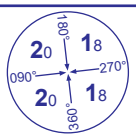
INSTRUMENT APPROACH CHART - ICAO

CAMBRIDGE
NDB(L)/DME
RWY 23
(ACFT CAT A,B,C,D)

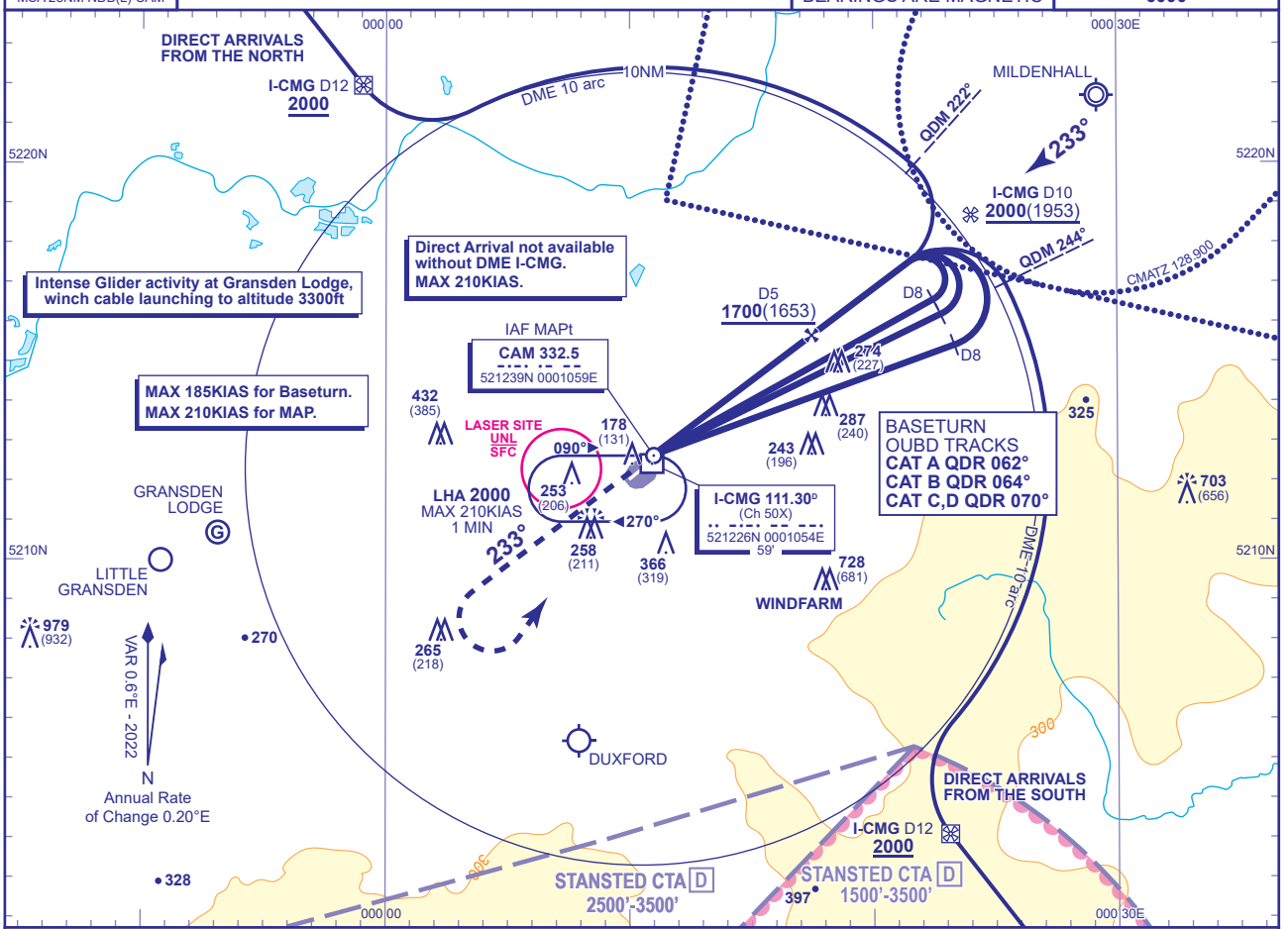


MSA 25NM NDB(L) CAM

APP	120.965	CAMBRIDGE APPROACH	
TWR	125.905	CAMBRIDGE TOWER	
ATIS	134.605	CAMBRIDGE INFORMATION	

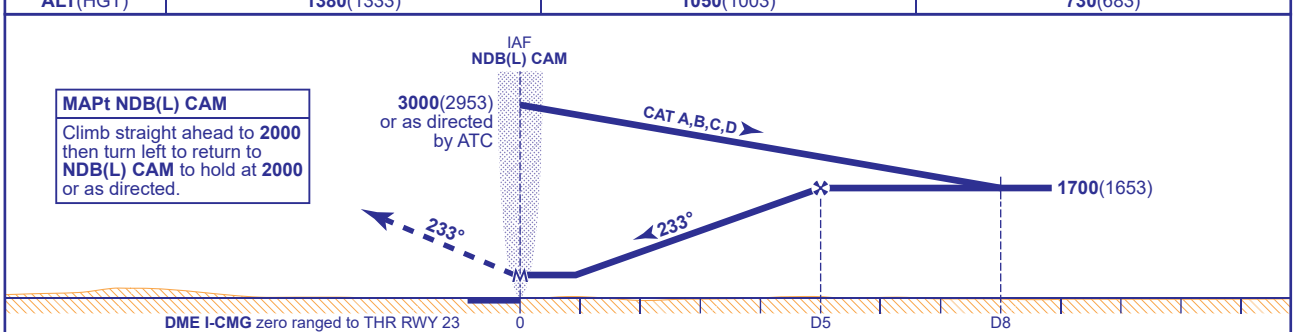
AD ELEVATION	47
THR ELEVATION	47
OBSTACLE ELEVATION	979 AMSL (932) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.3%, 323FT/NM

DME I-CMG	4	3	2
ALT(HGT)	**1380**(1333)	**1050**(1003)	**730**(683)



MAPt NDB(L) CAM

Climb straight ahead to **2000** then turn left to return to **NDB(L) CAM** to hold at **2000** or as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	WITH DME	**460**(413)	**460**(413)	**460**(413)	**460**(413)
	NO DME	**590**(543)	**590**(543)	**590**(543)	**590**(543)
VM(C)OCA (OCH AAL)	Total Area	**660**(613)	**710**(663)	**810**(763)	**1050**(1003)

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

AIRCRAFT UNABLE TO RECEIVE DME I-CMG

Advise ATC. As for main procedure except substitute timing on the outbound legs: 2.5MIN (CAT A,B); 2MIN (CAT C,D). When established on FAT descend to MDA.

NOTES
1. Aircraft will normally be required to hold not lower than **3000**.
2. Direct arrivals are subject to approval from Cambridge ATC.
3. FAT is offset 3.5° from RWY C/L.
4. Intense glider activity and winch launching can be expected at Gransden Lodge Glider Site seven days a week during daylight hours. Pilots should avoid overflying the site on approach to Cambridge.

CHANGE (10/24): RADAR FREQUENCY REMOVED.