management, leadership, and supervision of subordinate organizational units.
b) Develops, improves, administers, and maintains internal regulations guiding the company's traffic and ground handling activities.

c) Defines operating conditions for directorate groups, initiates their provision, and allocates available financial resources.
d) Ensures coordination of activities related to aircraft arrival/departure, ground movement, passenger handling, and aircraft ground servicing.
e) Participates in developing, improving, administering, and maintaining internal procedures for the company's snow removal and de-icing activities.

Responsibilities and Authority:

a) Accountable for strategic and operational tasks of the organizational unit.
b) Monitors and applies international/national regulations, requirements, recommendations, and internal rules; ensures compliance.
c) Ensures relevant employee training, knowledge updates, and use of compliant training programs.
d) Organizes, directs, and executes green area maintenance; enforces occupational safety rules and handles related admin.
e) Protects technical condition of tools/equipment used in green area maintenance.
f) Organizes, directs, and executes snow removal/de-icing; enforces safety rules and handles admin.
g) Protects technical condition of snow removal/de-icing equipment.

2.1.3 Director of Infrastructure Operations and Development

Tasks of the Director of Infrastructure Operations and Development:

a) Oversees strategic and operational management of subordinate units.
b) Collaborates with Managing Director, aerodrome owner, company members, and stakeholders to align with national/international goals: contributes to defining strategic vision/goals; develops/manages aerodrome and company development strategy.
c) Develops/manages company development strategy and aerodrome Master Plan, adapts to changing needs, handles related information.
d) Prepares/manages/coordinates internal project plans for developments.
e) Conducts strategic technical reviews/evaluations of projects.
f) Participates in preparation, planning, approvals, and supervision of third-party investments affecting aerodrome development strategy.
g) Maintains continuous contact with other units, external stakeholders, authorities; facilitates information flow on development activities.
h) Cooperates on feasibility assessments, financing, business plans.
i) Defines directorate operating conditions, initiates provision, allocates resources.
j) Establishes procurement processes, plans/coordinates/checks company procurement.

k) Supervises/conducts technical acceptance of machinery/facilities, participates in trials, oversees warranty repairs.
l) Provides data and cooperates with other company units.

Responsibilities and Authority:

a) Program management for company investments and aerodrome development projects.
b) Develops/maintains internal rules for technical, maintenance, CNS activities.
c) Ensures functional operation of aerodrome facilities, maintenance of mechanical/infrastructure units, signals development needs.
d) Prepares/coordinates/executes maintenance schedules.
e) Ensures Airport Rescue and Fire Fighting Service (ARFFS) compliance by Emergency Manager.
f) Ensures ARFFS vehicle availability and emergency plan execution.
g) Maintains Ground Support Equipment (GSE).
h) Manages company procurement/public tenders.
i) Ensures compliance with technical/operational, energy management rules.
j) Monitors/applies relevant regulations, ensures compliance.
k) Provides staff training, knowledge updates.
l) Ensures compliant operation/maintenance of CNS air navigation/radio/lighting equipment.
m) Organizes/executes green area maintenance and admin.
n) Enforces occupational safety; protects equipment condition.
o) Manages fire safety, occupational health, radiation protection.
p) Prepares/amends infrastructure change documents and obtains aviation authority approval.

2.1.4 Safety and Compliance Director

The Safety and Compliance Director acts independently from other leaders, with direct access to the Managing Director and relevant safety management members, accountable to the Managing Director. This role stands at the center of the effective safety management system (SMS), responsible for its development, administration, and maintenance.

Key Tasks:

a) Ensures directorate operating conditions and allocates resources.
b) Promotes hazard identification, risk analysis, and management.
c) Monitors SMS implementation and required safety measures.
d) Develops/manages compliance monitoring and SMS systems; coordinates Aerodrome Manual/procedure maintenance.
e) Maintains/develops/reviews Safety Policy and SMS.
f) Operates safety reporting system; forwards mandatory reports to safety authority.
g) Contributes to safety event investigations/analysis.
h) Monitors/evaluates safety performance.

i) Ensures safety documentation upkeep.
j) Oversees static aeronautical data publication/updates.
k) Assesses UAV operations/effortless airspace requests for safety; issues approvals.
l) Liaises with authorities/partners on safety matters.
m) Maintains/operates/develops Quality Management System (QMS); manages documentation, conducts internal audits, represents in external audits.
n) Handles compliance liaison with authorities/partners.
o) Monitors authority inspections/approvals.
p) Supports decision-making for compliance; pre-reviews regulatory documents.
q) Provides compliance training/updates/awareness for staff and contractors.
r) Ensures safety/recurrent training for all aerodrome workers/service providers.

Responsibilities and Authority

a) Develops/maintains/directs SMS.
b) Plans/conducts internal/external audits per Compliance Program for 139/2014/EU, 2017/373/EU, ground handling; tracks corrective actions.
c) Monitors/applies aviation regulations; ensures compliance.
d) Manages noise protection tasks, periodic reports, Noise Program maintenance.

2.1.5 HR and Training manager

HR and Training Manager Tasks:

a) Contributes to shaping HR policy aligned with company strategy and implements supporting practices.
b) Participates in business planning and salary management.
c) Prepares labor relations agreements.
d) Monitors staffing levels and proposes hires after consulting leaders.
e) Coordinates succession planning for managers/specialists and handles operational/admin HR activities.
f) Compiles/maintains Training Manual with unit leaders' input.
g) Prepares salary, allowance changes.
h) Manages employment contract creation/termination/modification documents.
i) Collaborates on IT systems for employee data (development/maintenance).
j) Handles personnel files/records under GDPR/data protection laws.
k) Supports leaders on HR issues.
l) Establishes performance appraisal system and provides execution support.
m) Defines/manages vacation planning/tracking and verifies compliance.

Responsibilities and Authority:

a) Develops/maintains HR internal rules.
b) Monitors/applies relevant regulations/recommendations/internal policies; ensures compliance.
c) Organizes/tracks professional/on-the-job training per Training Manual; manages exams/documentation.

d) Oversees payroll processing via external provider; ensures full/formal documentation (including signatures).
e) Ensures occupational health conditions for employees.

2.1.6 Security Officer

Security Officer Tasks:

a) Prepares and submits for approval to the aviation authority the Aerodrome Security Plan, internal Security Quality Assurance Programme, Security Training Programme, programme for responding to aviation security events, and their amendments per the National Civil Aviation Security Programme; ensures implementation.
b) Annually conducts exercises of Aerodrome Security Plan tasks with cooperating authorities, self-checks, evaluates results, and implements necessary changes.
c) Supports Aerodrome Security Committee administratively and technically.
d) Establishes/operates permanent Aerodrome Emergency Centre with Emergency Manager and ARFFS; participates in its work.
e) Immediately notifies aviation authority, police, Constitution Protection Office, and customs (if affected) of defence system deficiencies.
f) Ensures compliance with Aerodrome Security Plan rules.
g) Monitors implementation, operation, effectiveness of Plan and security measures; addresses deficiencies.
h) Leads inspections, checks, tests, investigations per security procedures.
i) Coordinates activities/information flow on corrective actions during audits with authorities.
j) Submits corrective action plans for authority-raised non-compliances.
k) Immediately notifies Managing Director of Plan deficiencies.
l) Initiates investigations of security events; participates in them.
m) Supervises security tasks, including security inspections and armed guard activities.
n) Holds authority over security-task employees.
o) Notifies aviation authority and safety organisation of events within 24 hours.
p) Ensures deputy coverage meeting role requirements if unavailable.

Responsibilities and Authority:

a) Monitors/applies relevant international/national regulations (e.g., EU 2015/1998, EC 300/2008, Aviation Act, Govt Decree 169/2010); ensures compliance.
b) Ensures organization holds current security information and follows rules.
c) Updates security plan, reviewed at least every 5 years.
d) Maintains continuous liaison with cooperating security authorities.

2.1.7 Financial Director

Financial Director Tasks

a) Oversees strategic and operational management/supervision of the organizational unit.
b) Develops investment and credit policy; monitors implementation.

c) Prepares accounting policy, chart of accounts, voucher procedures; checks compliance.
d) Prepares/maintains internal economic regulations.
e) Prepares long/medium-term financial plans.
f) Performs bookkeeping/vouching per Accounting Act
g) Prepares annual financial statements; coordinates their creation.
h) Prepares/submits required tax returns.
i) Prepares annual business plan and monthly controlling reports.
j) Maintains economic records; provides data.
k) Keeps members/Managing Director informed on financial matters.
l) Participates in contract processes.
m) Liaises with company auditors.
n) Assists in preparing/conducting public procurements with financial expertise.

Financial Director Responsibilities and Authority

a) Monitors and applies relevant international/national regulations, requirements, recommendations, and internal rules; ensures listed activities comply with laws.
b) Accountable for the financial management of subsidiaries.

2.1.8 Aerodrome Safety Committees

DIA Ltd. operates the following safety committees to continuously improve safety levels:

- Safety Review Board (SRB): A consultative body established by DIA Ltd. for examining strategic safety issues and providing high-level oversight of safety processes.
- Local Runway Safety Team (LRST): A consultative team created by DIA Ltd. to properly address potential runway safety issues.
- Local Aerodrome Safety Committee (LASC): A consultative body set up by DIA Ltd. to handle potential safety issues related to operations in the movement area (excluding the runway) and to make recommendations aimed at reducing risks associated with aircraft incidents, serious incidents, and accidents.
- Safety Action Group (SAG): A working group established to support the SRB's work and address safety issues arising during aerodrome operations.

Detailed responsibilities, tasks, and operating rules for these DIA Ltd. safety committees are contained in their respective standing orders.

2.2 Safety Management System (SMS)

To provide systematic approach, and to ensure safe operation of the aerodrome, DIA Ltd. has introduced a Safety Management System (SMS). The SMS of the organization 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 Ltd. 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. The Safety and Compliance Director is responsible for the operation of the Compliance monitoring system. The detailed description of compliance monitoring system and the relevant applicable processes are included in the "Compliance Monitoring Kézikönyv" (hereinfater: CMM, Compliance Monitoring Manual).

2.4 Quality Management System for Aeronautical Information

a) The aerodrome operator, in order to ensure compliance with the requirements for aeronautical data set out in Regulation (EU) No 73/2010, in Annexes ADR.OR, ADR.OPS of Regulation (EU) No 139/2014, and in ICAO Annex 15, has introduced and operates a management system for aeronautical data and information as part of its management system. The participants in the operation of the management system and in data provision are:
   - employees of the Safety and Compliance Directorate with regard to the provision of static data,
   - employees of the Operations and Ground Handling Directorate with regard to dynamic traffic data and information, and
   - ·employees of the Infrastructure Operations and Development Directorate performing data security activities with regard to the establishment, operation and maintenance of information security management and supply chain security management systems.

b) The aerodrome operator ensures that persons handling static and dynamic data have the appropriate competencies. The HR and Training Manager is responsible for aeronautical data-related training, coordinating with the Safety and Compliance Director for static aeronautical data and with the Operations and Ground Handling Director for dynamic aeronautical data on the necessary training. The HR and Training Manager maintains a register of persons authorized to handle data.

c) The aerodrome operator engages contractual partners and third parties for the following services for the purpose of aeronautical data exchange:
   - air navigation service providers;
   - services for the production and provision of survey data;
   - procedure design services;
   - provision of electronic terrain data; and
   - provision of electronic obstacle data.

d) Following the conclusion of contracts, it monitors compliance with the requirements specified in the contract in accordance with CMM 4.1.2 process, thereby ensuring data provision in accordance with the requirements.

e) The aerodrome operator ensures the accuracy and integrity of individual aeronautical data as specified in Chapter 3 of ICAO Annex 15 and Chapter Appendix 1 of ICAO Doc 10066 (PANS-AIM).

f) The aerodrome operator ensures the resolution of individual aeronautical data as specified in Chapter 3 of ICAO Annex 15 and Chapter Appendix 1 of ICAO Doc 10066 (PANS-AIM).
g) The Safety and Compliance Directorate records the origin of each data element upon its creation in the "Data origin" column of the "AIP data register" table located on the aerodrome operator's file server, and records the modifications made to them, the date of modification, and the name of the person making the modification in the "Modifications performed", "Modification date", and "Modifying person" columns at the time of modification.
h) Dynamic aeronautical data (NOTAM, SNOWTAM) are notifications disseminated by telecommunications means containing information about the establishment, occurrence, status or change of any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.
i) For ATN purposes, the aerodrome operator uses the internationally established SITA network data communication system in its ground-ground telecommunications activities, which it procures from SITA SC Global.
j) The Operations and Ground Handling Directorate's Traffic and Flight Servicing Group is responsible for the provision of dynamic data, issuance of NOTAM/SNOWTAM, their currency, and sending and receiving SITA messages.
k) The aerodrome operator has introduced a performance monitoring process to measure performance and continuously improve data provision. KPIs track the occurrence of desired and undesired events arising from hazards. The monitoring of defined KPIs and thus the registration of related data is the responsibility of
   - the Safety and Compliance Director for static data;
   - the Operations and Ground Handling Director for dynamic data.
l) The detailed procedures of the Aeronautical Data Quality Management System are contained in the Aeronautical Data Quality Management System Manual.

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 repsonsibilities 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 Occurence 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 Ltd., 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 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 Ltd., 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 Ltd. 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 and 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 organizational 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 baggage 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 Debrecen 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 and Semi-Annual 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 and Compliance Director
- Competent Authority;
- Hungarian Central Statistical Office;
- Department of Border Policing, 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.

The Head of Duty Operations and Flight Handling shall compile a record of the aerodrome's semi-annual traffic using the form published for this purpose on the Competent Authority's website. The record must include the following data, broken down by month:

- the aircraft registration mark or identification code;
- the time of landing (LT);
- the time of take-off (LT).

The Head of Duty Operations and Flight Handling shall submit the semi-annual traffic record to the Competent Authority by the last day of the month following the reporting half-year.

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 and Compliance Director, Security Officer, Chief of Airport Rescue and Fire Fighting Services, and to the heads of the authorities serving at the aerodrome, 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 utilization;
- 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 Ltd.'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 Ltd.’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

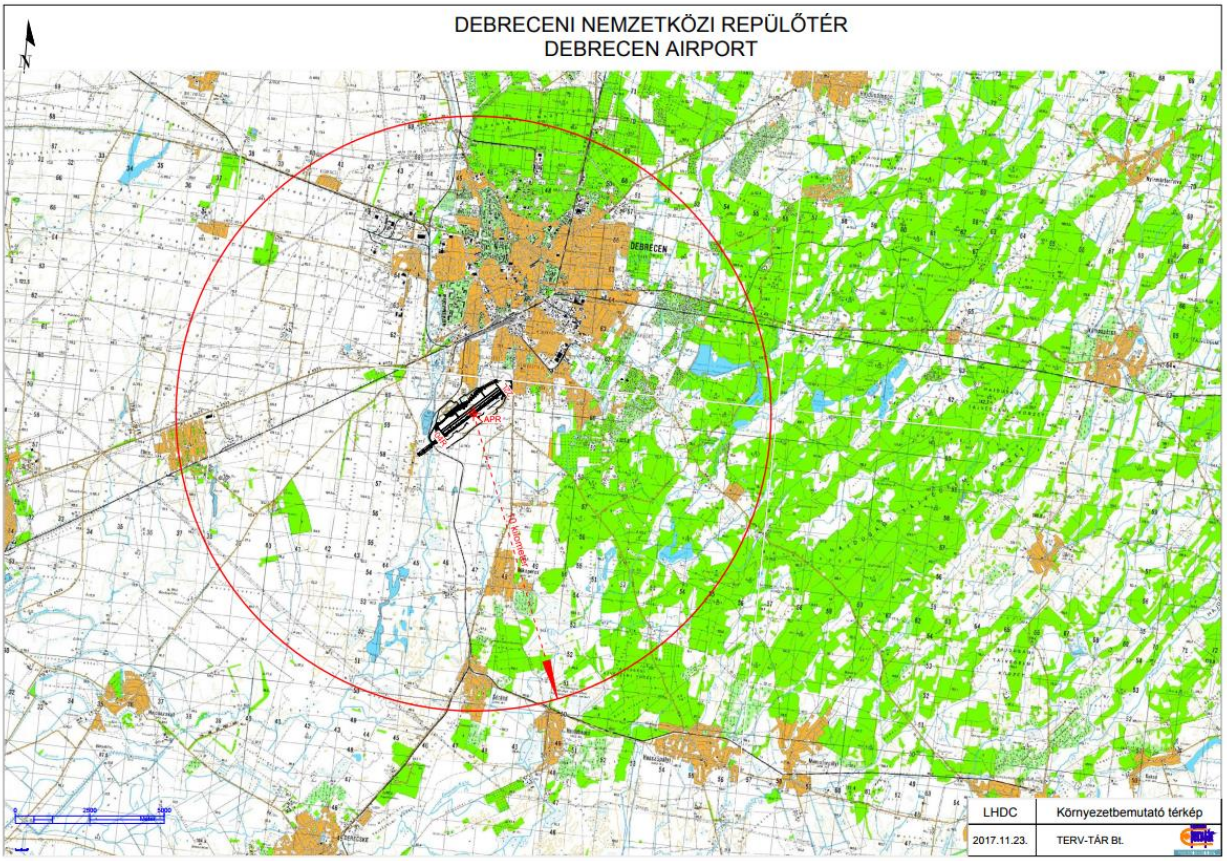
Rules for storage of proficiency check documents are outlined in Chapter 4.1.5 of the “Képzési Kézikönyv” (Training Manual), and the retention periods are specified in the table titled “Megőrzendő irat” (Documents to be Retained) in Annex 12 of the “Iratkezelési Szabályzat” (Records Management Rules)

PART C – PARTICULARS OF THE AERODROME SITE

4 Aerodrome Site

4.1 Distance of Populous Areas

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



1. Figure

4.2 Aerodrome Charts

A general overview chart of Debrecen 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 0.

The installed radionavigational equipment is presented in 7. table (Table 7).

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

7. table

4.5 Exemptions, Derogations, ELoSs, SCs, Operating Limitations

At Debrecen International Airport, no DAAD (Deviation Accepted as an Alternative Means) (ELoS) or Special Condition (SC) is applied in connection with operations.

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 Ltd.
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

8. table

5.9 Information on Operating Hours

Operating Hours (UTC):	Monday: 06:00 – 22:00 (05:00 – 21:00) Tuesday: 06:30 – 20:00 (05:30 – 19:00) Wednesday: 06:30 – 20:00 (05:30 – 19:00) Thursday: 06:00 – 22:00 (05:30 – 21:00) Friday: 06:30 – 20:00 (05:30 – 19:00) Saturday: 08:00 – 20:00 (06:00 19:00) Sunday: 09:00 – 22:00 (08:00 – 21:00) Additionally, upon request, at a time agreed in advance with the aerodrome operator.
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, between 27/10 and 30/04
Note:	NIL

9. table

5.10 Passenger facilities

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

10. 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

11. table

5.12 Handling Services and Facilities

Cargo-handling facilities	Equipment and infrastructure are available; the temporary storage facility is the Cargo2 hangar.
Fuel/Oil types	JET A-1
Fuelling facilities/capacity	2 JET A1 tankers / 40,000 liters / Aircraft maintenance: NIL
De-icing facilities	On request, available only on parking stands
Hangar space for visiting aircraft	NIL
Repair facilities for visiting aircraft	NIL
Remarks:	Cash payment is not allowed.

12. table

5.13 Meteorological Information Provided

Associated MET Office	Hungarian Meteorological Service (HungaroMet Zrt.) 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

13. 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

14. table

5.15 Air Traffic Services Airspace

Laterial 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 and 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

15. 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

16. 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.

Conducting a low pass over an occupied runway is prohibited.

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 Ltd., 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.

5.19.1.1 Procedures for VFR flights

Traffic pattern:

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

5.19.1.2. 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 require 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.

Procedures for Flights During the Operation of AFIS

5.19.1.3. IFR Flights

Departing aircrafts

Prior to departure, IFR aircraft entering controlled airspace after take-off shall obtain the required clearances. Under standard conditions the necessary clearance is obtained via AFIS

and the aircraft receives it while still at the stand, after engine start. Departing aircraft shall comply with the procedures specified in the clearance obtained prior to departure.

