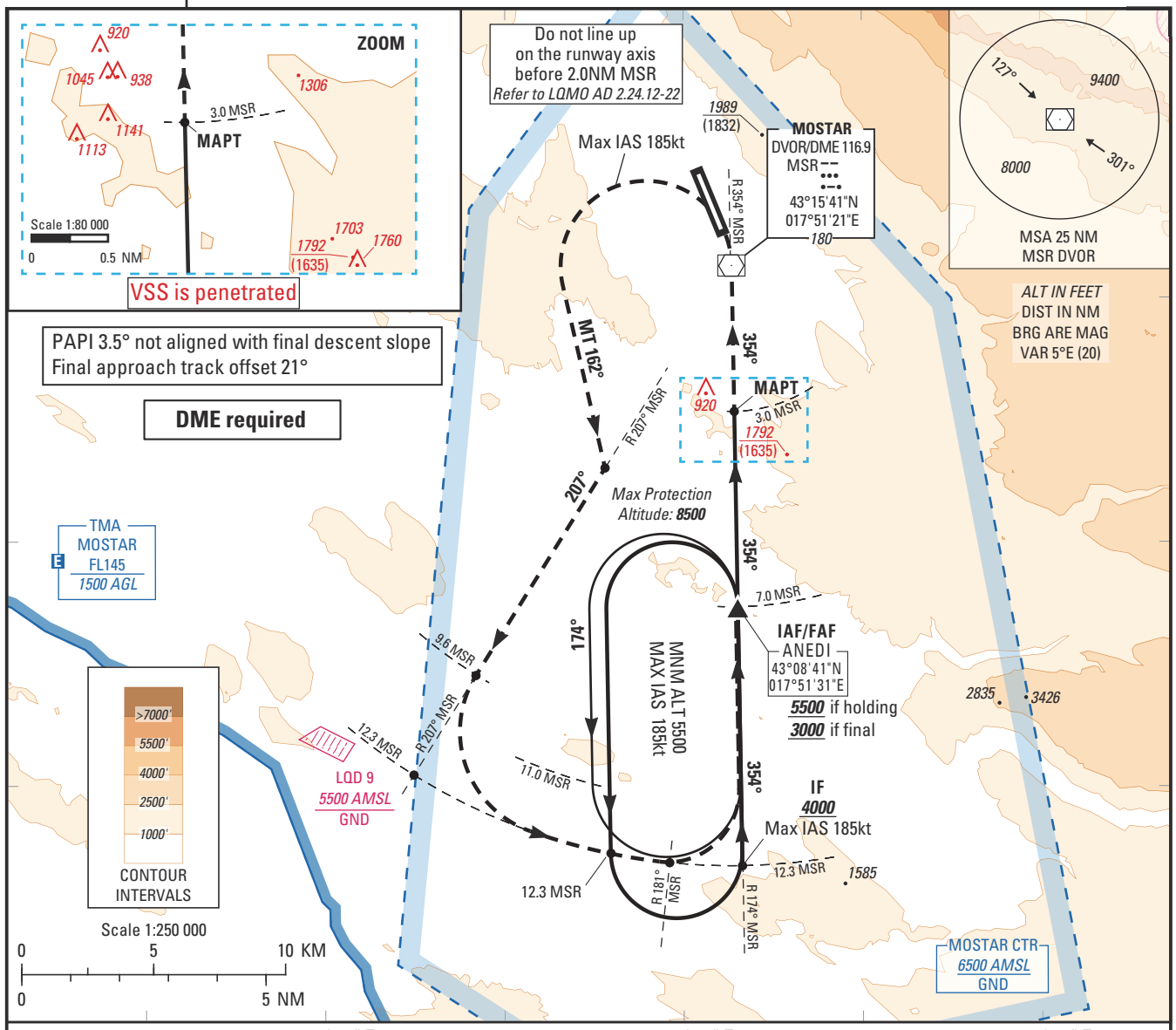
INSTRUMENT APPROACH CHART— ICAO CAT A B C

AERODROME ELEV *174*
HEIGHTS RELATED TO
THR RWY 33 - **ELEV 157**

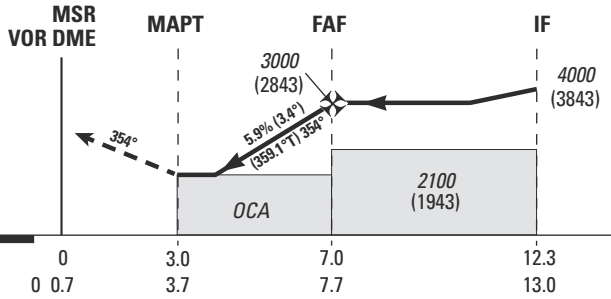
TWR 125.550
APP 120.225
129.875
ATIS 126.225

MOSTAR / MOSTAR (LQMO) VOR RWY 33



TRANSITION ALT *10 000*

Climb on **R 174°MSR** (354°M) until **MSR**. At **MSR**, turn **left** heading **162°M** to intercept and follow **R 207°MSR** (207°M), then intercept and follow **12.3 MSR**, then intercept and follow **R 174° MSR** (354°M) until **7.0 MSR** to hold over **ANEDI** at ***5500*** (5343).
MAX IAS 185 kt. At **ANEDI**, hold and follow ATC instructions.



