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AIP AMDT: AIRAC AMDT 004/2023

Effective Date: 07 SEP 2023
Publication Date: 27 JUL 2023

1. Amendment content:

1.1 GEN 1.7

- Annex 10 - Aeronautical Telecommunications - Volume II. differences inserted

1.2 ENR 1.10

- 1.2 Flights subjects to submission of a Flight Plan updated

1.3 AD 2 LHBP

- AD 2.20 Submission of Training flight requests updated
- Aircraft stand 33 updated, New stands added starting from G180, Stands deleted starting from G130
- Updated Charts: AD-2-LHBP-ADC, AD-2-LHBP-PDC-2, AD-2-LHBP-PDC-3

1.4 AD 2 LHDC

- AD 2.2 MAG VAR updated
- AD 2.20 Maximum aircraft taxi speed updated
- General review
- Updated charts: AD-2-LHDC-ADC, AD-2-LHDC-AOCA-04R22L, AD-2-LHDC-VAC

1.5 AD 2 LHPR

- New aircraft stands added to Apron 3
- Glider grass areas and emergency landing strip removed
- AD 2.6 Fire fighting category updated
- Updated Charts: AD-2-LHPR-ADC

2. Hand corrections to the following pages:

Nil

3. Record entry of amendment in GEN 0.2.

4. This AIP amendment incorporates information contained in the following publications:

NOTAM:

Nil

SUP:

Nil

AIC:

Nil

5. Insert / remove the pages as shown in list on the next page:

Insert the following pages		Remove the following pages	
GEN 0.2 - 3/4	07 SEP 2023	GEN 0.2 - 3/4	13 JUL 2023
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AIRAC AIP AMENDMENT			
Amendment number	*Publication date*	*Date inserted*	*Inserted by*
001/2023	12-Jan-2023	23-Feb-2023	
002/2023	09-Feb-2023	23-Mar-2023	
003/2023	04-May-2023	13-Jul-2023	
004/2023	27-Jul-2023	07-Sep-2023	

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GEN 0.3 RECORD OF AIP SUPPLEMENTS

Supplement number	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
001/2014	KFOR Sector	GEN, ENR	03 APR 2014 - 03 DEC 2020	
001/2020	KFOR Sector	GEN, ENR	03 DEC 2020 - UFN	
001/2022	Budapest Liszt Ferenc International Airport (LHBP) Cargo Apron development works	AD 2 LHBP	03 NOV 2022 - 13 JUL 2023	
001/2023	Special Operational procedures at Budapest Liszt Ferenc International Airport (LHBP) due to 2023 UEFA Europa League final	AD 2 LHBP	30 MAY 2023 - 01 JUN 2023	
002/2023	Debrecen International Airport (LHDC) Demolition works	AD 2 LHDC	26 JUN 2023 - 31 MAR 2024	

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GEN 0.4 CHECKLIST OF AIP PAGES

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AD 2-LHBP-RNP-13R - 1	06 OCT 2022
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AD 2-LHBP-RNP-Y-31R - 1	06 OCT 2022
AD 2-LHBP-RNP-Y-31R - 2	06 OCT 2022
AD 2-LHBP-RNP-Z-31R - 1	06 OCT 2022
AD 2-LHBP-RNP-Z-31R - 2	06 OCT 2022
AD 2-LHBP-VOR-13L - 1	06 OCT 2022
AD 2-LHBP-VOR-13L - 2	06 OCT 2022
AD 2-LHBP-VOR-31R - 1	06 OCT 2022
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AD 2-LHPP-ADC - 1	30 JAN 2020
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AD 2-LHPP-AOCA-1634 - 1	01 DEC 2022
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AD 2-LHPP-ILS/LOC-34 - 2	30 JAN 2020
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AD 2-LHPP-VAC - 2	06 OCT 2022
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AD 2-LHPR - 5	27 JAN 2022
AD 2-LHPR - 6	27 JAN 2022
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AD 2-LHPR - 8	01 DEC 2022
AD 2-LHPR-ADC - 1	07 SEP 2023
AD 2-LHPR-ADC - 2	07 SEP 2023
AD 2-LHPR-AOCA-1129 - 1	01 DEC 2022
AD 2-LHPR-AOCA-1129 - 2	01 DEC 2022
AD 2-LHPR-SID-11 - 1	13 JUL 2023
AD 2-LHPR-SID-11 - 2	13 JUL 2023
AD 2-LHPR-SID-29 - 1	13 JUL 2023
AD 2-LHPR-SID-29 - 2	13 JUL 2023
AD 2-LHPR-ILS/LOC-29 - 1	14 JUL 2022
AD 2-LHPR-ILS/LOC-29 - 2	14 JUL 2022
AD 2-LHPR-RNP-11 - 1	14 JUL 2022
AD 2-LHPR-RNP-11 - 2	14 JUL 2022
AD 2-LHPR-RNP-29 - 1	14 JUL 2022
AD 2-LHPR-RNP-29 - 2	14 JUL 2022
AD 2-LHPR-VOR-11 - 1	14 JUL 2022
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AD 2-LHPR-VOR-29 - 1	14 JUL 2022
AD 2-LHPR-VOR-29 - 2	14 JUL 2022
AD 2-LHPR-VAC - 1	23 MAR 2023
AD 2-LHPR-VAC - 2	23 MAR 2023
AD 2-LHSM - 1	13 JUL 2023
AD 2-LHSM - 2	13 JUL 2023
AD 2-LHSM - 3	01 DEC 2022
AD 2-LHSM - 4	01 DEC 2022
AD 2-LHSM - 5	19 MAY 2022
AD 2-LHSM - 6	19 MAY 2022
AD 2-LHSM - 7	13 JUL 2023
AD 2-LHSM - 8	13 JUL 2023
AD 2-LHSM - 9	13 JUL 2023
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AD 2-LHSM-ADC - 1	12 AUG 2021
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AD 2-LHSM-AOCA-1634 - 1	01 DEC 2022
AD 2-LHSM-AOCA-1634 - 2	01 DEC 2022
AD 2-LHSM-SID-16 - 1	12 AUG 2021
AD 2-LHSM-SID-16 - 2	12 AUG 2021
AD 2-LHSM-SID-34 - 1	12 AUG 2021
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AD 2-LHSM-ILS/LOC-16 - 1	12 AUG 2021
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AD 2-LHSM-NDB-16 - 1	12 AUG 2021
AD 2-LHSM-NDB-16 - 2	12 AUG 2021
AD 2-LHSM-NDB-34 - 1	12 AUG 2021
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AD 2-LHSM-RNP-16 - 1	12 AUG 2021
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AD 2-LHSM-VAC - 1	14 JUL 2022
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AD 2-LHUD - 1	13 JUL 2023
AD 2-LHUD - 2	13 JUL 2023
AD 2-LHUD - 3	01 DEC 2022
AD 2-LHUD - 4	01 DEC 2022
AD 2-LHUD - 5	06 DEC 2018
AD 2-LHUD - 6	06 DEC 2018
AD 2-LHUD - 7	01 DEC 2022
AD 2-LHUD - 8	01 DEC 2022
AD 2-LHUD-ADC - 1	01 DEC 2022
AD 2-LHUD-ADC - 2	01 DEC 2022
AD 2-LHUD-AOCA-16R34L - 1	22 APR 2021
AD 2-LHUD-AOCA-16R34L - 2	22 APR 2021
AD 2-LHUD-VAC - 1	14 JUL 2022
AD 2-LHUD-VAC - 2	14 JUL 2022

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GEN 0.6 TABLE OF CONTENTS TO PART 1

GEN 3 SERVICES

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES (ANS)

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Provision affected		Type of diff	Difference in full text
Chapter 6 International Airports-Facilities and Services for traffic	6.1.3	C	Quarantine services are not included.
	6.3	C	Information is required just for schedule.
	6.34	C	Quarantine is not explicitly included.
	6.36	C	Quarantine is not explicitly included.
Chapter 8 Facilitation provisions covering specific subject	8.35	C	It is recommended to aircraft operators to consider these requirements when deciding on new aircraft.
	8.37	C	The service is limited to assistance dogs.
	8.40	A	The status / required help of the affected PAX is based on self-declaration. Assistance is always provided free of charge.
Chapter 9 Passenger data exchange system	9.1.1	C	There is no API data concerning crew.
	9.35	A	Under the current European Union legal framework, Member States have to comply with requirements that are in some respects more exacting that those set concerning the transfer of PNR data originated in the Union to Contracting States that are not Member States of the European Union. In this context, the current language of the Standard 9.35 is, from the perspective of the European Union and its Member States, not sufficiently clear in legal terms in expressing that the Union Member States are not precluded from imposing those requirements notwithstanding Standard 9.35. For this reason, Hungary considers that the present difference should be notified in order to allow it to apply legal requirements to PNR data transfers to Contracting States that are not Members of the European Union, which are in some respect more exacting, without undermining the SARPs. I the absence of the possibility of ensuring compliance with such requirements, therefore, transfers by air carriers cannot take place in accordance with Union law.
Annex 10 - Aeronautical Telecommunications Volume I - (6th edition)			NIL
Annex 10 - Aeronautical Telecommunications Volume II - (6th edition)			
Chapter 1 - Definitions	1.8.0.2	B	Term not defined, but used with the same meaning.
	1.8.0.3	C	The term is not used.
	1.8.0.5	C	The definition refers to the CPDLC message set only.
	1.8.0.6	C	The term is not used.
	1.8.0.8	C	The term is not used.
Chapter 2 - Administrative provisions relating to the international aeronautical telecommunication service	2.4.2	C	Not transposed.

Provision affected		Type of diff	Difference in full text
Chapter 3 - General procedures for the international aeronautical telecommunication service	3.3.1.3	C	Not transposed.
	3.5.1.1.1	C	Not transposed.
	3.5.1.1.2	C	Not transposed.

Provision affected		Type of diff	Difference in full text
Chapter 4 - Aeronautical fixed service (AFS)	4.1.2.3.1	C	Not transposed.
	4.3	C	The compatibility of ATS message handling services (AMHS) procedures is not transposed.
	4.4.1.1.9.5	C	Not transposed.
	4.4.1.2.2	C	Not transposed.
	4.4.1.3.2.1	C	Not transposed.
	4.4.1.4.1.2	C	Not transposed.
	4.4.1.4.1.2.1	C	Not transposed.
	4.4.1.5.2	C	Not transposed.
	4.4.1.6.3	C	Not transposed.
	4.4.1.8.1	C	Not transposed.
	4.4.2.1.1.2.1	C	Not transposed.
	4.4.2.1.4	C	Not transposed.
	4.4.4.4.1	C	Not transposed.
	4.4.4.4.1.1	C	Not transposed.
	4.4.7.1	C	Not transposed.
	4.4.9.3.1	C	Not transposed.
	4.4.9.3.4.1	C	Not transposed.
	4.4.10.1.1.2	C	Not transposed.
	4.4.10.1.3.1	C	Not transposed.
	4.4.11.11	C	Not transposed.
	4.4.15.1.1.3	C	Not transposed.
	4.4.15.2.2.6.1	C	Not transposed.
	4.4.15.2.2.6.1.1	C	Not transposed.
	4.4.15.3.12.1.1	C	Not transposed.
	4.4.15.3.12.1.2	C	Not transposed.
	4.4.15.3.12.1.4	C	Not transposed.
	4.4.15.4.1	C	Not transposed.
	4.4.15.5.1	C	Not transposed.
	4.4.17.3	C	Not transposed.

Provision affected		Type of diff	Difference in full text
Chapter 5 - Aeronautical mobile service-voice communications	5.1.1.1	B	Standardised phraseology in the Appendix 1 to AMC1 SERA.14001 shall be used.
	5.1.1.3	C	Not transposed.
	5.1.5	C	Not transposed.
	5.1.8.7	C	Not transposed.
	5.1.9.2.0.1	C	Not transposed.
	5.2.1.2.2	A	There are additional requirements on aerodromes serving more than 50000 international IFR movements per year.
	5.2.1.4.1.1	B	SERA.14035(a) explicitly lists aircraft call sign, headings, runway, wind direction and speed to be transmitted by pronouncing each digit separetly and in case of any other numbers there is the possiblity to pronounce the full hundreds and thousands.
	5.2.1.4.1.5	B	The SERA regulation allows the use of whole hundres and thousends for any other number than the aircraft call sign, headings, runway, wind direction and speed.
	5.2.1.5.4	C	Not transposed.
	5.2.1.7.3.2.3	C	SERA contains an additional sentence on the possibility of omitting the call sign of the ATS unit for transfers of communications within one ATS unit, when authorised by the competent authority.
	5.2.1.8.1	B	In relation with item b) of the SARP, SERA lists the identification of the station calling instead of the aircraft identification as listed at ICAO.
	5.2.1.8.2	B	SERA is using different expressions to list the items of the reply expressing the roles in the exchange.
	5.2.1.9.1.1	C	Not transposed.
	5.2.1.9.2.3	C	The case about transmitting to another aeronautical station is not transposed into SERA.
	5.2.1.9.3	B	The EU Regulation allows that the end of conversation could be terminated by the receiving ATS unit or the aircraft.
	5.2.1.9.4.3	C	Not transposed.
	5.2.2.1.3	B	SERA allows that only one aeronautical station shall maintain a continuous listening watch, if two or more such stations are co-located.
	5.2.2.1.5	C	Not transposed.
	5.2.2.3.2	C	Not transposed.
	5.2.2.3.3	C	Not transposed.
	5.2.2.7.1.1	C	The referenced SERA provision does not require the monitoring of the appropriate VHF channel when an aircraft is operating within a network.
	5.2.2.7.2.3	C	Not transposed.
	5.2.3.1.4	C	Not transposed.
	5.2.3.1.4.1	C	Not transposed.

