

LHNY - NYÍREGYHÁZA**LHNY AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LHNY NYÍREGYHÁZA

LHNY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	475846N 0214132E at RWY 36 THR
2	Direction and distance from (city)	3 KM NNW from centre of Nyiregyhaza city
3	Elevation/Reference temperature	103 M / 21° C
4	Geoid undulation	40.31 M
5	MAG VAR / Annual change	6° E (2024) / 0.14° increasing
6	AD Administration, address, telephone, telefax, AFS	Post:TRENER Kft. H-4400 Nyiregyhaza Repuloter ut 1. Phone:(+36) 42-430-138 Fax:(+36) 42-430-138 AFS:LHNYZPZX SITA:Nil Email:info@trenerkft.hu URL:http://www.trenerkft.hu AFIS Phone:(+36) 30-527-6276
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	AD available for non-scheduled commercial and non-commercial traffic. For restrictions see AD 2.20

LHNY AD 2.3 OPERATIONAL HOURS

1	AD Administration	MON, TUE, WED, THU, FRI: 0630 - 1500 (0530-1400)
2	Customs and immigration	Temporary, On prior request (at least 2 working days in advance)
3	Health and sanitation	N/A
4	AIS Briefing Office	As Administration, can be extended on prior request according to Point 12
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	Nil
7	ATS	As Administration, can be extended on prior request according to Point 12
8	Fuelling	As Administration, over 1000 litres always on prior request, can be extended on prior request according to Point 12
9	Handling	As Administration, can be extended on prior request according to Point 12

10	Security	H24
11	De-icing	Nil
12	Remarks	Operation outside opening hours and weekends can be extended between 0500-2100 (0400-2000) on prior request (at least 2 working days in advance)

LHNY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	JET-A1 kerosene, AVGAS 100LL petrol, Aeroshell 15W50 oil
3	Fuelling facilities/capacity	JET-A1/20.000 litres, AVGAS 100LL / 20.000 litres
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Limited. By prior arrangement (at least 2 working days in advance)
6	Repair facilities for visiting aircraft	By prior arrangement (at least 2 working days in advance)
7	Remarks	Aerodrome applies alternative security measures according to 1254/2009 EU regulation. Security screening of passengers, baggage and carry on baggage, mail, cargo and catering services not provided.

LHNY AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants in the city	In the city
3	Transportation	Taxi
4	Medical facilities	First aid at AD, hospitals in the city
5	Bank and Post Office	Nil
6	Tourist Office	In the city
7	Remarks	Nil

LHNY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	ICAO Category 1 during operational time of AD. Can be upgraded to Category 2 on prior request (at least 2 working days in advance)
2	Rescue equipment	1 Rapid Intervention Vehicle with handheld fire equipment and 1 Fire Truck with Class A Foam.
3	Capability for removal of disabled aircraft	Tractor
4	Remarks	ICAO RFF Category 3 Aircraft can use the AD on prior request (at least 2 working days in advance) limited to 700 movements/consecutive 3 months. ICAO Category 2 RFF service will be provided.

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

1	Types of clearing equipment	1 snow-plough
2	Clearance priorities	18R/36L RWY, TWYs, Entrance to Hangars
3	Use of material for movement area surface treatment	Nil
4	Specially prepared winter runways	Nil
5	Remarks	See AD 1.2 para 2. 18L/36R Grass RWY cannot be used if covered with snow

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

1	Apron surface and strength	Apron	Surface	Strength
		NORTH	CONC	PCN 8/R/C/W/U
		SOUTH	CONC	PCN 8/R/C/W/U
2	Taxiway width, surface and strength	Width:	9 M, except TWY A1: 11 M and TWY B: 13 M	
		Surface:	TWYs A1 and B: Asphalt, others concrete	
		Strength:	TWYs A1 and B: PCN 15/F/C/W/U others: PCN 8/R/C/W/U	
3	Altimeter checkpoint location and elevation	Location:	At THR	
		Elevation:	103 M	
4	VOR checkpoints	Nil		
5	INS checkpoints	Nil		
6	Remarks	AD available for non-scheduled commercial and non-commercial traffic. For restrictions see AD 2.20		

