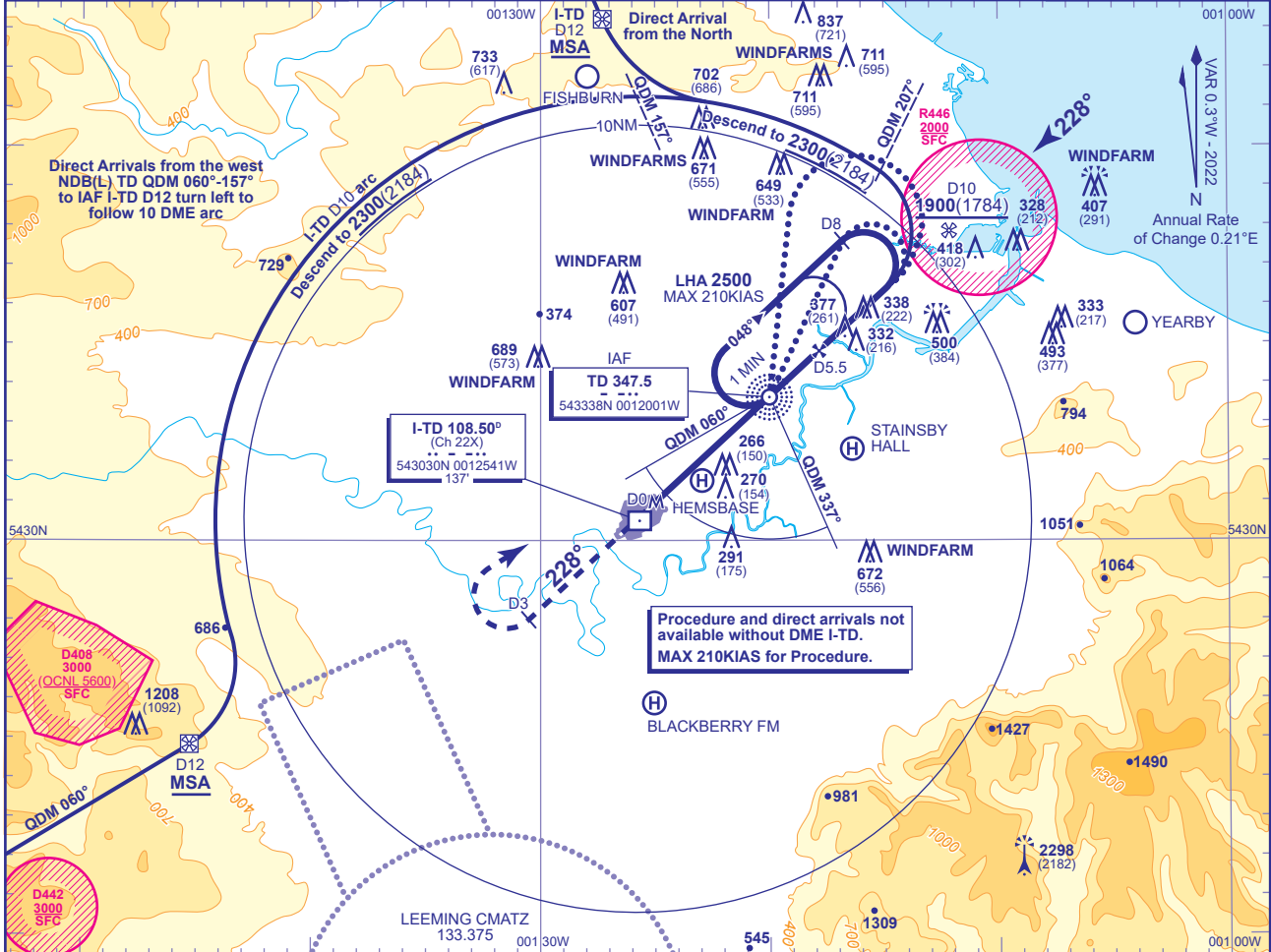


**NDB(L)/DME  
RWY 23**  
(ACFT CAT A,B,C,D)



Arrival **not** below MSA.

Figure 10-10 illustrates a profile view of a two-segment, two-surface runway. The diagram shows a runway profile with two segments. The first segment starts at station 0 and ends at station D3.93, with a 228-degree slope. The second segment starts at station D3.93 and ends at station D8, with a 048-degree slope. The profile is defined by two surfaces: a 2500(2384) surface and a 1900(1784) surface. The vertical clearance at station D3.93 is 1410(1294). The diagram also shows the IAF, NDB(L), and TD locations.

**ALTERNATIVE PROCEDURE**  
Arrival overhead NDB(L) TD **not below MSA**, only from within sector entry between NDB(L) TD QDM 337° and NDB(L) TD QDM 060° fly outbound on NDB(L) TD QDR 026° CAT A,B and NDB(L) TD QDR 007° CAT C,D descending **not below 1900(1784)**. At I-TD DME 8 baseturn right to intercept the FAT, continue as for main procedure.

CHANGE (5/24): DME I-TD ELEVATION REVISED.