

LHDC - DEBRECEN INTERNATIONAL AIRPORT**LHDC AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LHDC DEBRECEN INTERNATIONAL AIRPORT

LHDC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	472920N 0213655E, in the geometrical centre of RWY 04R/22L
2	Direction and distance from (city)	5 km SSW from down-town Debrecen
3	Elevation/Reference temperature	110 M / 29.6°C
4	Geoid undulation at AD ELEV PSN	41 M
5	MAG VAR/ Annual change	6° E (2023) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	Post:DEBRECEN INTERNATIONAL AIRPORT Ltd. Phone:(+36) 52-500-547 (AFIS) Phone:(+36) 30-418-9725 (OPS) AFS:LHDCZTZX AFS:LHDCZPZX SITA:DEBAPXH Email:ops@debrecenairport.com URL:http://www.debrecenairport.com
7	Types of traffic permitted (IFR/VFR)	IFR / VFR / NVFR
8	Remarks	Nil

LHDC AD 2.3 OPERATIONAL HOURS

1	AD Administration	MON: 0500-2359, TUE, WED, FRI, SAT: 0600-2000, THU 0600-2300, SUN 0800-2100
2	Customs and immigration	As AD Administration
3	Health and sanitation	On request
4	AIS Briefing Office	As AD Administration
5	ATS Reporting Office (ARO)	As AD Administration
6	MET Briefing Office	As AD Administration
7	ATS	AFIS: As AD Administration
8	Fuelling	As AD Administration
9	Handling	As AD Administration
10	Security	H24
11	De-icing	On request between 27 OCT and 30 APR
12	Remarks	Nil

LHDC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	Jet A1
3	Fuelling facilities/capacity	1 JET A1 truck 20 000 litres; 1 JET A1 truck 60 000 litres; 1 JET A1 station 50 000 litres
4	De-icing facilities	On request, available only on parking stands
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Aeroplex: Email:marketingkozpont@aeroplex.com
7	Remarks	Cash payment is not allowed.

LHDC AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Bus: AIRPORT1, shuttle bus, taxi, rental car
4	Medical facilities	First aid at AD, hospital in the city
5	Bank and Post Office	In the city, within 5 km
6	Tourist Office	In the city
7	Remarks	Cash dispenser and exchange machine in the terminal building

LHDC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A6, on request A7
2	Rescue equipment	2 Magirus Dragon X6 – 12 000L water, 1 500L foam, 250KG dry chemical powder
3	Capability for removal of disabled aircraft	Capability for removal of disabled aircraft is available up to AIRBUS 321NEO type aircraft. Coordinated by aerodrome operator Email:ops@debrecenairport.com Phone:(+36) 30-418-9725
4	Remarks	Trained personnel required to provide RFFS category: minimum 10 / shift

LHDC AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	3 snow sweeper-plough-blowers, 2 snow ploughs, 1 de-icing spreader
2	Clearance priorities	RWY, TWY A, APRON, TWY B

3	Use of material for movement area surface treatment	Urea / SAFEGRIP FR
4	Specially prepared winter runways	No specially prepared winter runways
5	Remarks	Nil

LHDC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: CONC Strength: 44R/B/W/T				
2	Taxiway width, surface and strength	TWY ID	Width (M)	Surface	Strength	Remark
		A	18	CONC	PCN 42R/B/W/T	-
		B	18	CONC	PCN 60R/B/W/T	-
3	Altimeter checkpoint location and elevation	Location: at RWY THRs Elevation: THR RWY 04R 108.2 M THR RWY 22L 109.8 M				
4	VOR checkpoints	Nil				
5	INS checkpoints	Nil				
6	Remarks	Nil				

LHDC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Aircraft stand ID signs: Stand IDs are painted along the apron taxilane connecting TWY A and TWY B. TWY guide lines: Taxiway center line markings are available from THRs to aircraft parking stands. Signs are installed at the junction of the RWY and TWYs and at the runway-holding positions. Visual docking/parking guidance system: Nil
2	RWY and TWY markings and LGT	RWY: THR, designator, center line, side stripe, TDZ, aiming point, displaced THR markings and threshold, RWY edge, RWY end, THR ID lights TWY: Center line, enhanced center line, runway holding position, side stripe markings on all TWYs
3	Stop bars	Nil
4	Remarks	Taxiway edge markers on all TWYs

LHDC AD 2.10 AERODROME OBSTACLES

Data for Area 2, 3 and 4 [See GEN 3.1](#)

