

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‡

PCM: 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

Sumburgh United Kingdom

AGC
AFC

2-10

134
1000
N60°00'
N59°50'
2
Change

ILS DME + VOR or NDB
Cat 1
D 108.5 ISG
351 SBH
D 117.35 SUM
D6.4 ISG 2100
D4 ISG 1350
D1 ISG 400

HP SBH **HP SUM**

IAF

SUMBURGH 351 SBH
N59 52.9 W001 17.7

SUMBURGH D 117.35 SUM
N59 52.7 W001 17.2

263° 2100 083°

TRL ATC TA 6000

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:		
09	110	83.0° 60 HL
H-N		75 1245 G 45
		THR 20 (1hPa) / TDZ --- (---%) 0.0%
27		
60 HL	45 G 1260 60	3.0° 90
.....
0.0%	TDZ --- (---%) / THR 21 (1hPa)	0.0%
H-N		
15	110	84.0° 60 HL
H-N		187 1239 G 46
		THR 7 (0hPa) / TDZ --- (---%) 0.0%
33		
60 HL	46 G 1239 187
.....
0.0%	TDZ --- (---%) / THR 8 (0hPa)	0.0%
H-N		

Changes: Completely revised

Effective 13-SEP-2018

06-SEP-2018

LSI-EGPB