Provision affected		Type of diff	Difference in full text
Chapter 6 - Aeronautical radio navigation service	6.1.2.1	C	Not transposed.
	6.2.1	C	Not transposed.
	6.2.2	C	Not transposed.
	6.2.2.1	C	Not transposed.
Chapter 8 - Aeronautical mobile service — data link communications	8.1.1.1.1	C	Not transposed.
	8.1.1.1.2	C	Not transposed.
	8.1.1.2	C	Not transposed.
	8.1.1.3	C	Not transposed.
	8.1.1.4.1	C	Not transposed.
	8.1.1.4.2	C	Not transposed.
	8.1.1.4.3	C	Not transposed.
	8.2.1.1	C	Not transposed.
	8.2.6	B	Different wording.
	8.2.9.1	C	“Standard message elements” is used instead of the “defined message set”.
	8.2.9.1.1	C	“Standard message” is used instead of “standard message elements”.
	8.2.9.3	A	For CPDLC messages, an urgency criteria has also been set in the EU Regulation.
	8.2.9.3.2	A	The table about the urgency attribute is part of the EU Regulation.
	8.2.9.3.2.1	C	The EU Regulation only applies when the response is in the form of a single message element.
	8.2.9.5	C	The uplinking message element is SERVICE UNAVAILABLE.
	8.2.9.5.1	C	Not transposed.
	8.2.10.0.1	C	Not transposed.
	8.2.11.1	C	The use of standardized free text messages referred to in paragraph 8.2.9.5.2 is acceptable according to the EU Regulation.
	8.2.11.2	C	Not transposed.
	8.2.11.3	C	Not transposed.
	8.2.12.3	C	Not transposed.
	8.2.12.4.1	C	Not transposed.
	8.2.12.4.5	C	Not transposed.
	8.2.12.6	C	Not transposed.
Annex 10 - Aeronautical Telecommunications Volume III - (2nd edition) Volume IV - (5th edition) Volume V - (3rd edition)			NIL
Annex 11 - Air Traffic Services (Amendment 52)			

Provision affected		Type of diff	Difference in full text
Chapter 1 - Definitions	1.0.24	B	The European definition is ‘rostering system’ that means the structure of duty and rest periods of air traffic controllers in accordance with legal and operational requirements.
	1.0.29	B	SERA additionally includes aerodrome flight information service unit.
	1.0.39	A	Definition not limited to land aerodromes.
	1.0.50	C	Not transposed.
	1.0.68	C	Not transposed.
	1.0.75	A	The EU definition is not limited to safety related operational duties, it refers to “tasks”.
	1.0.76	C	Not transposed.
	1.0.85	C	Not transposed.
	1.0.86	C	Not transposed.
	1.0.88	C	Not transposed.
	1.0.89	C	Not transposed.
	1.0.95	C	Not transposed.
	1.0.101	C	Not transposed.
	1.0.110	C	Not transposed.
	1.0.127	C	Not transposed.
	1.0.128	B	SERA is using aerodrome or an operating site.
	1.0.130	C	Not transposed.
Chapter 2 - General	2.5.2.2.1	B	The link between air traffic control service and control area and control zone is not formally transposed. However, it is implicit in Regulation (EU) 2017/373.
	2.5.2.2.2	B	The link between FIR and control area and control zone is not formally transposed. However, it is implicit in the description of FIR in Appendix 1 to Annex XI (Part-FPD).
	2.6.1	C	The SERA provision gives an exemption possibility. SERA.6001 allows aircraft to exceed the 250-knot-speed-limit where approved by the competent authority for.
	2.6.2	A	All airspace above FL 195 shall be classified as Class C airspace.
	2.11.1	B	The specifications of FIR are provided in light of the European legal framework (Regulation (EC) No 549/2004).
	2.11.3.2.1	C	Not transposed.
	2.11.3.2.2	C	The level of transposition is guidance material only.
	2.11.4.1	C	Not transposed.
	2.11.5.4	C	The level of transposition is guidance material only.
	2.11.5.4	C	The level of transposition is guidance material only.
	2.12.2	B	The identification of the ATC unit is not limited to the name of the unit location but could be also the name of the aerodrome at which it is providing services or the name of a nearby town or city or geographic feature or area.

Provision affected		Type of diff	Difference in full text
	2.12.3	C	Not transposed.
	2.13.2	C	The text of 2.13.2 is transposed with no difference but with a status of guidance only.
	2.13.4.1	C	The following sections of Annex 11 Appendix 1 have not been transposed in EU regulation: 1.1; 3.1.4; 4.1.
	2.13.5	C	Annex XI (Part-FPD) of Regulation (EU) 2017/373 indicates a list of items to be used without indicating that (1) shall consist of (2)(3)(4)(5). However, in AMC 1 to Section III - (a)(2), the ICAO text of Annex 11 Appendix 3, 2.1.1 is reproduced identically, but not consistent with Section III. Annex 11 Appendix 3, 2.1.1. (e) requires that the word "visual" is used in the plain language designator when the route has been established for VFR, whereas the EU rule extends it to IFR in VMC as well. (same difference is replicated in paragraph 5.3 Annex 11 Appendix 3). Annex 11 Appendix 3 para 6 (MLS/RNAV) is not transposed. Annex 11 Appendix 3 para 7: 7.2 is not transposed. Annex 11 Appendix 3 para 8 is not transposed.
	2.14.1	C	Not transposed.
	2.14.2	C	Not transposed.
	2.15.3	C	Annex 11 Appendix 2, para 1.1 the terms "preferably VHF or higher frequency aids" are not transposed. Para 4.2, 5.7 and 5.8 are not transposed.
	2.16.1	C	The level of transposition is acceptable means of compliance only.
	2.18.2	C	Details are provided with paragraph 2.19.
	2.19.1	C	The EU regulation refers to "air operations"instead of "activities", therefore restricting the scope of the requirement. The EU regulation does not specify with whom the co-ordination should be effected by omitting to specify the "appropriate air traffic.
	2.19.1.1	C	Not transposed.
	2.19.2	C	Not transposed.
	2.19.2.1	C	GM1 Article 3c(2) of Regulation (EU) 2017/373 refers to “promulgation of information” instead of “best arrangements” thus limiting the scope of the requirement.
	2.19.3	C	In EU rules the requirement on the appropriate ATS authority to ensure the conduct of a safety risk assessment and the implementation of appropriate risk mitigation measures, is not included.
	2.19.3.1	C	In EU rules the requirement on the Member State to establish procedures to facilitate the consideration of all relevant safety-significant factors in the safety risk assessment, is not included.
	2.19.4	C	Art. 3c(2) refers to Art. 3c(1), which is the transposition of paragraph 2.19.1 of Annex 11, therefore the same difference applies.
	2.19.6	C	Not transposed.
	2.20.1	C	Not transposed.
	2.21.1	C	The EU regulation does not specify that the report should be provided to the associated meteorological office.
	2.22.4	C	Not transposed.
	2.24.1.1	C	Not transposed.

Provision affected		Type of diff	Difference in full text
	2.26.5	C	The time checks shall be given at least to the nearest minute.
	2.28.1	B	Appendix 5 and 6 are partially transposed. The general principles of ICAO FRMS are included/transposed in the requirements concerning ATCO fatigue management stipulated in ATS.OR.315 and ATS.OR.320 and associated AMC and GM.
	2.28.2	B	The FRMS requirements are partially transposed.
	2.28.3	B	Standards on variations from limitations are not explicitly transposed.
	2.28.4	B	The standards are not explicitly transposed.
	2.33.2	C	The level of transposition is acceptable means of compliance only.
	2.33.3	C	The level of transposition is acceptable means of compliance only.
	2.33.4	C	The level of transposition is acceptable means of compliance only.
	2.33.5	C	The level of transposition is guidance material only.
	2.34	C	The EU regulation allows flexibility to approve FPD procedures, if necessary. The formal requirement for the States to provide FPD service is not explicitly established, however, the requirements on the service provision are well defined.
Chapter 3 - Air Traffic Control Service	3.1	A	SERA.5010(c) introduces an accurate description of and requirements for special VFR.
	3.3.4	C	In addition to the ICAO provisions requires the agreement of the pilot of the other aircraft, the maintenance of own separation and allow this exception below 3050 m (10000 ft) during climb or descent, during day.
	3.3.5.1	B	Regulation (EU) 2019/123 points at the execution of these provisions.
	3.3.5.3	C	Not transposed.
	3.4.1	C	Point 3.4.1 (a)(2) of Annex 11 is not transposed.
	3.7.3.1	A	In addition to the ICAO standard: 1) in point b), point SERA.5015(e)(ii) also includes ‘taxi’; 2) in point c), point SERA.5015(e)(iii) also includes ‘the newly assigned communication channels’; 3) point SERA.5015(e)(iv) requires the readback of transitions levels.
	3.7.3.1.1	A	The SERA provision includes 'taxi instructions' in addition to the ICAO requirements to be read back.
	3.7.3.3	A	The EU regulation provides an explicit list of item to be read back.
	3.7.3.4	C	In EU rules the requirement on the controller to listen to the read-back of the vehicle driver, is not included.
	3.7.4.2.1.4	C	The level of transposition is guidance material only.
	3.8.2	A	The EU scope is wider than the ICAO one in paragraph 3.8.2 a).
	3.9.1	C	The level of transposition is guidance material only.

Provision affected		Type of diff	Difference in full text
Chapter 4 - Flight information service	4.3.1.1	C	Not transposed.
	4.3.1.2	C	Not transposed.
	4.3.1.3	C	Not transposed.
	4.3.1.4	C	Transposed for ATIS messages only and not for OFIS.
	4.3.4.7	C	The level of transposition is guidance material only.
	4.3.6.5	C	The level of transposition is guidance material only.
	4.3.7	A	The regulatory provision is the same however, from 12 August 2021 the breaking action is not provided through ATIS as it is against the GRF concept, replaced by RCR.
	4.3.8	A	The regulatory provision is the same however, from 12 August 2021 the breaking action is not provided through ATIS as it is against the GRF concept, replaced by RCR.
	4.3.9	A	The regulatory provision is the same however, from 12 August 2021 the breaking action is not provided through ATIS as it is against the GRF concept, replaced by RCR.
	4.4.1	B	The EU regulation refers to a decision by the competent authority while ICAO recommendation refers to regional air navigation agreements.
Chapter 5 - Alerting service	5.4	C	The last sentence of point 5.4 of Annex 11 has not been transposed in EU regulation.
Chapter 6 - Air traffic services requirements for communications	6.1.2.1	C	The EU Regulation allows flexibility in the available radio coverage subject to approval by the competent authority.
	6.1.2.2	C	The level of transposition is guidance material only.
	6.1.3.3	C	The level of transposition is guidance material only.
	6.2.2.3.4	C	The level of transposition is guidance material only.
	6.2.2.3.6	C	Not transposed.
	6.2.3.3	A	The EU requirement applies to any controlled airspace (not limited to adjacent control area).
	6.2.4.1	C	The recommendation has been transposed in guidance material.
Chapter 7 - Air traffic services requirements for information	7.1.2.1	C	The list of information to be provided to FIC and ACC by the MET watch office as defined in Annex 3, Appendix 9 (1.3), has been transposed partially.
	7.1.3.1	C	The list of information to be provided to APP by the associated aerodrome MET office as defined in Annex 3, Appendix 9 (1.2), has been transposed partially (i.e.SPECI). The requirements of point 7.1.3.1 of Annex 11 to communicate special reports and amend
	7.1.5	C	Not transposed.
	7.3.2	C	The EU regulation scope is limited to information on the operational status of GNSS and does not explicitly address the "timely basis" criteria.
	7.6	C	The EU regulation allows more flexibility than ICAO by introducing the possibility for information on toxic chemical to be shared only when available.
Annex 12 - Search and Rescue (Amendment 18)			

Provision affected		Type of diff	Difference in full text
Chapter 1 - Definitions	1.14	C	Used in the same meaning but not defined.
Chapter 2 - Organization	2.3.5	C	Not implemented.
	2.4.1	C	Direction-finding and position-fixing stations are not established direction-finding and position-fixing stations are not established, and no communication has been established with Cospas-Sarsat Mission Control Centre servicing the Mid-East region of Europe.
Chapter 3 - Cooperation	3.2.2	C	Not implemented.
	3.2.4	C	Not implemented.
	3.3.1	C	Not implemented.
Chapter 4 - Preparatory measures	4.2.2	C	Not implemented.
Chapter 5 - Operating procedures	5.2.5	C	Not implemented.
	5.5.2	C	Not implemented.
	5.9.1	C	Not implemented.
	5.9.2	C	Not implemented.
Annex 13 - Aircraft Accident and Incident Investigation (10th edition)			NIL
Annex 14 - Aerodromes Volume I - (Amendment 17)			
Chapter 1 Definitions	1.2.1	A	Responsibilities are clearly addressed throughout the rules. It was found that this provision could not be transposed as such.
	1.2.3	C	The specifications of Chapter U of the CS, transpose paragraphs 2.1.2 and 2.3.2 of Appendix 1 of Annex 14 as guidance material. To be reviewed under RMT.0591; CS Issue 5;
	1.3.2	C	The specification has not yet been transposed.
	1.3.3.1	C	The specification has not yet been transposed.
	1.3.3.2	C	The specification has not yet been transposed.
	1.4.1	B	The 2018/1139/EU reg. has a different applicability scope.
	1.4.2	B	The 2018/1139/EU reg. has a different applicability scope.
Chapter 2 Aerodrome Data	2.1.2	C	The specification has not yet been transposed.
	2.1.3	C	The specification has not yet been transposed.
	2.1.4	C	The specification has not yet been transposed.
	2.2.2	C	The specification has been transposed as guidance material.
	2.2.3	C	The specification has been transposed as guidance material.
	2.3.1	C	The specification has been transposed as guidance material.
	2.3.2	C	The specification has been transposed as guidance material.

Provision affected		Type of diff	Difference in full text
	2.3.3	C	The specification has been transposed as guidance material.
	2.4.1	C	The specification has been transposed as guidance material.
	2.4.2	C	The specification has been transposed as guidance material.
	2.5.1	C	The specification has been transposed as guidance material.
	2.5.2	C	The specification has been transposed as guidance material.
	2.5.3	C	The specification has been transposed as guidance material.
	2.5.4	C	The specification has been transposed as guidance material.
	2.6.2	C	The specification has been transposed as guidance material.
	2.6.3	C	The specification has been transposed as guidance material
	2.6.4	C	The specification has been transposed as guidance material
	2.6.5	C	The specification has been transposed as guidance material
	2.6.6	C	The specification has been transposed as guidance material
	2.6.7	C	The specification has been transposed as guidance material
	2.6.8	C	The specification has been transposed as guidance material
	2.7.1	C	The specification has been transposed as guidance material
	2.7.2	C	The specification has been transposed as guidance material
	2.7.3	C	The specification has been transposed as guidance material
	2.9.2	C	The specification has been transposed as guidance material.
	2.9.5	C	The specification has been transposed as guidance material.
	2.9.6	C	The specification has been transposed as guidance material.
	2.9.7	C	The specification has not been transposed.
	2.9.8	C	The specification has been transposed as guidance material.
	2.9.9	C	The specification has been transposed as guidance material.
	2.9.10	C	The specification has not been transposed.
	2.10.1	C	The specification has been transposed as guidance material.
	2.10.2	C	The specification has been transposed as guidance material.
	2.11.1	C	The specification has been transposed as guidance material.
	2.11.2	C	The specification has been transposed as guidance material.
	2.11.3	C	The specification has been transposed as guidance material.
	2.11.4	C	The specification has been transposed as guidance material.
	2.12	C	The specification has been partially transposed. The transposed specification is in Guidance Material.
Chapter 3 Physical Characteristics	3.1.2	C	The specification has been transposed as guidance material.
	3.1.3.1	C	The specification has been transposed as guidance material.
	3.1.4.1	C	The specification has been transposed as guidance material.

