

GENERAL**Operational Hours****ATS Hours / AD Operator Hours**

MON-FRI 0730-2000±, SAT 0730-1600±, SUN 1045-2000±, other times O/R.

Airport Information

RFF: CAT 5, CAT 6 AVBL with 24HR PN

Fire: "Sumburgh Fire" 121.600 AVBL when fire vehicle attending aircraft on GND in EMERG.

Fuel: MON-FRI 0700-2000±, SAT 0730-1430±, SUN 1015-1945±

PCN: RWY 09/27: 20 /F/B/W/T, RWY 15/33: 31 /F/B/X/T

Customs: O/R

Operation**RWY Restriction**

RWY 15/33:

- LDG during hours of darkness prohibited except in an EMERG.
- TKOF during hours of darkness only permitted after PPR.

TWY Restriction

TWY C, North TWY width 18m / 59ft.

East and South TWY width 15m / 49ft.

Warnings

During strong winds, turbulence has to be expected during LDG or TKOF from any RWY.

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR United Kingdom.

LOC 09

LOC is offset 2.2° south of RWY-centerline and intercepts at 0.8NM from THR.

LOC 27

LOC is offset 2.6° north of RWY-centerline and intercepts at 0.4NM from THR. Fly-up indications may not be received fully when below GP and right of CL.

A main road crosses RWY 09 undershoot immediately before the painted RWY THR. Road will be CLSD by barriers prior to any ARR or DEP.

Birds in vicinity of AD.

ARRIVAL**Communication**

COM Failure: See CRAR and in addition;

Radar vectoring

Initial APCH: Continue visually or by means of an appropriate final APCH aid. If not possible proceed at 2100ft (or last assigned LVL if higher) to SUM VOR.

Intermediate and final APCH: Continue visually or by means of an appropriate final APCH aid. If not possible follow MISAP to SUM VOR.

ARRIVAL**Arrival Procedure****Non-standard GP Intercept Position on RWY 27**

GP intercepts RWY 27 at *326m / 1069ft* after landing threshold.

Remaining DIST beyond GP is *934m / 3065ft*.

DEPARTURE**Take-off Minima**

RWY		09/27	
A, B, C	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN
D		Not applicable	-
RWY		15/33	
A, B, C	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN
D		Not applicable	-

Communication

COM Failure: See CRAR.

ATC Slot, Clearance

Full ATC clearance AVBL from EOBT - 15min.

Report stand/spot number on initial contact with TWR.

De-Icing

AVBL

Effective 13-SEP-2018

06-SEP-2018

LSI-EGPB

United Kingdom Sumburgh

AGC

AFC

AFC

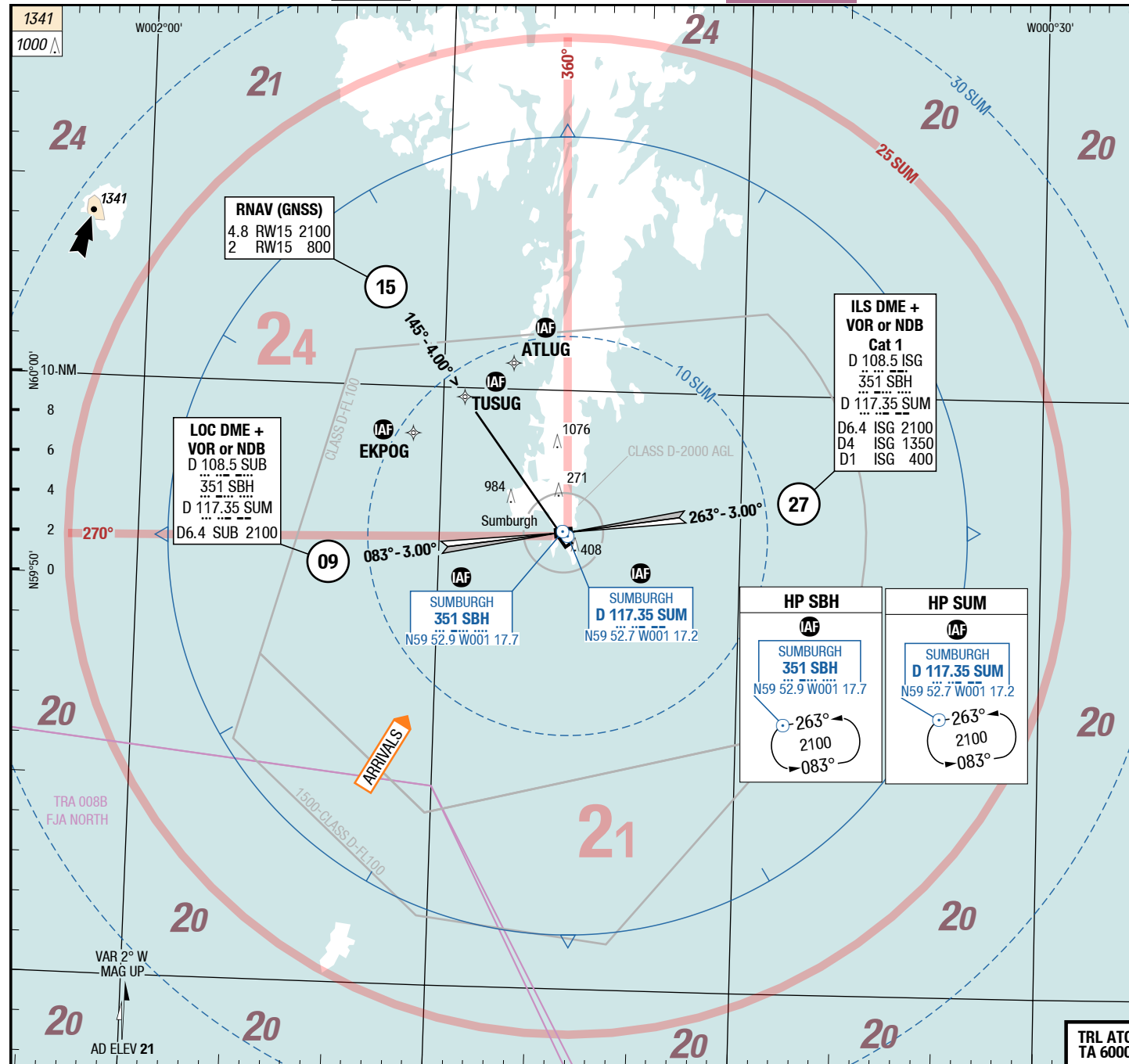
AFC

Sumburgh United Kingdom

AGC

AFC

2-10



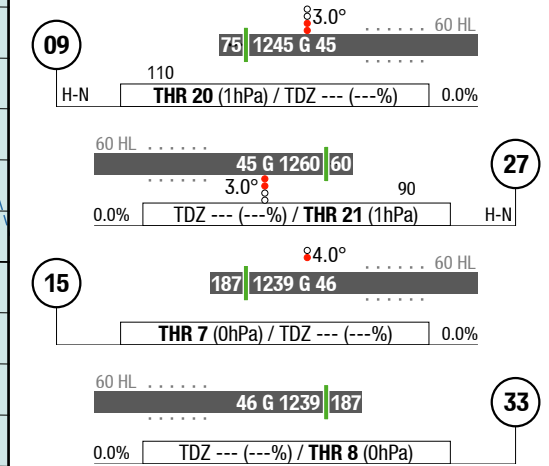
ATIS 125.855 Mon-Fri 0730-2000†
Sat 0730-1600†
Sun 1045-2000† and by arrangement