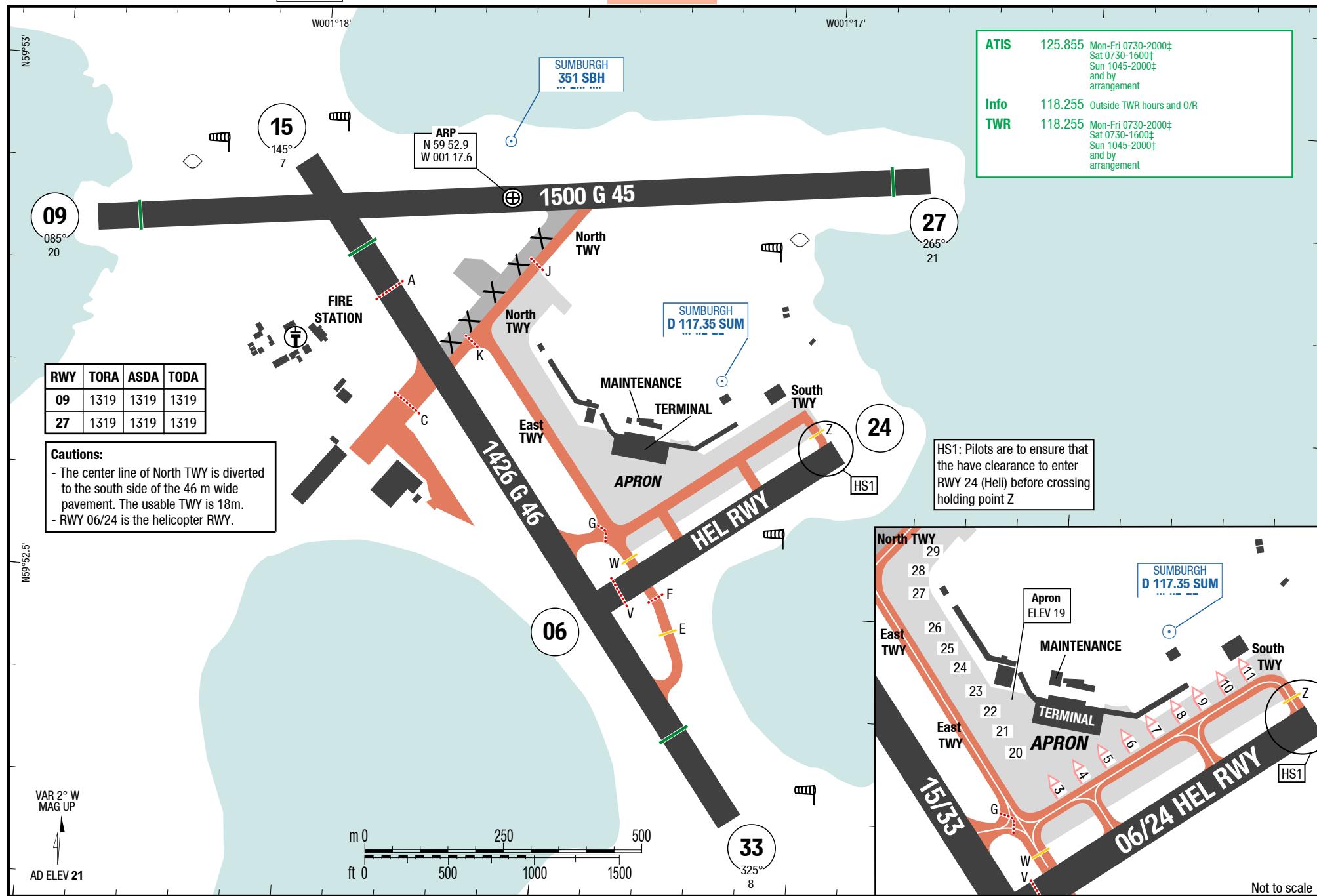
United Kingdom Sumburgh

AGC

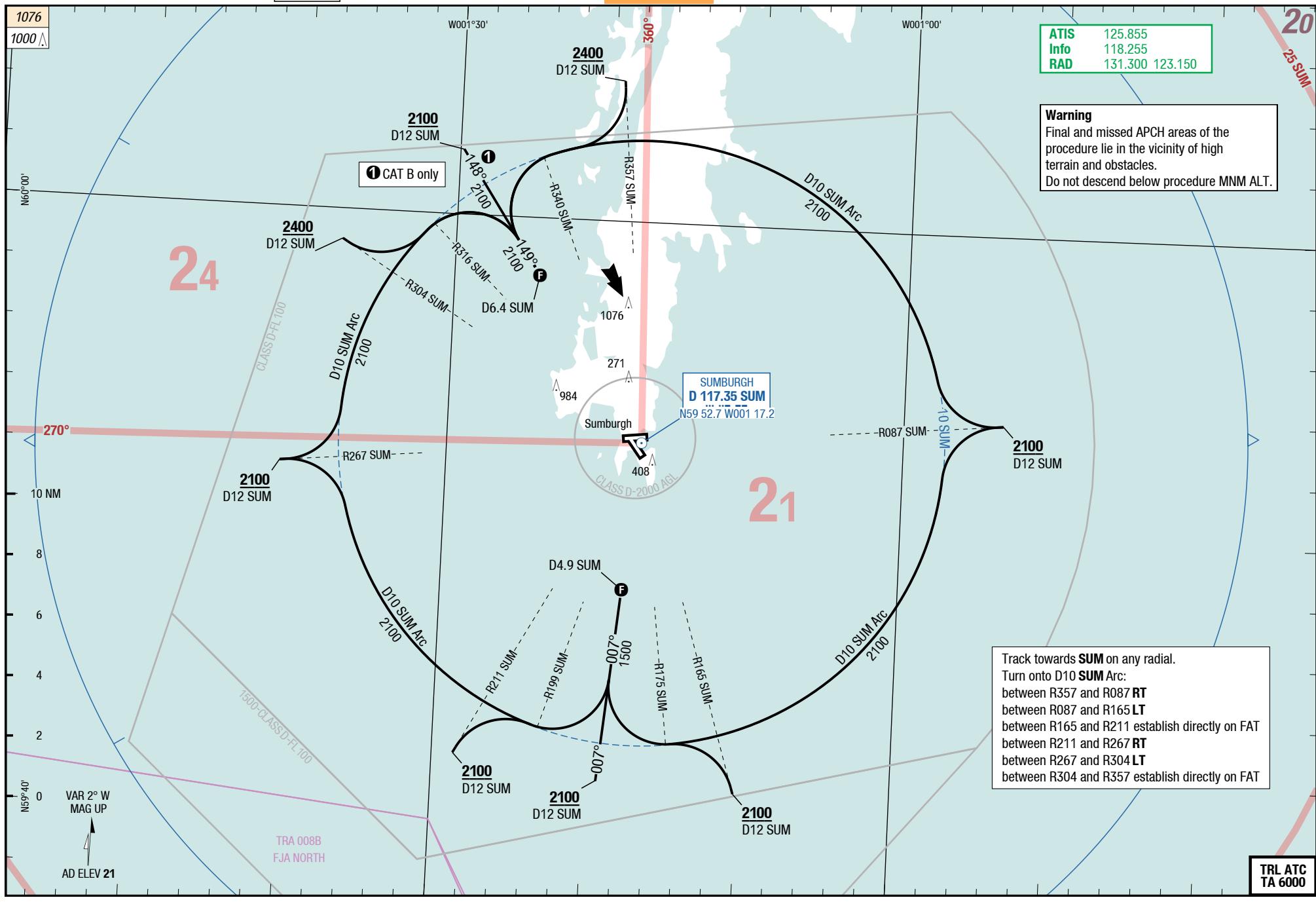
Sumburgh United Kingdom

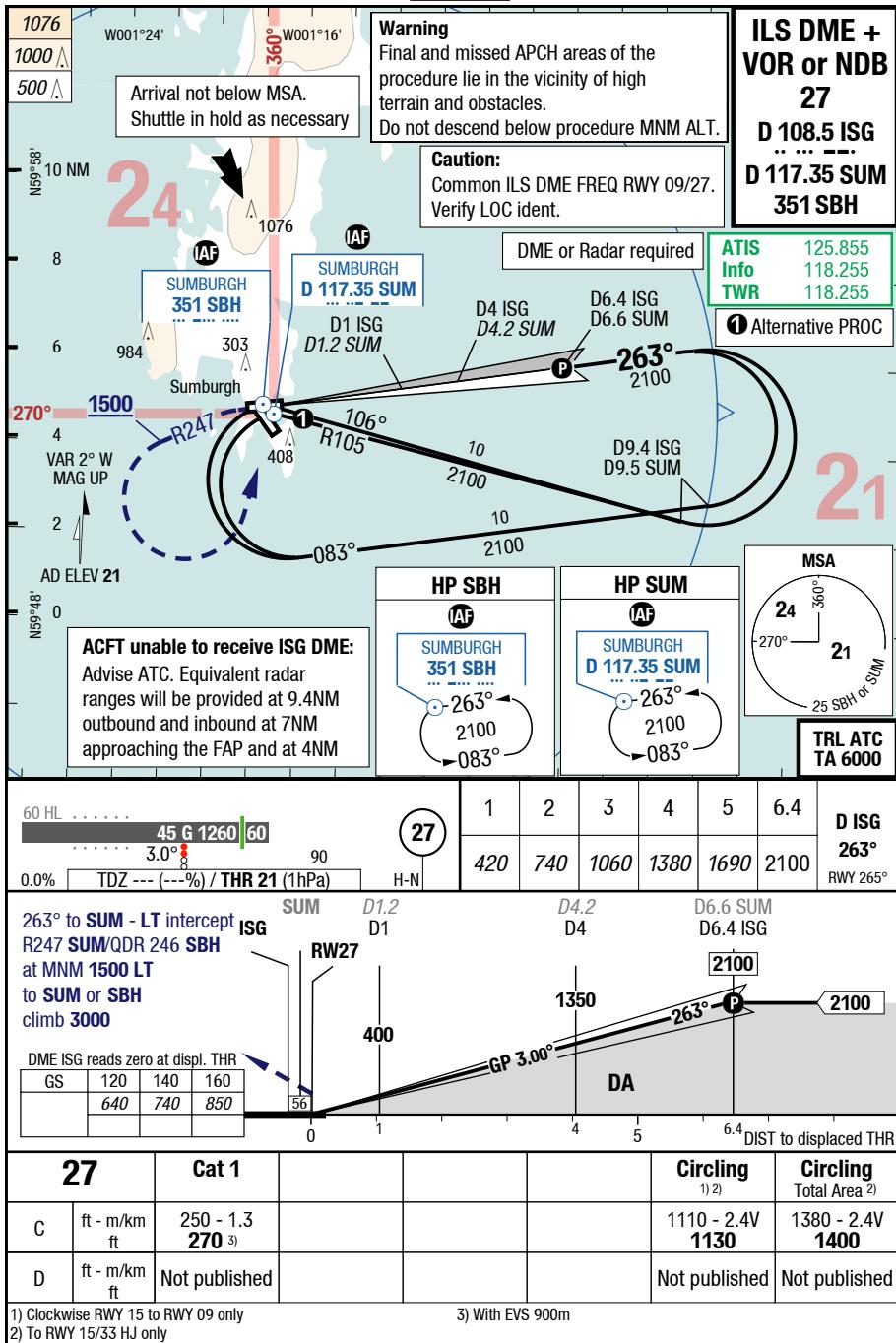
AGC

3-20



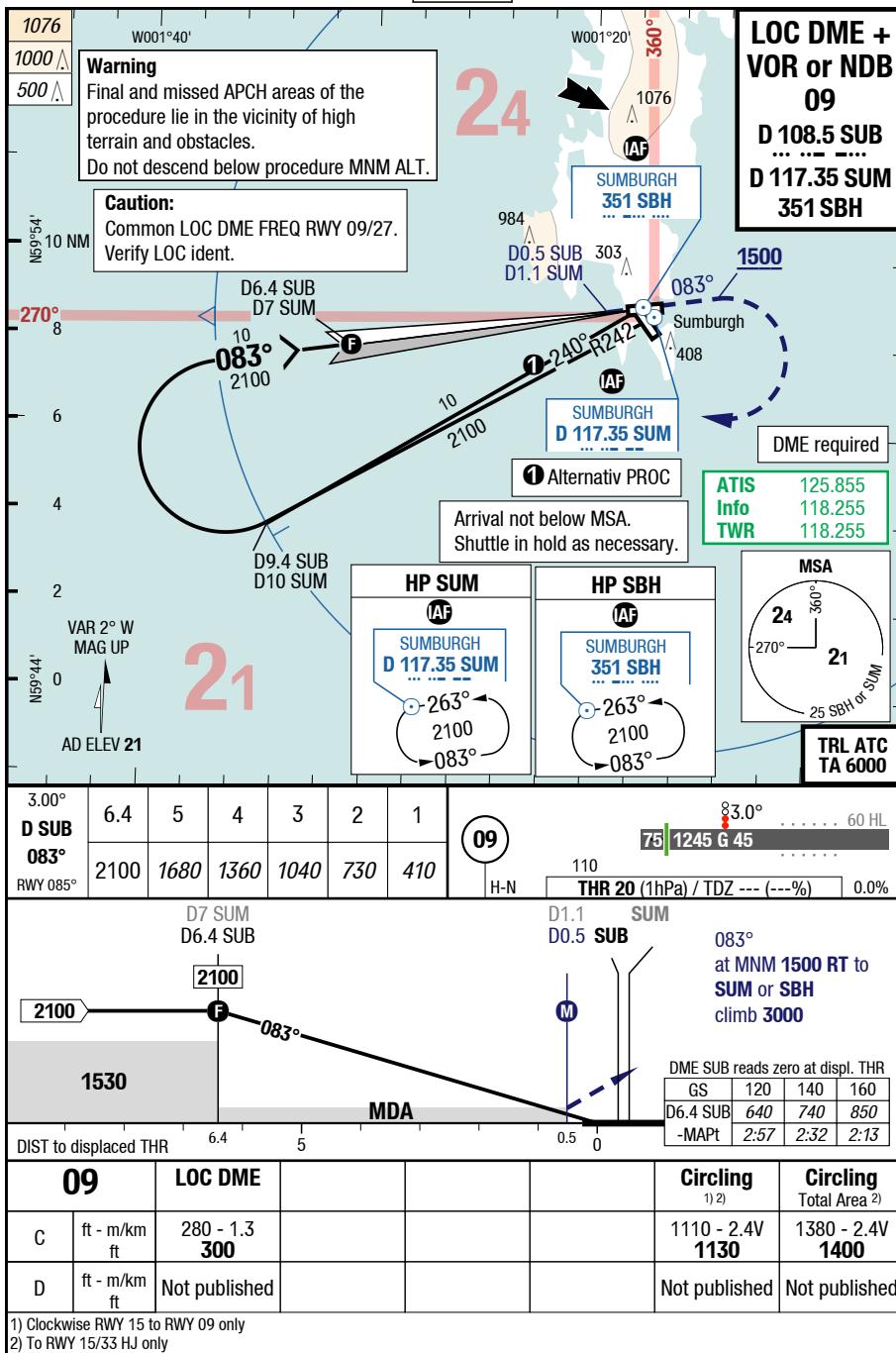
