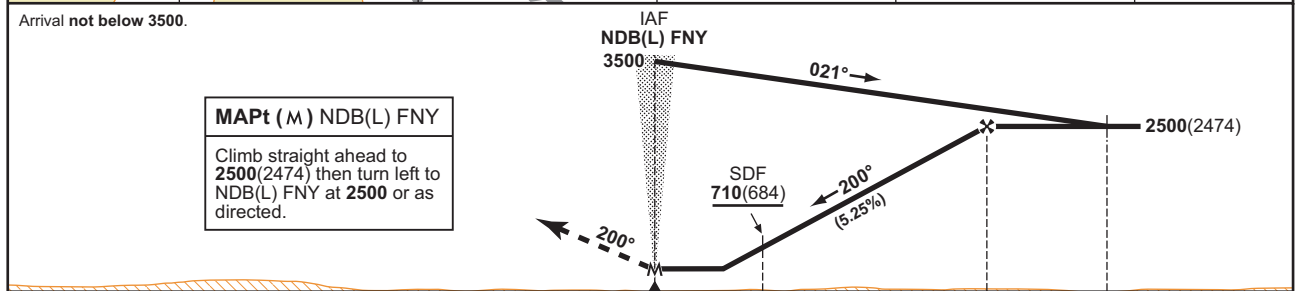
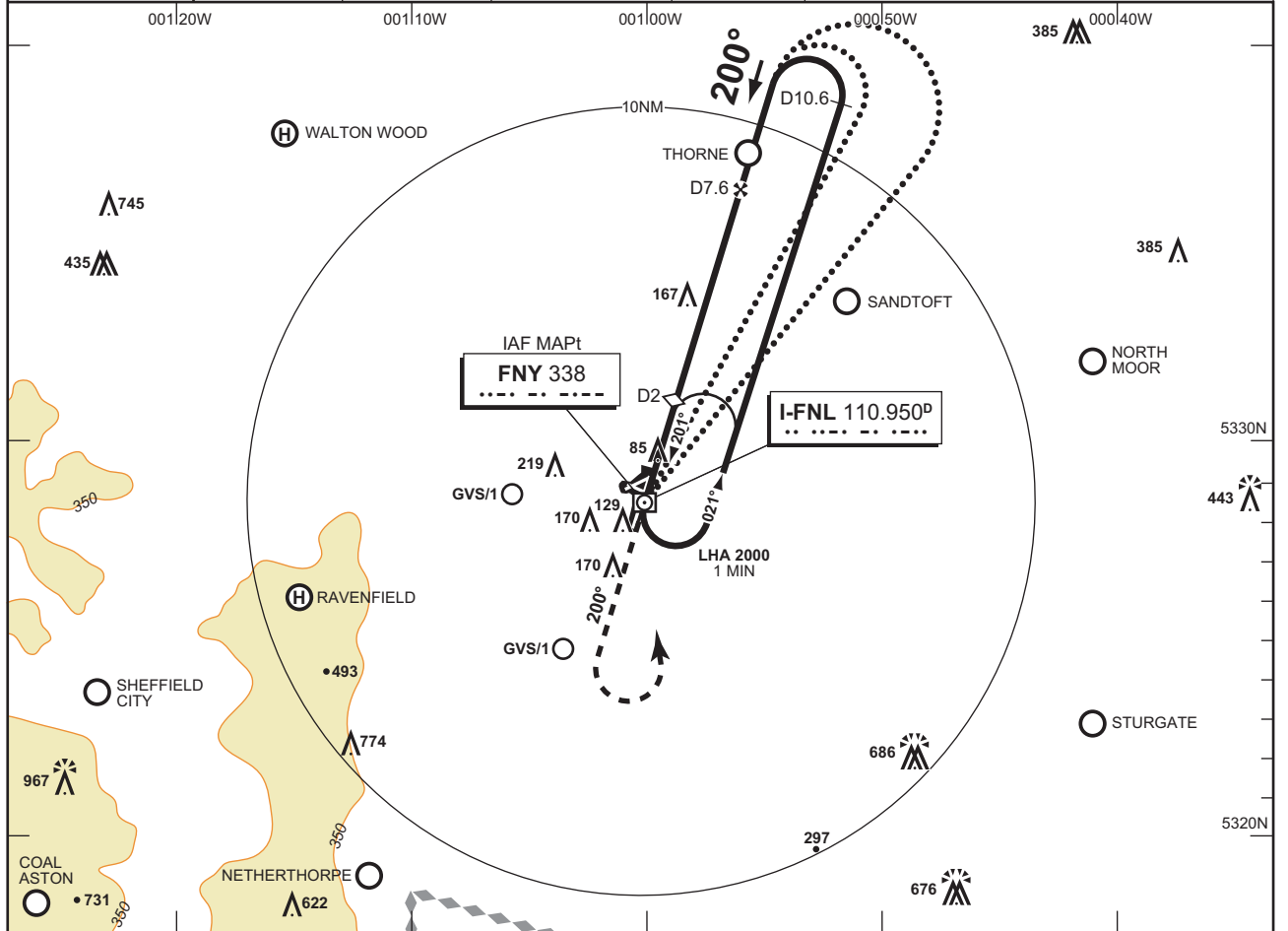


MSA 25NM NDB(L) FNY

EGCN
CAT A,B,C,D

AD ELEV 55FT	THR ELEV 26FT	TRANSITION ALT 3000	VAR 3°W
ATIS 134.950	APPROACH 126.225	RADAR 126.225, 129.050	TOWER 128.775

DONCASTER SHEFFIELD
NDB(L)/DME RWY 20
FNY 338/I-FNL 110.950



DME I-FNL is zero ranged to the THR RWY 20.

RECOMMENDED PROFILE				RATE OF DESCENT	OCA (OCH)		VM(C) OCA (OCH AAL)
Gradient 5.25%, 320FT/NM					FT/MIN	WITH DME	NO DME
DME I-FNL	ALT/HGT	G/S KT					
7	2310 (2284)	160	850	A	380 (354)	530 (504)	480 (425)
6	1990 (1964)	140	740	B	380 (354)	530 (504)	520 (465)
5	1670 (1644)	120	640	C	380 (354)	530 (504)	760 (705)
4	1350 (1324)	100	530	D	380 (354)	530 (504)	760 (705)
3	1030 (1004)	80	430				
2	710 (684)						
1	390 (364)						

ALTERNATIVE PROCEDURE From overhead NDB(L) FNY (IAF) **not below 3500(3474)** fly outbound on NDB(L) QDR 032° (CAT A,B) or NDB(L) QDR 042° (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 3MIN (CAT A,B) and 2.5MIN (CAT C,D) before turning left to intercept the FAT.

- NOTES**
- 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.

CHANGE NEW CHART. BEARINGS ARE MAGNETIC
AERO INFO DATE 16 DEC 04 INSTRUMENT APPROACH CHART - ICAO