Provision affected		Type of diff	Difference in full text
	3.1.6	C	The specification has been partially transposed. The transposed specification is in Guidance Material.
	3.1.7.1	C	The specification has been transposed as guidance material.
	3.1.8.1	C	The specification has not yet been transposed.
	3.1.9.1	C	The specification has been partially transposed as Guidance Material.
	3.1.12	C	Part of the specification related to the minimum distance for independent parallel approaches has not been transposed, or does not reflect the intent of the specification.
	3.1.17	C	The note regarding the case of intersecting runways where additional criteria are to be used for ensuring the necessary unobstructed line of sight has not been transposed.
	3.1.23	C	The minimum friction level has not been defined.
	3.1.24	C	The specification has been transposed as Guidance Material.
	3.2.1	B	The relevant specification foresees that a runway shoulder needs to be provided only if the OMGWS is between 9m up to but not including 15m.
	3.3.1	C	The provision of the runway turn pad is conditional due to the inclusion of the words "if required" in the CS.
	3.3.2	C	The provision of the runway turn pad is conditional due to the inclusion of the words "if required" in the CS.
	3.3.12	A	The case of the "most demanding" aircraft is considered in the CS.
	3.4.7	A	The certification specifications contains higher values for certain runway types.
	3.4.12	C	The specification has been transposed as guidance material, which does not address the necessary areas.
	3.5.12	C	The specification has been transposed as Guidance Material.
	3.6.3	A	The current certification specification contains a higher value for certain types of runways.
	3.6.5	C	The specification has been transposed as Guidance Material.
	3.8.1	C	The provision of radio altimeter operating area is conditional for CAT I runways.
	3.8.4	C	The specification has been transposed as Guidance Material.
	3.9.1	C	The specification has been transposed as Guidance Material.
	3.9.2	C	The specification has been transposed as Guidance Material.
	3.9.7	C	The specification has been partially transposed as Guidance Material.
	3.9.9.1	C	Paragraph (c) of the CS gives the possibility for different slopes, under given conditions.
	3.9.12	C	The specification provides for a "suitable" strength.
	3.12.1	C	The CS does not foresee when holding bays are to provided.
	3.12.6	B	The current certification specification does not clarify the intent of the specification with respect to the inner transitional surface.
	3.12.8	C	The provision has been transposed as GM.
	3.13.2	C	The provision has been transposed as GM.

Provision affected		Type of diff	Difference in full text
	3.13.6	C	The specification contains another 2 cases where deviation from the clearance distances may be applied. The relevant GM foresees reduction of the clearances for code letter C aircraft stands which is not foreseen in the CS.
	3.14.2	C	The specification has been partially transposed as Guidance Material.
	3.15.2	C	Part of the specification related to the drainage arrangements has not been transposed.
	3.15.4	C	The specification has been transposed as Guidance Material.
	3.15.6	C	The specification has been transposed as Guidance Material.
	3.15.7	C	The part of the specification regarding maximum longitudinal slopes and transverse slopes has not been transposed.
	3.15.11	C	The specification has not been transposed.
Chapter 4 Obstacle Restrictions and Removal	4.2.14	C	The specification has been transposed as Guidance Material.
	4.2.16	A	For code F aeroplanes, the width of the inner approach surface and the length of the inner edge of the balked landing surface are increased to 140m, irrespective of the type of avionics (Table J-1).
	4.2.23	A	The CS addresses also the case of runways with clearways.
	4.2.24	C	The specification has been transposed as Guidance Material.
	4.2.26	C	The specification has been transposed as guidance material, which additionally does not foresee the limitation of new objects.
	4.3.1	C	The provision does not foresee the consultation with the "appropriate authority", neither refers to an aeronautical study/safety assessment.
Chapter 5 Visual Aids for Navigation	5.1.1.4	C	The specification has been transposed as Guidance Material.
	5.1.3.2	C	Paragraph (c) has not yet been transposed, and part of the specification has been transposed as guidance material.
	5.1.4.1	C	The specification has been transposed as Guidance Material.
	5.1.4.2	C	The specification has been transposed as Guidance Material.
	5.1.4.3	C	The specification has been transposed as Guidance Material.
	5.2.1.7	C	The specification has been transposed as Guidance Material.
	5.2.4.10	C	The notes of the specification have not yet been transposed.
	5.2.8.3	B	Taxiway centre lines are meant to be provided.
	5.2.8.4	C	Paragraph (a) of the CS does not ensure that an enhanced taxiway centreline is provided when necessary.
	5.2.10.5	C	The specification has not yet been transposed.
	5.2.10.7	C	The specification has not yet been transposed.
	5.2.13.2	C	The specification has not yet been transposed.
	5.2.13.5	C	The part of the specification regarding the case that it is difficult to identify which stand marking to follow, has not been transposed.
	5.2.13.10	B	The CS requires the designation of the appropriate aircraft types.
	5.2.16.1	C	The specification has been transposed in such a way that the non-installation of the mandatory instruction marking is not subject to the impracticability to do so.

Provision affected		Type of diff	Difference in full text
	5.2.16.5	C	The specification has been transposed as Guidance Material.
	5.2.17.2	C	The specification has been transposed as Guidance Material.
	5.2.17.3	C	The specification has been transposed as Guidance Material.
	5.2.17.4	C	The specification has been transposed as Guidance Material.
	5.2.17.5	C	The specification has been transposed as Guidance Material.
	5.2.17.8	B	The height of the characters conforms to that of the mandatory instruction signs.
	5.3.3.3	C	The specification has been adopted so that at least 2 conditions (instead of 1) should exist for the aerodrome beacon to be provided.
	5.3.3.6	C	The part of the specification related to the coloured flashes of the beacons has not been transposed.
	5.3.5.2	A	The CS are limited only to the PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.3	A	The CS are limited only to the PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.6	C	The specification has been transposed as Guidance Material.
	5.3.5.7	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.8	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.9	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.10	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.11	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.12	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.13	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.14	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.15	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.16	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.17	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.18	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.19	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.

Provision affected		Type of diff	Difference in full text
	5.3.5.20	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.21	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.22	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.23	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.44	C	The CS foresees one more case where an object or an extension to an existing object may penetrate the obstacle protection surface.
	5.3.5.45	C	The CS does not foresee the removal of existing objects as prescribed in the specification.
	5.3.7.6	C	The specification has been transposed as Guidance Material.
	5.3.8.1	C	The specification has been transposed in a way that does not ensure its implementation.
	5.3.12.2	C	The specification has been transposed as Guidance Material.
	5.3.12.4	C	The specification has been transposed as Guidance Material.
	5.3.15.1	C	The specification has been transposed as guidance material, and the CS does not ensure the availability of the system.
	5.3.15.2	C	The specification has been transposed as Guidance Material.
	5.3.17.13	A	Paragraph (a) of the specification has not been transposed.
	5.3.19.2	C	The specification foresees that the lights may not be provided under certain conditions.
	5.3.20.1	A	A stop bar is to be provided when the runway is intended to be used with an RVR less than 550m.
	5.3.20.4	C	The part of the specification with regard to the location of additional lights has been transposed as Guidance Material.
	5.3.20.6	C	The specification has been transposed as Guidance Material.
	5.3.20.8	C	The specification has been transposed as Guidance Material.
	5.3.22.1	C	Paragraph (a) of the CS describes only the purpose of the lights, while paragraph (b) of the CS does not ensure the provision of the lights.
	5.3.23.5	C	The current certification specifications do not address this provision.
	5.3.23.6	C	The current certification specifications do not address this provision.
	5.3.23.7	C	The current certification specifications do not address this provision.
	5.3.23.8	C	The current certification specifications do not address this provision.
	5.3.23.11	B	The current certification specifications do not address this provision.
	5.3.24.1	C	The provision of floodlighting on de-icing/anti-icing facilities is conditional, without established criteria. In addition, Certain apron types are excluded.
	5.3.25.10	C	The CS foresees that such alignment is preferable.
	5.3.25.15	C	The CS foresees that such usability is preferable.

Provision affected		Type of diff	Difference in full text
	5.3.28.1	A	A road-holding position light is to be provided when the runway is to be used with RVR below 550m.
	5.3.29.4	C	The current certification specifications do not address this provision.
	5.3.29.5	C	The specification has been transposed as Guidance Material.
	5.3.29.7	C	The specification has been transposed as Guidance Material.
	5.3.29.8	C	The specification has been transposed as Guidance Material.
	5.4.3.5	A	The provision of intersection take off signs is not conditional on "operational need".
	5.4.3.24	C	The specification does not ensure the installation of the opposite side of the taxiway, and it has been partially transposed as Guidance Material.
	5.4.3.35	C	The current certification specification does not fully address this provision.
	5.4.3.37	C	The current certification specification does not fully address this provision.
	5.4.5.1	C	The specification has been transposed as Guidance Material.
	5.4.5.2	C	The specification has been transposed as Guidance Material.
	5.4.5.3	C	The specification has been transposed as Guidance Material.
	5.4.5.4	C	The specification has been transposed as Guidance Material.
	5.4.5.5	C	The specification has been transposed as Guidance Material.
	5.5.4.3	C	The specification has not yet been transposed.
Chapter 6 Visual Aids for Denoting Obstacles	6.1.1.4	C	Paragraph (d)(3) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.5	C	Paragraph (e)(2) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.6	C	Paragraph (d)(3) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.7	C	Paragraph (f)(3) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.8	C	The CS foresees the exemption from marking and lighting.
	6.1.1.9	C	The specification has been transposed as Guidance Material.
	6.1.1.10	C	The specification has been transposed as Guidance Material.
	6.1.2.2	C	The specification has been transposed as Guidance Material.
	6.1.2.3	C	The specification has been transposed as Guidance Material.
	6.2.2.1	C	Paragraph (a) of the AMC addresses only the case of vehicles into the manoeuvring area, while ADR.OPS.B.080 covers only the case of the movement area.
	6.2.2.2	C	The part of the specification regarding the colour has been transposed as Guidance Material.
	6.2.3.2	C	The last part of the specification regarding the colour has been transposed as Guidance Material.
	6.2.3.18	C	The specification has been transposed as Guidance Material.

Provision affected		Type of diff	Difference in full text
	6.2.3.23	B	The GM foresees the possibility to also use low intensity lights.
	6.2.3.30	C	The part of the specification regarding the colour has been partially transposed as Guidance Material.
	6.2.5.11	C	The specification has been transposed as Guidance Material.
Chapter 7 Visual Aids for Denoting Restricted Use Areas	7.2.2	C	The specification has been transposed as Guidance Material.
Chapter 8 Electrical Systems	8.1.9	C	The specification has been transposed as Guidance Material.
	8.1.10	C	Essential security lighting and essential equipment and facilities for the aerodrome responding emergency services, are not covered by the CS.
	8.1.11	C	The specification has been transposed as Guidance Material.
Chapter 9 Aerodrome Operational Services, Equipment and Installations	9.1.3	C	The specification has been transposed as Guidance Material.
	9.1.4	A	The specification has not yet been transposed.
	9.1.5	C	The AMC requires more detailed and precise information with regard to points b) and e) of the ICAO specification.
	9.1.6	C	The specification has been transposed as Guidance Material.
	9.1.7	C	The specification has been transposed as Guidance Material, which additionally allows the possibility for a mobile command post not to be provided.
	9.1.8	C	The specification has been transposed as Guidance Material.
	9.1.9	C	The specification has been transposed as Guidance Material.
	9.1.10	C	The specification has been transposed as Guidance Material.
	9.1.11	C	The specification has been transposed as Guidance Material, which additionally allows the possibility for communication systems not to be provided.
	9.1.13	A	The AMC does not foresee the possibility of modular tests in the first year and a full emergency exercise at intervals not exceeding 3 years.
	9.1.15	C	The specification has been transposed as Guidance Material.
	9.2.1	A	Only non-commercial operations with other than complex aircraft may be exempted from the requirements for the provision of rescue and firefighting services.
	9.2.2	C	The AMC does not foresee the provision of specialist fire-fighting equipment appropriate to the hazard and risk.
	9.2.4	C	The AMC uses the principles contained in 9.2.5 and 9.2.6 for establishing the level of protection for an aerodrome; however paragraph (c) of the AMC allows the reduction of the required level of protection.
	9.2.16	C	The wording of the AMC does not ensure that supplementary water supplies are to be provided.
	9.2.21	C	The specification has not yet been transposed.
	9.2.29	C	The AMC does not include a certain response time to be achieved. In addition, the notes regarding the response time have not been fully transposed.

Provision affected		Type of diff	Difference in full text
	9.2.31	B	The AMC foresees the arrival of vehicles, other from the 1st responding vehicle, by taking into account the time that this 1st vehicle should respond.
	9.2.32	B	The AMC foresees the arrival of vehicles, other from the 1st responding vehicle, by taking into account the time that this 1st vehicle should respond
	9.2.34	C	The specification has been transposed as Guidance Material.
	9.2.35	C	The specification has been transposed as Guidance Material.
	9.2.36	C	The specification has been transposed as Guidance Material.
	9.2.45	C	The specification has been transposed as Guidance Material.
	9.3.1	C	The specification has been transposed as Guidance Material.
	9.3.2	C	The specification has been transposed as Guidance Material.
	9.4.4	C	The specification has not been fully transposed.
	9.5.1	C	The specification has been transposed.
	9.5.2	C	The specification has been transposed.
	9.5.3	C	The specification has been transposed.
	9.5.4	C	The specification has been transposed.
	9.5.5	C	The specification has been transposed.
	9.5.6	C	The specification has been transposed.
	9.5.7	C	The specification has been transposed.
	9.6.1	C	The specification has been transposed.
	9.6.2	C	The specification has been transposed.
	9.7.1	C	The specification has been transposed.
	9.7.2	C	The specification has been transposed.
	9.7.3	C	The specification has been transposed.
	9.7.4	C	The part of the specification regarding compliance of the drivers with the instructions given has not yet been transposed.
	9.7.5	C	The specification has been transposed.
	9.8.3	C	The specification has been transposed.
	9.8.7	C	The specification has been transposed as Guidance Material.
	9.8.8	C	The specification has been transposed as Guidance Material.
	9.9.4	C	In addition to the cases foreseen in the relevant specification, the CS allows the presence of equipment/ installations also after a safety assessment regarding safety and regularity.
	9.9.5	A	The current certification specification is more demanding with regard to the installation of objects for certain runway types.
	9.10.4	C	The CS defines the distance with relation to runway and taxiway centreline, as opposed to the movement area and other facilities of the aerodrome.
	9.10.5	C	The specification has been transposed as Guidance Material.
	9.11.1	C	The specification has not yet been transposed.

