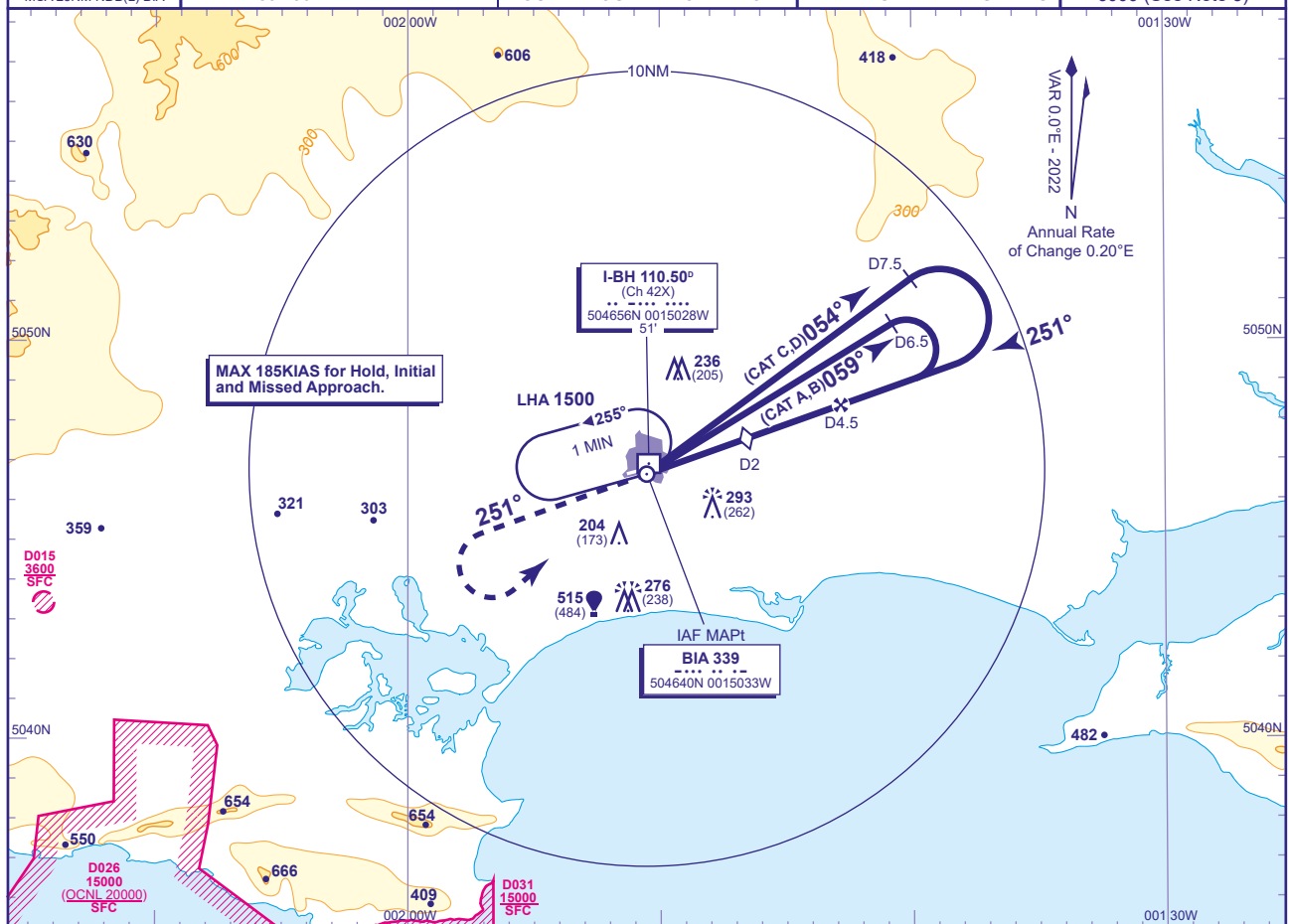


**NDB(L)/DME  
RWY 26**  
(ACFT CAT A,B,C,D)

MSA 25NM NDB(L) BIA

APP	119.480 (120.230 SOLENT)	BOURNEMOUTH APPROACH	AD ELEVATION	38
TWR	125.605	BOURNEMOUTH TOWER	THR ELEVATION	31
	121.705	BOURNEMOUTH GROUND	OBSTACLE ELEVATION	
RAD	119.480 (118.655 DIRECTOR)	BOURNEMOUTH RADAR	293 AMSL (262) (ABOVE THR)	
ATIS	133.730	BOURNEMOUTH INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE  
**6000** (See Note 3)

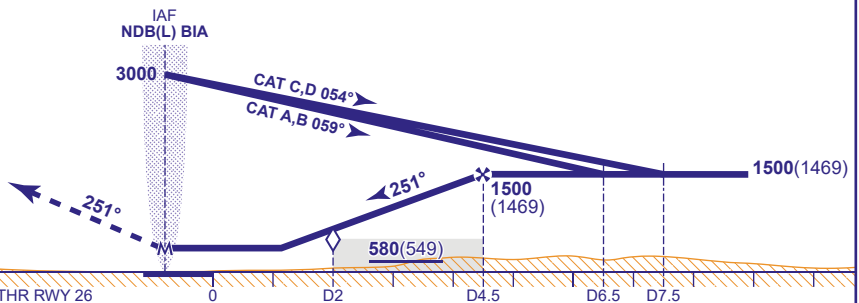


**RECOMMENDED PROFILE** Gradient 5.19%, 315FT/NM

DME I-BH	4	3	2 (SDF)
ALT(HGT)	1340(1309)	1030(999)	710(679)

MAPt NDB(L) BIA

Continuous climb to **3000**. Initially, on **NDB(L) BIA** QDM 251° to **I-BH DME 4** (1500 if no DME). Then climbing left turn to **NDB(L) BIA** to hold at **3000** or as directed.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	410(379)	410(379)	410(379)	410(379)		FT/MIN	840	740	630	530	420
	NO DME	630(599)	630(599)	630(599)	630(599)							
VM(C)OCA (OCH AAL)	Total Area	600(562)	600(562)	1000(962)	1000(962)							

AIRCRAFT UNABLE TO RECEIVE DME I-BH

Substitute timing for distance prior to descending base turn 3MIN (CAT A,B); 2.5MIN (CAT C,D). When established on FAT descend to MDH.

### NOTE

- 1 FAT is offset 4° from RWY C/L.
- 2 This procedure and its associated protection areas are not totally contained within Controlled Airspace.
- 3 Outside hours of operation of Solent CTA the transition altitude is **3000**.
- 4 Aircraft will normally be required to hold not lower than **3000**.

CHANGE (14/20): FREQUENCIES.

AD 2-EGHH-8-6