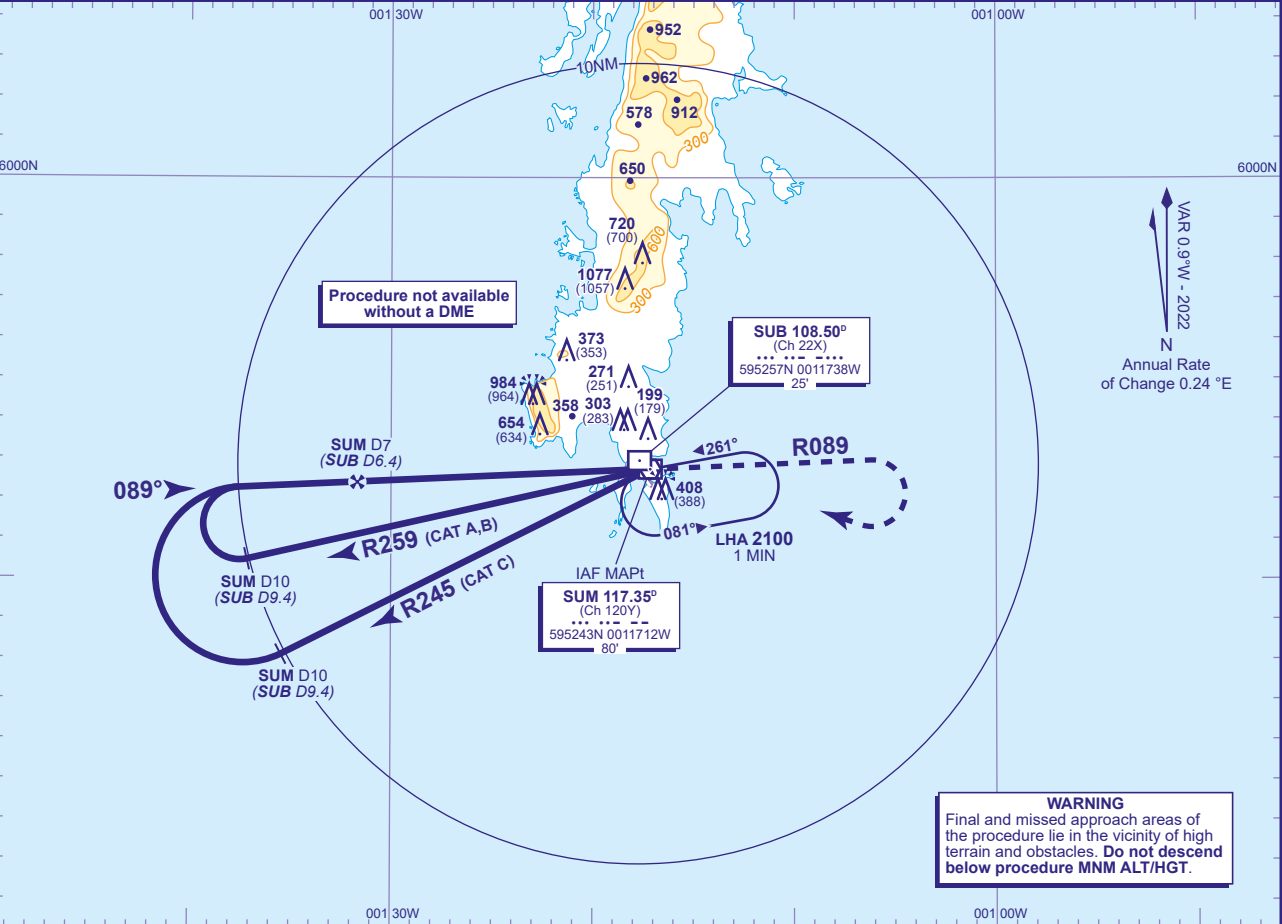


INSTRUMENT APPROACH CHART - ICAO

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

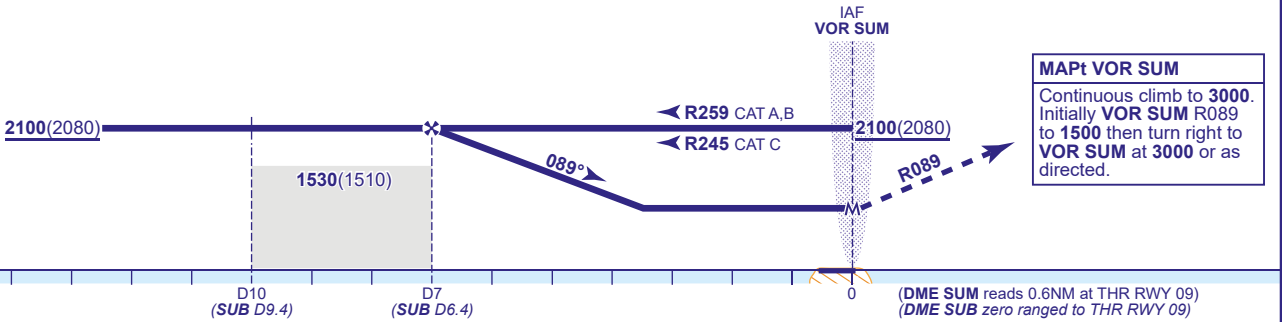
<div>MSA 25NM</div> <div><div>24</div><div>081°</div><div>090°</div><div>21</div></div> <div>VOR SUM</div>	TWR 118.255	SUMBURGH TOWER	AD ELEVATION 21
	RAD 131.300, 123.155	SUMBURGH RADAR	THR ELEVATION 20
	ATIS 125.855	SUMBURGH INFORMATION	OBSTACLE ELEVATION 1077 AMSL (1057) (ABOVE THR)
	AFIS 118.255	SUMBURGH INFORMATION	BEARINGS ARE MAGNETIC

TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 5.22%, 317FT/NM			
SUM DME(SUB)	6(5.4)	5(4.4)	4(3.4)
ALT(HGT)	1790(1770)	1470(1450)	1150(1130)

Arrival not below MSA. Shuttle in hold as necessary.



Aircraft Category		A	B	C	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	900(880)	900(880)	900(880)		FT/MIN	850	740	630	530	420
VM(C)OCA (OCH AAL)	Total Area	900(879)	1200(1179)	1400(1379)							
	Restricted (See Note 2)	900(879)	900(879)	1130(1109)							

NOTE 1 FAT is offset 5.1° north of the extended RWY C/L and intercepts the RWY C/L 1.6NM from the THR.  
2 Reduced VM(C) minima applies to aircraft which manoeuvre outside the quadrant north of RWY 09/27 C/L and west of RWY 15/33 C/L.

CHANGE (13/23): VOR/DME SUM RECALIBRATED. RADIALS.