Provision affected		Type of diff	Difference in full text
Chapter 10 Aerodrome mainte-nance	10.1.2	C	The specification has been transposed as Guidance Material.
	10.2.3	C	The minimum friction level has not been defined. Only guidance material has been provided.
	10.2.4	C	The specification has not been transposed.
	10.2.7	C	The specification has been partially transposed as Guidance Material with regard to the definition of the minimum friction level, which has not been defined.
	10.2.8	C	The specification has been transposed as guidance material.
	10.2.10	C	The specification has not yet been transposed.
	10.3.5	C	The specification has not yet been transposed.
	10.4.2	C	The specification has not yet been transposed.
	10.4.3	C	The specification has not yet been transposed.
	10.4.5	C	The specification has not yet been transposed.
	10.5.1	C	Notes 2 and 3 have not yet been transposed.
	10.5.3	C	The specification has not yet been transposed.
	10.5.4	C	The specification has not yet been transposed.
	10.5.5	C	The specification has not yet been transposed.
	10.5.6	C	The specification has not yet been transposed.
	10.5.8	A	The CS applies for taxiway operations under 550m RVR.
	10.5.9	A	The CS applies for taxiway operations under 550m RVR.
	10.5.13	C	The specification has not yet been transposed.
Annex 14 - Aerodromes Volume II (Amendment 9)			
Chapter 1 Definitions	1.2.1	C	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139. Responsibilities are addressed throughout the rules, however it was found that this provision could not be transposed as such.
	1.2.2	C	The specifications apply only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139. The EU and Member States' national regulations do not apply exclusively to heliports intended to be used by helicopters in international civil aviation.
	1.2.3	C	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
Chapter 2 Heliport Data	2.2.	C	The specification has not been transposed in Regulation (EU) 139/2014.
	2.3.	C	The specification has not been transposed in Regulation (EU) 139/2014.
	2.4.	C	The specification has not been transposed in Regulation (EU) 139/2014.
	2.5.	C	The specification has not been transposed in Regulation (EU) 139/2014.
	2.6.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.

Provision affected		Type of diff	Difference in full text
Chapter 3 Physical Characteristics	3.1.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	3.2.	C	The specification has not been transposed.
	3.3.	C	The specification has not been transposed.
Chapter 4 Obstacle Environment	4.1.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	4.1.5.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139The specification does not require an approval by the authority for the origin of the inclined plan for the case of performance class 1 helicopters.
	4.2.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	4.2.4.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139. The specification introduces an additional case (regularity of operations) in which, following a safety assessment, penetration of the OLS is permitted.
	4.2.7.	C	The specification does not foresee that a “surface-level heliport shall have at least one approach and take-off climb surface”. The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
Chapter 5 Visual Aids	5.1.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.2.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.2.7.1.	C	The specifications do not require the actual provision of an aiming point marking. The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.3.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.3.3.1.	C	The specification has been transposed in such a manner that does not ensure that an approach lighting system is provided where needed The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.3.4.1.	C	The specification has been transposed in such a manner that does not ensure that a flight path alignment guidance lighting system is provided where needed The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.3.5.1.	C	The specification has been transposed in such a manner that does not ensure that a visual alignment guidance system is provided where needed. Additionally, the conditions under which such a system should be provided have been transposed as guidance material. The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.3.6.1.	C	The specification has been transposed in such a manner that does not ensure that a visual alignment guidance system is provided where needed. Additionally, the conditions under which such a system should be provided have been transposed as guidance material. The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.

Provision affected		Type of diff	Difference in full text
Chapter 6 Heliport Emergency Response	6.1.	C	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	6.2.	C	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	6.2.1.1.	C	The level of protection is determined on the basis of the characteristics of the aeroplanes using the aerodrome. The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
Annex 15 - Aeronautical Information Services			
Chapter 1 Definitions	1.1.48	C	No definition.
	1.1.49	C	No definition.
	1.1.78	C	The adopted definition covers only the case of aeronautical data.
	1.1.104	B	The definition is based on that of data traceability.
	1.1.105	B	The definition is different in wording but the intent is the same.
	1.1.106	B	The wording of the definition is different but the intent is the same.
	1.2.1.2	C	The recommendation has not been transposed.
	1.2.2.3	C	The standard has been transposed in a manner that does to specify when a geoid model, other than EGM 96, may be used.
	1.3.3	C	The recommendation has not been transposed.
	1.3.4	C	The standard has been transposed in a manner that does not specify the conditions for the use of ICAO abbreviations.

Provision affected		Type of diff	Difference in full text
Chapter 2 Responsibilities and functions	2.1.3	C	The first sentence of the standard has not been transposed.
	2.2.1	C	The standard has been transposed in a manner that does not take into account all the elements of the ATM community.
	2.2.2	B	Aeronautical data and aeronautical information are not explicitly required to be provided as aeronautical information products.
	2.2.3	B	Provision of 24- hour NOTAM origination/issuance and pre-flight information is ensured.
	2.2.4	C	The standard has been transposed as guidance material (GM1 AIS.OR.105(3))
	2.2.5	C	The standard has not been transposed.
	2.2.7	C	The standard has been transposed in a manner that does not explicitly cover the AIS providers of other States.
	2.3.1	C	The standard has not been transposed.
	2.3.2	C	The recommendation has not been transposed.
	2.3.3	C	The standard has not been transposed.
	2.3.5	C	The standard has not been transposed.
	2.3.6	C	The standard has not been transposed.
	2.3.7	C	The recommendation has not been transposed.
	2.3.8	C	The standard has not been transposed.
	2.3.9	C	The recommendation has not been transposed.
Chapter 3 Aeronautical information management	3.5.2	A	Principle transposed; expanded in AMC1 AIS.OR.200 (c).
	3.6.8	A	Detailed EU rules are applicable for the quality management system.
	3.7.1	A	More detailed requirements are applicable.for human factor considerations.
Chapter 4 Scope of aeronautical data and aeronautical information	4.1.1	C	The transposed aeronautical data catalogue does not contain case a).
Chapter 5 Aeronautical information products and services	5.1.1	A	EU Regulations contain more detailed requirements.
	5.2.1	A	Transposed through expanded rule structure stemming from relevant provisions from PANS-AIM.
	5.2.3	A	Transposed and expanded with relevant provisions from PANS-AIM.
	5.2.4.1	A	Transposed and expanded with relevant provisions from PANS-AIM.

Provision affected		Type of diff	Difference in full text
	5.2.5.1	C	The Aerodrome Terrain and Obstacle Chart — ICAO (Electronic) chart is not required to be provided.
	5.3.1.1	C	Rewording applied to add "If available, an AIS provider shall ensure that…".
	5.3.3.2	C	The recommendation has been transposed as guidance material.
	5.3.3.3.2	C	The standard has been transposed in a manner that makes data provision subject to availability of terrain data.
	5.3.3.3.3	C	The standard has been transposed in a manner that applies for all aerodromes; however the provision of data depends on data availability.
	5.3.3.3.4	C	The recommendation has been transposed in a manner that applies for all aerodromes; however the provision of data depends on data availability.
	5.3.3.3.5	C	The recommendation has not been transposed.
	5.3.3.3.6	C	The recommendation has not been transposed.
	5.3.3.3.9	C	The recommendation has not been transposed.
	5.3.3.4.4	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.5	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.6	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.7	C	The recommendation has not been transposed.
	5.3.3.4.8	C	The recommendation has not been transposed.
	5.3.3.4.9	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.10	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.11	C	The recommendation has been transposed as guidance material.
	5.3.4.2	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.5.2	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.4.1.3	C	The recommendation has not been transposed.
	5.4.2.4	C	The standard has not been transposed.
	5.4.2.7	C	The recommendation has not been transposed.
	5.5.1	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.6.1	C	The standard has not been transposed.

Provision affected		Type of diff	Difference in full text
Chapter 6 Aeronautical information updates	6.2.1	A	RMZ and TMZ are also addressed under the regulatory provision.
	6.2.6	C	The recommendation has been transposed as guidance material.
	6.3.2.2	C	The provisions address the NOTAM issuance but do not cover explicitly all cases of NOTAM origination.
	6.3.2.3	C	The publication of information through NOTAM about hazardous activities to civil aviation and addressing the specific case of conflict zones is currently not required by EU regulations.
	6.3.2.4	A	A NOTAM is also required to be be originated and issued in the case of unavailability of a runway due to runway marking works or, if the equipment used for those works can be removed, a time lag required for making the runway available.
	6.3.3.5	C	The standard has not been transposed.
Annex 16 - Environmental Protection Volume I - (7th edition) Volume II - (3rd edition)			NIL
Annex 17 - Security (9th edition)			NIL
Annex 18 - The Safe Transport of Dangerous Goods by Air (Amendment 12)			
Chapter 1 Definitions	1.4	B	Crew member' means a person assigned by an operator to perform duties on board an aircraft.' The definition on Reg. (EU) 965/2012 doesn't restrict it to the flight duty period.
Chapter 2 General Applicability	2.3.	A	Annex 18 and the Technical Instructions are applicable through Reg.(EU) 965/2012 to domestic operations. The national authority shall regulate for what is not covered by the rules.
	2.5.1.	C	EU Member States share the implementation.
Chapter 4 Limitations on the Transport of Dangerous Goods by Air	4.2.	C	Some requirements (i.e. shippers) are not covered under the scope of EU Rules and are implemented by the national authorities.
Chapter 9 Provision of Information	9.4.	C	The regulation cover just operators.
	9.6.1.	A	The scope of the information to be notified is specified in the AMC.
	9.6.2.	A	The scope of the information to be notified is specified in the AMC.
Chapter 12 Dangerous Goods Accident and Incident reporting	12.1.	C	IR (EU) 2015/1018 laying down a list classifying occurrences in civil aviation to be mandatorily reported according to (EU) No 376/2014 is not fully in line with what is stated in the Technical Instructions. Detailed procedures shall be developed by EU MS.
Annex 19 - Safety Management (Amendment 1)			

Provision affected		Type of diff	Difference in full text
Chapter 1 Definitions	1.7	C	No definition.
	1.8	B	The term is present and recognised in EU rules even if there is no definition.
	1.9	C	No definition.
Chapter 3 State Safety Management Responsibilities	3.3.2.1.	C	(S)MS not yet implemented for design, manufacture and maintenance organisations in Reg. (EU) 748/2012 and in Annex II to Reg. (EU) 1321/2014).
	3.3.2.3.	B	**REMARKS:** Reg. (EU) 965/2012 requires all noncommercial operators of complex motor powered aircraft to implement the management system requirements (applicable since 25 August 2016), cf. Art. 1 point (9) of Regulation (EU) 800/2013).
	3.3.2.4.	B	**REMARKS:** Reg. (EU) 965/2012 requires all noncommercial operators of complex motor powered aircraft to implement the management system requirements (applicable since 25 August 2016), cf. Art. 1 point (9) of Regulation (EU) 800/2013).
	3.4.1.2.	C	Recommendation is addressed in the different regulations, except for initial and continuing airworthiness (Reg. (EU) 748/2012 and Annex II of Reg. (EU) 1321/2014).
	3.4.1.3.	C	Recommendation is addressed in the different regulations, except for initial and continuing airworthiness (Reg. (EU) 748/2012 and Annex II of Reg. (EU) 1321/2014).
Chapter 4 Safety Management Systems	4.1.1.	C	This is addressed in the different regulations, except for initial and continuing airworthiness (Reg. (EU) 748/2012 and Annex II of Reg. (EU) 1321/2014).
	4.1.2.	C	(S)MS not yet implemented for design, manufacture and maintenance organisations in Reg. (EU) 748/2012 and in Annex II to Reg. (EU) 1321/2014 (see NPA 2019-05).
	4.1.5.	C	Not yet addressed in Annex II to Regulation (EU) 1321/2014 (Part-145).
	4.1.6.	C	Not yet addressed in Regulation (EU) 748/2012 (Part-21).
	4.1.7.	C	Not yet addressed in Regulation (EU) 748/2012 4.1.7 (Part-21).
	4.2.	B	SMS must be acceptable to the State of Operator (SoO), not the State of Registry (SoR). However this is not a difference as in the EU the SoO principle prevails and the EASA standard is high.

DOC 4444 - ATM/501 - PROCEDURES FOR AIR NAVIGATION SERVICES - AIR TRAFFIC MANAGEMENT		
Chapter 10	10.1.4.1.1.	A unit providing approach control service shall retain control of arriving aircraft until such aircraft have been cleared to the aerodrome control tower and are in communication with the aerodrome control tower. Not more than one arrival shall be cleared to a unit providing aerodrome control service during IMC, **except when the aerodrome control service is able to monitor the separation between arriving aircraft - transferred for control to it - on the final approach path with an electronic device approved by the appropriate ATS authority for this purpose**.
Chapter 8	8.6.9.1.	**Owing to the fact that the active area of adverse weather may not show on ATS surveillance system the following procedure should be applied**: **When a controlled aircraft experiencing adverse weather which is likely to force the pilot to initiate action to circumnavigate the adverse weather area beyond the prescribed track keeping accuracy (+ 5 NM), it should be reported in sufficient time to permit ATC to co-ordinate with neighbouring unit responsible for control of traffic in the area concerned**. **The pilot's intention for avoiding action should be reported as soon as possible prior to the point from which the aircraft is expected to deviate from the assigned flight path, stating the required direction of turn and estimated distance from the prescribed track.**
Appendix 2	ITEM 15: ROUTE	(b) CRUISING LEVEL **For VFR flight planning to operate in uncontrolled airspace cruising level/altitude shall also be indicated**.
		(5) CRUISE CLIMB **For segment of route cruise climb must not be indicated in Budapest FIR.**
		VFR flights shall be planned to enter/exit Budapest FIR via designated ATS entry/exit points only.