Info 118.255 Outside TWR hours and O/R

RAD 131.300 0700-2230†
123.150 0700-2230†

TWR 118.255 Mon-Fri 0730-2000†
Sat 0730-1600†
Sun 1045-2000† and by arrangement

Landing RWY system:



Changes: Completely revised

Effective 13-SEP-2018

06-SEP-2018

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AGC

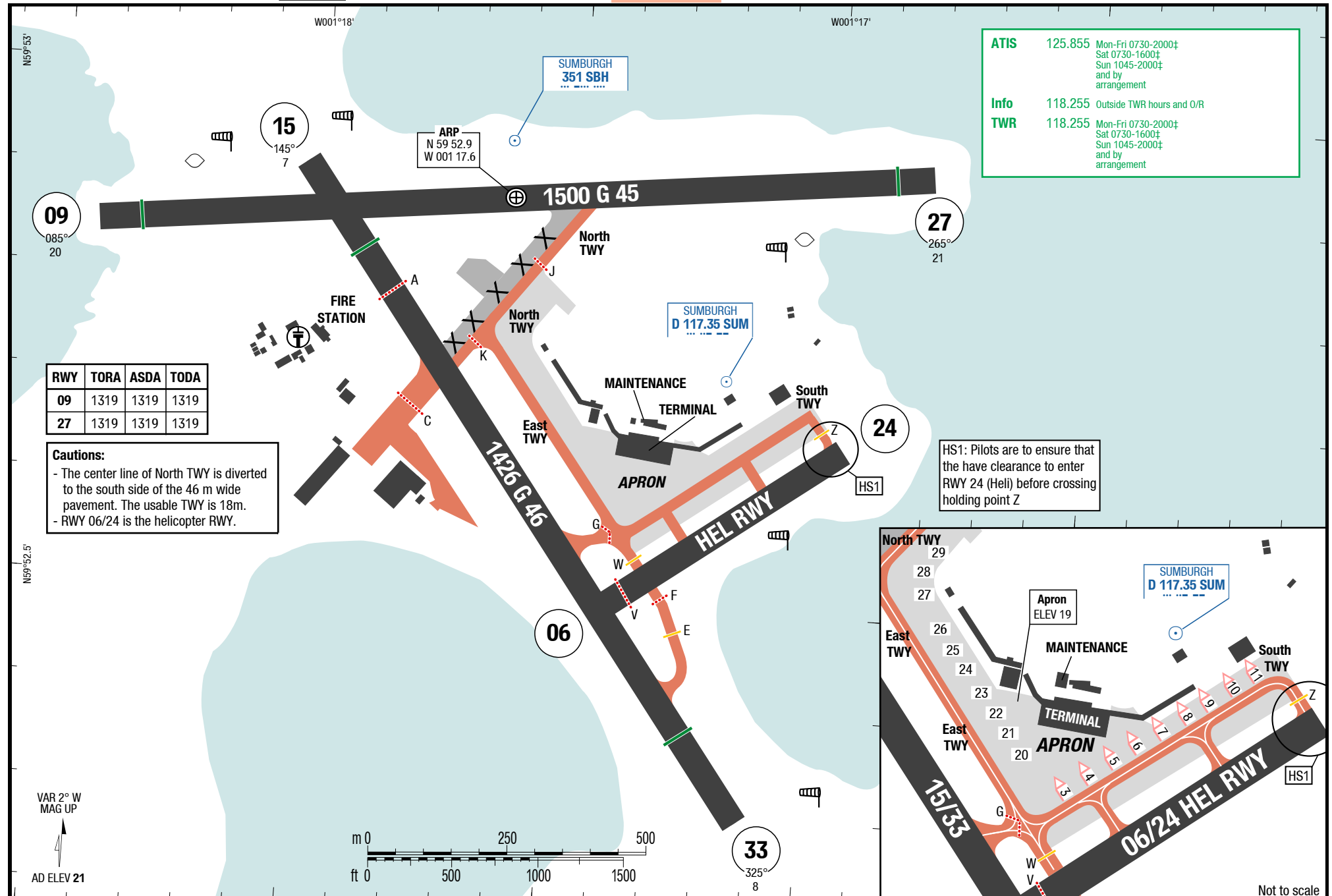
AGC

AGC

Sumburgh United Kingdom

AGC

3-20



Changes: FREQ, HS

Effective 13-SEP-2018

06-SEP-2018

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United Kingdom Sumburgh

ARRIVALS (VOR DME 007 DEG)

6-10

ARRIVALS RWYs 09/27

STAR

STAR

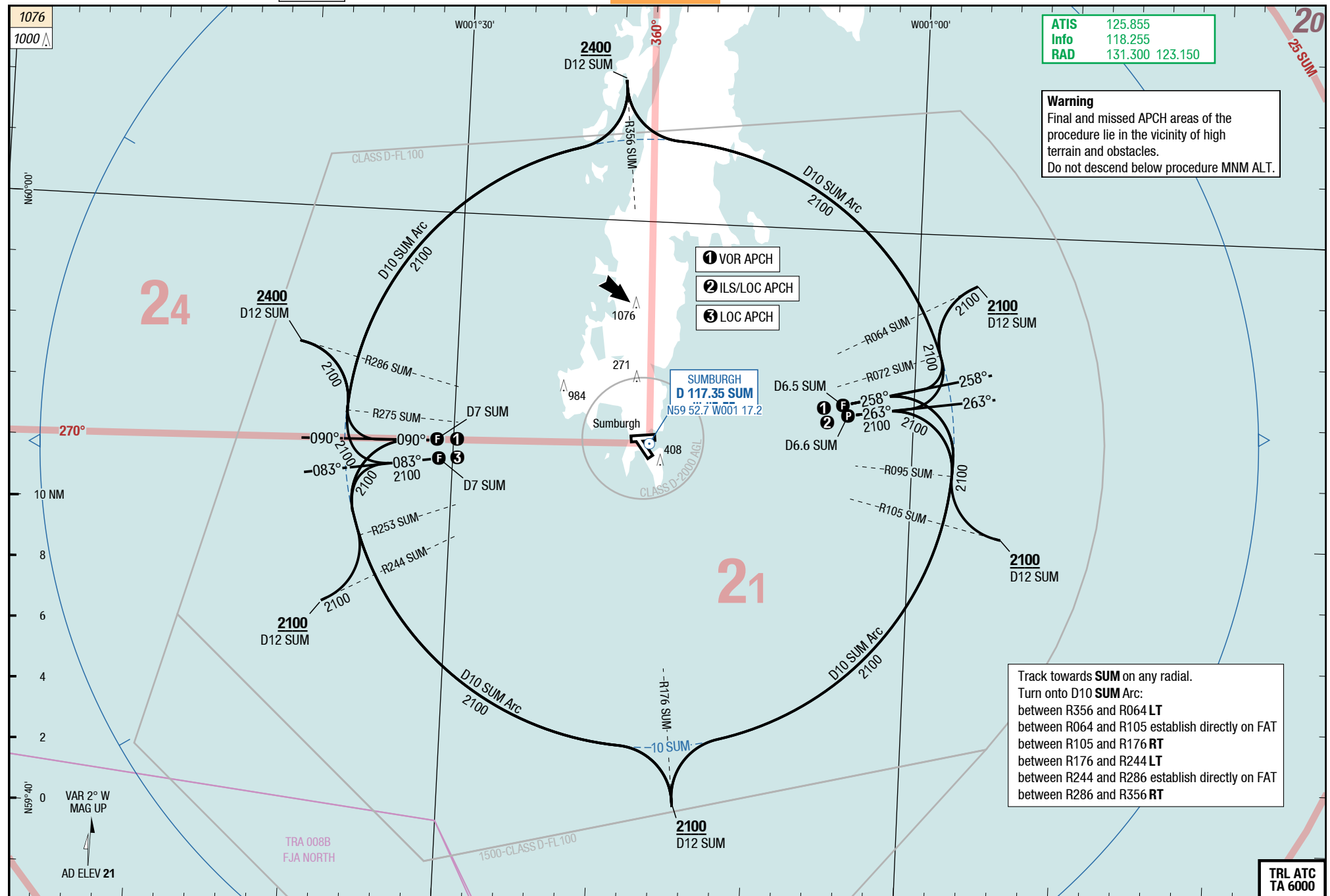
Sumburgh United Kingdom

ARRIVALS (VOR DME 007 DEG)

