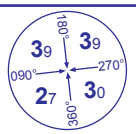
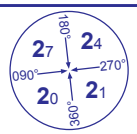
INSTRUMENT APPROACH CHART - ICAO

CARDIFF NDB(L)/DME y RWY 30
(ACFT CAT A,B)



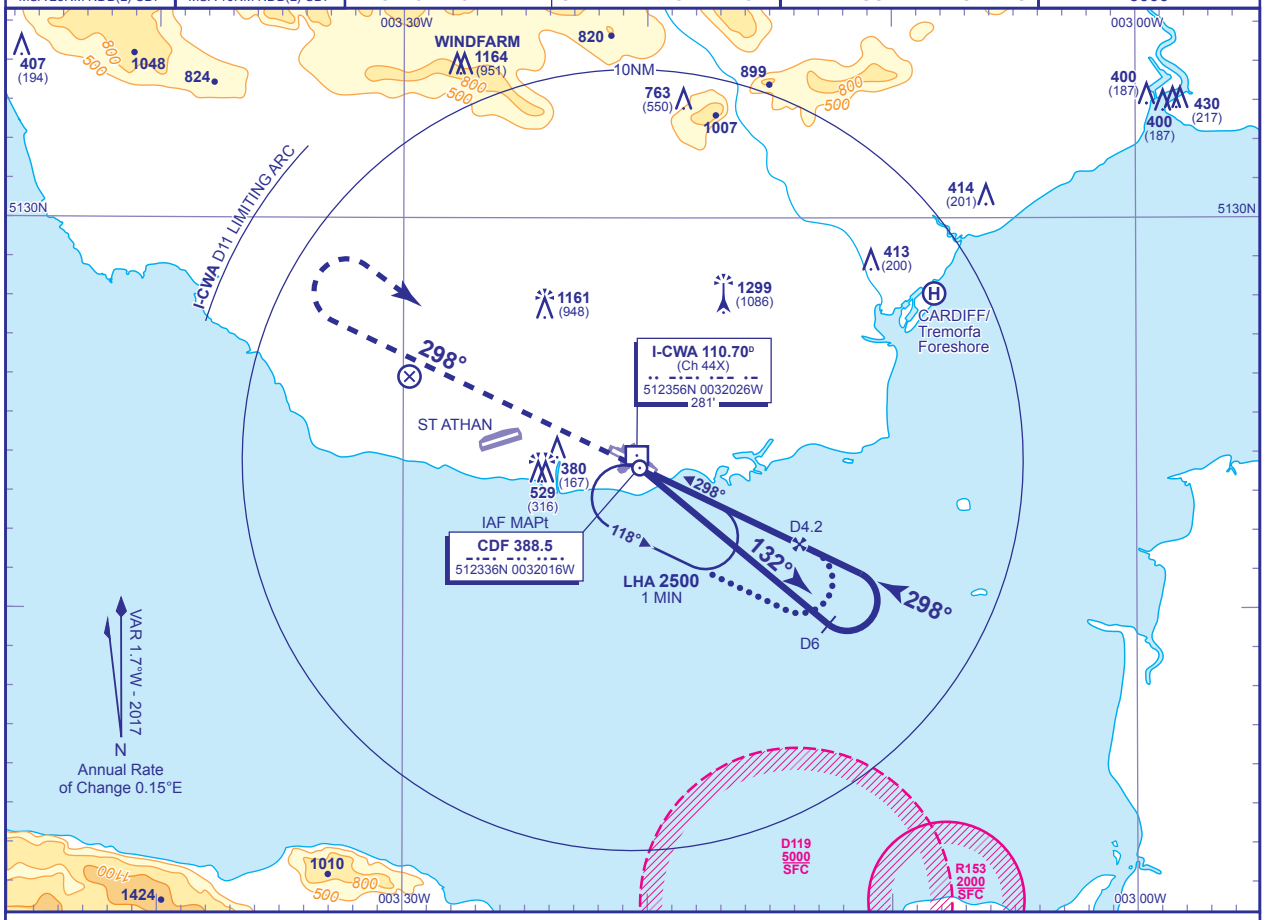
MSA 25NM NDB(L) CDF



MSA 10NM NDB(L) CDF

APP 119.150, 125.850	CARDIFF APPROACH	AD ELEVATION	220
TWR 133.100	CARDIFF TOWER	THR ELEVATION	213
RAD 125.850	CARDIFF RADAR	OBSTACLE ELEVATION	
119.150 (LARS)		1299 AMSL (1086) (ABOVE THR)	
ATIS 132.475	CARDIFF INFORMATION	BEARINGS ARE MAGNETIC	

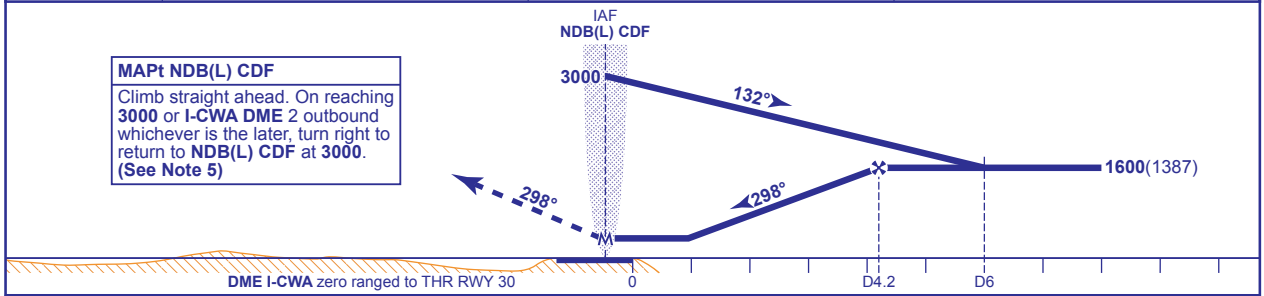
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.3%, 320FT/NM

DME I-CWA	3	2	1
ALT(HGT)	**1230**(1017)	**910**(697)	**590**(377)

MAPt NDB(L) CDF
Climb straight ahead. On reaching **3000** or **I-CWA DME** 2 outbound whichever is the later, turn right to return to **NDB(L) CDF** at **3000**. **(See Note 5)**



Aircraft Category		A	B
OCA (OCH)	WITH DME	**570**(357)	**570**(357)
	NO DME	**620**(407)	**620**(407)
VM(C)OCA (OCH AAL)	Total Area	**680**(460)	**820**(600)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	860	750	650	540	430

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Extend outbound leg of the NDB(L) CDF holding pattern to I-CWA DME 5 descending to **1600**(1387) then proceed as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME I-CWA
As for main and alternative procedures except fly outbound leg for 2.5 MIN and when established descend to MDH. Radar ranges will be passed at 6NM outbound and 4NM inbound.

NOTE 1 FAT offset 1° from RWY C/L.
2 Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CWA may descend to **3000** after passing I-CWA DME 10.
3 ATC will authorise crossing of EG D119 before start of procedure.
4 Timed procedure not available without radar monitoring.
5 Aircraft to remain within I-CWA DME 11 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify ATC.

CHANGE (11/16): MAG TRACKS UPDATED. OBSTACLES. MAG VAR. PAGE NUMBER.

AERO INFO DATE 5 JUL 16