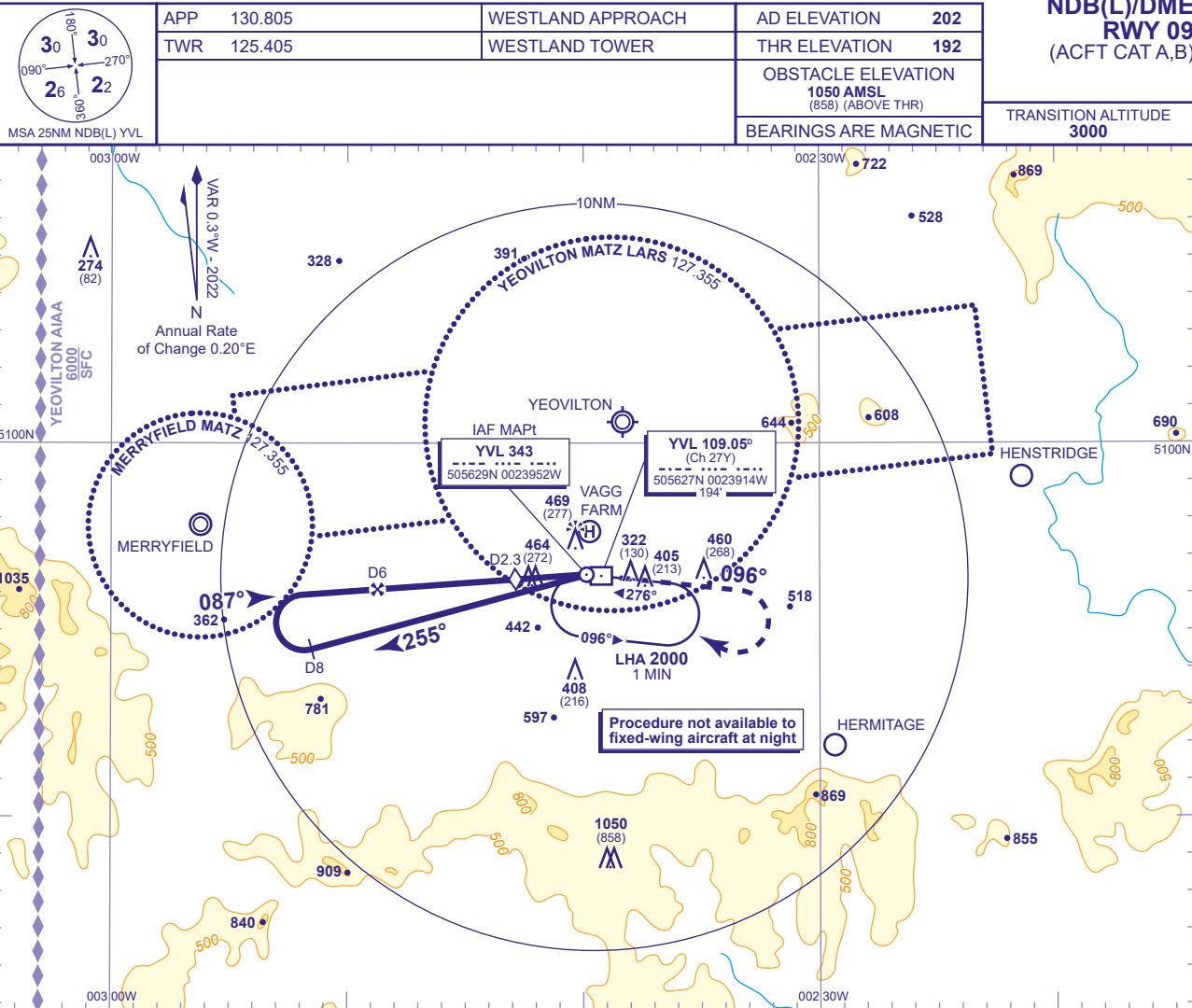


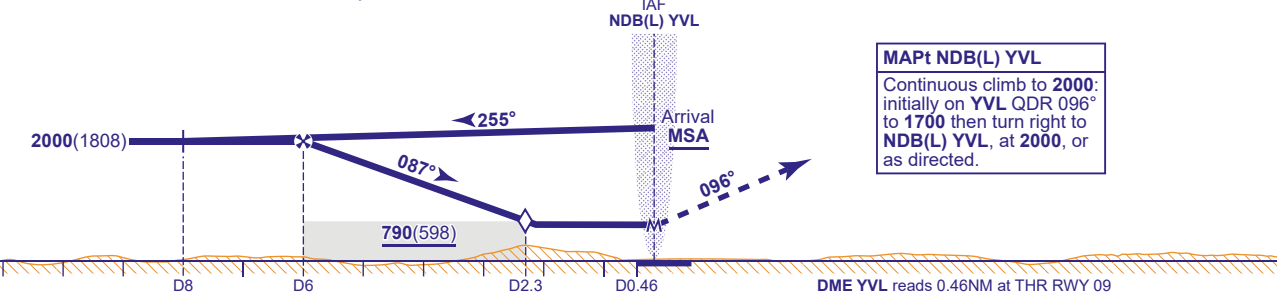
INSTRUMENT APPROACH CHART - ICAO

YEOVILTON/WESTLAND
NDB(L)/DME
RWY 09
(ACFT CAT A,B)



RECOMMENDED PROFILE Gradient 5.22%, 317FT/NM					
DME YVL	5	4	3	2.3 (SDF)	2
ALT(HGT)	1680(1488)	1370(1178)	1050(858)	830(638)	730(538)

Arrival **not below MSA**. Shuttle in hold if necessary.



Aircraft Category		A	B	Rate of descent	G/S KT FT/MIN	160	140	120	100	80
OCA (OCH)	WITH DME	720(528)	720(528)			850	740	630	530	420
	NO DME	840(648)	840(648)							
VM(C)OCA (OCH AAL)	Total Area	770(568)	840(638)							

AIRCRAFT UNABLE TO RECEIVE DME YVL
As for main procedure except fly outbound for 3MIN prior to base turn right. When established on FAT descend to MDH.

NOTES

- 1 FAT offset 4.9° from RWY C/L and crosses the extended RWY C/L 0.76NM from THR (YVL DME 1.2).
- 2 Lowest altitude to commence procedure from hold is **2000**.
- 3 For direct arrivals see chart AD 2-EGHG-8-2.
- 4 The southeast boundary of Merryfield MATZ abuts the base turn. To avoid conflicts with Merryfield VFR traffic, pilots should not extend beyond D8.5 when in the turn.
- 5 Inbound aircraft make initial contact with Yeovil Radar, 127.355.
- 6 Obstacles infringe the Visual Segment Surface on final approach. See EGHG AD 2.10, Aerodrome Obstacles.

CHANGE (9/25): YEOVILTON RADAR FREQUENCY REVISED.