5. LIST OF AERONAUTICAL CHARTS AVAILABLE

All series listed are part of the AIP

Title of series	Scale	Name and/or number	Date of latest revision
Aeronautical Chart - ICAO		**Hungary**	
	1:500 000	2252-B 2251A	24 MAR 2022
Enroute Chart - ICAO		**Hungary**	
	1:1 000 000	ENR 6-LHCC-ERC	23 MAR 2023
Compulsory and Plannable Links - Index Chart (See ENR 1.3)		**Hungary**	
	Nil	ENR 6-LHCC-LINKS	23 MAR 2023
South East Europe Free Route Airspace (SEE FRA) - Index Chart		**Hungary**	
	1:6 250 000	ENR 6-LHCC-FRA	23 FEB 2023
ATC Sectors - Index Chart		**Hungary**	
	1:2 200 000	ENR 6-LHCC-SECTOR	13 JUL 2023
FIS Sectors - Index Chart		**Hungary**	
	1:2 200 000	ENR 6-LHCC-FIS	06 OCT 2022
Prohibited, Restricted and Danger Areas - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-PRD	24 MAR 2022
Temporary Reserved Airspaces - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-TRA	06 OCT 2022
Areas With Sensitive Fauna - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-FAUNA	06 OCT 2022
Aerial Sporting and Recreational Activities - Index Chart		**Hungary**	
	1:1 500 000	ENR 6-LHCC-SPORT	01 DEC 2022
Aerodrome Chart - ICAO		**Békéscsaba**	
	1:10 000	AD 2-LHBC-ADC	13 JUL 2023
		Budapest/Liszt Ferenc International Airport	
	1:10 000	AD 2-LHBP-ADC	07 SEP 2023
Taxi Procedures for Arriving Aircraft - Index Chart	1:25 000	AD 2 LHBP-TAXI-ARR	13 JUL 2023
Taxi Procedures for Departing Aircraft - Index Chart	1:25 000	AD 2 LHBP-TAXI-DEP	13 JUL 2023
		Debrecen	
	1:10 000	AD 2-LHDC-ADC	07 SEP 2023
		Nyíregyháza	
	1:7 500	AD 2-LHNY-ADC	22 APR 2021
		Pécs/Pogány	
	1:10 000	AD 2-LHPP-ADC	30 JAN 2020
		Győr/Pér	
	1:10 000	AD 2-LHPR-ADC	07 SEP 2023
		Hévíz/Balaton	
	1:10 000	AD 2-LHSM-ADC	12 AUG 2021

Title of series	Scale	Name and/or number	Date of latest revision
		Szeged	
	1:10 000	AD 2-LHUD-ADC	01 DEC 2022
Aircraft Parking/Docking Chart - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:5 000	AD 2-LHBP-PDC/1	13 JUL 2023
	1:5 000	AD 2-LHBP-PDC/2	07 SEP 2023
	1:5 000	AD 2-LHBP-PDC/3	07 SEP 2023
	1:5 000	AD 2-LHBP-PDC/4	13 JUL 2023
Aerodrome Obstacle Chart - ICAO - Type A (Operating Limitations)		**Budapest/Liszt Ferenc International Airport**	
	1:20 000	AD 2-LHBP-AOCA-13L31R	28 JAN 2021
	1:20 000	AD 2-LHBP-AOCA-13R31L	28 JAN 2021
		Debrecen	
	1:15 000	AD 2-LHDC-AOCA-04R22L	07 SEP 2023
		Pécs/Pogány	
	1:15 000	AD 2-LHPP-AOCA-1634	01 DEC 2022
		Győr/Pér	
	1:12 500	AD 2-LHPR-AOCA-1129	01 DEC 2022
		Hévíz/Balaton	
	1:20 000	AD 2-LHSM-AOCA-1634	01 DEC 2022
		Szeged	
	1:10 000	AD 2-LHUD-AOCA-16R34L	22 APR 2021
Precision Approach Terrain Chart - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:2 500	AD 2-LHBP-PATC-13L31R	13 JUL 2023
	1:2 500, 1:5 000	AD 2-LHBP-PATC-13R31L	13 JUL 2023
Standard Departure Chart - Instrument (SID) - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:700 000	AD2-LHBP-SID-13L	27 JAN 2022
	1:700 000	AD2-LHBP-SID-13R	27 JAN 2022
	1:700 000	AD2-LHBP-SID-31L	06 OCT 2022
	1:700 000	AD2-LHBP-SID-31R	27 JAN 2022
		Debrecen	
	1:250 000	AD 2-LHDC-SID-04R	12 AUG 2021
	1:250 000	AD 2-LHDC-SID-22L	12 AUG 2021
		Győr/Pér	
	1:250 000	AD 2-LHPR-SID-11	13 JUL 2023
	1:250 000	AD 2-LHPR-SID-29	13 JUL 2023
		Hévíz/Balaton	
	1:250 000	AD 2-LHSM-SID-16	12 AUG 2021
	1:250 000	AD 2-LHSM-SID-34	12 AUG 2021
Standard Arrival Chart - Instrument (STAR) - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:700 000	AD 2-LHBP-STAR-13L13R	27 JAN 2022
	1:700 000	AD 2-LHBP-STAR-31L31R	27 JAN 2022

Title of series	Scale	Name and/or number	Date of latest revision
		Debrecen	
	1:250 000	AD 2-LHDC-STAR-04R22L	12 AUG 2021
Budapest TMA - Index Chart		**Budapest/Liszt Ferenc International Airport**	
	1:700 000	AD 2-LHBP-TMA	24 MAR 2022
Holding Procedures - Index Chart		**Budapest/Liszt Ferenc International Airport**	
	1:700 000	AD 2-LHBP-HLDG	28 JAN 2021
ATC Surveillance Minimum Altitude Chart - ICAO		**Budapest/Liszt Ferenc International Airport**	
	1:700 000	AD 2-LHBP-ATCSMAC	28 JAN 2021
Instrument Approach Chart - ICAO		**Békéscsaba**	
	1:275 000	AD 2-LHBC-NDB 17L	23 APR 2020
	1:275 000	AD 2-LHBC-NDB 35R	23 APR 2020
	1:275 000	AD 2-LHBC-RNP 17L	05 NOV 2020
	1:275 000	AD 2-LHBC-RNP 35R	05 NOV 2020
		Budapest/Liszt Ferenc International Airport	
	1:300 000	AD 2-LHBP-ILS/LOC-13L	06 OCT 2022
	1:300 000	AD 2-LHBP-ILS/LOC-13R	06 OCT 2022
	1:300 000	AD 2-LHBP-ILS/LOC-31L	06 OCT 2022
	1:300 000	AD 2-LHBP-ILS/LOC-31R	06 OCT 2022
	1:300 000	AD 2-LHBP-RNP-13L	06 OCT 2022
	1:300 000	AD 2-LHBP-RNP-13R	06 OCT 2022
	1:300 000	AD 2-LHBP-RNP-31L	06 OCT 2022
	1:300 000	AD 2-LHBP-RNP-Y-31R	06 OCT 2022
	1:300 000	AD 2-LHBP-RNP-Z-31R	06 OCT 2022
	1:300 000	AD 2-LHBP-VOR-13L	06 OCT 2022
	1:300 000	AD 2-LHBP-VOR-31R	06 OCT 2022
		Debrecen	
	1:250 000	AD 2-LHDC-ILS/LOC-04R	12 AUG 2021
	1:250 000	AD 2-LHDC-NDB-22L	12 AUG 2021
	1:250 000	AD 2-LHDC-RNP-04R	12 AUG 2021
	1:250 000	AD 2-LHDC-RNP-22L	12 AUG 2021
		Nyíregyháza	
	1:250 000	AD 2-LHNY-RNP-Y-18	24 MAR 2022
	1:250 000	AD 2-LHNY-RNP-Z-18	24 MAR 2022
	1:250 000	AD 2-LHNY-RNP-Y-36	24 MAR 2022
	1:250 000	AD 2-LHNY-RNP-Z-36	24 MAR 2022
		Pécs/Pogány	
	1:250 000	AD 2-LHPP-ILS/LOC-34	30 JAN 2020
	1:250 000	AD 2-LHPP-NDB-16	30 JAN 2020
	1:250 000	AD 2-LHPP-RNP-16	05 NOV 2020
	1:250 000	AD 2-LHPP-RNP-34	05 NOV 2020
		Győr/Pér	

Title of series	Scale	Name and/or number	Date of latest revision
	1:250 000	AD 2-LHPR-ILS/LOC-29	14 JUL 2022
	1:250 000	AD 2-LHPR-RNP-11	14 JUL 2022
	1:250 000	AD 2-LHPR-RNP-29	14 JUL 2022
	1:250 000	AD 2-LHPR-VOR-11	14 JUL 2022
	1:250 000	AD 2-LHPR-VOR-29	14 JUL 2022
		Hévíz/Balaton	
	1:250 000	AD 2-LHSM-ILS/LOC-16	12 AUG 2021
	1:250 000	AD 2-LHSM-NDB-16	12 AUG 2021
	1:250 000	AD 2-LHSM-NDB-34	12 AUG 2021
	1:250 000	AD 2-LHSM-RNP-16	12 AUG 2021
	1:250 000	AD 2-LHSM-RNP-34	12 AUG 2021
Visual Approach Chart - ICAO		**Békéscsaba**	
	1:150 000	AD 2-LHBC-VAC	06 OCT 2022
		Budapest/Liszt Ferenc International Airport	
	1:150 000	AD 2-LHBP-VAC	23 MAR 2023
		Debrecen	
	1:150 000	AD 2-LHDC-VAC	07 SEP 2023
		Nyíregyháza	
	1:150 000	AD 2-LHNY-VAC	06 OCT 2022
		Pécs/Pogány	
	1:150 000	AD 2-LHPP-VAC	06 OCT 2022
		Győr/Pér	
	1:150 000	AD 2-LHPR-VAC	23 MAR 2023
		Hévíz/Balaton	
	1:150 000	AD 2-LHSM-VAC	14 JUL 2022
		Szeged	
	1:150 000	AD 2-LHUD-VAC	14 JUL 2022

6. INDEX TO THE WORLD AERONAUTICAL CHART (WAC) - ICAO 1:1 000 000

Aeronautical Chart - ICAO 1:500 000 is produced instead of WAC 1:1 000 000.

7. TOPOGRAPHICAL CHARTS

NIL

8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

NIL

ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 3 ATS ROUTES

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 5 NAVIGATION WARNINGS

ENR 1.10 FLIGHT PLANNING

1. PROCEDURES FOR THE SUBMISSION OF A FLIGHT PLAN

1.1 Purpose and Types of the Flight Plan

1.1.1 Purpose of the Flight Plan

The purpose of the flight plan is to inform the competent ATS units of the intended flight and enabling them to supervise the flight within the scope of air traffic control as well as flight information service and alerting service.

Guidance material on the completion of the ICAO Flight Plan form and the Repetitive Flight Plan (RPL) in conformance with the EUR RVSM flight planning requirements and Area Navigation (RNAV) specifications are provided in the ICAO EUR Regional Supplementary Procedures (Doc 7030).

Furthermore, the following requirement is in addition to the flight planning requirements contained in the ICAO EUR Regional Supplementary Procedures:

In addition to military operations, operators of customs or police aircraft shall insert the letter M in Item 8 of the ICAO flight plan form.

1.1.2 Types of Flight Plan

a. Individual Flight Plan

For each individual flight an individual flight plan shall be filed. Flights, in which several aircraft take part in a formation, as well as every separate stage of flight for flights with intermediate stops, shall also be regarded as individual flight.

b. Repetitive Flight Plan

A flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATS units.

c. Air filed Flight Plan

Flight plan submitted by airborne aircraft to the relevant ATS unit.

1.2 Flights subject to submission of a Flight Plan

1.2.1 A flight plan shall be submitted in the Budapest FIR, in the following cases:

- Any flight in uncontrolled airspace between 4000 FT (1200 M) AMSL and 9500 FT (2900 M) AMSL, except non-power driven aircraft;
- International Flights, except as specified in 1.2.2;
- Any flight in controlled airspace;
- Any flight to, from and crossing a TIZ airspace with the exception of non-power driven aircraft;
- The following VFR flights:
  - i. VFR flights above FL 195, with the exception of those planned in ad-hoc segregated airspace;
  - ii. Night VFR;
  - iii. Glider flights in cloud.
- Special cases:
  - i. State aircraft flying outside MCTR, MTMA and TRAs;
  - ii. Civil aircraft flying inside and MCTR not within published operational hours;
  - iii. Flights in civil aerodrome control zones (CTR) outside the published operational hours of ATC service (LHSM, LHDC);
  - iv. For multiple landings a flight plan shall be filed for every flight segment;

v. For flights flying the same route multiple times, separate flight plans shall be filed for each segment.

1.2.2 Flight plan submission is not required in class G airspace - with the exception of night VFR flights and flights performed by aircraft coming from or going to a third country - VFR GAT flights crossing the Slovakian-Hungarian state border at an altitude below 4000 feet (1200 M) AMSL and flights performed with a non-power driven aircraft crossing at an altitude above 4000 feet (1200 M) AMSL.

1.3 Completion of a Flight Plan form

A Flight Plan form shall be completed in accordance with the provisions contained in PANS-ATM (Doc 4444/501) Appendix 2.

Where STAR procedures are published, RNAV capable aircraft, shall insert the first way-point of the STAR as the last point of the filed FPL route.

In case of LHBP arrival, non-RNAV capable aircraft should insert TPS as the last point of the filed FPL route.

Aircraft operators are requested not to indicate SID/STAR information in the filed route of FPLs.

1.3.1 The use of the indicators GAT/OAT in a flight plan

- General Air Traffic (GAT):

Flights conducted in accordance with the regulations and procedures promulgated by the State civil aviation authorities and operating under the control or authority of the civil ATS organisation.

- Operational Air Traffic (OAT):

Flights, which do not comply with the provisions of GAT and are conducted under the control or authority of the military ATC organisation in published temporary reserved areas or ad-hoc segregated airspace.

Aircraft Operators (AOs) must indicate the planned change from GAT to OAT or vice versa in the FPLs.

The indicator shall be inserted after the appropriate significant point or geographical coordinates in the route.

The IFPS always assumes that all flight plans begin GAT, unless, it finds a change to GAT indicated later in the route. In this case it is assumed that everything prior to the change was OAT.

1.3.2 VFR flights planned above FL195 (5 950 M STD)

In case of flight operation above FL 195 (5 950 M STD) in controlled airspace and not in ad-hoc segregated airspace, the planned task shall be inserted in Field 18 of FPL, furthermore in Field 15 (route) the geographical or other significant point where FL195 (5 950 M STD) will be crossed, shall be shown.

Note: The climb out area to the route segment of the flight operation planned above FL 195 (5 950 M STD) shall be shown in Field 18 defined with radius of a circle pinpointed on a geographical or other significant point where FL 195 (5 950 M STD) to be crossed.

E.g. …DCT NORAH/N0160A085 DCT 4702N02120E/N0140F240 DCT NORAH/N0170A035 … (RMK/ Parachuting 4602N02135E R5NM).

Differences from ICAO standards and recommended practices can be found in the GEN 1.7

1.4 Addressing of a Flight Plan and Flight Plan associated messages.

Flight plan and flight plan associated messages shall be addressed for the purpose of transmission to units concerned and shall be forwarded to the addressees via the existing communication facilities. The units concerned are the ATS units of a departure and destination aerodrome, and also the ATS and ATFCM units along the planned route of a flight. In addition in cases of certain flights originators shall add special addressees prescribed by appropriate authorities, AOs or aerodromes for which FPLs and associated messages should be forwarded.

1.4.1 Flights entering or overflying the IFPS Zone

With respect to IFR/GAT flights which are intended to enter or overfly the IFPS Zone the flight plans and associated messages need only be addressed to the IFPS units in Haren (Brussels) and in Bretigny (Paris), instead of the relevant ATS units. These units will transmit the FPL and associated messages to all ATS units concerned within the IFPS Zone.

Note: The list of States participating in the IFPS distribution area See ENR 1.10.

