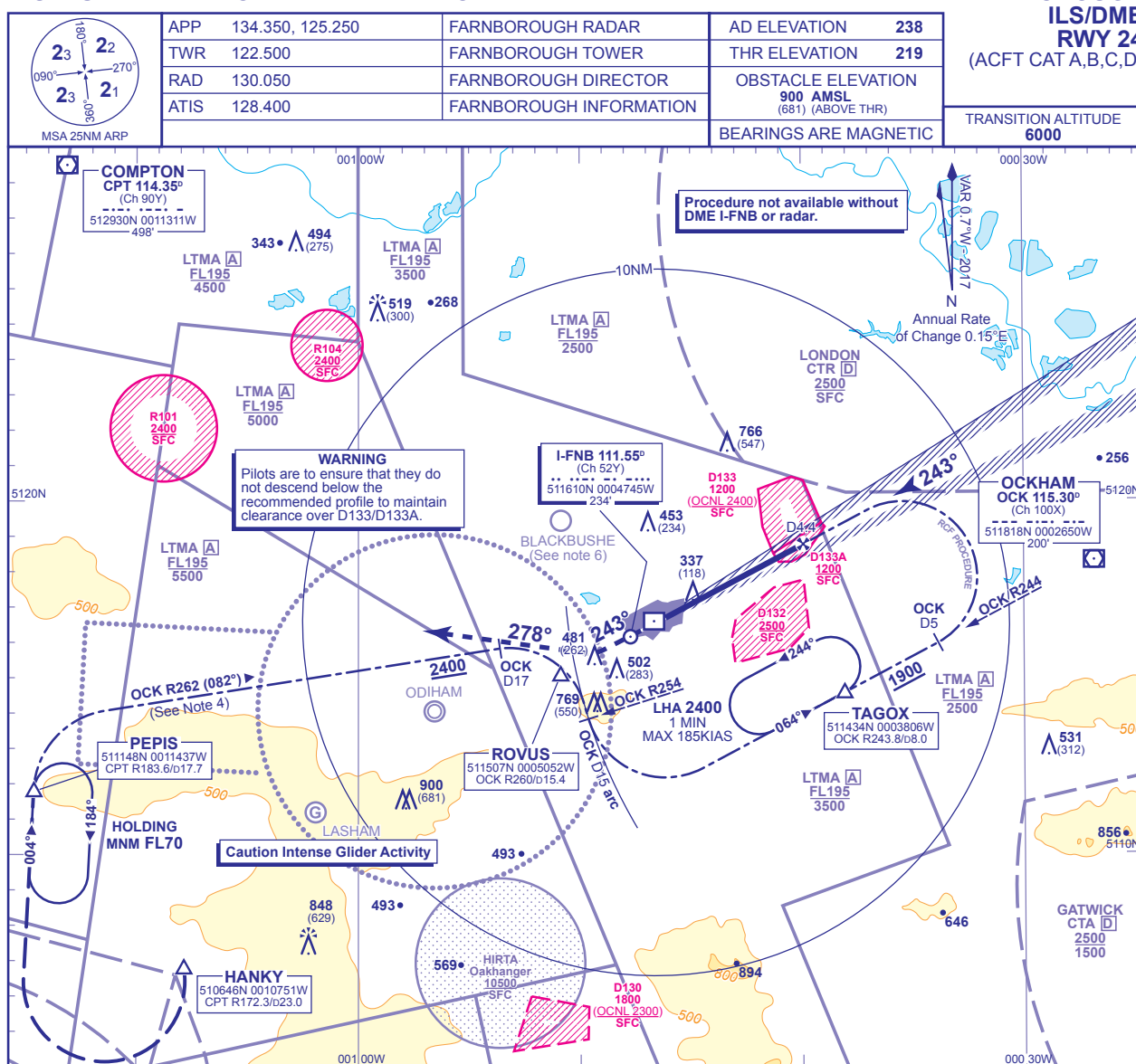


INSTRUMENT APPROACH CHART - ICAO

FARNBOROUGH
ILS/DME
RWY 24
(ACFT CAT A,B,C,D)

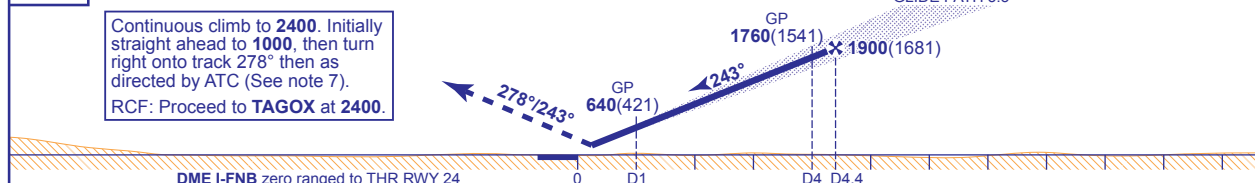


RECOMMENDED PROFILE GLIDE PATH 3.5°, 370FT/NM					
DME I-FNB	4.0	3.2	3.0	2.0	1.0
ALT(HGT)	1760(1541)	1460(1241)	1380(1161)	1010(791)	640(421)

BDH 51	Initial and intermediate approach as directed by radar.
--------	---

GLIDE PATH 3.5°

Continuous climb to **2400**. Initially straight ahead to **1000**, then turn right onto track 278° then as directed by ATC (See note 7).
RCF: Proceed to **TAGOX** at **2400**.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	356(137)	364(145)	375(156)	388(169)		FT/MIN	990	870	740	620	500
VM(C)OCA (OCH AAL)	South of RWY 06/24	810(572)	1030(792)	1170(932)	1170(932)							

NOTE 1	MSA are based on obstacle/terrain clearance. Pilots are to ensure safe navigation to remain clear of active Danger Areas.
2	DAASIS 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.
7	Do NOT commence right turn before RWY Threshold during the MAP.
8	In the event of DME I-FNB being unserviceable ATC will provide Radar Ranges when established on the localiser at 4NM.

WARNING Within 0.5NM from touchdown low level turbulence and windshear may be encountered when the wind is 190°-240° at 15KT or more.

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

AERO INFO DATE 30 JUN 16