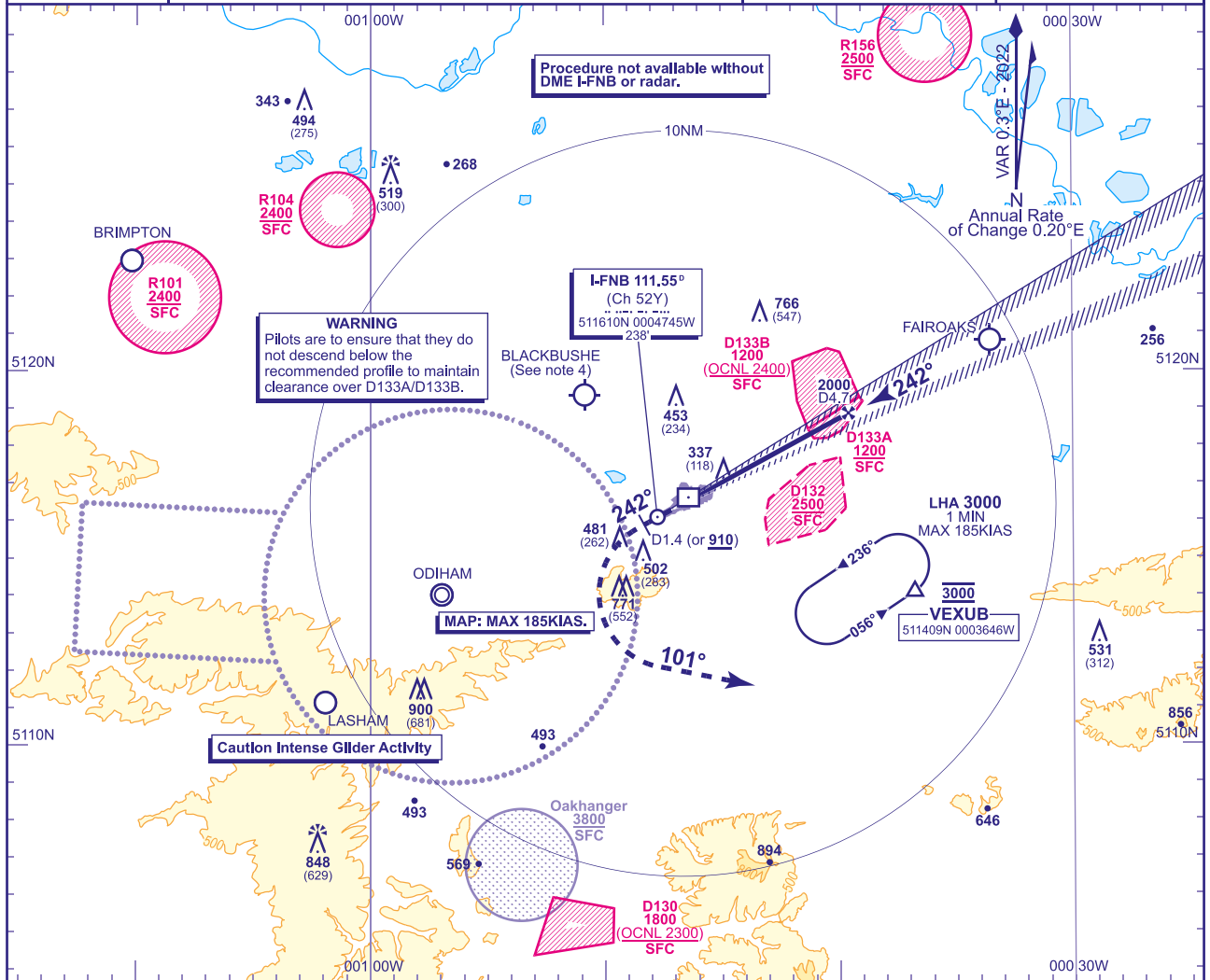


INSTRUMENT APPROACH CHART - ICAO

FARNBOROUGH
ILS/DME Y
RWY 24
(ACFT CAT A,B,C,D)

	APP 134.355, 125.250	FARNBOROUGH RADAR	AD ELEVATION 238	TRANSITION ALTITUDE 6000
	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 GLIDE PATH 3.5°, 372FT/NM					
DME I-FNB	4.0	3.2	3.0	2.0	1.0
ALT (HGT)	1760(1541)	1460(1241)	1390(1171)	1020(801)	650(431)

RDH 50 Initial and intermediate approach as directed by radar.

Continuous climb to **3000**. Initially straight ahead to **910** or **I-FNB DME 1.4** outbound, whichever is later, then turn left onto track **101°** to intercept a track of **056°** to **VEXUB** or as directed by ATC.

GLIDE PATH 3.5°

GP 1760(1541) 2000(1781)

101°/242°

DME I-FNB zero ranged to THR RWY 24												
Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	368(149)	378(159)	389(170)	402(183)		FT/MIN	990	870	740	620	500
VM(C)OCA (OCH AAL)	South of RWY 06/24	880(642)	1020(782)	1170(932)	1170(932)							

- NOTE**
- MSA are based on obstacle/terrain clearance. Pilots are to ensure safe navigation to remain clear of active Danger Areas.
 - SUAAS available on Farnborough Radar 133.440 when open; other times London Information on 124.600.
 - CAT B,C and D no circling when EGD132 is active. CAT C and D no circling when EGD133A and EGD133B are active.
 - 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.
 - 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.