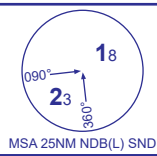


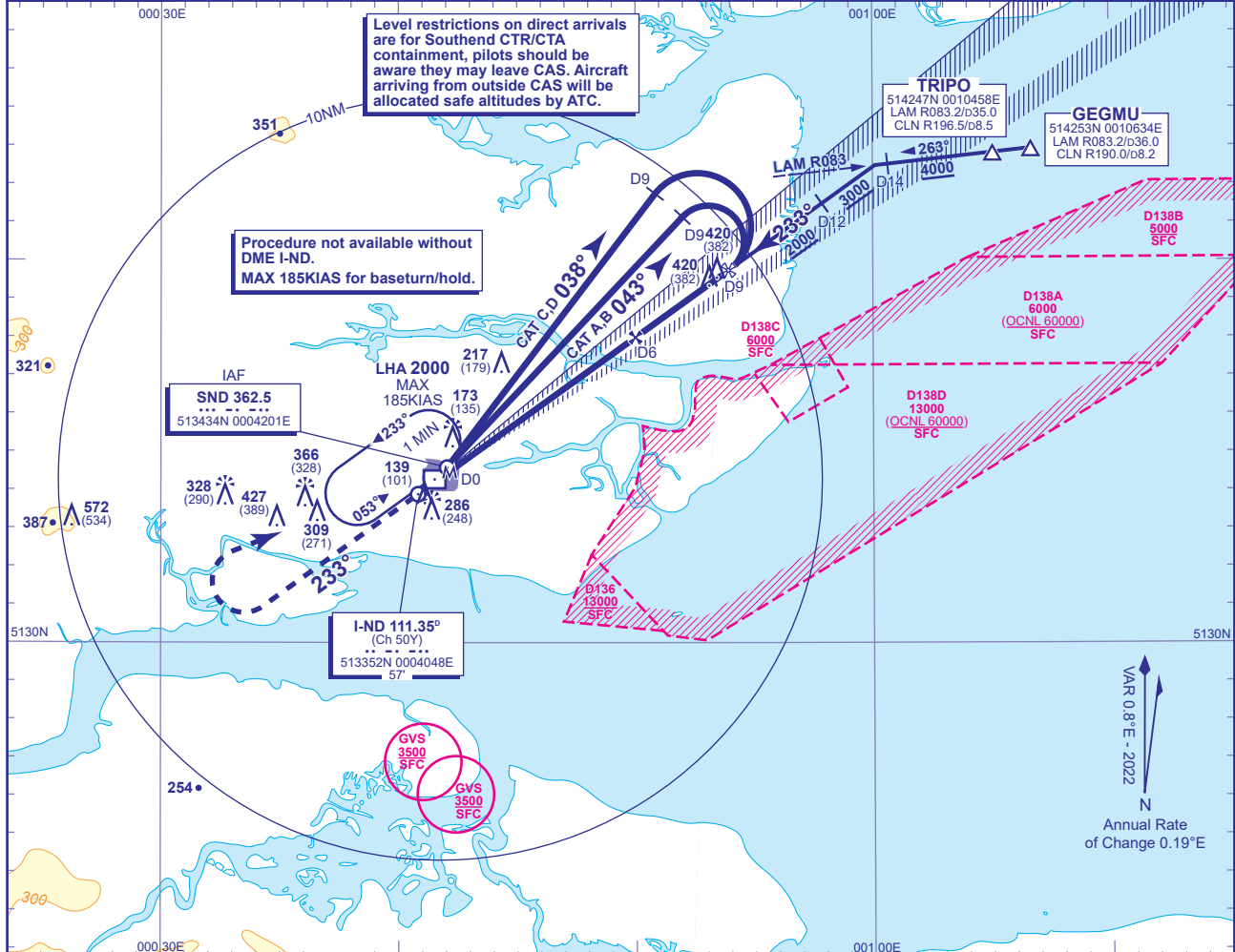
# INSTRUMENT APPROACH CHART - ICAO

# SOUTHEND LOC/DME/NDB(L) RWY 23 (ACFT CAT A,B,C,D)



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

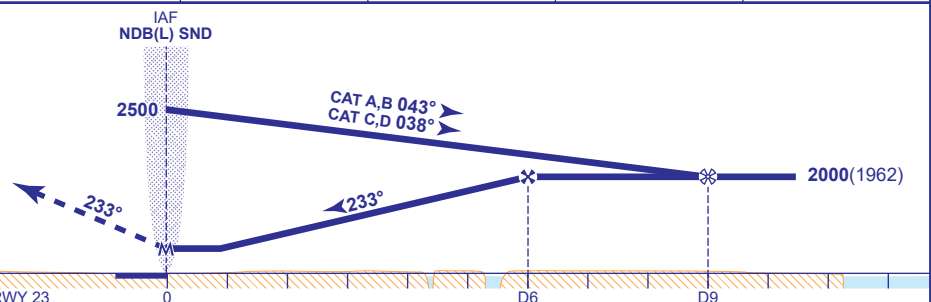
TRANSITION ALTITUDE  
**6000**



### RECOMMENDED PROFILE Gradient 5.24%, 320FT/NM

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

**MAPt I-ND DME ZERO**  
Climb straight ahead to 2000 or 1MIN after passing NDB(L) SND, whichever is the later, turn right to NDB(L) SND at 2000.



Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	420(382)	420(382)	420(382)	420(382)	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)			

- 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): CONTROLLING OBSTACLE ADDED.