LHNY 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	Nil
2	RWY and TWY markings and LGT	RWY 18R/36L: Designator, threshold, centre line, edge, information signs RWY 18L/36R: Threshold markers, edge markers TWYs: Centre line, holding point markings and information signs
3	Stop bars	Nil
4	Remarks	Nil

LHNY AD 2.10 AERODROME OBSTACLESData for Area 2 and 3 [See GEN 3.1](#)**LHNY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology 9 hour forecast during operational hours of AD
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity Interval of issuance	Nil
4	Type of landing forecast Interval of issuance	Nil
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)
10	Additional information	Nil

LHNY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18R	181.32° GEO	1000 x 20	20/F/C/W/U ASPH	475918.65N 0214132.88E 475846.22N 0214131.77E 40.31 M	103 M
36L	1.32° GEO	1000 x 20	20/F/C/W/U ASPH	475846.22N 0214131.77E 475918.65N 0214132.88E 40.31 M	103 M

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18L	181.32° GEO	1000 x 150	7 tonns for dry condition, 4 tonns for wet condition GRASS	475916.76N 0214146.56E 475844.38N 0214145.46E 40.31 M	103 M
36R	1.32° GEO	1000 x 150	7 tonns for dry condition, 4 tonns for wet condition GRASS	475844.38N 0214145.46E 475916.76N 0214146.56E 40.31 M	103 M

Designations RWY	Slope of RWY - SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M) surface	Location of arresting system	OFZ	Remarks
1	7	8	9	10	11	12	13	14
18R	0%	Nil	Nil	1120 x 150	40 x 90 GRASS	Nil	Nil	Primary
36L	0%	Nil	Nil	1120 x 150	40 x 90 GRASS	Nil	Nil	Primary
18L	0%	Nil	Nil	1120 x 150	60 x 150 GRASS	Nil	Nil	Secondary
36R	0%	Nil	Nil	1120 x 150	60 x 150 GRASS	Nil	Nil	Secondary

LHNY AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18R	1000	1000	1000	1000	
36L	1000	1000	1000	1000	
18L	1000	1000	1000	1000	
36R	1000	1000	1000	1000	

LHNY AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type, LEN, INTST	THR LGT colour WBAR	VASIS (MEHT)	TDZ LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
18R	E - SALS 420 M LIM	GRN	PAPI 3.2° (8.62 M)	Nil	Nil	1000 M 60 M WHI	RED	Nil	Nil
36L	E - SALS 420 M LIM Sequence d flashing	GRN	PAPI 3.2° (8.62 M)	Nil	Nil	1000 M 60 M WHI	RED	Nil	Nil
18L	Nil	N/A	Nil	Nil	Nil	Nil	Nil	Nil	Nil
36R	Nil	N/A	Nil	Nil	Nil	Nil	Nil	Nil	Nil

LHNY AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	Wind Sock on the top of the Northern Hangars (Lighted), on the Middle Hangars and on the West side of RWY 18R/36L.
3	TWY edge and centre line lighting	Nil
4	Secondary power supply / switch-over time	Diesel generator unit; switch-over time is 15 seconds
5	Remarks	Nil