ARRIVALS RWYs 09/27

ATIS	125.855
Info	118.255
RAD	131.300 123.150

Warning
Final and missed APCH areas of the procedure lie in the vicinity of high terrain and obstacles.
Do not descend below procedure MNM ALT.



Track towards SUM on any radial.
Turn onto D10 SUM Arc:
between R356 and R064 LT
between R064 and R105 establish directly on FAT
between R105 and R176 RT
between R176 and R244 LT
between R244 and R286 establish directly on FAT
between R286 and R356 RT

TRL ATC
TA 6000

Changes: FREQ, Track, OBST

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06-SEP-2018

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United Kingdom **Sumburgh**

6-20

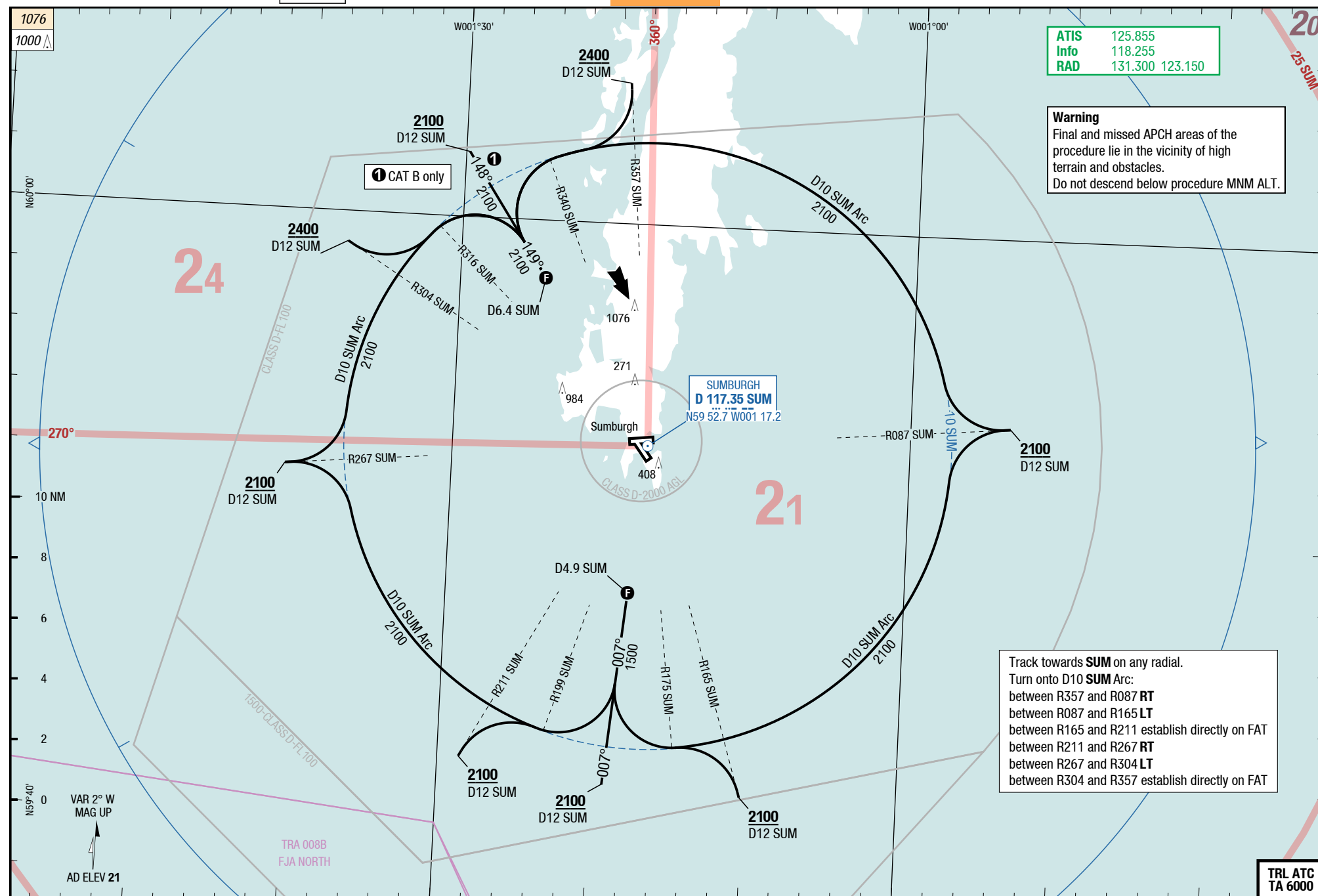
ARRIVALs (VOR DME 007 DEG)

STAR

STAR

Sumburgh United Kingdom

ARRIVALs (VOR DME 007 DEG)



