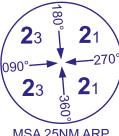
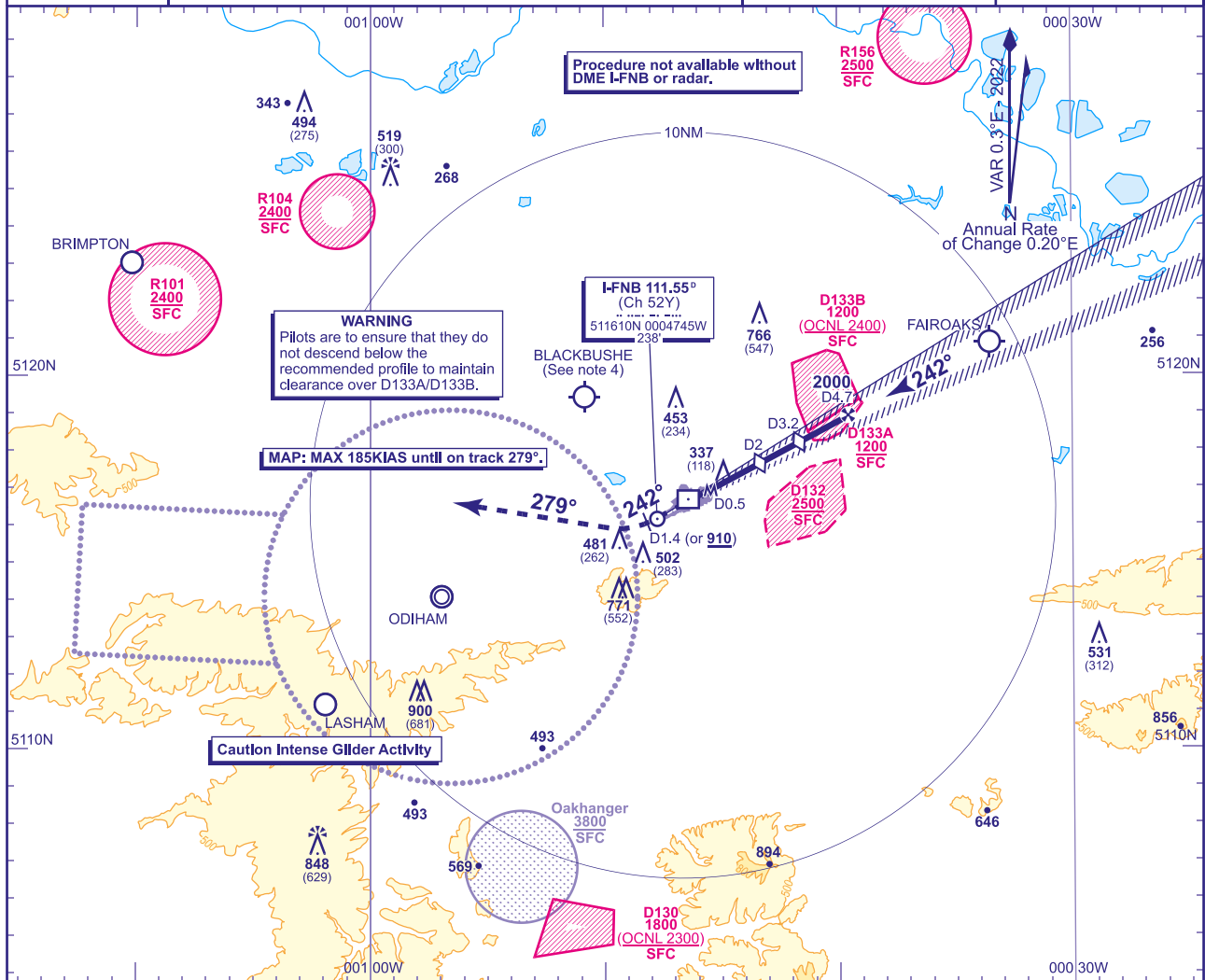


## INSTRUMENT APPROACH CHART - ICAO

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

	APP 134.355, 125.250	FARNBOROUGH RADAR	AD ELEVATION 238	TRANSITION ALTITUDE <b>6000</b>
	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	

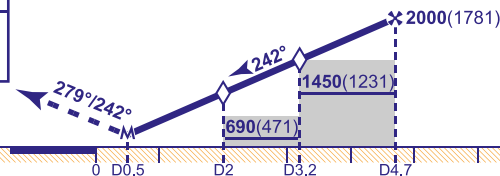


RECOMMENDED PROFILE Gradient 6.1%, 372FT/NM					
DME I-FNB	4.0	3.2 (SDF)	3.0	2.0 (SDF)	1.0
ALT (HGT)	1760(1541)	1460(1241)	1390(1171)	1020(801)	650(431)

Initial and intermediate approach as directed by radar.

## MAPt I-FNB DME 0.5

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
OCA (OCH)	Procedure	600(381)	600(381)	600(381)	600(381)		FT/MIN	990	870	740
VM(C)OCA (OCH AAL)	South of RWY 06/24	880(642)	1020(782)	1170(932)	1170(932)				620	500

- 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.