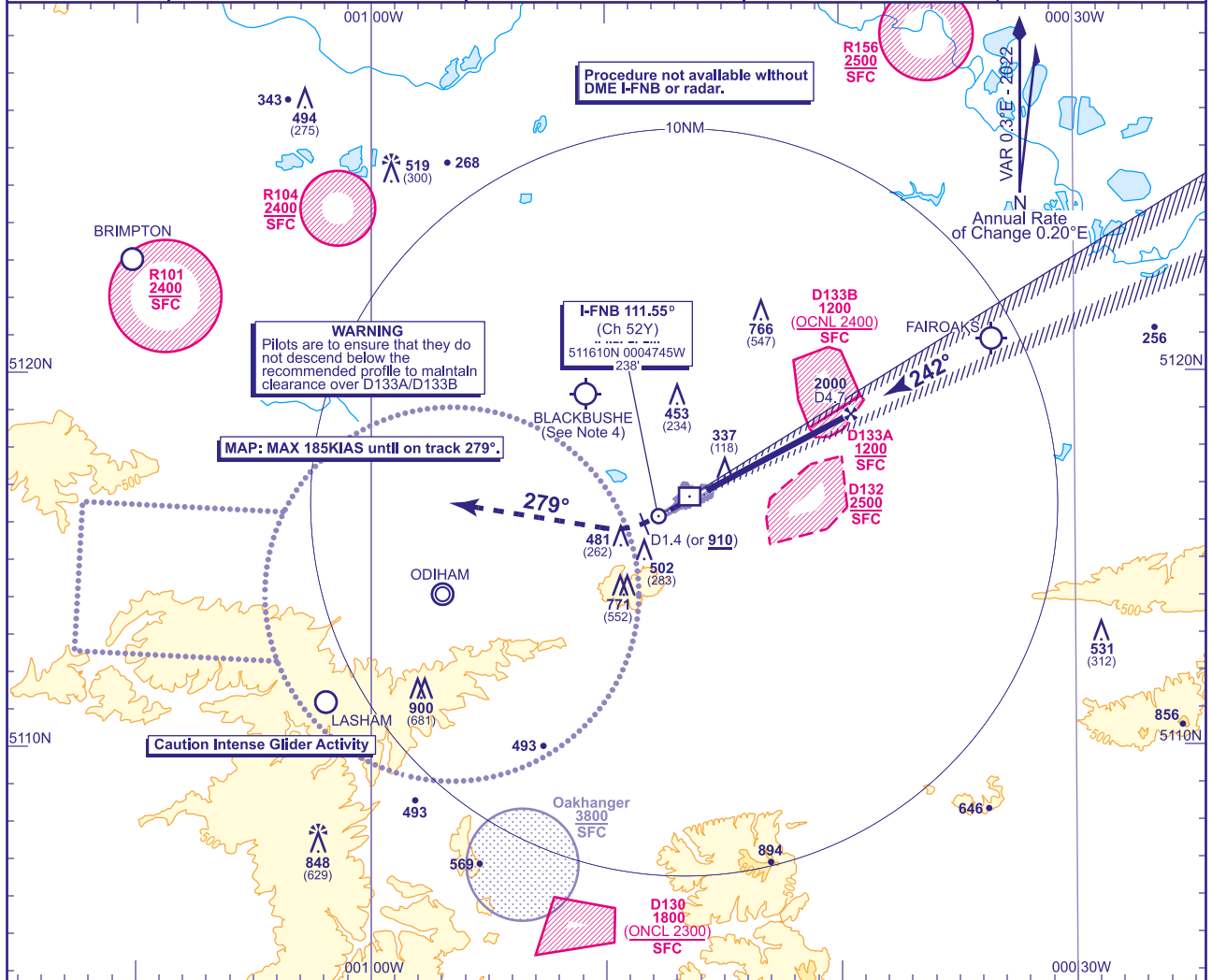


INSTRUMENT APPROACH CHART - ICAO

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

| | | | | | | |
|--|------|-----------------|-------------------------|-----------------------|-------------------------------|------------------------------------|
| | APP | 134.355 125.250 | FARNBOROUGH RADAR | AD ELEVATION | 238 | TRANSITION ALTITUDE 6000 |
| | TWR | 122.780 | FARNBOROUGH TOWER | THR ELEVATION | 219 | |
| | RAD | 130.055 | FARNBOROUGH DIRECTOR | OBSTACLE ELEVATION | 900 AMSL (681) (ABOVE THR) | |
| | ATIS | 128.405 | FARNBOROUGH INFORMATION | BEARINGS ARE MAGNETIC | | |



| RECOMMENDED PROFILE GLIDE PATH 3.5°, 372FT/NM | | | | | |
|---|------------|------------|------------|-----------|----------|
| DME I-FNB | 4.0 | 3.2 | 3.0 | 2.0 | 1.0 |
| ALT (HGT) | 1760(1541) | 1460(1241) | 1390(1171) | 1020(801) | 650(431) |

RDH 50 Initial and Intermediate approach as directed by radar.

Continuous climb to 3000. Initially straight ahead to 910 or I-FNB DME 1.4 outbound, whichever is later, then turn right onto track 279° then as directed by ATC.

| DME I-FNB zero ranged to THR RWY 24 | | | | | | | | | | | | |
|-------------------------------------|--------------------|----------|-----------|-----------|-----------|-----------------|--------|-----|-----|-----|-----|-----|
| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
| OCA (OCH) | CAT I | 368(149) | 378(159) | 389(170) | 402(183) | | FT/MIN | 990 | 870 | 740 | 620 | 500 |
| VM(C)OCA (OCH AAL) | South of RWY 06/24 | 880(642) | 1020(782) | 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 SUAAS available on Farnborough Radar 133.440 when open; other times London Information on 124.600.
3 CAT B,C and D no circling when EGD132 is active. CAT C and D no circling when EGD133A and EGD133B are active.
4 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.
5 See Loss of Communication Procedures in EGLF AD 2.22 Flight Procedures.

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 (4/24): NOTE 2 DAAS REPLACED BY SUAAS.