Changes: FREQ, Track, OBST, SUAs

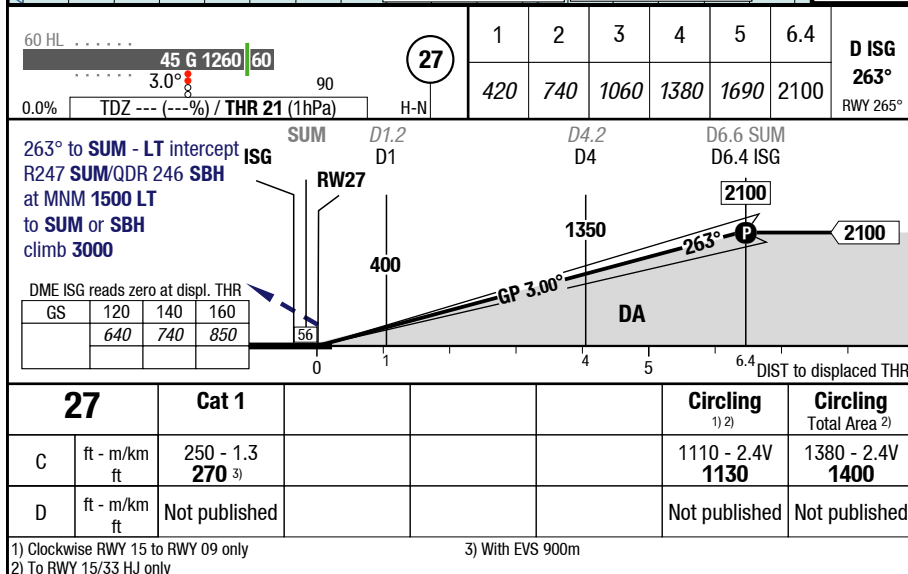
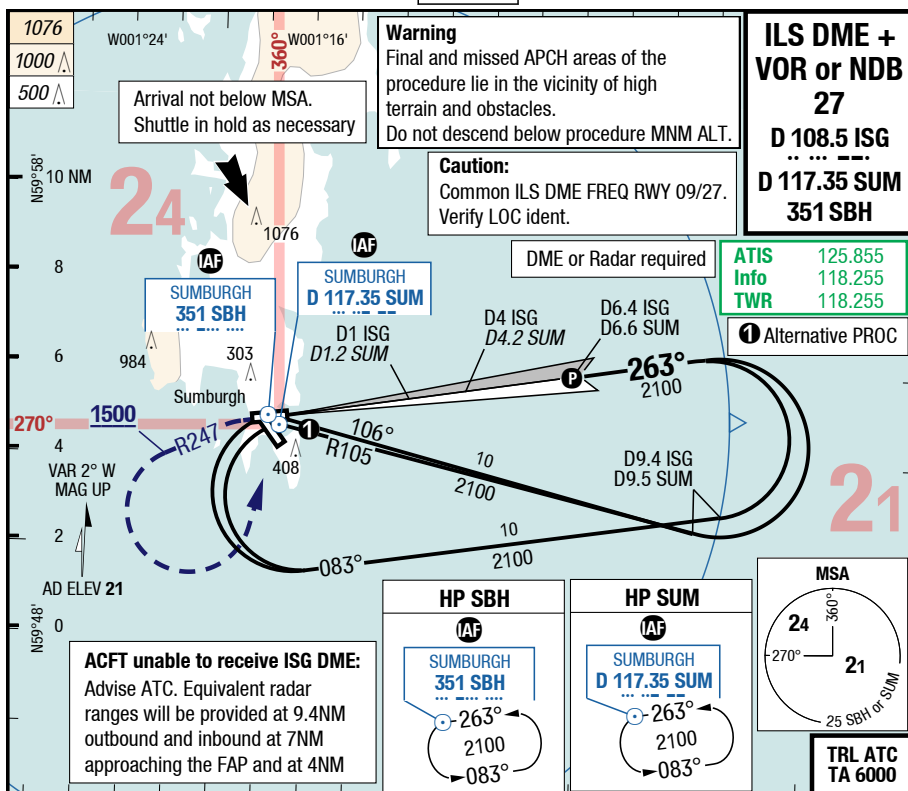
TRL ATC
TA 6000

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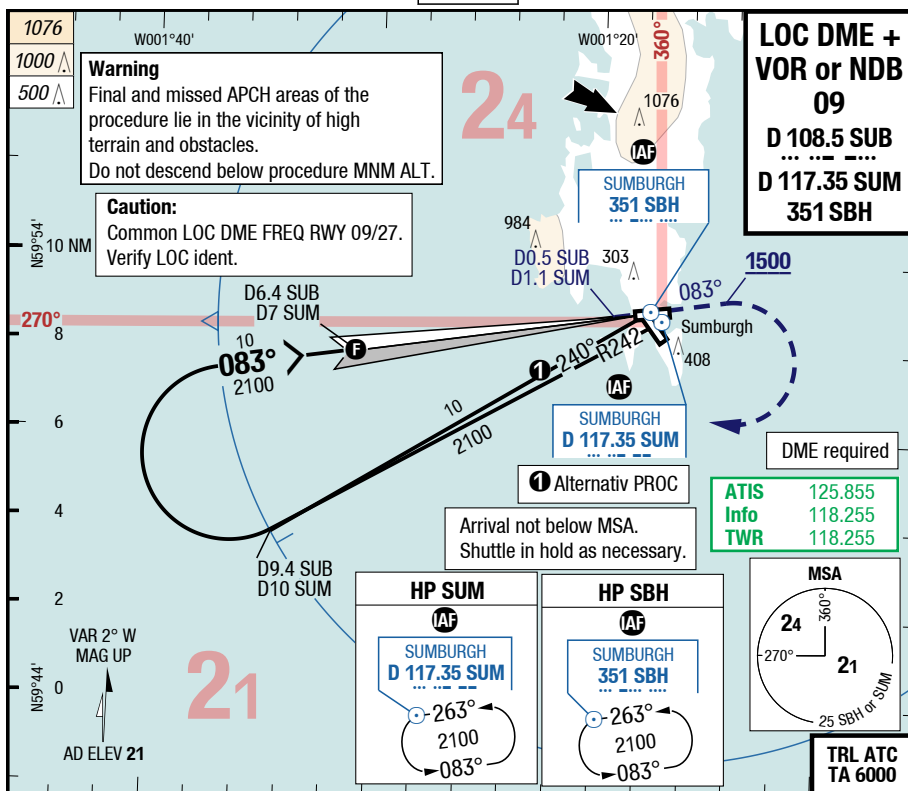
7-10

ILS DME + VOR or NDB 27

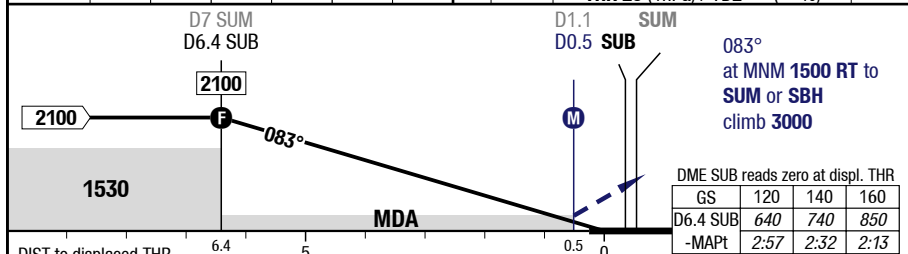


7-20

LOC DME + VOR or NDB 09



3.00° D SUB 083° RWY 085°	6.4	5	4	3	2	1	<div> <div>09</div> <div>H-N</div> <div> <div>110</div> <div>THR 20 (1hPa) / TDZ --- (---%)</div> <div>0.0%</div> </div> </div>
	2100	1680	1360	1040	730	410	



09		LOC DME				Circling 1) 2)	Circling Total Area 2)
C	ft - m/km ft	280 - 1.3 300				1110 - 2.4V 1130	1380 - 2.4V 1400
D	ft - m/km ft	Not published				Not published	Not published