LHNY AD 2.16 HELICOPTER LANDING AREA

NIL

LHNY AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	NYIREGYHAZA TIZ1 A circle radius 10 KM centered on 475856N 0214100E	NYIREGYHAZA TIZ2 474718N 0213722E - 474559N 0213339E - 475748N 0212210E - 480443N 0212351E - 480930N 0212630E - 481220N 0213300E - 481319N 0215025E - 475800N 0215800E - 474630N 0214600E - 474718N 0213722E
2	Vertical limits	9500 FT ALT / GND	9500 FT ALT / GND
3	Airspace classification	G	G
4	ATS unit call sign Language(s)	Nyíregyháza Info English, Hungarian	
5	Transition altitude	10000 FT	
6	Hours of Applicability	MON, TUE, WED, THU, FRI: 0630 - 1500 (0530-1400) Operation outside AD scheduled opening hours and weekends can be extended between 0500-2100 (0400-2000) on prior request	Operating on demand of Air Traffic requirements
7	Remarks	NYIREGYHAZA TIZ1 and NYIREGYHAZA TIZ2 shall not operate at the same time. NYIREGYHAZA TIZ2 and LHSDZLHNY airspaces shall not operate at the same time. During ATS Operational hours LHNY TIZ2 Operating on demand of Air Traffic requirements. Activation and deactivation of TIZ is reported at least 15 min ahead within Nyíregyháza RMZ by responsible ATS unit.	

LHNY 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	NYIREGYHAZA INFO	119.410 CH	Nil	Nil	MON, TUE, WED, THU, FRI: 0630 - 1500 (0530-1400) Operation outside AD scheduled opening hours and weekends can be extended between 0500-2100 (0400- 2000) on prior request.	Nil

LHNY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency(ies)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L	Y	346 KHZ	H24	475804.4N 0214130.6E		1291 M from RWY 36 THR Facility coverage distance: 30 NM
L	NY	330 KHZ	H24	475442.6N 0214116.6E		7526 M from RWY 36 THR Facility coverage distance: 30 NM
L	PQ	522 KHZ	H24	480004.7N 0214134.4E		1421 M from RWY 18 THR Facility coverage distance: 30 NM
VOR/DME	NYR	116.1 MHZ 108X	H24	475928.3N 0214133.2E		296 M from RWY 18 THR Facility coverage distance: 30 NM

LHNY AD 2.20 LOCAL AERODROME REGULATIONS**1. PERMITTED TRAFFIC AT AD**

Nyíregyháza Airport is a public business aerodrome accessible for non-scheduled commercial and non-commercial traffic. AD does not fall within the scope of Regulation (EU) 2018/1139. AD is accessible to all airspace users, subject to compliance with the rules and procedures specified in the Airport Regulations. AD applies alternative security measures according to 1254/2009 EU regulation. Accordingly security screening of passengers, baggage and carry on baggage, mail, cargo and catering services not provided and AD is restricted to the following aircraft categories:

- (1) aircraft with a maximum take-off weight of less than 15 000 kilograms;
- (2) helicopters;
- (3) state, military and law enforcement flights;
- (4) law enforcement flights;
- (5) fire suppression flights;
- (6) flights for medical services, emergency or rescue services;
- (7) research and development flights;
- (8) flights for aerial work;
- (9) humanitarian aid flights;
- (10) flights with aircraft with a maximum take-off weight of less than 45 500 kilograms, owned by a company for the carriage of own staff and non-fare-paying passengers and goods as an aid to the conduct of company

business;

(11) flights with aircraft with a maximum take-off weight of less than 45 500 kilograms, chartered or leased in its entirety by a company from an aircraft operator with which it has a written agreement for the carriage of own staff and non-fare-paying passengers and goods as an aid to the conduct of company business;

(12) flights with aircraft with a maximum take-off weight of less than 45 500 kilograms, for the carriage of the owner of the aircraft and of non-fare-paying passengers and goods.

Attention! The limitation indicated here does not evaluate the maximum category of aircraft (wingspan, wheelspan, weight, RFF category) that the AD can accommodate. The suitability of the AD for the given aircraft must be always determined by its commander or operator before starting operations from the AD!

2. AD OPERATIONAL REGULATIONS

Extension of AD and ATS operational hours can be arranged between 0500-2100 (0400-2000) for all days on prior request (by 2 working days).

Attention! Operation to/from AD outside of ATS operational hours is only allowed for contracted partners in DAY VFR conditions between 0500-2100 (0400-2000). Outside of ATS operational hours AD cannot be used as alternate aerodrome.

