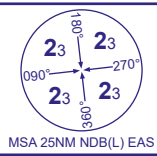


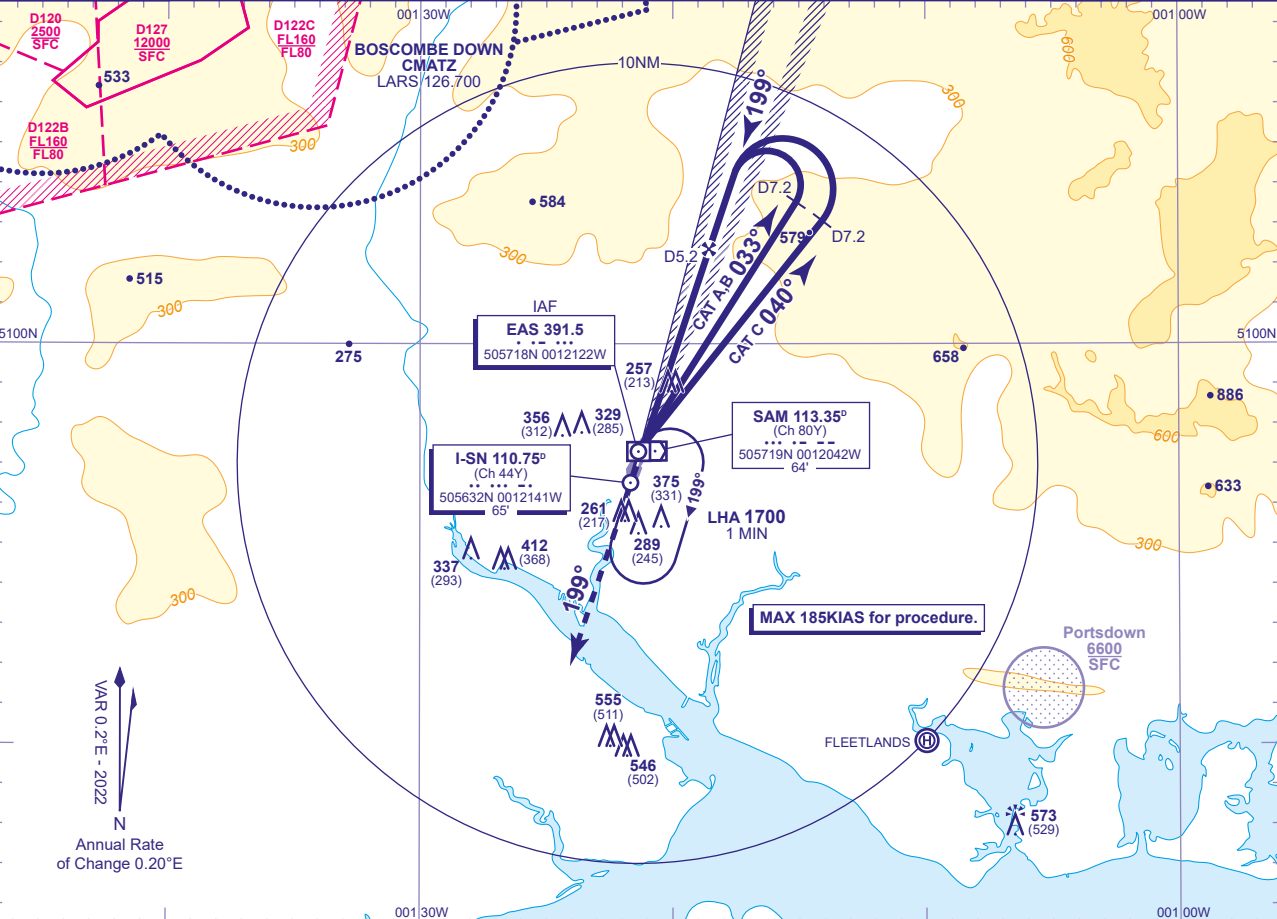
INSTRUMENT APPROACH CHART - ICAO



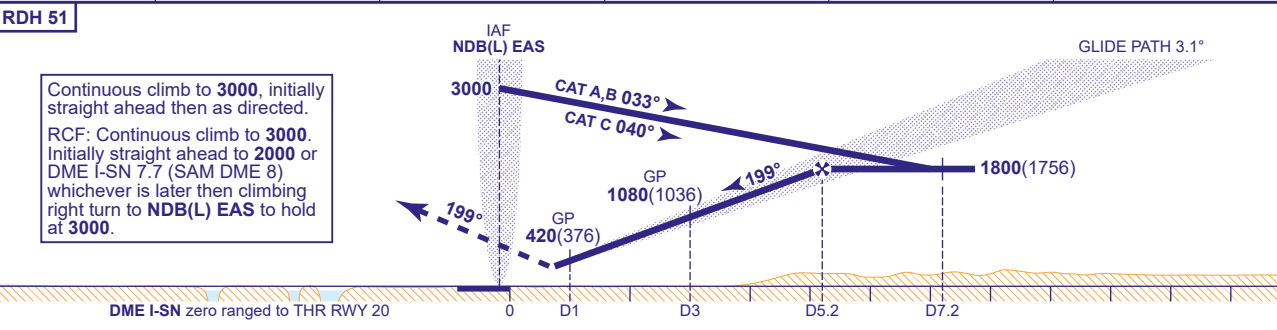
APP	120.230	SOLENT RADAR
	122.730	SOUTHAMPTON RADAR
TWR	118.205	SOUTHAMPTON TOWER
ATIS	130.880	SOUTHAMPTON INFORMATION

AD ELEVATION	44
THR ELEVATION	44
OBSTACLE ELEVATION	648 AMSL (604) (ABOVE THR)
BEARINGS ARE MAGNETIC	

SOUTHAMPTON
(IAF NDB(L) EAS)
ILS/DME
RWY 20
(ACFT CAT A,B,C)
TRANSITION ALTITUDE
6000 (see note 7)



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)



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 (10/22): OBSTACLES REVISED.