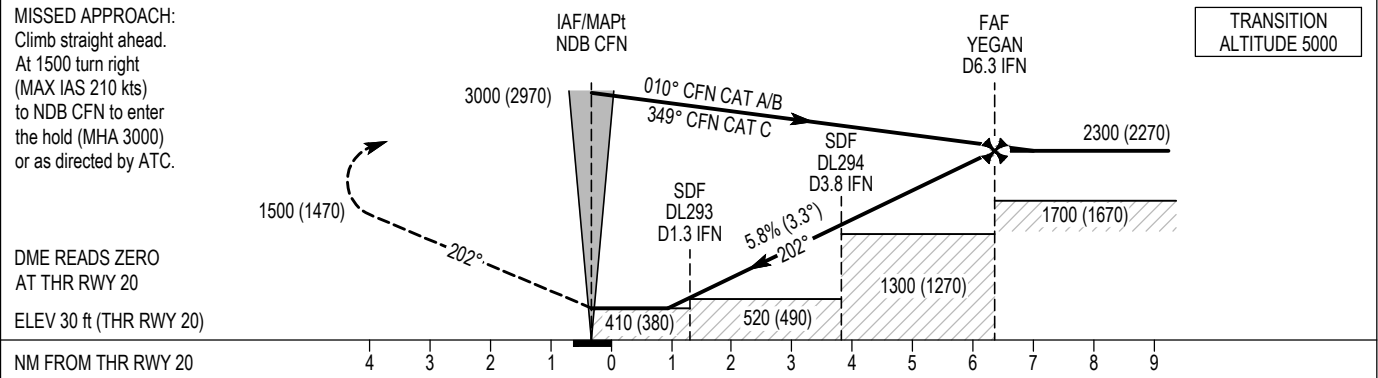
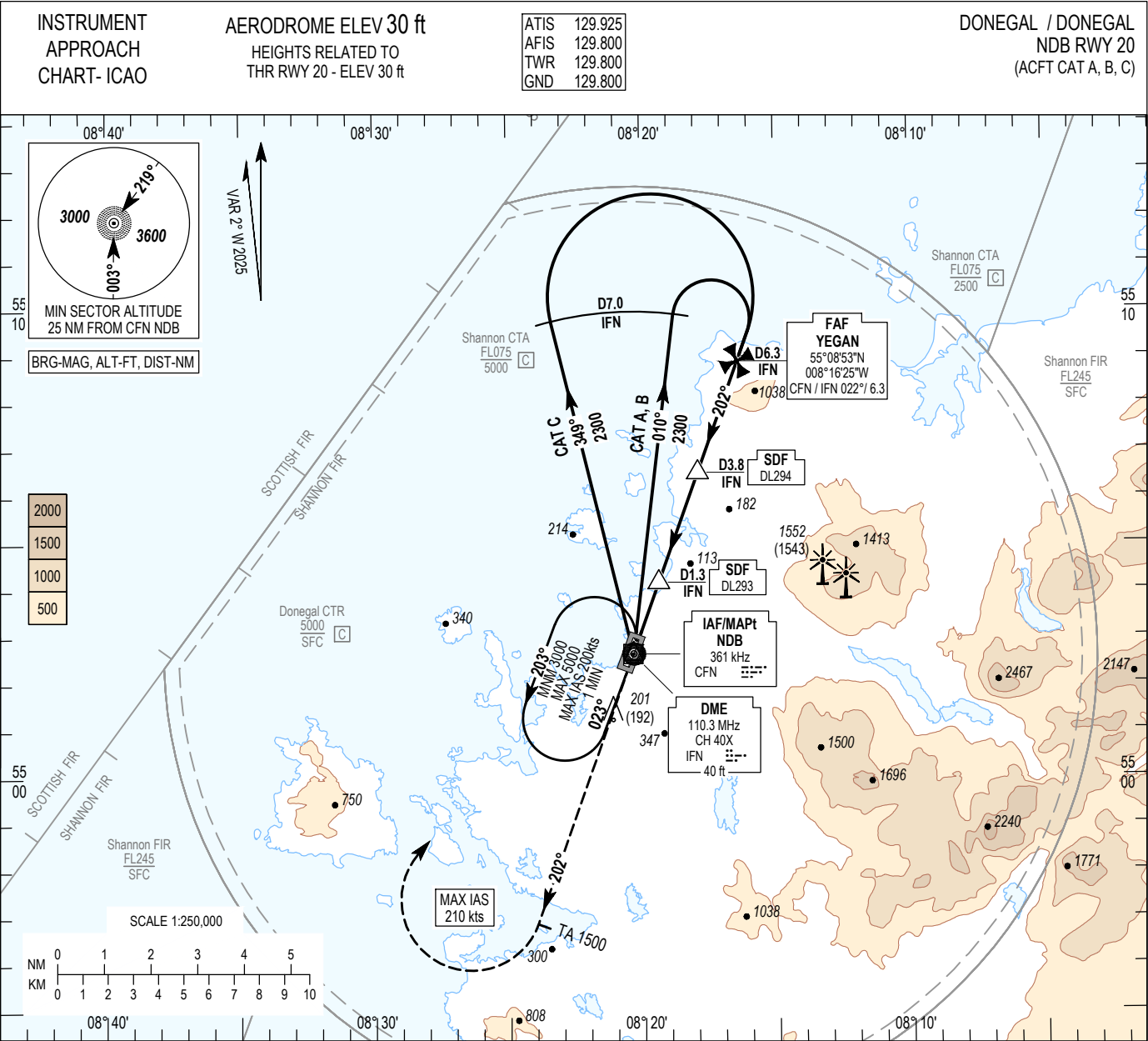




OCA (H)		A	B	C	NOTE: 1. Instrument approaches only available when ATC Zone is active. 2. DME required. 3. No turns before MAPt. 4. VSS penetrated to the left of track.				CAUTION: 1. This procedure lies over high ground. Do not descent below procedural level. 2. Turbulence may be experienced due to terrain.				
Straight-in Approach		410 (380)											
		Recommended Profile on Final Approach											
		DIST THR RWY 20 (NM)		1	2	3	4	5	6				
		ALT / HT (ft)		430 (400)	785 (755)	1135 (1105)	1490 (1460)	1840 (1810)	2195 (2165)				
Visual Manoeuvring (Heights AAL)	Total Area	700 (670)		2000 (1970)	Ground Speed		kts	80	100	110	120	140	160
	West of RWY	600 (570)	700 (670)	900 (870)	Descent rate gradient - 5.8% (3.3°) 350 ft/NM		ft / min	470	580	640	700	820	930

NDB Approach – RWY 20

Descent Angle:	5.80 % (3.30°)			
Fix	YEGAN / FAF D6.3 IFN	DL294 / SDF D3.8 IFN	DL293 / SDF D1.3 IFN	CFN NDB MAPt
Fix Coordinates	550853.4N 0081624.6W	550630.7N 0081754.8W	550410.2N 0081923.4W	550238.4N 0082021.2W
Fix Formation Bearing (°T)	019.86 CFN	019.86 CFN	019.86 CFN	-
Fix Formation Distances	6.33 IFN	3.80 IFN	1.30 IFN	-

Hold Identification

Holding Fix	Latitude / Longitude	Inbound True Track (degrees)	Inbound Magnetic Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Altitude/ Level (FL/ft)	Maximum Holding Altitude/ Level (FL/ft)	Outbound Time (min)	Direction of Turn
CFN NDB	550238.4N / 0082021.2W	020.9	023	200	+A3000	-A5000	1	L