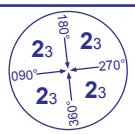
INSTRUMENT APPROACH CHART - ICAO

SOUTHAMPTON NDB(L)/DME RWY 20
(ACFT CAT A,B,C)

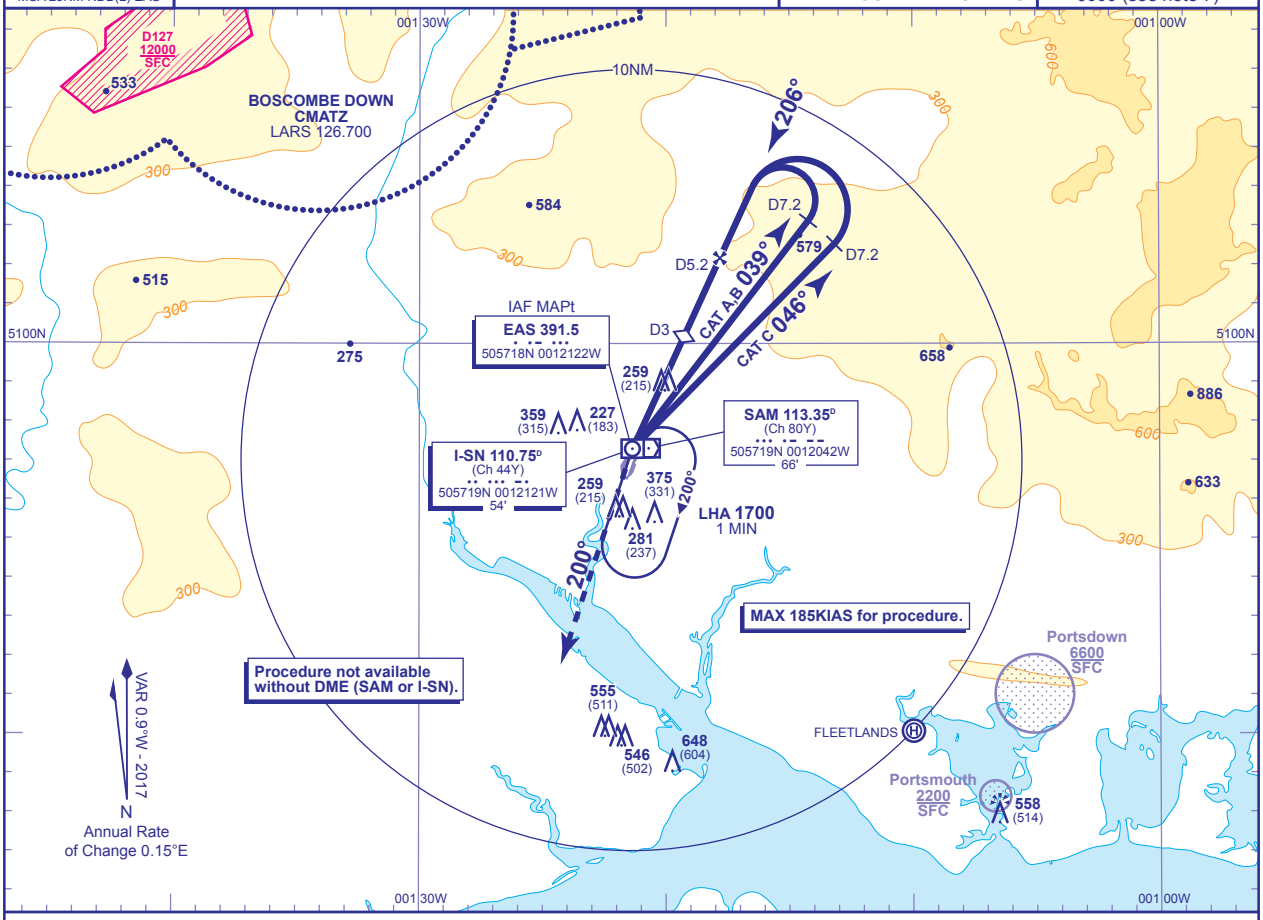


MSA 25NM NDB(L) EAS

APP	120.225	SOLENT RADAR
	122.725	SOUTHAMPTON RADAR
TWR	118.200	SOUTHAMPTON TOWER
ATIS	130.875	SOUTHAMPTON INFORMATION

AD ELEVATION	44
THR ELEVATION	44
OBSTACLE ELEVATION	648 AMSL (604) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000** (see note 7)



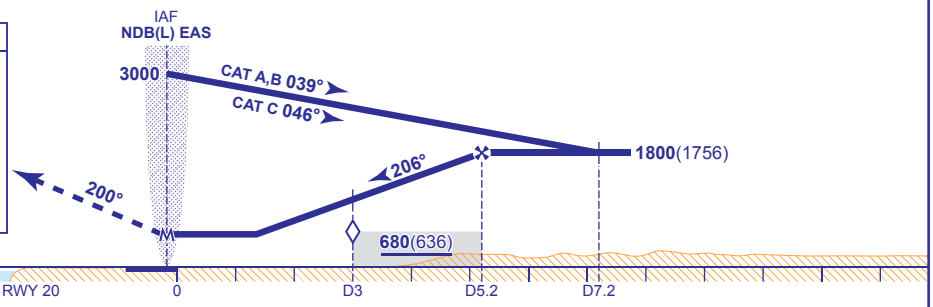
RECOMMENDED PROFILE Gradient 5.41%, 328FT/NM

DME I-SN	4	3 **(SDF)**	2
ALT(HGT)	**1410**(1366)	**1080**(1036)	**750**(706)

MAPt NDB(L) EAS

Continuous climb to **3000**, initially straight ahead to **NDB(L) EAS** then on QDR 200°, then as directed.

RCF: Continuous climb to **3000**. Initially straight ahead to **NDB(L) EAS** then on QDR 200° to **2000** or I-SN DME 7.7 (SAM DME 8) whichever is later then climbing right turn to **NDB(L) EAS** to hold at **3000**.



DME I-SN zero ranged to THR RWY 20

Aircraft Category		A	B	C
OCA (OCH)	**Procedure**	**540**(496)	**540**(496)	**540**(496)
VM(C)OCA (OCH AAL)	**Total Area**	**670**(626)	**700**(656)	**890**(846)

Rate of descent						
	G/S KT	160	140	120	100	80
	FT/MIN	880	770	660	550	440

NOTE 1 Lowest altitude to commence procedure from hold is **2000**.
2 FAT offset 6° from RWY CL and intersects CL 0.8NM (I-SN DME 0.8) before THR.
3 DME SAM is situated 0.3NM east of THR RWY 20.
4 DME SAM may be substituted for DME I-SN if required. There are no changes to DME distances when DME SAM is used.
5 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn. Aircraft being radar vectored to the FAT may not be provided a period of level flight immediately prior to crossing the FAF.
6 Aircraft will normally be required to hold not lower than **2000**.
7 Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.

CHANGE (13/16): ATIS FREQUENCY.

AERO INFO DATE 26 DEC 16