

INSTRUMENT APPROACH CHART - ICAO

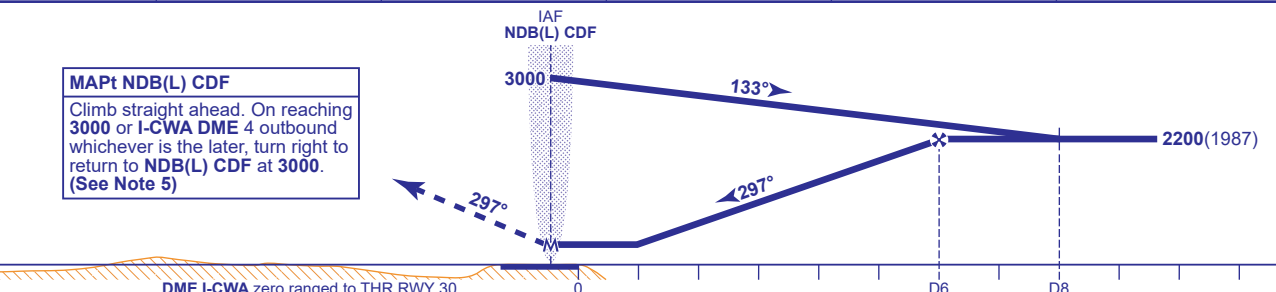
CARDIFF
NDB(L)/DME z
RWY 30
(ACFT CAT C,D)

		APP 119.155, 125.855	CARDIFF APPROACH	AD ELEVATION 220	<div>NDB(L)/DME z RWY 30 (ACFT CAT C,D)</div>
MSA 25NM NDB(L) CDF	MSA 10NM NDB(L) CDF	TWR 133.105	CARDIFF TOWER	THR ELEVATION 213	
		RAD 125.855	CARDIFF RADAR	OBSTACLE ELEVATION 1299 AMSL (1086) (ABOVE THR)	
		119.155 (LARS)			
ATIS 132.480	CARDIFF INFORMATION	BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000		



RECOMMENDED PROFILE Gradient 5.3%, 320FT/NM

DME I-CWA	5	4	3	2	1
ALT(HGT)	1880(1667)	1550(1337)	1230(1017)	910(697)	590(377)



Aircraft Category		C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	570(357)	570(357)		FT/MIN	860	750	650	540	430
	NO DME	620(407)	620(407)							
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
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 As for main and alternative procedures except substitute 2.5 MIN for distance on outbound leg and when established on FAT, descend to MDH. Radar ranges will be passed at 8NM outbound and 6NM 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.