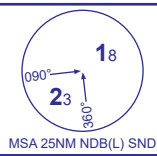


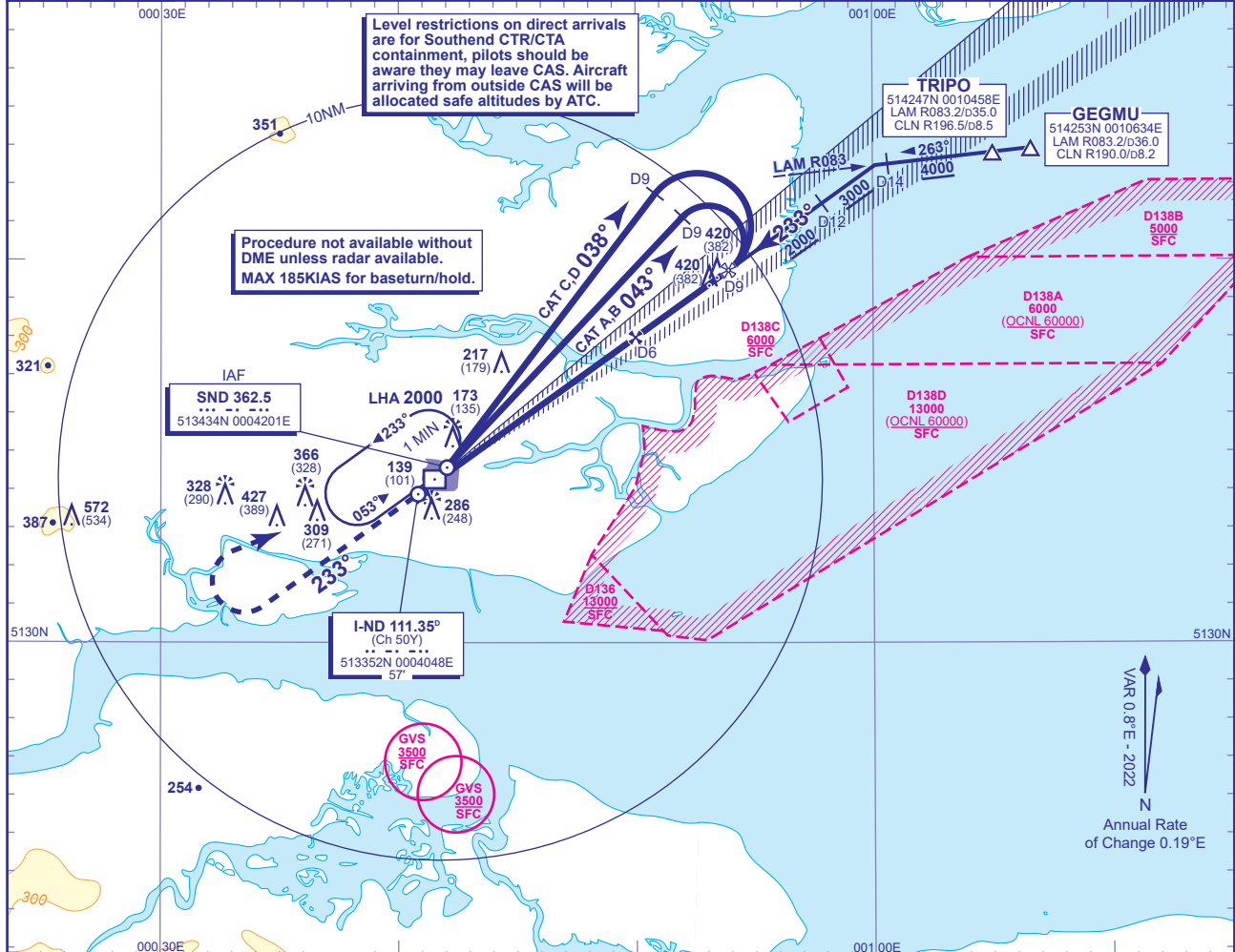
INSTRUMENT APPROACH CHART - ICAO

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



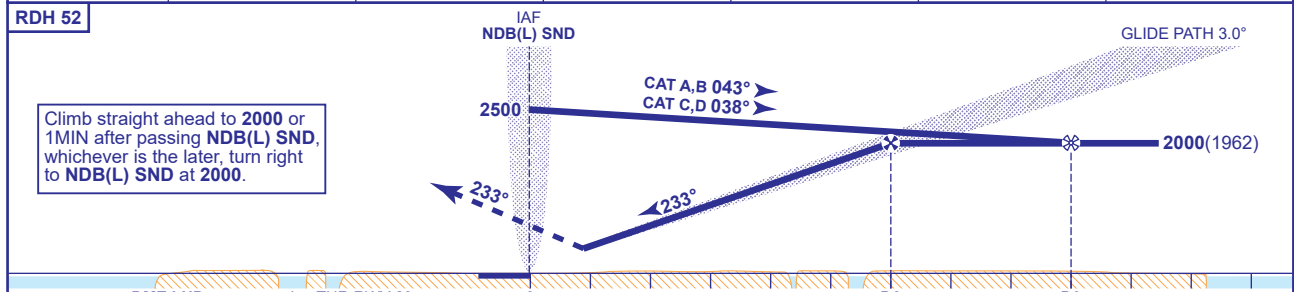
APP	130.780	SOUTHEND APPROACH	AD ELEVATION	55
TWR	127.730	SOUTHEND TOWER	THR ELEVATION	38
RAD	130.780	SOUTHEND RADAR	OBSTACLE ELEVATION	572 AMSL (534) (ABOVE THR)
	128.965	SOUTHEND DIRECTOR		
ATIS	136.055	SOUTHEND INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE
6000



RECOMMENDED PROFILE GLIDE PATH 3.0°, 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)



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)	CAT I	196 (158)	204 (166)	214 (176)		223 (185)	FT/MIN	850	740	640	530
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.