1) Clockwise RWY 15 to RWY 09 only

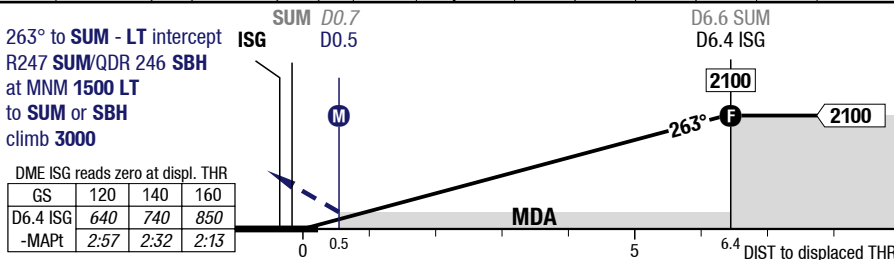
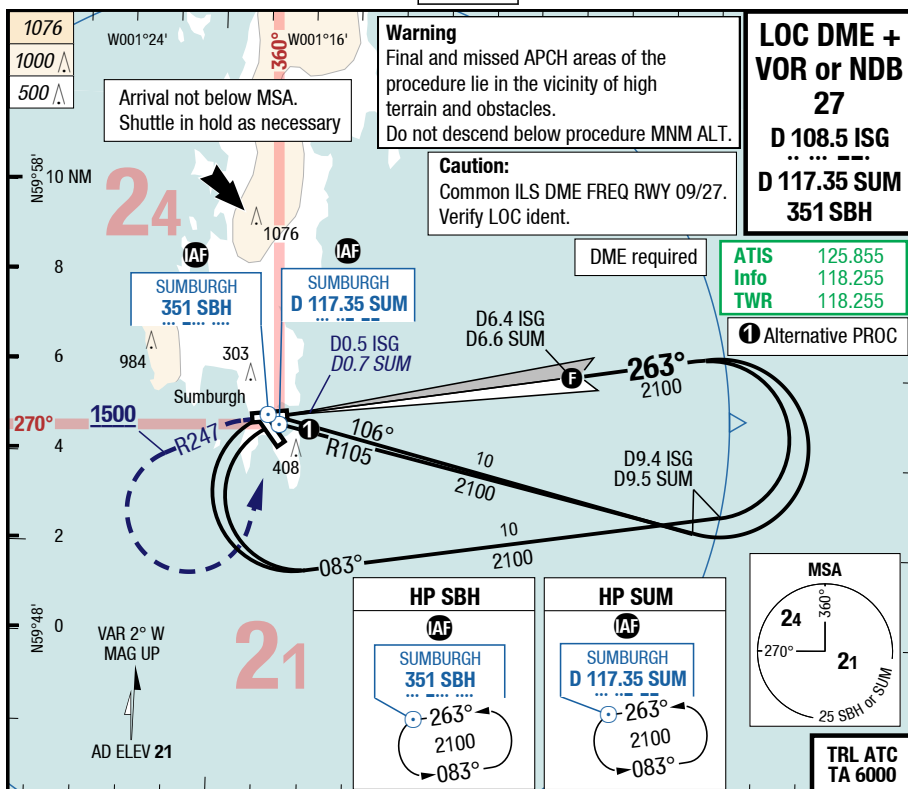
2) To RWY 15/33 HJ only

Changes: Completely revised

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7-30

LOC DME + VOR or NDB 27



27	LOC DME				Circling 1) 2)	Circling Total Area 2)
C	ft - m/km ft	310 - 1.4 330			1110 - 2.4V 1130	1380 - 2.4V 1400
D	ft - m/km ft	Not published			Not published	Not published

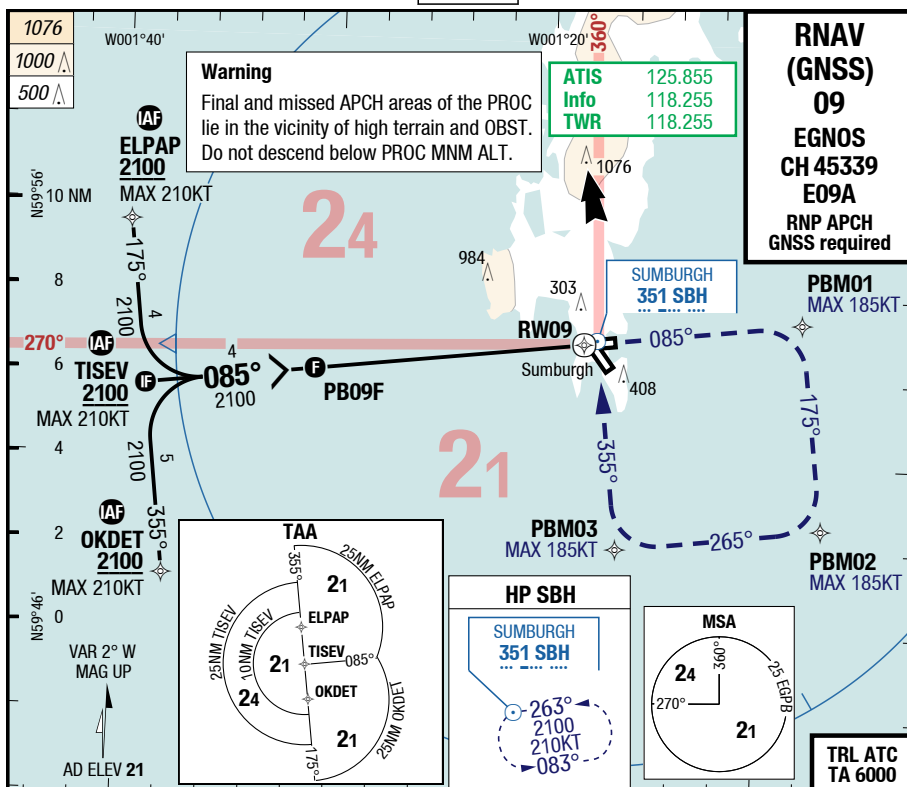
1) Clockwise RWY 15 to RWY 09 only

2) To RWY 15/33 HJ only

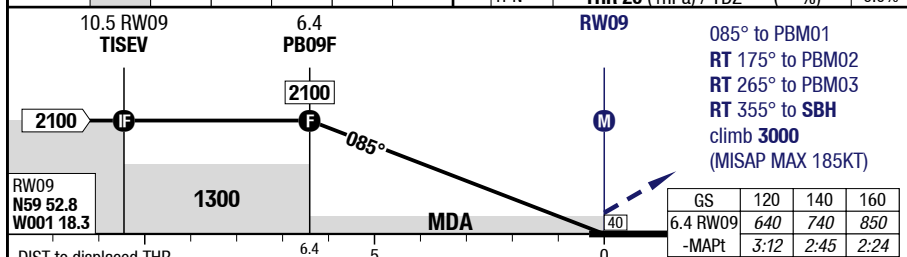
Changes: new

7-50

RNAV (GNSS) 09



3.00° RW09	6.4	5	4	3	2	<div> <div>09</div> <div>H-N</div> </div>	<div> <div>83.0°</div> <div>75 1245 G 45</div> <div>60 HL</div> </div>
	2100	1660	1340	1020	700		<div> <div>110</div> <div>THR 20 (1hPa) / TDZ --- (---%)</div> <div>0.0%</div> </div>



09		RNAV GNSS LPV	RNAV GNSS LNAV			Circling 1) 2)	Circling Total Area 2)
C	ft - m/km ft	320 - 1.4 340 3)	610 - 2.4 630			1110 - 2.4V 1130	1380 - 2.4V 1400
D	ft - m/km ft	Not published	Not published			Not published	Not published

