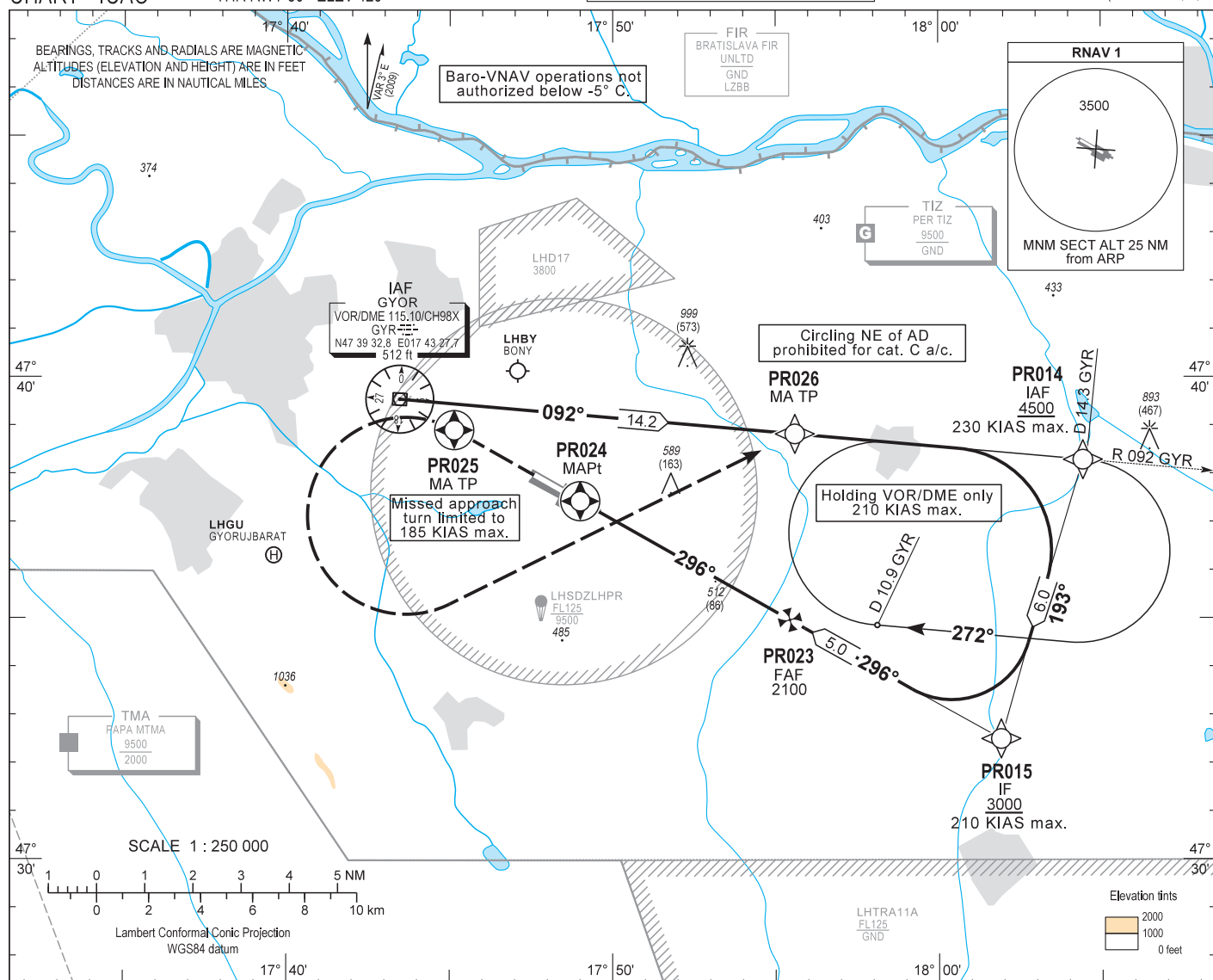


INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 426
HEIGHTS RELATED TO
THR RWY 30 - ELEV 426

