

**INSTRUMENT APPROACH CHART - ICAO**

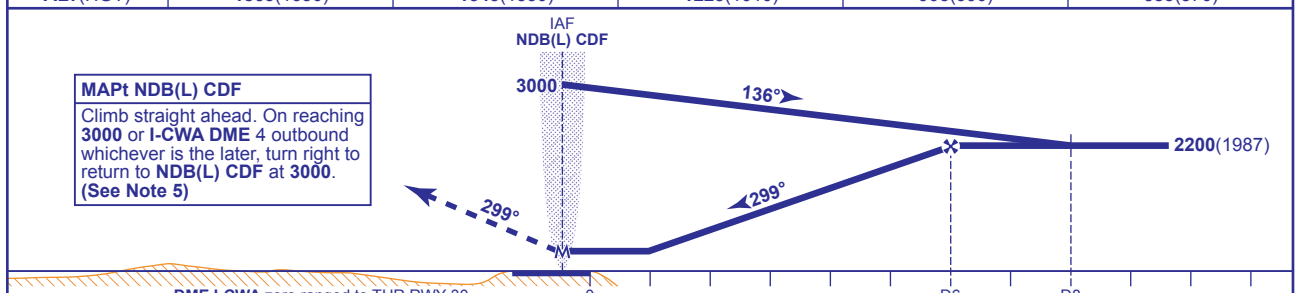
**CARDIFF**  
**NDB(L)/DME**  
**RWY 30**  
 (ACFT CAT C,D)

 MSA 25NM NDB(L) CDF	 MSA 10NM NDB(L) CDF	APP 119.150, 125.850	CARDIFF APPROACH	AD ELEVATION	220
		TWR 133.100	CARDIFF TOWER	THR ELEVATION	213
		RAD 125.850	CARDIFF RADAR	OBSTACLE ELEVATION	1294 AMSL (1081) (ABOVE THR)
		119.150 (LARS)			
		ATIS 132.475	CARDIFF INFORMATION	BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE
					6000



**RECOMMENDED PROFILE** Gradient 5.3%, 320FT/NM

DME I-CWA	5	4	3	2	1
ALT(HGT)	1863(1650)	1543(1330)	1223(1010)	903(690)	583(370)



Aircraft Category	C	D	Rate of descent	G/S KT	160	140	120	100	80
				FT/MIN	860	750	640	540	430
OCA (OCH)	WITH DME	580(367)	580(367)						
	NO DME	640(427)	640(427)						
VM(C)OCA (OCH AAL)	Total Area	1700(1480)	1700(1480)						
	SW of RWY 12/30	1000(780)	1000(780)						

**ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN**  
 Extend outbound leg of the NDB(L) CDF holding pattern to I-CWA DME 8 descending to 2200(1987) then proceed as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-CWA** As for main and alternative procedures except substitute 2.5 MIN for distance on outbound leg and when established on FAT, descend to MDH. Radar ranges will be passed at 8NM outbound and 6NM inbound.

- NOTE 1** FAT offset 1° from RWY C/L.  
**2** Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CWA may descend to 3000 after passing I-CWA DME 10.  
**3** ATC will authorise crossing of EG D119 before start of procedure.  
**4** Timed procedure not available without radar monitoring.  
**5** Aircraft to remain within I-CWA DME 11 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify ATC.

**CHANGE:** OBSTACLES. MAG VAR. COM.

AERO INFO DATE 09 NOV 09

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