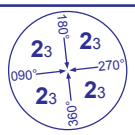
INSTRUMENT APPROACH CHART - ICAO

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

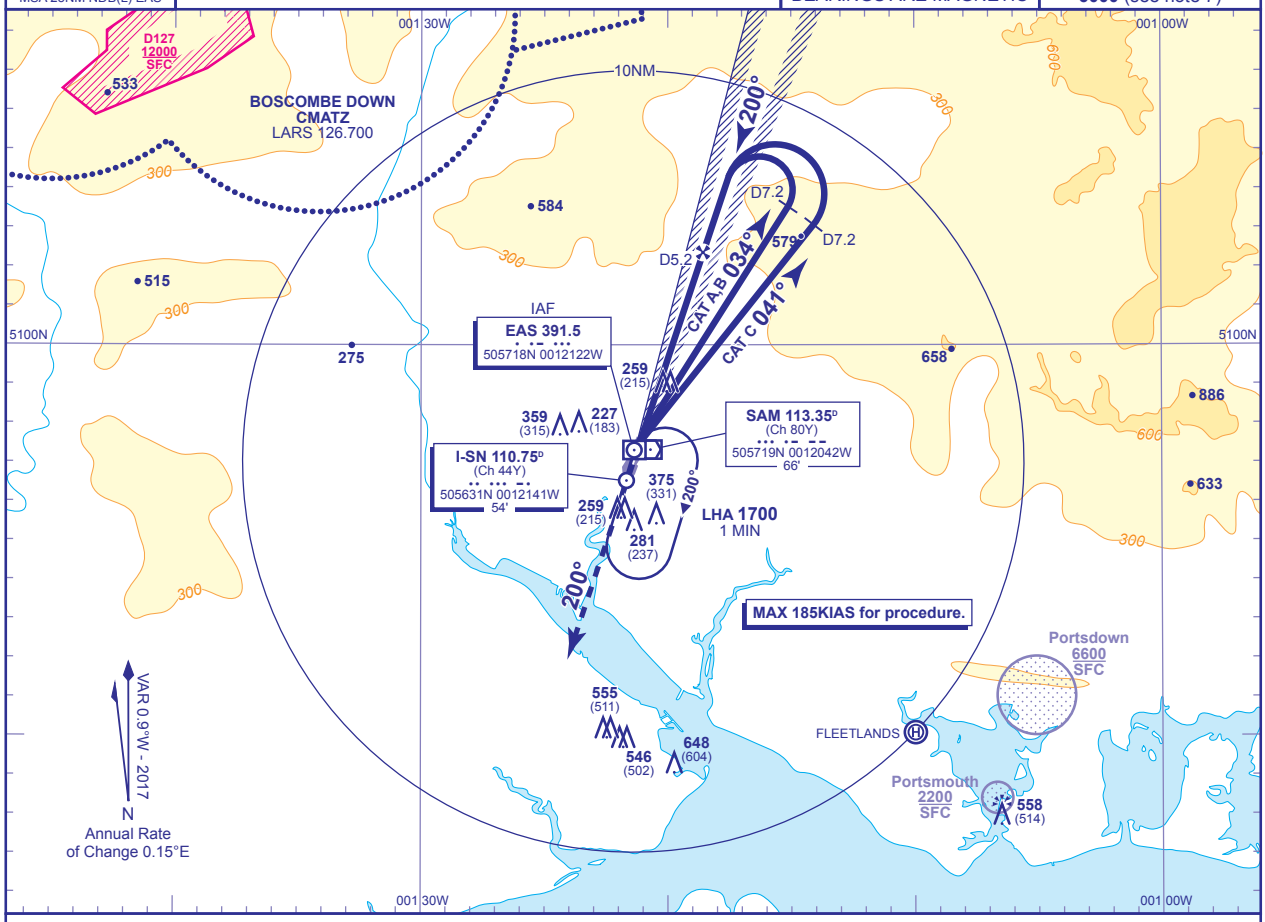


MSA 25NM NDB(L) EAS

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)



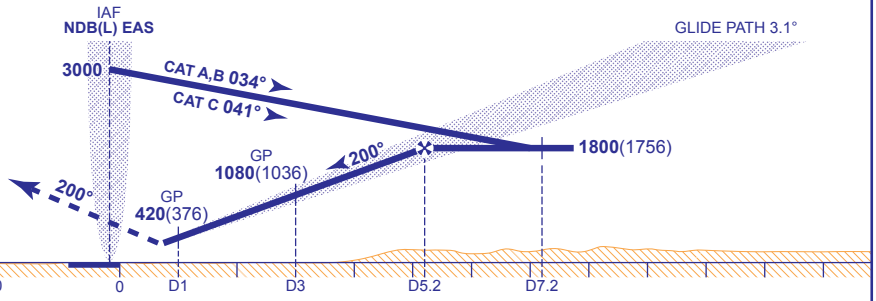
RECOMMENDED PROFILE GLIDE PATH 3.1°, 330FT/NM

DME I-SN	5	4	3	2	1
ALT(HGT)	**1740**(1696)	**1410**(1366)	**1080**(1036)	**750**(706)	**420**(376)

RDH 51

Continuous climb to **3000**, initially straight ahead then as directed.

RCF: Continuous climb to **3000**. Initially straight ahead to **2000** or DME I-SN 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)	**CAT I**	**219**(175)	**226**(182)	**235**(191)
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 DME SAM is situated 0.3NM east of THR RWY 20.
3 DME SAM may be substituted for DME I-SN if required. There are no changes to DME distances when DME SAM is used.
4 In the event of DME being unavailable, radar ranges will be given at 7NM outbound and at the FAP.
5 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn. Aircraft being radar vectored to the LOC may not be provided a period of level flight immediately prior to GP intercept. GP intercept will normally be at **2500**.
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 SEP 16