

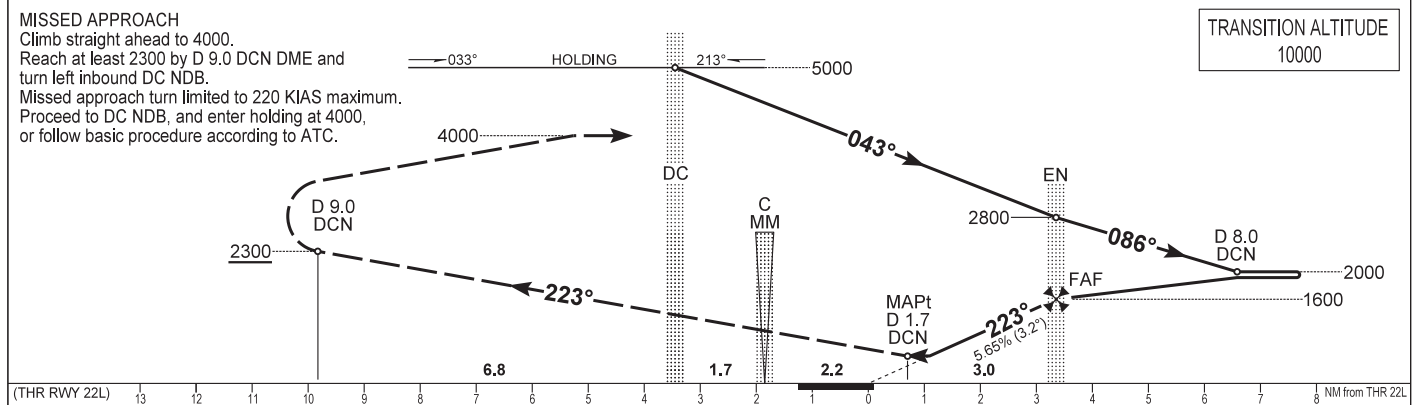
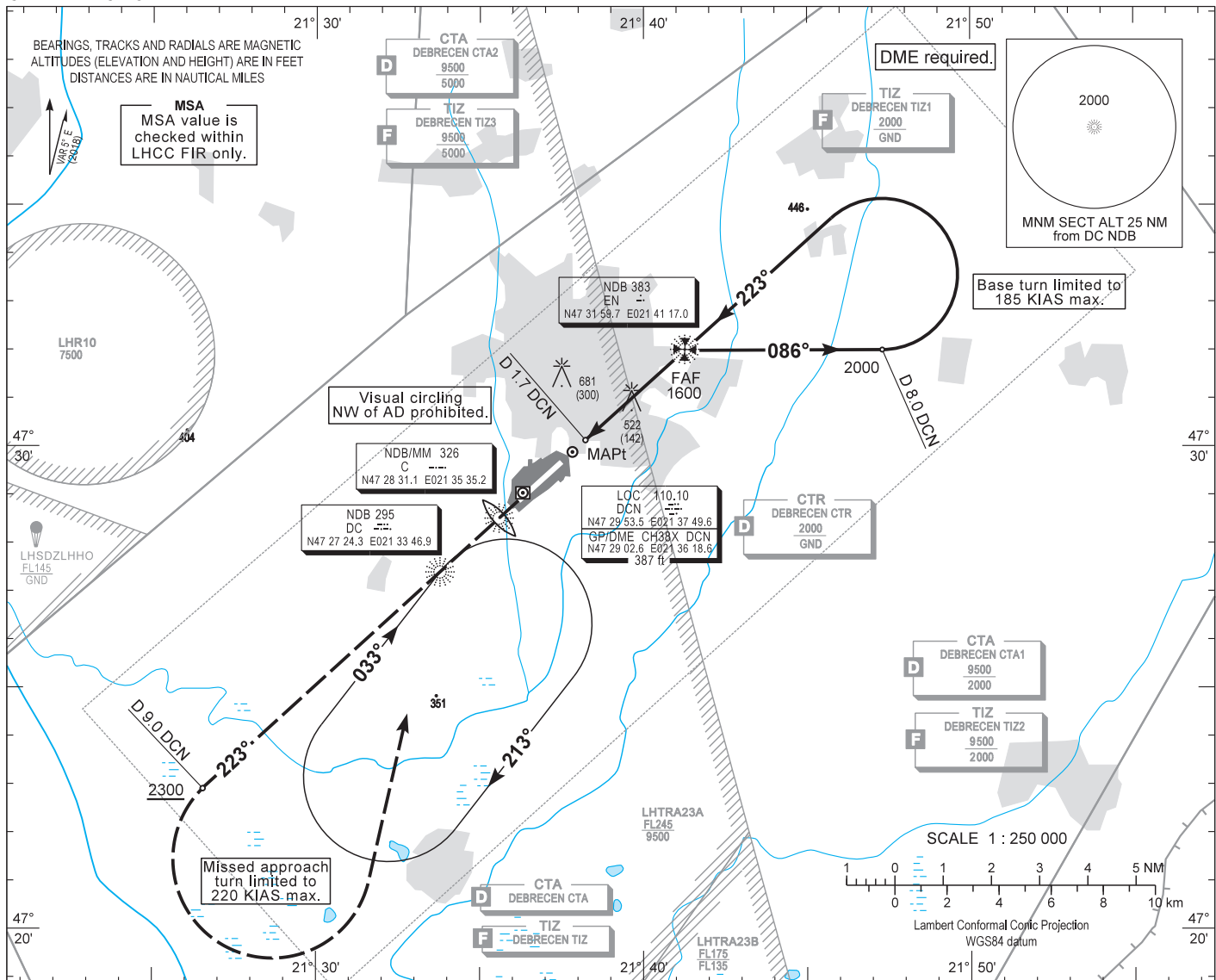
AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 361
HEIGHTS RELATED TO
THR RWY 22L - ELEV 360

