

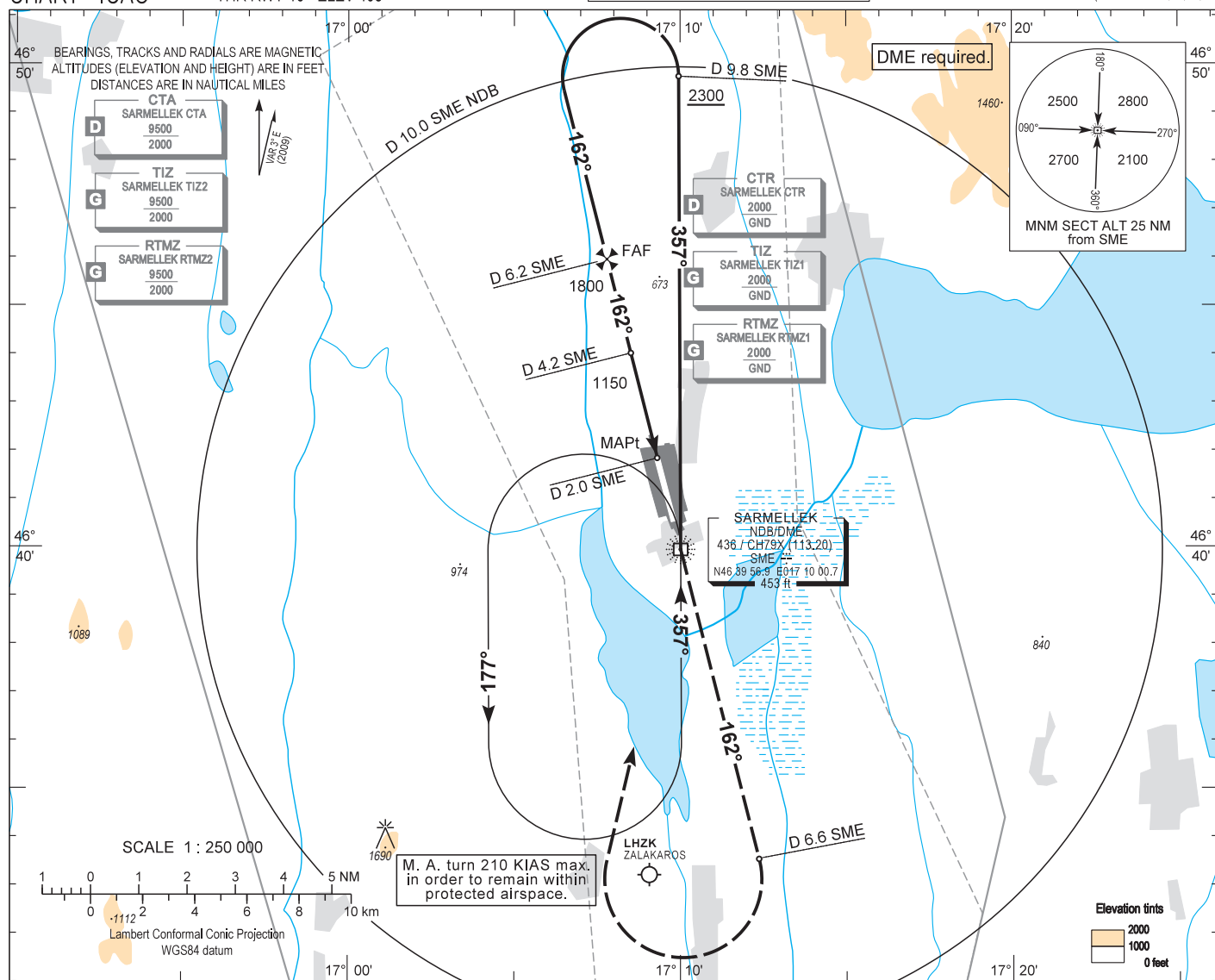
AIP HUNGARY

INSTRUMENT  
APPROACH  
CHART - ICAO

AERODROME ELEV 408  
HEIGHTS RELATED TO  
THR RWY 16 - ELEV 408

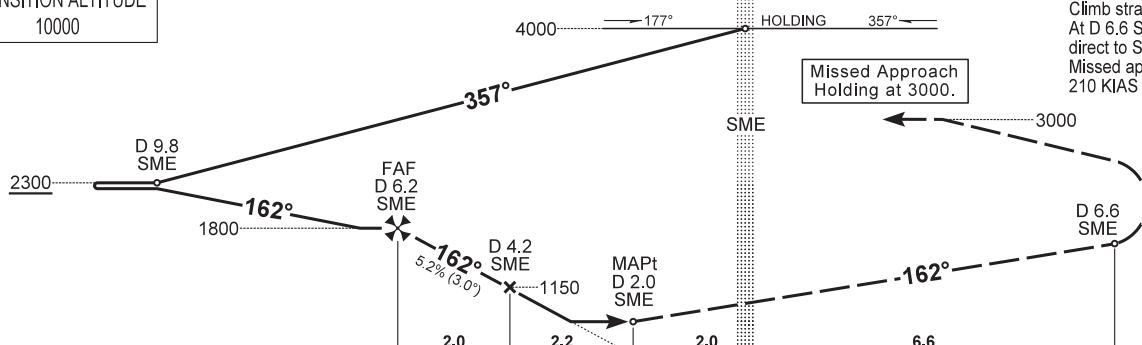
BALATON TOWER 134.585  
BALATON INFO 134.585  
BUDAPEST INFORMATION (WEST) 125.500

HÉVÍZ/BALATON  
NDB, RWY 16  
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE  
10000

MISSED APPROACH  
Climb straight ahead to 3000.  
At D 6.6 SME turn right  
direct to SME NDB and hold at 3000.  
Missed approach turn limited to  
210 KIAS maximum.



| (THR RWY 16)         |  |  |  |  | NM from THR 16 |           |                |   |                          |                    |
|----------------------|--|--|--|--|----------------|-----------|----------------|---|--------------------------|--------------------|
|                      |  |  |  |  | A              | B         | C              | D | GROUND SPEED             |                    |
| OCA (OCH)            |  |  |  |  |                |           |                |   | kt                       | 60 90 120 150 180  |
| STRAIGHT-IN APPROACH |  |  |  |  | 770 (360)      |           |                |   |                          | FAF - MAPt 4.18 NM |
| CIRCLING APPROACH    |  |  |  |  | ft AMSL        | 840 980   | NOT AUTHORIZED |   | MIN:sec                  |                    |
|                      |  |  |  |  | VIS. m         | 1900 2800 | NOT AUTHORIZED |   | 4:11 2:47 2:06 1:40 1:24 |                    |

## AD 2 LHSM INSTRUMENT APPROACH CHART NDB RWY 16

### Approach from SME NDB:

Initial altitude: 4000.

Fly outbound on QDR 357 SME for 3 minutes or D 9.8 SME DME (whichever comes first) and descend to 2300.

Turn left for final (185 KIAS max.) to QDM 162 SME inbound, then descend to 1800.

At D 6.2 SME DME descend to 1150.

At D 4.2 SME DME descend to 770.

### Holding procedure:

Holding fix: SME NDB.

Left hand holding pattern.

Inbound track: 357°

Outbound track: 177°

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

(whichever requires lesser bank)

Outbound timing: 1 min

Minimum holding altitude: 4000

3000 for Missed Approach

Final approach descent: 3.00°