INFORMATION

INSTRUMENT APPROACH CHARTS

1.1 - Instrument approach procedures are based on specific navigation aid(s), with the applicable navigation tolerance(s) used in the development of the procedure's obstacle protection surfaces. The navigation aid(s) upon which the procedures are based is identified on each instrument approach chart. Only the navigation aid(s) identified on each approach chart may be used to fly the procedure; use of a non specified aid, such as another DME located on the airfield, is prohibited as it may seriously jeopardise the integrity of the instrument approach procedure.

1.2 - Bearings and tracks are shown in degrees magnetic, elevations in feet and navigational distances in nautical miles. In the aerodrome meteorological minima tables, altitudes and ceilings are shown in feet, and visibilities are shown in kilometres or metres.

1.3 - On the plan and profile diagrams full lines are used to indicate approach procedures, broken lines to indicate missed approach procedures, light lines to indicate holding procedures and dotted lines to indicate procedures for leaving holding patterns and for supplementary procedures.

CAUTION: Spot heights on IAL charts do not necessarily indicate the highest terrain or obstacle in the immediate area.

1.4 - A DME distance/altitude table is provided on charts where runway approach minima are published and the DME and azimuth facilities are suitably located. This table is provided to assist in maintaining an optimum descent profile where glideslope guidance may not be available. Wherever possible the profile has been designed to allow for a descent of 3° (approximately 320FT per mile) to the touch-down point (nominally 300M past the runway threshold). The designed rates of descent for profiles in excess of 3° are noted on the chart. Altitudes have been rounded to the nearest 10FT.

1.5 - All altitude information has been calculated for ISA conditions. Correction to altitudes/heights shown on procedures must be made when the temperature at the QNH source (usually the destination aerodrome) is less than ISA -15°. Correction can be added in accordance with the charts at DAP 2-2 and 2-3, as appropriate. Note: The example shown is an aerodrome at 2000FT elevation reporting a surface temperature of -9°C. The procedure IAF is at 5250FT (3250FT HAA) and DA at 2400FT (400FT DH). At 2000FT aerodrome elevation, ISA-15° is -4°C, therefore a correction should be applied. The correction is: to IAF, add 250FT; to DA add 30FT.

1.6 - ILS and GLS charts show Category D_L minima for those procedures where the ILS and GLS minima have been assessed for Category D_L aircraft.

1.7 - Published visibility on IAL charts for straight in minima specifies a distance, measured in km, from the aircraft position at MDA/DA on the published vertical path angle to a point 160m (500ft) past the approach threshold, or approach landing lights if appropriate. Runway aligned approaches may have a reduction of visibility minima at aerodromes with approach lighting, however further considerations exist for other than Cat 1 operations.
The visibility for circling procedures is a standard value based on the category of aircraft. It is related to the nominal turn radius at maximum IAS for the category and provides for aircraft on a downwind leg in a circuit pattern to maintain visual contact with the aerodrome environment.