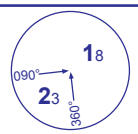
INSTRUMENT APPROACH CHART - ICAO

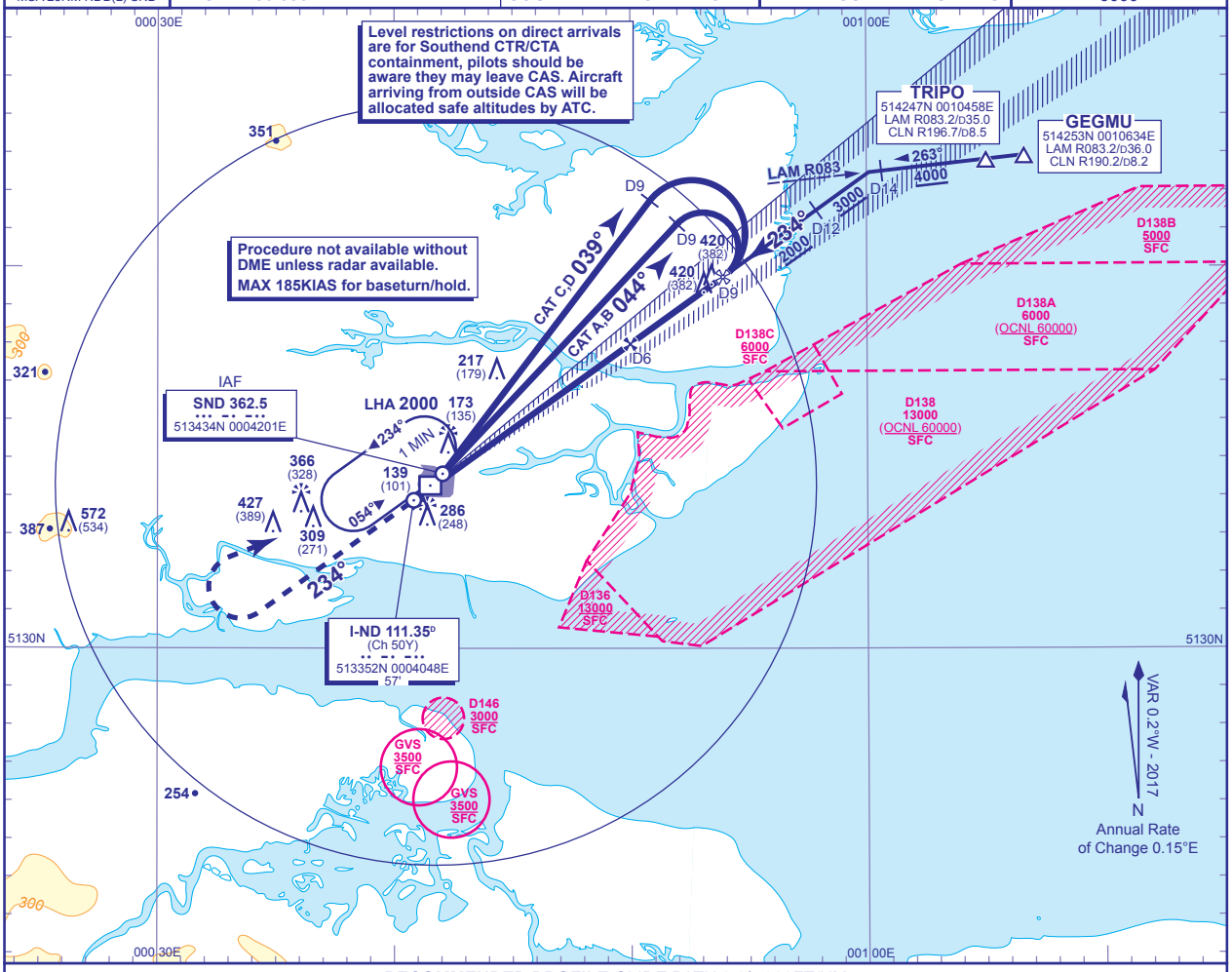
SOUTHEND ILS/DME/NDB(L) RWY 23
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) SND

APP	130.775	SOUTHEND APPROACH	AD ELEVATION	55
TWR	127.725	SOUTHEND TOWER	THR ELEVATION	38
RAD	130.775	SOUTHEND RADAR	OBSTACLE ELEVATION	
DIR	132.450	SOUTHEND DIRECTOR	572 AMSL (534) (ABOVE THR)	
ATIS	136.050	SOUTHEND INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**

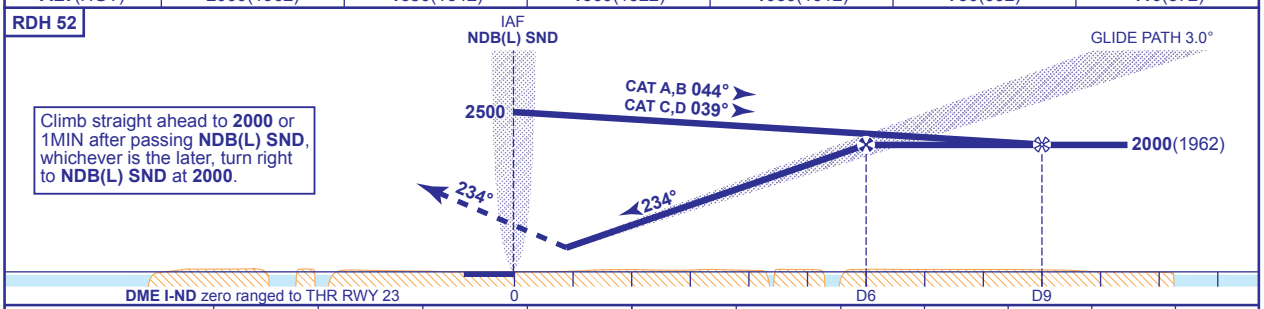


RECOMMENDED PROFILE GLIDE PATH 3.0°, 320FT/NM

DME I-ND	6	5	4	3	2	1
ALT(HGT)	**2000**(1962)	**1680**(1642)	**1360**(1322)	**1050**(1012)	**730**(692)	**410**(372)

RDH 52

Climb straight ahead to **2000** or 1MIN after passing **NDB(L) SND**, whichever is the later, turn right to **NDB(L) SND** at **2000**.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**196**(158)	**204**(166)	**214**(176)	**223**(185)
VM(C)OCA (OCH AAL)	Total Area	**600**(545)	**700**(645)	**900**(845)	**900**(845) (see note 4)

Rate of descent					
G/S KT	160	140	120	100	80
FT/MIN	850	740	640	530	420

AIRCRAFT UNABLE TO RECIEVE DME I-ND Advise ATC. Aircraft will be radar vectored onto FAT and radar range passed at 3NM inbound.

NOTES
1. Aircraft will normally be required to hold not lower than **2500**. Lowest altitude to commence procedure from NDB(L) SND following a missed approach is **2000**.
2. Maximum 185KIAS for hold and Baseturns.
3. Active danger areas lie adjacent to the localiser course.
4. CAT D circling not authorised south of RWY 05/23 C/L.

CHANGE (3/17): LAM VOR RECALIBRATED. LAM VOR RADIALS.

AERO INFO DATE 30 NOV 16