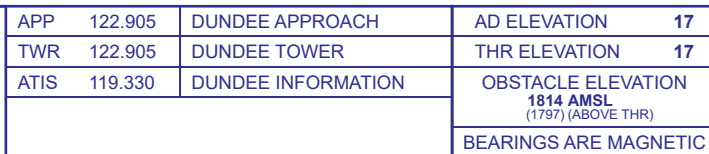


**DUNDEE
LOC/DME
RWY 09**
(ACFT CAT A,B,C)



WARNING
The intermediate and final approach segments of this procedure cross high ground.
DO NOT DESCEND BELOW PROCEDURE MNM ALT/HGT.

WARNING
All procedural ranges from DME I-DDE are referenced to THR RWY 09

MAX 210KIAS for procedure.

Procedure not available without DME I-DDE.

NDB(L) DND required.

DND 394
562718N 0030654W

I-DDE 108.10°
(Ch 18X)
562708N 0030043W
31'

D604
1500
(OCLL 9000)
SFC

VAR 0.2° W - 2027
Annual Rate of Change 0.20° E

PERTH/SCONE

LEUCHARS

LHA 3000 1 MIN

FL104

091°

072°

253° CAT A,B

238° CAT C

D8

D6.7

D6.5

D2

D1

1814
(1797)

1213
(1196)

1493

1159

1237

652
(635)

296
(279)

452
(435)

595
(578)

555
(538)

576
(559)

654
(637)

236
(219)

518
(501)

413
(396)

488
(471)

395

624

935

1028

919

00330W

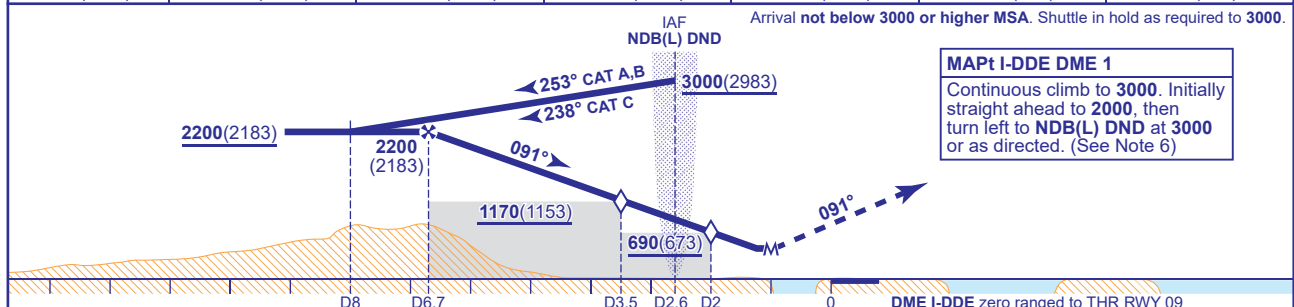
00300W

5630N

5630N

MATZ-126.500

DME I-DDE	6	5	4	3.5 (SDF)	3	2 (SDF)
ALT(HGT)	1970(1953)	1650(1633)	1330(1313)	1170(1153)	1010(993)	690(673)



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 conflict 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 135°M and climb to **2000**(1983) before turning right to return to NDB(L) DND at **3000**. Pilots should advise ATC on turning onto 135°M and expect to change to Leuchars Approach when instructed for radar assistance.

AD 2-EGPN-8-2