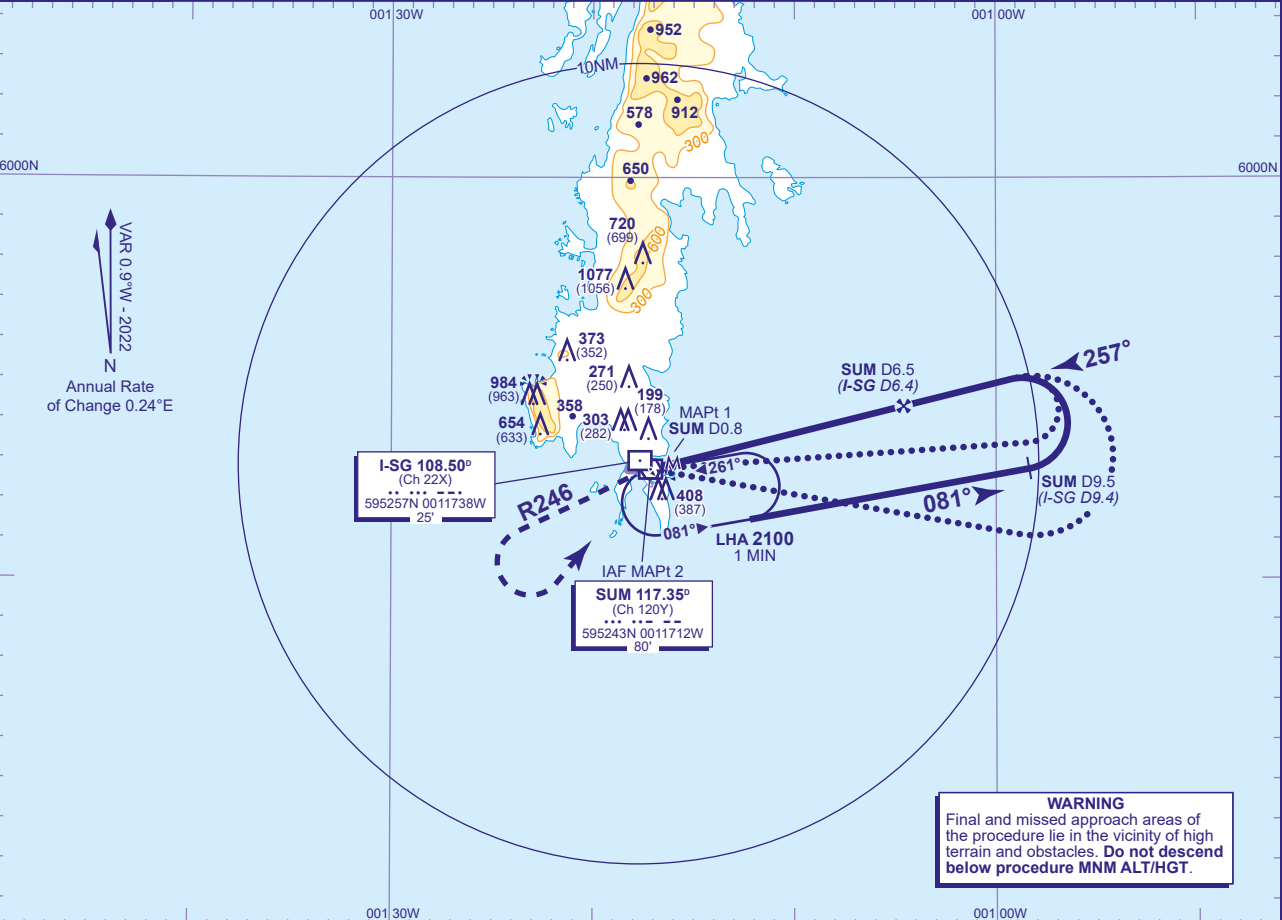


INSTRUMENT APPROACH CHART - ICAO

SUMBURGH
VOR/DME
RWY 27
(ACFT CAT A,B,C)

<div><div>MSA</div><div><div>24</div><div>090°</div><div>21</div></div><div>VOR SUM</div></div>	TWR 118.255	SUMBURGH TOWER	AD ELEVATION 21	TRANSITION ALTITUDE 6000
	RAD 131.300, 123.155	SUMBURGH RADAR	THR ELEVATION 21	
	ATIS 125.855	SUMBURGH INFORMATION	OBSTACLE ELEVATION 1077 AMSL (1056) (ABOVE THR)	
	AFIS 118.255	SUMBURGH INFORMATION	BEARINGS ARE MAGNETIC	



WARNING
Final and missed approach areas of the procedure lie in the vicinity of high terrain and obstacles. **Do not descend below procedure MNM ALT/HGT.**

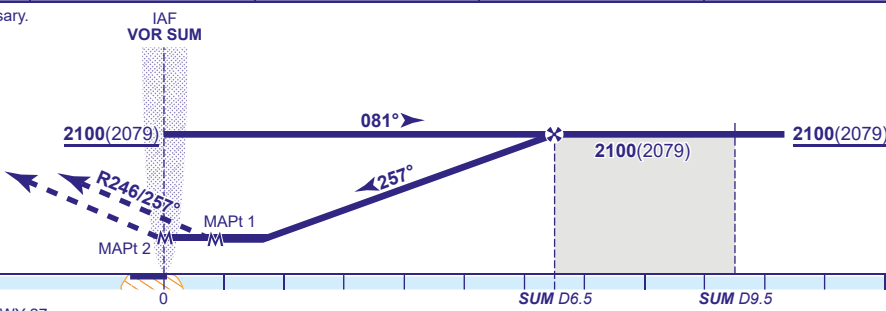
RECOMMENDED PROFILE Gradient 5.21%, 316FT/NM

SUM DME (I-SG)	6(5.9)	5(4.9)	4(3.9)	3(2.8)	2(1.8)
ALT(HGT)	1940(1919)	1630(1609)	1310(1289)	990(969)	680(659)

Arrival **not below** MSA. Shuttle in hold as necessary.

MAPt 1 (WITH DME) SUM DME 0.8
MAPt 2 (NO DME) SUM VOR

Continuous climb to **3000**. Initially straight ahead to **VOR SUM** then turn left to establish on **SUM VOR R246**. On reaching **1500** turn left to **VOR SUM** climbing to **3000** or as directed.



I-SG DME zero ranged to THR RWY 27

Aircraft Category		A	B	C	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	560(539)	560(539)	560(539)		FT/MIN	840	740	630	530	420
	NO DME	590(569)	590(569)	590(569)							
Total Area		800(779)	1200(1179)	1400(1379)							
VM(C)OCA (OCH AAL)		Restricted (See Note 3)	800(779)	1130(1109)							

ALTERNATIVE PROCEDURE
From overhead **VOR SUM**: From overhead **not below 2100(2079)** fly outbound on SUM VOR R086 (CAT A,B), SUM VOR R101 (CAT C) **not below 2100(2079)**. At SUM DME 9.5 (I-SG DME 9.4) base turn left to establish on the FAT. Once established continue as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME Advise ATC. Fly outbound on Racetrack or Alternative Baseturn procedure for 3MIN (CAT A,B) 2.5MIN(CAT C), then turn left to establish on the FAT. Once established descend to OCA(H).

NOTE 1 FAT is offset 6.8° north of the extended RWY C/L and intercepts the RWY C/L 0.4NM from the THR.
2 Due to the relative position of VOR/DME SUM and the THR of RWY 27, DME SUM does not provide reliable ranges to the THR.
3 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.