AD 0.6 TABLE OF CONTENTS TO PART 3

LHBP BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

LHDC DEBRECEN INTERNATIONAL AIRPORT

LHNY NYÍREGYHÁZA

LHPP PÉCS/POGÁNY

LHPR GYŐR/PÉR

LHSM HEVIZ-BALATON AIRPORT

LHUD SZEGED

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6. PLANNING, AUTHORISATION AND EXECUTION OF TRAINING, CALIBRATION, DEMONSTRATION OR CERTIFICATION FLIGHTS

6.1 Planning and authorisation of training flights

6.1.1 The time periods specified in this section shall be interpreted as follows: all periods include the starting time of the period, but not its closing time.

6.1.2 Training flights, demonstration flights and certification flights may not be planned and executed:

- On workdays between 2100 - 0500 (2000-0400);
- SAT, SUN and Public holidays between 1700 - 0700 (1600-0600).
- Training flights may not be authorised during single RWY operation.

Calibration flights may be executed on workdays and bank holidays between 0500 - 2100 (0400-2000).

6.1.3 Training flights shall be grouped in such a way that, if possible, different exercises should follow each other, in order to avoid the continuous noise pollution of the same residential areas. A maximum of three exercises may be planned in a sequence for the same route.

6.1.4 Requests for the execution of training flights must be submitted earliest three (3) and latest one (1) workday in advance to Budapest Airport Ltd. Airport Operation Control Centre (AOCC):

Phone:(+361) 296-7421 or

Phone:(+361) 296-6914

Email:airport.ops@bud.hu

providing the following data:

- Aircraft registration marks and call sign,
- Aircraft type,
- The nature and the planned time of the exercise,
- Contact details of pilot in command (preferably mobile phone number).

6.1.5 Training flights initially authorised by the AOCC may be subject to ATC restrictions on the day of execution if this is warranted due to the traffic situation, weather conditions or technical failures. Pilot in command shall contact TWR before execution at Tel: (+361) 293-4600.

6.1.6 Maintenance organizations are obliged to inform the AOCC at least 24 hours prior to the planned time of certification flight about the planned time and the nature of flight.

6.1.7 In case of demonstration flights planned over the area of the airport, the organization responsible for the event must request consent from the AOCC to holding the event, prior to initiating the permitting procedure with the aviation authority.

When requesting consent, the following information shall be provided to the AOCC:

- Aircraft registration marks and call sign,
- Aircraft type,
- The nature, the planned time and duration of the demonstration flight,
- Contact details of pilot in command (preferably mobile phone number).

6.1.8 Only one training-, or calibration-, or demonstration or certification flight may be authorised in the CTR or in the TMA below 4 000 FT AMSL at any one time.

6.1.9 Rules on runway use for training flights and certification flights:

In case of runway direction 31
Training or certification flights may be authorized for RWY 31R.

Only Police helicopters training flights may be authorized on threshold 31L (even in case of operation with two runways), and technical flight tests only if runway 13L/31R is not available.

In case of runway direction 13
Training flights may not be authorised for RWY 13. Certification flights may be authorized for RWY 13R.

6.1.10 In case of demonstration flights, prior authority coordination and permitting is required with respect to runway use as well.

6.2 Execution of training, demonstration or certification flights

During training flights, with the exception of emergency cases, English RTF phraseologies shall be used.

Note: The English expressions of the different manoeuvres which can be made after the approaches are listed in *See 6.2.1* c) below.

6.2.1 Flight procedures can be expected:

a. For heavy and medium wake turbulence category aircraft:

Demonstration or certification flight			
RWY	**Route**	**Altitude**	**Flight rule**
31R/L 13R/L	RWY HDG or RADAR VECTOR	4 000 FT AMSL	VFR/IFR

Training flights			
31R/L	RWY HDG or RADAR VECTOR	4 000 FT AMSL	VFR/IFR

Note: Deviation from the prescribed track and altitude is only allowed by ATC clearance.

b. For light wake turbulence category prop and turboprop aircraft:

Training flight			
RWY	**Traffic circuit**	**Altitude**	**Flight rule**
31R	RIGHT	min. 1 500 FT AMSL max. 2 500 FT AMSL	VFR
31L	LEFT		VFR

Note: Deviation from the prescribed track and altitude is only allowed by ATC clearance.

c. The pilot shall report the requested manoeuvre to the air traffic controller when flying downwind, before turning on to the base leg, and to the tower controller at the latest, during final approach if radio contact is established only there. The following expression can be used:

- continue on traffic circuit;
- full stop;
- touch-and-go;
- low approach.

LHBP AD 2.21 NOISE ABATEMENT PROCEDURES

1. GENERAL PROVISIONS

The aim of noise abatement procedures is to mitigate the impact of noise generated by aircraft at the airport and on the residential areas affected by landing and take-off procedures.

Budapest Ferenc Liszt International Airport may be used by aircraft which comply with the requirements prescribed by joint decree no. 18/1997 (X. 11.) of the Minister of Transport, Telecommunication and Water Affairs and of the Minister of Environmental Protection and Regional Development.

Only aircraft which comply with chapters 3, 4, 5, 6, 8, 10 and 11 of part II, volume I of annex 16 of the

BUDAPEST/LISZT FERENC

ARP
N47 26 22
E019 15 43

AERODROME ELEV 496

BUDAPEST APP	122.975	BUDAPEST TOWER	118.100	BUDAPEST APRON	122.440
	123.660	BUDAPEST GROUND	121.910	ATIS	132.380
	119.510	BUDAPEST DELIVERY	134.540	ATIS (BUD VOR)	117.300
BUDAPEST INFORMATION (NORTH)			119.350		

AERODROME CHART - ICAO

RWY	DIRECTION	THR	BEARING STRENGTH	TORA	TODA	ASDA	LDA
13R	127°	N47 26 55, E019 13 15	PCN 75/R/A/X/T	3009	3009	3009	3009
31L	307°	N47 25 50, E019 15 01	PCN 75/R/A/X/T	3009	3009	3009	3009
13L	127°	N47 26 44, E019 15 27	PCN 90/R/A/X/T	3707	3707	3707	3707
31R	307°	N47 25 23, E019 17 38	PCN 90/R/A/X/T	3707	3707	3707	3707
APRON 1, APRON AG			PCN 60/R/A/X/T				
APRON 2			PCN 90/R/A/W/T				
APRON AA, APRON AL			PCN 75/R/A/X/T				
CARGO APRON			PCN 80/R/A/W/T				

For taxiways width, surface and strength see: LHBP AD 2.8.

HOTSPOT

CAUTION:
Taxiways A1 and A2.
Do NOT cross the holding position markings without ATC clearance issued on TWR frequency (118.100 MHz).

HOTSPOT

CAUTION:
Taxiway K.
Verify the correct taxi route before entering the Taxiway.

HOTSPOT

CAUTION:
Taxiways B1 and B2.
Do NOT cross the holding position markings without ATC clearance issued on TWR frequency (118.100 MHz).

HOTSPOT

CAUTION: **Taxiways A1 and B1.**
Confusing Taxiways. Verify the correct taxi route.

INTERSECTION TAKE-OFF

RWY	TWY	TORA	TODA	ASDA
13L	K	2950	2950	2950
31R	X	2650	2650	2650
	K	705	705	705
13R	C	2450	2450	2450
	B1	1200	1200	1200
	B2	1200	1200	1200
31L	B1	1800	1800	1800
	B2	1800	1800	1800
	C	505	505	505

LEGEND

VISUAL AIDS

- Approach lighting bar
- Approach lighting barrette
- PAPI
- RWY edge light (combinated omnidirectional and bi-directional)
- RWY and TWY centre line light (bi-directional)
- TWY centre line light (unidirectional)
- Omnidirectional TWY edge light
- Flood lighting
- Camera pole

FOR BASIC CHART SYMBOLS SEE: GEN 2.3.
INS COORDINATES FOR AIRCRAFT STANDS SEE: PDC CHARTS.
TAXI PROCEDURES SEE: AD 2-LHBP-TAXI CHARTS.

VISUAL DOCKING GUIDANCE SYSTEM:
SAFEDOCK T2 AT PARKING POSITION: 31, 32, 33, 34, 34L/R, 35, 35L/R, 36, 36R, 37, 38, 39R AND 42, 43, 44, 45.

APRON ELEVATIONS: NOT AVAILABLE.
THE HIGHEST ELEVATIONS OF TDZ: NOT AVAILABLE.
GEOGRAPHICAL COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE.
OBSTACLES TO TAXIING: NOT AVAILABLE.

Helicopter alighting area
N47 26 08, E019 13 58
ELEV 427
Rectangle 120 x 120, GRASS
TRUE BRG of FATO: 312.5°

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

SCALE 1 : 10 000

100 0 100 200 300 400 500 600 700 800 900 1000 m
0 500 1000 1500 2000 2500 3000 feet

Geoid undulation 44 m / 144 ft

MARKINGS RWY 13R/31L AND EXIT TWY

LIGHTING AIDS RWY 13R/31L AND EXIT TWY

MARKINGS RWY 13L/31R AND EXIT TWY

LIGHTING AIDS RWY 13L/31R AND EXIT TWY

LIGHTING

RWY 13L/31R and RWY 13R/31L

Approach: Cat. II/III. High Intensity white unidirectional (900 m), variable in 5 stages. From 900 m to 300 m flashing centre line.
Thresholds: Low intensity green unidirectional, variable in 5 stages. with 2x10 m wing bar lights.
Touchdown zone: High intensity white unidirectional, variable in 5 stages.
PAPI 3,00° (MEHT: see in chart).
Runway edge: High intensity white unidirectional, variable in 5 stages. Last 600 m yellow. Low intensity white omnidirectional, variable in 5 stages. First and last 600 m yellow. Edge light spacing: 60 m.
Runway centre line: High intensity unidirectional, variable in 5 stages. White to 900 m before runway end. Red/white from 900 m to 300 m before runway end. Red on the last 300 m of runway. Center line light spacing: 15 m.
Runway ends: Low intensity red unidirectional.

TWY

Taxiway edge: Low intensity omnidirectional blue.
Taxiway centre line: Low intensity unidirectional green on taxiways Z, Y and J4. Low intesity bi-directional green on taxiways A2-A9, F, B2-B5, N, T, and U.
STOP bars: Unidirectional red.
Apron: Low intensity red edge lights and floodlights.
Obstacle light: Low intensity red.

CHANGE: APRON AG, aircraft stand 33

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BUDAPEST APP	122.975	BUDAPEST TOWER	118.100	BUDAPEST APRON	122.440
	123.860	BUDAPEST GROUND	121.910	ATIS	132.380
	119.510	BUDAPEST DELIVERY	134.540	ATIS (BUD VOR)	117.300
BUDAPEST INFORMATION (NORTH)			119.350		

BUDAPEST/LISZT FERENC
APRON 2

AIRCRAFT PARKING/DOCKING CHART - ICAO

	BEARING STRENGTH
Apron 2	PCN 90/R/A/W/T
For taxiways width, surface and strength see: LHBP AD 2.8.	

ARP
N47 26 22
E019 15 43

VAR 5° E (2023) ANNUAL RATE OF CHANGE 0° 1' E

Geoid undulation 44 m 144 ft

LIGHTING

TWY

Taxiway edge:	Low intensity omnidirectional blue.
Taxiway centre line:	Low intensity unidirectional green on taxiways Z, Y. Low intensity bi-directional green on taxiways A3-A8, B3-B5, F, N, and U.
STOP bars:	Unidirectional red.
Apron:	Low intensity red edge lights and floodlights.
Obstacle light:	Low intensity red.

INS COORDINATES FOR AIRCRAFT STANDS	
31	N47 25 51.50, E019 15 36.66
32	N47 25 52.48, E019 15 35.08
33	N47 25 53.35, E019 15 33.35
34	N47 25 55.22, E019 15 31.90
39L	N47 25 58.45, E019 15 33.46
39R	N47 25 59.29, E019 15 31.33
35	N47 25 57.01, E019 15 28.94
35L	N47 25 57.14, E019 15 27.21
35R	N47 25 56.71, E019 15 29.42
36	N47 25 58.94, E019 15 25.89
36L	N47 25 58.81, E019 15 24.43
36R	N47 25 58.71, E019 15 26.45
37	N47 26 01.34, E019 15 28.01
38	N47 26 00.35, E019 15 29.62
39	N47 25 58.48, E019 15 33.78
34L	N47 25 55.12, E019 15 30.09
34R	N47 25 54.75, E019 15 32.40
42	N47 26 02.44, E019 15 41.31
43	N47 26 03.03, E019 15 42.10
44	N47 26 03.78, E019 15 44.38
45	N47 26 02.65, E019 15 46.21
R210	N47 26 06.69, E019 15 34.60
R211	N47 26 08.14, E019 15 36.56
R212	N47 26 09.24, E019 15 38.03
R212A	N47 26 07.95, E019 15 36.34
R220	N47 26 01.14, E019 15 19.66
R221	N47 26 02.24, E019 15 21.14
R222	N47 26 03.67, E019 15 23.05
R223	N47 26 04.77, E019 15 24.53
R224	N47 26 08.09, E019 15 29.00
R225	N47 26 09.20, E019 15 30.48
R226	N47 26 10.63, E019 15 32.41
R227	N47 26 11.73, E019 15 33.89
R270	N47 26 08.94, E019 15 48.08

INS COORDINATES FOR AIRCRAFT STANDS	
R271	N47 26 07.98, E019 15 49.63
R272	N47 26 07.02, E019 15 51.19
R273	N47 26 06.06, E019 15 52.74
R274	N47 26 04.87, E019 15 54.66
R275	N47 26 03.91, E019 15 56.21
R276	N47 26 02.95, E019 15 57.76
R277	N47 26 01.99, E019 15 59.31
R278	N47 26 00.46, E019 16 01.17
R278A	N47 26 00.61, E019 16 00.61
R279	N47 25 59.27, E019 16 03.20

FOR BASIC CHART SYMBOLS SEE: GEN 2.3.
TAXI PROCEDURES SEE: AD 2-LHBP-TAXI CHARTS.

VISUAL DOCKING GUIDANCE SYSTEM:
SAFEDOCK T2 AT PARKING POSITION: 31, 32, 33, 34, 34L/R, 35, 35L/R, 36, 36R, 37, 38, 39R AND 42, 43, 44, 45.

