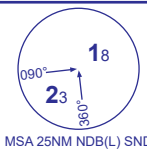


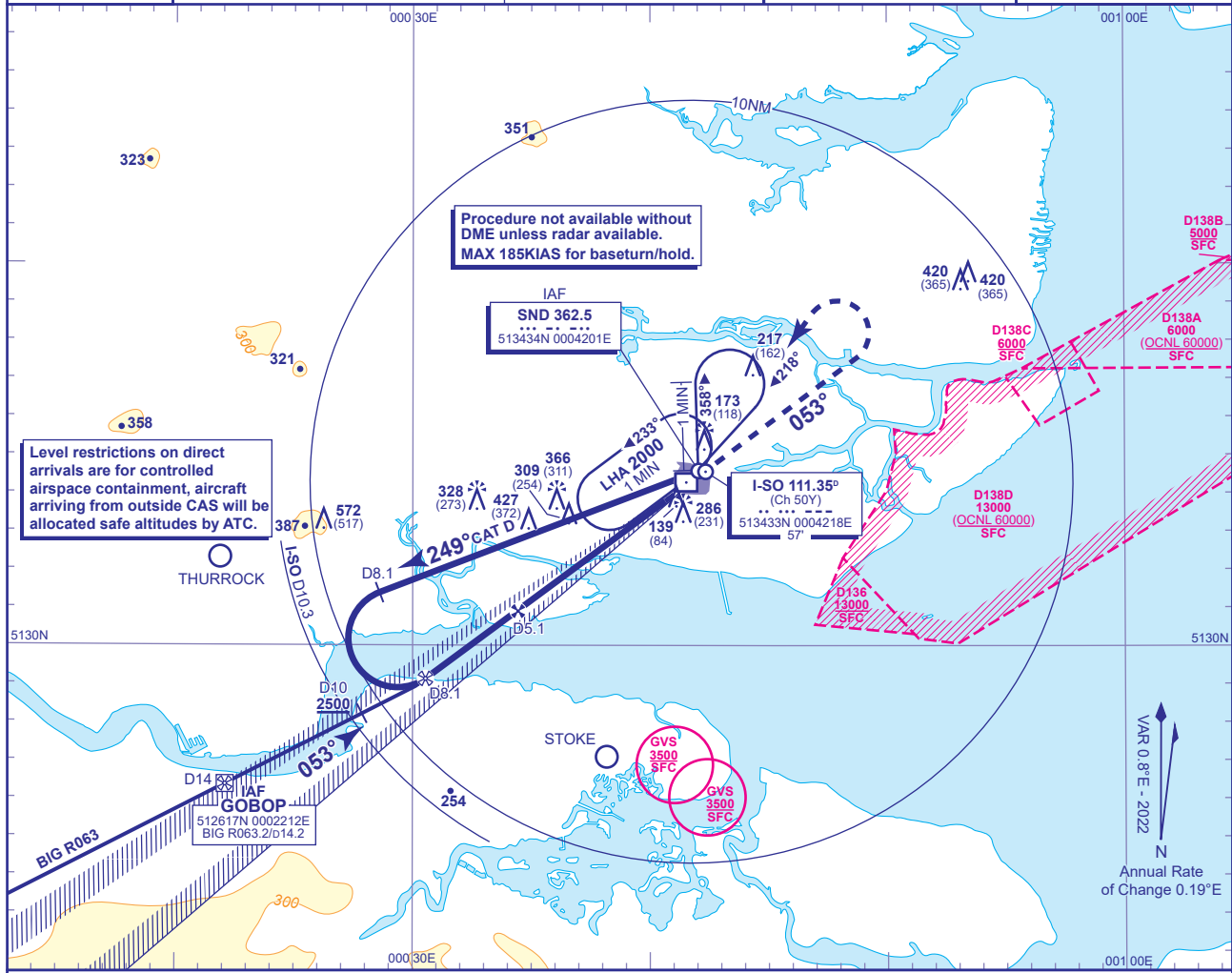
INSTRUMENT APPROACH CHART - ICAO

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



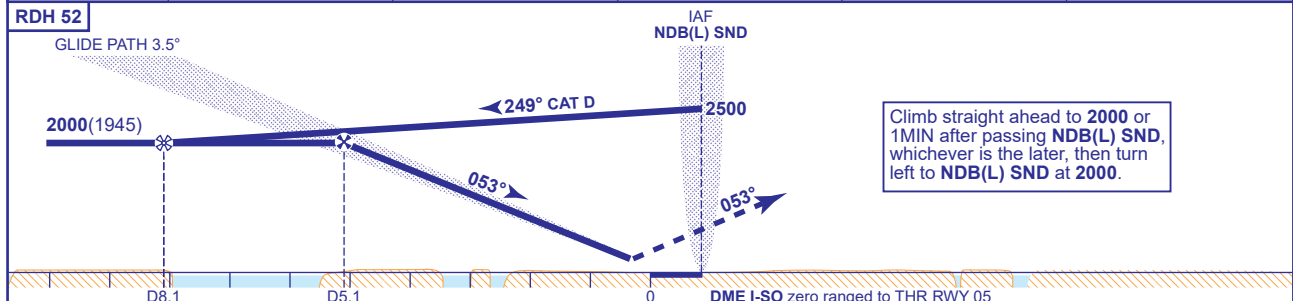
APP	130.780	SOUTHEND APPROACH	AD ELEVATION	55
TWR	127.730	SOUTHEND TOWER	THR ELEVATION	55
RAD	130.780	SOUTHEND RADAR	OBSTACLE ELEVATION	572 AMSL (517) (ABOVE THR)
	128.965	SOUTHEND DIRECTOR		
ATIS	136.055	SOUTHEND INFORMATION	BEARINGS ARE MAGNETIC	

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)



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	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	272(217)		FT/MIN	990	870	740	620	500
VM(C)OCA (OCH AAL)	Total Area	900(845) (see note 3)							

AIRCRAFT UNABLE TO RECEIVE DME I-SO Advise ATC. Aircraft will be radar vectored onto FAT and radar range passed at 3NM inbound.

- NOTES**
- Aircraft will normally be required to hold not lower than **3000**. Lowest altitude to commence procedure from **NDB(L) SND** following Missed Approach is **2000**.
 - Maximum **185KIAS** for hold and base turns.
 - CAT D circling not authorised south of RWY 05/23 C/L.
 - Do not exceed I-SO D10.3 to remain within controlled airspace.

CHANGE (4/24): OCA(OCH) PROCEDURE AMENDED TO CAT I. CONTROLLING OBSTACLE ADDED.