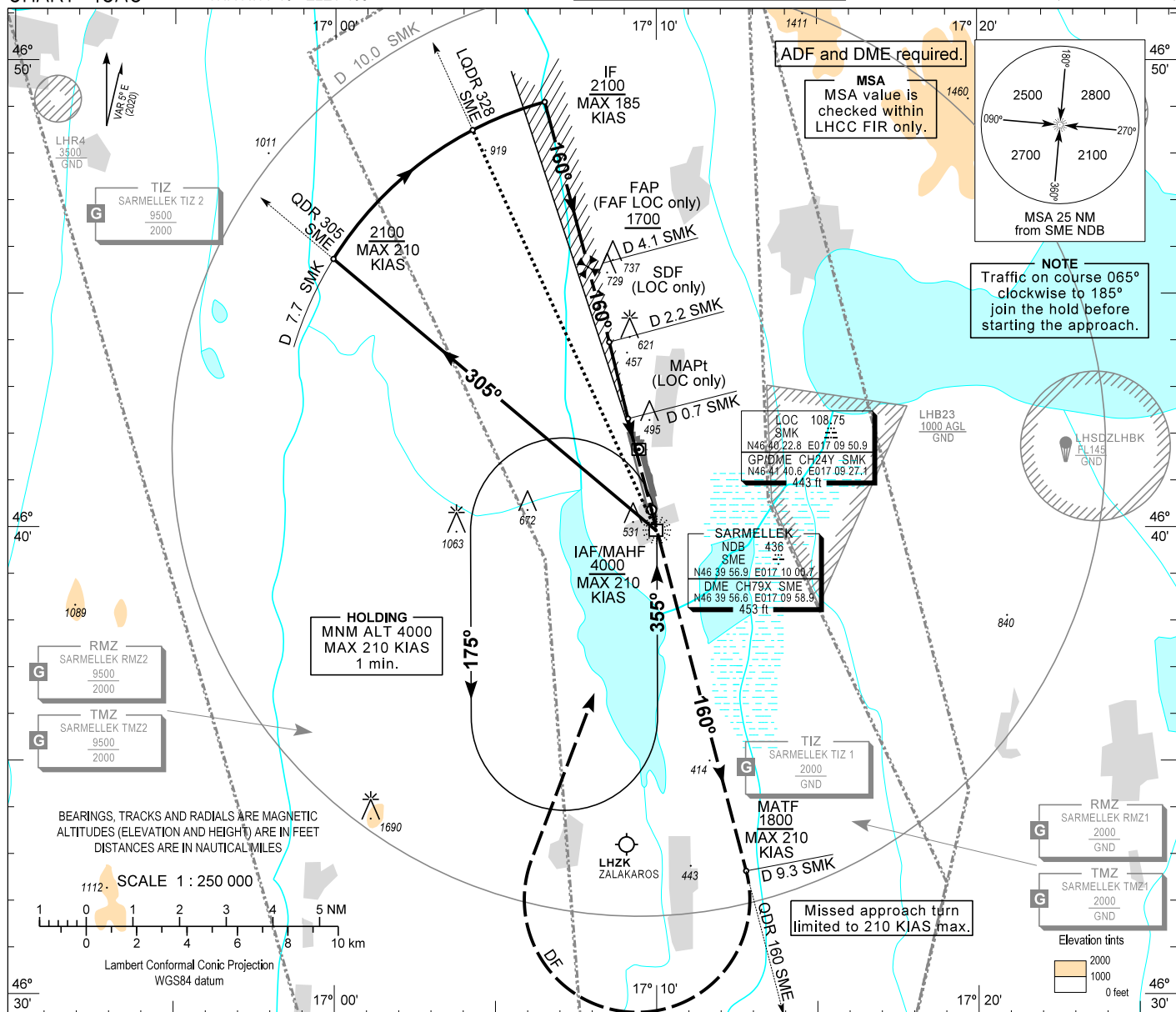


INSTRUMENT APPROACH CHART - ICAO

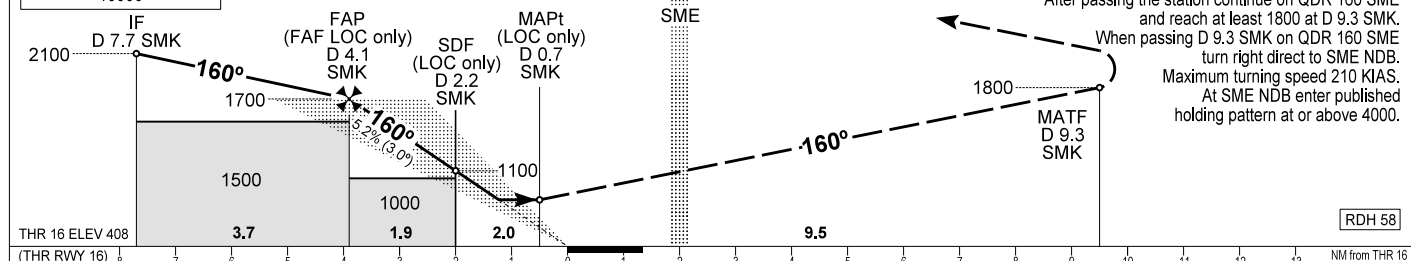
AERODROME ELEV 408
HEIGHTS RELATED TO
THR RWY 16 - ELEV 408

BALATON INFO	134.585
BUDAPEST INFORMATION (WEST)	125.500

HÉVÍZ/BALATON
ILS or LOC RWY 16
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE
10000



CLIMB 4000. PROCEED INITIALLY ON QDM 160 SME
 AFTER PASSING THE STATION CONTINUE ON QDR 160 SME
 AND REACH AT LEAST 1800 AT D 9.3 SMK.
 WHEN PASSING D 9.3 SMK ON QDR 160 SME
 TURN RIGHT DIRECT TO SME NDB.
 MAXIMUM TURNING SPEED 210 KIAS.
 AT SME NDB ENTER PUBLISHED
 HOLDING PATTERN AT OR ABOVE 4000.

RDH 58

OCA (OCH)			A	B	C	D	DIST THR / RWY 16				NM	3.9	3.0	2.0	1.0	
STRAIGHT-IN APPROACH	Cat. I.	Press. ALT	600 (192)	612 (204)	620 (212)	631 (223)	ALTITUDE				ft	1700	1420	1100	780	
	LOC only		720 (320)	740 (340)	760 (360)		Timing not authorized to define the MAPt.									
CIRCLING APPROACH		ft AMSL	840	980	NOT AUTHORIZED	NOT AUTHORIZED	GROUND SPEED				kt	60	90	120	150	180
		VIS. m	1900	2800			FAF - MAPt 3.9 NM				min:sec	3:54	2:36	1:57	1:34	1:18
							Rate of descent (319 ft/NM)				ft/min	320	480	640	800	960

AD 2 LHSM INSTRUMENT APPROACH CHART ILS OR LOC RWY 16

ILS approach procedure:

Initial altitude at or above 4000.
Leave SME NDB on QDR 305 SME and descend 2100.
At D 7.7 SMK turn right and join CW D 7.7 SMK DME arc.
After crossing LQDR 328 SME leading QDR turn right and intercept SMK LOC 160° (final track), descend 1700.
Glide path interception at D 4.1 SMK DME (FAF LOC only), then follow ILS.

Holding procedure:

Holding fix: SME NDB.
Left hand holding pattern.
Maximum speed: 210 KIAS
Inbound track: 355°
Outbound track: 175°
Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)
Outbound timing: 1 min
Minimum holding altitude: 4000