Standard Instrument Departure (SID)

The SIDs have been published on the

- AD_2-LHDC-SID-04R (annex); and
- AD_2-LHDC-SID-22L (annex)

charts.

The applied departure procedures are based on the provisions of the ICAO Procedures for Air Navigation Services – Aircraft Operations (Doc 8168, OPS/611 (PANS OPS)).

Instrument Approach Procedures

The instrumental approach procedures have been

- AD_2-LHDC-STAR-04R22L (annex);
- AD_2-LHDC-ILS-LOC-04R (annex);
- AD_2-LHDC-NDB-22L (annex);
- AD_2-LHDC-RNP-04R (annex); and
- AD_2-LHDC-RNP-22L (annex)

published on the charts.

5.19.1.4 VFR Flights

Arrival procedures

Prior to reaching the zone boundary, contact must be established with AFIS.

AFIS provides information about local traffic, the available traffic circuit, and the conditions for approach and landing.

If an IFR approach is in progress, all VFR aircraft within the TIZ1, TIZ2, and TIZ3 airspaces are advised to either land or leave these airspaces.

5.20 Additional information

Ground Handling Organizations

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

Debrecen International Airport Ltd.

E-mail: ops@debrecenairport.com

Tel:(+36) 20-223-2399

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.

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.

5.20.1.1 Wildlife Monitoring and Scaring Service

Debrecen International Airport Ltd. 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 Ltd.

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

Tel:(+36) 52-500-547

E-mail: birdstrike@debrecenairport.com

5.20.1.2 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 Ltd.

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

Tel:(+36) 52-500-547

E-mail: birdstrike@debrecenairport.com

Format of Load-Bearing Data for Movement Areas

With regard to the load-bearing values of the movement areas indicated in Section 6.2, the PCN values listed in the referenced section shall apply until the completion of the rulemaking procedure identified as RMT.0719. Following its completion, the PCR values specified in the present subsection shall be applicable.

RWY 04R	RWY 22L	TWY A	TWY B	APRON
790 R/B/W/T (PCR)	790 R/B/W/T (PCR)	730 R/B/W/T (PCR)	730 R/B/W/T (PCR)	770 R/B/W/T (PCR)

17. table

6 Aerodrome Dimensions and Related Information

6.1 Physical Characteristics of the Runway

	RWY 04R	RWY 22L	RWY 04R	RWY 22L
True bearing	47.94°	227.94°	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 (PCN)	53 R/B/W/T (PCN)		
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.		

18. 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 Aprons

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 Annex 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		

19. table

The charts of the runway end safety areas are included in Annex 2.

6.2.3 Stopways and Clearways

Not applicable.

6.2.4 Taxiways

There are 2 taxiways on Debrecen 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 Annex 3.

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.

Apron and Aircraft Stands

Debrecen 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 9 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

20. table

Charts of the Apron are included in Annex 3.

Service Apron

At Debrecen International Airport, aircraft maintenance and long-term parking take place on the technical apron identified as SERVICE APRON.

The surface of the technical apron is asphalt.

Four aircraft stands have been established on the SERVICE APRON technical apron.

On these four stands, a pushback procedure must be applied for aircraft with code letter “B” or higher.

6.3 Visual Aids and Standby Power for Lighting

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

21. 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.

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).

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.

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.

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.

The apron floodlighting is provided using LED light sources.

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 taxilane;
- 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.

Visual docking/parking Guidance System

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

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

The major obstacles related to the approach and take-off climb areas of runway 04R/22L are presented in detail in the annex and in the maps contained therein.

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 0.

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

22. 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			

23. table

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

The coordinator designated by DIA Ltd. for the removal of disable 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 firefighting: CAT 6

The minimum number of trained rescue and firefighting personnel required to maintain this category: min. 8 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. $W_{RWY} = 40$ m <45 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).

The allowable crosswind component for runway operations shall be reduced from a reference value of 37 km/h (20 kt) to 33 km/h (18 kt) for aircraft with a reference runway length of 1,500 m or more, except in cases where a low braking action is assumed due to insufficient longitudinal friction coefficient. Such cases include the presence of winter precipitation thicker than 3 mm or standing water on the runway caused by heavy rainfall, resulting in RWYCC (Runway Condition Code) values of 0, 1, 2, or 3. In these situations, the maximum permissible crosswind component shall be further reduced from a reference value of 24 km/h (13 kt) to 21 km/h (11 kt).

6.13.1.3 Corrective Actions

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

Deadline: 31 December 2029

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 then 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, and the issuance of a SNOWTAM in case of standing water detection.

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 2029

6.13.3 Objects on Runway Strips – LHDC-DAAD-4-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

Regarding objects located within the graded area of the runway strip that have side walls with insufficient or no slope below ground level, appropriate slopes shall be established or objects with inadequate slopes shall be removed.

Deadline: 31 December 2029

6.13.4 Transverse Slopes on Runway Strips – LHDC-DAAD-6-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: 12/31/2029

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: 12/31/2029

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: 12/31/2029

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: 12/31/2029

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: 12/31/2029

6.13.9 Precision Approach Category I. Ligthing 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: 12/31/2029

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

a) The modification of the Aeronautical Information Publication (AIP) is performed by the AIS Department of HungaroControl Pte. Ltd. Co., with which the aerodrome operator has concluded a service contract for the publication of data.

b) The provision of static data to AIS is carried out by the Directorate of Safety and Compliance. Static aeronautical data are pieces of information of permanent validity that are of fundamental importance to those participating in air navigation.

c) The publication of certain information in the Aeronautical Information Publication (AIP) requires prior approval by the authority, as defined in Annex 1 of Government Decree No. 141/1995 (XI. 30.).

d) Prior to the publication of any change requiring the approval of the aviation authority, the aerodrome operator shall implement the change management procedure set out in this manual and apply for the amendment of the manual. An average processing time of 60 days must be taken into account during the modification process.

e) To obtain the authority's approval, the aerodrome operator requests a preliminary review from AIS via the PLX system and attaches AIS's opinion to the application.

f) Following the official approval of the manual, the aerodrome operator shall initiate the publication of the data with AIS at least 110 days prior to publication.

g) In the case of changes subject only to notification of the aviation authority, the aerodrome operator initiates the amendment of the manual by informing the authority. Following the approval of the manual, the operator proceeds as described in point (f).

h) The requirements for the accuracy, integrity, and resolution of aeronautical data are contained in Chapter 2.4 of this manual.

i) The format of aeronautical data is defined according to ICAO Annex 15:

i. The horizontal reference system is the World Geodetic System (WGS-84);

ii. The vertical reference system is the Mean Sea Level (MSL) datum;

iii. The time reference system uses the Gregorian calendar displayed in numeric form and the Coordinated Universal Time (UTC).

j) Aeronautical data qualifying as static data intended for modification must be submitted to AIS at least 110 days before the planned effective date. For data elements whose modification results in the review of flight procedures, the data must be submitted at least 190 days before the planned effective date. The effective dates of AIRAC AIP Amendments planned for publication can be found at https://ais.hungarocontrol.hu/aip/.

k) Data exchange takes place via the PLX system operated by HungaroControl Pte. Ltd. Co. If the PLX system is unavailable, the aerodrome operator shall send the static aeronautical

data to AIS in plain text via e-mail, using the contact details specified in the service contract with AIS.

l) After receiving and processing the data, AIS sends the draft publication to the aerodrome operator by electronic message for information, which the aerodrome operator must review again.

m) The Directorate of Safety and Compliance retains the documents related to AIP amendments for five years.

n) The Director of Safety and Compliance reviews and, if necessary, updates the AIP amendment procedure at least once a year, by 15 December each year.

7.1.2 Arrangements and procedures for Issuance of the NOTAM/SNOWTAM

a) Dynamic aeronautical data (NOTAM, SNOWTAM) are notifications disseminated by means of telecommunication equipment, containing information about the establishment, occurrence, status, and changes of any aeronautical facility, service, procedure, or hazard, where timely knowledge of such information is of fundamental importance to flight operations personnel.

b) For ATN purposes, the aerodrome operator uses the internationally established SITA network system for air traffic data communications during its air-ground and ground-ground telecommunications activities, which is provided by SITA SC Global.

c) The Operations and Flight Handling Directorate's Traffic and Flight Servicing Group is responsible for providing dynamic data, issuing NOTAM/SNOWTAM, maintaining their currency, and sending and receiving SITA messages.

d) A NOTAM shall be initiated in cases where the information to be disseminated is of a temporary nature and valid for a short period, or when short-notice notification is required for permanent changes affecting operations or temporary changes valid for longer periods. Such cases include at least the following:

- Establishment, closure, or significant changes in the operation of aerodromes, heliports, or runways;
- Establishment, withdrawal, or significant changes in the operation of air traffic services;
- Establishment, withdrawal, or significant changes in the operation of radio navigation and air-ground communication services under the aerodrome operator's responsibility;
- Unavailability of standby or safety systems directly affecting operations;
- Establishment, withdrawal, or significant changes to visual aids;
- Failure or restoration of essential components of aerodrome lighting systems;
- Establishment, withdrawal, or significant changes in procedures of aeronautical navigation services under the aerodrome operator's responsibility;
- Occurrence or repair of significant malfunctions or obstacles within the movement area;

- Changes in the availability of fuel, oil, or oxygen, or restrictions related thereto;
- Establishment, withdrawal, or significant changes to hazard beacons marking obstacles hazardous to air navigation;
- Regulatory changes requiring immediate operational action;
- Operational regulations requiring immediate intervention or changes;
- Presence of obstacles hazardous to air navigation;
- Planned laser emissions, laser displays, and searchlights likely to affect pilots' night vision;
- Establishment, removal, or changes to obstacles impeding air navigation in take-off/climb, missed approach, approach areas, and runway strips;
- Changes in the fire-fighting category of an aerodrome or heliport;
- Presence, removal, or significant changes of hazardous conditions due to snow, slush, ice, radioactive materials, toxic chemicals, volcanic ash deposits, or water on the movement area;
- Outbreak of an epidemic resulting in changes to declared vaccination and quarantine measures;
- Implementation of exceptional measures in case of partial or total failure of ATS or associated supplementary services;
- A runway is unavailable due to runway marking work; or information on the time required to make a runway available, provided the equipment used for such work can be removed when necessary.

e) The online PLX system interface at https://plx.hungarocontrol.hu/PLX/ is used for issuing NOTAMs. If the online PLX system is unavailable, NOTAM issuance requests shall be sent by e-mail to notam@hungarocontrol.hu.

f) The procedure for initiating dynamic aeronautical information, including NOTAM/SNOWTAM issuance, is detailed in Chapter 6 of the "Quality Management System for Aeronautical Data" procedure.

g) The Operations and Ground Handling Director is responsible for managing the parts of the "Quality Management System for Aeronautical Data" procedure relating to dynamic data. The review and, if necessary, update of the document is carried out by the Operations and Ground Handling Director at least once a year by 1 October each year, in accordance with Regulation (EU) No. 73/2010 and Annexes ADR.OR and ADR.OPS of Regulation (EU) No. 139/2014.

7.2 Procedures and Frequencies for Aeronautical Data Surveying

7.2.1 7.2.1 Verification of Static Aeronautical Data

a) The purpose of the periodic review of data is to verify the currency and timeliness of the data. The Directorate of Safety and Compliance documents, stores, and updates data concerning the aerodrome and the services available on the organization's file server, and then compares this dataset with the data fields declared in the AIP.

b) The data fields containing declared data shall be reviewed annually, and the data in surveyed/calculated data fields every five years, to determine whether any changes have

occurred that require publication in the AIP. In the event of any detected modification or change, the aerodrome operator shall implement the amendment procedure set out in point 7.1.1.

c) The Director of Safety and Compliance reviews and, if necessary, updates the AIP amendment procedure at least once a year by 1 October each year.

7.2.2 Verification of dynamic Aeronautical Data

a) Following the issuance of NOTAM/SNOWTAM, the staff of the Operations and Ground Handling Department also confirms the information to be published by telephone. The telephone number of the NOTAM office can be found in the latest version of the aerodrome operator's telephone directory.

b) The published information is sent by e-mail to the Operations and Ground Handling Department by the NOTAM office, and the issuer of the NOTAM is required to verify the content of this message. In the event of an erroneously issued NOTAM or a NOTAM not issued despite the request, contact must be made with the NOTAM office by telephone.

c) Maintaining the currency of valid NOTAMs is the responsibility of the Traffic and Flight Servicing Department, which certifies the performance of this task by ticking the "NOTAM check" checklist item on the Shift Handover Checklist in the Ground Handling and Passenger Handling Manual.

d) In every shift, it must be verified on the website https://notams.aim.faa.gov/notamSearch/nsapp.html#/ whether all necessary NOTAMs have been issued and whether there is no irrelevant/erroneous information published.

e) The Operations and Ground Handling Director is responsible for managing the parts of the "Quality Management System for Aeronautical Data" procedure relating to dynamic data. The review and, if necessary, update of the document is carried out by the Operations and Ground Handling Director at least once a year by 1 October each year, in accordance with Regulation (EU) No. 73/2010 and Annexes ADR.OR and ADR.OPS of Regulation (EU) No. 139/2014.

8 Procedures for Accessing the Aerodrome Movement Area

8.1 Coordination with the Security Agencies

Security controls at Debrecen 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 Debrecen International Airport are the following:

- the Competent Authority;
- Department of Border Policing, Hajdú-Bihar County Police Headquarters
- Debrecen Airport Service, Hajdú-Bihar County Police Headquarters
- 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

Debrecen 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 located, from a security perspective, within the aerodrome's airside area, and specifically within the critical part of the restricted security area (CPSRA).

All access and vehicle entry to the aerodrome's airside area is subject to permit. Access or vehicle entry to the CPSRA area within the airside is only possible following a security inspection conducted at the designated CPSRA entry point.

The permit required for access must be requested from security@debrecenairport.com at least 48 hours prior to entry, providing the following information:

- purpose of entry
- name
- place and date of birth
- mother's name
- ID number
- vehicle type (if entering by vehicle)
- vehicle registration number (if entering by vehicle)

Verification of access authorization at the airside and CPSRA entry points is conducted in accordance with the provisions of the Aerodrome Security Plan. At CPSRA entry points, in addition to access authorization verification, the Security Inspection Service also performs the appropriate security inspections.

The entire airside area of Debrecen International Airport is bounded by a security fence. The FBŐ (Aerodrome Guard Service) conducts continuous patrols on the airside, provides armed security guarding of the airside, and prevents unauthorized access.

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 reports any significant temporary or permanent deviations affecting operations to AFIS and HC AIS.

The aerodrome operator conducts regular inspections of the movement area and related facilities to identify and manage potential safety risks. The inspection of the movement area is carried out by the Operations and Ground Handling Group of the Operations and Ground Handling Directorate.

a) The inspection of the movement area shall be conducted (speed, appropriate route, and distance from the element) in such a way that the compliance of the elements to be inspected can be clearly determined by visual observation.

b) The inspection of the movement area shall be carried out at least in the following cases:

- At the start of each service, within 1 hour thereafter, and before the scheduled opening of the aerodrome. The inspection before the aerodrome opening must be completed no later than the aerodrome opening;
- 20 minutes before each departing aircraft;
- 20 minutes before each arriving aircraft;
- If it can be assumed that the friction coefficient has changed by 0.05 compared to the current data;
- If snow banks are present on one or both sides of the runway and taxiway system, and a change in their published distance or height from the centreline is suspected;
- In case of a change or suspected change in the visibility of lighting elements of the runway and taxiway system, mandatory instruction and information sign systems;
- At the start of work involving restrictions or closure of the movement area for aircraft, to determine the necessary restrictions and place unserviceability markers if required, and upon completion of such work to restore the affected movement area to operational condition;
- Before reopening areas closed or restricted due to a qualified emergency;
- After each aircraft rejected take-off;
- If an inspection reveals non-compliance and rectification is ordered, a follow-up inspection must be conducted upon completion of the rectification.

c) During extreme weather conditions — heavy rain, significant snowfall, severe storm, high winds, extreme heat or frost, or thaw periods — or following such extreme weather events, the Operations and Ground Handling Group of the Operations and Ground Handling Directorate is required to conduct additional inspections to thoroughly examine the condition of movement area surfaces, remove any debris or foreign object material that may have accumulated on paved surfaces, and verify the condition of signs and markings on the movement areas.

d) The inspection of the movement area shall be planned and conducted in such a way that on runways, the direction of inspection is against the current runway direction. The inspection process shall be carried out without interruption, unless operationally not feasible. To ensure the complete inspection of the runway and associated lighting elements can be conducted

without interruption, the operations and flight handling agent conducting the inspection may request AFIS to temporarily suspend runway operations.

e) The speed during the inspection on the movement area must not exceed 25 km/h.

f) In poor visibility conditions, the inspection speed must be reduced.

g) During the entire inspection, the use of dipped headlights and yellow warning beacon is mandatory.

h) In poor visibility conditions, the use of fog lights is mandatory throughout the entire inspection.

i) The person conducting the inspection must have two-way radio communication to maintain continuous contact with AFIS services.

j) During the inspection, the following elements shall be checked:

- Condition and visibility of pavements and painted pavement markings;
- Friction coefficient of pavements, and presence of materials or fluids on paved surfaces that adversely affect surface friction;
- Structural condition and basic operation of lighting elements, aeronautical navigation aids (mandatory instruction and information signs, wind direction indicators, ILS LOC, ILS GP, and obstacle markings) located in the strip;
- Individual elements of lighting aids used at the aerodrome;
- Mandatory instruction and information signs;
- Wind direction indicators;
- Obstacle markings and lights;
- Drainage systems;
- Graded areas.

k) The operations and flight handling agent conducting the inspection records the results on the designated form.

l) In simpler cases (contamination, foreign object/debris, obstacle adjacent to taxiway, etc.), the Operations and Ground Handling Group of the Operations and Ground Handling Directorate rectifies the non-compliances identified during the inspection.

m) If compliance with operational requirements cannot be ensured, the operations and flight handling agent informs the operations and ground handling group leader to implement restrictions or area closures and publish them.

The procedure and detailed instructions for regular inspections are contained in the "Movement Area Inspection" procedure.

The "Movement Area Inspection" procedure is managed by the Operations and Ground Handling Group Leader in accordance with the relevant chapters of Commission Regulation (EU) No. 139/2014 and amended if necessary by 31 March each year. The procedure must be amended in the event of any changes to the aerodrome infrastructure, internal procedures, or applicable regulations.

The AFIS representative also participates in the amendment of the procedure.

Following amendments, affected parties shall be notified of changes to the procedure in accordance with the change management procedures defined by the aerodrome operator.

9.1 Communication with AFIS

At Debrecen International Airport, AFIS tasks are performed by Tréner Ltd. in compliance with the relevant current legislation, the provisions of the service contract with the aerodrome operator, and the requirements concerning AFIS working methods developed by Tréner Ltd., within the airspace classified as the non-controlled traffic information zone of Debrecen International Airport.

Before inspecting the movement areas, the traffic and flight servicing coordinator conducting the inspection shall obtain clearance from AFIS for accessing the areas. Continuous radio communication must be maintained during the conduct of inspections.

Detailed rules on the continuous two-way communication between AFIS, the aerodrome operator, and organizations operating at or providing services at the aerodrome are contained in Chapter 7 of the "Surface Movement Guidance and Control System – SMGCS" procedure and the "Air-Ground Communication" procedure.

The Operations and Ground Handling Director is responsible for the supervision and review of the SMGCS procedure and the Air-Ground Communication procedure, based on ICAO Doc 9476 from the Convention on International Civil Aviation signed in Chicago on 7 December 1944, the relevant chapters of Commission Regulation (EU) No. 139/2014, and relevant industry standards.

The Operations and Ground Handling Director reviews the procedure at least once a year by 15 December each year and amends it if necessary. In addition, the procedure must be amended in at least the following cases:

- changes in legislation, or
- significant organizational changes, or
- serious non-conformities identified during an authority audit.

The AFIS representative also participates in the amendment of the procedure. Following amendments, affected parties shall be notified of changes to the procedure in accordance with the change management procedures defined by the aerodrome operator.

The Safety and Compliance Director is responsible for the supervision and review of the Air-Ground Communication procedure, based on ICAO Doc 9476 from the Convention on International Civil Aviation signed in Chicago on 7 December 1944, the relevant chapters of Commission Regulation (EU) No. 139/2014, and relevant industry standards.