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

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

SCALE 1 : 5 000

50 0 50 100 150 200 250 m
0 250 500 750 feet

LEGEND

VISUAL AIDS

- TWY centre line light (bi-directional)
- TWY centre line light (unidirectional)
- Omnidirectional TWY edge light
- Flood lighting
- Camera pole

MAXIMUM PERMISSIBLE WINGSPAN ON APRON 2 TAXIWAYS	
S, W1, W2	35.99 m
H2, P1, P2, Q, R, V, L	51.99 m
H1, P4	64.99 m
U behind stand 31, 32, 33	35.99 m
U between EXIT POINT and 34R	64.99 m
P3 behind stand R270-R277	35.99 m
P3 behind stand R278, R279	64.99 m

CHANGE: Aircraft stand 33

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BUDAPEST APP	122.975	BUDAPEST TOWER	118.100	BUDAPEST APRON	122.440
	123.860	BUDAPEST GROUND	121.910	ATIS	132.380
	119.510	BUDAPEST DELIVERY	134.540	ATIS (BUD VOR)	117.300
BUDAPEST INFORMATION (NORTH)			119.350		

BUDAPEST/LISZT FERENC

AIRCRAFT PARKING/DOCKING CHART - ICAO

APRON AG, AA, AL

VAR 5° E ANNUAL RATE OF CHANGE 0.1° E

Geoid undulation 44 m 144 ft

FOR BASIC CHART SYMBOLS SEE: GEN 2.3.
TAXI PROCEDURES SEE: AD 2-LHBP-TAXI CHARTS.

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

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

SCALE 1 : 5 000

50 0 50 100 150 200 250 m
0 250 500 750 feet

	BEARING STRENGTH
APRON AG	PCN 60/R/A/X/T
APRON AA, APRON AL	PCN 75/R/A/X/T
For taxiways width, surface and strength see: LHBP AD 2.8.	

Helicopter alighting area
N47 26 08, E019 13 58
ELEV 427
Rectangle 120 x 120, GRASS
TRUE BRG of FATO: 312.5°

LEGEND

VISUAL AIDS

- TWY centre line light (bi-directional)
- TWY centre line light (unidirectional)
- Omnidirectional TWY edge light
- Flood lighting

INS COORDINATES FOR AIRCRAFT STANDS	
A1	N47 25 51.92, E019 14 17.13
A2	N47 25 51.17, E019 14 19.39
A3	N47 25 50.41, E019 14 21.65
A4	N47 25 49.66, E019 14 23.92
G180	SEE NOTAM
G181	SEE NOTAM
G182	SEE NOTAM
G183	SEE NOTAM
G184	SEE NOTAM
G190L	SEE NOTAM
G190	SEE NOTAM
G190R	SEE NOTAM
G191L	SEE NOTAM
G191	SEE NOTAM
G191R	SEE NOTAM
G192	SEE NOTAM
L1	N47 25 46.67, E019 14 32.94
L2	N47 25 45.82, E019 14 35.49
L3	N47 25 44.97, E019 14 38.05

MAXIMUM PERMISSIBLE WINGSPAN ON APRON AG, MAINTENANCE APRON AA, AL	
EXIT POINT M10	35.99 m
EXIT POINT M20	35.99 m
EXIT POINT M30	35.99 m
ENGINE TEST AREA	35.99 m (BY TOWING TRUCK ONLY)

LIGHTING

TWY

Taxiway edge:	Low intensity omnidirectional blue.
Taxiway centre line:	Low intensity unidirectional green on taxiways J4. Low intensity bi-directional green on taxiways A2 and B2.
STOP bars:	Unidirectional red.
Apron:	Low intensity red edge lights and floodlights.
Obstacle light:	Low intensity red.

CHANGE: APRON AG

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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 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	H24
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
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, shuttle bus, taxi, rental car
4	Medical facilities	First aid at AD, hospital in the city
5	Bank and Post Office	in the city
6	Tourist Office	in the city
7	Remarks	Nil

LHDC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	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	N/A
5	Remarks	Nil

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

1	Apron surface and strength	Surface: Strength:	CONC 44R/B/W/T
2	Taxiway width, surface and strength	Taxiway A width: 18 M Taxiway B width: 18 M Taxiway A surface: CONC Taxiway B surface: CONC Taxiway A strength: 42R/B/W/T Taxiway B strength: 60R/B/W/T	
3	Altimeter checkpoint location and elevation	Location: Elevation:	at RWY THRs 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	Taxiway center line markings are available from THRs to aircraft parking stands.	
2	RWY and TWY markings and LGT	RWY: TWY:	THR, designator, center line, side stripe, TDZ, aiming point, displaced THR markings and threshold, RWY edge, RWY end, THR ID lights 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/Telefax; 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 2.16 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 and DEBRECEN CTR: 473908N 0214744E - 473338N 0215503E - 471843N 0213038E - 472433N 0212252E - 473908N 0214744E DEBRECEN TIZ2 and DEBRECEN CTA1: 474127N 0215009E - 473102N 0220059E - 471020N 0214329E - 471154N 0212611E - 472402N 0211743E - 473243N 0213243E - 474127N 0215009E DEBRECEN TIZ3 and DEBRECEN CTA2: 474718N 0213722E - 474127N 0215009E - 473243N 0213243E - 474559N 0213339E - 474718N 0213722E
2	Vertical limits	DEBRECEN TIZ1 and DEBRECEN CTR: 2 000 FT ALT / GND DEBRECEN TIZ2 and DEBRECEN CTA1: 9 500 FT ALT / 2 000 FT ALT DEBRECEN TIZ3 and DEBRECEN CTA2: 9 500 FT ALT / 5 000 FT ALT
3	Airspace classification	DEBRECEN CTA1, DEBRECEN CTA2 and DEBRECEN CTR: Class D DEBRECEN TIZ1, DEBRECEN TIZ2 and DEBRECEN TIZ3: Class G
4	ATS unit call sign Language(s)	Debrecen Tower, Debrecen Info English, Hungarian
5	Transition altitude	10 000 FT ALT
6	Hours of Applicability	As AD Administration
7	Remarks	ATC (CTA+CTR) suspended; 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
TWR	Debrecen Tower	125.910 CH Reserved: 132.965 CH	Nil	Nil	Suspended	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	C	326 KHZ	H24	472831.1N 0213535.2E	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 13 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 40 km/h (21 kts). After sunset, the maximum aircraft taxiing speed on the APRON should be reduced to 28 km/h (15 kts).

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.

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 crossed the end of the runway-in-use and has started a turn, 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:

DEBRECEN INTERNATIONAL AIRPORT Ltd.

Post:H-4030 Debrecen, Repülőtéri út 12.

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

NIL

DEBRECEN

AERODROME CHART - ICAO

ARP
N47 29 20
E021 36 55

AERODROME ELEV 361

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

RWY	DIRECTION	THR	BEARING STRENGTH	TORA	TODA	ASDA	LDA
04R	042°	N47 28 53, E021 36 11	PCN 53/R/B/W/T	2500	2500	2500	2500
22L	222°	N47 29 41, E021 37 29	PCN 53/R/B/W/T	2500	2500	2500	2200
Apron			PCN 44/R/B/W/T				
Taxiway: A			PCN 42/R/B/W/T				
Taxiway: B			PCN 60/R/B/W/T				
Taxiways width: 18 m.							

Geoid undulation 41 m 136 ft

VAR 9° E (2023) ANNUAL RATE OF CHANGE 0.1° E

LEGEND

Earth rampart, shelter

VISUAL AIDS

- Approach lighting barrette
- PAPI
- Threshold identification flashing light
- High intensity uni- and bidirectional RWY lights (edge, threshold, end)
- Retroreflective TWY edge marker
- Non illuminated taxiing guidance sign

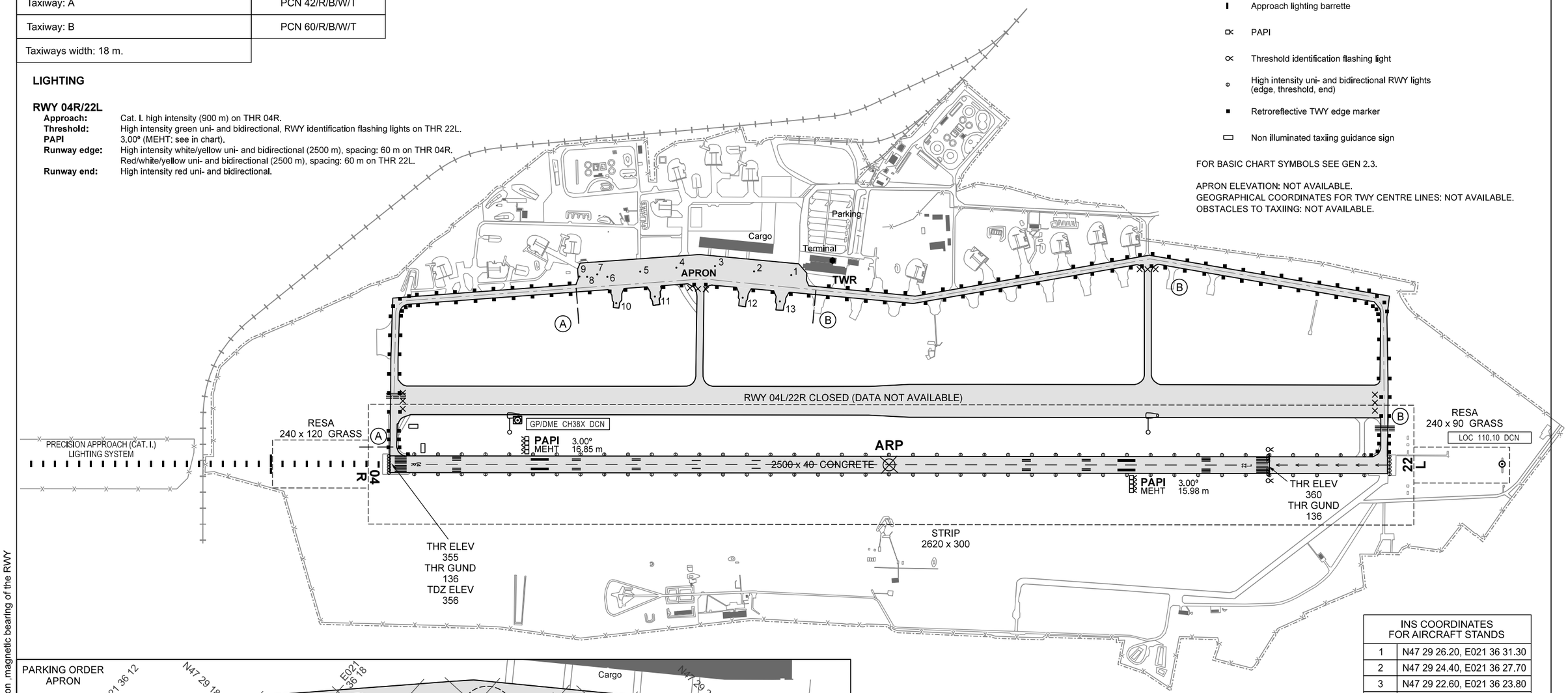
FOR BASIC CHART SYMBOLS SEE GEN 2.3.

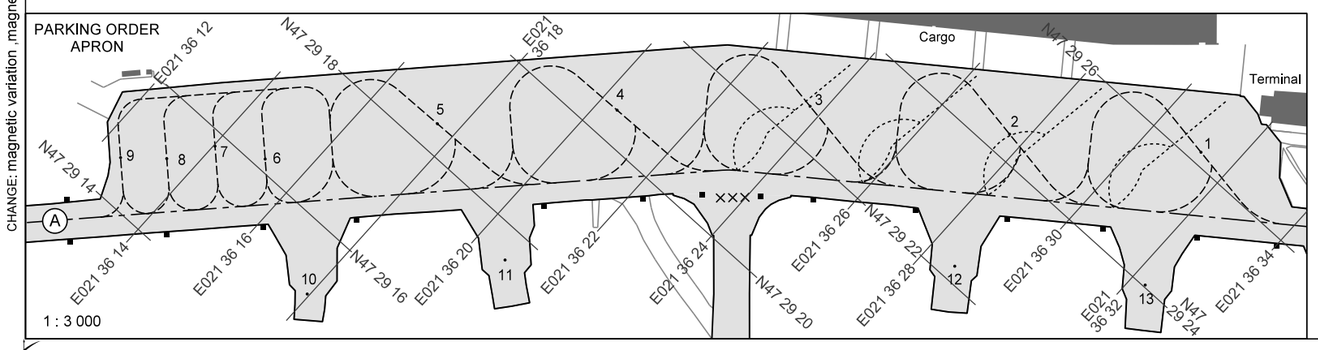
APRON ELEVATION: NOT AVAILABLE.
GEOGRAPHICAL COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE.
OBSTACLES TO TAXIING: NOT AVAILABLE.

LIGHTING

RWY 04R/22L

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





ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

HORIZONTAL SCALE 1 : 10 000

100 0 100 200 300 400 500 600 700 800 900 1000 m
0 500 1000 1500 2000 2500 3000 feet

INS COORDINATES FOR AIRCRAFT STANDS	
1	N47 29 26.20, E021 36 31.30
2	N47 29 24.40, E021 36 27.70
3	N47 29 22.60, E021 36 23.80
4	N47 29 20.40, E021 36 20.50
5	N47 29 18.20, E021 36 17.60
6	N47 29 16.10, E021 36 15.10
7	N47 29 15.70, E021 36 14.00
8	N47 29 15.00, E021 36 13.30
9	N47 29 14.60, E021 36 12.60
10	N47 29 15.00, E021 36 18.00
11	N47 29 17.50, E021 36 20.90
12	N47 29 22.20, E021 36 28.80
13	N47 29 24.00, E021 36 32.40

CHANGE: magnetic variation ,magnetic bearing of the RWY

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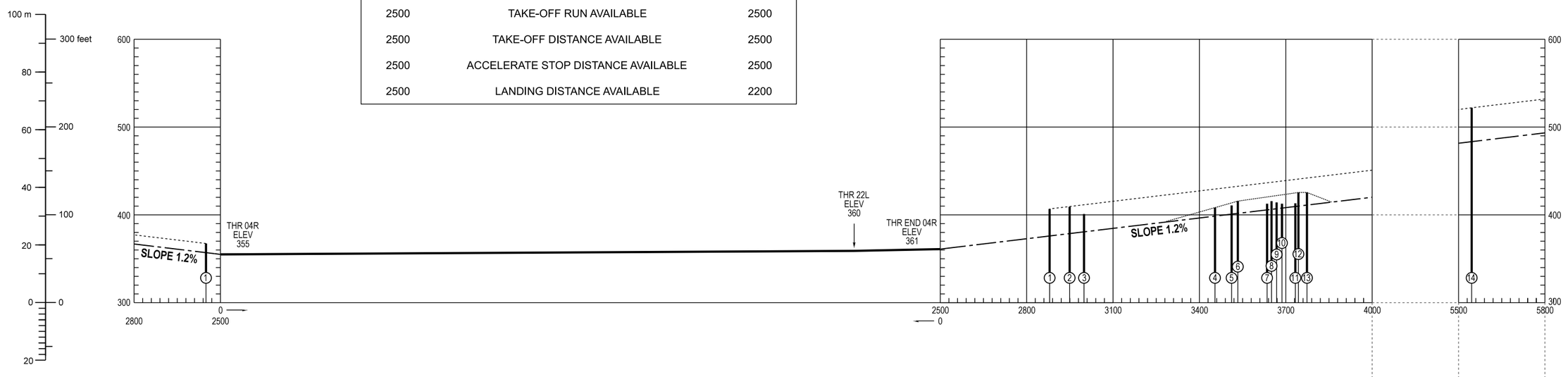
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