1) Clockwise RWY 15 to RWY 09 only

3) With EVS 900m

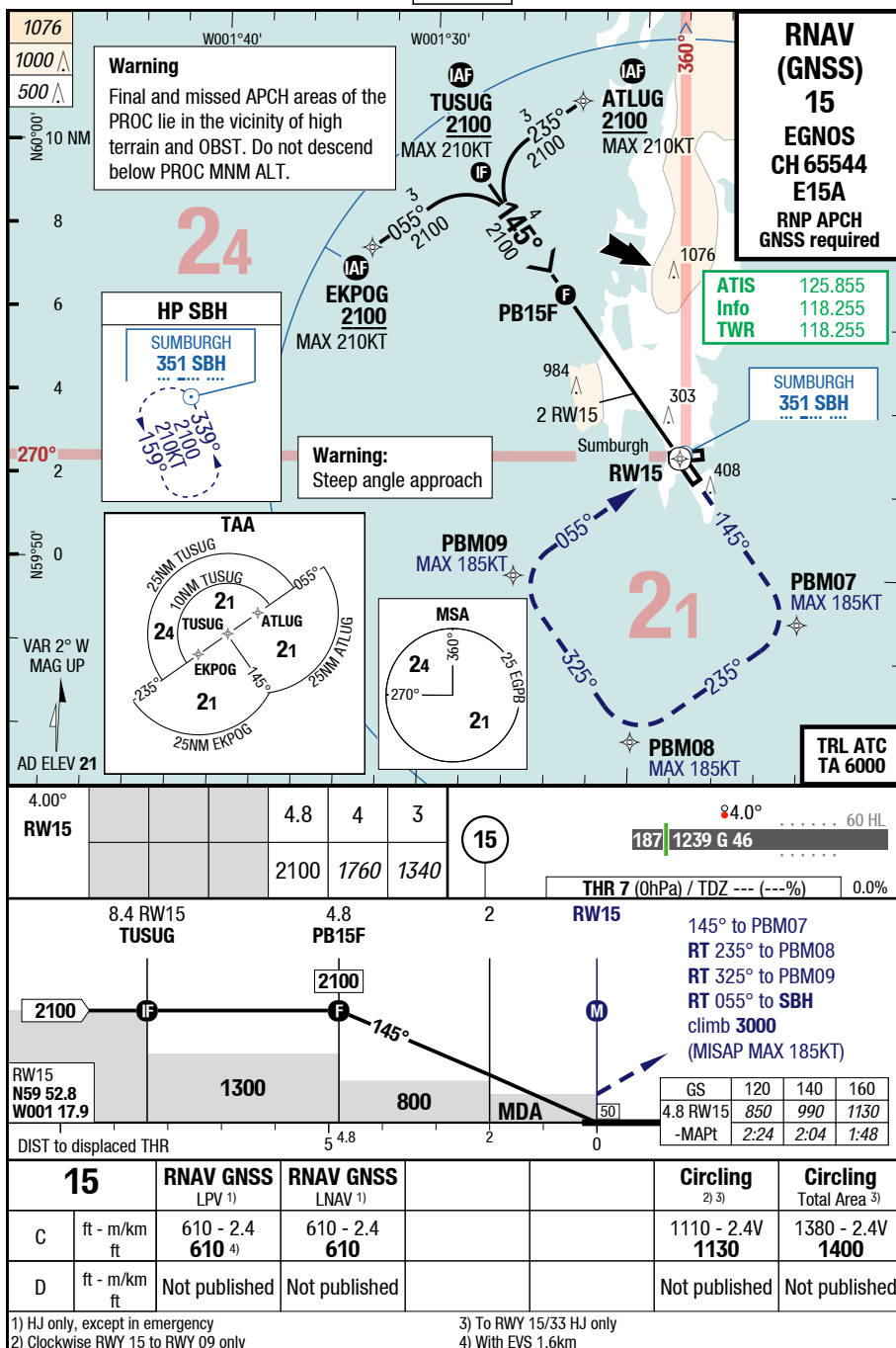
2) To RWY 15/33 HJ only

Changes: new

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7-60

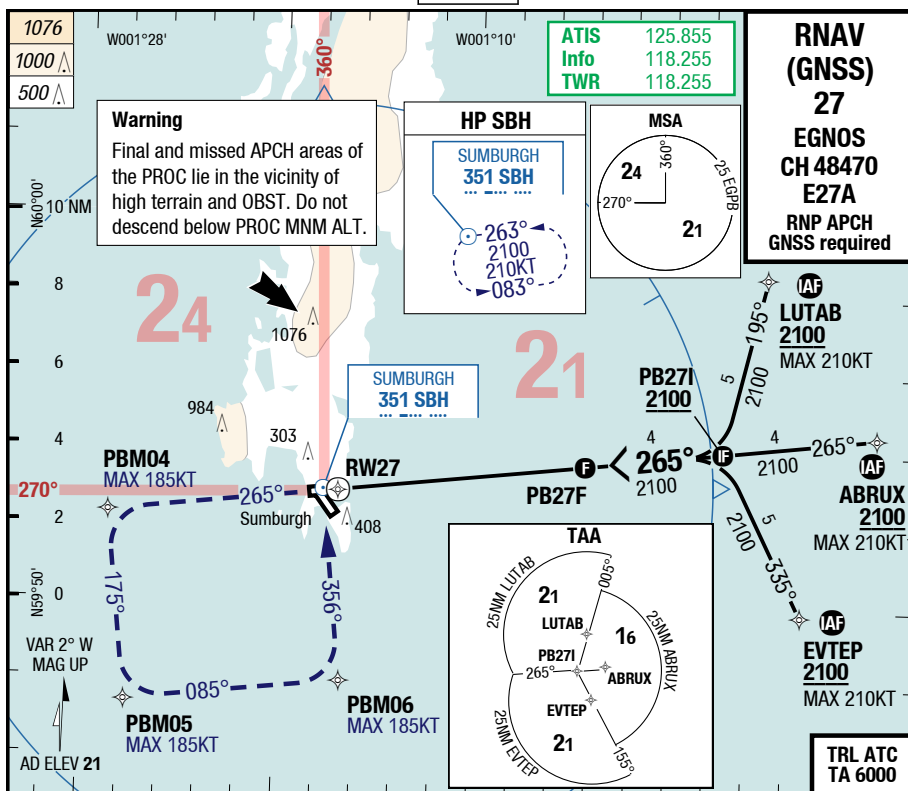
RNAV (GNSS) 15



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7-70

RNAV (GNSS) 27



60 HL 45 G 1260 60
3.0°
0.0% TDZ --- (---%) / THR 21 (1hPa)

27

3	4	5	6	6.4	3.00°
1020	1340	1660	1980	2100	RW27

265° to PBM04
LT 175° to PBM05
LT 085° to PBM06
LT 356° to SBH
climb 3000
(MISAP MAX 185KT)

RW27

6.4

10 RW27

GS	120	140	160
6.4 RW27	640	740	850
-MAPt	3:12	2:45	2:24

40

MDA

1500

RW27
N59 52.9
W001 16.9

DIST to displaced THR

27	RNAV GNSS	RNAV GNSS	RNAV GNSS	RNAV GNSS	Circling	Circling
	LPV GA 3.0%	LPV GA 2.5%	LNAV GA 5.0%	LNAV GA 2.5%	1) 2)	Total Area 2)
C	ft - m/km ft 300 - 1.4 330 3)	390 - 1.8 410 4)	450 - 2.1 470	710 - 2.4 730	1110 - 2.4V 1130	1380 - 2.4V 1400
D	ft - m/km ft Not published	Not published	Not published	Not published	Not published	Not published