The Safety and Compliance Director reviews the procedure at least once a year by the 15th of December each year and amends it if necessary.

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

a) The purpose of the maintenance programme for electrical systems is to ensure the operation and reliability of the infrastructure and facilities at the aerodrome, to maintain operational condition, and to ensure the uninterrupted and efficient operation of the air navigation system.

The elements of the electrical system are:

i. electrical cables and distribution boxes in the operational area;

ii. current regulators and transformers;

iii. relay and switch cabinets;

iv. control cables, monitoring and control units;

v. redundant power sources.

The Infrastructure Operations and Development Directorate is responsible for maintaining the serviceability of the system elements.

Inspections and maintenance are carried out by employees of DIA Ltd. and third parties under contract.

b) The purpose of the maintenance programme for visual aids is to ensure the proper and safe operation, maintenance, usability, reliability, and serviceable condition of visual aids located on the aerodrome premises, to ensure continuous availability and the provision of services of appropriate quality. The maintenance programme takes into account environmental impacts affecting the aerodrome and manufacturer instructions.

With regard to visual aids, a distinction is made between:

i. visual aids equipped with lighting;

ii. visual aids not equipped with lighting.

c) The visual aids equipped with lighting used at LHDC aerodrome are the following:

i. CAT I precision approach lighting system;

ii. precision approach path indicators (PAPI);

iii. runway threshold lights;

iv. runway threshold identification lights;

v. runway end lights;

vi. runway edge lights;

vii. obstacle lights;

viii. mandatory instruction and information signs.

The Infrastructure Operations and Development Directorate is responsible for maintaining the serviceability of visual aids equipped with lighting.

Inspections and maintenance are carried out by employees of DIA Ltd. and third parties under contract.

d) The visual aids not equipped with lighting used at LHDC aerodrome are the following:

i. pavement markings (paintings);

ii. service road holding point signs;

iii. taxiway edge markers.

Daily inspection of visual aids not equipped with lighting is carried out by the OPS service. Any faults observed during inspections must be registered via the fault reporting system. The fault report must include the date, precise description of the fault, name of the reporter, and the exact location of the faulty sign.

e) Detailed rules on the inspection, maintenance, and fault rectification of electrical systems and visual aids are contained in Chapter 8 of the Maintenance Management Manual.

f) In the event of faults identified and reported during inspections, unscheduled maintenance is required. Unscheduled maintenance is carried out by the outsourced service provider partner in accordance with the maintenance instructions for equipment specified in point 8.1.8 of the Maintenance Management Manual. The Maintenance Management Manual contains the acceptable operating parameters for individual equipment, as well as repair, notification, and information procedures to be followed in case of malfunction. It specifies procedures for NOTAM issuance and restrictions on aerodrome operations.

g) The Partner detecting a malfunction affecting the serviceable operation of the systems listed in points a, b, c, and d shall immediately notify via one of the following communication channels:

report sent to hibabejelentes@debrecenairport.com;

telephone number +36 30 161 1987.

h) Detailed rules on the inspection, maintenance, and fault rectification of non-visual aids are contained in Chapter 11.3 of the CNS Manual. On the aerodrome premises, the Infrastructure Operations and Development Directorate is responsible for the compliance and annual review of inspection and maintenance procedures.

10.1 Inspection Checklists, Logbook and Record-keeping

a) Visual aids and equipment equipped with lighting: the document titled "Visual_aids_register".

b) Inspection sheet titled "Lighting, Drainage, Antennas, Windsleeve inspection".

c) Equipment logbooks.

d) Measurement records.

e) Aerial inspection measurement records.

f) The system of checklists, logs, and registers related to inspection activities for electrical systems and visual aids is in accordance with Chapter 8 of the Maintenance Management Manual.

g) The system of checklists, logs, and registers related to inspection activities for non-visual aids is contained in Chapter 8 of the CNS Manual.

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

a) The aerodrome operator conducts daily, weekly, monthly, and semi-annual inspections of the individual systems based on the maintenance programs applicable to the systems.

b) Detailed rules on the frequency of inspections of electrical systems and visual aids, the evaluation of inspection results, and the implementation of any necessary measures are contained in Chapter 8 of the Maintenance Management Manual.

c) Inspections and maintenance are carried out by employees of DIA Ltd. and third parties under contract.

d) The Infrastructure Operations and Development Directorate is responsible for maintaining the serviceability of the system elements.

e) Detailed rules on the frequency of inspections of non-visual aids, the evaluation of inspection results, and the implementation of any necessary measures are contained in Chapter 11.3 of the CNS Manual.

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

a) The aerodrome operator has developed an inspection and maintenance programme to maintain vehicles, equipment, facilities, installations, and paved surfaces at a level compliant with legislation, to ensure safe and uninterrupted air traffic operations, and to protect personnel safety.

b) On the aerodrome premises, the Infrastructure Operations and Development Directorate is responsible for the compliance of inspection and maintenance procedures.

c) The aerodrome operator applies the following inspections and measurements:

i. visual inspection;

ii. survey;

iii. instrumental analysis;

iv. calibration.

d) The Infrastructure Operations and Development Directorate maintains records of maintenance activities.

e) During the performance of maintenance operations, at least the following shall be taken into account:

i. manufacturer instructions, recommendations, other internal requirements;

ii. local environmental impacts;

iii. validity of various certifications of equipment;

iv. results of inspections of individual equipment (e.g. load test, performance measurement, etc.);

v. serviceability of equipment accessories and installations;

vi. personnel integrity and safety; and

vii. fire protection, occupational safety, and environmental protection requirements.

Detailed information on the operation, inspection, maintenance, and fault rectification of aerodrome equipment is contained in Chapters 5, 6, and 9 of the Maintenance Management Manual.

12 Maintenance of the Movement Area

12.1 Paved and Non-paved Surfaces and Drainage

a) At the aerodrome, the maintenance requirements for paved surfaces relate to the following elements:

i. Movement area, which includes all surfaces used by aircraft. These include:

- the runway;
- taxiways;
- apron; and
- the safety strips defined in points a-c.

ii. Other paved areas not accessible to air traffic. These include:

- walkways;
- service roads;
- patrol roads;
- GSE storage area; and
- adjacent areas defined in points a-d.

iii. Stormwater drainage network, responsible for the drainage of movement and other paved surfaces. These include:

- stormwater drainage systems;
- stormwater collection systems.

b) Detailed information on the maintenance of paved and unpaved surfaces and drainage systems forming part of the aerodrome infrastructure is contained in Chapter 7 of the Maintenance Management Manual.

c) The Infrastructure Operations and Development Director is responsible for the review of the Maintenance Management Manual. The procedure must be reviewed at least once a year by 15 December each year. In addition, the procedure must be amended in at least the following cases:

a. changes in legislation, or

b. significant organizational changes or changes in internal procedures, or

c. serious non-conformities identified during an authority audit.

Following amendments, affected parties shall be notified of changes to the procedure in accordance with the change management procedures defined by the aerodrome operator.

12.2 Overload Operations

Operations of aircraft with an Aircraft Classification Number (ACN) exceeding the Pavement Classification Number (PCN) of the movement areas may account for no more than 5% of the aerodrome's annual movement number.

If overload operations approach 5% of the annual number of movements, an unscheduled pavement condition inspection must be scheduled for the following year.

Operations of aircraft with an Aircraft Classification Number (ACN) exceeding the Pavement Classification Number (PCN) of the movement areas' pavements may constitute up to 5% of the aerodrome's annual number of movements.

If the PCN + 10% of the PCN value of any movement area at the aerodrome is lower than the ACN value of an aircraft, the aircraft may only use the respective movement area if a technical inspection is conducted prior to each such operation. This inspection must demonstrate that the operation does not significantly affect the pavement condition. In such cases, the aerodrome operator shall issue a statement of approval to the operator.

The technical inspection must take into account:

- the structure of the pavement under examination;
- the actual and planned number of operations, including overload operations;
- the current and potential extent and type of damage; and
- the factors recorded during the calculation of the published PCN values (date of calculation, estimated number of operations during calculation).

However, if the PCN+PCN*10% value of the aerodrome's movement area is greater than or equal to the aircraft's ACN value, the aircraft may use the respective movement area, provided that the strict limit on the proportion of overload operations mentioned above is observed.

Overload operations shall not be permitted in the following cases:

- on pavement surfaces in poor technical condition;
- during the thawing period of frozen water that has penetrated pavement cracks;
- when the presence of a significant amount of water infiltrated into the subgrade is suspected.

The technical specifications of the aerodrome infrastructure are outlined in Chapter 0. of the Aerodrome Manual.

13 Aerodrome construction works

a) The aerodrome operator carries out aerodrome works and maintenance in a manner that disrupts the safe operation of the aerodrome as little as possible.

b) For all construction, building, and maintenance works carried out on the premises of Debrecen International Airport that take place on the aerodrome movement area or any other area where the work affects the safety of air traffic at the aerodrome, the following organizational units of the aerodrome operator participate in organizing the works:

- Infrastructure Operations and Development Directorate;
- Operatuons and Ground Handling Directorate;
- Safety and Compliance Directorate;
- HR and Training Manager.

c) Contact with the contractor performing the work is maintained by the representative designated by the person responsible for the construction project, the head of the Infrastructure Operations and Development Directorate or other organizational unit (hereinafter: project manager).

d) The appointment of the project manager lasts from the start of the project until the end of the project or the appointment of a new project manager. One person may serve as project manager for multiple projects.

e) The project manager must have relevant professional/project management/technical management qualifications or 2 years of professional experience.

f) Detailed rules on the planning, execution, and completion of aerodrome works are specified in the procedure on Aerodrome Work Safety.

g) On the aerodrome premises, the Infrastructure Operations and Development Directorate is responsible for the compliance of inspection and maintenance procedures.

h) On the aerodrome premises, the Infrastructure Operations and Development Directorate is responsible for the compliance of the procedure and its annual review.

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

a) Prior to the start of work, the project manager informs the services and organizational units at the aerodrome about the type of work, its physical extent, and its duration.

b) During the planning phase of the work, the project manager convenes a coordination meeting if necessary, involving the Infrastructure Operations and Development Directorate, the Operations and Ground Handling Directorate, the Safety and Compliance Directorate, and the HR and Training Manager.

c) During the planning of the works, the project manager conducts a change management procedure in accordance with the provisions of the SMM change management chapter.

d) Prior to the start of the works, the project manager sends a notification e-mail with information on the exact location of the work, its expected start and end, as well as any restrictions and flight safety measures related to the restrictions.

e) The definition of mandatory training for persons intending to enter the aerodrome premises for work purposes is carried out jointly with the HR and Training Manager.

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

At Debrecen International Airport, the apron management tasks are carried out by employees of the Operations and Ground Handling Directorate's Traffic and Flight Operations Group who hold a flight operations officer professional license (hereinafter referred to as the apron duty officer).

14.1 Transfer of the Aircraft between AFIS and Apron Management Unit

a) Aircraft arriving at Debrecen International Airport perform the approach, landing and take-off maneuvers on the active runway, runway vacating and entering maneuvers, as well as ground taxiing maneuvers based on two-way radio communication with the AFIS.

b) Aircraft may initiate ground movements only if continuous two-way radio contact is established. Taxi clearance between designated points, with indication of the route, is issued by the AFIS. Aircraft must follow the marked taxi route unless the AFIS provides other instructions.

c) Arriving and departing aircraft perform taxiing maneuvers independently, without the use of a marshalling vehicle, following the AFIS information related to aircraft ground movements, using the designated taxiway.

d) The apron duty officer assumes coordination of the arriving aircraft's ground movement from the AFIS at the boundary between the taxiway and the apron area, and carries out aircraft stand guidance using the hand signals defined in point 4 of Appendix 1 of the SERA Regulation.

e) The apron duty officer transfers coordination of the departing aircraft's ground movement back to the AFIS at the boundary between the taxiway and the apron area, after engine start-up.

f) The procedure for the handover of aircraft between the AFIS and the apron duty officer is contained in Chapter 4.3.1 of the procedure titled Surface Movement Guidance and Control System (SMGCS).

14.2 Allocation of Aircraft Parking Positions

a) The allocation of aircraft stands is carried out by the Operations and Ground Handling Directorate's Traffic and Flight Operations Group.

b) When allocating stands, the flight operations officer performing the allocation assigns the aircraft to a stand whose category corresponds to that of the aircraft.

c) Aircraft of a lower category may be permitted to park at a higher-category stand.

d) Category A or B aircraft may park at stands 1 or 2 only if no Category C aircraft arrival is expected during the time the aircraft occupies the stand.

e) When designating a stand, consideration must be given to aircraft parked at adjacent stands, the storage location of ground service equipment, and any factors at the stand that assist parking operations.

f) An aircraft may park at a given stand only if markings indicating the stand number, lead-in line, and nosewheel stop position are available. In addition, during the parking maneuver, the flight operations officer assists positioning by using the hand signals defined in point 4 of Appendix 1 of the SERA Regulation.

g) The flight operations officer shall inform the AFIS of the designated stand number for the aircraft prior to its landing.

14.3 Engine Start and Aircraft Push-back

a) On the apron and at designated stands, engine start-up is initiated by the aircraft crew while maintaining two-way radio contact with the AFIS.

b) For start-up, the fire-fighting category required for the respective aircraft type must be present. In the Schengen internal baggage storage area, there are two 50 kg fire extinguishers, appropriately marked in compliance with regulations, with the marking placed on the side of the storage area.

c) If circumstances endangering life or property are detected, engine testing or start-up must be interrupted immediately.

d) During engine start-up, the crew and the Operations and Ground Handling Directorate's Traffic and Flight Operations Group shall use the signals defined in the collection of hand signals specified in point 4 of Appendix 1 of the SERA Regulation.

e) Prior to aircraft positioning and before granting start-up clearance, the apron duty officer must verify that there are no objects or persons constituting an obstruction near the aircraft and that the aircraft stand is free of contamination.

f) On other areas of the aerodrome, the aircraft crew may carry out engine start-up only at their own risk. During the aerodrome's operating hours, the aerodrome operator provides a service corresponding to the fire-fighting category required for the aircraft type.

g) If the anti-collision light is operating on the aircraft and the person performing the engine start-up is not standing in front of the aircraft, it is forbidden to drive or be present in front of the aircraft or within its expected taxi path.

h) If the person performing the engine start-up is standing in front of the aircraft, passing in front of the aircraft must be coordinated in advance with that person or with the AFIS via EDR radio.

i) When starting or shutting down helicopters, it is FORBIDDEN to be present within 15 meters from the rotor tips, either by vehicle or on foot, until the rotors have come to a complete stop.

j) After completing engine start-up, the aircraft shall signal its intention to taxi to the AFIS and to the apron duty officer.

k) Detailed procedures for engine start-up of aircraft are contained in Chapters 5.15.8 and 5.15.9 of the Ground Handling and Passenger Handling Manual.

l) At Debrecen International Airport, the stands are self-taxiing stands; under standard stand usage, there is no possibility for pushback. Pushback shall be applied only for aircraft with a higher code letter, if determined through the analysis carried out in Chapter 28. In such cases,

the aerodrome operator shall proceed in accordance with the procedure set out in Chapter 31.

m) On the apron, the aircraft pilot may apply thrust no greater than that required for taxiing: for arriving aircraft during parking, and for departing aircraft when vacating the stand.

n) Before the aircraft crew initiates engine start-up on the APRON apron, they must inform the traffic and flight operations coordination officer, who is connected via intercom headset or is standing in front of the aircraft, either through the headset or by using the hand signals specified in Appendix 1, Marshalling Signals, of Regulation 923/2012 (EU), prior to commencing the operation.

o) Engine start-up may begin only after approval by the apron duty officer. For aircraft with multiple engines, start-up clearance must be requested for each engine individually. If the aircraft crew cannot establish contact with the traffic and flight operations coordination officer, they shall inform the AFIS of this fact and wait until contact is established.

14.4 Marshalling and 'Follow-me' Service

a) The apron duty officer performs aircraft guidance using a follow-me vehicle when:

- the aircraft crew requests it, or
- the AFIS requests it, or
- visibility conditions significantly deteriorate during the aircraft's ground movement (fog, heavy rain, heavy snowfall), or
- due to winter precipitation, the markings on the movement area are not visible or are only difficult to see and read.

b) When guidance is required, for arriving aircraft, the AFIS transfers coordination of ground movement after runway vacating to the apron management at the holding point of the active runway. After the transfer, arriving aircraft approach the apron via the designated taxiway, following the "FOLLOW ME" guide vehicle.

c) In all cases, the apron duty officer is responsible for the aircraft guidance until the aircraft is positioned at its designated stand on the apron.

d) Procedures for aircraft positioning at a stand and for aircraft guidance are contained in Chapters 5.3.1, 8, and 9 of the procedure titled Surface Movement Guidance and Control System – SMGCS, and in Chapters 5.15.3, 5.15.4, and 5.15.6 of the Ground Handling and Passenger Handling Manual.

14.4.1 Aircraft ground holding due to saturation of aircraft stands

a) If no stand suitable for the aircraft type is available on the apron, Debrecen International Airport provides guidance for arriving aircraft.

b) The apron management informs the AFIS, prior to the aircraft's landing and depending on stand availability, whether ground holding is necessary.

c) Based on the apron management's notification, the AFIS informs the aircraft of the need to follow the guidance and the visual instructions (indicated by a light bar) to be given by the "FOLLOW ME" vehicle.

d) After landing, for arriving aircraft, the AFIS transfers coordination of ground movement after runway vacating to the apron management at the holding point of the active runway. After the transfer, arriving aircraft approach the apron via the designated taxiway, following the “FOLLOW ME” guide vehicle.

e) The “FOLLOW ME” vehicle, at a location coordinated with the AFIS and visible to the AFIS, instructs the aircraft to stop by illuminating the RED signal on the light bar.

f) The locations designated for aircraft ground holding (holding area) are as follows:

a. When using taxiway A: the end of taxiway A on the apron side;

b. When using taxiway B: the end of taxiway B on the apron side

g) After a stand suitable for the aircraft type becomes available, the apron management notifies the “FOLLOW ME” vehicle that guidance may proceed; the vehicle then switches off the RED signal on the light bar, switches on the GREEN signal, and illuminates the “FOLLOW ME” sign. Subsequently, it guides the aircraft to the designated stand.

The Operations and Ground Handling Director is responsible for the supervision and revision of the SMGCS procedure and the Ground Handling and Passenger Handling Manual, based on the relevant chapters of ICAO Doc 9476 (Chicago Convention signed on 7 December 1944 on International Civil Aviation), Commission Regulation (EU) No 139/2014, and relevant industry standards.

The Operations and Ground Handling Director shall carry out the revision of the procedures at least once a year, by 15 December each year, and shall amend them if necessary. In addition, the procedures shall be amended at least in the following cases:

– change in legislation, or

– significant organizational change, or

– serious non-compliance identified during a regulatory audit.

The AFIS representative shall also participate in the amendment of the procedures.

Following amendments, interested parties shall be notified in accordance with the change management procedures defined by the aerodrome operator regarding changes to the procedures.

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.

Enforcement of the above restrictions, as well as the execution of necessary inspections and interventions, is the responsibility of the employee on duty who is responsible for apron management tasks and holds a flight operations officer professional license: accordingly, this person is authorized and obliged to warn individuals who do not comply with the restrictions and rules, to firmly instruct them to cease their behavior, and to use all available means to prevent accidents.

The detailed regulations applicable on taxiways to prevent blowback accidents are contained in Chapter 5.2 of the procedure titled Surface Movement Guidance and Control System – SMGCS.

The Operations and Ground Handling Director is responsible for the supervision and revision of the SMGCS procedure, based on the relevant chapters of ICAO Doc 9476 (Chicago Convention signed on 7 December 1944 on International Civil Aviation), Commission Regulation (EU) No 139/2014, and relevant industry standards.

The Operations and Ground Handling Director shall carry out the revision of the procedure at least once a year, by 15 December each year, and shall amend it if necessary. In addition, the procedure shall be amended at least in the following cases:

– change in legislation, or

– significant organizational change, or

– serious non-compliance identified during a regulatory audit.

The AFIS representative shall also participate in the amendment of the procedure.

Following amendments, interested parties shall be notified regarding changes to the procedure in accordance with the change management procedures defined by the aerodrome operator.

