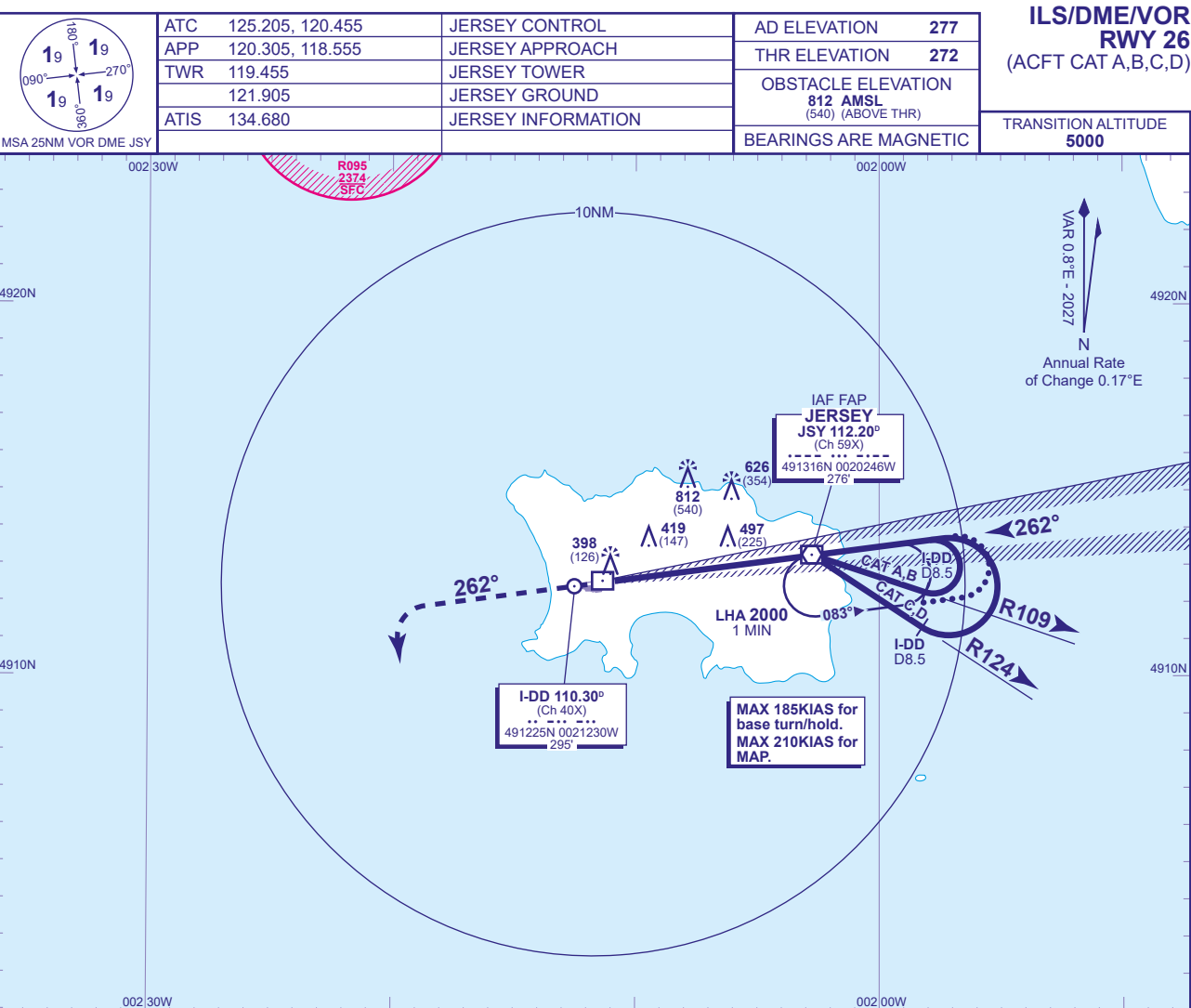


INSTRUMENT APPROACH CHART - ICAO

JERSEY  
ILS/DME/VOR  
RWY 26  
(ACFT CAT A,B,C,D)

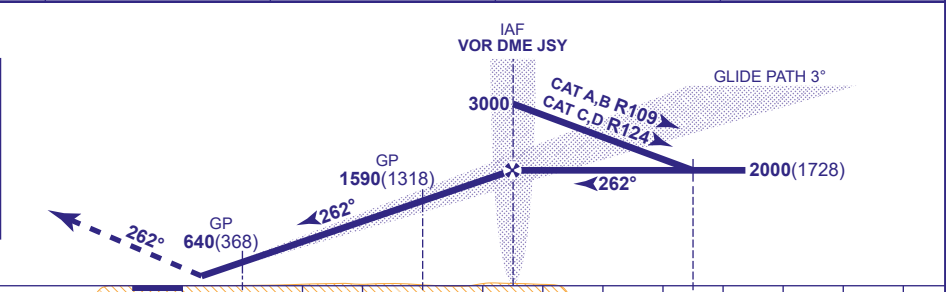


RECOMMENDED PROFILE GLIDE PATH 3°, 316FT/NM					
DME I-DD	5	4	3	2	1
ALT(HGT)	1910(1638)	1590(1318)	1270(998)	960(688)	640(368)

**RDH 52**

Climb straight ahead to **3000**, then turn left heading 180°M, then as directed by ATC.

RCF: Proceed as above, and continue on heading 180°M, 2 minutes after initiating missed approach, turn left direct to **VOR JSY** to join the hold at **3000**.



DME I-DD zero ranged to THR RWY 26						0		D1		D4		D5.5		D8.5								
Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80										
OCA (OCH)	CAT I	439(167)	446(174)	458(186)	468(196)		FT/MIN	840	740	630	530	420										
VM(C)OCA (OCH AAL)	Total Area	770(493)	770(493)	1210(933)	1210(933)																	
	South of RWY 08/26	770(493)	770(493)	1030(753)	1030(753)																	

**ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN (MAX 185KIAS)**  
Arrive at IAF VOR JSY at **3000**. Extend the outbound leg of the holding pattern descending to **2000**(1728). At I-DD D9.5 turn left onto the LOC, when established, continue as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-DD**  
MAIN PROCEDURE: Advise ATC. Radar ranges will be passed equivalent to D8.5 outbound and D4 inbound.  
ALTERNATIVE PROCEDURE: Advise ATC. Radar ranges will be passed equivalent to D9.5 outbound and D4 inbound.

**NOTE 1** Full scale fly-up indication left of C/L may not be maintained prior to joining the glide path from below.  
**2** Localiser fluctuations may be experienced. See EGJJ AD 2.20 Local Traffic Regulations 6(d).

**CHANGE (2/26): JERSEY CONTROL (SECONDARY) FREQUENCY.**