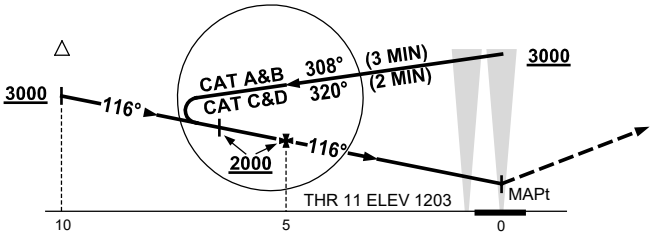
NOTE 1: *Profile diagrams of approach procedures are diagrammatic. Plan diagrams are shown to scale, except that the depicted length of outbound and inbound legs on timed procedures (eg; NDB procedures) are diagrammatic. The profile line depicted on approach procedures is representative of the descent profile designed for the approach. However, the angles may be exaggerated for illustrative purpose. On those charts where a DME-based procedure is combined with a non DME-based procedure, the altitude/distance scale (where provided) applies only to the DME-based procedure. That is, it is not necessary to fly a time-based procedure to conform with the altitude/distance scale.*
However, if a limiting fix or radial is shown on these procedures, the segment must be terminated at the earlier limit of time or fix/radial.

NOTE 2: *Times shown on outbound legs of holding and approach procedures provide for optimum manoeuvring in zero wind. These times may be adjusted only to the extent that allows for known or estimated wind component.*

NOTE 3: *On profile diagrams where an approach without DME is combined with one using DME (e.g. VOR/DME or VOR), any reference to a DME FIX refers only to the approach using DME. The reference to time only refers to the approach not using DME. Compliance with indicated fix positions and DME distances of DME descent procedures is mandatory.*
Further, where a common step-down limitation applies to both procedures, generally only one altitude is shown with arrows pointing to the position on each procedure at which the restriction applies; eg.



NOTE 4: *Speed restrictions shown on individual approach plates apply to holding and the initial segment of reversal procedures only. When speed restrictions are required for DME arcs or other segments of the approach, text will be included specifying the restriction.*

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