When Nyíregyháza TIZ1 or TIZ2 is activated all aircraft within the co-located RMZ1 or RMZ2 will be requested to contact AFIS on NYIREGYHAZA INFO frequency. STD radiotelephony by AFIS:

"All Stations monitoring Nyíregyháza info on 119.410 frequency, Nyíregyháza TIZ (1 or 2) is now activated, report your position!"

IFR Training Flights within Nyíregyháza TIZ are only allowed for contracted partners of the Aerodrome Operator.

Operation from Grass RWY 18L/36R is restricted to contracted partners of AD and in DAY VFR only! During radio communication AFIS can use "Grass Runway" as an alternative phraseology instead of Runway designators for clarification.

LHNY AD 2.21 NOISE ABATEMENT PROCEDURES

Engine start and taxi of aircraft must be carried out in a way that causes the lowest possible noise pollution to the environment. Continuous ground operation of engines while stationary is not permitted except in justified cases (engine warm-up, engine cooling, engine run-up, maintenance, supplying the aircraft's electronics, hydraulics, and air systems).

It is prohibited to overfly the city of Nyíregyháza below altitude of 2000 feet AMSL.

For all departing and arriving VFR aircraft, as well as during training flights, it is mandatory to comply with the published visual circuit procedure according to Aerodrome Regulations. Deviations only allowed for flight safety reasons or if traffic avoidance and the provision of adequate separation justify it.

During take-offs, the first turn on the traffic pattern must be started no later than reaching a height of 500 ft AGL.

Paratropping aircraft climbing in dropzone should use the entire area of the airspace proportionally so that the noise pollution does not continuously affect the population at one point and avoid highly populated areas.

LHNY AD 2.22 FLIGHT PROCEDURES

1. GENERAL

1.1 Procedures for VFR flights

Motor planes shall fly the left-hand traffic pattern in case of a RWY 36 landing direction and the right-hand pattern in case of a RWY 18 landing direction.

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

VFR flights departing to/approaching from uncontrolled airspace are required to exit/enter TIZ2 via the designated VFR reporting points, unless otherwise instructed. Aircraft without GPS capability can exit/enter TIZ2 over the VFR reference landmarks, connected to designated VFR reporting points, listed at 1.2.

Traffic Pattern:

- Left-hand traffic pattern for RWY 36
- Right-hand traffic pattern for RWY 18

1.2 Designated VFR reporting points with reference landmarks

- PERIT
474718N 0213722E
(3 KM W of Újfehértó town)
- ROMKA
481319N 0215025E
(5 KM W of Dombrád town)
- ANIWE
480930N 0212630E
(1 KM NW of Tímár village)
- ONNIS
475800N 0215800E
(S edge of Lake Levelek, 1 KM W of Levelek village)
- TISVAS
475748N 0212210E
(East edge of Tiszavasvári town)
- HAJNAS
475100N 0212625E
(NE edge of Hajdúnánás town)

1.3 Procedures for Gliders/Hang-gliders

Operation of Gliders and Hang-Gliders from the aerodrome is restricted to contracted partners/aeroclubs according to the rules established at the Aerodrome Regulations. Restrictions for separation from IFR traffic and during dropzone operation are applicable for Gliders and Hang-gliders as well.

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

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.

During Dropzone operation at AD AFIS is entitled to reject entry for arriving traffic to the dropzone airspace while parachuting is in progress and advise all traffic flying within the airspace to land or leave the dropzone as soon as possible. Before commencing parachuting all motor-powered aircraft shall shut down its engines at the aerodrome.

2.1 IFR flights

Low visibility operation below 550 m RVR not authorised at AD. During ground operation below 1000 m RVR all aircraft shall notify AFIS for crossing, entering and/or leaving any TWY.

2.1.1 Departing aircraft

The IFR flights entering controlled airspace after departure shall obtain en route clearance before take-off. Departing aircraft shall comply with the procedures included in the en route clearance given before take-off. In standard circumstances, en route clearance will be delivered by AFIS on the parking stand after start-up.

