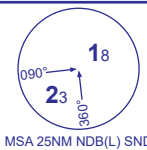


# INSTRUMENT APPROACH CHART - ICAO

# SOUTHWEST ILS/DME/NDB(L) RWY 05

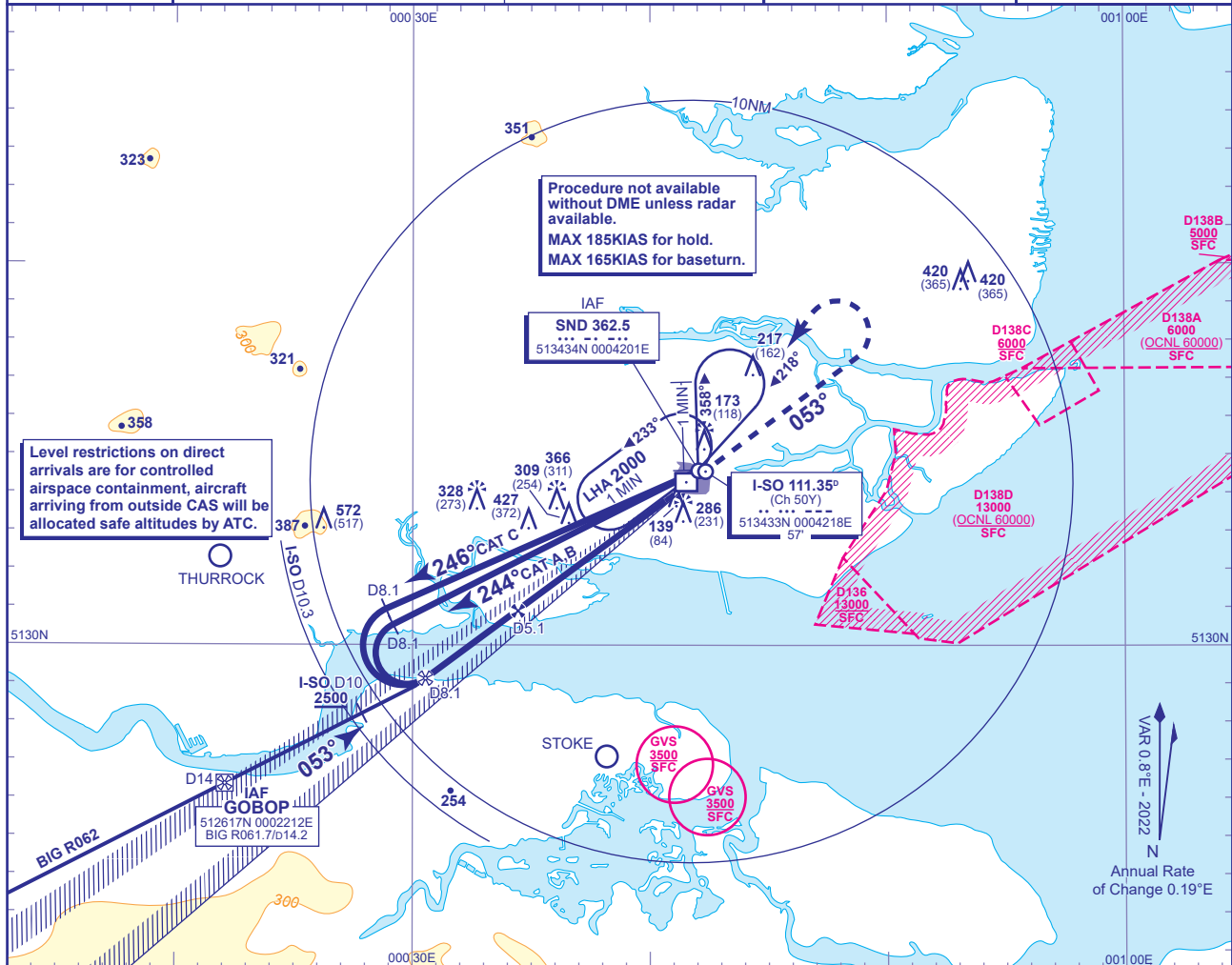
(ACFT CAT A,B,C)



MSA 25NM NDB(L) SND

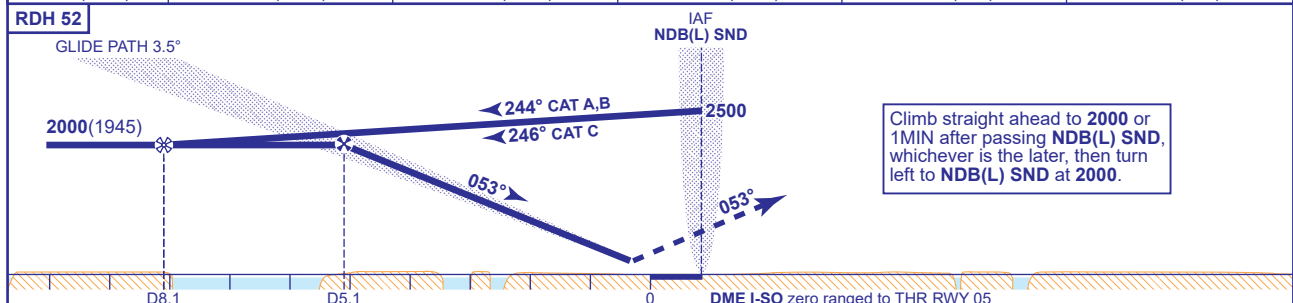
APP	130.780	SOUTHWEST APPROACH	AD ELEVATION	55
TWR	127.730	SOUTHWEST TOWER	THR ELEVATION	55
RAD	130.780	SOUTHWEST RADAR	OBSTACLE ELEVATION	572 AMSL (517) (ABOVE THR)
	128.965	SOUTHWEST DIRECTOR		
ATIS	136.055	SOUTHWEST INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE  
**6000**



RECOMMENDED PROFILE GLIDE PATH 3.5°, 370FT/NM

DME I-SO	5	4	3	2	1
ALT(HGT)	1970 (1915)	1590 (1535)	1220 (1165)	850 (795)	480 (425)



Aircraft Category		A	B	C	Rate of descent	G/S KT	160	140	120	100	80
						FT/MIN	990	870	740	620	500
VM(C)OCA (OCH AAL)	Total Area	600(545)	700(645)	900(845)							

**AIRCRAFT UNABLE TO RECEIVE DME I-SO**  
Advise ATC. Aircraft will be radar vectored onto FAT and radar range passed at 3NM inbound.

- NOTES**
- Aircraft will normally be required to hold not lower than 2500. Lowest altitude to commence procedure from NDB(L) SND following Missed Approach is 2000.
  - Maximum 185KIAS for hold and 165KIAS base turns.
  - Do not exceed I-SO D10.3 to remain within controlled airspace.

CHANGE (13/24): BIG VOR/DME RECALIBRATED. GOBOP RADIAL.