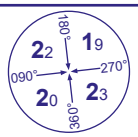
# INSTRUMENT APPROACH CHART - ICAO

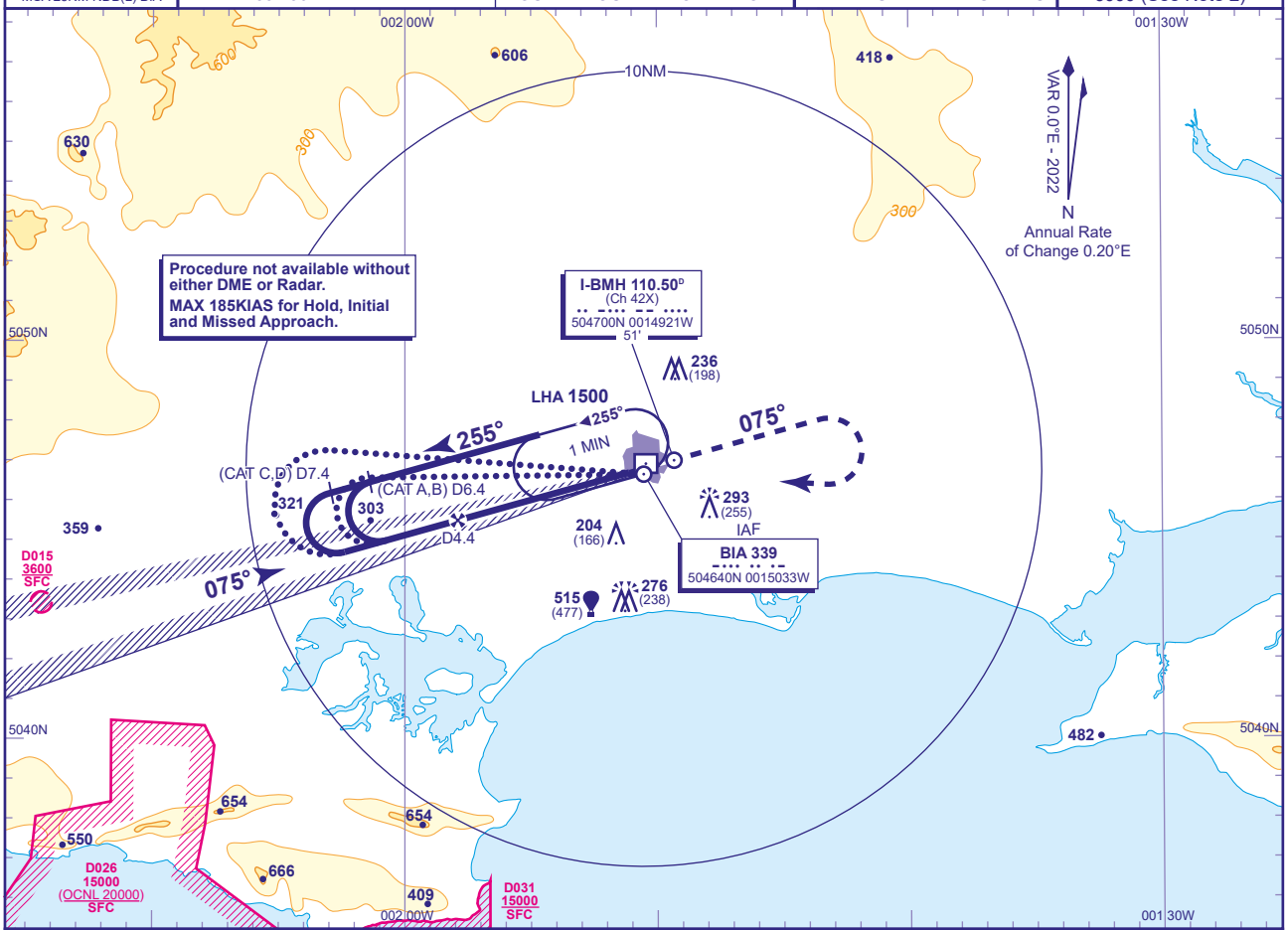
# BOURNEMOUTH
# ILS/DME/NDB(L)
# RWY 08
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BIA