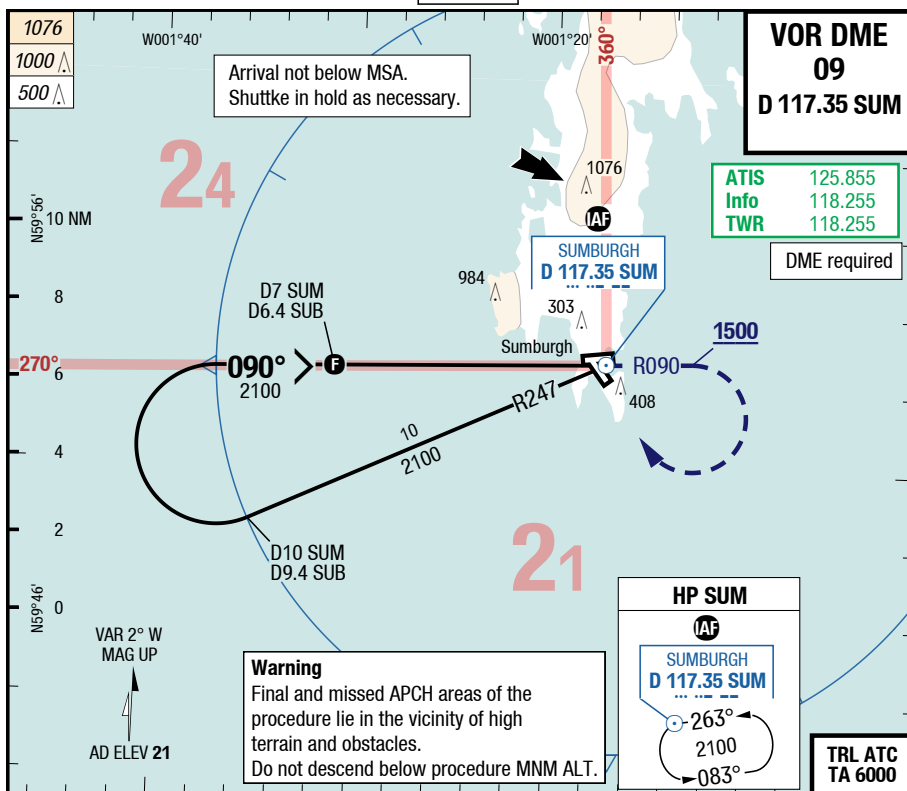
1) Clockwise RWY 15 to RWY 09 only
2) To RWY 15/33 HJ only

3) With EVS 900m
4) With EVS 1.2km

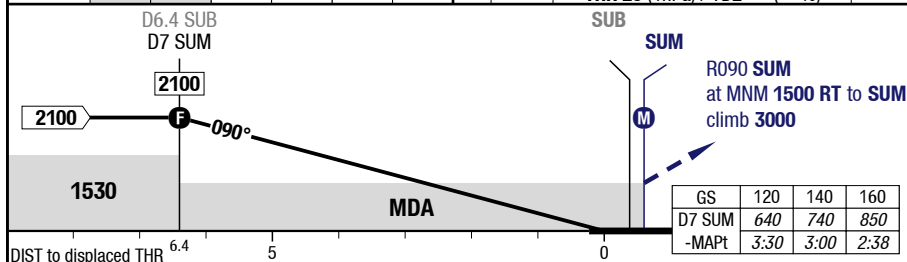
Changes: new

7-90

VOR DME 09



3.00°			7	6	5	4		83.0°	60 HL
D SUM							09	75 1245 G 45	
090°			2100	1790	1480	1160	H-N	110	
RWY 085°								THR 20 (1hPa) / TDZ --- (---%)	0.0%



09	VOR DME				Circling 1) 2)	Circling Total Area 2)
C	ft - m/km ft	880 - 4.0 900			1110 - 4.0V 1130	1380 - 4.0V 1400
D	ft - m/km ft	Not published			Not published	Not published

1) Clockwise RWY 15 to RWY 09 only

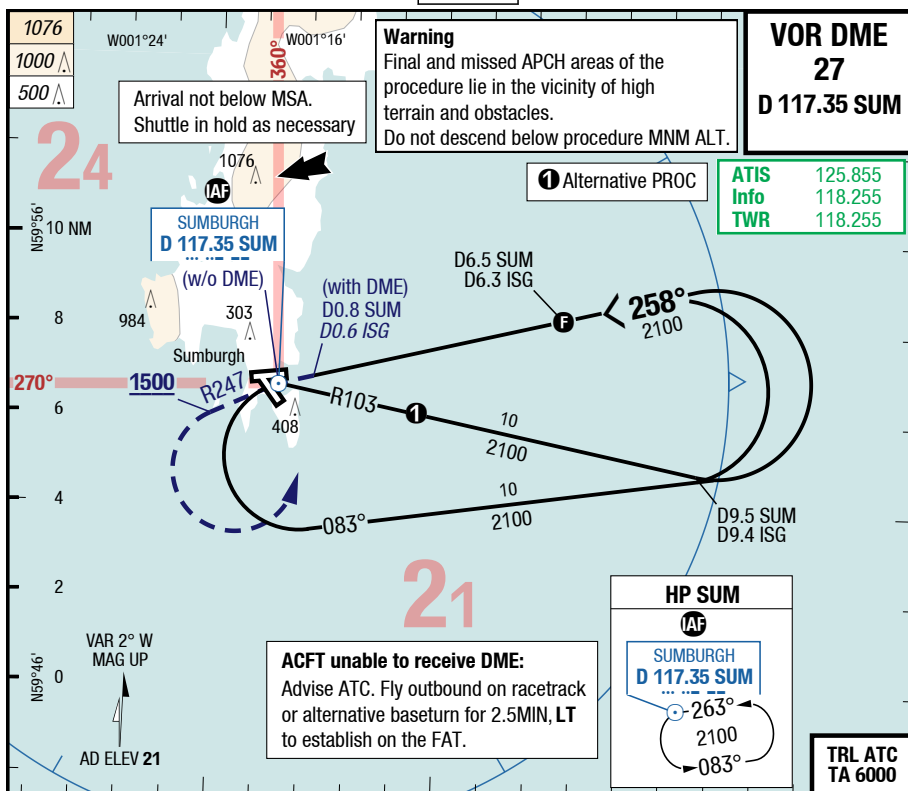
2) To RWY 15/33 HJ only

Changes: Completely revised

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7-100

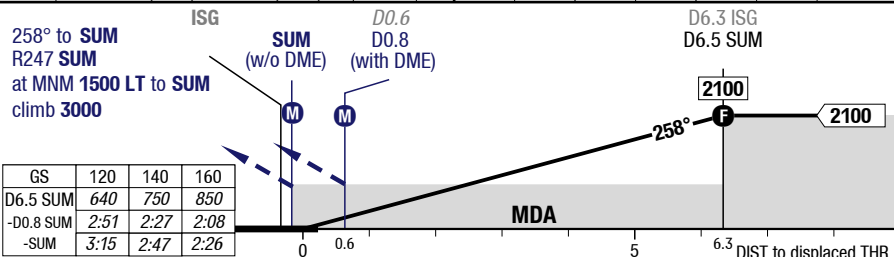
VOR DME 27



60 HL 45 G 1260 60
..... 3.0° 8 90
0.0% TDZ --- (---%) / THR 21 (1hPa)

27

2	3	4	5	6	6.5	3.00° D SUM 258° RWY 265°
660	980	1300	1620	1940	2100	



27		VOR DME	VOR	Circling 1) 2)	Circling Total Area 2)	Circling wo DME 1) 2)	Circling wo DME Total Area 2)
C	ft - m/km ft	530 - 2.4 550	560 - 2.5 580	1110 - 2.4V 1130	1380 - 2.4V 1400	1110 - 2.5V 1130	1380 - 2.5V 1400
D	ft - m/km ft	Not published	Not published	Not published	Not published	Not published	Not published

