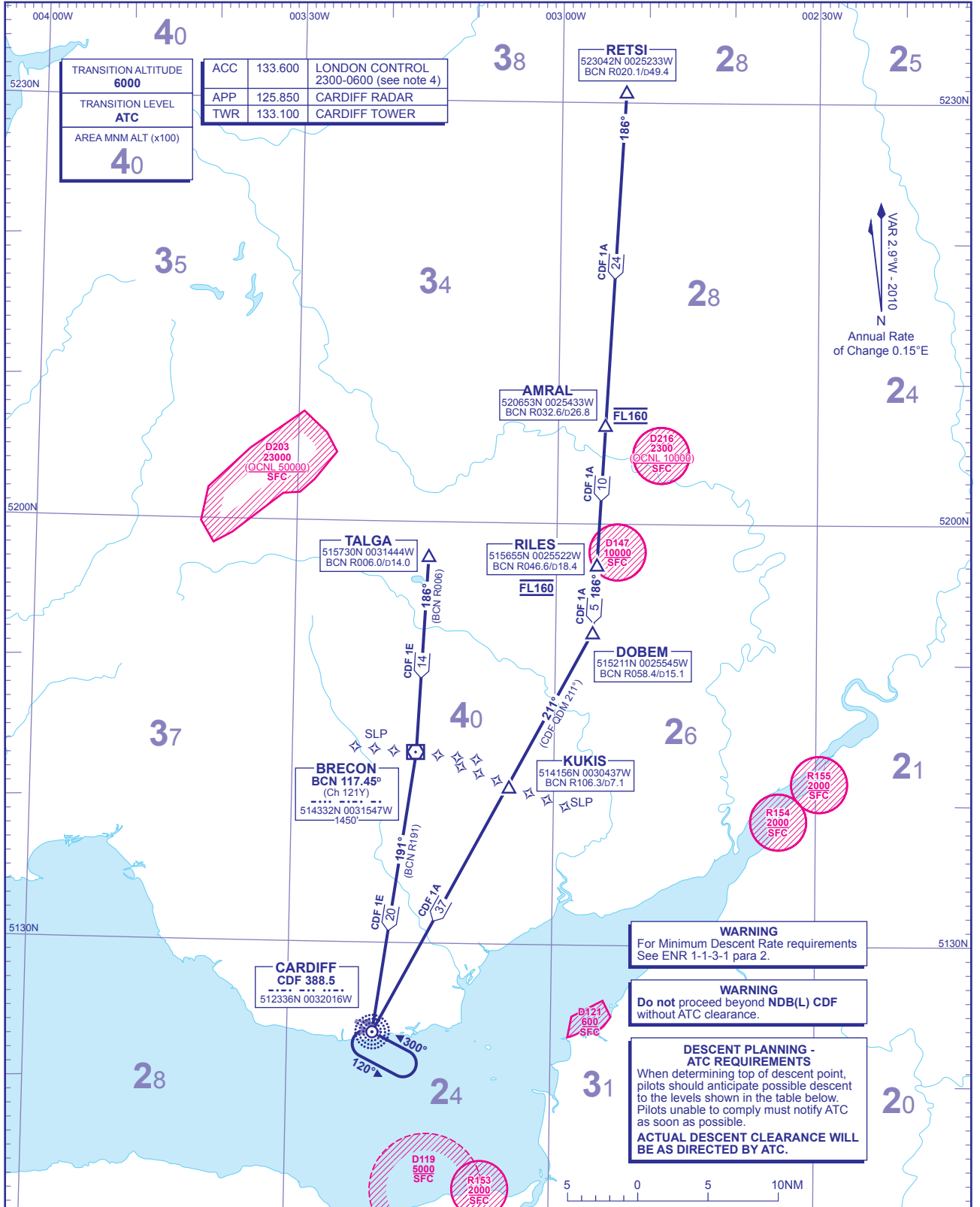


**STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET

**CARDIFF CDF 1A 1E**



CDF 1A	Arrival via <b>RETSI (UN862/N862, UN42/N42)</b> continue on 186° to <b>AMRAL</b> then <b>RILES</b> then <b>DOBEM</b> . At <b>DOBEM</b> turn right onto <b>NDB(L) CDF QDM 211°</b> to <b>NDB(L) CDF</b> .	<b>FL160</b> by <b>AMRAL</b> descent below <b>FL160</b> after <b>RILES</b>
CDF 1E	Arrival via <b>N864</b> (see Note 3), to <b>TALGA</b> continue to <b>BCN VOR</b> on <b>R006(186°)</b> then turn right onto <b>BCN VOR R191</b> to <b>NDB(L) CDF</b> .	<b>FL160</b> level 10NM north of <b>TALGA</b>

**GENERAL INFORMATION**

- Standard Routes may be varied at the discretion of ATC.
- Cross SLPs or 3 minutes before holding fix at 250KIAS or less.
- CDF 1E is for use when N862 is not available due to gliding activity north of **RILES** and for aircraft joining N864 below FL145 15NM north of **TALGA**.
- Summer 1 hour earlier.

**CHANGE:** AMAADDED. COM. REP POINT FIXES. MAG VAR.