Changes: FREQ, HS





7-20

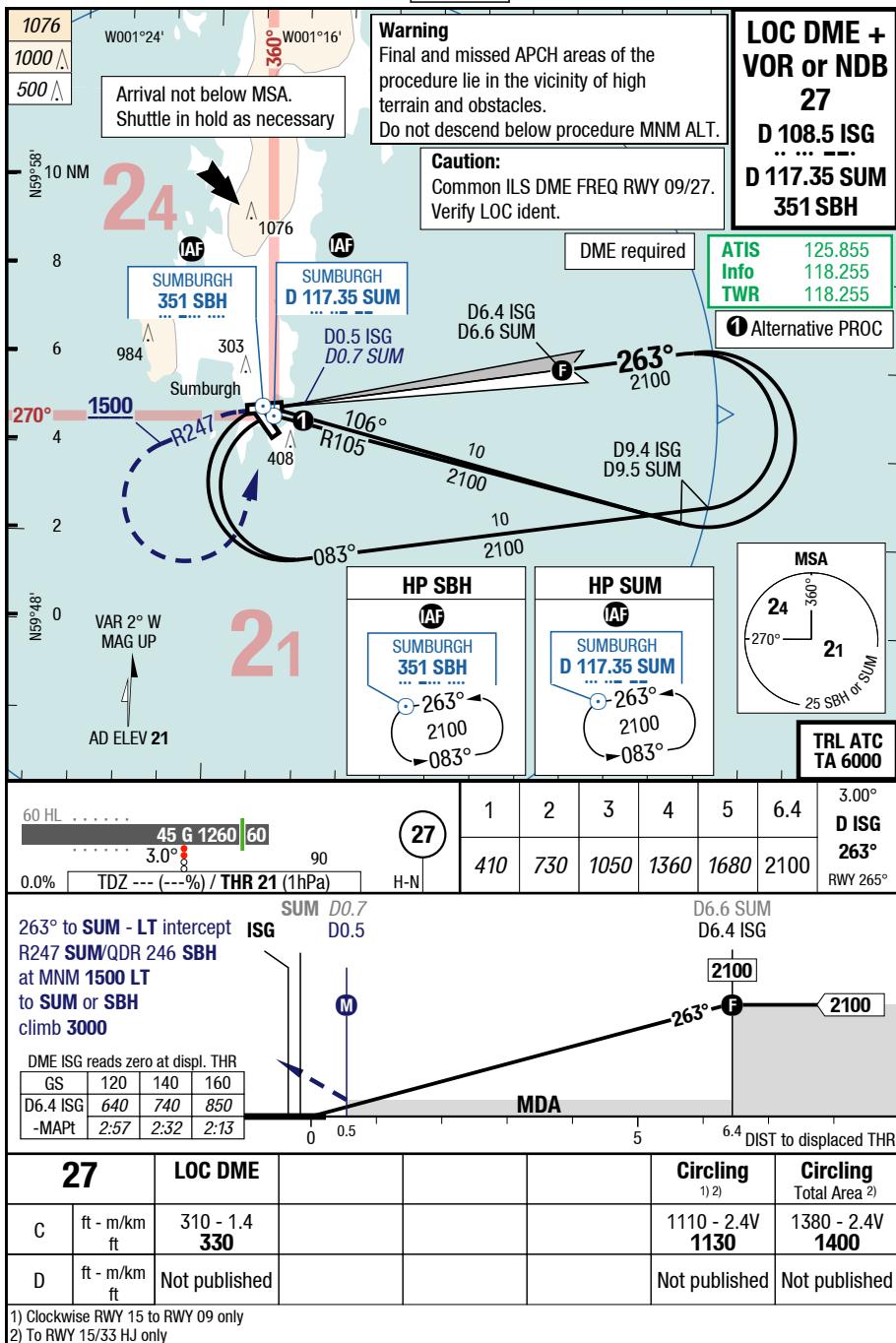
LOC DME + VOR or NDB 09



LSI-EGPB

7-30

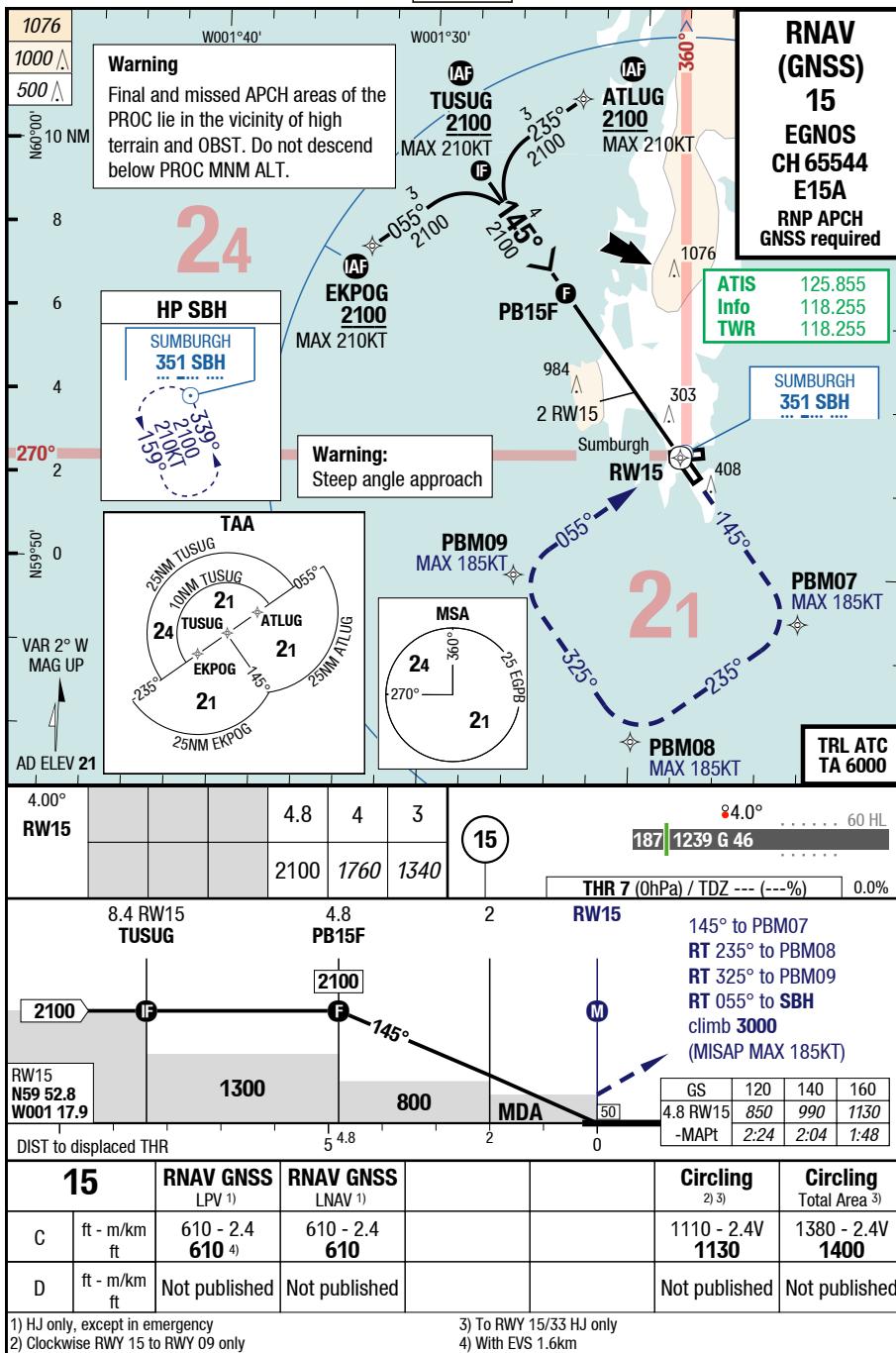
LOC DME + VOR or NDB 27



7-60