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.480 (120.230 SOLENT) | BOURNEMOUTH APPROACH | AD ELEVATION | 38 |
| TWR | 125.605 | BOURNEMOUTH TOWER | THR ELEVATION | 38 |
| | 121.705 | BOURNEMOUTH GROUND | OBSTACLE ELEVATION | |
| RAD | 119.480 (118.655 DIRECTOR) | BOURNEMOUTH RADAR | 293 AMSL (255) (ABOVE THR) | |
| ATIS | 133.730 | BOURNEMOUTH INFORMATION | BEARINGS ARE MAGNETIC | |

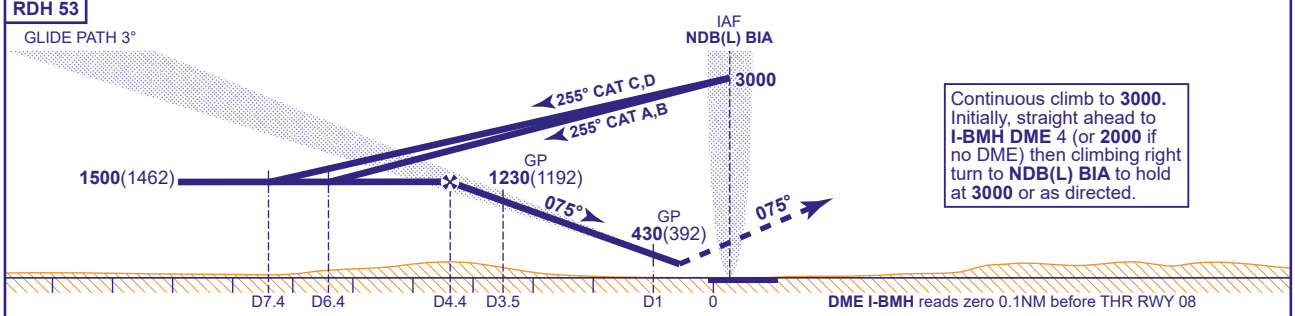
TRANSITION ALTITUDE
**6000** (See Note 2)




**RECOMMENDED PROFILE** GLIDE PATH 3°, 318FT/NM

| **DME I-BMH** | 4 | 3 | 2 | 1 |
|---|---|---|---|---|
| **ALT**(HGT) | **1390**(1352) | **1070**(1032) | **750**(712) | **430**(392) |

**RDH 53**




Continuous climb to **3000.** Initially, straight ahead to **I-BMH DME** 4 (or **2000** if no DME) then climbing right turn to **NDB(L) BIA** to hold at **3000** or as directed.

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **177**(139) | **187**(149) | **198**(160) | **212**(174) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **600**(562) | **600**(562) | **1000**(962) | **1000**(962) |

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

**ALTERNATIVE BASETURN Procedure**
From overhead NDB(L) BIA (IAF) not below **3000** fly outbound on QDM 270° (CAT A,B), 275° (CAT C,D) descending to **1500**. At I-BMH DME 6.4 (CAT C,D DME 7.4) baseturn left to establish on the LOC. Once established continue as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-BMH**
Advise ATC. As for main and alternative procedures with DME. Radar Ranges will be provided at 6.4NM (CAT A,B) and 7.4NM (CAT C,D) outbound, and approaching the GP and at 3.5NM.

**NOTE**
**1** This procedure and its associated protection areas are not totally contained within Controlled Airspace.
**2** Outside hours of operation of Solent CTA the transition altitude is **3000**.
**3** Aircraft will normally be required to hold not lower than **3000**.

**CHANGE (14/20):** FREQUENCIES.