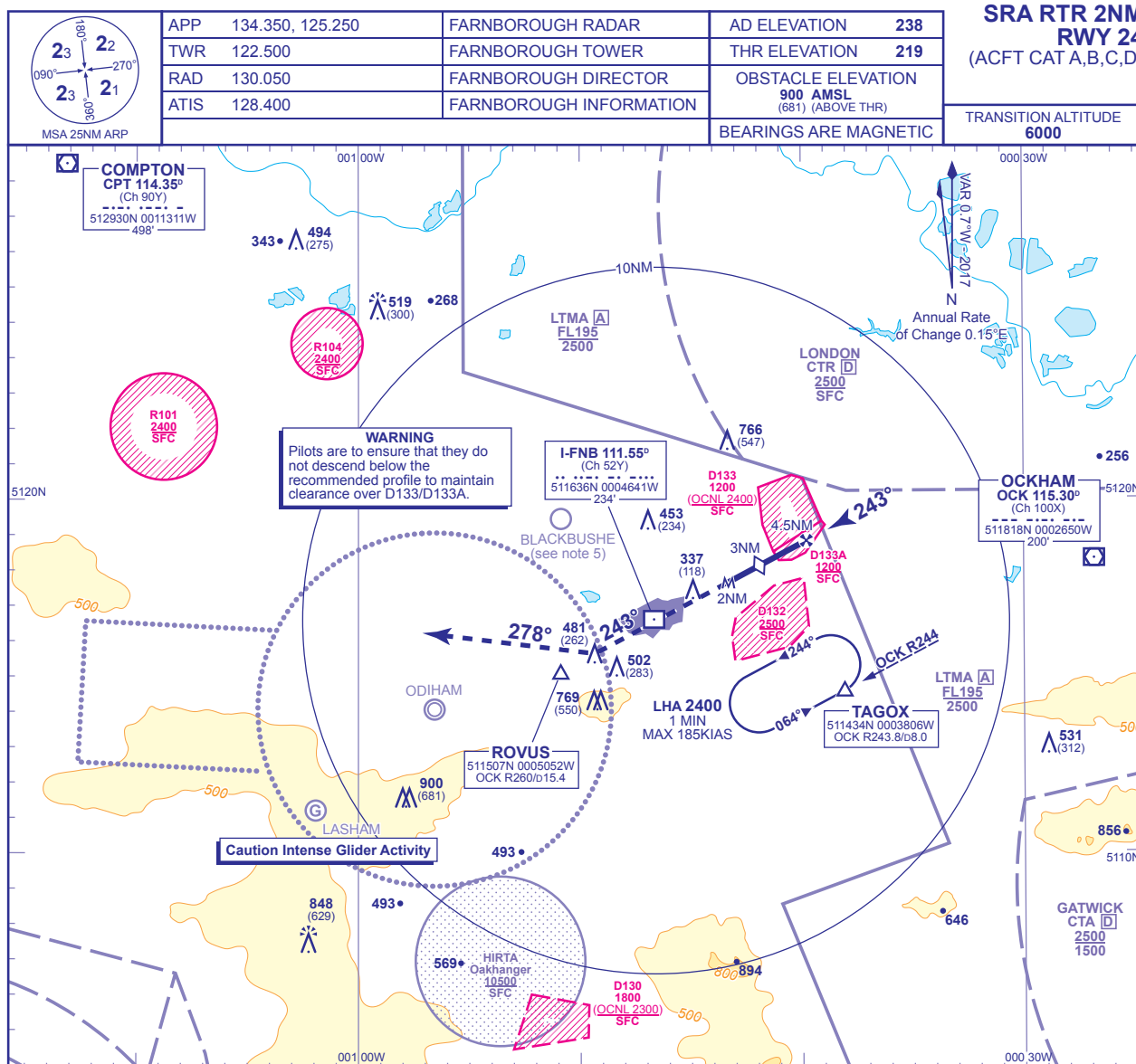


INSTRUMENT APPROACH CHART - ICAO

FARNBOROUGH
SRA RTR 2NM
RWY 24
(ACFT CAT A,B,C,D)

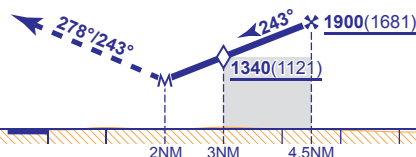


RADAR ADVISORY HEIGHTS Gradient 6.1%, 374FT/NM			
RTR	4.0	3.0 (SDF)	2.0
ALT(HGT)	1710(1491)	1340(1121)	970(751)

MAPt RTR 2NM

Continuous climb to **2400**. Initially straight ahead to **1500**, then turn right onto track 278°, then as directed by ATC (See note 7).
RCF: Proceed to **TAGOX** at **2400** and follow loss of communications procedure (See note 6).

Initial and intermediate approach as directed by radar.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	970(751)	970(751)	970(751)	970(751)		FT/MIN	1000	870	750	620	500
VM(C)OCA (OCH AAL)	South of RWY 06/24	810(572)	1030(792)	1170(932)	1170(932)	FAF to MAPt	MIN:SEC	0:56	1:04	1:15	1:30	1:52

- NOTE 1** MSA are based on obstacle/terrain clearance. Pilots are to ensure safe navigation to remain clear of active Danger Areas.
2 DAA/IS 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 Airspace with a base in excess of **2500** is not shown.
5 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.
6 See RCF Procedure on Instrument Approach charts AD 2 EGLF 8-4 and 8-5.
7 Do NOT commence right turn before RWY Threshold during the MAP.
8 Radar Advisory Heights are to Touchdown.

WARNING 1 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, OBSTACLES.

AERO INFO DATE 30 JUN 16