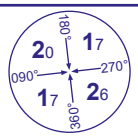
INSTRUMENT APPROACH CHART - ICAO

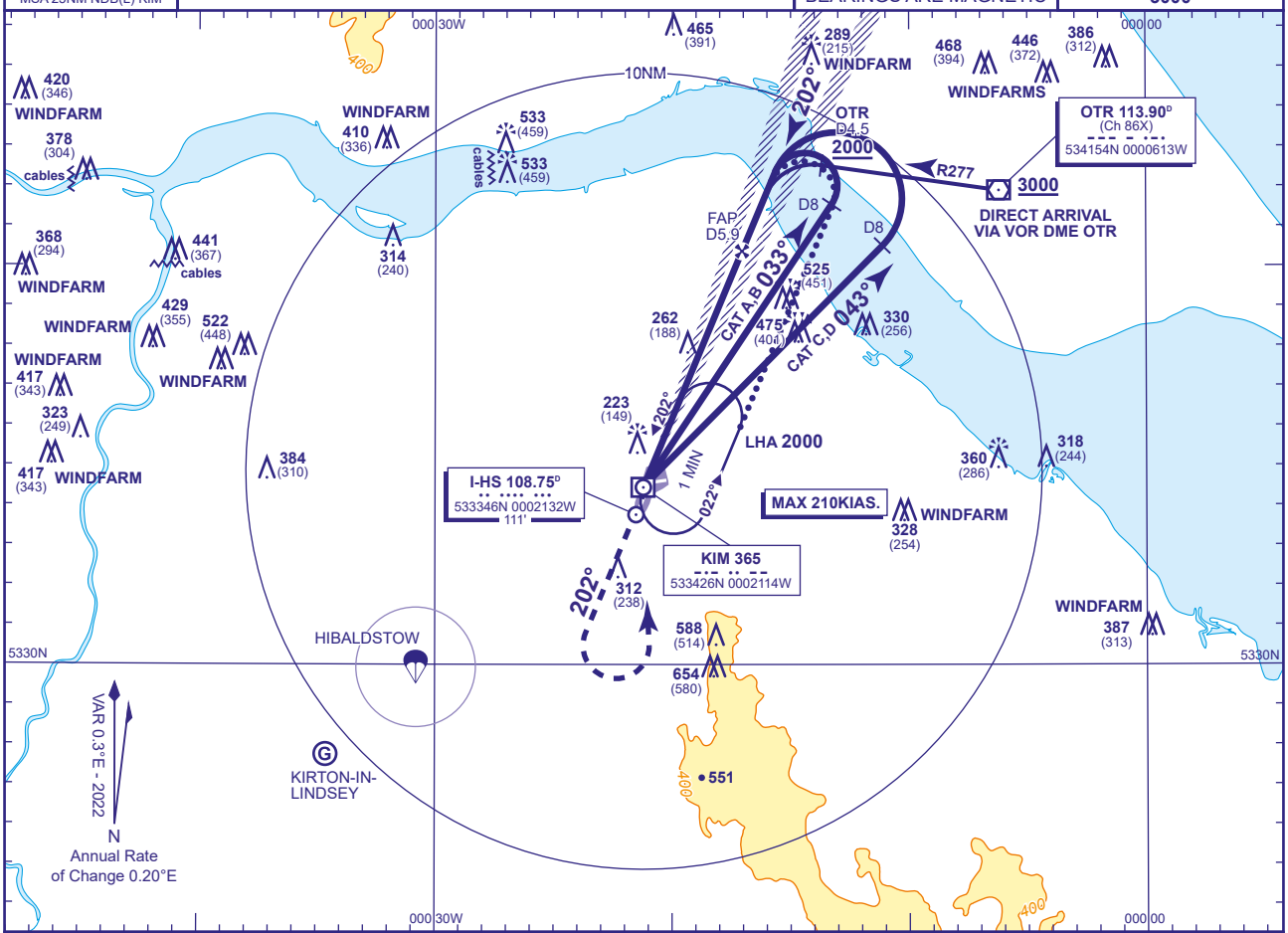
HUMBERSIDE
ILS/DME/NDB(L)
RWY 20
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) KIM

APP	119.130	HUMBERSIDE APPROACH	AD ELEVATION	121	
TWR	124.905, 119.130	HUMBERSIDE TOWER	THR ELEVATION	74	
RAD	119.130, 129.255	HUMBERSIDE RADAR	OBSTACLE ELEVATION		
ATIS	124.130	HUMBERSIDE INFORMATION	654 AMSL (580) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		

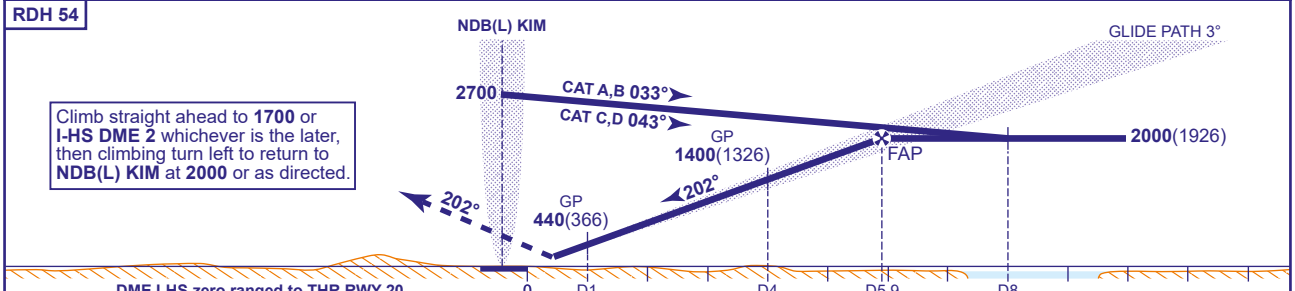
TRANSITION ALTITUDE **3000**



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-HS	5	4	3	2	1
ALT(HGT)	**1710**(1636)	**1400**(1326)	**1080**(1006)	**760**(686)	**450**(376)

RDH 54



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**224**(150)	**234**(160)	**245**(171)	**258**(184)
VM(C)OCA (OCH AAL)	Total Area	**690**(569)	**690**(569)	**990**(869)	**1050**(929)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	630	530	420

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Overhead NDB(L) KIM at **2700** in holding pattern, turn left and descend on the extended outbound leg to **2000**(1926). At I-HS DME 8 turn left to intercept LOC inbound. When established continue as for Main Procedure.

DIRECT ARRIVAL VIA VOR DME OTR (Subject to ATC approval)
Overhead VOR DME OTR **not below 3000,** depart on R277 descending **not below 2000.** At OTR DME 4.5 left turn left to intercept LOC inbound. When established continue as for Main Procedure.

AIRCRAFT UNABLE TO RECEIVE DME I-HS
Advise ATC. Radar Ranges will be given at 8NM outbound and 4NM inbound.

NOTE 1 Lowest altitude to commence procedure from hold is **2000.**

CHANGE (2/25): VOR OTR RECALIBRATED. OTR RADIALS REVISED.