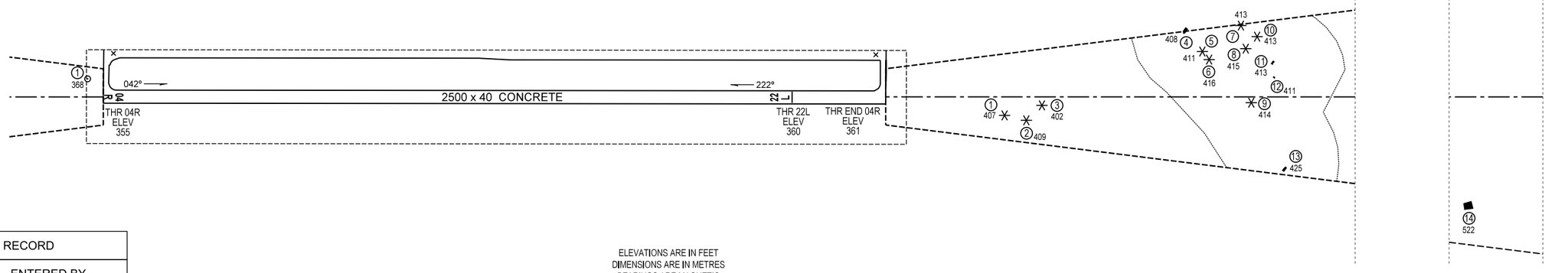
DEBRECEN
RWY 04R/22L

MAGNETIC VARIATION 6° E (2023)

TAKE-OFF RUN AVAILABLE		
RWY 04R		RWY 22L
2500	TAKE-OFF RUN AVAILABLE	2500
2500	TAKE-OFF DISTANCE AVAILABLE	2500
2500	ACCELERATE STOP DISTANCE AVAILABLE	2500
2500	LANDING DISTANCE AVAILABLE	2200

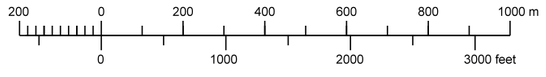


VERTICAL SCALE 1 : 1 500



ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

HORIZONTAL SCALE 1 : 15 000



ORDER OF ACCURACY

HORIZONTAL: 5 m
VERTICAL: 3 m
(DATE OF SURVEY: FEB 2018)

LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC.	⊙
BUILDING OR LARGE STRUCTURE	▬
TREE OR SHRUB	✳

AMENDMENT RECORD		
No.	DATE	ENTERED BY

CHANGE: magnetic variation, magnetic bearing of the RWY

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VISUAL APPROACH CHART - ICAO

AERODROME ELEV 361
HEIGHTS RELATED TO AD ELEV

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

DEBRECEN

VFR ENTRY AND EXIT POINTS		
EBES	N47 28 39	E021 29 16
JOZA	N47 35 33	E021 33 26
HOPI	N47 23 33	E021 43 59

VAR 6° E (2023)

NOTE
Aeronautical data up to 1000 ft AMSL

RMZ DEBRECEN RMZ3 9500 5000
TIZ DEBRECEN TIZ3 9500 5000
CTA DEBRECEN CTA2 9500 5000
TMZ DEBRECEN TMZ3 9500 5000

Bocskaikert
Bodaszőlő
PALLAG
DOMBOS
HAJDÚSÁMSON
JÓZSA
JOZA
NAGYMACS
LHTRA23A FL245 9500
799 (438)
SÁMSONKERT
MARTINKA
CTR DEBRECEN CTR 2000 GND
TIZ DEBRECEN TIZ1 2000 GND
KISMACS
ONDÓD
DEBRECEN
LHR10 7500 GND
NDB 383 EN N47 31 59.7 E021 41 16.9
RMZ DEBRECEN RMZ1 2000 GND
TMZ DEBRECEN TMZ1 2000 GND
PAPI MEHT 3° 15.98
PAPI MEHT 3° 16.85
042°
222°
1500 AGL
EBES
NDB 326 C N47 28 31.1 E021 35 35.2
SZEPES
BÁNK
Ebes
HAJDÚ-SZOBOSZLÓ
NDB 295 DC N47 27 24.3 E021 33 47.0
Mikepércs
Sáránd
Hajdúbagos
Hajdúszovát
HOPI
Hosszúpályi
CTA DEBRECEN CTA1 9500 2000
TIZ DEBRECEN TIZ2 9500 2000
RMZ DEBRECEN RMZ2 9500 2000
TMZ DEBRECEN TMZ2 9500 2000
DERECSKE

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES (ELEVATION AND HEIGHT) ARE IN FEET
DISTANCES ARE IN NAUTICAL MILES

SCALE 1 : 150 000

1 0 1 2 3 NM
0 2 4 6 km

Lambert Conformal Conic Projection
WGS84 datum

ELEVATIONS 799 (438) HEIGHTS

CHANGE: magnetic variation, magnetic bearing of the traffic circuit

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LHPR - GYŐR/PÉR

LHPR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LHPR GYŐR/PÉR

LHPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRIVE DATA

1	ARP coordinates and site at AD	473738N 0174830E RWY and TWY-A intersection
2	Direction and distance from (city)	15 KM 120 DEG from the centre of Gyor
3	Elevation/Reference temperature	426 FT / 26.2° C
4	Geoid undulation	145 FT
5	MAG VAR/ Annual change	4.85° E (2020) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	Győr/Pér Repülőtér Kft. Post:H-9099 Pér Repülőtér Phone:(+36) 96-559-200 Fax:(+36) 96-559-202 AFS:LHPRZPZX Email:ops@lhpr.hu URL:http://www.lhpr.hu SITA:QGYAPXH
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

LHPR AD 2.3 OPERATIONAL HOURS

1	AD Administration	0700 - 1700 (0600-1600)
2	Customs and immigration	From/to non EU and/or non Schengen Agreement`s countries preliminary permission required 24 hours before planned flight.
3	Health and sanitation	Nil
4	AIS Briefing Office	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	Nil
7	ATS	As AD Administration
8	Fuelling	As AD Administration
9	Handling	As AD Administration
10	Security	H24
11	De-icing	As AD Administration
12	Remarks	Beyond operational hours: on request

LHPR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	3 Fork-lift, 3,5t High loader, 7t High loader, Conveyor belt, 9 dollies 7t, 150 sqm warehouse, cargo X-Ray, cargo scale, ETD
2	Fuel/oil types	AVGAS 100LL petrol, JET A1 AeroShell W100, 15W50, Total Aero D100, DM 15W50.
3	Fuelling facilities/capacity	2 Kerosene trucks 20.000 litres and 6.000 litres.
4	De-icing facilities	Available on PRKG stands
5	Hangar space for visiting aircraft	On request
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

LHPR AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	Nearest 2 KM from AD
3	Transportation	Taxi, local public bus, airport minibus, rent-a-car
4	Medical facilities	First aid at AD, hospital in the city
5	Bank and Post Office	In the city, credit card acceptance at AD
6	Tourist Office	Nil
7	Remarks	Nil

LHPR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Weekdays in operational hours: CAT V. Weekends and public holidays in operational hours: CAT II (on request up to CAT 5)
2	Rescue equipment	A5 Fire fighting vehicle type: Renault Kerax Capacity: 6000l of water, 900l of foaming agent, 250kgs of fire-extinguisher.
3	Capability for removal of disabled aircraft	Contact for the removal of disabled aircraft cordinator: (+36) 96-559-200, ops@lhpr.hu, Units: K&M airporttechnik GmbH: RD5 and RD10 type recovery dollies and crane are available.
4	Remarks	Nil

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

1	Types of clearing equipment	2 snow ploughs, 1 snow cutter blower, 1 carbamid spreader, 1 Clearway spreader
2	Clearance priorities	RWY, TWY A, TWY A1, TWY A2, Apron 1, Apron 3, TWY B, Apron 2

GYŐR/PÉR

AERODROME CHART - ICAO

ARP
N47 37 38
E017 48 30

AERODROME ELEV 426

PÉR INFO	129.910
BUDAPEST INFORMATION (WEST)	125.500

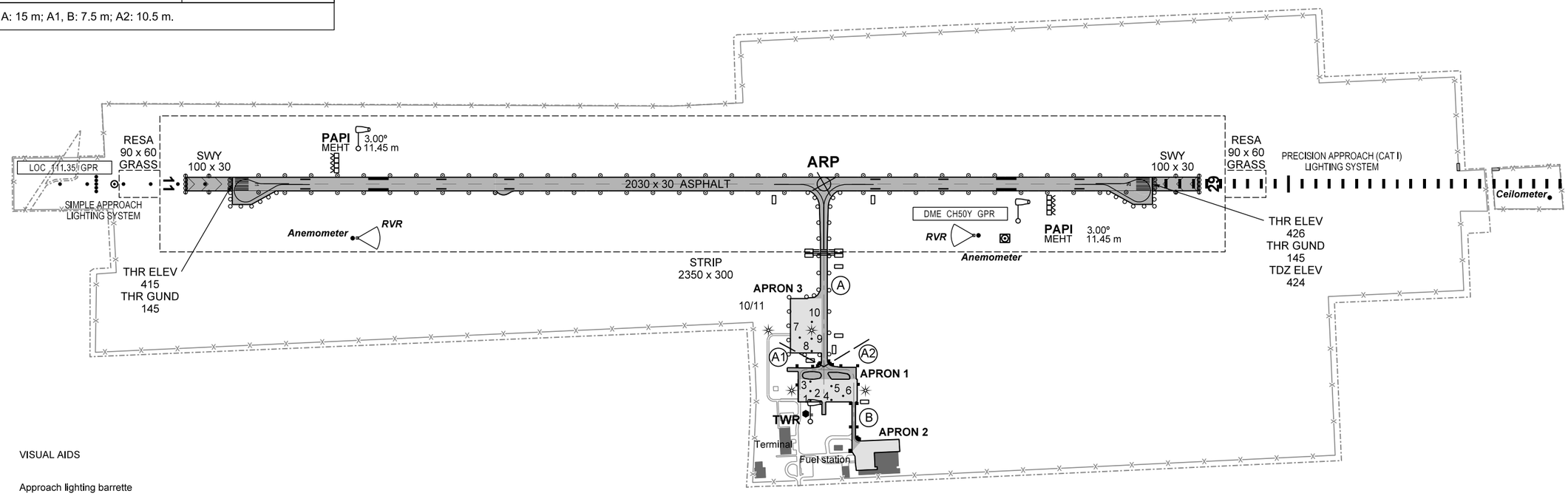
RWY	DIRECTION	THR	BEARING STRENGTH	TORA	TODA	ASDA	LDA
11	114°	N47 37 58, E017 47 36	PCN 50/F/C/W/T	2030	2030	2130	2030
29	294°	N47 37 26, E017 49 00	PCN 50/F/C/W/T	2030	2030	2130	2030

Apron 1	PCN 42/R/C/W/T
Apron 2	-
Apron 3	PCN 61/R/C/W/T
Taxiway: A	PCN 50/F/C/W/T
Taxiways: A1, A2	PCN 44/F/C/W/U
Taxivay: B	-
Taxiway width: A: 15 m; A1, B: 7.5 m; A2: 10.5 m.	

VAR 5°E (2020) ANNUAL RATE OF CHANGE 0.1°E

Geoid undulation 145

INS COORDINATES FOR AIRCRAFT STANDS	
1	N47 37 24.57, E017 48 17.57
2	N47 37 25.16, E017 48 18.07
3	N47 37 25.75, E017 48 18.56
4	N47 37 23.87, E017 48 19.54
5	N47 37 24.73, E017 48 20.26
6	N47 37 23.71, E017 48 20.83
7	N47 37 28.86, E017 48 19.87
8	N47 37 27.60, E017 48 20.27
9	N47 37 28.37, E017 48 20.90
10	N47 37 29.41, E017 48 21.80



VISUAL AIDS

- Approach lighting barrette
- Approach light
- PAPI
- RWY lights (edge, -threshold, -end)
- Stopway lights
- Omnidirectional TWY edge light
- Retroreflective TWY edge marker
- Flood lighting
- Non illuminated taxiing guidance sign

FOR BASIC CHART SYMBOLS SEE GEN 2.3.

APRONS ELEVATION: NOT AVAILABLE.
GEOGRAPHICAL COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE.
OBSTACLES TO TAXIING: NOT AVAILABLE.
PARKING ORDER APRON 2: NOT AVAILABLE.

LIGHTING

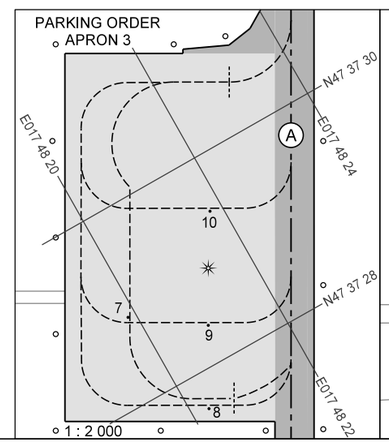
RWY 11/29

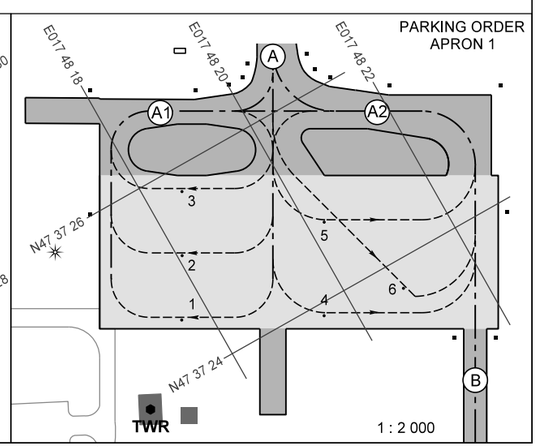
Approach: Cat. I. high intensity (900 m) on THR 29, SALS medium intensity (420 m) on THR 11.
Threshold: Green.
PAPI 3.00° (11.45 m).
Runway edge: High intensity white/yellow (2030 m), spacing: 58 m on THR 29, medium intensity white/yellow (2030 m), spacing: 58 m on THR 11.
Runway end: Red.
Stopway: Red (100 m).

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

HORIZONTAL SCALE 1 : 10 000

100 0 100 200 300 400 500 600 700 800 900 1000 m
0 500 1000 1500 2000 2500 3000 feet





CHANGE: new aircraft stands, glider areas and emergency landing strip deleted

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