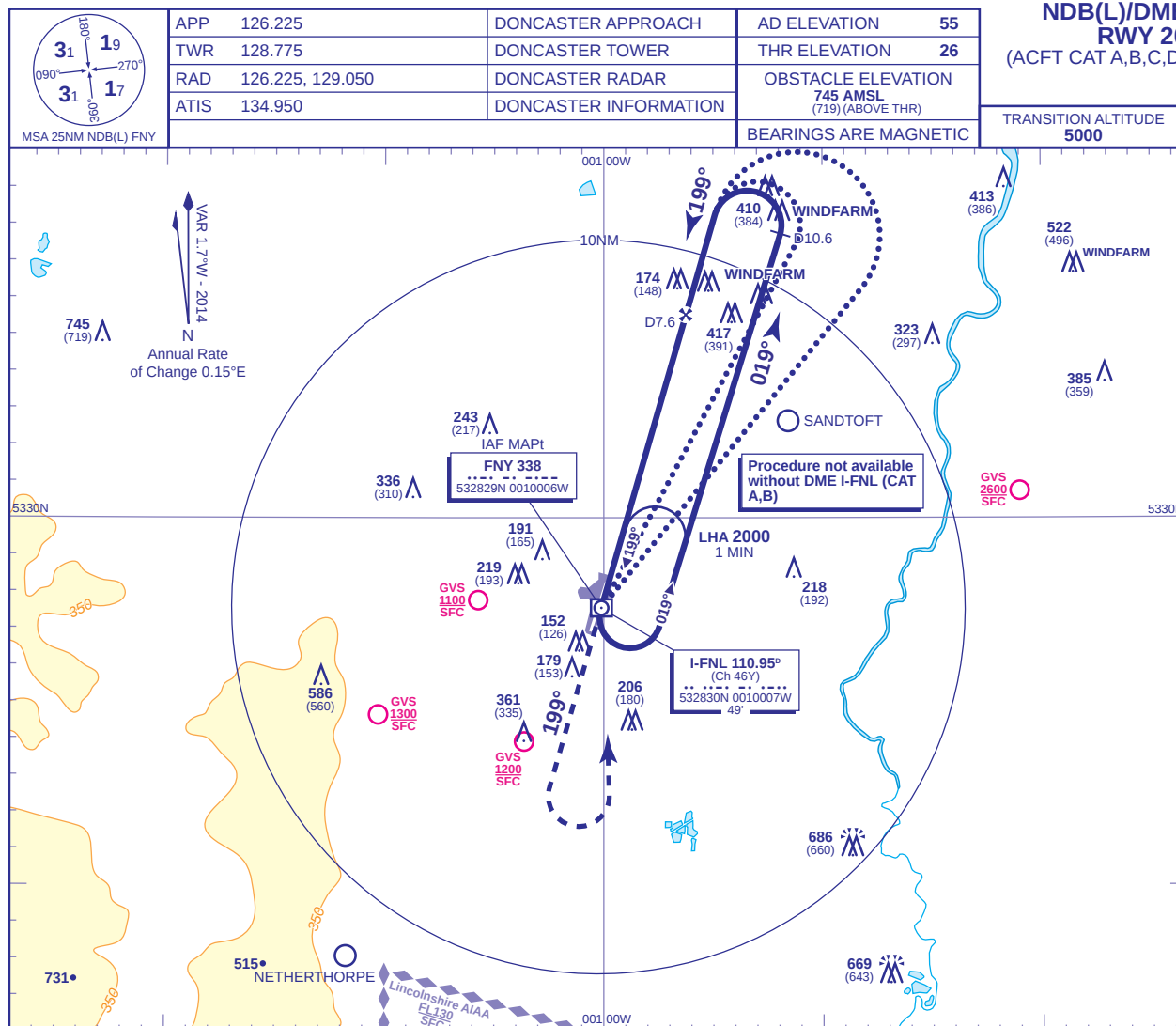


## INSTRUMENT APPROACH CHART - ICAO

## DONCASTER SHEFFIELD

**NDB(L)/DME**  
**RWY 20**  
(ACFT CAT A,B,C,D)



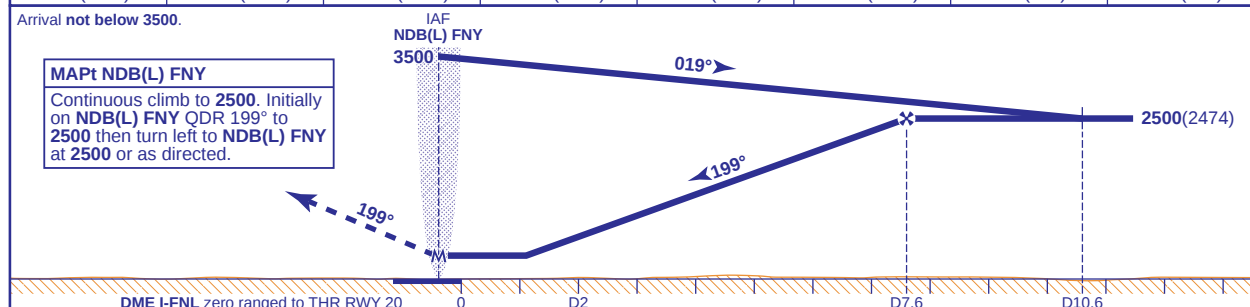
## RECOMMENDED PROFILE Gradient 5.25%, 319FT/NM

| DME I-FNL | 7          | 6          | 5          | 4          | 3          | 2        | 1        |
|-----------|------------|------------|------------|------------|------------|----------|----------|
| ALT(HGT)  | 2310(2284) | 1990(1964) | 1670(1644) | 1350(1324) | 1030(1004) | 720(694) | 400(374) |

Arrival not below 3500.

## MAPt NDB(L) FNY

Continuous climb to **2500**. Initially on NDB(L) FNY QDR 199° to **2500** then turn left to NDB(L) FNY at **2500** or as directed.



| Aircraft Category  | A                       | B        | C        | D        | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80  |
|--------------------|-------------------------|----------|----------|----------|-----------------|--------|-----|-----|-----|-----|-----|
| OCA (OCH)          | WITH DME                | 400(374) | 400(374) | 400(374) | 400(374)        | FT/MIN | 850 | 740 | 640 | 530 | 430 |
|                    | NO DME                  | N/A      | N/A      | 530(504) | 530(504)        |        |     |     |     |     |     |
| VM(C)OCA (OCH AAL) | Total Area (See note 2) | 480(425) | 520(465) | 760(705) | 760(705)        |        |     |     |     |     |     |

**ALTERNATIVE PROCEDURE** From overhead NDB(L) FNY (IAF) **not below 3500(3474)** fly outbound on NDB(L) QDR 031° (CAT A,B) or NDB(L) QDR 043° (CAT C,D) descending to **2500(2474)**. At I-FNL D10.6 turn left to establish on the FAT then continue as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-FNL** Advise ATC. Substitute timing for DME, flying outbound on racetrack or baseturn initial approach for 2.5 MIN (CAT C,D) before turning left to intercept the FAT. **Note: Timing option not available to CAT A,B.**

**NOTE 1** Aircraft will normally be required to hold not lower than **3500**. Lowest altitude to commence procedure from hold is **2500**.

**2** Some procedures described on this chart have OCA(H) minima higher than the VM(C) minima shown in this table.

**3** FAT is offset 0.8° from the RWY C/L.

**4 CAUTION:** Pilots of inbound traffic to note proximity of Sandtoft aerodrome to instrument approach procedures.

**CHANGE (12/14):** MAG VAR. HOLD. RACETRACK.

AERO INFO DATE 28 AUG 14