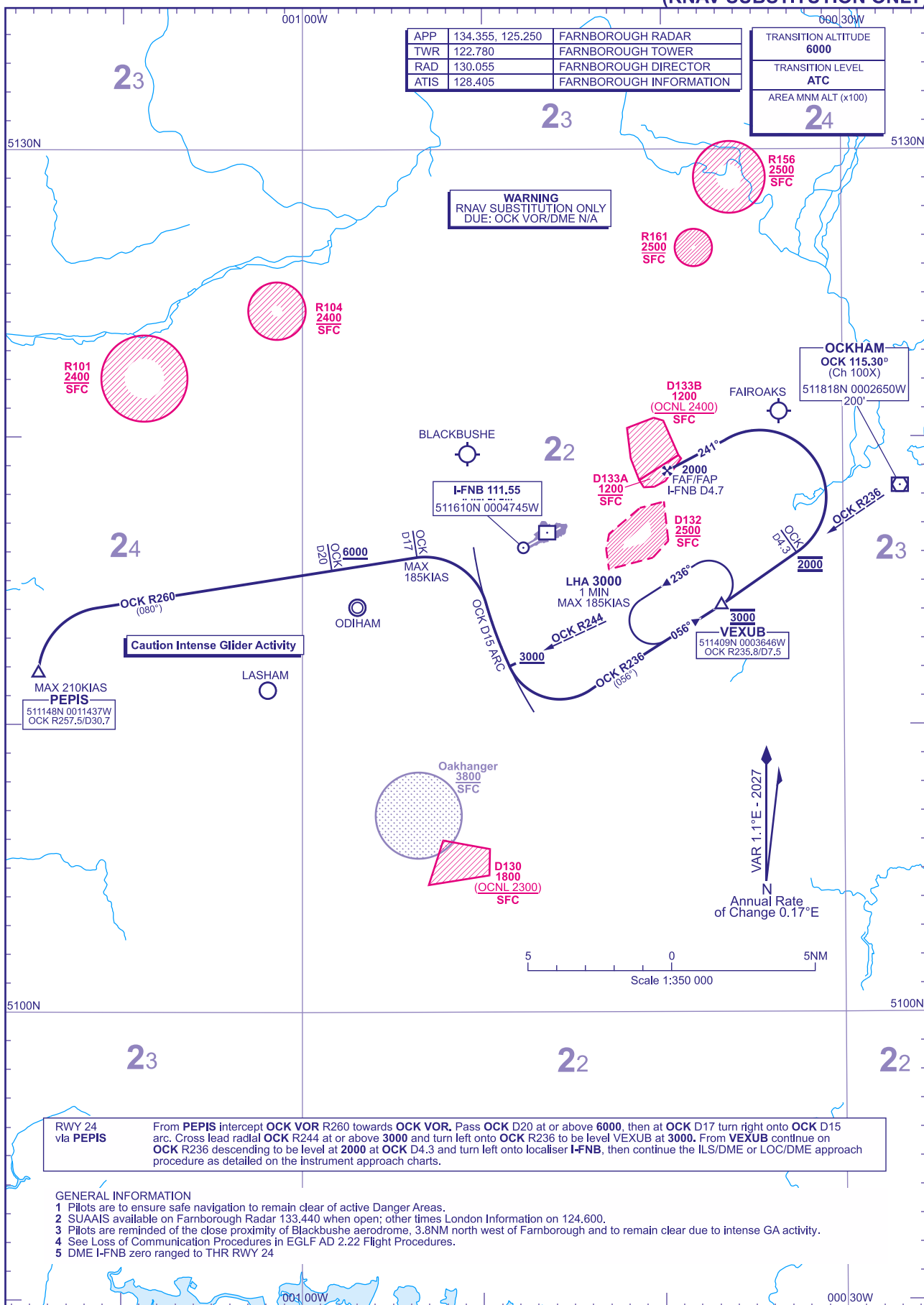


INITIAL APPROACH PROCEDURE
ILS/DME LOC/DME RWY 24

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

FARNBOROUGH via PEPIS
(RNAV SUBSTITUTION ONLY)



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 SUAAS 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