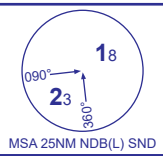


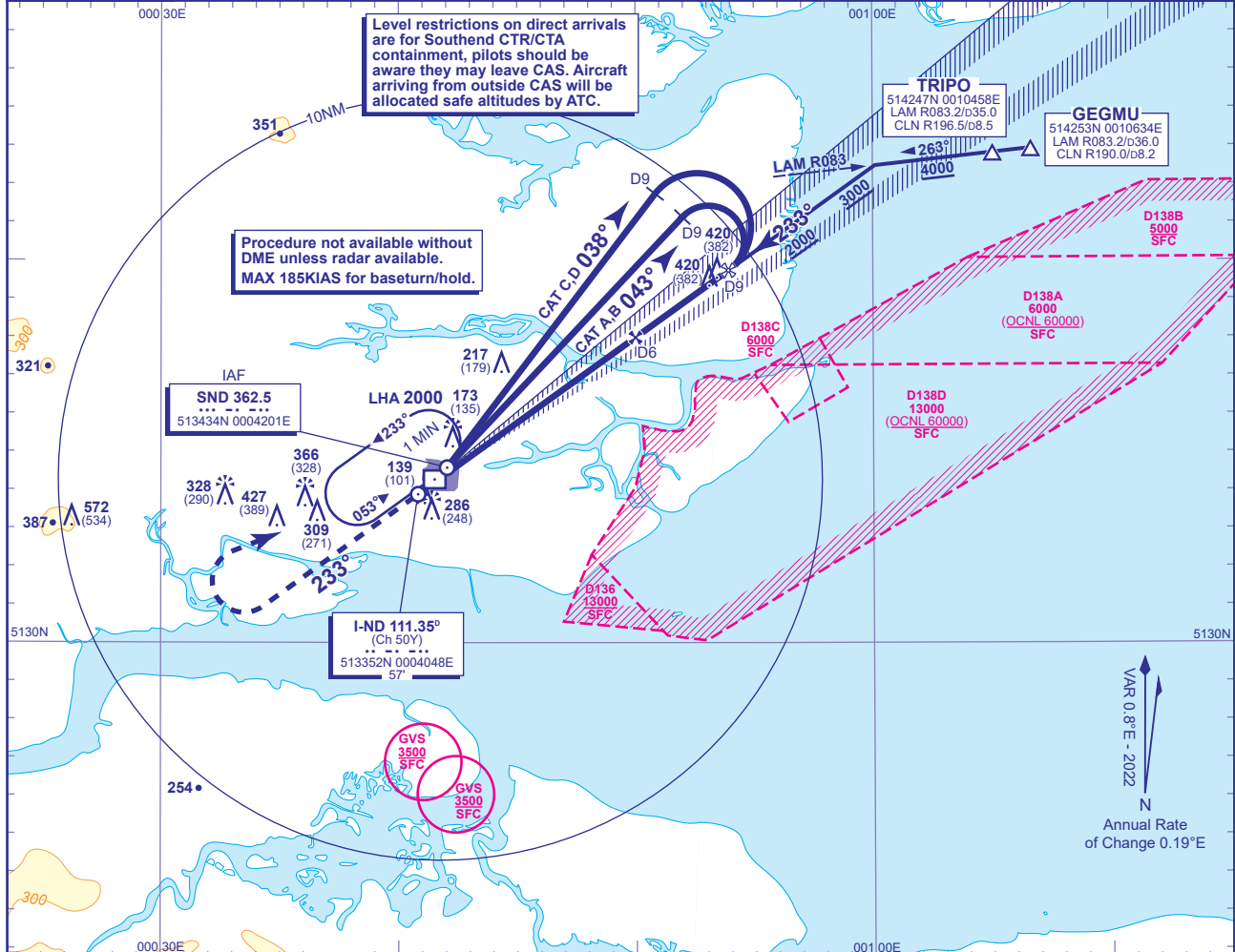
**INSURANCE APPROACH CHART - ICAO**

**SOUTHERN ILS/DME/NDB(L) RWY 23**  
(ACFT CAT A,B,C,D)



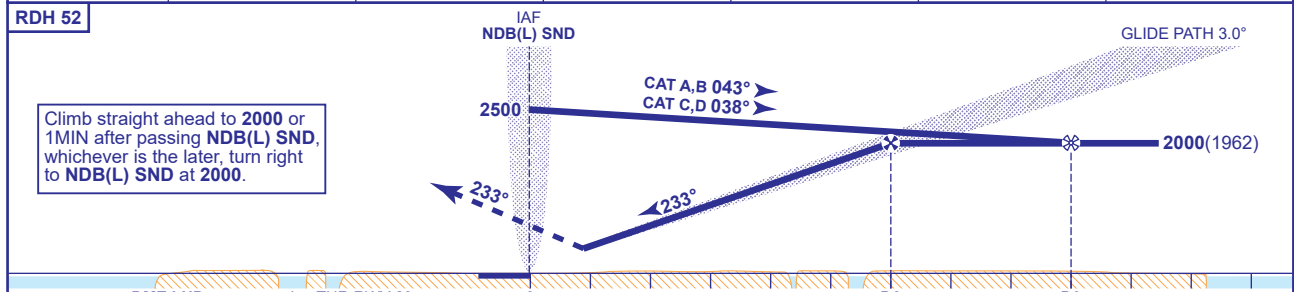
APP	130.780	SOUTHEND APPROACH	AD ELEVATION	<b>55</b>
TWR	127.730	SOUTHEND TOWER	THR ELEVATION	<b>38</b>
RAD	130.780	SOUTHEND RADAR	OBSTACLE ELEVATION	<b>572 AMSL</b> (534) (ABOVE THR)
	128.965	SOUTHEND DIRECTOR		
ATIS	136.055	SOUTHEND INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE  
**6000**



**RECOMMENDED PROFILE GLIDE PATH 3.0°, 320FT/NM**

DME I-ND	6	5	4	3	2	1
ALT(HGT)	<b>2000</b> (1962)	<b>1680</b> (1642)	<b>1360</b> (1322)	<b>1050</b> (1012)	<b>730</b> (692)	<b>410</b> (372)



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	196(158)	204(166)	214(176)	223(185)		FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	600(545)	700(645)	900(845)	900(845) (see note 4)							

**AIRCRAFT UNABLE TO RECIEVE DME I-ND** 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 **2500**. Code D aircraft will be required to hold not lower than **3000**. Lowest altitude to commence procedure from NDB(L) SND following a missed approach is **2000**.
- Maximum 185KIAS for hold and Baseturns.
- Active danger areas lie adjacent to the localiser course.
- CAT D circling not authorised south of RWY 05/23 C/L.

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