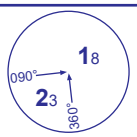
INSTRUMENT APPROACH CHART - ICAO

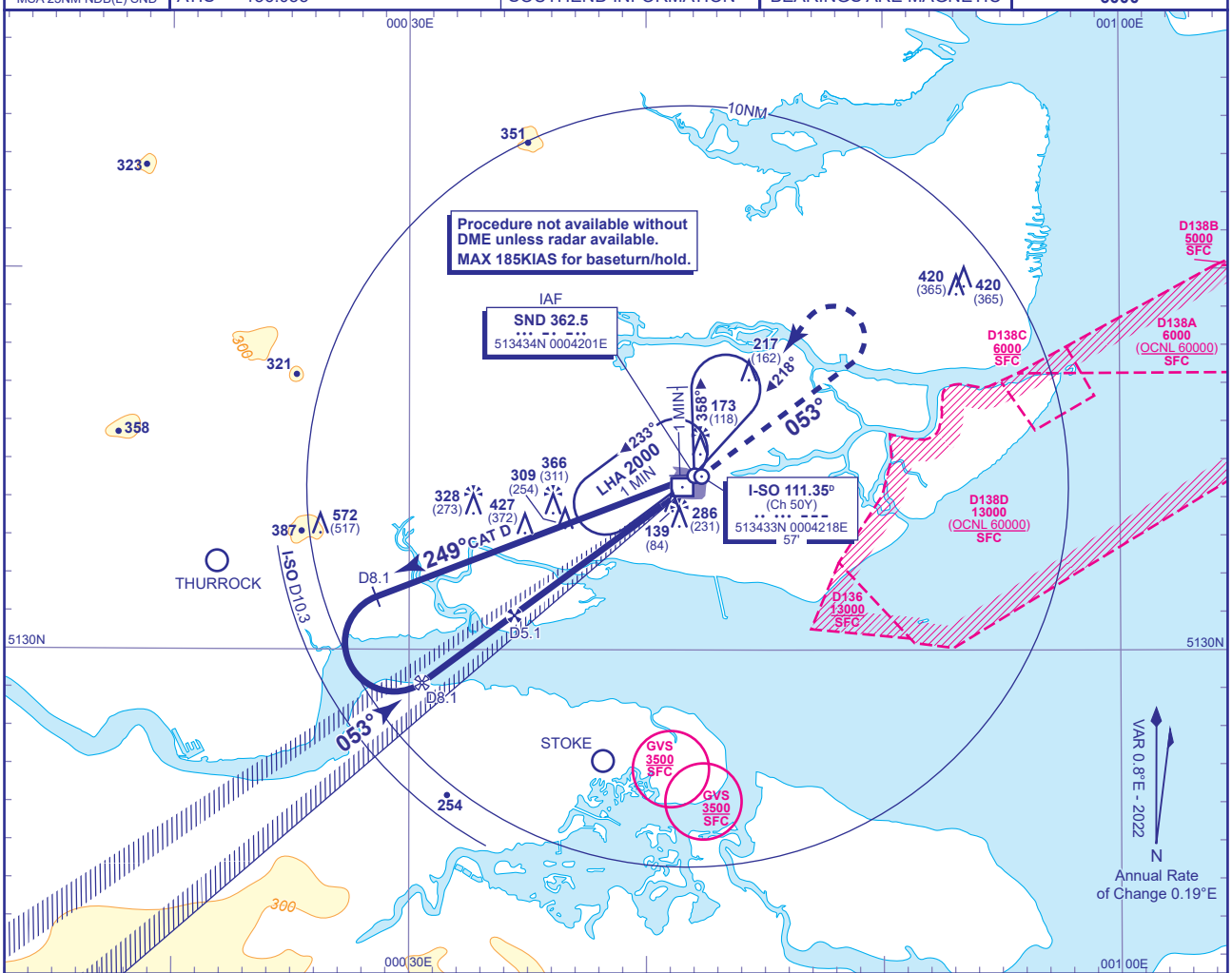
SOUTHEND
ILS/DME/NDB(L)
RWY 05
(ACFT CAT D)



MSA 25NM NDB(L) SND

APP	130.780	SOUTHEND APPROACH	AD ELEVATION	55	
TWR	127.730	SOUTHEND TOWER	THR ELEVATION	55	
RAD	130.780	SOUTHEND RADAR	OBSTACLE ELEVATION		
	128.965	SOUTHEND DIRECTOR	572 AMSL (517) (ABOVE THR)		
ATIS	136.055	SOUTHEND INFORMATION	BEARINGS ARE MAGNETIC		

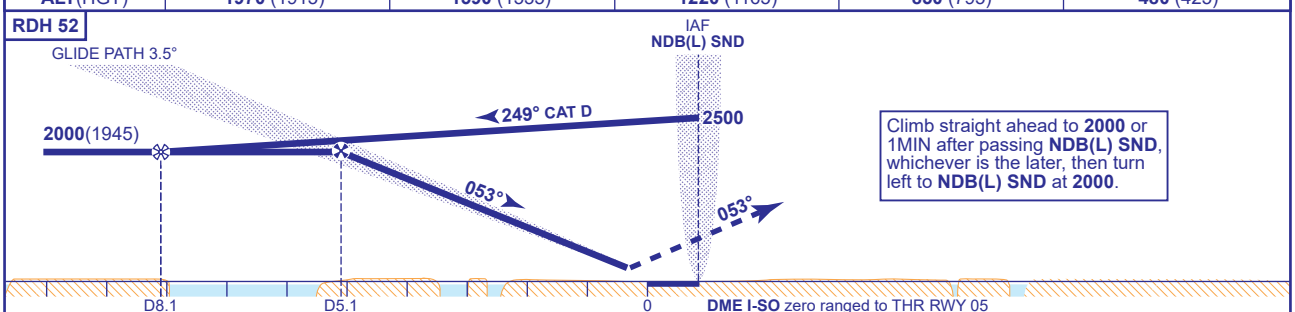
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE GLIDE PATH 3.5°, 370FT/NM

DME I-SO	5	4	3	2	1
ALT(HGT)	**1970** (1915)	**1590** (1535)	**1220** (1165)	**850** (795)	**480** (425)

RDH 52



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

Aircraft Category		**D**
OCA (OCH)	**CAT I**	**272**(217)
VM(C)OCA (OCH AAL)	**Total Area**	**900**(845) (see note 3)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	990	870	740	620	500

AIRCRAFT UNABLE TO RECEIVE DME I-SO 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 **3000**. Lowest altitiude to commence procedure from **NDB(L) SND** following Missed Approach is **2000**.
2. Maximum 185KIAS for hold and base turns.
3. CAT D circling not authorised south of RWY 05/23 C/L.
4. Do not exceed I-SO D10.3 to remain within controlled airspace.

CHANGE (1/25): DIRECT ARRIVAL REMOVED.