MNM AD: *Vertical distances in feet* REF HGT: *THR ELEV*

	VORDME	Circling (1)
CAT	***OCA*** (H)	***OCA*** (H)
A	***1950*** (1790)	***2290*** (2130)
B		***2290*** (2130)
C		***2390*** (2230)

(1) Circling are prohibited East side of the runway 15/33

DIST MSR

NM	5	6
ALT (HGT)	***2280*** (2123)	***2640*** (2483)

FAF - MAPT (NM)	4.0	Speed Time	70 Kt 3 min 26	85 Kt 2 min 49	100 Kt 2 min 24	115 Kt 2 min 05	130 Kt 1 min 51	145 Kt 1 min 39	160 Kt 1 min 30
Slope (%)	5.94	VSP (ft/min)	420	510	600	690	780	870	960

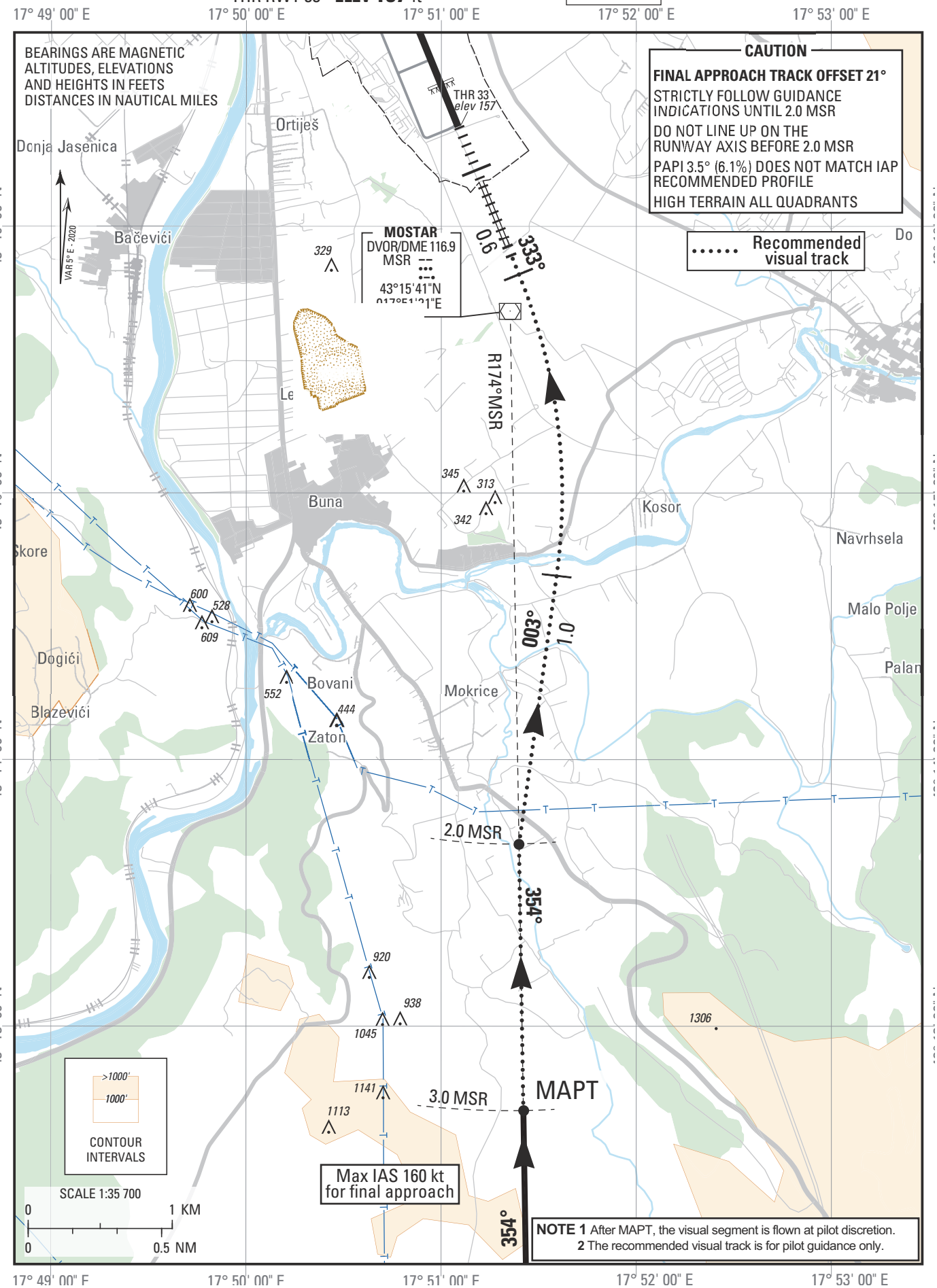
CHG: MISSED APPROACH HLDG RESTRICTION OVER ANEDI AT 5500 instead AT OR ABOVE

VISUAL LANDING CHART
CAT A B C

AD ELEV 174 ft
HEIGHTS RELATED TO
THR RWY 33 - **ELEV 157** ft

TWR 125.550
APP 120.225
129.875
ATIS 126.225

MOSTAR / MOSTAR (LQMO)
VISUAL LANDING B RWY 33



NOTE 1 After MAPT, the visual segment is flown at pilot discretion.
2 The recommended visual track is for pilot guidance only.