LHDC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity Interval of issuance	Hungarian Meteorological Service Unit of Aviation Meteorology, Periods of validity: 9 HRs, Interval of issuance: 3 HRs in operational time of aerodrome
4	TREND forecast Interval of issuance	TAF CODE, Interval of issuance: half hourly in operational time of aerodrome
5	Briefing/consultation provided	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
6	Flight documentation Language(s) used	Charts, abbreviated plain language text Hungarian, English
7	Charts and other information available for briefing or consultation	Charts, aerodrome reports and forecasts in EUR region, area forecasts, MET. observations and warnings in Budapest FIR.
8	Supplementary equipment available for providing information	Telephone; Self-briefing via aviation.met.hu at airport
9	ATS Units provided with information	Budapest FIC (on request), AFIS
10	Additional information	Nil

LHDC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
04R	47.93° GEO	2500 x 40	53/R/B/W/T, CONC	472852.99N 0213610.79E 472947.22N 0213739.45E 41 M	108.2 M TDZ 108.5 M
22L	227.93° GEO	2500 x 40	53/R/B/W/T, CONC	472940.74N 0213728.85E 472852.99N 0213610.79E 41 M	110 M
04L	Nil	Nil	Nil	Nil	Nil
22R	Nil	Nil	Nil	Nil	Nil

Designations RWY NR	Slope of RWY/ SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M) surface	Location of arresting system	OFZ	Remarks
1	7	8	9	10	11	12	13	14
04R	0.078%	Nil	Nil	2620 x 300	240 x 90 GRASS	Nil	See relevant Obstacle Charts	Nil
22L	-0.078%	Nil	Nil	2620 x 300	240 x 120 GRASS	Nil	Nil	RWY 22L THR displaced by 300 M.
04L	Nil	Nil	Nil	Nil	Nil	Nil	Nil	RWY un- der con- struction
22R	Nil	Nil	Nil	Nil	Nil	Nil	Nil	RWY un- der con- struction

LHDC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04R	2500	2500	2500	2500	Nil
22L	2500	2500	2500	2200	displaced THR
04L	Nil	Nil	Nil	Nil	RWY under construction
22R	Nil	Nil	Nil	Nil	RWY under construction

LHDC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT)	TDZ LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
04R	CAT 1 Barette 900 M LIH	GRN, WBAR not available	PAPI 3° (16.85 M)	Nil	Nil	2500 M 60 M WHI / YEL LIH	RED	Nil	Nil
22L	Nil	GRN, WBAR not available THR identification flashing lights	PAPI 3° (15.98 M)	Nil	Nil	2500 M 60 M RED / WHI / YEL LIH	RED	Nil	Nil

LHDC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	Lighted wind direction indicator between TWR and RWY 04L / 22R. Lighted wind direction indicators are in front of THR 04R and THR 22L.
3	TWY edge and centre line lighting	Nil
4	Secondary power supply /switch-over time	From public network, two independent feeds, diesel generator unit, switch-over time is: 1 seconds
5	Remarks	Nil

LHDC AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	Nil
2	TLOF and/or FATO elevation M/FT	Nil
3	TLOF and FATO area dimensions, surface, strength, marking	Nil
4	True BRG of FATO	Nil
5	Declared distances available	Nil
6	APP and FATO lighting	Nil
7	Remarks	Nil

LHDC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	DEBRECEN TIZ1: 473908N 0214744E - 473338N 0215503E - 471843N 0213038E - 472433N 0212252E - 473908N 0214744E DEBRECEN TIZ2: 474127N 0215009E - 473102N 0220059E - 471020N 0214329E - 471154N 0212611E - 472402N 0211743E - 473243N 0213243E - 474127N 0215009E DEBRECEN TIZ3: 474718N 0213722E - 474127N 0215009E - 473243N 0213243E - 474559N 0213339E - 474718N 0213722E
2	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
3	Airspace classification	DEBRECEN TIZ1, DEBRECEN TIZ2 and DEBRECEN TIZ3: Class G
4	ATS unit call sign Language(s)	Debrecen Info English, Hungarian
5	Transition altitude	10 000 FT ALT
6	Hours of Applicability	As AD Administration
7	Remarks	AFIS (TIZ1 + TIZ2 + TIZ3) See AD 2-LHDC AD-2.3 Air Traffic Advisory Service is not AVBL in the class G airspace DEBRECEN TIZ1, TIZ2 and TIZ3. For information on related RMZ and TMZ airspaces, see See ENR 2.2

LHDC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of operation	Remarks
1	2	3	4	5	6	7
AFIS	Debrecen Info	125.910 CH Reserved: 132.965 CH	Nil	Nil	As AD Administration	Nil

