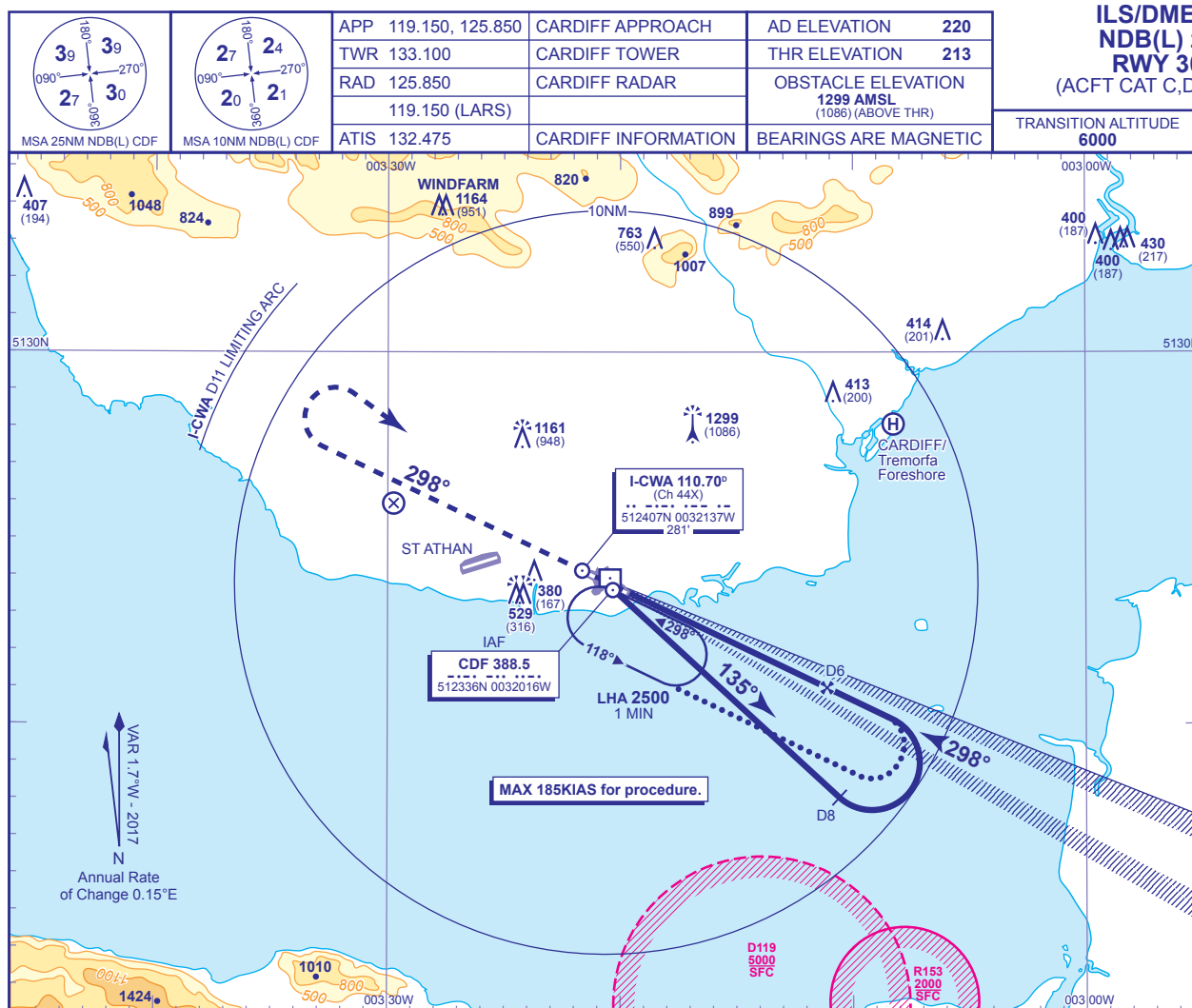


INSTRUMENT APPROACH CHART - ICAO

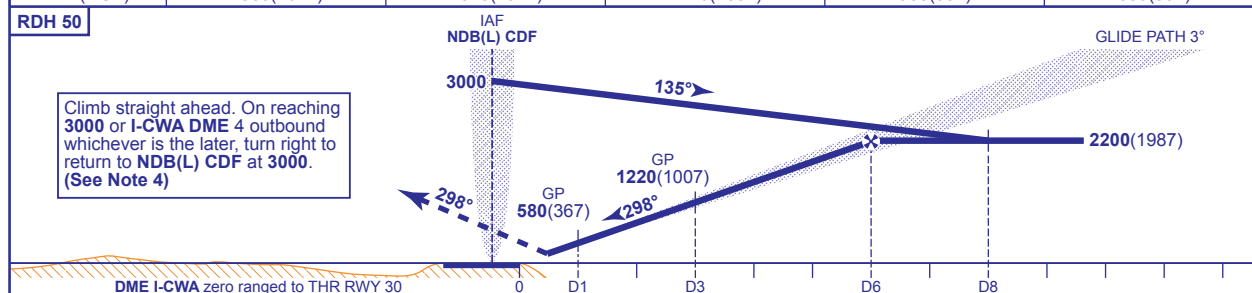
**CARDIFF
ILS/DME/
NDB(L) z
RWY 30
(ACFT CAT C,D)**



RECOMMENDED PROFILE GLIDE PATH 3°. 320FT/NM

RECOMMENDED PROPELLANT GRADES (ASTM D 1555, 1556)					
DME I-CWA	5	4	3	2	1
ALT(HGT)	1860(1647)	1540(1327)	1220(1007)	900(687)	580(367)

RDH 50



Aircraft Category		C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA(OCH)	CAT I	400(187)	411(198)		FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	1560(1340)	1690(1470)							
	SW of RWY 12/30	920(700)	920(700)							

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Extend outbound leg of the NDB(L) CDF holding pattern to I-CWA DME 8 descending to **2200(1987)** then proceed as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME I-CWA

AIRCRAFT UNABLE TO RECEIVE DME I-CWA
Advise ATC. As for main and alternative procedures except fly outbound leg for 2.5 MIN and when established descend to DH. Radar ranges will be provided at 8NM outbound and at 6NM inbound.

NOTE 1 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.

2 ATC will authorise crossing of EG D119 before start of procedure.

3 Timed procedure not available without radar monitoring.

4 Aircraft to remain within I-CWA DME 11 during the mission.

1. Aircraft to remain within 1.0 NM (2.0 NM ± 1) during the missed approach turn in order to be contained within terrain controlled airspace. If unable to comply, notify ATIS.

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

AERO INFO DATE 5 JUL 16