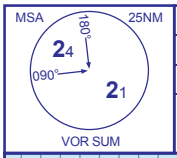
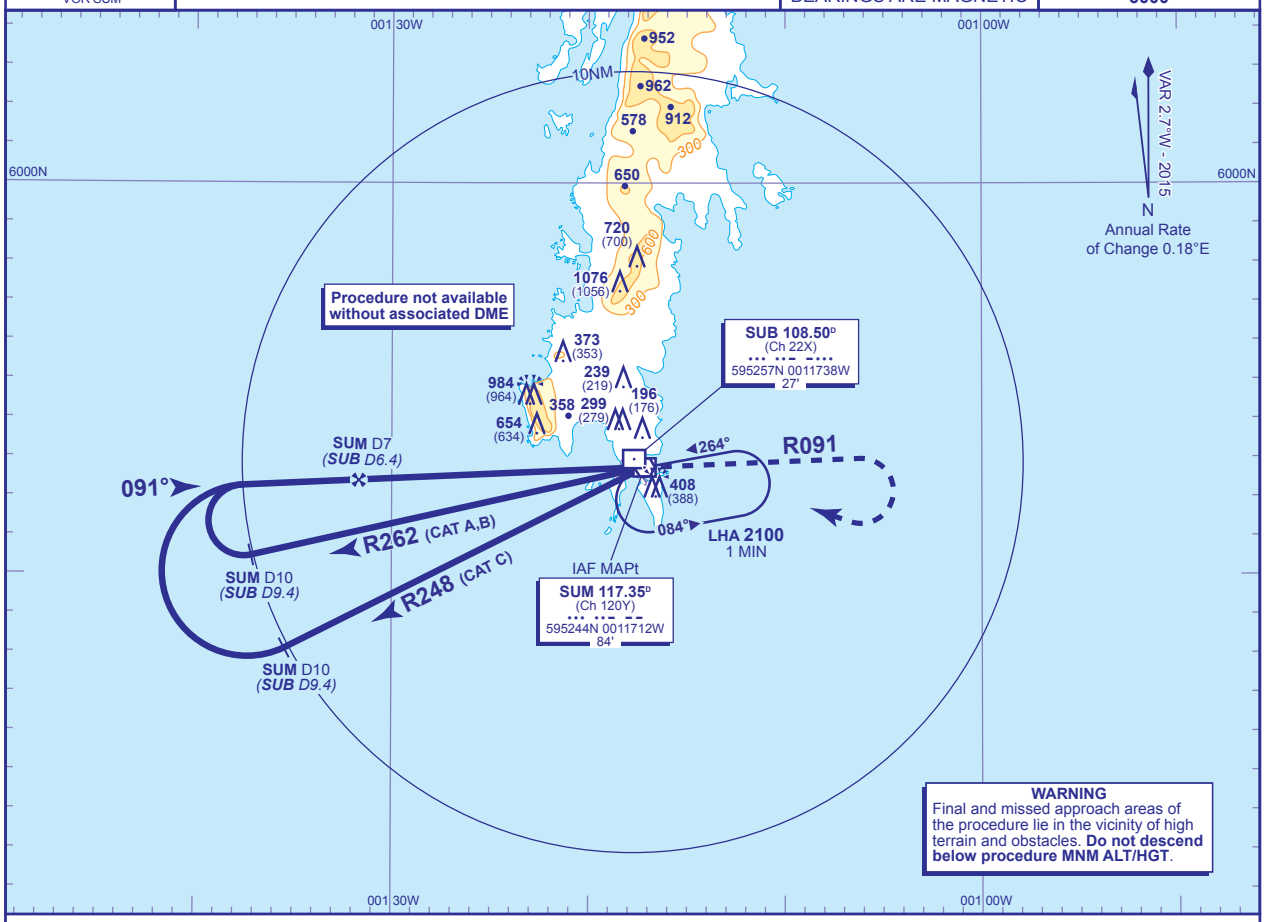
INSTRUMENT APPROACH CHART - ICAO

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



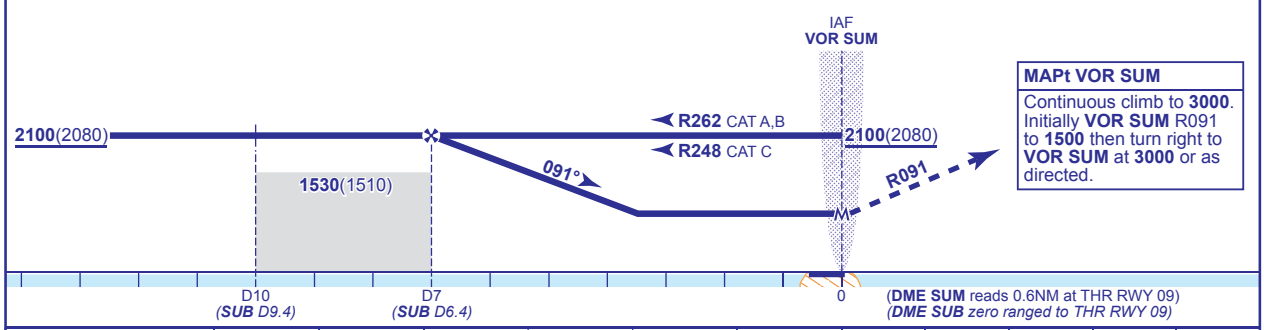
TWR	118.250	SUMBURGH TOWER	AD ELEVATION	21	
RAD	131.300, 123.150	SUMBURGH RADAR	THR ELEVATION	20	
ATIS	125.850	SUMBURGH INFORMATION	OBSTACLE ELEVATION **1076 AMSL** (1056) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE **6000**



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.



MAPt VOR SUM
Continuous climb to **3000**. Initially **VOR SUM** R091 to **1500** then turn right to **VOR SUM** at **3000** or as directed.

Aircraft Category		A	B	C
OCA (OCH)	**Procedure**	**900**(880)	**900**(880)	**900**(880)
VM(C)OCA (OCH AAL)	**Total Area**	**900**(879)	**1200**(1179)	**1400**(1379)
	Restricted (See Note 2)	**900**(879)	**900**(879)	**1130**(1109)

Rate of descent						
	G/S KT	160	140	120	100	80
	FT/MIN	850	740	630	530	420

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 (2/16): VOR SUM RECALIBRATED. FAT. MAP.

AERO INFO DATE 5 NOV 15