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

DEBRECEN
NDB RWY 22L
(ACFT CAT A, B, C, D)



| | | | | | | | | | | | | | | | | | | | | | | | |
|--|---------|------|------|------|-----------|--------------------|---|----|---|------|------|---|---|---|---|---|---|---|---|---|---|---|-----------------|
| (THR RWY 22L) | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | NM from THR 22L |
| OCA (OCH) | | | | | A | B | C | D | | | | | | | | | | | | | | | |
| STRAIGHT-IN APPROACH | | | | | 920 (560) | | | | | | | | | | | | | | | | | | |
| CIRCLING APPROACH SE of AD only | ft AMSL | 830 | 860 | 960 | 1050 | | | | | | | | | | | | | | | | | | |
| | VIS. m | 1900 | 2800 | 3700 | 4600 | | | | | | | | | | | | | | | | | | |
| | | | | | | DME DCN | | NM | | 4.0 | 3.0 | | | | | | | | | | | | |
| | | | | | | DIST THR / RWY 22L | | NM | | 2.8 | 1.8 | | | | | | | | | | | | |
| | | | | | | ALTITUDE | | ft | | 1380 | 1030 | | | | | | | | | | | | |
| Timing not authorised for defining the MAPt. | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | |
|--------------------|---------|------|------|------|------|------|
| GROUND SPEED | kt | 60 | 90 | 120 | 150 | 180 |
| FAF - MAPt 2.95 NM | MIN:sec | 2:57 | 1:58 | 1:28 | 1:11 | 0:59 |

AD 2 LHDC INSTRUMENT APPROACH CHART NDB RWY 22L

NDB approach from DC NDB:

Initial altitude: 5000.
Proceed to EN NDB and descend to 2800 .
At EN NDB turn right to 086° and descend to 2000 .
Fly outbound to D 8.0 DCN DME and turn left to track 223° inbound EN NDB (185 KIAS max.).
Proceed to EN NDB and descend to 1600.
At EN NDB descend to 920 on track 223°.

Holding procedure:

Holding fix: DC NDB.
Right hand holding pattern.
Maximum speed: 220 KIAS
Inbound track: 033°
Outbound track: 213°
Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)
Outbound timing: 1 min.
Minimum holding altitude: 5000
4000 for Missed Approach

Final approach descent: 3.23°