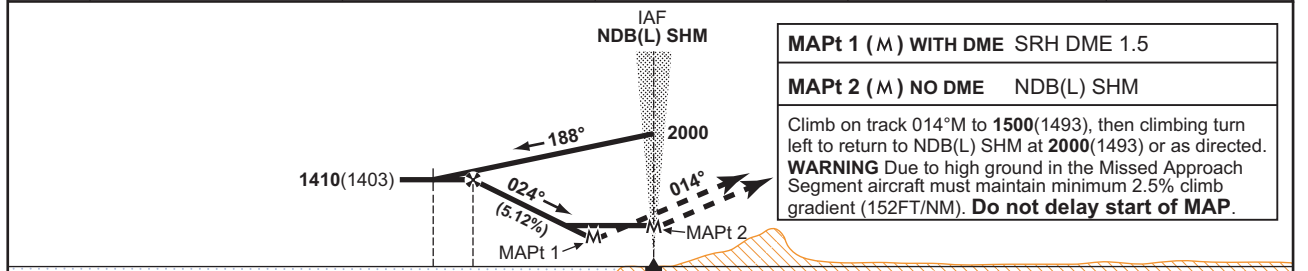
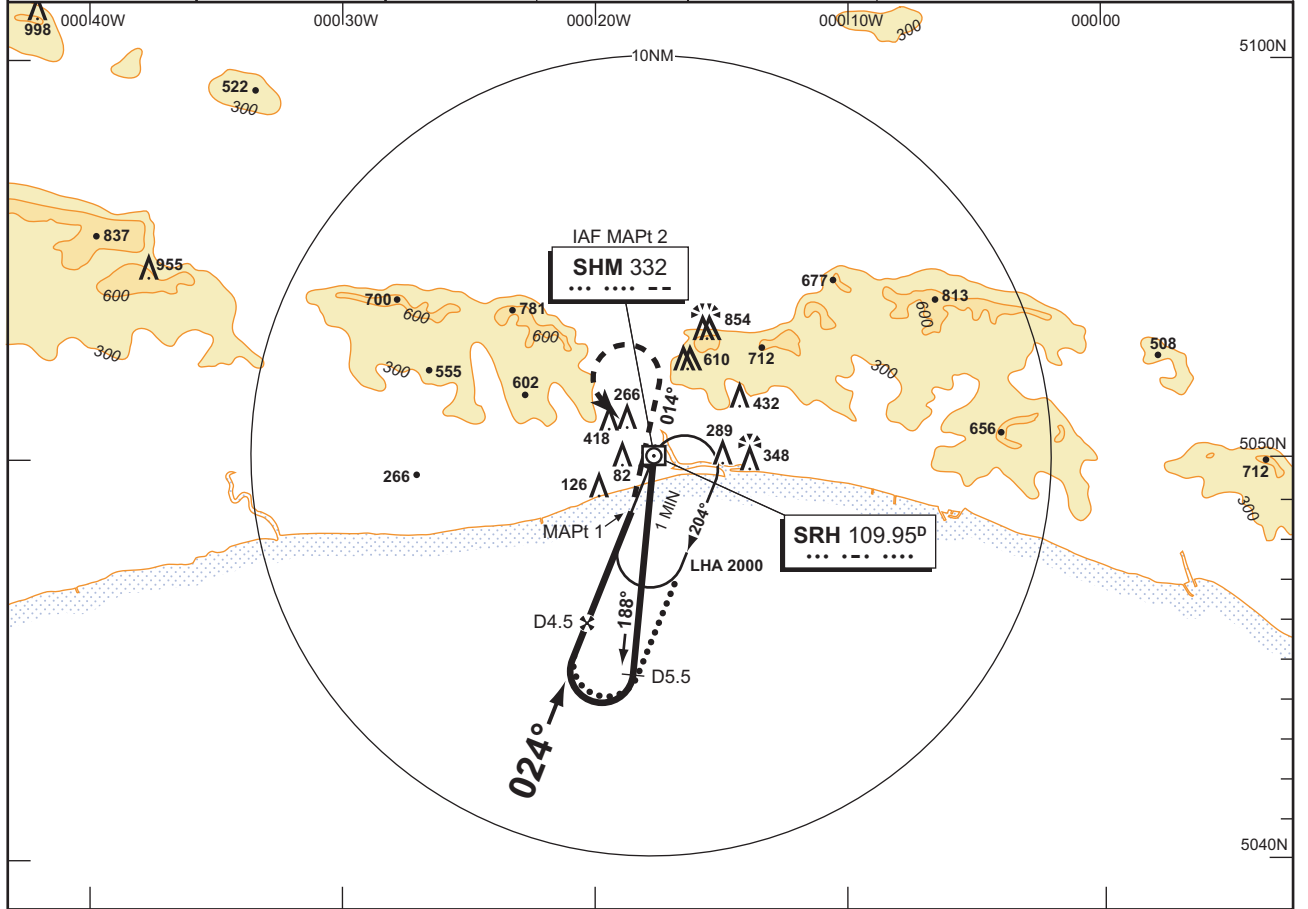


		EGKA CAT A,B	SHOREHAM NDB(L)/DME RWY 02 SHM 332/SRH 109.95				
		<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:25%;">AD ELEV 7FT</td> <td style="width:25%;">THR ELEV 7FT</td> <td style="width:25%;">TRANSITION ALT 3000</td> <td style="width:25%;">VAR 2°W</td> </tr> </table>	AD ELEV 7FT	THR ELEV 7FT	TRANSITION ALT 3000	VAR 2°W	
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MAPt 1 (M) WITH DME SRH DME 1.5	MAPt 2 (M) NO DME NDB(L) SHM
Climb on track 014°M to 1500(1493), then climbing turn left to return to NDB(L) SHM at 2000(1493) or as directed.	
WARNING Due to high ground in the Missed Approach Segment aircraft must maintain minimum 2.5% climb gradient (152FT/NM). Do not delay start of MAP.	

RECOMMENDED PROFILE				RATE OF DESCENT		OCA (OCH)		VM(C) OCA (OCH AAL)	
Gradient 5.12%, 311FT/NM									
DME SRH	ALT/HGT	G/S KT	FT/MIN			WITH DME	NO DME	TOTAL AREA	South of RWY 07/25
4	1250 (1243)	160	830			A 460 (453)	620 (613)	800 (793)	600 (593)
3	940 (933)	140	730			B 460 (453)	650 (643)	1000 (993)	800 (793)
2	630 (623)	120	620						
1	320 (313)	100	520						
		80	410						

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
 Extend the outbound leg of the NDB(L) SHM holding pattern descending to 1410(1403). At SRH DME 5.5 turn right onto extended FAT, then descend to MDA(H).

AIRCRAFT UNABLE TO RECEIVE DME SRH
 As for procedures with DME except fly outbound for 2.5 MIN prior to inbound turn and when established on FAT descend to MDH.

NOTE Subject to ATC approval aircraft arriving from Northern sectors may descend to 2000 after passing SRH DME 15 inbound to NDB(L) SHM.