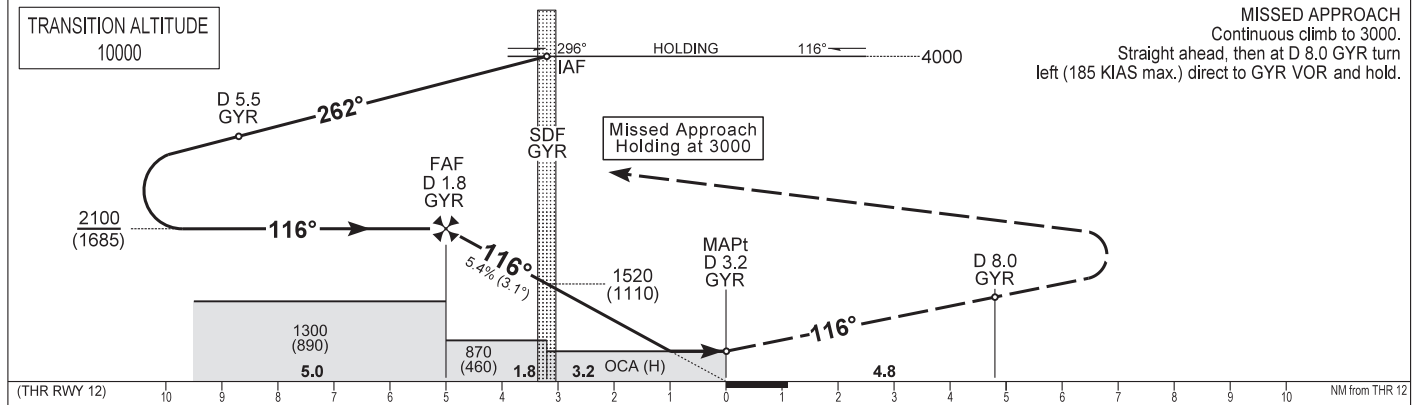
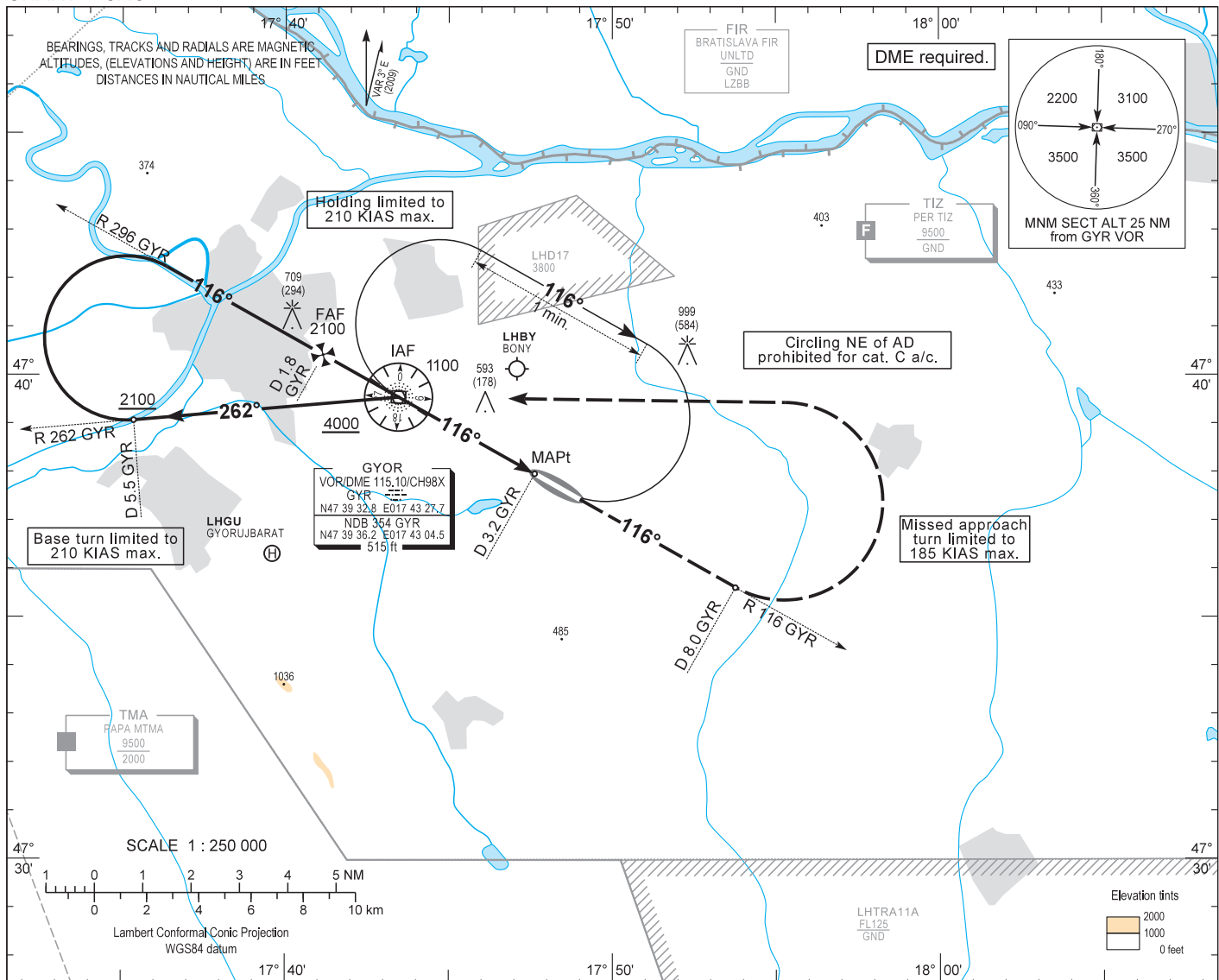


