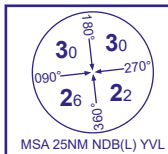
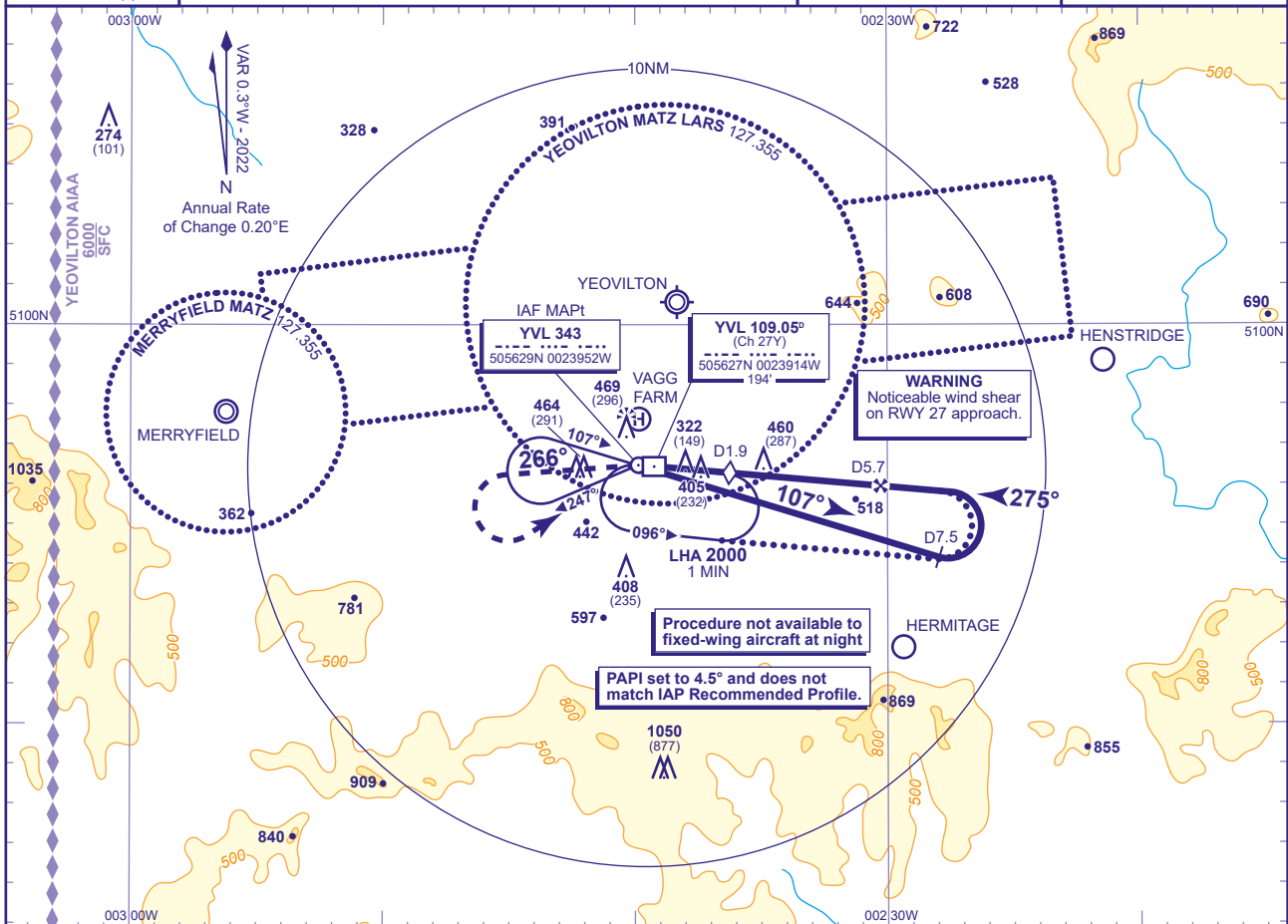


INSTRUMENT APPROACH CHART - ICAO

YEOVIL/WESTLAND
NDB(L)/DME
RWY 27
(ACFT CAT A,B)

APP	130.805	WESTLAND APPROACH	AD ELEVATION	202
TWR	125.405	WESTLAND TOWER	THR ELEVATION	173
			OBSTACLE ELEVATION	1050 AMSL (877) (ABOVE THR)
			BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE
3000

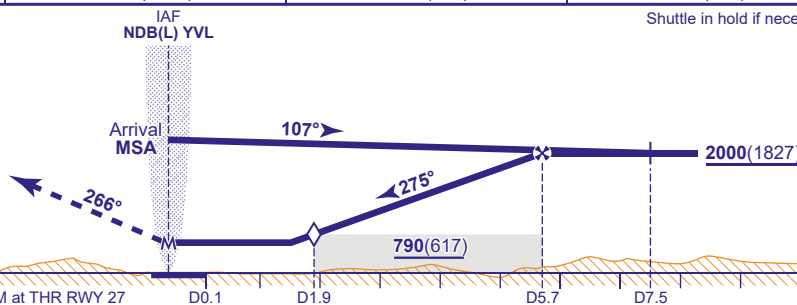
RECOMMENDED PROFILE Gradient 5.23%, 318FT/NM

DME YVL	5	4	3	2
ALT(HGT)	1780(1607)	1460(1287)	1140(967)	830(657)

Shuttle in hold if necessary.

MAPt NDB(L) YVL

Continuous climb to **2000**: initially, to **NDB(L) YVL** then on **YVL QDR 266°** to **1700** then turn left to **NDB(L) YVL** at **2000**, or as directed.



Aircraft Category		A	B	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	670(497)	670(497)		FT/MIN	850	740	640	530	420
	NO DME	860(687)	860(687)							
VM(C)OCA (OCH AAL)	Total Area	770(568)	840(638)							

RACETRACK PROCEDURE Extend the outbound leg of the NDB(L) YVL hold on track 095° descending to **not below 2000**. At YVL DME 7.5 turn left to intercept the extended FAT. When established continue as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME YVL

As for main procedure except fly outbound for 3MIN prior to base turn left. When established on FAT descend to MDH.

- NOTES**
- FAT offset 3.3° from RWY C/L and crosses the extended RWY C/L 0.76NM from THR (YVL DME 0.84).
 - Lowest altitude to commence procedure from hold is **2000**.
 - To commence procedure from hold, from overhead NDB(L) YVL, fly outbound on QDR 247° for 1MIN then turn right back to facility on QDM 107° **not below 2000**.
 - For direct arrivals see chart AD 2-EGHG-8-5.
 - Inbound aircraft make initial contact with Yeovil Radar, 127.355.
 - Obstacles infringe the Visual Segment Surface on final approach. See EGHG AD 2.10 Aerodrome Obstacles.

CHANGE (9/25): YEOVILTON RADAR FREQUENCY REVISED.