

101	<b>GLOUCESTERSHIRE</b> <b>NDB(L)/DME</b> <b>RWY 09</b> (ACFT CAT A,B,C)
74	



**MAPt (M) I-GOS DME 1**

Climbing turn left onto 075°M at 185KIAS MAX to 900 then climbing turn left onto 355°M resuming normal climb speed to 2800, then turn left to NDB(L) GST at 2800.

DME I-GOS reads 0.1 at THR Rwy 09

Aircraft Category		A	B	C	Rate of descent	G/S KT	160	140	120	100
OCA (OCH)	Procedure	540(466)	540(466)	540(466)		FT/MIN	850	740	640	530
VM(C)OCA (OCH AAL)	Total Area	1000(899)	1000(899)	1500(1399)						
	North of RWYs 04/22 and 09/27	830(729)	830(729)							

**ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN**  
Extend the outbound leg of NDB(L) GST holding pattern descending to **2200**. At I-GOS DME 8 turn left to intercept FAT. When established continue as for Main Procedure.

**NOTES** 1 FAT offset 6.2° from RWY C/L. FAT intercepts C/L nominally 0.8NM before THR.  
2 Aircraft will normally be required to hold not lower than **4000** or the equivalent FL.

**CHANGE (7/21):** DEFFORD HIRTA REMOVED. MAG VAR. MAG TRACKS. AD 2.10 OBSTACLES REVISED. ULLENWOOD HELI REMOVED. SANDYWELL PK HELI ADDED.