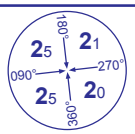
INSTRUMENT APPROACH CHART - ICAO

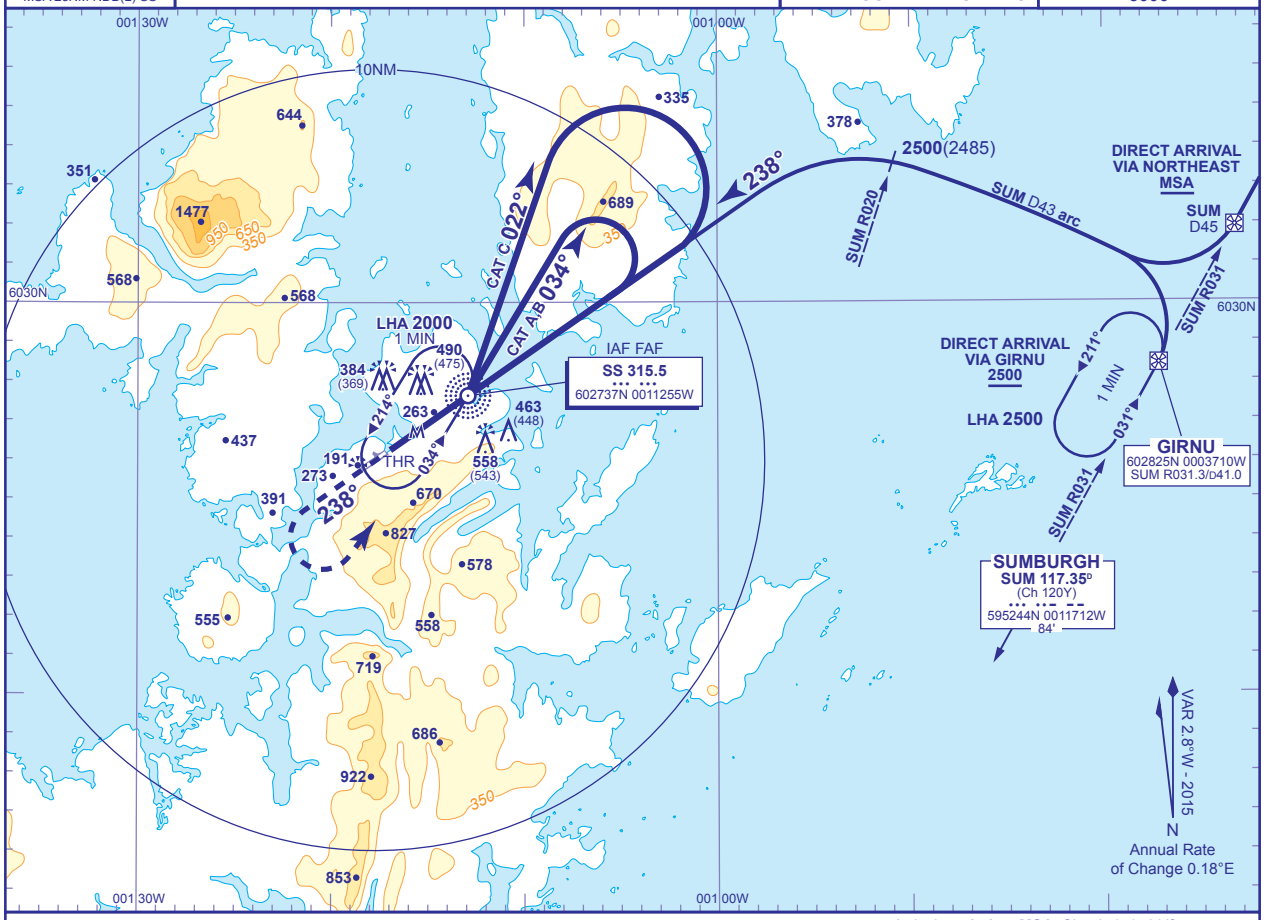
SCATSTA NDB(L) RWY 24
(ACFT CAT A,B,C)



MSA 25NM NDB(L) SS

APP	131.000	SCATSTA APPROACH	AD ELEVATION	81	
TWR	123.600	SCATSTA TOWER	THR ELEVATION	15	
RAD	131.000	SCATSTA RADAR	OBSTACLE ELEVATION		
ATIS	128.500	SCATSTA INFORMATION	558 AMSL (543) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		

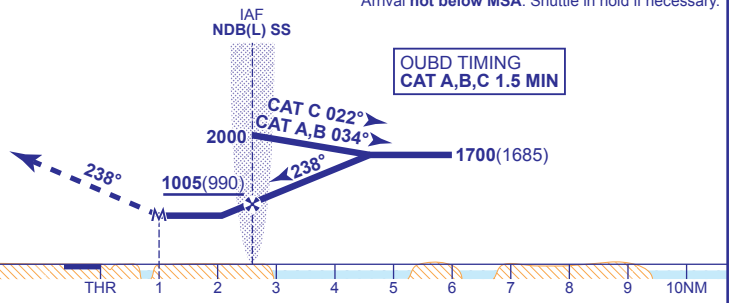
TRANSITION ALTITUDE **3000**



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

MAPt 1.6NM after NDB(L) SS
(1NM before THR RWY 24)

Climb straight ahead to **1500** then climbing turn left to return to **NDB(L) SS** at **2000**.



Aircraft Category		A	B	C
OCA (OCH)	Procedure	**740**(725)	**740**(725)	**740**(725)
VM(C)OCA (OCH AAL)	Total Area	**1110**(1029)	**1200**(1119)	**1300**(1219)
	North of RWY 06/24	**680**(599)	**790**(709)	**890**(809)

Rate of descent (see note 1)	G/S KT	160	140	120	100	80
	FT/MIN	990	820	700	580	470
FAF to MAPt	MIN:SEC	0:36	0:41	0:48	0:57	1:12

DIRECT ARRIVAL via GIRNU.
When cleared for approach and overhead GIRNU on final inbound leg of hold not below 2500, turn left to intercept and follow SUM DME 43 arc anti-clockwise. At lead radial SUM R020 commence left turn to intercept FAT. Once established on the FAT descend to 1700 and continue as for main procedure.

DIRECT ARRIVAL via Northeast (SUM VOR R031).
At SUM DME 45, not below 2500, turn right to intercept and follow SUM DME 43 arc anti-clockwise. At lead radial SUM R020 commence left turn to intercept FAT. Once established on the FAT descend to 1700 and continue as for main procedure.

NOTE 1 Rates of descent are based on a nominal descent gradient of 6.1% from the FAF.

CHANGE (5/16): PAGE RENUMBERED.

AERO INFO DATE 29 JAN 16