15.2 Safety Precautions During Aircraft Refuelling Operations

a) Fuel servicing may be performed only by employees who are certified for this task.

b) Fuel servicing employees possess a professional fire safety examination certificate. The validity period of the fire safety professional examination is 5 years. In addition to the fire safety professional examination, every employee participates in annual fire safety and occupational safety training.

c) The fuel servicing personnel know how to use fire extinguishers and the emergency shutdown system, as well as their locations.

d) The aerodrome’s armed security guard service provides 24-hour patrol duty, ensuring that unauthorized persons do not remain on the fuel depot premises.

e) To preserve health and maintain safe work performance, the use of work clothing and protective clothing is mandatory for all employees performing fuel servicing tasks and for visitors.

f) The detailed rules for refueling aircraft are contained in Chapter 12 of the Fuel Servicing Manual.

g) The fuel servicing group leader is responsible for the annual review of the Fuel Servicing Manual. The Fuel Servicing Manual was prepared taking into account the following standards:

- JIG 1 Issue 1, January 2016 – Aviation Fuel Quality Control & Operating Standards for Into-Plane Fuelling Services
- JIG 4 Issue 4, September 2021 – Aviation Fuel Quality Control & Operating Standards for Smaller Airports
- IATA Guidance Material on Standard Into-Plane Fuelling Procedures, 4th Edition

The manual extensively applies the procedures contained in the document “JIG 4 Issue 4, September 2021 – Aviation Fuel Quality Control & Operating Standards for Smaller Aerodromes”.

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.

Debrecen International Airport regularly inspects the movement areas in accordance with the Movement Area Inspection procedure. If necessary, the Ground Handling Department of the Operations and Flight Handling Directorate cleans the paved surfaces of the movement areas using designated equipment and/or manual labor. Upon completion of the activity, the apron duty officer inspects the execution of the task.

15.4 Monitoring Compliance of Personnel on the Apron with Safety Procedures

a) The on-duty members of the Traffic and Flight Operations Group of the Operations and Flight Handling Directorate are responsible for ensuring compliance with and monitoring of safety regulations.

b) In the event of any deviation, problem, or abnormality observed during the performance of tasks, the Operations and Flight Handling Group Leader is obliged to report the incident to the Operations and Ground Handling Director and the Safety and Compliance Director in accordance with Chapter 7 of the SMM; these directors shall investigate the incident.

15.5 Control of Pedestrians

a) For passengers, pedestrian movement on the apron is possible only between the terminal building and the aircraft parked at stand 1. Passenger transport between other apron stands and the terminal building is carried out by vehicle.

b) If, for any reason, passenger transport between the terminal building and stands other than stand 1 is not feasible, then pedestrian movement is possible with the special permission of the Aerodrome Police. In the event that the Aerodrome Police permits passenger movement on foot, the pedestrian route must be marked using buoys along the northern edge of the apron, next to the grassy area.

c) Passenger movement between the aircraft and the terminal building is possible only if no aircraft with running engines is present at the stands affected by the pedestrian route, and no aircraft movement or engine start-up will occur at these stands during the expected duration of the movement.

d) If the aircraft arrives at Debrecen International Airport from an aerodrome (small airport) pursuant to Regulation 1254/2009/EU, based on Section 29 of Government Decree 169/2010 (V.11), the aircraft pilot shall inform the AFIS. The AFIS shall forward this information to the traffic and flight operations coordination officer. If, based on the information available to the traffic and flight operations coordination officer, the arriving aircraft comes from a small airport or from a third country that does not apply security requirements equivalent to the common basic security standards for civil aviation regarding the protection of passengers and carry-on baggage, checked baggage, and the aircraft, within the meaning of Implementing

Regulation (EU) 2015/1998, the Armed Security Guard shall be notified. Subsequently, the task of the armed security guard is to escort the passengers of the arriving aircraft from the aircraft passenger stairs to outside the arriving terminal, or to ensure that the appropriate security check is carried out.

e) In the event that the passengers of the arriving aircraft do not arrive from a small airport and the country of the departure station is recognized, within the meaning of Implementing Regulation (EU) 2015/1998, as a country applying security requirements equivalent to the common basic security standards for civil aviation, then under the supervision of a person authorized to escort passengers, and upon request:

- passengers may consume food in the dining area of the Schengen-departure terminal;
- passengers may smoke at the designated smoking area for passengers located between the Schengen-departure terminal and the security check point within the terminal; and
- passengers may use the restroom facilities of the Schengen-departure terminal.

f) Only a person who is authorized to be on the movement area without escort and who possesses escort authorization may be designated for passenger supervision and coordination. During coordination, it must be ensured that pedestrians:

- do not pass under the aircraft wing or the fueling point, and
- stay away from the aircraft engine/propeller/rotor blade, and
- do not go to the starboard side of the aircraft, do not obstruct ground handling, and
- move only on designated pedestrian routes.

g) The aerodrome operator uses the following for marking pedestrian routes and areas closed off from pedestrian movement:

- buoys for engines, propellers, and rotor blades;
- a barrier tape or buoys between the installed passenger stairs and the aircraft wingtip;
- a cordon on the pedestrian sidewalk in front of the terminal building.

h) It is forbidden to attach the barrier tape to the aircraft. The pedestrian routes have been designed so that passengers who have entered the Schengen area and passengers remaining outside the Schengen area cannot come into contact with each other and cannot mix.

i) Once the devices placed on the apron to ensure pedestrian movement of passengers and to mark the route are no longer needed, these devices must be stored as follows:

- collected buoys, placed inside one another, must be stored inside the Schengen-internal baggage depot building, in the corner on the side facing stand 1, or inside the GH hall building;
- passenger barrier tapes in use must be placed beside the Schengen-internal baggage depot building, on the side facing stand 1, or inside the GH hall building. The passenger barrier tape must be stored rolled up when not in use, with the tapes secured by a pin;
- passenger barrier cordons not in use must be stored in Hangar 30, secured with the cordon bases.

16 Vehicle Control on Operational Areas

a) The Joint Decree 1/1975. (II. 5.) KPM-BM. (KRESZ), as amended multiple times, on rules of road traffic applies throughout the entire aerodrome area. The rules of the KRESZ are in force on the aerodrome territory, supplemented by a few specific internal rules.

b) Only vehicles equipped with an aerodrome license plate or a road license plate may operate on the aerodrome.

c) The Infrastructure Operation and Development Director is responsible for inspecting and maintaining the technical condition of vehicles equipped with urban license plates. Their maintenance is carried out in accordance with the Maintenance Management Manual.

d) An aerodrome license plate is considered to be the unique identification number of the aerodrome operator or other marking used by the aerodrome operator for identification purposes (e.g., a serial number), provided that the vehicle does not participate independently in road traffic.

e) Only vehicles necessary for performing work and for safe operation may be present on the movement areas and other operational areas of Debrecen International Airport. Derogation from this is possible based on prior examination and with the operator's consent, for example, during aerodrome visits or work by external organizations, taking into account the provisions of point f).

f) On the aerodrome territory, a vehicle may be driven only by a person who:

i. holds a valid aerodrome driving license, meaning:

- holds a valid CPSRA airport identification card, and
- holds a valid official driver's license for motor vehicles, and
- has successfully completed the training titled "Aerodrome Driving Rules" (hereinafter: ADR);

ii. does not hold a valid aerodrome driving license, but:

- the vehicle is driven onto the aerodrome by a person who holds a valid aerodrome driving license; or
- a person holding a valid aerodrome driving license sits alongside them, and
- the validity of their official driver's license and their authorization for the respective vehicle category has been previously verified by the accompanying person.

g) The aerodrome operator does not issue temporary aerodrome driving licenses.

h) Operators of vehicles or aircraft servicing equipment operating within the aerodrome territory possess the appropriate operator qualification and, in addition to the aerodrome driving license, also hold a valid official driver's license for the respective vehicle category, in accordance with the provisions of the Training Manual.

i) Employees of organizations operating at the aerodrome or providing services there may, without an aerodrome driving license, operate vehicles exclusively:

i. under the supervision of a person seated next to the driver who holds an aerodrome driving license, or under the direction of a guide vehicle driven by such a person, after

ii. the guide person, who holds a valid aerodrome driving license, has verified the validity of the individual's official driver's license and their authorization for the respective vehicle category.

j) If a vehicle does not have a permanent access permit and/or is not equipped with an EDR device, or is not fitted with appropriate lighting and marking, it may operate only when guided by a vehicle that is equipped with an EDR device and appropriate lighting and marking.

k) The detailed description of the special traffic rules applicable at the aerodrome is contained in the procedure titled Surface Movement Guidance and Control System – SMGCS.

l) The Operations and Ground Handling Director is responsible for the supervision and revision of the SMGCS procedure, based on the relevant chapters of ICAO Doc 9476 (Chicago Convention signed on 7 December 1944 on International Civil Aviation), Commission Regulation (EU) No 139/2014, and relevant industry standards.

The Operations and Ground Handling Director shall carry out the revision of the procedure at least once a year, by 15 December each year, and shall amend it if necessary. In addition, the procedure shall be amended at least in the following cases:

– change in legislation, or

– significant organizational change, or

– serious non-compliance identified during a regulatory audit.

The AFIS representative shall also participate in the amendment of the procedure.

Following amendments, interested parties shall be notified regarding changes to the procedure in accordance with the change management procedures defined by the aerodrome operator.

17 Wildlife Hazard Management

a) By comparing the flight procedures with the maximum flight altitude of birds occurring within a 13-kilometer radius of the aerodrome, it can be stated that:

- up to an altitude of a few hundred meters, the aircraft may encounter almost any individual of the bird species listed in Table 24;
- VFR aircraft circling in the training pattern or holding at the TIZ boundary will absolutely not encounter one-third of the species detected in the area;
- IFR aircraft performing holding operations may encounter less than half of the species occurring in the area;
- taking into account the locations of bird strikes recorded in the past and the fact that birds rarely fly higher than 200 meters, the probability that training-pattern aircraft or aircraft holding in the air will encounter birds is very low.

Species	Average Weight	Classification	Max. Flight Altitude
Western Marsh Harrier	~600 grams	Medium-sized	3,000 m
Lapwing	~250 grams	Medium-sized	4,500 m
Hoopoe	~70 grams	Small-sized	1,700 m
Kilauea Gull (Black-headed Gull)	~300 grams	Medium-sized	30 m
Hooded Crow	~550 grams	Medium-sized	760 m
Common Buzzard	~1,100 grams	Large-sized	1,000 m
Pheasant	~900 grams	Medium-sized	10 m
White Stork	~3,500 grams	Large-sized	4,800 m
Bullfinch	~110 grams	Medium-sized	220 m
Barn Swallow	~20 grams	Small-sized	25 m
European Bee-eater	~55 grams	Small-sized	500 m
House Sparrow	~30 grams	Small-sized	1,500 m
Little Owl	~200 grams	Medium-sized	1,000 m
Goose	~3,000 grams	Large-sized	7,000 m
House Martin	~20 grams	Small-sized	50 m

Species	Average Weight	Classification	Max. Flight Altitude
Ruddy Shelduck	~2,500 grams	Large-sized	200 m
Collared Dove	~450 grams	Medium-sized	2,000 m
Rock Dove (Feral Pigeon)	~300 grams	Medium-sized	3,000 m
Herring Gull (Yellow-legged Gull)	~1,200 grams	Large-sized	40 m
Starling	~80 grams	Small-sized	200 m
Magpie	~200 grams	Medium-sized	1,200 m
Mallard	~1,200 grams	Large-sized	1,200 m
Shrike (Wryneck Shrike)	~30 grams	Small-sized	3,500 m
Turtle Dove	~150 grams	Medium-sized	1,500 m
Rook	~325 grams	Medium-sized	2,500 m
Red Kite	~180 grams	Medium-sized	100 m

24. table

b) The coordination of the management of hazards posed by wildlife is carried out by the wildlife and safeguarding coordinator.

c) If the wildlife and safeguarding coordinator obtains information about a hazard posed by wildlife that cannot be eliminated within 15 minutes, they shall indicate the need to issue a NOTAM to the Traffic and Flight Operations Group of the Operations and Flight Handling Directorate (e.g., AD BIRD ACTIVITY; AD AP WILDLIFE HAZARD SPECIES NAME; BIRD AIRCRAFT STRIKE HAZARD).

d) Except for training flights, at least 40 minutes prior to aircraft arrival or departure, the personnel participating in bird and wildlife scaring shall conduct bird and wildlife inspection across the entire visible area of the aerodrome, with special attention to the runway and its immediate surroundings, as well as the taxiways used for expected aircraft movement and their surroundings; if necessary, they shall carry out scaring operations.

e) The wildlife and bird scaring personnel shall monitor the landing or take-off maneuvers of aircraft other than training aircraft in order to detect in time any wildlife protection problem arising immediately prior to the maneuver and to be able to respond to it. In addition, in connection with strikes possibly reported by the aircraft crew, the wildlife and bird scaring personnel can realistically take a position based on their own observations and can explain whether, in their opinion, the strike actually occurred or whether a near miss is more likely.

f) The aerodrome operator, under the leadership of the wildlife and safeguarding coordinator, regularly conducts a risk assessment to identify measures necessary to prevent wildlife and bird strikes.

g) The person detecting the strike is responsible for reporting confirmed, unconfirmed, and near-miss wildlife strikes to the wildlife and bird scaring professional personnel on duty.

h) If the detection is indirect and originates from third parties, the task of the information recipient is to inform the wildlife and bird scaring professional personnel about the detection information provided by third parties (airlines, aircraft pilots).

i) The task of the person detecting the strike is to facilitate coordination between the affected aircraft pilot and the wildlife and bird scaring professional personnel, and to transmit as much information as possible about the detected event to the wildlife and bird scaring professional personnel.

j) The detailed procedures related to the management of hazards posed by wildlife are contained in the Wildlife and Bird Scaring Manual.

k) The procedure to be followed in the event of an aircraft strike with wildlife, with particular attention to record-keeping and reporting processes, is contained in the Wildlife and Bird Scaring Manual.

18 Aerodrome Safeguarding

18.1 Obstacle Control and Monitoring

a) The purpose of the "safeguarding" activity is for the aerodrome operator to ensure the safe operation of aircraft moving in the airspace over the area under its supervision, both within the aerodrome premises and, in cooperation with the competent authorities, outside the aerodrome boundary, by monitoring changes—whether developments or human activities—occurring within the aerodrome's catchment area.

In cooperation with the competent authorities, the aerodrome operator has the opportunity to eliminate obstacles or disturbing factors that endanger air navigation, or to modify them to such an extent that they no longer have a detrimental impact on the safe operation of the aerodrome.

The scope of the "safeguarding" activity includes:

- Protection of the airspace around the aerodrome to ensure that buildings or structures do not endanger aircraft either in the air or on the ground. This is achieved through Obstacle Limitation Surfaces (OLS);
- Protection of the integrity of radar and other electronic navigation aids by preventing reflection and diffraction of radio signals;
- Protection of Airground Lighting (AGL), such as approach light bars and runway lights, by ensuring that no planned development obscures them and that no planned light source—whether temporary or permanent—can be confused with airground lighting (AGL);
- Protection of aerodrome operations from disruptive effects caused by construction processes, such as dust and smoke, temporary light sources, or temporary construction facilities that interfere with radar and CNS equipment;
- Protection of aircraft from the risk of collision with obstacles through appropriate obstacle marking and obstacle lighting;
- Protection of aircraft from the risk of induced turbulence;

Protection of aircraft from the risk of glint and glare (e.g., in the case of solar panels).

b) Regarding hazards related to human activities and land use, the objective of monitoring is to observe hazards associated with human activities and land use around the aerodrome and within the aerodrome so that the aerodrome operator can take action, where appropriate, within its scope of authority. The critical zone designated by DIA Ltd. in the aerodrome's surroundings is as follows:

i. Within the territory of Debrecen International Airport and outside the property boundary:

   i. 500 m perpendicular to the runway centerline;

   ii. 3,000 m from the end of the runway along the extension of the runway centerline.

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

a) The detailed procedures for monitoring and reducing risks associated with human activity and land use around the aerodrome are contained in the procedure titled Surveillance of the Aerodrome Environment – Aerodrome Safeguarding. Every employee of DIA Ltd. participates in monitoring hazards related to human activities and land use. Regarding hazard reporting, the organizational rules concerning mandatory reportable events and the voluntary reporting system shall apply.

b) Temporary outdoor light sources and obstacles detected near the aerodrome that could potentially endanger aircraft safety, specifically:

- lasers,
- searchlights,
- fireworks,
- large quantities of lanterns, and
- large quantities of balloons
- must be reported immediately and mandatorily to the email address safety@debrecenairport.com, who will notify the competent authorities.

c) Risk-reducing measures to be applied in the event of an Obstacle Limitation Surface (OLS) violation:

- In the event of an Obstacle Limitation Surface (OLS) violation, the applicable flight safety measures may be the following:
- publication of appropriate information in the AIP;
- marking and/or lighting of the obstacle;
- modification of the available published runway distances (declared distances);
- restriction of runway use exclusively to visual approaches;
- restrictions on the type of air traffic;

modification or removal of the obstacle, where applicable.

- For cranes and other high structures:
- When cranes or other high structures are erected within the aerodrome's catchment area, DIA Ltd. must be notified.
- It is the task of DIA Ltd. to investigate whether the structure or crane to be erected infringes an obstacle limitation surface or obstacle protection surface.
- If the crane or structure infringes an obstacle limitation surface and/or obstacle protection surface, DIA Ltd. may request that the highest point of the crane or structure be provided with obstacle marking and/or obstacle lighting.
- If the dimension of the crane or structure above the obstacle plane exceeds 6 meters, obstacle marking and/or obstacle lighting must be installed at every end point of the structure or crane.
- For temporary structures, when working during the day, placing a flag visibly fixed to the highest point of the structure or crane is sufficient instead of obstacle lighting. The characteristics of the flag are:
- Minimum size 60x60 cm;
- Color:

i. entirely orange, or

ii. a combination of 2 different colored triangles (orange and white; or red and white).

- This solution is possible only if the structure or crane infringes the obstacle limitation surface only under daytime conditions and is dismantled before sunset below the infringed obstacle surface.

c) Within the distance of the critical zone designated by DIA Ltd., ground-based crane operations may be carried out only after prior consent from the aerodrome operator.

- For operations outside the property boundary, i.e., on the aerodrome's operational area, the aerodrome operator must be notified 60 days before their commencement via an email sent to office@debrecenairport.com for the purpose of conducting a risk assessment and requesting consent.
- To fulfill the requirements set out in the point Characteristics of the Aerodrome Area, the following must be provided:
  - Name of the requesting organization, contact person, and contact details (phone number and email address);
  - brief description of the planned activity;
  - location of the planned activity (given in EOV or WGS-84 coordinates);
  - elevation of the terrain level at the location of the planned activity (mBf);
  - maximum vertical height of the crane(s) to be used (m, above ground level);
  - planned operating period of the crane(s) (e.g., "2025.01.01. – 2025.01.30., between 08:00 – 16:00, Mon–Fri").

d) In order to carry out the risk assessment required for granting prior consent, the aerodrome operator may request additional data, contrary to point c) of the aerodrome operator.

e) The Infrastructure Operation and Development Directorate evaluates the consent application in accordance with the provisions of the Aerodrome Safeguarding procedure and takes the necessary measures (e.g., initiating the issuance of a NOTAM) to maintain air navigation safety.

f) The detailed procedures for monitoring and tracking aeronautical obstacles are contained in the procedure titled Surveillance of the Aerodrome Environment – Aerodrome Safeguarding.

g) The Infrastructure Operation and Development Director is responsible for the supervision and revision of the procedure. The Infrastructure Operation and Development Director shall carry out the revision of the procedure every three years by December 31.

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

a) The provisions regarding the regular inspection of special facilities, equipment, and devices used in emergency situations are contained in Chapters 4, 5, and 7 of the Firefighting Services Manual.

b) Motor vehicles, technical devices, equipment, and personal protective equipment are maintained in accordance with the relevant manufacturer's specifications.

c) Maintenance of fire-fighting vehicles is carried out by an external service provider based on the approved annual maintenance plan; the relevant procedures are contained in the Maintenance Management Manual. Maintenance must be performed while the aerodrome is closed.

d) The execution of maintenance and the inspection of facilities, equipment, and devices is the task of the Infrastructure Operation and Development Director.

