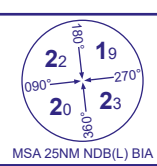


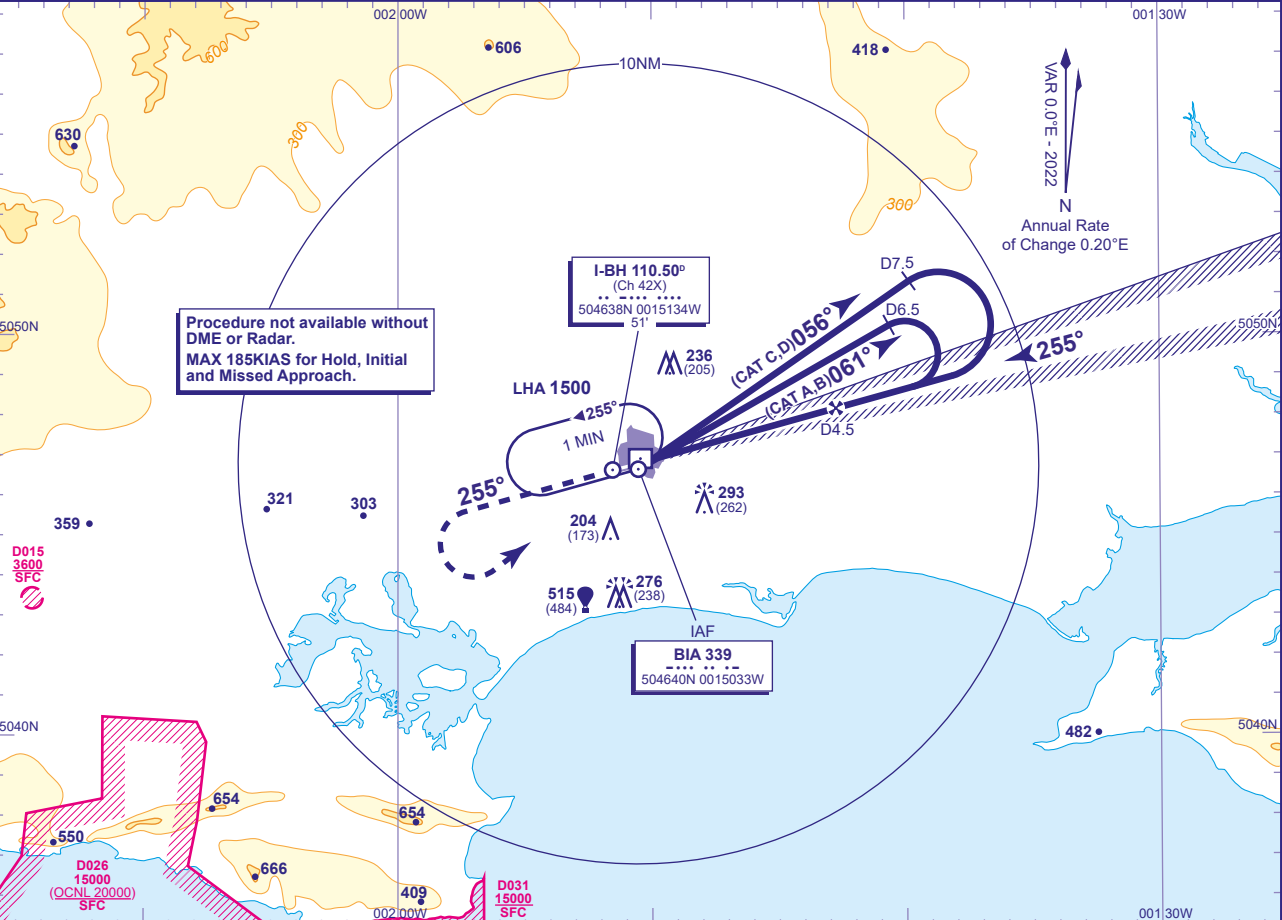
INSTRUMENT APPROACH - ICAO

BOURNEMOUTH  
ILS/DME/NDB(L)  
RWY 26  
(ACFT CAT A,B,C,D)



APP	119.480 (120.230 SOLENT)	BOURNEMOUTH APPROACH	AD ELEVATION	38
TWR	125.605	BOURNEMOUTH TOWER	THR ELEVATION	31
	121.705	BOURNEMOUTH GROUND	OBSTACLE ELEVATION	293 AMSL (262) (ABOVE THR)
RAD	119.480 (118.655 DIRECTOR)	BOURNEMOUTH RADAR		
ATIS	133.730	BOURNEMOUTH INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE  
6000 (See Note 3)

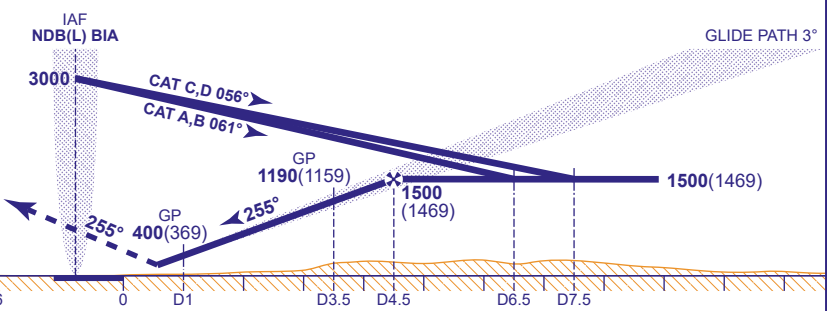


RECOMMENDED PROFILE GLIDEPATH 3°, 318FT/NM

DME I-BH	4	3	2	1
ALT(HGT)	1350(1319)	1040(1009)	720(689)	400(369)

RDH 51

Continuous climb to 3000. Initially straight ahead to I-BH DME 4 (or 1500 if no DME) then climbing left turn to NDB(L) BIA to hold at 3000 or as directed.



Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	195(164)	202(171)	210(179)	220(189)	FT/MIN	850	740	640	530	420
	CAT II	90(59)	101(70)	112(81)	125(94)						
VM(C)OCA (OCH AAL)	Total Area	600(562)	600(562)	1000(962)	1000(962)						

**AIRCRAFT UNABLE TO RECEIVE DME I-BH**  
Advise ATC. Radar Ranges will be provided at 6.5NM (CAT A,B) and 7.5NM (CAT C,D) outbound and at 4.5NM and 3NM inbound.

**NOTE**

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

CHANGE (14/20): FREQUENCIES.