
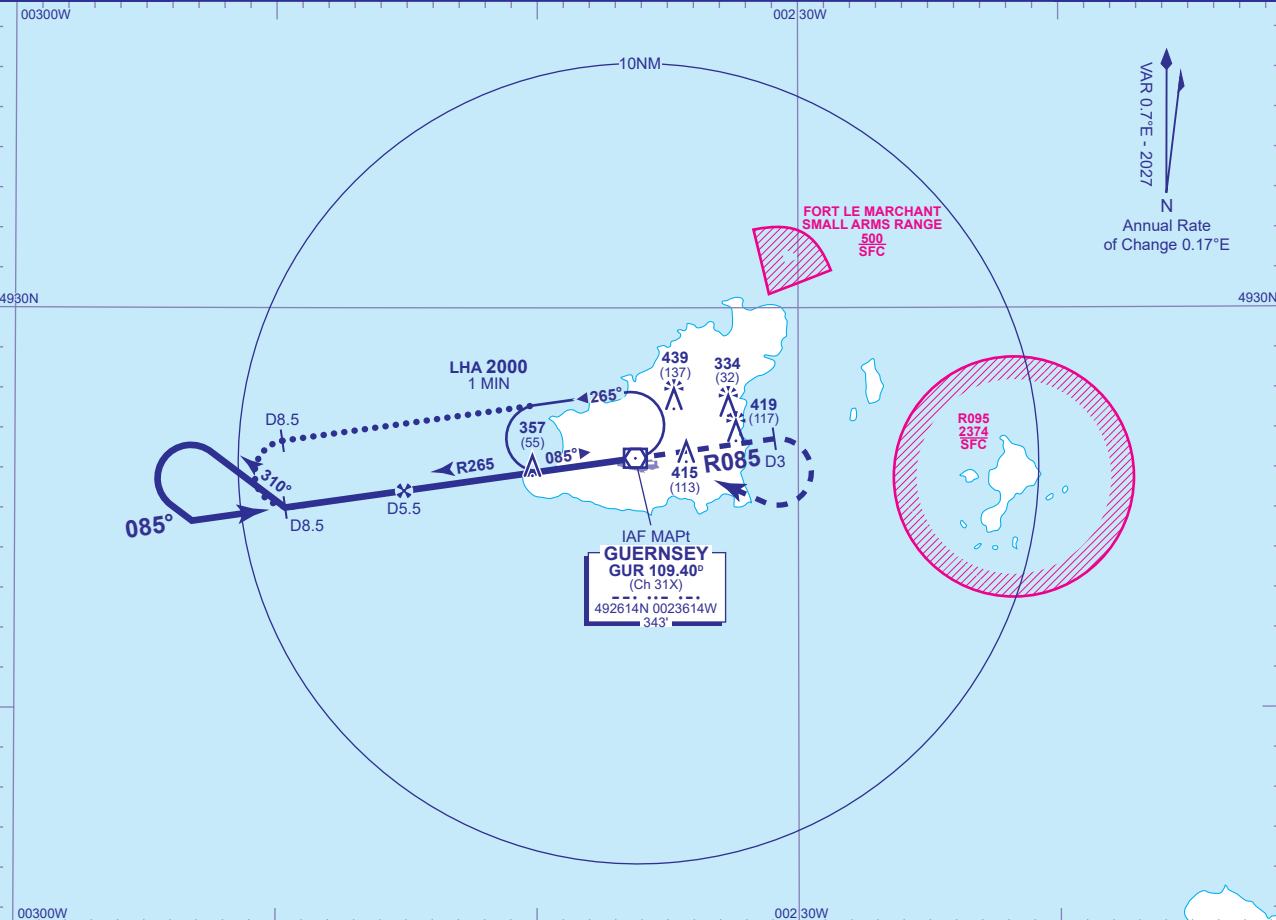


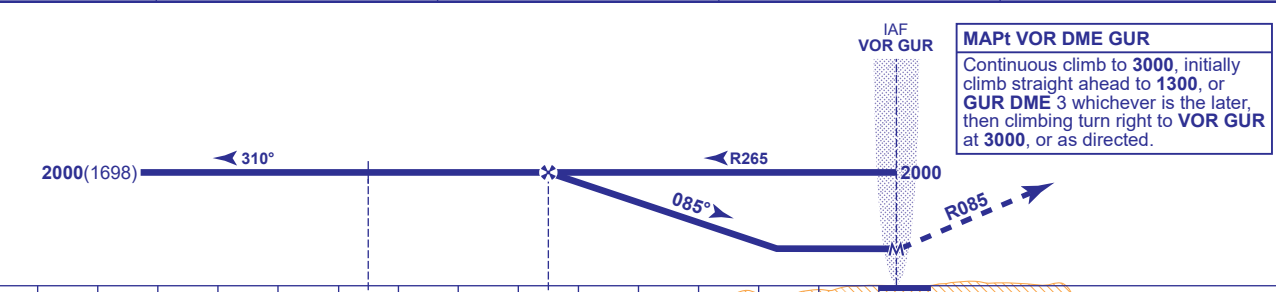
INSTRUMENT APPROACH CHART - ICAO

GUERNSEY
VOR/DME
RWY 09
(ACFT CAT A,B,C,D)

 MSA 25NM VOR GUR	APP	128.655	GUERNSEY APPROACH	AD ELEVATION	336	VOR/DME RWY 09 (ACFT CAT A,B,C,D)
	TWR	119.955	GUERNSEY TOWER	THR ELEVATION	302	
	GMC	121.805	GUERNSEY GROUND	OBSTACLE ELEVATION 439 AMSL (137) (ABOVE THR)		
	RAD	124.505	GUERNSEY RADAR			
	ATIS	109.400	GUERNSEY INFORMATION	BEARINGS ARE MAGNETIC		
TRANSITION ALTITUDE						5000



RECOMMENDED PROFILE Gradient 5.24%, 320FT/NM				
DME GUR	5	4	3	2
ALT(HGT)	1820(1518)	1500(1198)	1180(878)	860(558)



		D8.5		D5.5		0		DME GUR reads 0.4NM at THR RWY 09				
Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	640(338)	640(338)	640(338)	640(338)		FT/MIN	850	740	640	530	420
	NO DME	690(388)	690(388)	690(388)	690(388)							
VM(C)OCA (OCH AAL)	Total Area	830(494)	830(494)	930(594)	1030(694)							

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Extend the outbound leg of the VOR GUR holding pattern to GUR DME 8.5 then turn left to establish on FAT. When established, descend from the FAF GUR DME 5.5 to MDA(H).

AIRCRAFT UNABLE TO RECEIVE DME
BASIC PROCEDURE: As for main procedure with DME except fly outbound for 2 MIN prior to procedure turn right to established on the FAT, descend to MDA(H).
ALTERNATIVE PROCEDURE: As for main procedure with DME except fly outbound leg of racetrack for 2.5 MIN. When established inbound, descend to MDA(H).

NOTE
1 FAT is offset 4° south from RWY 09 C/L.
2 Aircraft will normally be required to hold not lower than 3000.

CHANGE (2/26): MAG INFO REVISED.