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.

a) The removal of an immobile aircraft is the responsibility of the aircraft owner. The Local Rescue Director (HMV) provides assistance in the coordination of this.

b) In the event that the airline does not have the opportunity to remove the aircraft, the HMV arranges for its removal, but only after the airline's responsible employee has signed the consent declaration.

c) The HMV is reachable via EDR radio on the AIR-D EMÜ 2 and AIRPORT 1 channels.

d) The HMV must contact a company that is competent in aircraft lifting and removal. In this case, the airline or the aircraft pilot has no right to direct the process of removing the immobile aircraft; they may only make suggestions during the operations.

e) Debrecen International Airport Ltd. does not assume responsibility for any further damage to the aircraft during lifting and transport that differs from the condition prior to the removal process.

f) The largest immobile aircraft type for which the aerodrome operator's contracted partner possesses removal capability is the AIRBUS A321NEO.

g) Movement of the aircraft may be carried out only with assistance; movement of the aircraft by its own power (engine start-up; landing gear extension, etc.) is STRICTLY FORBIDDEN!

h) For the purpose of moving an immobile aircraft, the HMV primarily contacts the Hajdú-Bihar County Disaster Management Directorate, and secondarily Vier-Eck Spec Ltd. at +36 70/330 6791, +36 30/685 2176, on an ad hoc commission basis.

i) The procedure for removing immobile aircraft is set out in Chapter 5 of the Aerodrome Emergency Plan.

22 Handling and Storage of Fuel and Dangerous Goods

22.1 Handling and Storage of Fuel and Dangerous Goods

a) At Debrecen International Airport, the Operations and Ground Handling Director manages and supervises the activities of fuel servicing personnel.

b) They shall ensure that the employees of the Fuel Servicing Group of the Operations and Flight Handling Directorate perform their tasks in accordance with the latest local and international regulations. They must also ensure that the personnel working under their direction are appropriately trained and sufficiently proficient in performing the processes related to the activity.

c) The primary responsibility of the fuel servicing personnel is to ensure that the appropriate type, quantity, and quality of fuel is delivered into the aircraft fuel tanks, and that safety regulations are complied with during fuel servicing and the operation of the fuel tanker truck.

d) The fuel servicing personnel perform the following tasks:

i. Daily quality and quantity inspections and documentation thereof

ii. Weekly quality and quantity inspections and documentation thereof

iii. During fuel delivery: receipt of fuel, performance of appropriate quality and quantity measurements, and documentation thereof

iv. Transmission of daily fuel quantity reconciliations to the tax authority

v. Refueling of tanker trucks

vi. Refueling of aircraft

vii. Performance of administrative tasks related to fuel withdrawal from storage

viii. Operational operation of the fuel depot

ix. Operational operation of tanker trucks

x. Notification of malfunctions of tangible assets related to fuel servicing

e) The procedures for fuel handling and storage are contained in the Fuel Servicing Manual.

f) The ground handling technology for aircraft is carried out in accordance with the procedures of DEBRECEN INTERNATIONAL AIRPORT Ltd., taking into account the regulations of the affected airlines.

g) The aerodrome operator shall, in connection with its core activity, ensure that the handling of dangerous goods is carried out on the designated area of the aerodroe based on a closed, supervised, documented, and safe quality assurance technology.

h) During the handling of dangerous goods, only an employee who holds a DGR examination certificate may participate in the process. This requirement extends to the traffic department preparing the documentation and to the aircraft ground handling personnel actually performing the cargo handling.

i) The procedures for the handling and storage of dangerous goods are contained in Chapter 10 of the Ground Handling and Passenger Handling Manual.

j) The Operations and Ground Handling Director is responsible for the supervision and revision of the Ground Handling and Passenger Handling Manual, based on the relevant chapters of ICAO Doc 9476 (Chicago Convention signed on 7 December 1944 on International Civil Aviation), Commission Regulation (EU) No 139/2014, and relevant industry standards.

The Operations and Ground Handling Director shall carry out the revision of the procedure at least once a year, by 15 December each year, and shall amend it if necessary. In addition, the procedure shall be amended at least in the following cases:

– change in legislation, or

– significant organizational change, or

– serious non-compliance identified during a regulatory audit.

The AFIS representative shall also participate in the amendment of the procedure.

Following amendments, interested parties shall be notified regarding changes to the procedure in accordance with the change management procedures defined by the aerodrome operator.

22.2 Quality of Aviation Fuel

a) The purpose of fuel sampling and quality control is to ensure that fuel of appropriate quality is delivered in all cases. Fuel may be delivered only if it is fully proven that it contains no water and no contamination.

b) The absence of water and sediment must be checked as follows:

- The fuel sample in the storage container must be rotated with circular motions. (“vortex” test) In this case, undissolved water will precipitate to the edge/bottom of the container, as will sediment.
- Using the “Shell” test, fuel must be drawn into a syringe, which passes through the test. A change of the filter in the test to blue indicates the presence of dissolved water. If the fuel is water-free, the test color does not change. If the color of the filter in the test does not change, it must be checked. During the check, the filter must be tested with saliva. If the color changes, the test is functioning properly.

c) JET A-1 fuel is appropriate if its color (from water-colored to straw-yellow) and its condition (free of water and sediment) are appropriate and clean (“Bright and Clear”). The sampling and quality control procedures must be carried out in the following cases:

- Every day, at the start of the morning shift.
- After refueling the fuel servicing vehicle.
- Before refueling the aircraft.
- During refueling of the aircraft.
- After fuel drainage.
- In the event of heavy precipitation. (Fuel servicing vehicle tank)

- After maintenance performed on the fuel servicing vehicle.
- After maintenance performed at the fuel depot.
- After cleaning the fuel servicing vehicle with water.

d) Audits and inspections related to aircraft fuel and associated equipment, devices, and facilities are carried out by the aerodrome operator's contractual partner, Kuwait Petroleum International Aviation Company Ltd., in accordance with the provisions of the contract.

e) The procedures for fuel quality control are contained in Chapters 5, 6, and 7 of the Fuel Servicing Manual.

f) The fuel servicing group leader is responsible for the revision of the Fuel Servicing Manual. The Fuel Servicing Manual was prepared taking into account the following standards:

- JIG 1 Issue 12, January 2016 – Aviation Fuel Quality Control & Operating Standards for Into-Plane Fuelling Services
- JIG 4 Issue 4, September 2021 – Aviation Fuel Quality Control & Operating Standards for Smaller Airports
- IATA Guidance Material on Standard Into-Plane Fuelling Procedures, 4th Edition The manual extensively applies the procedures contained in the document “JIG 4 Issue 4, September 2021 – Aviation Fuel Quality Control & Operating Standards for Smaller Aerodromes”.

23 Low Visibility Operations

The infrastructure elements of Debrecen International Airport can ensure an acceptable level of flight safety up to a runway visual range (RVR) of 550 m along the runway.

In accordance with the aerodrome's ICAO Category I classification, aircraft traffic on the runway is not possible below a visual range of 550 meters; the aerodrome closes, and the AFIS service informs the aircraft of this and notifies the other aerodrome services.

24 Winter Operation

a) During winter weather conditions, the Ground Handling Group of the Operations and Flight Handling Directorate and the Fuel Servicing Group of the Operations and Flight Handling Directorate perform the following tasks:

i. Operate the number of tools and vehicles corresponding to the snow-clearing and de-icing level;

ii. Perform mechanical snow clearing and de-icing activities on the runway, taxiway, apron, areas in front of hangars, and passenger and staff parking areas;

iii. Clear snow and ice from the aerodrome's optical navigation equipment, except during the weekday period from 08:00 to 16:00;

iv. Inspect the technical condition of motor vehicles and report it to the on-duty snow service manager;

v. Check the level of de-icing material in motor vehicles and report it to the on-duty snow service manager;

vi. Issue de-icing material for use, monitor warehouse stock, and maintain records thereof;

vii. Conduct and record the handover process of motor vehicles;

viii. Perform manual snow clearing and de-icing activities at occupied aircraft stands, at the fuel pump and in front of Hangar 27, in the baggage depot areas, and on pedestrian areas located within the CPSRA area;

ix. Perform manual snow clearing and de-icing activities on the aerodrome's public, general-aviation, and pedestrian areas (sidewalks, area in front of the car rental office, etc.), except during the weekday period from 08:00 to 16:00;

x. Perform mechanical snow clearing and de-icing activities on the runway, taxiway, apron, areas in front of hangars, and passenger and staff parking areas;

xii. Load De-icing material into tools and vehicles suitable for dispersing de-icing material, including forklift material-handling tasks related to refilling;

xii. Clear snow and ice from the aerodrome's optical navigation equipment, except during the weekday period from 08:00 to 16:00.

b) During the winter period, the Facility Operation Group:

i. Performs manual snow clearing and de-icing activities on the aerodrome's public, general-aviation, and pedestrian areas (sidewalks, area in front of the car rental office, etc.) during the weekday period from 08:00 to 16:00;

ii. Clears snow and ice from the aerodrome's optical navigation equipment during the weekday period from 08:00 to 16:00.

c) The detailed rules for operations conducted during winter weather conditions are contained in the Snow Clearing and De-icing Manual.

d) The Operations and Ground Handling Director is responsible for the revision of the Snow Clearing and De-icing Manual. The Operations and Ground Handling Director shall carry out the revision of the procedures at least once a year, by 15 December each year, and shall amend them if necessary.

25 Adverse Weather Operations

a) Adverse weather conditions are defined as any weather conditions during which the aerodrome's operations must be organized differently from normal procedures or activities must be restricted. Such adverse conditions include:

- Poor visibility conditions: fog, dust storm, smoke, heavy snowfall, driving rain;
- Precipitation hazardous to flight: heavy rain, hail, snowfall;
- Hazardous conditions on the movement area reducing braking action: icy runway, snow-covered runway, heavily wet runway (aquaplaning);
- Air movements and phenomena hazardous to aircraft moving in the air and even those taxiing on the ground: windstorm, strong crosswind, strong wind gusts, wind shear, thunderstorm, lightning.

b) HungaroMet regularly issues weather information to aircraft pilots in the form of METAR, TAF, and SIGMET.

c) The professional personnel of the Traffic and Flight Operations Group of the Operations and Flight Handling Directorate, in coordination with the AFIS, prepare the aerodrome operations for the expected adverse weather conditions.

d) For the safety of persons present at the aerodrome and to prevent damage to equipment and facilities used by the aerodrome operator, as well as to equipment of aerodrome users, the professional personnel of the Traffic and Flight Operations Group of the Operations and Flight Handling Directorate notify aerodrome users of the expected adverse weather conditions.

e) Notification is provided via email at least one hour before the expected occurrence of adverse weather conditions. The message must notify every relevant organization operating at the aerodrome or providing services there.

f) The protection of vehicles and ground handling equipment is the responsibility of the owner or the party using them.

g) During heavy rainfall, standing water on the runways significantly affects the landing distance of aircraft and carries the risk of aquaplaning (sliding of the aircraft on water). Before landing, the AFIS provides information about standing water on the runway so that appropriately modified landing and braking techniques can be applied.

h) The AFIS informs the professional personnel of the Traffic and Flight Operations Group of the Operations and Flight Handling Directorate if a pilot reports standing water on the runway.

i) In the event of a windstorm or thunderstorm, the protection of light aircraft is the responsibility of the owner; however, if the professional personnel of the Traffic and Flight Operations Group of the Operations and Flight Handling Directorate are aware of a warning about strong winds, they take steps to turn the light aircraft into the wind and assist in securing them where possible.

j) Additional tasks in the event of a windstorm or thunderstorm:

- Suspension of fuel servicing;
- Use of headsets is prohibited;

- Touching or approaching aircraft is prohibited (due to lightning);
- Chocking according to the strong wind direction;
- Restriction of aircraft door opening;
- Covering baggage transport trailers;
- Braking and securing of handling equipment;
- Closing of building doors;
- Use of buses for passenger transport on the apron;
- Tying down of light aircraft and verification of tie-downs;
- Removal of all movable equipment;
- Removal of unused equipment;
- Securing of objects on the movement area that can be moved by storm winds.

k) The procedures for operations conducted during adverse weather conditions are contained in Chapter 11 of the procedure titled *Surface Movement Guidance and Control System – SMGCS*.

l) The Operations and Ground Handling Director is responsible for the supervision and revision of the SMGCS procedure, based on the relevant chapters of Commission Regulation (EU) No 139/2014.

The Operations and Ground Handling Director shall carry out the revision of the procedures at least once a year, by 15 December each year, and shall amend them if necessary. In addition, the procedures shall be amended at least in the following cases:

– change in legislation, or

– significant organizational change, or

– serious non-compliance identified during a regulatory audit.

The AFIS representative shall also participate in the amendment of the procedure.

Following amendments, interested parties shall be notified regarding changes to the procedures in accordance with the change management procedures defined by the aerodrome operator.

26 Night Operations

a) Debrecen International Airport is an aerodrome that operates at night. The special rules defined in this chapter pertaining to night operations shall be applied from 30 minutes before sunset until 30 minutes after sunrise.

b) The following rules related to flight safety shall be applied during the night-time operation of the aerodrome:

- Operation of visual navigation devices with active lighting is mandatory;

- When operating ground vehicles, special attention must be paid to keeping the headlights and position lights in service;

- Care must be taken not to blind the aerodrome ground personnel, aircraft crews, or passengers with vehicle headlights.

c) The AFIS is responsible for operating the aerodrome lighting equipment, and the Traffic and Flight Operations Group of the Operations and Flight Handling Directorate is responsible for operating the apron lighting.

27 Protection of Radar and Navigation Aids

a) The aerodrome does not have an active controlled airspace and therefore does not use equipment required for airspace surveillance, including radar equipment.

b) Regarding the protection of other navigation aids, the operator of LHDC applies the provisions set out in ICAO EUR DOC 015 and EUR DOC 040.

c) The provisions concerning the protection of other navigation aids, the monitoring of activities, and ground maintenance performed in the vicinity of equipment are contained in the CNS Manual.

d) The personal scope of the CNS Manual extends to:

- the employees of the CNS service provider participating in the provision of the service;
- partners performing outsourced activities closely related to the provision of the service.

e) In order to ensure the safe, efficient, and continuous maintenance of navigation aids, the service provider commissioned by DIA Ltd., when performing maintenance on the equipment and facilities it operates and when preparing the maintenance plan, takes into account the check of the condition of navigation aids and any maintenance or development requirements, based on:

- manufacturer instructions;
- maintenance instructions;
- the annual maintenance plan.

f) In order to protect the ILS system, critical and sensitive areas have been delineated; their description is contained in the Aerodrome Safeguarding Manual.

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 Safety and Compliance Director is responsible for the implementation of this procedure. The Safety and Compliance Director shall carry out the review and, if necessary, the update of the procedure at least once a year, by October 1 of each year.

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;
- maximum 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;
- the configuration of the landing gear;
- the geometry of the nose;
- aircraft ACR values;
- engine data;
- flight performance;
- aircraft category for firefighting and rescue;
- technology evolution;
- the maximum number of passengers and the maximum fuel capacity.

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) taking into account the technical parameters of the aerodrome infrastructure.
   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, in accordance with the provisions set out in Chapter 12.2.
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 VI, 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.

28.6 Documentation and Record-keeping

The Safety and Compliance 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.

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

28.7 Acceptance of B767-300F Aircraft

At Debrecen International Airport, B767-300F aircraft with a reference code “D” may be accepted under the following conditions.

- The aircraft may operate at the aerodrome with a maximum crosswind component of 13.34 kt (24.7 km/h);
- Engine shutdown is required at the end of the runway;
- The aircraft may taxi on the taxiways only when accompanied by a FOLLOW-ME vehicle, and on the APRON traffic area only with wingtip guidance provided;
- Slow towing of the aircraft at 5 km/h using a tow vehicle is required on the taxiways and apron. During towing, continuous visual monitoring of the distance between the outer wheel path of the main landing gear and the edge marking of the load-bearing pavement must be performed, and if necessary, movement should be corrected by pushing the aircraft backward;
- Aircraft on the apron must be brought to a stop as soon as possible during positioning to the parking stand, and if necessary, pushed backward;
- Traffic must be organized to ensure that the B767-300F maintains safe maneuvering distances on the apron when approaching and departing the parking position from the taxiway;
- The aircraft may only be towed onto the apron from a direction where the towing path to the parking position is free of obstacles or other aircraft;
- If the separation distance from adjacent stands or the safety zone of the apron taxi path is compromised due to the aircraft’s parking position, a NOTAM must be issued to close the affected area;
- If the aircraft needs to be turned on the runway, this can only be performed using a push-back device;
- Firefighting and rescue category VI must be provided during the operation;
- The aircraft is permitted to handle only Cargo traffic at the aerodrome.

28.8 Acceptance of B757-200F Aircraft

At Debrecen International Airport, B757-200F aircraft with reference code “D” may be accepted under the following conditions.

- The aircraft may operate at the aerodrome with a maximum crosswind component of 13.34 kt (24.7 km/h);
- The aircraft may taxi on the taxiways only when accompanied by a FOLLOW-ME vehicle, and on the APRON traffic area only with wingtip guidance provided;
- The aircraft must taxi at a slow speed;
- The aircraft must be positioned at its designated parking stand via an overshoot maneuver;
- During maneuvering to or from its designated parking stand, no other aircraft may be parked in an adjacent stand that obstructs the taxi path;

- If turning the aircraft on the runway is necessary, this may only be carried out using a push-back device;
- Firefighting and rescue category VI must be provided during the operation;
- The aircraft is permitted to handle only cargo traffic at the aeroderome.

28.9 Acceptance of A300-600F Aircraft

At Debrecen International Airport, A300-600F aircraft with reference code “D” may be accepted under the following conditions.

- The aircraft may operate at the aerodrome with a maximum crosswind component of 13.34 kt (24.7 km/h);
- Engine shutdown is required at the end of the runway;
- Slow towing of the aircraft at 5 km/h using a towing vehicle is mandatory on taxiways and the apron. During towing, continuous visual monitoring of the distance between the outer wheel path of the main landing gear and the edge marking of the load-bearing pavement must be performed, and if necessary, movement should be corrected by pushing the aircraft backward;
- The aircraft may taxi on taxiways only with the assistance of a FOLLOW-ME vehicle, and on the APRON only with wingtip guidance;
- Aircraft on the apron must be brought to a stop as soon as possible during parking stand positioning, and if needed, pushed back;
- Traffic must be organized to maintain the A300-600F’s apron maneuvering safety distances until reaching the parking position and during departure from it, ensured from at least one taxiway direction;
- The aircraft may be towed onto the apron only from a direction free of obstacles or other aircraft blocking the path to the parking position;
- If turning the aircraft on the runway is necessary, this must be done only with the use of a push-back device;
- Firefighting and rescue category VI must be provided during the operation;
- The aircraft is only permitted to handle Cargo operations at the aerodrome.

29 Prevention of Fire at the Aerodrome

a) The aerodrome operator has developed procedures to ensure the following:

i. Prohibition of the use of open flame or activities causing fire hazards:

- In areas of the aerodrome where fuel or other flammable materials are stored;
- Where the presence of highly fire- and explosion-hazardous materials is regularly expected; such materials may be stored and handled only by applying adequate safety distances;
- On the aerodrome's movement area or other operational areas, unless the aerodrome operator grants permission for such activities;
    - For occasional fire-hazardous activities, the responsible leader of the external contractor is obliged to issue written permission. However, this permit must be countersigned by the Infrastructure Operation and Development Director (or a person formally appointed in writing by them), who, if necessary, is required to supplement it with fire protection regulations according to local conditions and may also mandate additional fire-fighting equipment.

ii. Prohibition of smoking on the movement area, on other operational areas of the aerodrome, or in areas where fuel or other flammable materials are stored.

b) The aerodrome operator is obliged to ensure annual fire safety training for its employees and for persons participating in work activities, and to ensure that they acquire fire safety knowledge related to their job functions and activities before the commencement of their employment, and that they become familiar with their duties in the event of a fire.

c) The aerodrome ensures that every relevant employee acquires professional fire safety examination certificates for job roles where such certification is essential, and also ensures the continuous validity of these qualifications.

d) No person who has not undergone prior fire safety training may have independent movement authorization within the aerodrome territory. Anyone whose independent movement must be provided on an occasional basis may move only accompanied by a person who has participated in the training.

e) The detailed rules required to ensure the above are contained in the Fire Safety Regulations.