LHDC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency(ies) Channel number(s)	Hours of operation	Coordinates of position of transmitting antenna	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L	EN	383 KHZ	H24	473159.7N 0214116.9E	Nil	Nil
L	DC	295 KHZ	H24	472724.3N 0213347.0E	Nil	Nil
ILS 04R (CAT I)						
LLZ	DCN	110.1 MHZ	H24	472953.5N 0213749.6E	Nil	Nil
GP		334.4 MHZ	H24	472902.6N 0213618.6E	Nil	GP angle: 3°
PDME	DCN	CH 38X	H24	472902.6N 0213618.6E	118.1 M	DME shifted to THR 04R, DME Shift=320 M (0.17NM)
MM	Dashes	75 MHZ	H24	472831.1N 0213535.2E	Nil	Nil

LHDC AD 2.20 LOCAL AERODROME REGULATIONS

One aircraft stand on the APRON is permitted to be used by only one aircraft at the same time.

During landing or take-off of aeroplanes the maximum permissible crosswind component shall not exceed 18 KT in the case of aeroplanes whose reference field length is 1 500 M or over, except when poor runway braking action owing to an insufficient longitudinal coefficient of friction is experienced, in those cases the crosswind component shall not exceed 11 KT.

During landing or take-off aeroplanes shall reduce the value of their landing or take-off weights by 10% compared to the declared distances published (LHDC AD 2.13).

The maximum aircraft taxi speed on the APRON and TWYs is 55 km/h (30 kts). After sunset, the maximum aircraft taxiing speed on the APRON should be reduced to 28 km/h (15 kts).

The maximum thrust a pilot may apply on the apron is the thrust required for taxiing while parking an arriving aircraft or taxiing a departing aircraft from the aircraft stand.

Before an aircraft may commence the start-up of engines, the pilot must indicate the instructions of the connected marshaller. In case of no ground-cockpit connection, visual signals shall be applied to pass information and warnings. Visual signals provided by the Marshaller during start-up are in line with those of ICAO Annex 2 Appendix 1, Marshalling Signals. The start-up procedure shall only be initiated on the instruction of the marshaller present. In case of multi-engine aircraft, separate approval to start-up should be requested for each engine from the marshaller. If the pilot is unable to get in contact with the marshaller, the pilot shall inform the AFIS of this issue and wait until marshaller assistance is provided.

LHDC AD 2.21 NOISE ABATEMENT PROCEDURES

1. GENERAL

Noise abatement procedures are designed to avoid excessive aircraft noise in the areas adjacent to the airport and in the areas overflown during take off and landing.

2. NOISE PREFERENTIAL RUNWAY

Taking into consideration the prevailing weather conditions, runway 04R is used for landing when there is a tailwind component of not more than 5 KT in the RWY direction. The displaced threshold on RWY 22L is also used for landing for noise abatement purposes. For noise protection reasons, RWY 22L is to be used for take-off, except if this is not recommended by the pilot of the aircraft due to foreseeable reasons (meteorological or aviation safety).

For a departure from runway direction 04R, until 2000 FT AGL is reached a left turn is PROHIBITED. Flying with below 2 000 FT AGL over Debrecen is PROHIBITED except when following a take-off or landing procedure.

3. RESTRICTIONS ON THE USE OF AUXILIARY POWER UNIT (APU)

Operation of APU shall be started at the earliest 30 minutes prior to departure and stopped at the latest within 10 minutes of arrival on stands. The use of APU during ACFT maintenance shall be restricted to a minimum duration.

4. RULES FOR TRAINING, CALIBRATION AND TECHNICAL TEST FLIGHTS

Training, calibration and technical test flights can only be performed at

- weekdays: 0700 - 1700 (0600 - 1600). The visual and non-visual navigation aids calibration and test flights can be performed 0700 - 2100 (0600 - 2000);
- weekends and public holidays: 0900 - 1500 (0800 - 1400).

NVFR training flights can be performed in FEB and NOV until 1900.

Prior request for technical test or training flight operations must be submitted to the airport (OPS) (ops@debrecenairport.com) at least 48 hours before the planned flight. The request must contain

- the planned date and time of the technical test or training flight operation;
- the type, reg and call sign of a/c.

The airport (OPS) informs the flight operator of the approval or refusal of the submitted flight request.

LHDC AD 2.22 FLIGHT PROCEDURES

1. GENERAL

Visual circling in the NW sector of RWY 04R/22L is prohibited for speed category C and D aircraft.

Conducting training flights are permitted only after prior coordination with the airport (OPS) (ops@debrecenairport.com) and AFIS (afis@debrecenairport.com).

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

It is prohibited to conduct training flights during calibration flights.

