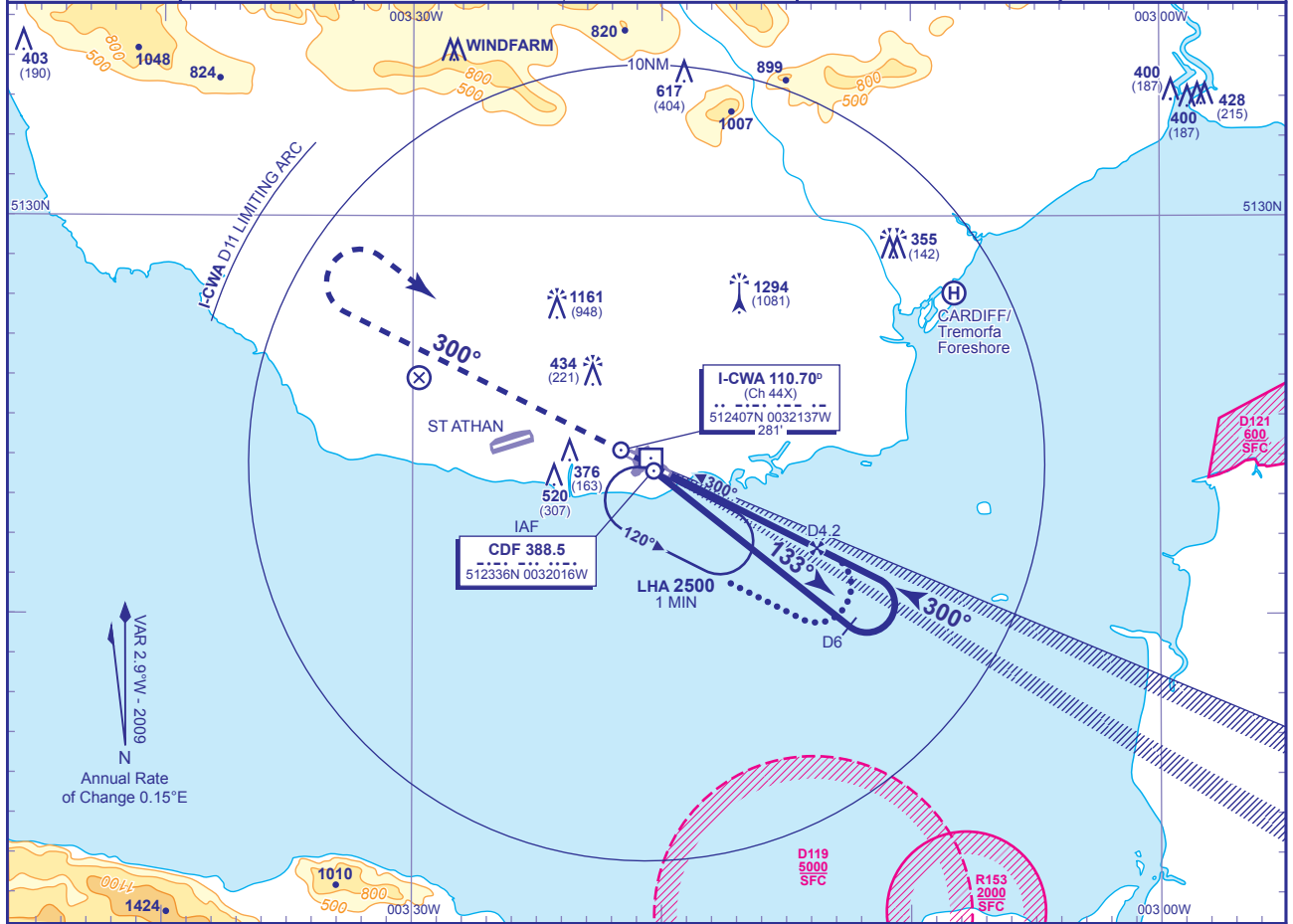


INSTRUMENT APPROACH CHART - ICAO

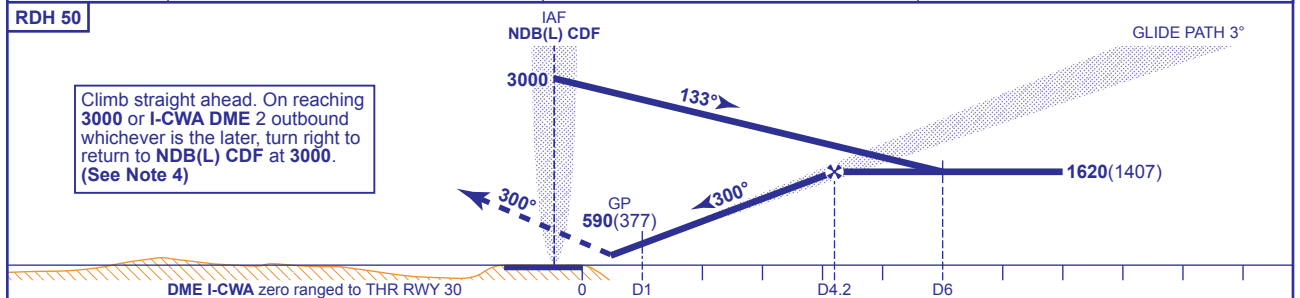
CARDIFF
ILS/DME/NDB(L)
RWY 30
 (ACFT CAT A,B)

 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)		BEARINGS ARE MAGNETIC	
		ATIS 132.475	CARDIFF INFORMATION	TRANSITION ALTITUDE	6000



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-CWA	3	2	1
ALT(HGT)	1230(1017)	910(697)	590(377)



Aircraft Category		A	B	Rate of descent	G/S KT	160	140	120	100	80
OCA(OCH)	CAT I	356(143)	367(154)		FT/MIN	860	750	640	540	430
VM(C)OCA (OCH AAL)	Total Area	700(480)	900(680)							
	SW of RWY 12/30	700(480)	900(680)							

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
 Extend outbound leg of the NDB(L) CDF holding pattern to I-CWA DME 5 descending to 1620(1407) then proceed as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME I-CWA
 Advise ATC. As for main and alternative procedures except fly outbound leg for 2.5 MIN and when established descend to DH. Radar ranges will be provided at 6NM outbound and at 4NM and 2NM inbound.

- NOTE 1** 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.
2 ATC will authorise crossing of EG D119 before start of procedure.
3 Timed procedure not available without radar monitoring.
4 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.