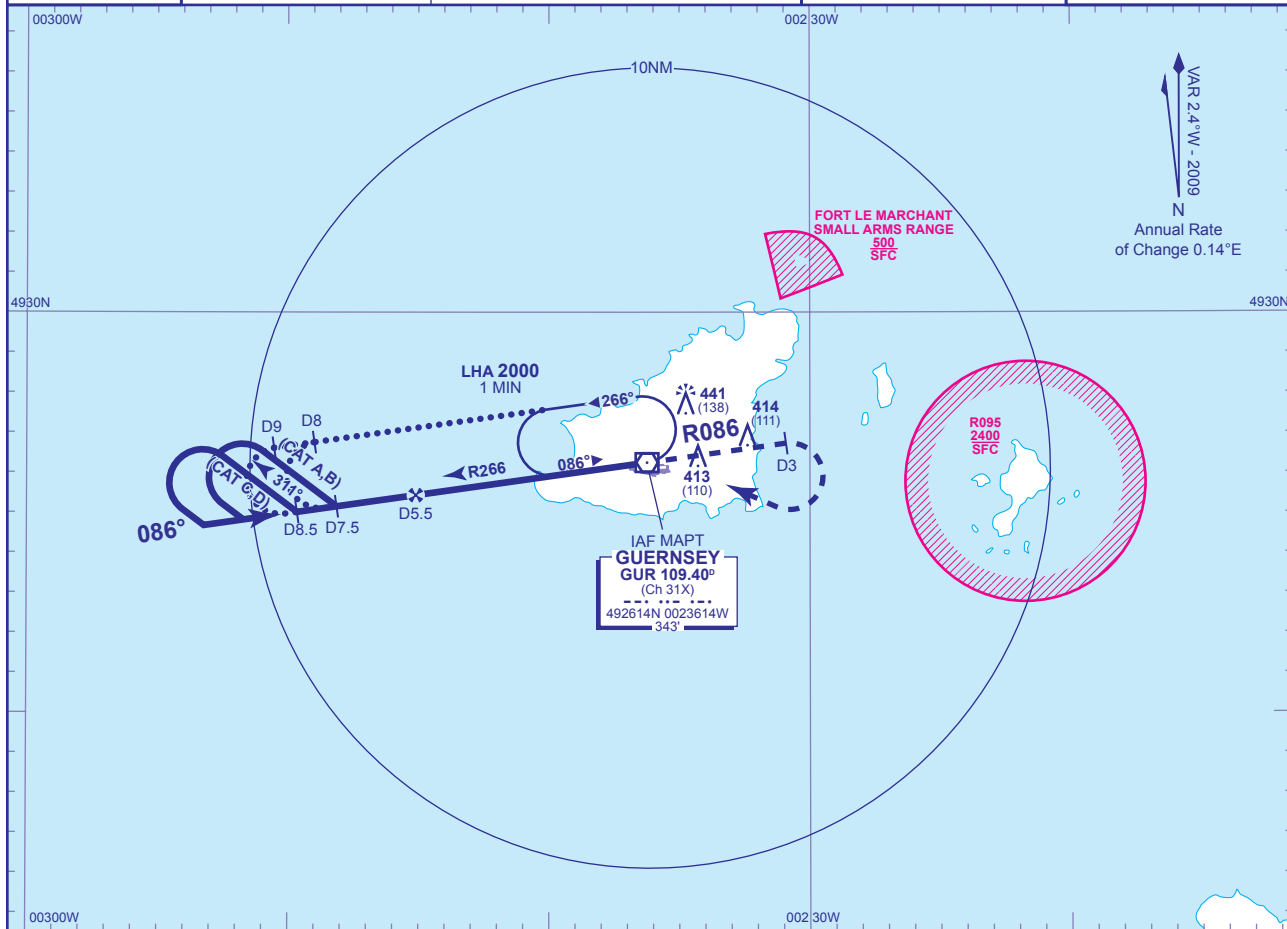


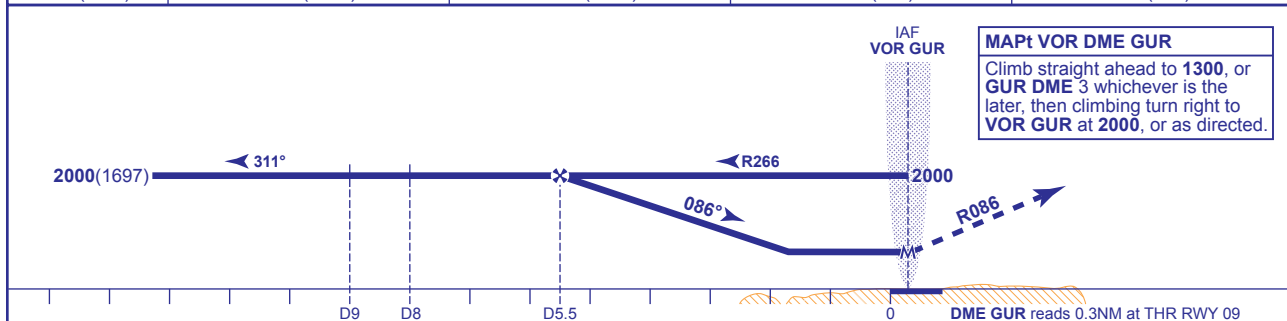
**INSTRUMENT APPROACH CHART - ICAO**

**GUERNSEY  
VOR/DME  
RWY 09**  
(ACFT CAT A,B,C,D)

<p>MSA 25NM VOR GUR</p>	APP 128.650, 121.500*	GUERNSEY APPROACH (*Emergency)	AD ELEVATION <b>336</b>
	TWR 119.950	GUERNSEY TOWER	THR ELEVATION <b>303</b>
	GMC 121.800	GUERNSEY GROUND	OBSTACLE ELEVATION <b>441 AMSL</b> (138) (ABOVE THR)
	RAD 118.900, 124.500	GUERNSEY RADAR	BEARINGS ARE MAGNETIC
	ATIS 109.400	GUERNSEY INFORMATION	TRANSITION ALTITUDE <b>3000</b>



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM			
DME GUR	5	4	3
ALT(HGT)	1840(1537)	1520(1217)	1200(897)
			2
			880(577)



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
		WITH DME	640(337)	640(337)	640(337)		640(337)	FT/MIN	850	740	640	530
VM(C)OCA (OCH AAL)		Total Area	750(414)	750(414)	850(514)	850(514)						

**ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN**  
Extend the outbound leg of the VOR GUR holding pattern to GUR DME 8 (CAT A,B); GUR DME 9 (CAT C,D) then turn left to establish on FAT. When established, descend from the FAF GUR DME 5.5 to MDH.

**AIRCRAFT UNABLE TO RECEIVE DME**  
BASIC PROCEDURE: As for main procedure with DME except fly outbound for 2.5 MIN (CAT A,B); 2 MIN (CAT C,D) prior to procedure turn right to established on the FAT, descend to MDH.  
ALTERNATIVE PROCEDURE: As for main procedure with DME except fly outbound leg of racetrack for 3 MIN (CAT A,B); 2.5 MIN (CAT C,D). When established inbound, descend to MDH.

**NOTE** FAT is offset 4° south from RWY 09 C/L.  
**CHANGE:** MAG VAR. COM.