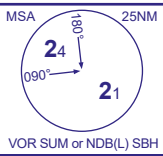


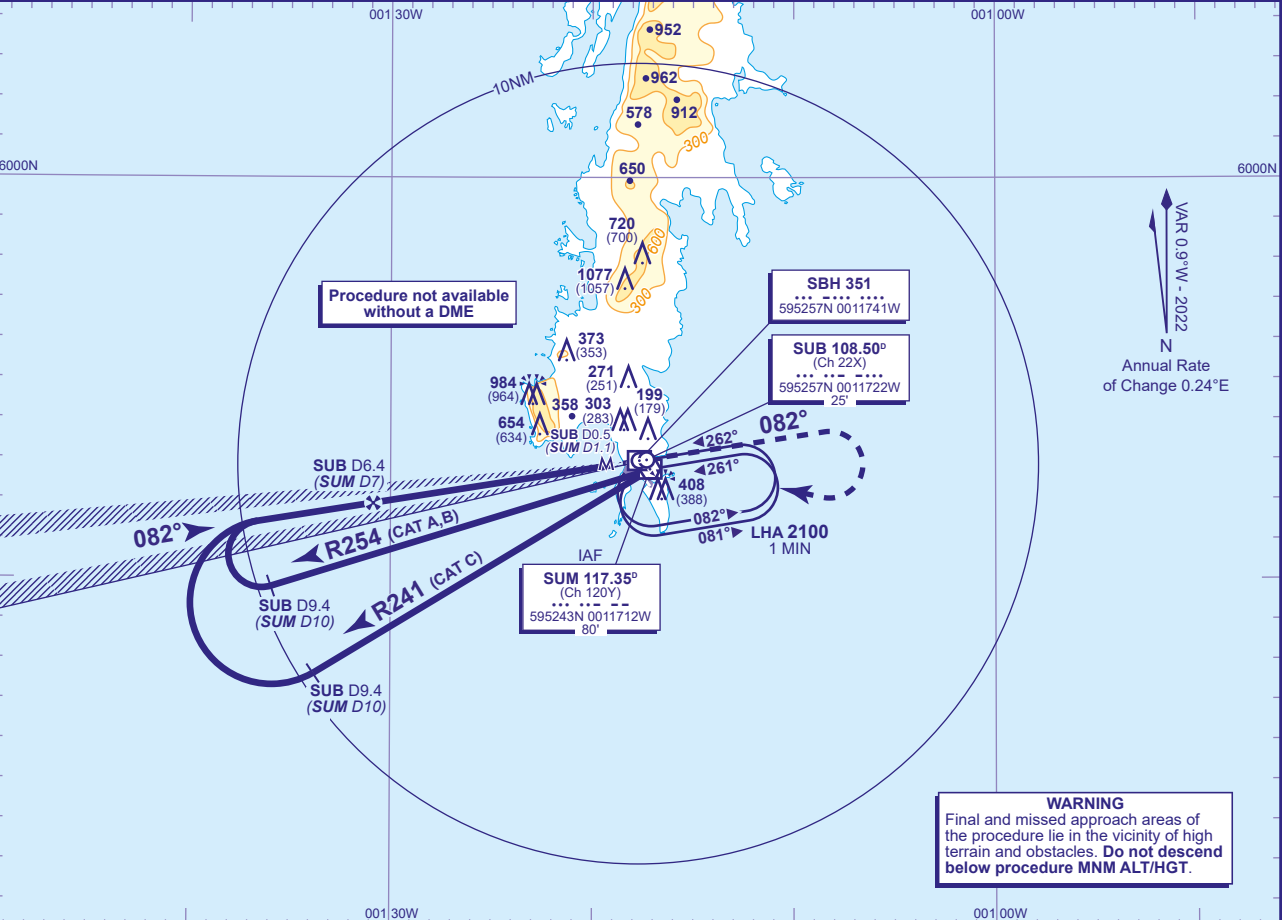
INSTRUMENT APPROACH CHART - ICAO

SUMBURGH
LOC/DME/
VOR or NDB(L)
RWY 09
(ACFT CAT A,B,C)



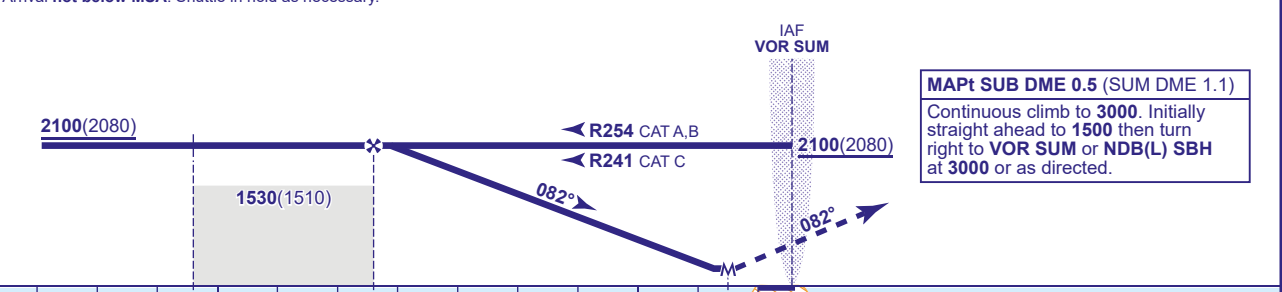
TWR	118.255	SUMBURGH TOWER	AD ELEVATION	21
RAD	131.300, 123.155	SUMBURGH RADAR	THR ELEVATION	20
ATIS	125.855	SUMBURGH INFORMATION	OBSTACLE ELEVATION	1077 AMSL (1057) (ABOVE THR)
AFIS	118.255	SUMBURGH INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE
6000



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM						
SUB DME(SUM)	6(6.6)	5(5.6)	4(4.6)	3(3.6)	2(2.6)	1(1.6)
ALT(HGT)	1980(1960)	1660(1640)	1340(1320)	1030(1010)	710(690)	390(370)

Arrival not below MSA. Shuttle in hold as necessary.



D9.4 (SUM D10) D6.4 (SUM D7) D0.5 (SUM D1.1) 0 DME SUB zero ranged to THR RWY 09 (DME SUM reads 0.6NM at THR RWY 09)

Aircraft Category		A	B	C	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	300(280)	300(280)	300(280)		FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	800(779)	1200(1179)	1400(1379)							
	Restricted (See Note 2)	800(779)	800(779)	1130(1109)							

ALTERNATIVE PROCEDURE
IAF NDB(L) SBH. As for main procedure except fly outbound on baseturn procedure on NDB(L) SBH QDR 253° (CAT A,B), QDR 240° (CAT C).

NOTE 1 LOC is offset 2.2° south of the extended RWY C/L and intercepts the RWY C/L 0.8NM from the THR.
2 Reduced VM(C) minima applies to aircraft which manoeuvre outside the quadrant north of RWY 09/27 C/L and west of RWY 15/33 C/L.

CHANGE (13/23): VOR/DME SUM RECALIBRATED. RADIALS.