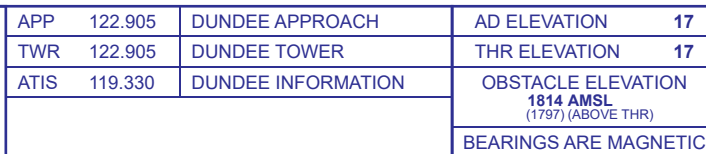


**DUNDEE  
LOC/DME  
RWY 09**  
(ACFT CAT A,B,C)



TRANSITION ALTITUDE  
3000



Arrival not below 3000 or higher MSA. Shuttle in hold as required to 3000.



Continuous climb to **3000**. Initially straight ahead to **2000**, then turn left to **NDB(L) DND at 3000** or as directed. (See Note 6)

Aircraft Category		A	B	C	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	480(463)	480(463)	480(463)		FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	970(953)	970(953)	1170(1153)							
	South of RWY 09/27	540(523)	750(733)	1080(1063)							

**NOTE 1** Subject to ATC approval, when inbound to NDB(L) DND and within I-DDE DME 10, aircraft may descend to **3000**.

2 NDB(L) DND is 2.6NM from THR RWY 09 and is offset 230M north of LOC C/L

3 The Category C Instrument Approach Procedure infringes the Perth ATZ at 1800FT above Perth aerodrome elevation. Pilots must notify ATC of their intention to conduct a Category C approach on first contact.

4 The eastern edge of the perth ATZ lies 9.5NM west of THR RWY 09. To prevent confliction with possible VFR traffic in the Perth ATZ, pilots should not extend the outbound leg of the base turn beyond the prescribed procedural distances.

5 Due to terrain, LOC and glidepath flag alarms may be experienced at northern edge of coverage when below glidepath sector.

6 EGD604 is 7NM east of Dundee ARP. If it appears likely that during the standard missed approach above, low performance aircraft will infringe EGD604 then such aircraft should turn right at I-DDE DME 4 onto track 136°M and climb to **2000** (1983) before turning right to return to NDB(L) DND at **3000**. Pilots should advise ATC on turning onto 136°M and expect to change to Leuchars Approach when instructed for radar assistance.

**CHANGE (1/24):** MAG VAR AND ANNUAL RATE OF CHANGE. BEARINGS. NOTE 6 DANGER AREA DESIGNATORS.