30 Communication Procedures

a) Persons entering an active work area or its safety strip, or participating in ground handling processes, must establish and maintain two-way radio communication with the AFIS: on the AIRPORT-1 channel during normal operations, and on the AIRPORT-EMÜ2 channel during emergency situations. Such communication may be established directly or by remaining in the immediate vicinity of persons who have established and are maintaining contact. The language of communication shall be exclusively Hungarian.

b) Throughout the entire duration of aircraft servicing, every worker must maintain continuous two-way radio communication with each other and with the AFIS. This can be achieved either by the employee keeping a handheld radio with them or by being within hearing range of a radio.

c) EDR radios may be used by persons who have received theoretical training titled “Rules of Radio Communication” or theoretical and practical training titled “Aerodrome Driving Rules (ADR).” Call signs used at the aerodrome are set out in Chapter 2 of the Aerodrome Emergency Plan and in Chapter 4 of the Ground-to-Ground Communication procedure.

d) If radio communication announces that an aircraft is expected to arrive at a specific aircraft stand, all persons except the traffic and flight operations coordination officer must leave the stand area.

e) It is the responsibility of every person using a radio device to maintain the good technical condition of the device they use. The radio user must set the radio volume so that communications are audible and is obliged to respond to communications addressed to them.

a) At Debrecen International Airport, EDR radio users do not practically transmit numerical data regarding aircraft call signs, direction, wind direction, and wind speed.

f) The detailed rules governing ground crew radio communication are contained in the procedure titled “Ground-to-Ground Communication.”

g) The Safety and Compliance Director shall carry out the review of the manual at least once a year, by 15 December each year, and shall amend it if necessary.

31 Aircraft Towing Procedures

a) The launch coordinator is responsible for the complete coordination of the push-back process, maintaining continuous communication with the handling equipment operator, the wing walkers, and the aircraft crew. They are responsible for ensuring that the area around the aircraft and the area around the engines are free of obstacles, and the safe execution of the push-back process falls within their scope of responsibility.

b) During the push-back procedure, the Traffic and Flight Operations Group of the Operations and Flight Handling Directorate provides wing walking coverage, maintains continuous contact with the launch coordinator and the AFIS. As necessary, they ensure that the request for NOTAM issuance is submitted and designate the appropriate stand prior to positioning. They are also responsible for authorizing the push-back process and ensuring that the route used during the push-back procedure is free of FOD and obstacles.

c) During the push-back procedure, the aircraft crew must maintain continuous contact from the cockpit via headset with the launch coordinator and the AFIS.

d) Before commencing push-back, the launch coordinator verifies the following:

i. The push-back process has been requested and authorized by the flight operations coordination officer;

ii. No other movements that could obstruct the towing are occurring on the apron during the towing;

iii. The launch coordinator and the handling equipment operator are in continuous two-way radio communication with the Traffic and Flight Operations Group of the Operations and Flight Handling Directorate, which supervises the apron;

iv. Adequate illumination of the area used is ensured;

v. Navigation lights on the aircraft are switched on;

vi. The presence of a wing walker is ensured;

vii. Whether the use of a guide vehicle is necessary.

e) The detailed rules for aircraft towing are contained in the procedure titled “Aircraft Towing.”

f) The procedure is approved by the Operations and Ground Handling Director; responsibility for its review lies with the Head of the Operations and Flight Handling Department. The procedure must be reviewed at least once a year. The procedure must be reviewed and updated based on Commission Regulation (EU) No 139/2014 and the relevant chapters of Commission Regulation (EU) No 139/2014.

32 Handover of Activities and Information

a) The aerodrome operator designates, in every shift providing services, an individual who is responsible for operational information and information affecting the normal operation of the aerodrome, specifically regarding:

- the handover and receipt of such information during shift change;
- the professional validation of said information based on available data;
- the distribution of information within the shift; and
- the transmission of information between organizational units.

b) Responsibility for the provision of published data lies with the contact person of the Traffic and Flight Operations Group of the Operations and Flight Handling Directorate, or the contact person of the Infrastructure Operation and Development Directorate, in accordance with Table 4.

	Technical and Maintenance directorate	Operations and Ground Handling Group
Planned or ongoing works on the aerodrome territory	**x**	
Expected and current vehicle traffic restrictions	**x**	**x**
Aerodrome daily operating hours		**x**
Expected daily traffic		**x**
Expected and current operational and production changes and restrictions	**x**	**x**
Planned or ongoing events on the aerodrome territory	**x**	**x**

Table 25.

c) The designated contact person is obliged to check the public information channel upon taking over the shift to determine whether it contains information pertaining to their organizational unit. They are also responsible for notifying the appropriate contact person of the organizational unit listed in Table 25, in accordance with the data elements of Table 25, whenever new information affecting those elements comes into their possession.

d) During the shift, the contact person must disseminate all information pertaining to their organizational unit that comes to their attention within that organizational unit; information that remains valid for subsequent shifts must be handed over during shift changeover; and information affecting other organizational units must be transmitted to the respective contact persons.

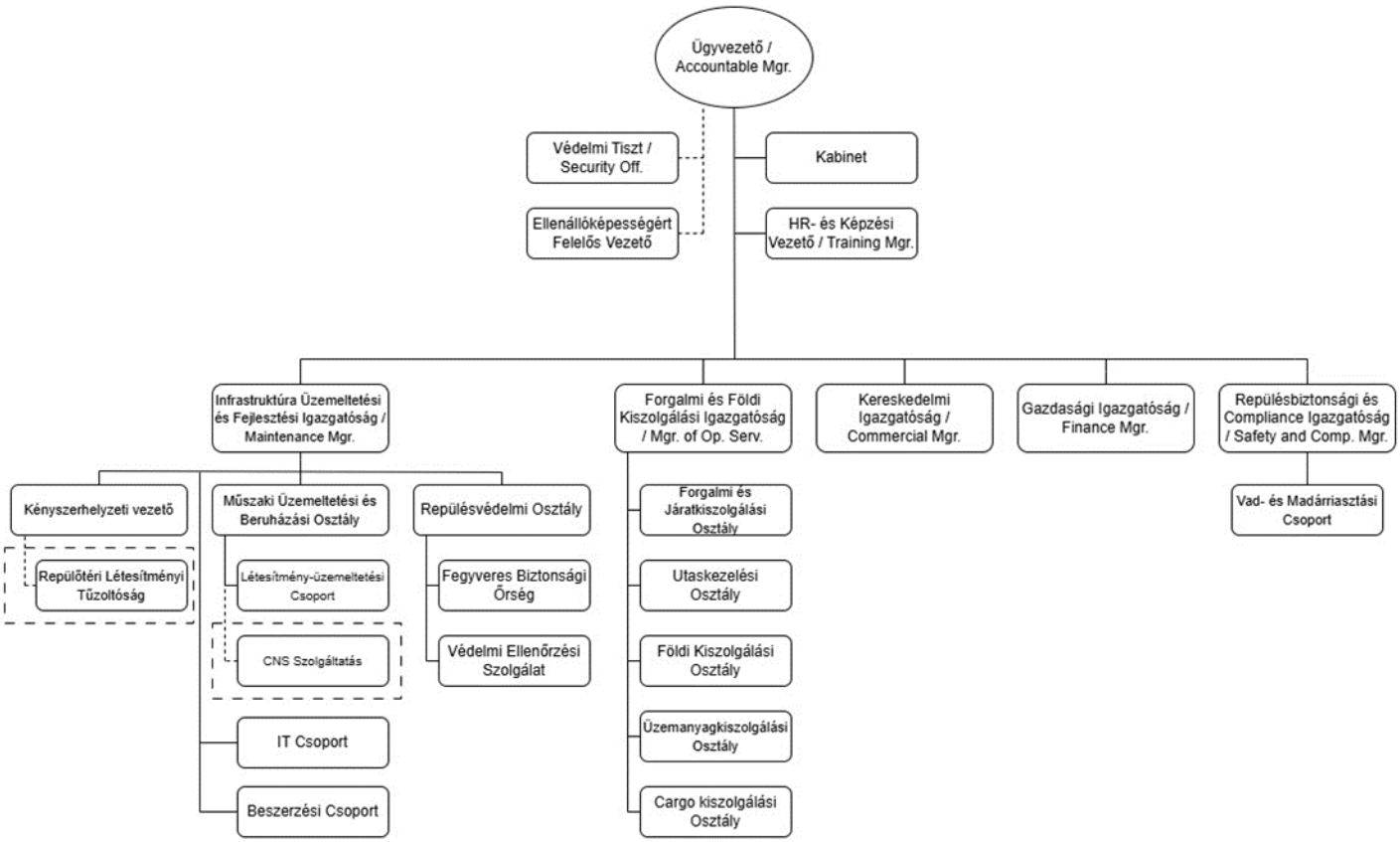
e) The detailed rules governing the handover and receipt of activities and information are contained in the procedure titled “Handover and Receipt of Activities and Information.”

f) The Operations and Ground Handling Director is responsible for the supervision and revision of the “Handover and Receipt of Activities and Information” procedure.

g) The Operations and Ground Handling Director shall carry out the review of the procedures at least once a year, by 15 December each year, and shall amend them if necessary.

33 Annexes

1. Annex: Organizational structure of Debrecen International Aiport Ltd.



Activity performed by the partner

2. 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.

.....

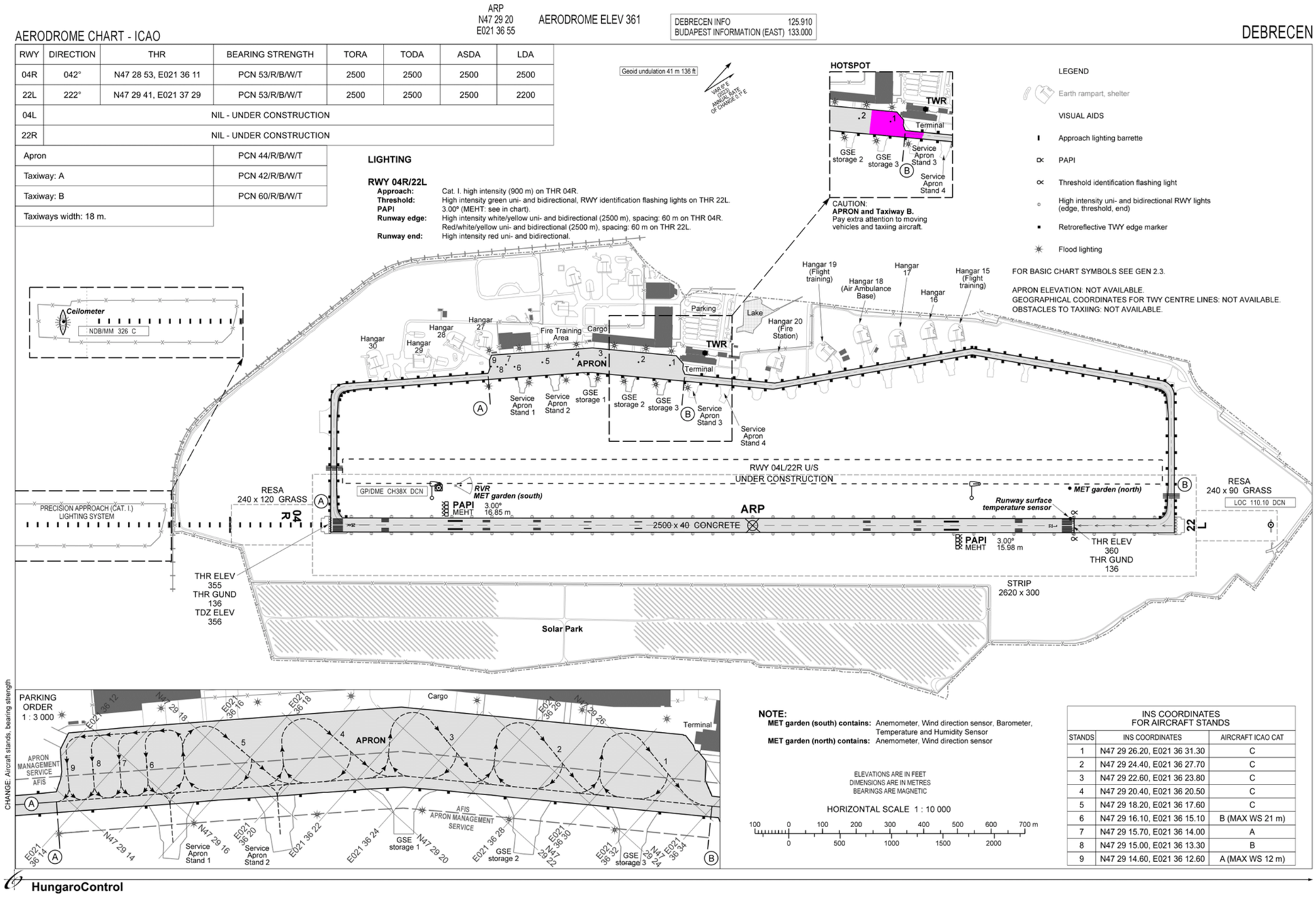
Signature of witness No. 1.

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.

