

INSTRUMENT APPROACH CHART - ICAO

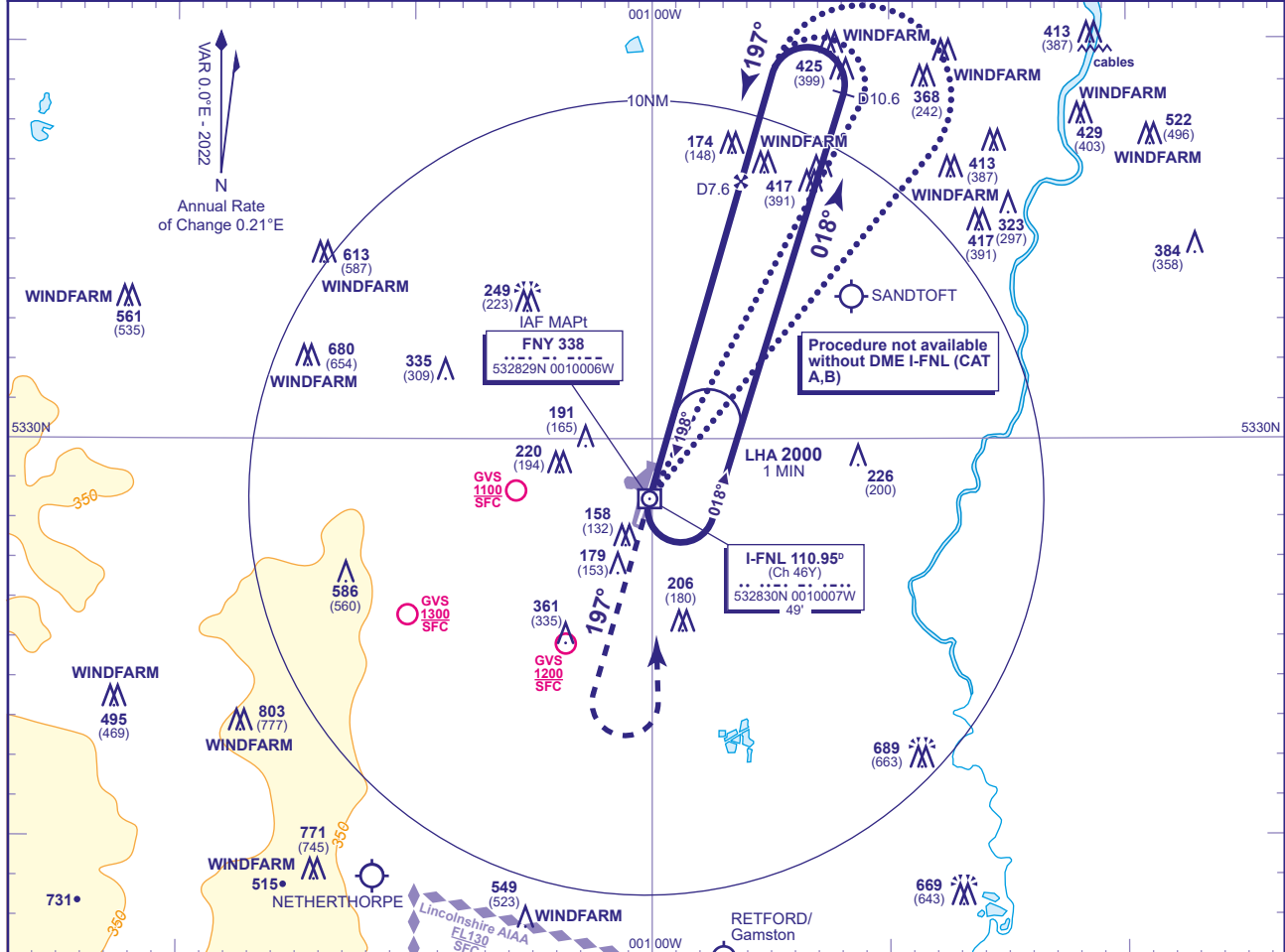
DONCASTER SHEFFIELD

NDB(L)/DME RWY 20
(ACFT CAT A,B,C,D)



APP	126.225	DONCASTER APPROACH	AD ELEVATION	55
TWR	128.775	DONCASTER TOWER	THR ELEVATION	26
RAD	126.225, 129.055	DONCASTER RADAR	OBSTACLE ELEVATION	803 AMSL (777) (ABOVE THR)
ATIS	134.955	DONCASTER INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE
5000

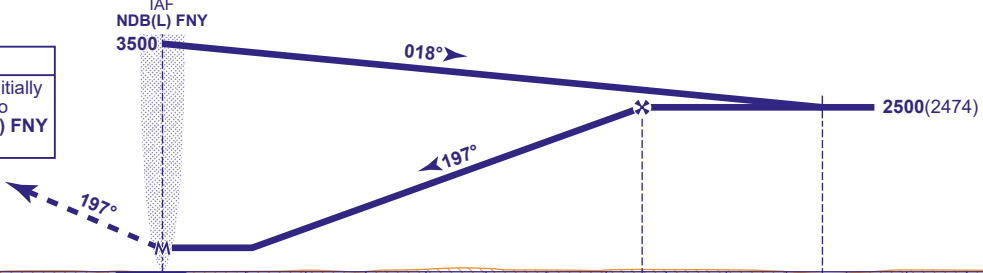


RECOMMENDED PROFILE Gradient 5.25%, 319FT/NM

DME I-FNL	7	6	5	4	3	2	1
ALT(HGT)	2310(2284)	1990(1964)	1670(1644)	1350(1324)	1030(1004)	720(694)	400(374)

Arrival not below 3500.

MAPt NDB(L) FNY
Continuous climb to 2500. Initially on NDB(L) FNY QDR 030° to 2500 then turn left to NDB(L) FNY at 2500 or as directed.



Aircraft Category	DME I-FNL zero ranged to THR RWY 20				Rate of descent	DME I-FNL					
	A	B	C	D		G/S KT	140	120	100	80	
OCA (OCH)	WITH DME	400(374)	400(374)	400(374)	400(374)	FT/MIN	850	740	640	530	430
	NO DME	N/A	N/A	530(504)	530(504)						
VM(C)OCA (OCH AAL)	Total Area (See note 2)	480(425)	550(495)	760(705)	760(705)						

ALTERNATIVE PROCEDURE From overhead NDB(L) FNY (IAF) not below 3500(3474) fly outbound on NDB(L) QDR 030° (CAT A,B) or NDB(L) QDR 041° (CAT C,D) descending to 2500(2474). At I-FNL D10.6 turn left to establish on the FAT then continue as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME I-FNL Advise ATC. Substitute timing for DME, flying outbound on racetrack or baseturn initial approach for 2.5 MIN (CAT C,D) before turning left to intercept the FAT. **Note: Timing option not available to CAT A,B.**

- NOTE 1** Aircraft will normally be required to hold not lower than 3500. Lowest altitude to commence procedure from hold is 2500.
2 Some procedures described on this chart have OCA(H) minima higher than the VM(C) minima shown in this table.
3 FAT is offset 0.8° from the RWY C/L.
4 CAUTION: Pilots of inbound traffic to note proximity of Sandtoft aerodrome to instrument approach procedures.

CHANGE (4/21): MAG VAR. MAG TRACKS.