

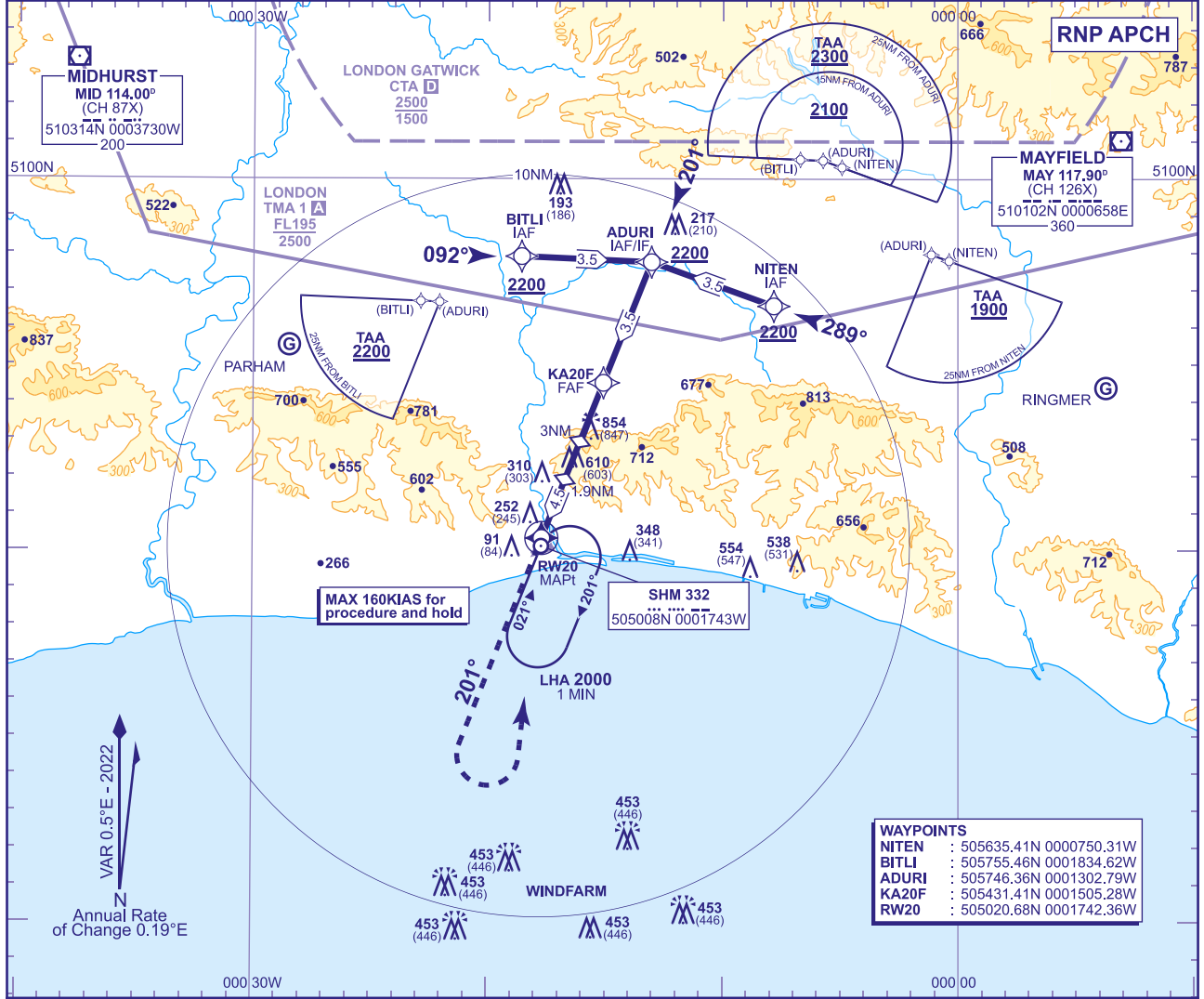
# INSTRUMENT APPROACH CHART - ICAO

**SHOREHAM RNP RWY 20**  
(ACFT CAT A,B)

APP 123.155	SHOREHAM APPROACH	AD ELEVATION 7
A/G 123.155	SHOREHAM RADIO	THR ELEVATION 7
TWR 123.155, 125.405	SHOREHAM TOWER	OBSTACLE ELEVATION 854 AMSL (847) (ABOVE THR)
ATIS 130.980	SHOREHAM INFORMATION	BEARINGS ARE MAGNETIC

**2200**  
MSA 25NM ARP

TRANSITION ALTITUDE **6000**



**WAYPOINTS**

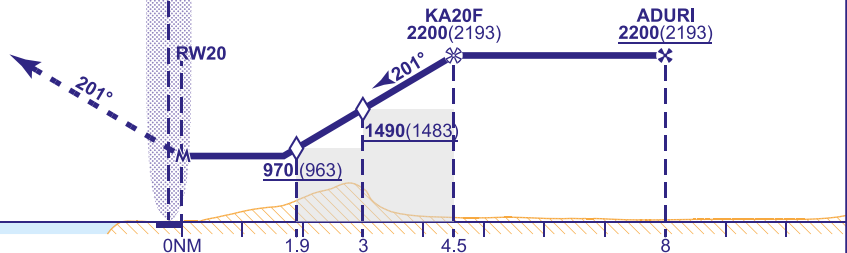
NITEN	: 505635.41N 0000750.31W
BITLI	: 505755.46N 0001834.62W
ADURI	: 505746.36N 0001302.79W
KA20F	: 505431.41N 0001505.28W
RW20	: 505020.68N 0001742.36W

**RECOMMENDED PROFILE** Gradient 7.84%, 476FT/MIN

NM to RW20	4	3 (SDF)	2	1.9 (SDF)
ALT (HGT)	1970(1963)	1490(1483)	1010(1003)	970(963)

**NDB(L) SHM**

**MAPt (LNAV): RW20**  
Continuous climb to 2200. Initially climb straight ahead to 1500, then climbing turn left direct to NDB(L) SHM at 2200 to enter the hold.



Aircraft Category		Rate of descent								
		A	B	G/S KT	FT/MIN	160	140	120	100	80
OCA (OCH)	LNAV	760(753)	760(753)			1280	1120	960	800	640
VM(C)OCA (OCH AAL)	Total Area	760(753)	960(953)							
	South of RWY 06/24	760(753)	760(753)							

**NOTE**

- Steep Final Approach Descent Gradient 4.48° (7.84%), matched to PAPI angle of 4.5°
- Missed approach procedures uses **conventional navigation aids** and is not available without **NDB(L) SHM**.
- Direct entry to BITLI and NITEN, aircraft to remain clear of Gatwick CTA.
- Direct entry to ADURI (IAF/IF) from the north, only available to aircraft in receipt of a CTR/CTA transit from Gatwick ATC.
- Pilots are advised that this instrument approach procedure is established outside of controlled airspace.

CHANGE (13/24): CHART SPECIFICATION.