
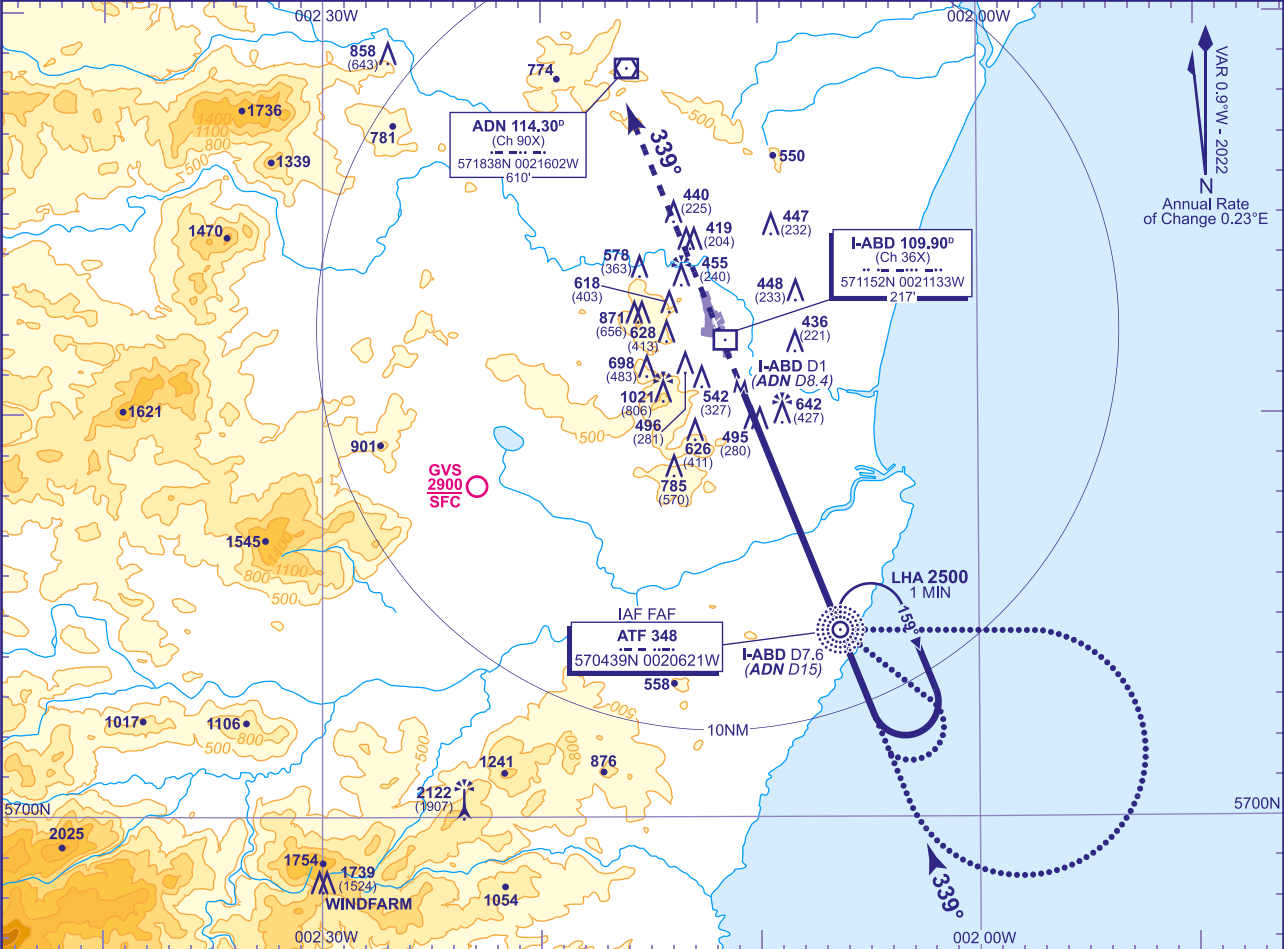


INSTRUMENT APPROACH CHART - ICAO

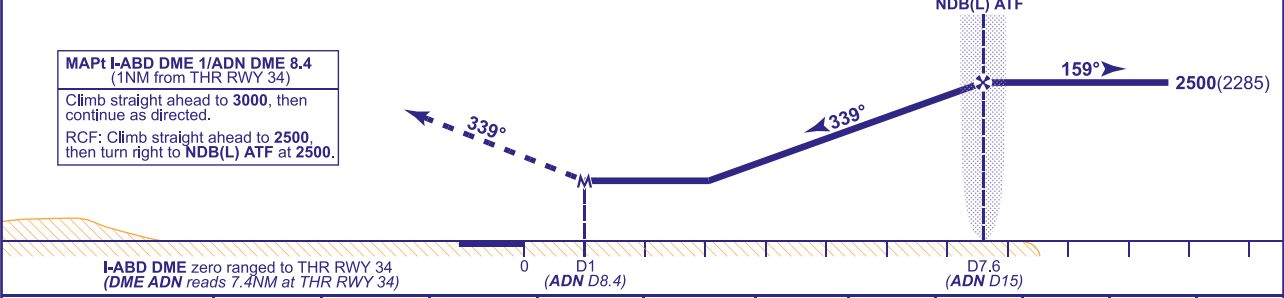
ABERDEEN/DYCE
NDB(L)/DME
RWY 34
(ACFT CAT A,B,C,D)

 MSA 25NM NDB(L) ATF	APP 119.055	ABERDEEN APPROACH	AD ELEVATION 215	NDB(L)/DME RWY 34 (ACFT CAT A,B,C,D)
	TWR 118.105	ABERDEEN TOWER	THR ELEVATION 215	
	121.705	ABERDEEN GROUND	OBSTACLE ELEVATION 2122 AMSL (1907) (ABOVE THR)	
	RAD 119.055, 128.305	ABERDEEN RADAR		
	ATIS 114.300 (VOR ADN)	ABERDEEN INFORMATION	BEARINGS ARE MAGNETIC	
				TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 4.8%, 300FT/NM					
DME I-ABD(ADN)	7(14.4)	6(13.4)	5(12.4)	4(11.4)	3(10.4)
ALT(HGT)	2320(2105)	2030(1815)	1740(1525)	1440(1225)	1150(935)

Arrival via IAF **not below MSA or 2500** whichever is higher. Shuttle in hold if necessary to 2500.



Aircraft Category		A	B	C	D	Rate of descent FT/MIN	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	1150(935)	1150(935)	1150(935)	1150(935)		FT/MIN	780	690	590	490	390
VM(C)OCA (OCH AAL)	Total Area	1150(935)	1330(1115)	1430(1215)	1430(1215)	NDB(L) ATF to MAPt MIN:SEC	MIN:SEC	2:28	2:49	3:18	3:57	4:57
	East of RWY 16/34	1150(935)	1150(935)	1150(935)	1150(935)							

ALTERNATIVE PROCEDURE BASE TURN REVERSAL
From NDB(L) ATF fly outbound on QDR 128° (CAT A,B) or QDR 090° (CAT C,D) descending as required to **not below 2500**. At I-ABD DME 10/ ADN DME 17.4 turn right onto extended FAT. When established continue as for main procedure. Aircraft unable to receive DME should fly outbound for 1 MIN 06 SEC (CAT A,B); 0 MIN 48 SEC (CAT C,D) prior to baseturn right.

NOTE 1 I-ABD DME and ADN DME not co-located. Ensure correct range cross check is used for the DME received.