1) Clockwise RWY 15 to RWY 09 only

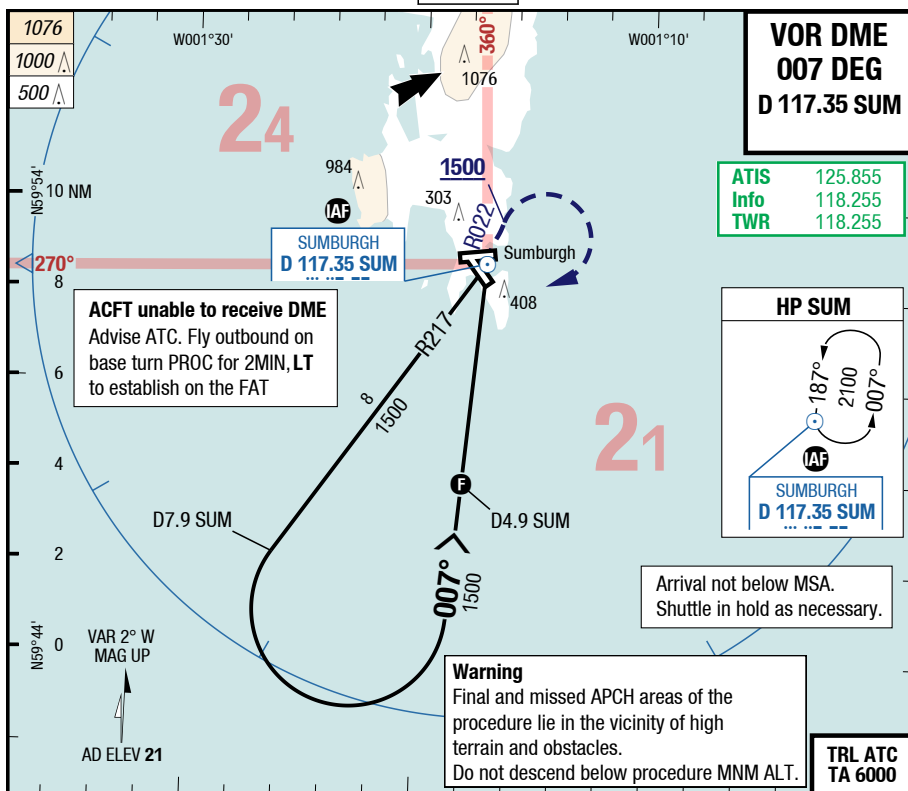
2) To RWY 15/33 HJ only

Changes: Completely revised

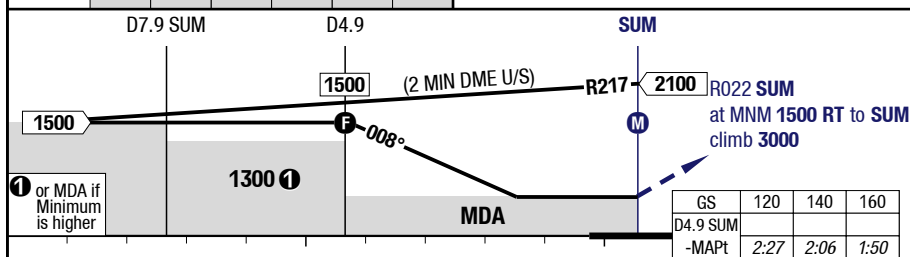
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7-110

VOR DME 007 DEG



See AFC for RWY information
and approach light system.



All RWYs						Circling 1) 2)	Circling Total Area 2)
C	ft - m/km ft					1110 - 2.4V 1130	1380 - 2.4V 1400
D	ft - m/km ft					Not published	Not published

1) Clockwise RWY 15 to RWY 09 only

2) To RWY 15/33 HJ only

Changes: Completely revised

Effective 13-SEP-2018

06-SEP-2018

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United Kingdom Sumburgh

NIL

MRC

MRC

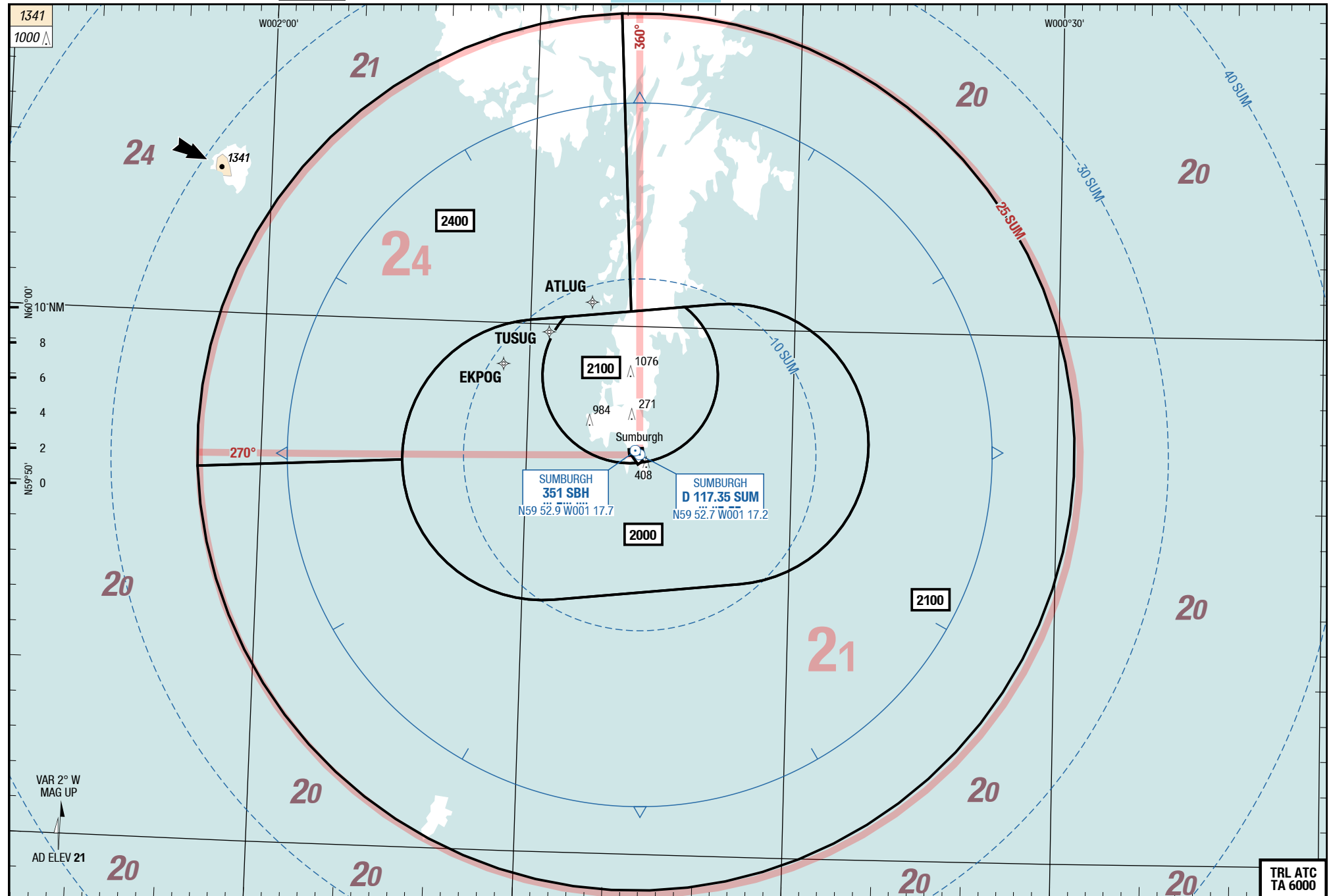
MRC

Sumburgh United Kingdom

NIL

MRC

8-10



Changes: WPT , OBST

TRL ATC
TA 6000

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