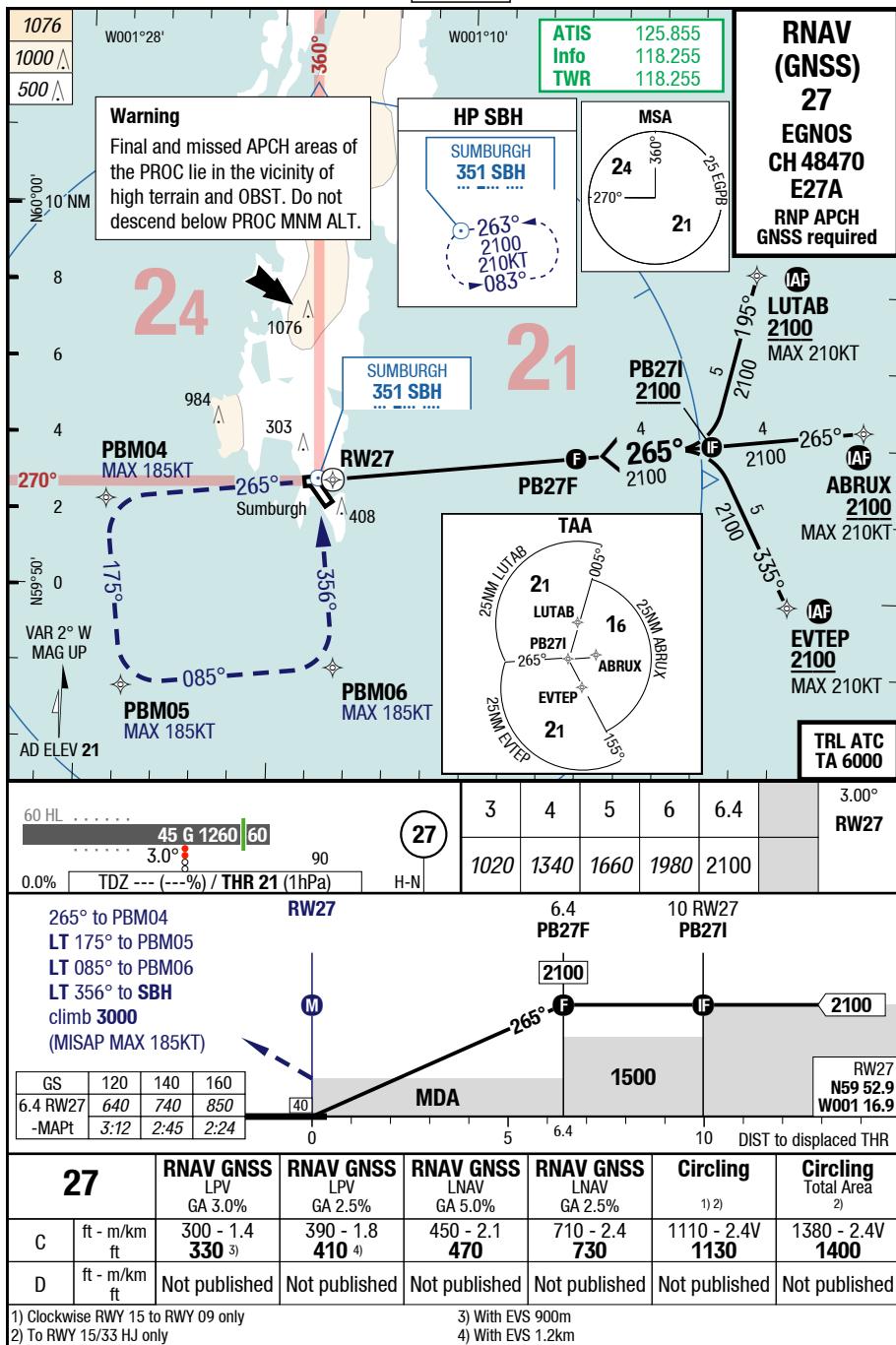
RNAV (GNSS) 15

IAC



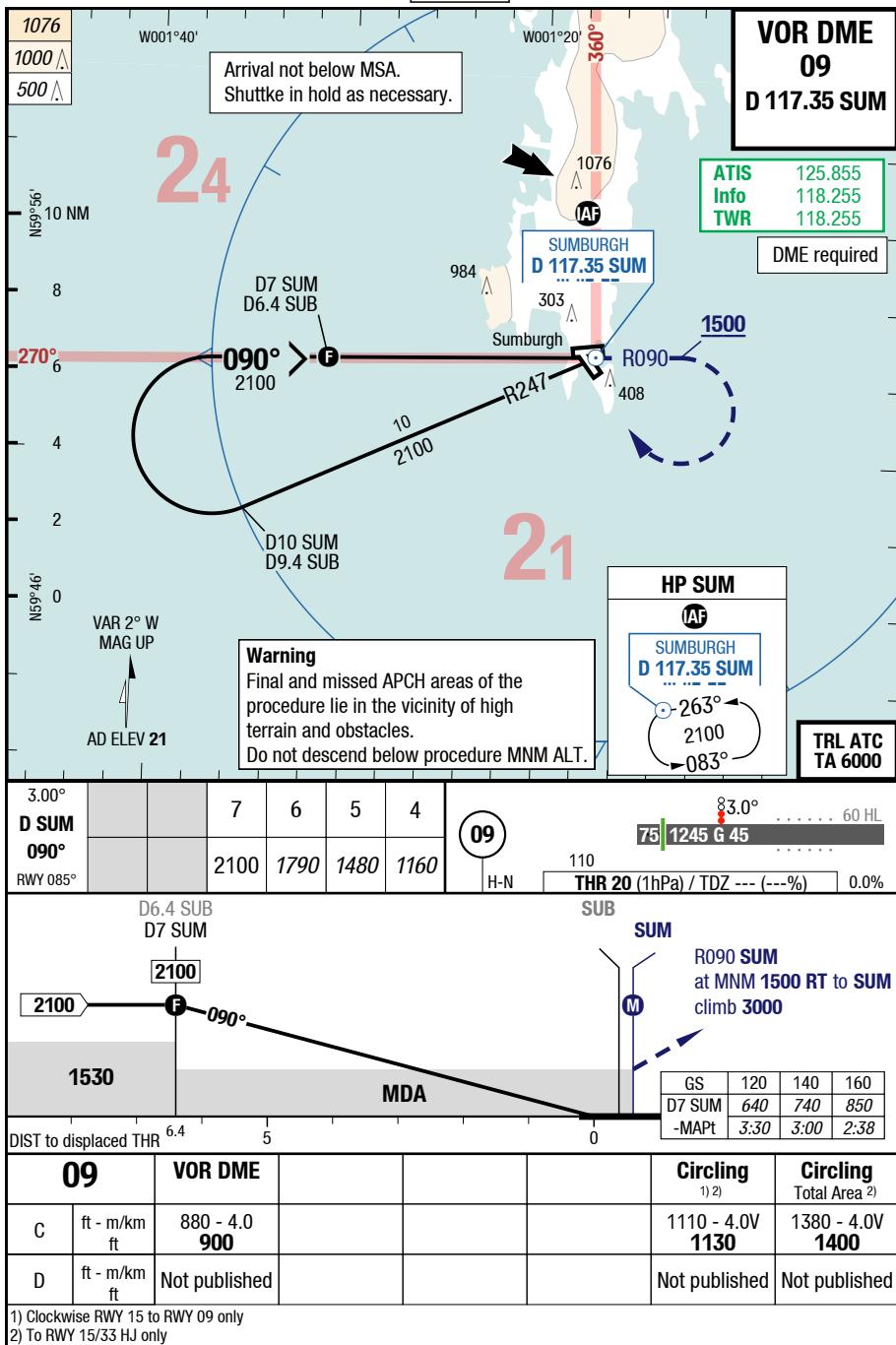
7-70

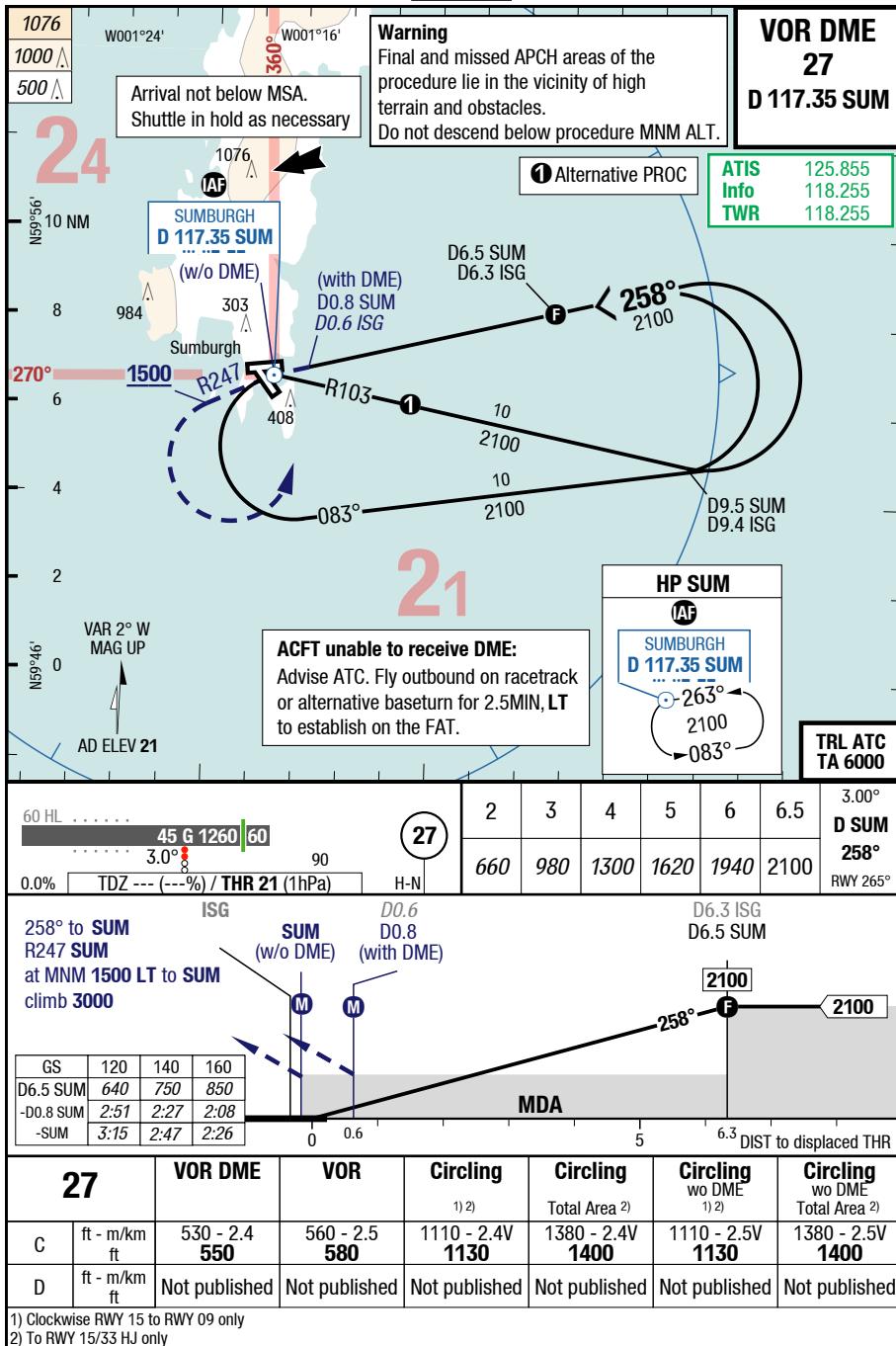
RNAV (GNSS) 27



7-90

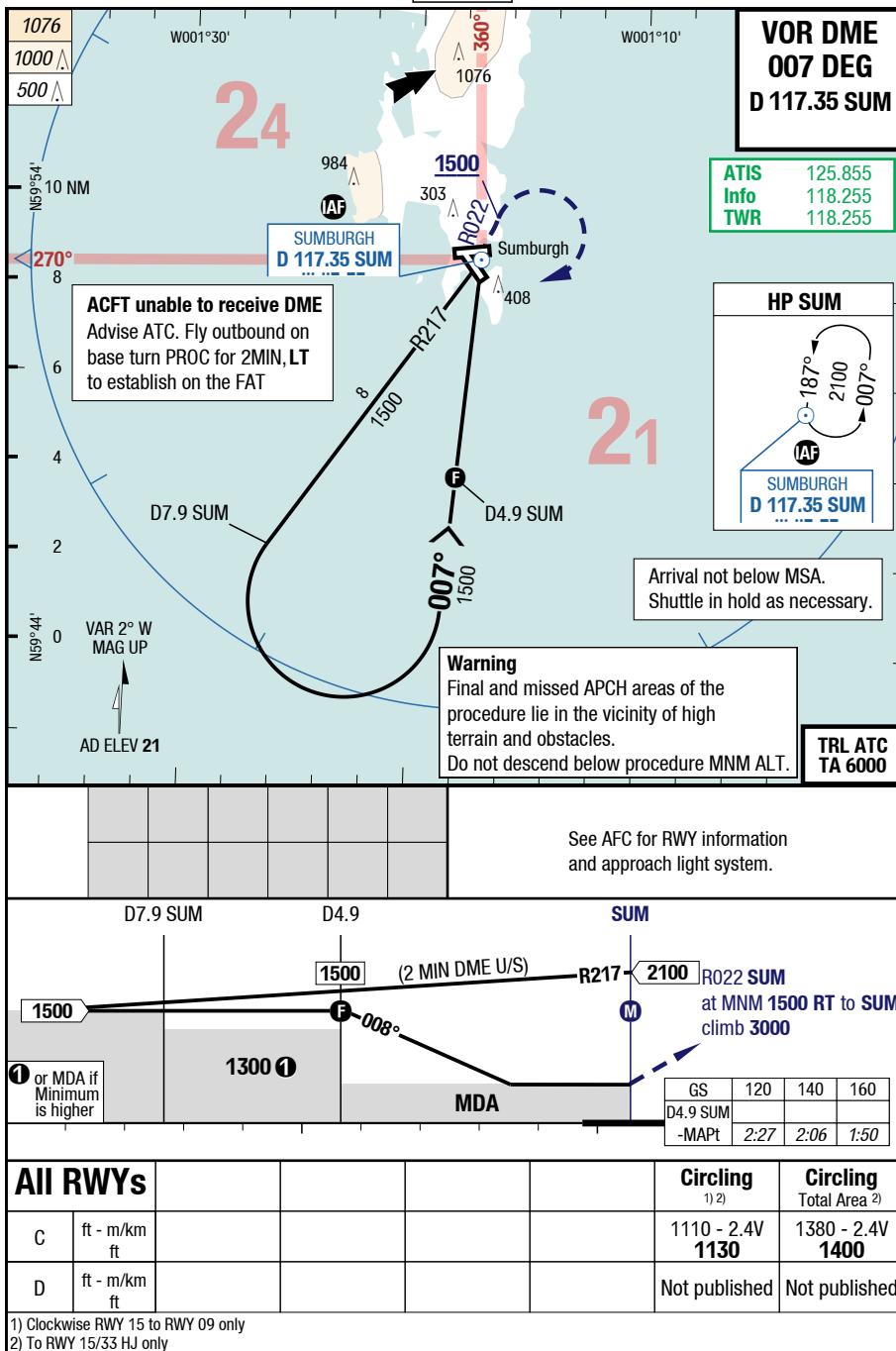
VOR DME 09





