

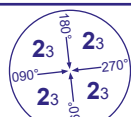
APPROACH CHART - ICAO

SOUTHAMPTON

VOR/DME

RWY 20

(ACFT CAT A,B)



APP	120.230	SOLENT RADAR
	122.730	SOUTHAMPTON RADAR
TWR	118.205	SOUTHAMPTON TOWER
ATIS	130.880	SOUTHAMPTON INFORMATION

AD ELEVATION	44
THR ELEVATION	44
OBSTACLE ELEVATION	648 AMSL (604) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE	6000 (see note 5)
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MSA 25NM VOR SAM

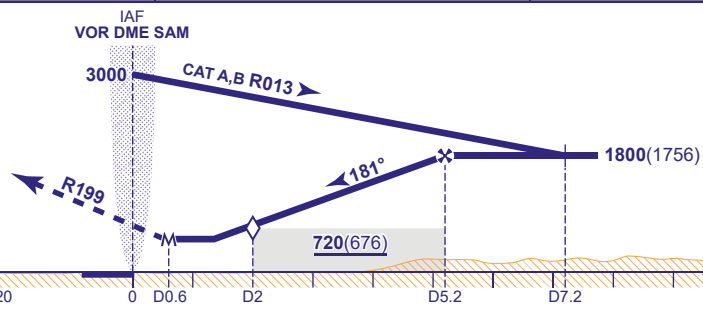


RECOMMENDED PROFILE Gradient 5.40%, 328FT/NM

DME SAM	4	3	2 (SDF)
ALT(HGT)	1410(1366)	1080(1036)	750(706)

MAPt SAM DME 0.6
Continuous climb to **3000**, initially straight ahead to **VOR SAM** then on R199 then as directed.

RCF: Continuous climb to **3000**. Initially straight ahead to **VOR SAM** then on R199 to **2000** or **SAM DME 8.0** whichever is later then climbing right turn to **VOR SAM** to hold at **3000**.



DME SAM is situated 0.3NM east of THR RWY 20

Aircraft Category	A	B	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	560(516)	560(516)	FT/MIN	860	750	640	540	430
VM(C)OCA (OCH AAL)	Total Area	680(636)	700(656)						

ALTERNATIVE PROCEDURE FROM HOLDING PATTERN NOVEMBER

From holding fix/IAF inbound (NOVEMBER VOR SAM R001 DME 7.2) at **2000**, descend to cross FAF (SAM DME 5.2), **not below 1800(1756)**, then continue as for main procedure.

ALTERNATIVE VOR DME HOLDING PATTERN NOVEMBER

Inbound 181° to holding fix (VOR SAM R001 DME 7.2) turning left at fix. Limiting outbound distance DME 10.

NOTE 1

- Lowest altitude to commence procedure from hold is **2000**.
- FAT offset 18° from RWY CL and intersects RWY CL nominally 1.0NM before THR (nominally SAM DME 1.0).
- Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn. Aircraft being radar vectored to the FAT may not be provided a period of level flight immediately prior to crossing the FAF.
- Aircraft will normally be required to hold not lower than **2000**.
- Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.

CHANGE (12/25): BOSCOMBE FREQUENCY.