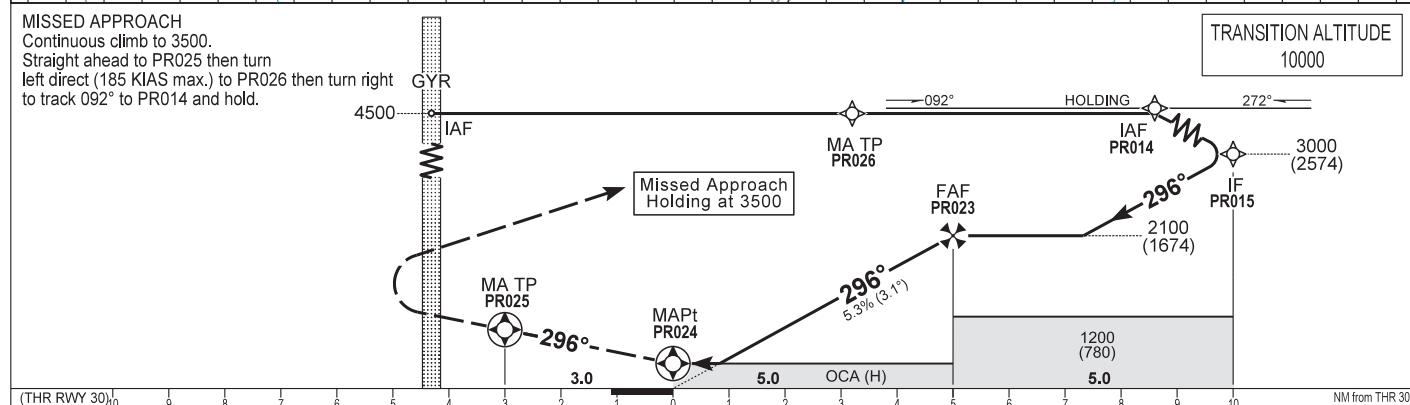
PÉR INFO	129.910
BUDAPEST INFORMATION (WEST)	125.500

GYÖR/PÉR
RNAV_(GNSS) RWY 30
(ACFT CAT A, B, C)



MISSED APPROACH
Continuous climb to 3500.
Straight ahead to PR025 then turn
left direct (185 KIAS max.) to PR024
to track 092° to PR014 and hold.

TRANSITION ALTITUDE
10000



OCA (H)		A	B	C
STRAIGHT-IN APPROACH	LNAV	770 (350)		
	LNAV / VNAV	730 (310)		
CIRCLING APPROACH	ft AMSL	890 (470)	930 (510)	1140 (720) SW of AD only
	VIS. m	1900	2800	3700

CDFA with PR024	NM	5.0	4.0	3.0	2.0	1.0
ALT	ft	2100	1780	1460	1130	810
(HGT)	ft	(1680)	(1360)	(1040)	(710)	(390)

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 RNAV_(GNSS) RWY 30

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation (2009)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA/TCH	Navigation Specification
001	IF	GYR			+3.4						RNP APCH
002	TF	PR014	-	092 (095.0)	+3.4	14.2	-	+4500	-230		RNP APCH
003	TF	PR015	-	193 (196.6)	+3.4	6.0	-	+3000	-210		RNP APCH
004	TF	PR023	-	296 (299.5)	+3.4	5.0	-	+2100			RNP APCH
005	TF	PR024	Y	296 (299.5)	+3.4	5.0	-	@770		-3.06/49	RNP APCH
006	DF	PR025	Y	296 (299.5)	+3.4	3	-	-	-185		RNP APCH
007	DF	PR026	-	-	+3.4	-	-	-			RNP APCH
008	HM	PR014	-	092 (095.0)	+3.4	6.0	-	+3500			RNP APCH

WAYPOINT COORDINATES
AD 2-LHPR-RNAV_(GNSS) 30

WAYPOINT	LATITUDE	LONGITUDE	REMARK
PR014	N47 38 17.4	E018 04 25.7	IAF
PR015	N47 32 30.2	E018 01 54.4	IF
PR023	N47 34 58.2	E017 55 26.1	FAF
PR024	N47 37 26.0	E017 49 00.3	MAPt
PR025	N47 38 54.3	E017 45 08.2	MA TP
PR026	N47 38 49.6	E017 55 35.4	MA TP

Approach holding procedure:

Holding fix: PR014.
Maximum speed: 210 KIAS
Inbound track: 092°
Outbound track: 272°
Turns: Right
Outbound timing: 1 min.
Minimum holding altitude: 4500 (3500 for Missed Approach)
MOCA: 2000
Entry: Sector 1 (parallel) and Sector 2 (offset) entries prohibited

Final approach descent: 3.10°