7-110

VOR DME 007 DEG



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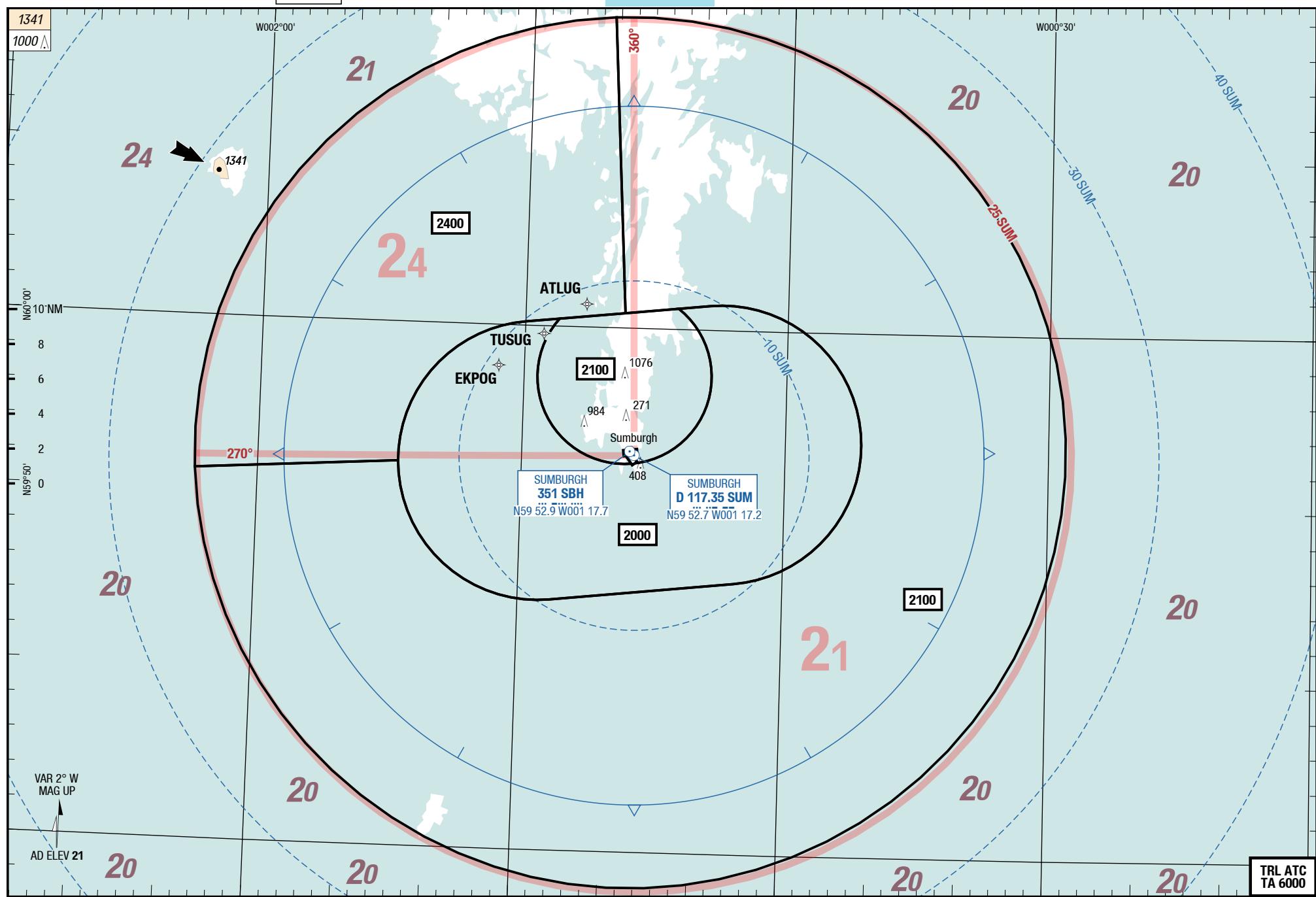
United Kingdom Sumburgh

MRC

Sumburgh United Kingdom

NIL
MRC

8-10



Changes: WPT , OBST