2.1.2 Arriving aircraft

IFR traffic can only execute published instrument approach, missed approach and holding procedures if TIZ2 is operating.

Arriving IFR traffic to LHNY without RNP APCH capability shall advise the AFIS at first contact and limited to Visual Approach with minimum meteorological visibility of 5 km, ceiling of 1500 ft (450 M) AGL and there is vertical visual reference to the ground.

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

Due to noise abatement consideration, circling is prohibited east of LHNY. Circling approach is available for Cat A procedures only.

2.2 VFR flights

When instrument approach is in progress all VFR aircraft operating within the TIZ2 will be advised to land or hold outside Nyíregyháza TIZ2.

3. WAYPOINT COORDINATES

Waypoint	Coordinates	Definitions	Waypoint	Coordinates	Definitions
NY180	475216.6N 0214118.5E		NY360	480548.3N 0214146.3E	
NY181	480236.7N 0214139.7E		NY361	475528.2N 0214125.0E	
NY182	480519.7N 0214145.3E		NY362	475245.2N 0214119.4E	
NY183	480515.5N 0214613.7E		NY363	475249.2N 0213652.1E	
NY184	480145.7N 0214606.2E		NY364	475619.0N 0213659.0E	
NY191	480422.5N 0214143.3E		NY371	475342.3N 0214121.4E	
NY192	480752.3N 0214150.5E		NY372	475012.5N 0214114.2E	
NY193	480746.7N 0214748.7E		NY373	475017.9N 0213518.1E	
NY194	480246.9N 0214737.8E		NY374	475517.6N 0213527.7E	

LHNY AD 2.23 ADDITIONAL INFORMATION

1. 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.

2. BIRD FLOCKS AND BIRD MIGRATIONS

The size of flocks of birds living near Nyíregyháza 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.

Domestic pigeons bred at settlements in the vicinity of the airport represent a constant and growing threat. Appearance of a flock comprising 50 to 100 individuals can be expected from every direction between 30 and 100 FT.

About 10 to 30 birds of prey live within the area or in the immediate vicinity of the airport. Birds of prey are a hazard to aircraft in the initial climb or final approach phase of flight.

Between MAR and OCT depending on weather conditions, storks fly through the airspace in small flocks, and settle temporarily on the airfield. Between OCT and MAR, also depending on weather conditions, rooks settle temporarily on the airfield and fly through the airspace of the airport mainly at dawn and dusk.

Operators using Nyíregyháza 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 filed 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 aerodrome operator.

LHNY AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2-LHNY-ADC
Aerodrome Obstacle Chart - ICAO Type A Operating Limitations	AD 2-LHNY-AOCA-18R36L
Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHNY-SID-18R
	AD 2-LHNY-SID-36L
Standard Arrival Chart - Instrument (STAR) - ICAO	AD 2-LHNY-STAR-18R36L
Instrument Approach Chart - ICAO	AD 2-LHNY-RNP-Y-18R
	AD 2-LHNY-RNP-Z-18R
	AD 2-LHNY-RNP-Y-36L
	AD 2-LHNY-RNP-Z-36L
Visual Approach Chart - ICAO	AD 2-LHNY-VAC

LHNY AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Obstacle penetrating VSS	Affected procedures	Affected OCA/H
LHNY_AREA2_L_016_001	AD 2-LHNY-RNP-Y-36 (except LPV minima) AD 2-LHNY-RNP-Z-36 (except LPV minima)	NIL
LHNY_AREA2_P_020	AD 2-LHNY-RNP-Y-36 (except LPV minima) AD 2-LHNY-RNP-Z-36 (except LPV minima)	NIL
LHNY_AREA2_S_001_002	AD 2-LHNY-RNP-Y-36 (except LPV minima) AD 2-LHNY-RNP-Z-36 (except LPV minima)	NIL

