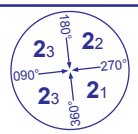
INSTRUMENT APPROACH CHART - ICAO

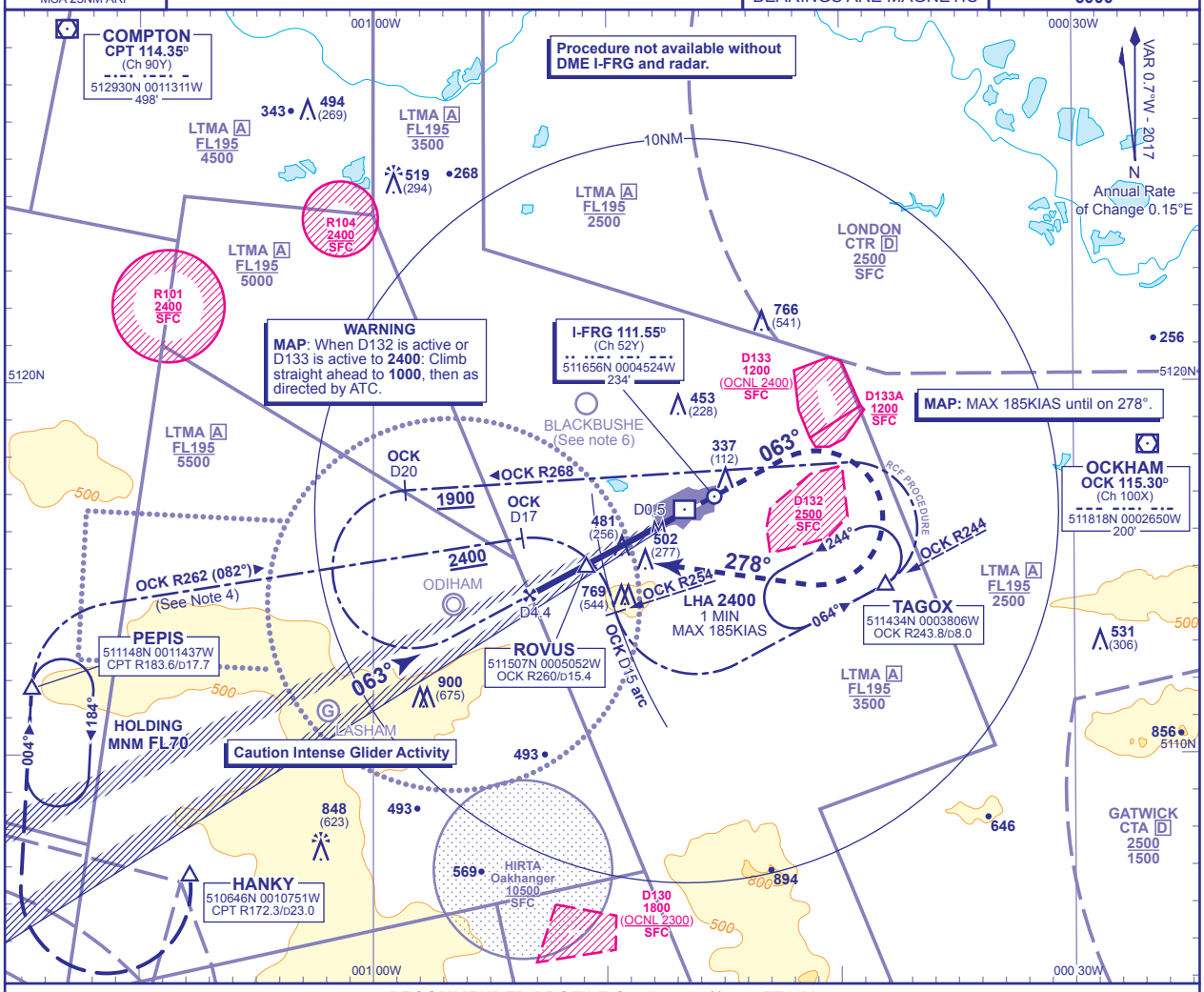
FARNBOROUGH LOC/DME RWY 06
(ACFT CAT A,B,C,D)



MSA 25NM ARP

APP	134.350, 125.250	FARNBOROUGH RADAR	AD ELEVATION	238	
TWR	122.500	FARNBOROUGH TOWER	THR ELEVATION	225	
RAD	130.050	FARNBOROUGH DIRECTOR	OBSTACLE ELEVATION 900 AMSL (675) (ABOVE THR)		
ATIS	128.400	FARNBOROUGH INFORMATION	BEARINGS ARE MAGNETIC		

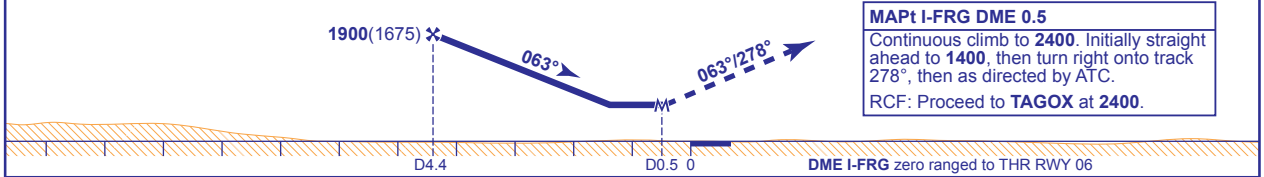
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 6.1%, 370FT/NM

DME I-FRG	4	3	2
ALT(HGT)	**1760**(1535)	**1390**(1165)	**1020**(795)

Initial and intermediate approach as directed by radar.



MAPt I-FRG DME 0.5
Continuous climb to **2400**. Initially straight ahead to **1400**, then turn right onto track 278°, then as directed by ATC.
RCF: Proceed to **TAGOX** at **2400**.

DME I-FRG zero ranged to THR RWY 06

Aircraft Category		A	B	C	D
OCA (OCH)	2.5% Climb Gradient	**890**(665)	**890**(665)	**890**(665)	**890**(665)
	5% Climb Gradient	**730**(505)	**730**(505)	**730**(505)	**730**(505)
VM(C)OCA (OCH AAL)	South of RWY 06/24	**810**(572)	**1030**(792)	**1170**(932)	**1170**(932)

Rate of descent						
	G/S KT	160	140	120	100	80
	FT/MIN	990	870	740	620	500

NOTE 1 MSA are based on obstacle/terrain clearance. Pilots are to ensure safe navigation to remain clear of active Danger Areas.
2 DAAIS available on Farnborough Approach 125.250 when open; other times London Information on 124.600.
3 CAT B,C and D no circling when D132 is active. CAT C and D no circling when D133 and D133A are active.
4 Radio Communication Failure Procedure from PEPIS via TAGOX.
5 Radio Communication Failure Procedure MAX 190KIAS from OCK D17 inbound.
6 Pilots are reminded of the close proximity of Blackbushe aerodrome, 3.8NM north west of Farnborough and to remain clear due to intense GA activity.

CHANGE (10/16): MAG VAR. ANNUAL RATE OF CHANGE. CPT VOR RECALIBRATION. OBSTACLES.

AERO INFO DATE 30 JUN 16