Pilot indicating intention to carry out a departure or arrival procedure is prohibited to cross the runway holding position or the runway threshold on its final approach until the preceding departing aircraft has completed take-off, or until preceding landing aircraft or ground vehicle has left the runway-in-use; and AFIS has given "RUNWAY FREE" information to the pilot indicating intention to carry out a departure or arrival procedure.

1.1 Procedures for VFR flights

Traffic Pattern:

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

1.2 Designated VFR reporting points

- JOZA
473533N 213326E
(Centre of Józsa village)
- HOPI
472333N 214359E
(Centre of Hosszúpályi village)
- EBES
472839N 0212916E
(N from Ebes village)

VFR flights approaching from uncontrolled airspace are required to enter DEBRECEN TIZ1/TIZ2/TIZ3 via the designated reporting points, unless otherwise informed.

The holding procedure has to be carried out on information of AFIS over the designated reporting points or other point identifiable by the pilot.

2. PROCEDURES FOR FLIGHTS DURING THE OPERATION OF AERODROME FLIGHT INFORMATION SERVICE (AFIS)

2.1 IFR flights

2.1.1 Departing aircraft

The IFR flights entering controlled airspace after departure shall obtain en route clearance before take-off.

In standard circumstances, en route clearance will be delivered by AFIS on the parking stand after start-up.

Departing aircraft have to follow the procedures included in the en route clearance given before take-off.

2.1.2 Standard Instrument Departure (SID)

SIDs are published in part AD 2-LHDC-SIDs

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

2.1.3 Instrument approach procedures

The IAPs are published on IACs in part AD 2-LHDC.

2.2 VFR flights

2.2.1 Arrival

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

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

When instrument approach is in progress all VFR aircraft operating within the TIZ1, TIZ2 and TIZ3 will be advised to land or hold outside Debrecen TIZ1, TIZ2 and TIZ3.

LHDC AD 2.23 ADDITIONAL INFORMATION

1. GROUND HANDLING ORGANISATIONS

Ground handling organisations operate at Debrecen International Airport:

- DEBRECEN INTERNATIONAL AIRPORT Ltd.
Email:ops@debrecenairport.com
Phone:(+36) 20-223-2399

2. SUPERVISION OF THE AERODROME

Runway state information and other related information of direct operational significance will be distributed to operators and services concerned either by NOTAM or SNOWTAM as appropriate.

3. BIRD FLOCKS AND BIRD MIGRATIONS

The size of flocks of birds living near Debrecen International Airport varies with seasons. Danger of collision somewhat increases in JUN-AUG when the new generation leave their nests. Bird migrations occur, depending on weather conditions, in FEB-MAR and in NOV-DEC. Between MAR and OCT depending on weather conditions, gulls fly through the airspace in flocks of several hundreds, and settle temporarily on the airfield. Between OCT and MAR, also depending on weather conditions, gulls fly through the airspace of the airport in flocks of several dozens. Between NOV and FEB rooks in flocks of several hundreds migrate through the airspace of the airport.

3.1 Bird Watch and Scaring Service

The DEBRECEN INTERNATIONAL AIRPORT Ltd. operates a continuous bird watch 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.

Post:H-4030 Debrecen, Repülőtéri út 12.

Email:birdstrike@debrecenairport.com

3.2 Reporting a Bird 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). The form can be obtained and filled at the airport (OPS).

If the event occurs after take-off and the crew do not consider it necessary to interrupt their flight, then they should notify the AFIS via radio, then fill in the BSRF at their destination airport and send it to the following address:

Phone:(+36) 52-500-547

Email:birdstrike@debrecenairport.com

LHDC AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2-LHDC-ADC
Aerodrome Obstacle Chart - ICAO Type A Operating Limitations	AD 2-LHDC-AOCA-04R22L
Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHDC-SID-04R
	AD 2-LHDC-SID-22L
Standard Arrival Chart - Instrument (STAR) - ICAO	AD 2-LHDC-STAR-04R22L
Instrument Approach Chart - ICAO	AD 2-LHDC-ILS/LOC-04R
	AD 2-LHDC-NDB-22L
	AD 2-LHDC-RNP-04R
	AD 2-LHDC-RNP-22L
Visual Approach Chart - ICAO	AD 2-LHDC-VAC

LHDC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Obstacle penetrating VSS	Affected procedures	Affected OAC/H
LHDC_AREA4_P_001	AD_2-LHDC-ILS-LOC-04R AD_2-LHDC-RNP-04R	NIL
LHDC_AREA2C_P_952	AD_2-LHDC-RNP-22L (except LPV minima)	NIL