

LOC/DME I-AWD 110.9 Chn 46	APP CRS 063°	Rwy Ldg 10014 TDZE 258 Apt Elev 305
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ILS or LOC RWY 6R
GUAM INTL (GUM)(PGUM)

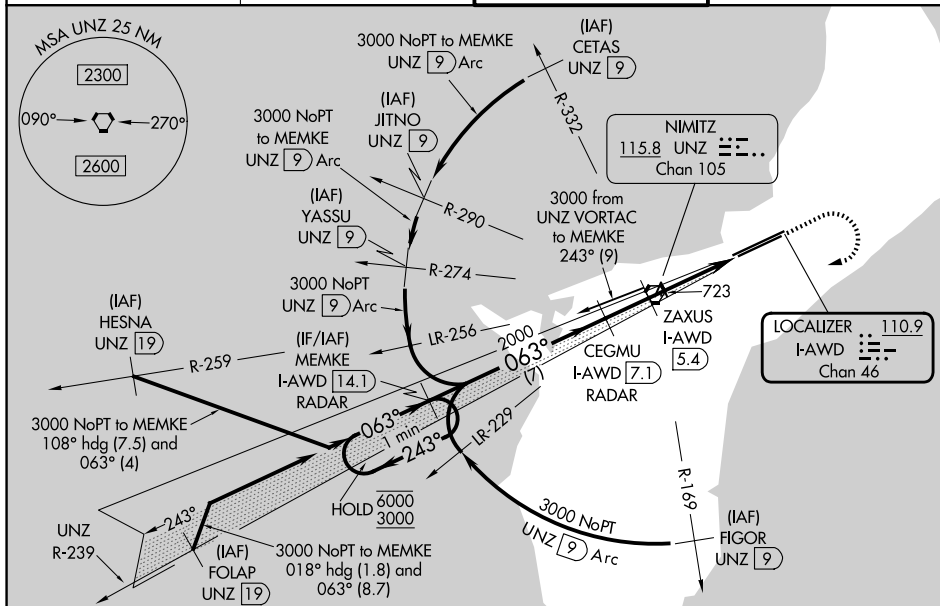
DME or RADAR required.

T Rwy 6R helicopter visibility reduction below $\frac{3}{4}$ SM NA. Circling NA
A southeast of Rwy 6R-24L. Inop table does not apply to S-LOC 6R Cat C
and D. ZAXUS fix minimums (DME required): For inop ALS, increase
S-LOC 6R Cat A and B visibility to 1 SM and Cats C and D to 2 SM.



MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct UNZ VORTAC and on I-AWD to MEMKE/I-AWD 14.1 DME/RADAR and hold.

ATIS 119.0	GUAM CERAP 119.8 269.0	AGANA TOWER 118.1 340.2	GND CON 121.9 336.4
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VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 76).

One Minute Holding Pattern

6000
3000
GS 3.0
TCH 5

2100

3000

UN7

	AAE
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ELEV 305

D	T
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DZE 258

One Minute
Holding Pattern

CEGMU

Use

e I-AWD

DME v

when

6000 ← 243°
3000 063° →

063°

2000

1440

I-AWD RADAR (7.1)
I-AWD ZAXUS (5.4)
I-AWD (3.9)
I-AWD (1.8)

on localizer course.

GS 3.00°
TCH 57

7NM	1.2NM	1.5NM	1.5NM	2.1NM	2.1NM
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Diagram illustrating a TWR (Two-Way Radiotelephony) system. The diagram shows a bearing of 063° and various signal strength indicators (AS, S, N, X, Z) and distance markers (1001.4 X 150, 1201.4 X 150). The system is labeled TWR.

CATEGORY	A	B	C	D
S-ILS 6R	603-3/4 345 (300-3/4)			
S-LOC 6R	1440-3/4 1182 (1200-3/4)	1440-1 1182 (1200-1)	1440-3	1182 (1200-3)
CIRCLING	1440-1/4 1135 (1200-1/4)	1440-1 1/2 1135 (1200-1/2)	1440-3 1135 (1200-3)	NA
ZAXUS FIX MINIMUMS (DME REQUIRED)				
S-LOC 6R	980-3/4 722 (700-3/4)		980-1 5/8 722 (700-1 5/8)	
CIRCLING	980-1 675 (700-1)		980-2 675 (700-2)	NA

HIRL all Rwys

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46