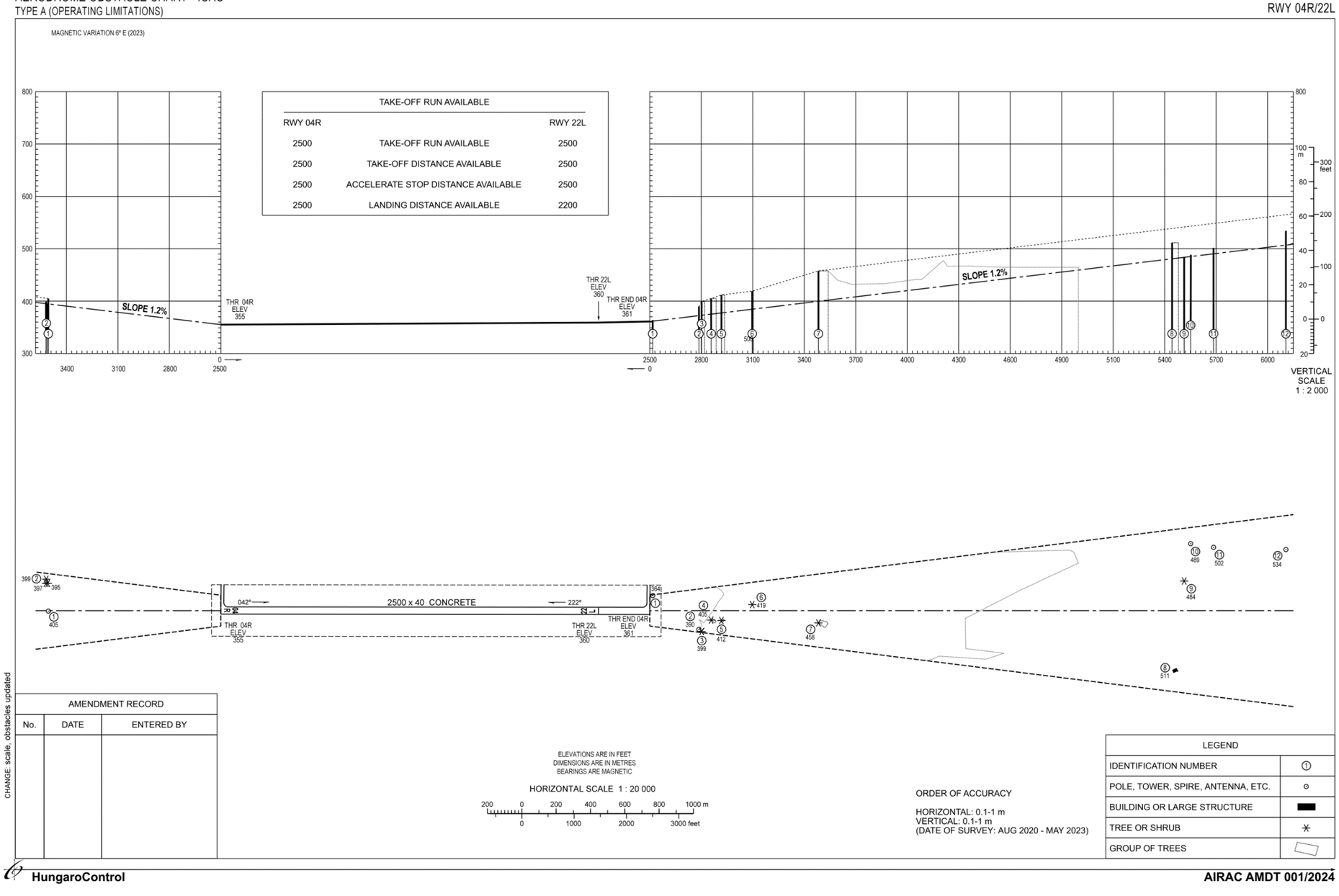
3. Annex: Aerodrome chart



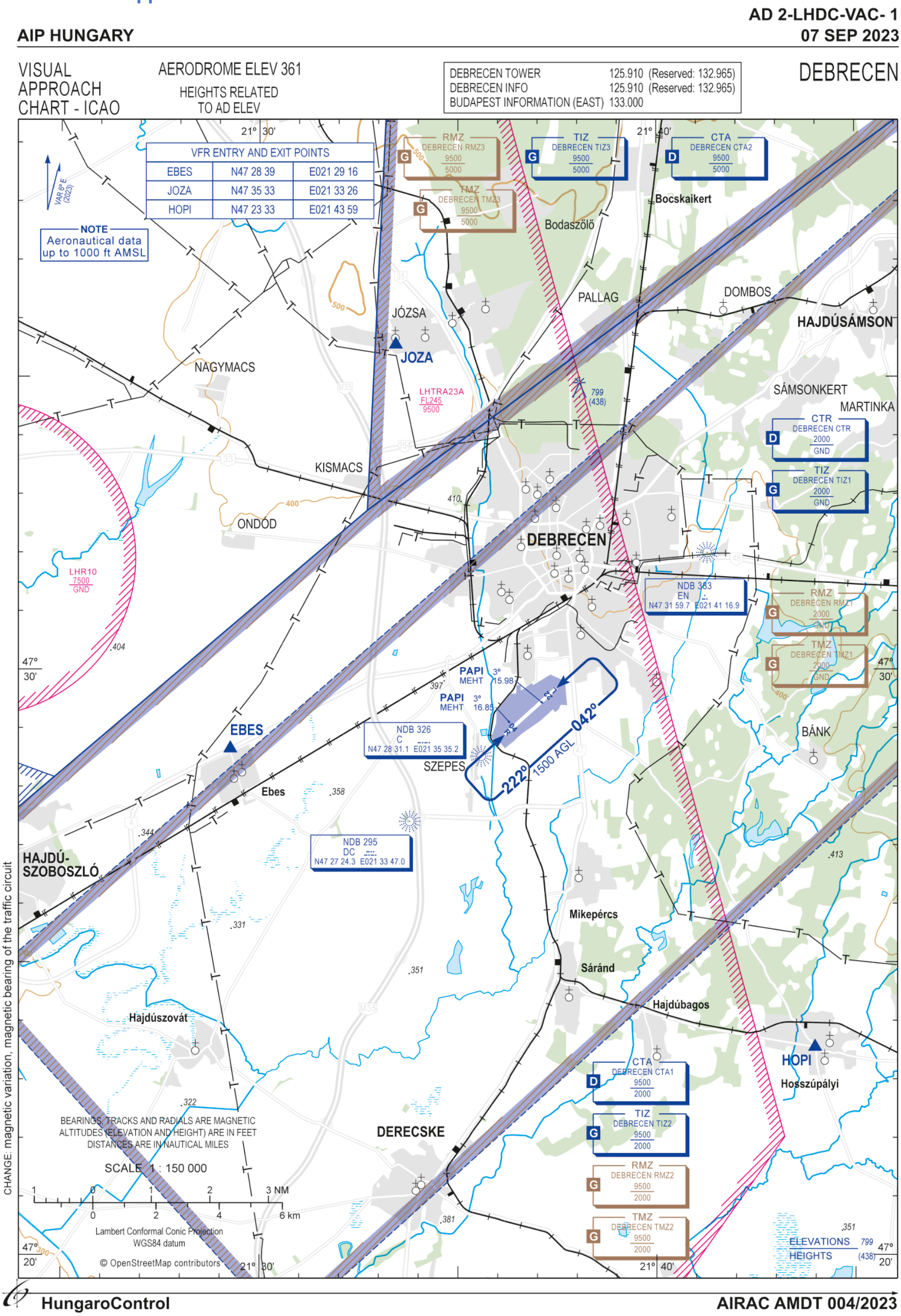
4. Annex: Aerodrome obstacle chart

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

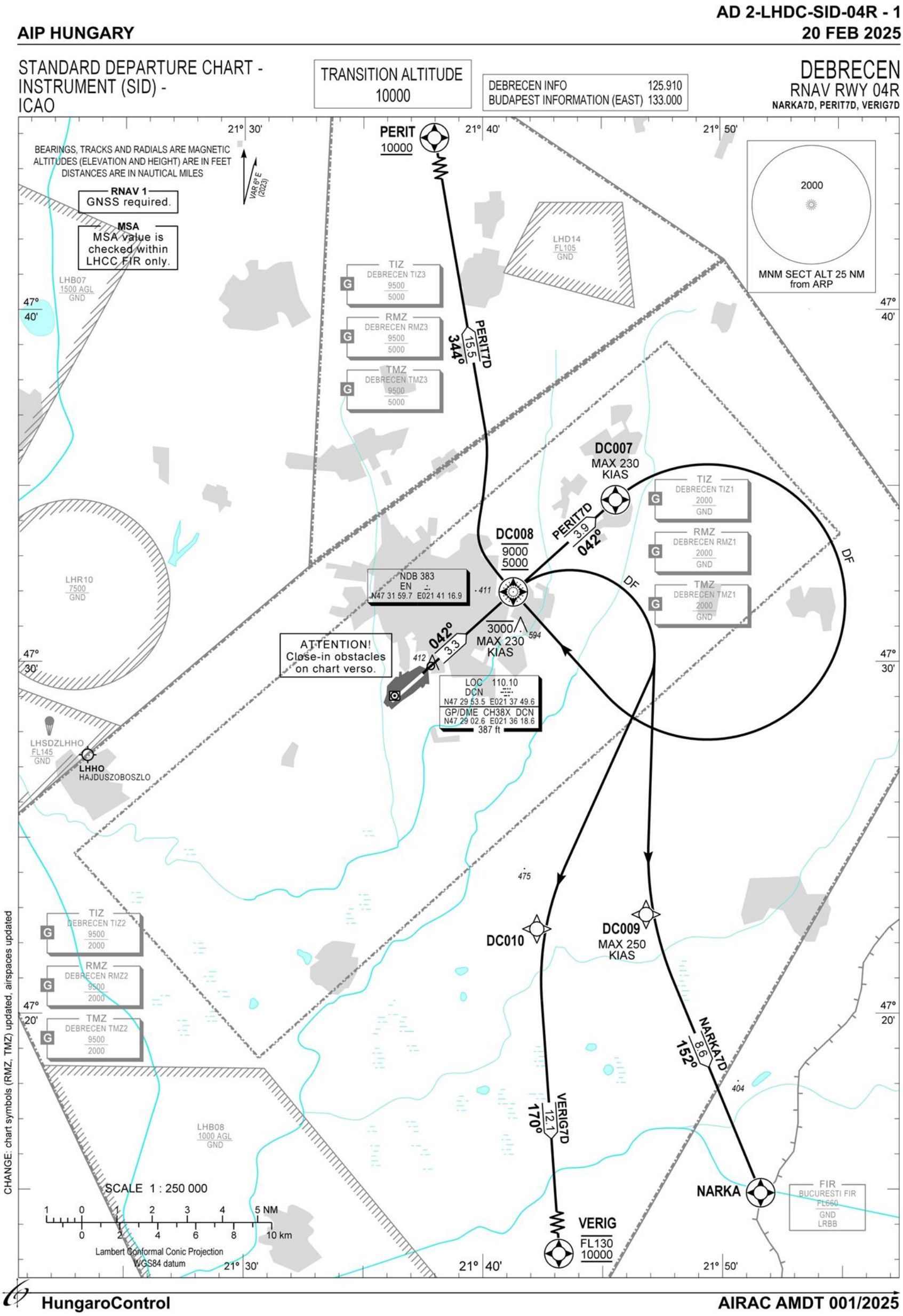
DEBRECEN
RWY 04R/22L



5. Annex: Visual approach chart



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



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 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.

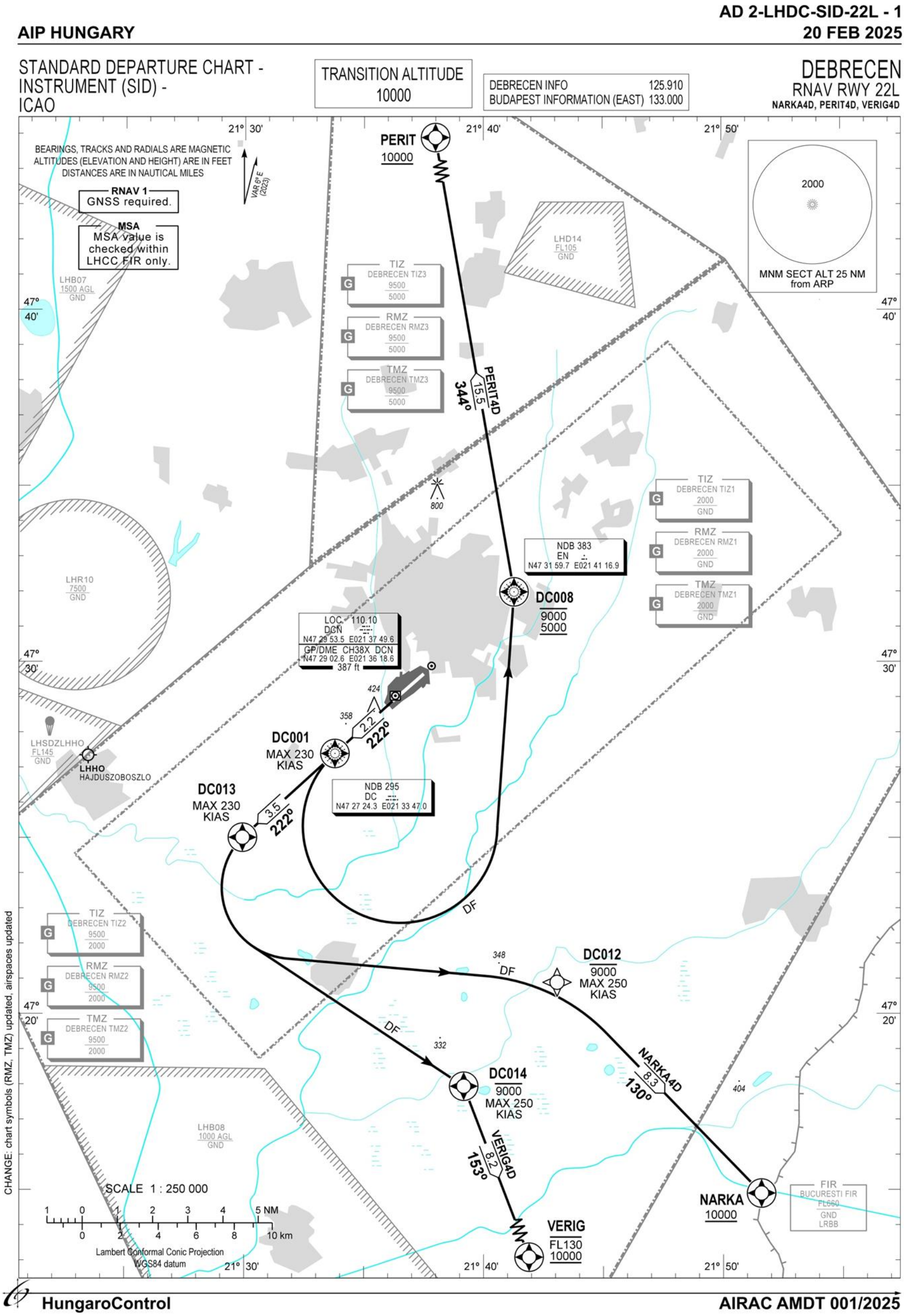
WAYPOINT COORDINATES

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	Latitude	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

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



AD 2 LHDC STANDARD DEPARTURE CHART INSTRUMENT RWY 22L

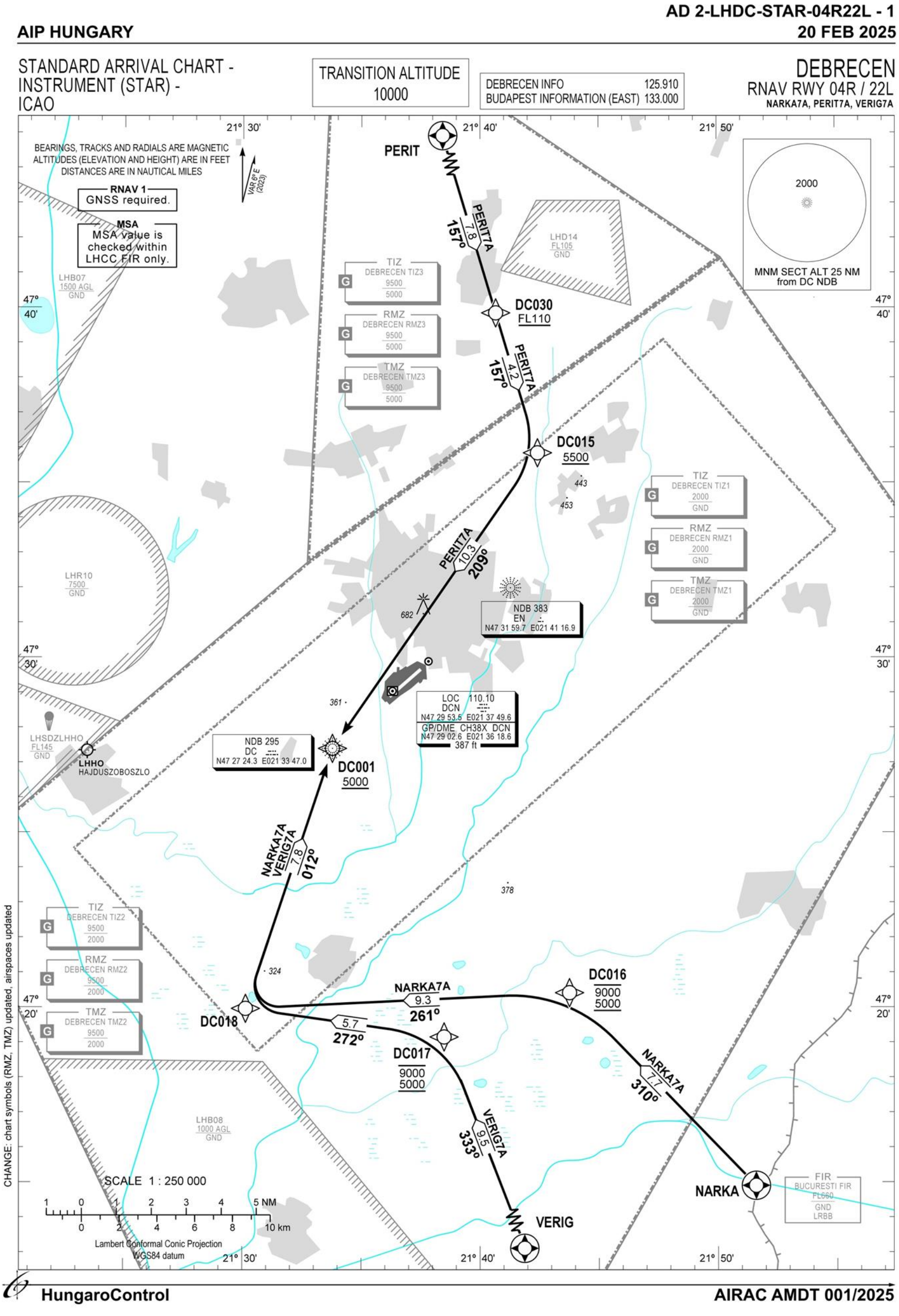
NAME	PROCEDURE	ALTIMETER SETTING	CLIMBING	R/T FAILURE
PERIT4D	To DC001 climb on course 222°, maximum speed 230 KIAS. Turn left direct to DC008, between 5000 and 9000. To PERIT at or above 10000. In order to reach exit altitude and avoid LHD14 min. PDG 6.2% up to FL110.	When passing 9000 change altimeter setting for Budapest QNH provided by DEBRECEN 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 DC013 climb on course 222°, maximum speed 230 KIAS. Turn left direct to DC012, at or below 9000, maximum speed 250 KIAS. To NARKA, at or above 10000. In order to reach exit altitude min. PDG 6.7% up to 10000.			
VERIG4D	To DC013 climb on course 222° , maximum speed 230 KIAS. Turn left direct to DC014, at or below 9000, maximum speed 250 KIAS. To VERIG, 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

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



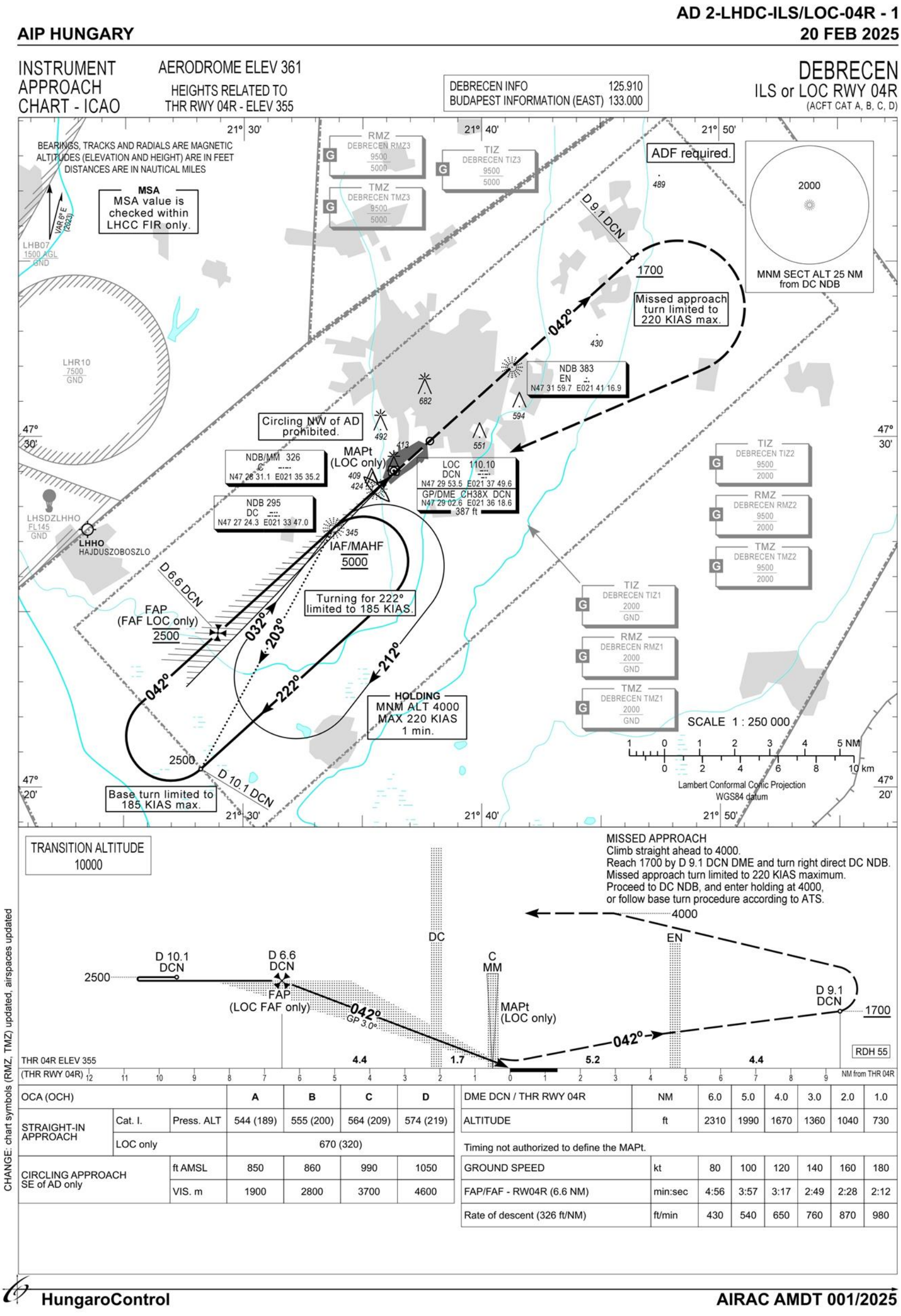
AD 2 LHDC STANDARD ARRIVAL CHART INSTRUMENT RWY 04R / 22L

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

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



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

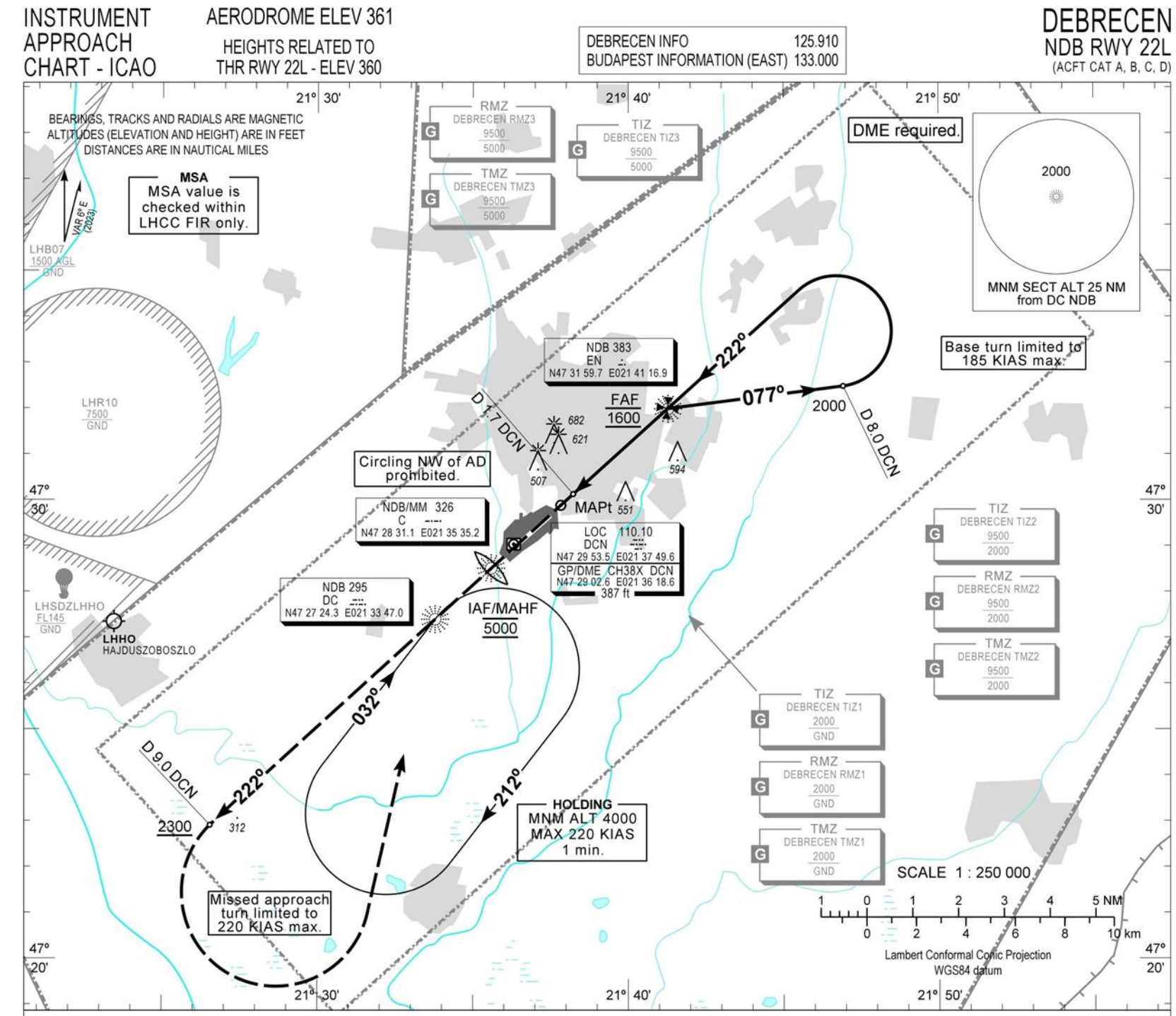
ILS approach from DC NDB (Holding):
Initial altitude: 5000.
When crossing DC NDB holding fix turn right to heading 222° (185 KIAS max.) and descend to 2500.
Fly outbound and after 2.5 min. or at D 10.1 DCN DME, wichever is earlier turn right (185 KIAS max.) to intercept DCN LOC 042°.
Glide path interception at D 6.6 DCN DME(descent fix), then follow ILS.

