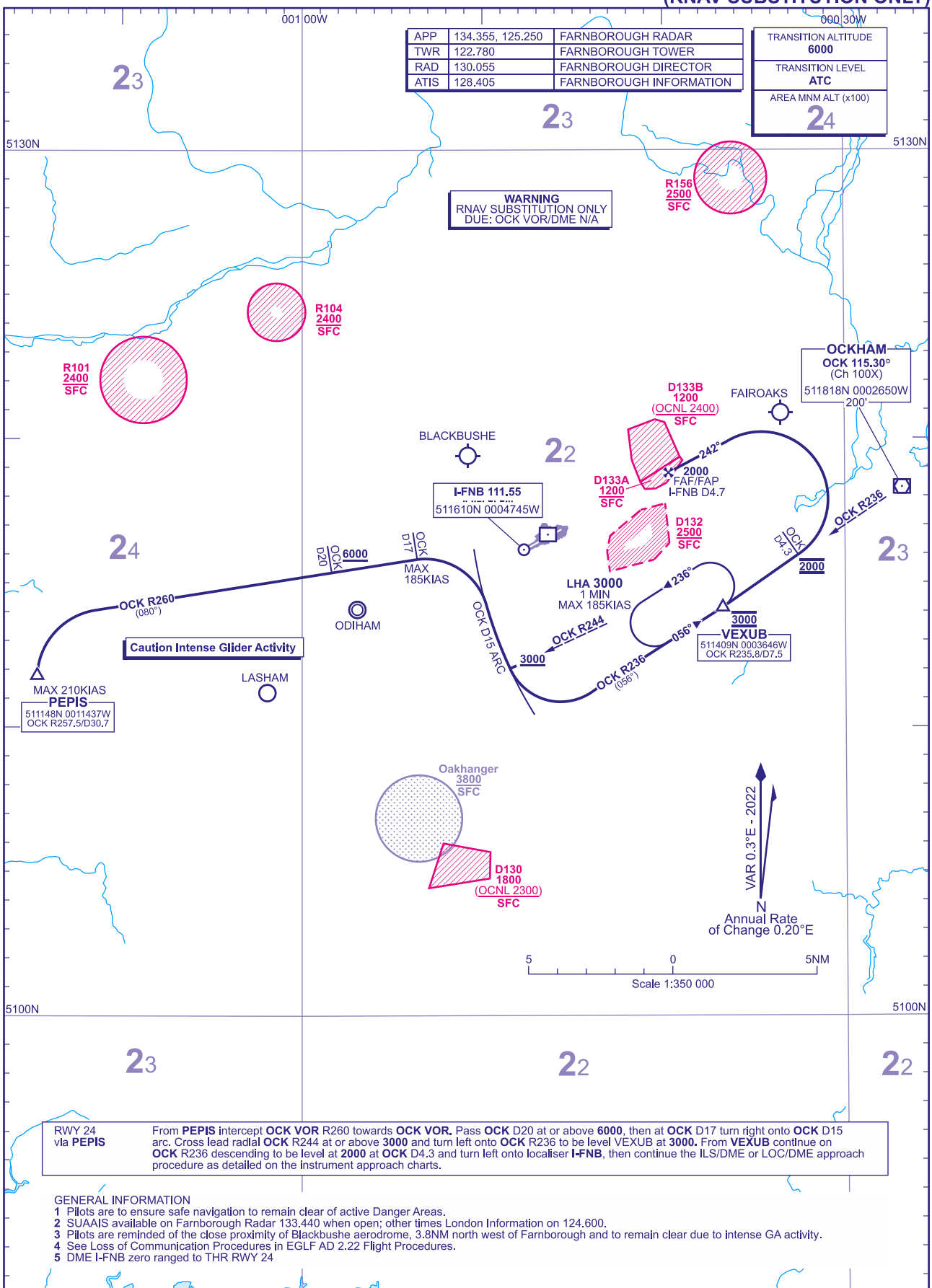
INITIAL APPROACH PROCEDURE
ILS/DME LOC/DME RWY 24

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

FARNBOROUGH
via PEPIS
(RNAV SUBSTITUTION ONLY)

APP	134.355, 125.250	FARNBOROUGH RADAR
TWR	122.780	FARNBOROUGH TOWER
RAD	130.055	FARNBOROUGH DIRECTOR
ATIS	128.405	FARNBOROUGH INFORMATION

TRANSITION ALTITUDE
6000
TRANSITION LEVEL
ATC
AREA MNM ALT (x100)
24



RWY 24 via **PEPIS**	From **PEPIS** intercept **OCK VOR** R260 towards **OCK VOR.** Pass **OCK** D20 at or above **6000**, then at **OCK** D17 turn right onto **OCK** D15 arc. Cross lead radial **OCK** R244 at or above **3000** and turn left onto **OCK** R236 to be level VEXUB at **3000.** From **VEXUB** continue on **OCK** R236 descending to be level at **2000** at **OCK** D4.3 and turn left onto localiser **I-FNB**, then continue the ILS/DME or LOC/DME approach procedure as detailed on the instrument approach charts.

GENERAL INFORMATION
1 Pilots are to ensure safe navigation to remain clear of active Danger Areas.
2 SUAAIS available on Farnborough Radar 133.440 when open; other times London Information on 124.600.
3 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.
4 See Loss of Communication Procedures in EGLF AD 2.22 Flight Procedures.
5 DME I-FNB zero ranged to THR RWY 24

CHANGE (4/25): AMA REVISED.