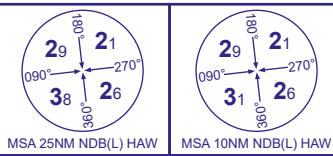


INSTRUMENT APPROACH CHART - ICAO

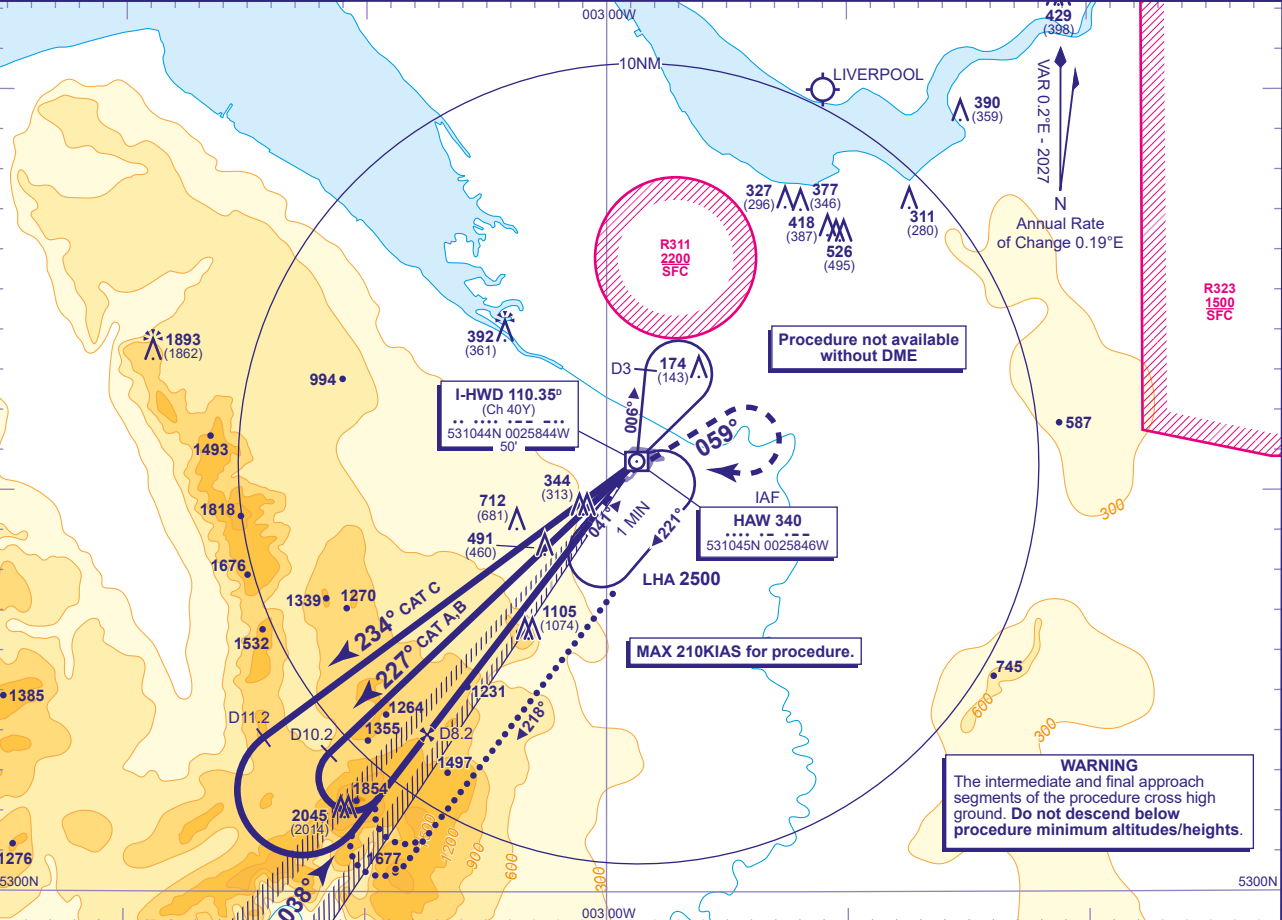
HAWARDEN  
OFFSET  
ILS/DME/NDB(L)  
RWY 04  
(ACFT CAT A,B,C)



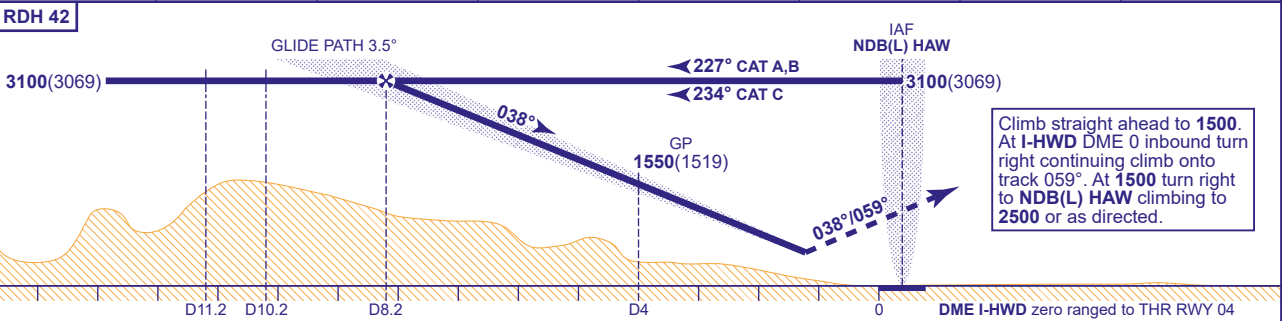
TWR 124.955	HAWARDEN TOWER
RAD 120.055, 130.015*	HAWARDEN RADAR
ATIS 125.430	HAWARDEN INFORMATION
*As directed by ATC, Not continuously monitored	

AD ELEVATION	45
THR ELEVATION	31
OBSTACLE ELEVATION	2045 AMSL (2014) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE	5000
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RECOMMENDED PROFILE GLIDE PATH 3.5°, 370FT/NM							
DME I-HWD	8	7	6	5	4	3	2
ALT(HGT)	3030(2999)	2660(2629)	2290(2259)	1920(1889)	1550(1519)	1180(1149)	810(779)



Aircraft Category		A	B	C	Rate of descent	G/S KT				
OCA (OCH)		UNCAT	530(499)	530(499)		160	140	120	100	80
VM(C)OCA (OCH AAL)		Total Area	800(755)	900(855)		980	860	740	620	490
		East of RWY 04/22	700(655)	800(755)	1500(1455)					

**ALTERNATIVE PROCEDURE**  
Overhead NDB(L) HAW at 3100(3069) turn right from the outbound leg of the hold turn left onto track 218°. At I-HWD DME 10.2 (CAT A,B) or I-HWD DME 11.2 (CAT C) commence right turn to establish on the localizer then continue as for basic procedure. Remain within I-HWD DME 15.

**NOTE 1** LOC is offset 2.6° right of RWY 04 C/L and intercepts the RWY C/L 1NM from the THR.  
**2** Reversal baseturn from NDB(L) HAW outbound on QDR 006° to I-HWD DME 3 (1 MIN).

**CHANGE (11/25):** MSA INCREASES 25NM SE/SW QUADRANT, 10NM SE QUADRANT. MAG VAR.