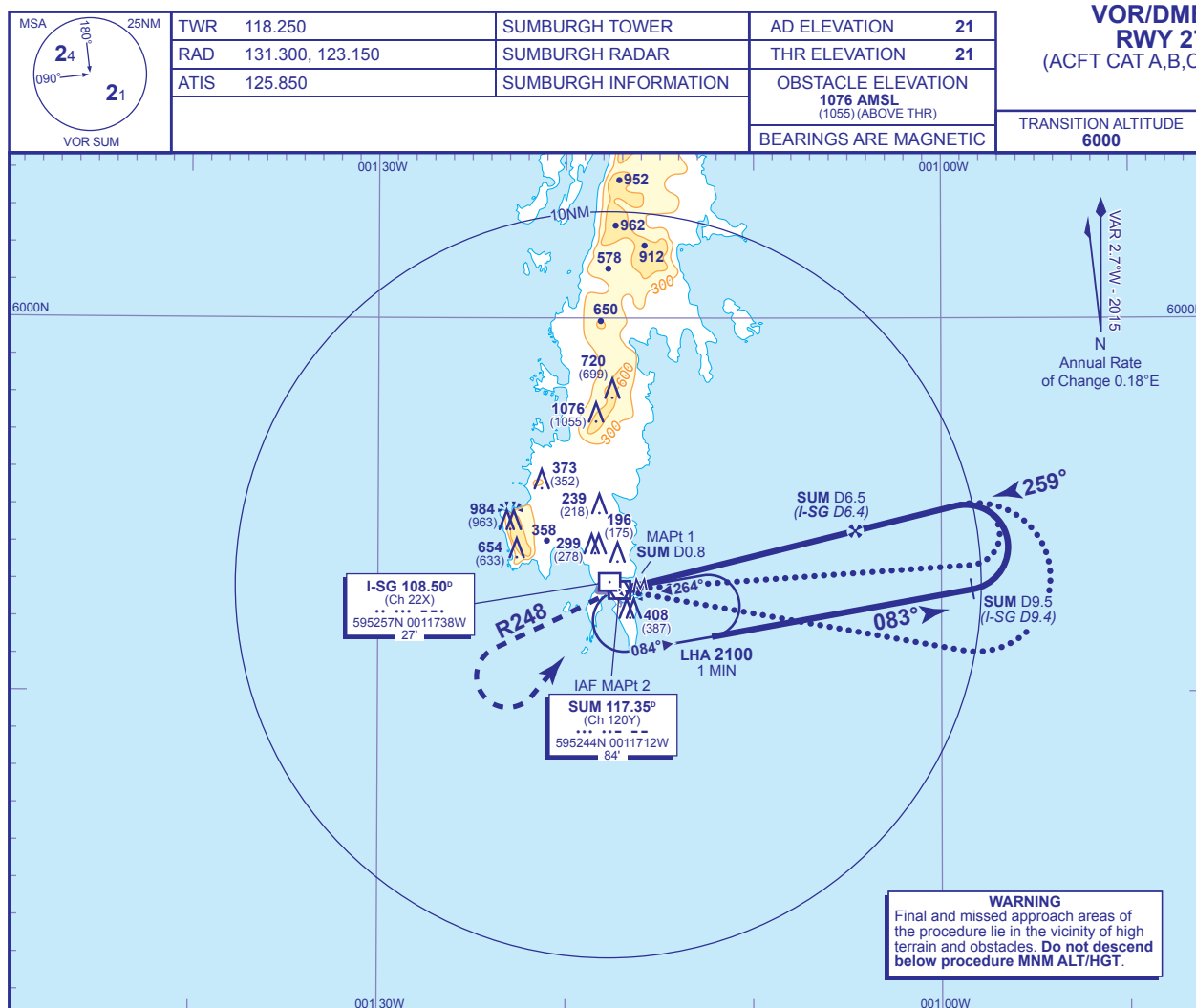


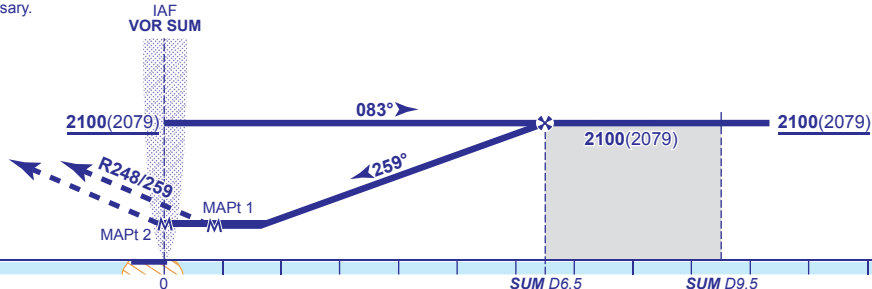
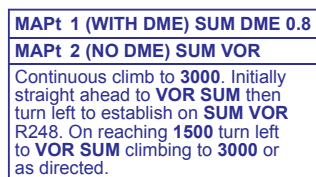
INSTRUMENT APPROACH CHART - ICAO

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



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.



I-SG DME zero ranged to THR RWY 27					SUM D6.5 (D6.4)			SUM D9.5 (D9.4)			
Aircraft Category		A	B	C	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	550(529)	550(529)	550(529)		FT/MIN	840	740	630	530	420
	NO DME	580(559)	580(559)	580(559)							
VM(C)OCA (OCH AAL)	Total Area	800(779)	1200(1179)	1400(1379)							
	Restricted (See Note 3)	800(779)	800(779)	1130(1109)							

ALTERNATIVE PROCEDURE

From overhead VOR SUM: From overhead **not below 2100**(2079) fly outbound on SUM VOR R089 (CAT A,B), SUM VOR R104 (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.
NOTE 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.
NOTE 3 Reduced VMC(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): SUM VOR RECALIBRATED. RADIALS.

AERO INFO DATE 5 NOV 15