AIP HUNGARY

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 426
HEIGHTS RELATED TO THR RWY 12 - ELEV 415

PÉR INFO 129.900
BUDAPEST INFORMATION (WEST) 125.500

GYŐR/PÉR
VOR RWY 12
(ACFT CAT A, B, C)



| | | | | |
|----------------------|---------|-----------|-----------|-----------------------------|
| OCA (H) | | A | B | C |
| STRAIGHT-IN APPROACH | VOR | 840 (430) | | |
| CIRCLING APPROACH | ft AMSL | 890 (480) | 930 (520) | 1140 (730) SW of AD only |
| | VIS. m | 1900 | 2800 | 3700 |

| | | | | | | |
|-------------------|-------|-------------|--------|--------------|-------|-------|
| CDFA with GYR DME | NM | 1.0 inbound | 0.0 | 1.0 outbound | 2.0 | |
| | ALT | ft | 1840 | 1520 | 1190 | 860 |
| | (HGT) | ft | (1430) | (1110) | (780) | (450) |

Timing not authorized to define the MAPt.

| | | | | | |
|-------------------|---------|------|------|------|------|
| GROUND SPEED | kt | 70 | 100 | 130 | 160 |
| FAF - MAPt 5.0 NM | MIN:sec | 4:17 | 3:00 | 2:18 | 1:53 |
| VSP | ft/min | 380 | 540 | 710 | 870 |

AD 2 LHPR INSTRUMENT APPROACH CHART VOR RWY 12

| FIX | LATITUDE | LONGITUDE | FIX FORMATION |
|--------------|-----------------|------------------|-------------------------------|
| IAF | N47 39 32.8 | E017 43 27.7 | GYR VOR |
| FAF | N47 40 25.3 | E017 41 09.0 | R 296 GYR VOR / D 1.8 GYR DME |
| SDF | N47 39 32.8 | E017 43 27.7 | GYR VOR |
| MAPt | N47 37 58.3 | E017 47 35.0 | R 296 GYR VOR / D 3.2 GYR DME |
| MA TP | N47 35 36.7 | E017 53 45.6 | R 296 GYR VOR / D 8.0 GYR DME |

Approach from GYR VOR:

Initial alt: 4000.
 Leave GYR VOR on R 262 and descend to altitude 2100.
 At D 5.5 GYR VOR turn right and intercept R 296 GYR VOR inbound for final RWY 12.
 Maximum turning speed 210 KIAS.
 At D 1.8 GYR VOR descend 870.
 After passing step down fix at GYR VOR descend 840.

Approach holding procedure:

Holding fix: GYR VOR.
 Maximum speed: 210 KIAS
 Inbound track: 296°
 Outbound track: 116°
 Turns: Right
 Outbound timing: 1 min.
 Minimum holding altitude: 4000 (3000 for Missed Approach)
 MOCA: 2000
 Entry: Omnidirectional

Final approach descent: 3.08°