

INSTRUMENT APPROACH CHART - ICAO

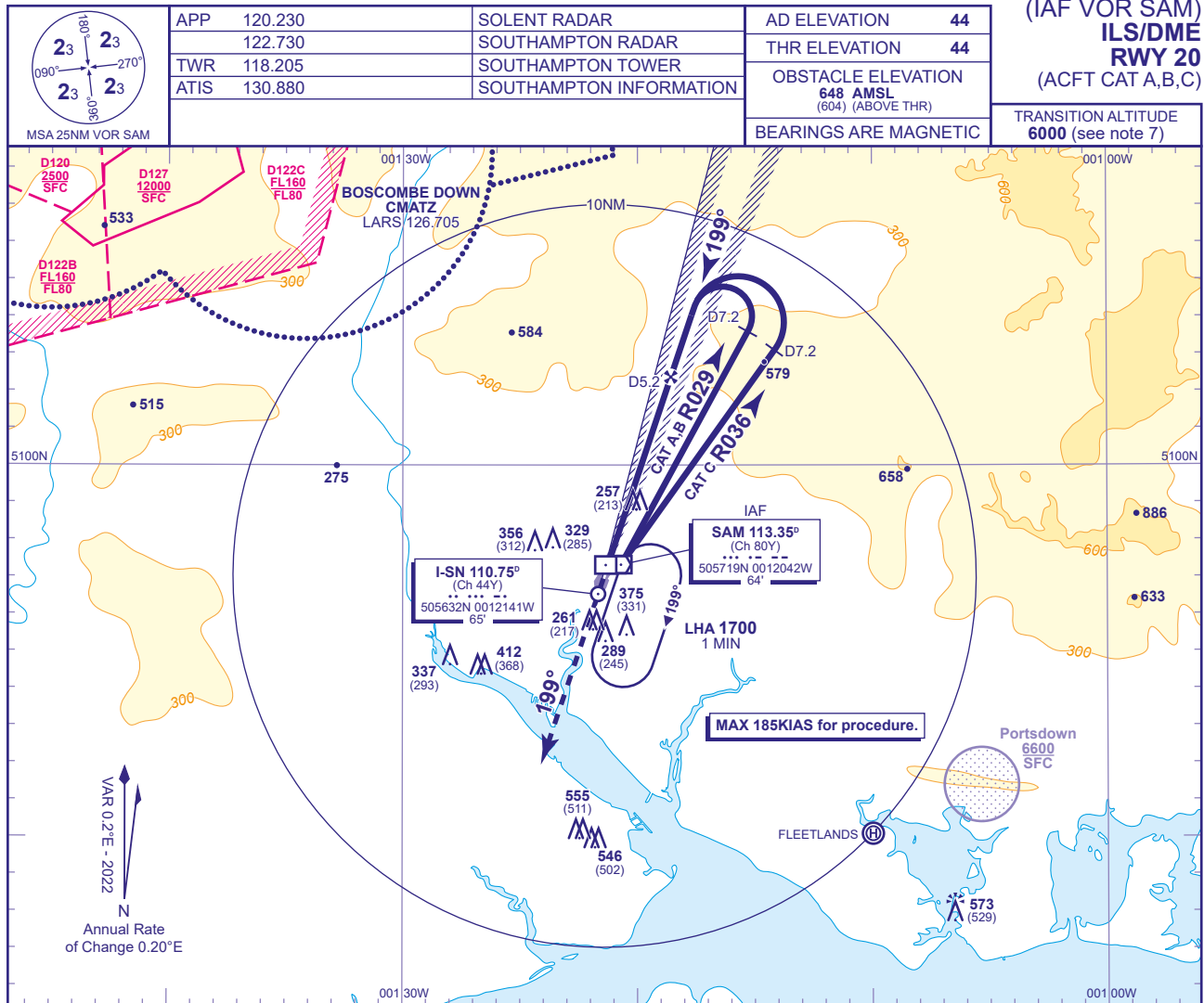
SOUTHAMPTON

(IAF VOR SAM)

ILS/DME

RWY 20

(ACFT CAT A,B,C)

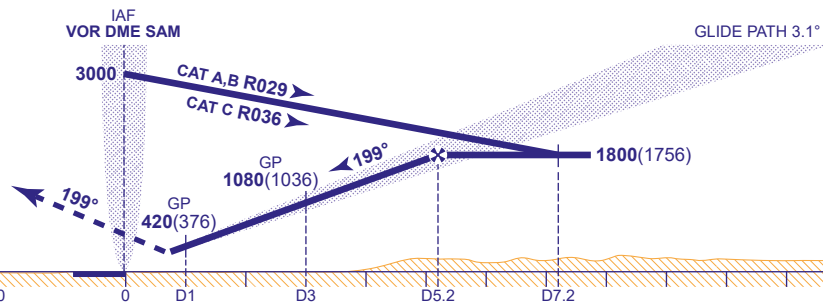


RECOMMENDED PROFILE GLIDE PATH 3.1°, 330FT/NM

DME I-SN	5	4	3	2	1
ALT(HGT)	1740(1696)	1410(1366)	1080(1036)	750(706)	420(376)

RDH 51

Continuous climb to **3000**, initially straight ahead then as directed.
RCF: Continuous climb to **3000**. Initially straight ahead to **2000** or I-SN DME 7.7 (SAM DME 8) whichever is later then climbing right turn to **VOR SAM** to hold at **3000**.



DME I-SN zero ranged to THR RWY 20

Aircraft Category		A	B	C	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	219(175)	226(182)	237(193)		FT/MIN	880	770	660	550	440
VM(C)OCA (OCH AAL)	Total Area	680(636)	700(656)	890(846)							

- NOTE 1** Lowest altitude to commence procedure from hold is **2000**.
2 DME SAM is situated 0.3NM east of THR RWY 20.
3 DME SAM may be substituted for DME I-SN if required. There are no changes to DME distances when DME SAM is used.
4 In the event of DME being unavailable, radar ranges will be given at 7NM outbound and at the FAP.
5 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn. Aircraft being radar vectored to the LOC may not be provided a period of level flight immediately prior to GP intercept. GP intercept will normally be at **2500**.
6 Aircraft will normally be required to hold not lower than **2000**.
7 Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.

CHANGE (12/25): BOSCOMBE FREQUENCY.

AERO INFO DATE 05 SEP 25

AD 2-EGHI-8-4