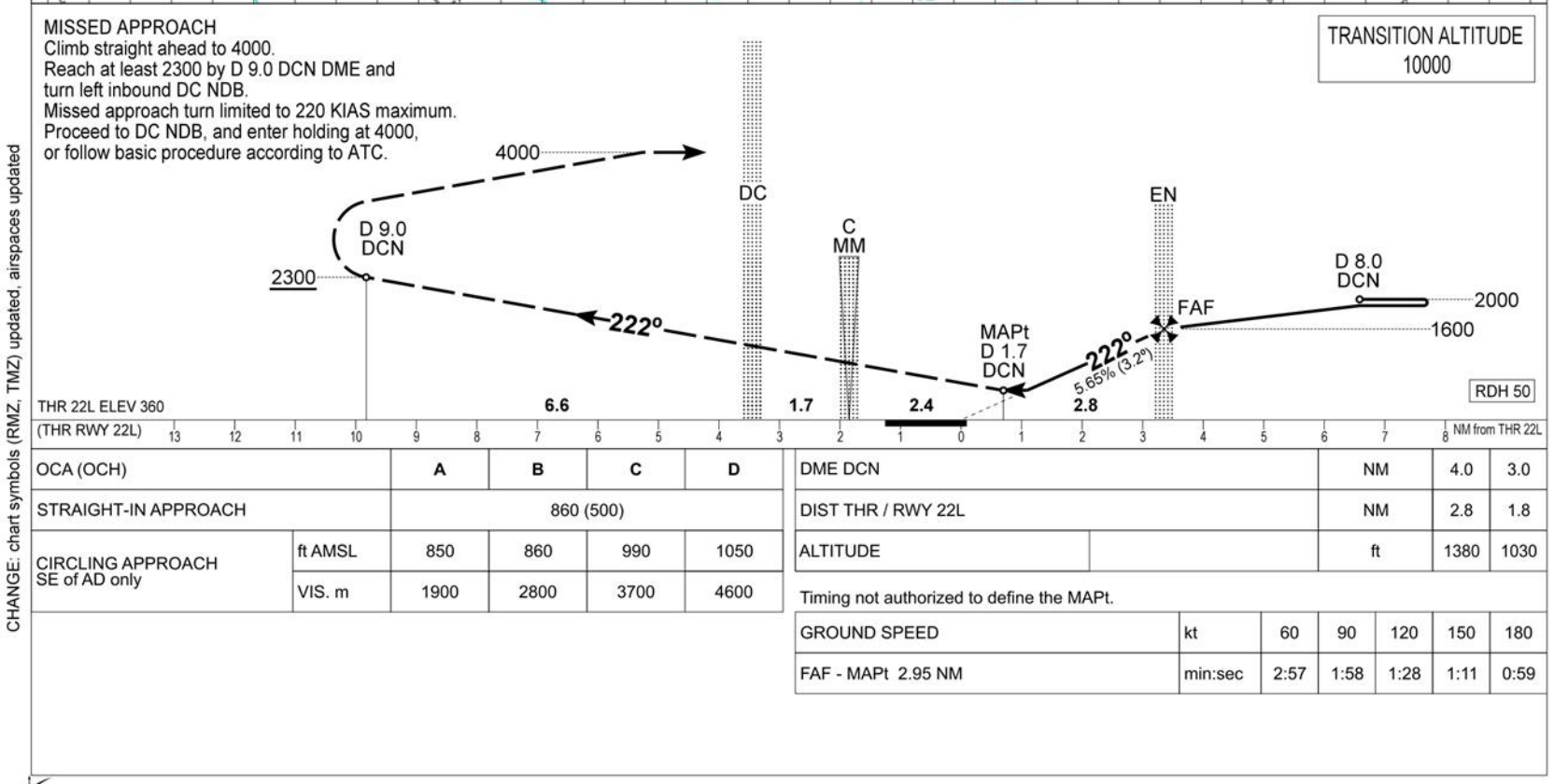
Base turn ILS approach from DC NDB:
Available at ATC discretion only.
When crossing DC NDB fly outbound on track 203° (QDR 203°) and descend to 2500.
At D 10.1 DCN DME turn right (185 KIAS max.) to intercept DCN LOC 042°, then follow ILS.

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

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





OCA (OCH)		A	B	C	D
STRAIGHT-IN APPROACH		860 (500)			
CIRCLING APPROACH SE of AD only	ft AMSL	850	860	990	1050
	VIS. m	1900	2800	3700	4600

DME DCN		NM	4.0	3.0
DIST THR / RWY 22L		NM	2.8	1.8
ALTITUDE		ft	1380	1030

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

CHANGE: chart symbols (RMZ, TMZ) updated, airspaces updated

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°

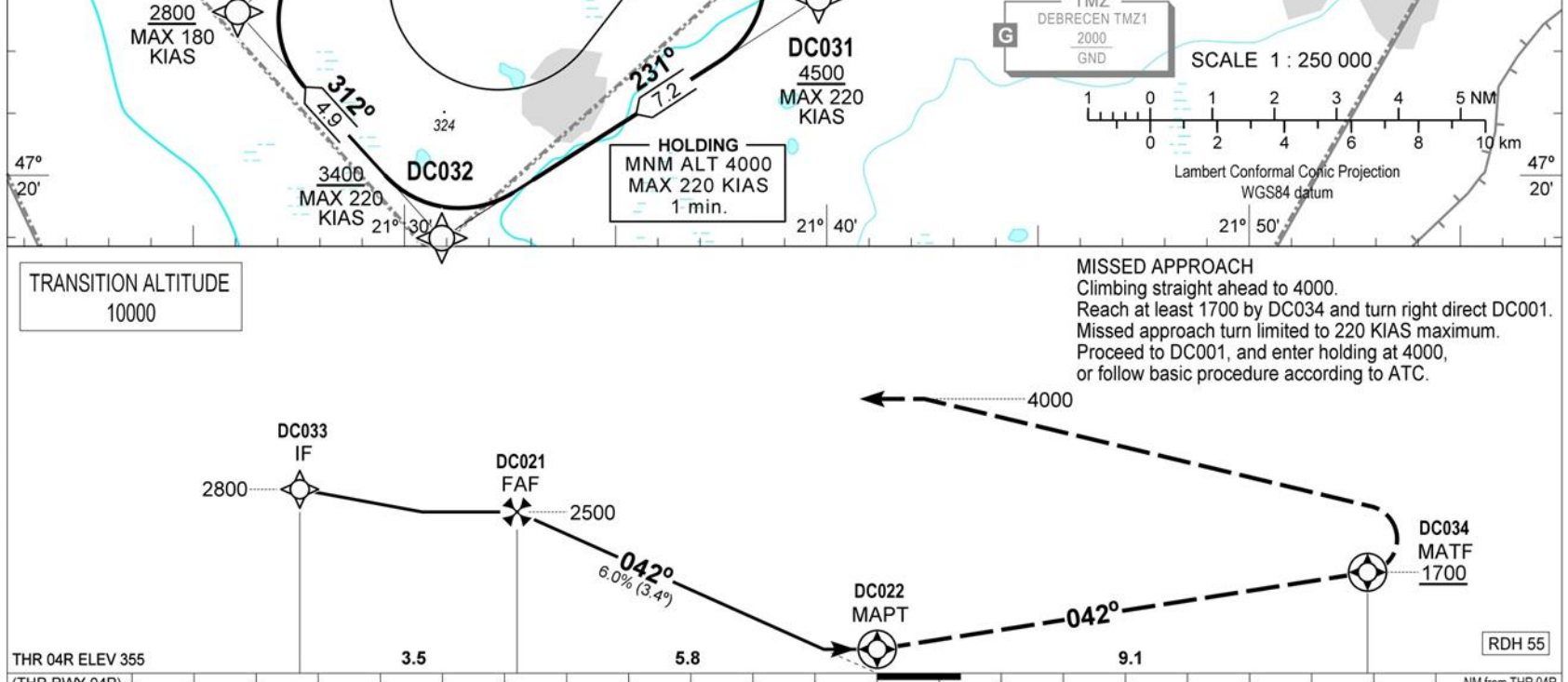
11. Annex: AD_2-LHDC-RNP-04R

INSTRUMENT APPROACH CHART - ICAO

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

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.

OCA (OCH)		A	B	C	D
STRAIGHT-IN APPROACH	LNAV	670 (310)	670 (310)	680 (320)	690 (330)
	LNAV/VNAV	578 (223)	591 (236)	625 (270)	636 (281)
	LPV	550 (195)	562 (207)	573 (218)	584 (229)
CIRCLING APPROACH SE of AD only	ft AMSL	850	860	990	1050
	VIS. m	1900	2800	3700	4600

DIST THR / RWY 04R	NM	5.0	4.0	3.0	2.0	1.0
ALTITUDE	ft	2230	1870	1500	1140	770

Timing not authorized to define the MAPt.

GROUND SPEED	kt	60	90	120	150	180
FAWP - MAWP 5.79 NM	min:sec	5:48	3:51	2:54	2:19	1:56

CHANGE: chart symbols (RMZ, TMZ) updated, airspaces updated

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 00 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 58 36 6F 30
Calculated CRC Value	58366F30
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	108.2

WAYPOINT COORDINATES

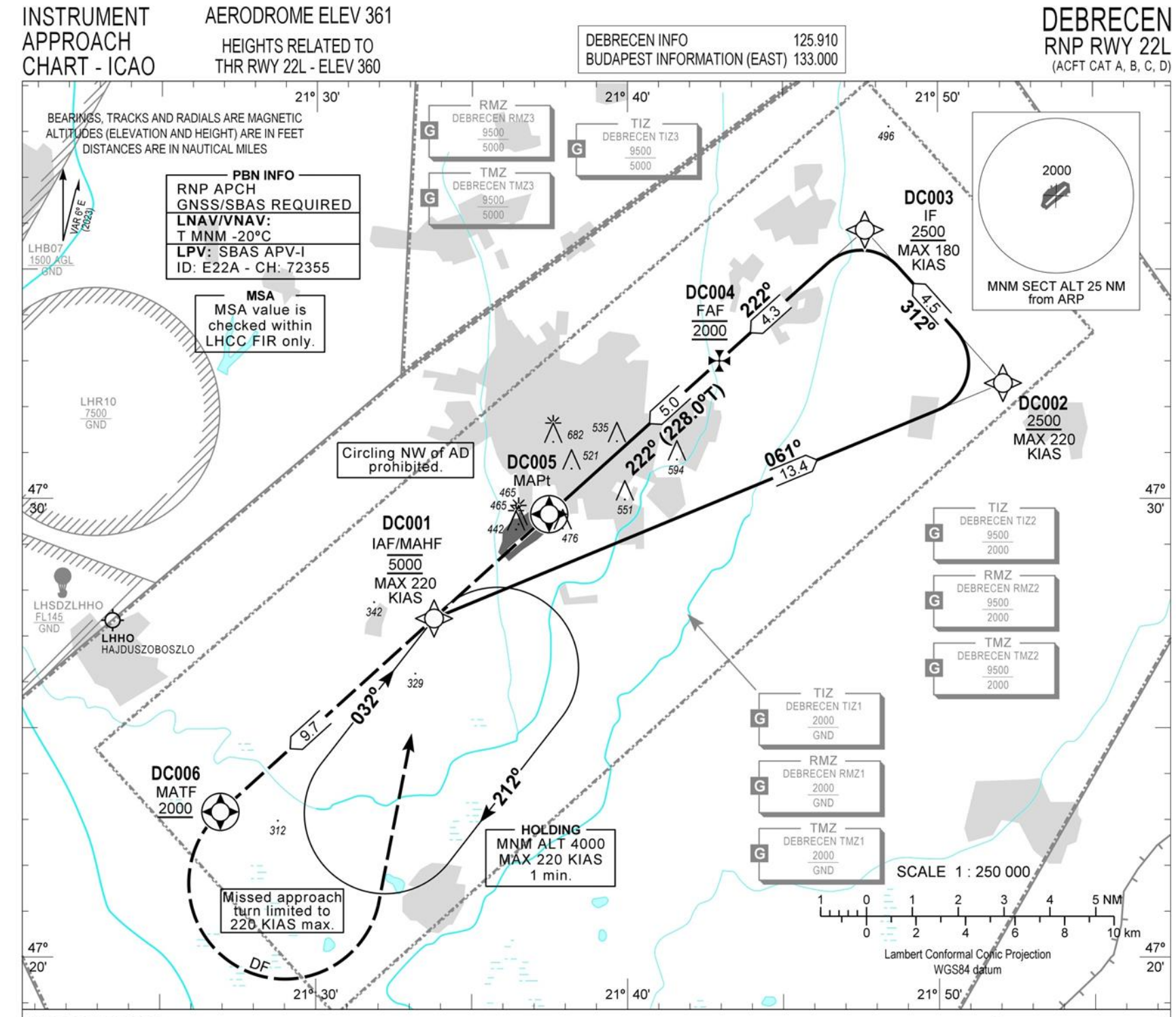
WP ID	Latitude	Longitude
DC001	N47 27 24.2	E021 33 46.9
DC031	N47 22 52.9	E021 39 48.3
DC032	N47 19 00.5	E021 30 53.1
DC033	N47 22 38.8	E021 26 02.3
DC021	N47 24 59.7	E021 29 51.3
DC022	N47 28 53.0	E021 36 10.9
DC034	N47 34 58.0	E021 46 09.8
DC001	N47 27 24.2	E021 33 46.9

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)
Outbound times:	1 min.
Minimum holding altitude:	5000 4000 for Missed Approach

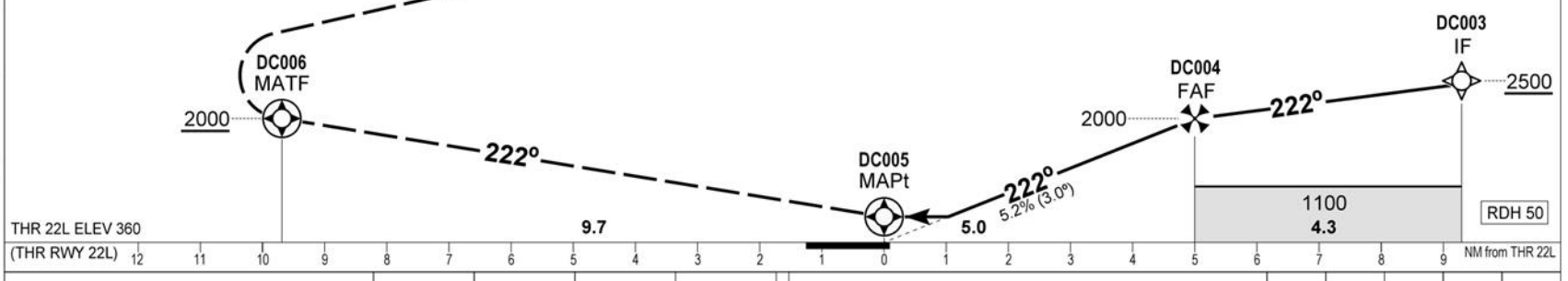
Final approach descent: 3.40°

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



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
STRAIGHT-IN APPROACH	LNAV	790 (430)			
	LNAV/VNAV	651 (291)	663 (303)	671 (311)	682 (322)
	LPV	595 (235)	607 (247)	615 (255)	626 (266)
CIRCLING APPROACH SE of AD only	ft AMSL	850	860	990	1050
	VIS. m	1900	2800	3700	4600

DIST THR / RWY 22L	NM	5.0	4.0	3.0	2.0
ALTITUDE	ft	2000	1680	1360	1050
Timing not authorized to define the MAPt.					
GROUND SPEED	kt	60	90	120	150	180
FAF - DC005 5.0 NM	min:sec	5:00	3:20	2:30	2:00	1:40
Rate of descent (318.4 ft/NM)	ft/min	320	480	640	800	960

CHANGE: chart symbols (RMZ, TMZ) updated, airspaces updated

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 Orhtometric 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°

13. Annex: Call signs used at the aiport

Organizational Unit	Designation	Call Sign
Management		
	Managing Director	**ÜGYVEZETŐ**
	Safety and Compliance Director	**REPBIZTONSÁG**
	Infrastructure Operation and Development Director	**ÜZEMELTETÉS**
	Security Director	**VÉDELEM**
	Operations and Ground Handling Director	**FORGI**
	Fire Chief	**REP20**
Aerodrome Facility Fire Department		
	Firefighter	**TŰZOLTÓSÁG, REP1/1 – REP1/6**
	Deputy Fire Chief	**REP21**
	Fire Duty Officer	**REP24**
	Deputy Duty Officer	**REP25**
	Platoon Leader	**REP26**
	Technical Rescue Vehicle	**REP2**
Infrastructure Operation and Development Directorate		
	Navigation Expert	**NAVIGÁCIÓ**
	Maintenance	**KARBANTARTÁS**
Operations and Flight Handling Directorate		
	Passenger Handling (general)	**(Current Flight Name) CHECK-IN**
	Passenger Handling during boarding process	**BOARDING**

Organizational Unit	Designation	Call Sign
	Ramp Agent	**HANDLING**
	Ramp Agent participating in ground handling of a specific flight on the apron	**(Current Flight Name) RAMPA**
	Load and Balance Flight Operations Officer	**(Current Flight Name) SÚLYPONT**
	Ground Handling Group	**(Current Flight Name) MŰSZAK**
	Ground Handling Group during ground handling	**KISZOLGÁLÁS**
	Fuel Servicer	**(Current Flight Name) TANKER**
	Apron Duty Officer	**(Current Flight Name) ELŐTÉR**
	OPS	**OPS**
	De-icing Unit	**(Current Flight Name) JÉGTELENÍTŐ**
Security Directorate		
	Security Inspector (Passenger Security)	**UBI**
	Security Inspector checking checked baggage	**FELADOTT POGGYÁSZ**
	Armed Security Guard (FBŐ) Guard Commander	**11**
	Armed Security Guard (FBŐ) Squad Commander	**22**
	Armed Security Guard (FBŐ)	**ŐRSÉG**
	Armed Security Guard (FBŐ) unit on patrol route	**JÁRŐR**
	Remote Pilot	**DRÓN1**
Safety and Compliance Directorate		
	Wildlife and Bird Scaring Group	**VAD1, VAD2**
Other Call Signs		
	AFIS	**AFIS**

Organizational Unit	Designation	Call Sign
	Snow Service Manager	**HÓVEZÉR**
	Police	**RENDŐRSÉG**
	National Tax and Customs Administration (NAV)	**NAV**

14. Annex: Pronunciation of letters used in messages

Letter	Word	Pronunciation (With Hungarian notation)
A	ALPHA	Alfa
B	BRAVO	Bravó
C	CHARLIE	Csárli
D	DELTA	Delta
E	ECHO	Ekó
F	FOXTROT	Foksztrot
G	GOLF	Golf
H	HOTEL	Hotel
I	INDIA	India
J	JULIETT	Dzsuliett
K	KILO	Kilo
L	LIMA	Lima
M	MIKE	Májk
N	NOVEMBER	November
O	OSCAR	Oszkár
P	PAPA	Pápá
Q	QUEBEC	Kvebek
R	ROMEO	Rómió
S	SIERRA	Szierrá
T	TANGO	Tengo
U	UNIFORM	Juniform
V	VICTOR	Viktor
W	WHISKEY	Viszki
X	X-RAY	Ekszréj
Y	YANKEE	Jenki

Letter	Word	Pronunciation (With Hungarian notation)
Z	ZULU	Zulu