

ILS or LOC RWY 6L
GUAM INTL (GUM)(PGUM)

MALSR

MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct UNZ VORTAC then on I-GUM localizer SW course to OBALE/I-GUM 14.3 DME/RADAR and hold.

Diagram illustrating a tactical display of the Eastern Pacific region, showing various aircraft, radar arcs, and communication data.

Aircraft and Radar Data:

- (IAF) CETAS UNZ 9 RADAR
- (IAF) FIGOR UNZ 9 RADAR
- (IF/IAF) OBALE I-GUM 14.3 RADAR
- MOBKE I-GUM 5.8
- HARLO I-GUM 7.3 RADAR
- IR-257
- IR-230
- 3000 NoPT UNZ 9 Arc
- 3000 from UNZ VORTAC to OBALE 243° (9)
- 3000 NoPT
- 3000
- 6000
- HOLD
- 243°
- 063°
- 1 min
- 243°
- 1332
- 724
- 1190
- R-169
- 724
- 1190
- 412
- 812
- 412

Communication Data:

- MT MACAJNA 385 AJA
- LOCALIZER I-GUM Chan 40
- NIMITZ 115.8 UNZ Chan 105

Other Markers:

- MSA UNZ 25 NM
- 2600

2100 ↑	3000 ↗	UNZ 	I-GUM SW crs	OBALE I-GUM 14.3
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HARLO [17]
I-GUM (7.3)

ELEV 305 **D** TDZE 256

341±
12014 X 150
0.5% UP
0.7% DOWN
554
10014 X 150
0.8% UP
0.6% DOWN
TWR 352
270±
063°
HIRL all Rwys

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

ILS or LOC RWY 6R
GUAM INTL (GUM)(PGUM)

MALSR

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.

[illegible]

2100	300
↑	↘

MEMKE
I-AWD 14.1
S.A.S.

A diagram showing a horizontal line with a vertical dashed line intersecting it. The angle between the horizontal line and the dashed line is labeled 243° . The angle between the horizontal line and the dashed line is also labeled 63° . Below the horizontal line, the text $\frac{00^\circ}{7}$ is written.

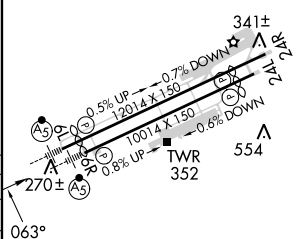
063°
2000

CEGMU
AWD 7.1 ZAX
RADAR I-AV
2000 5.4
1440

D

D TDZE 258

58



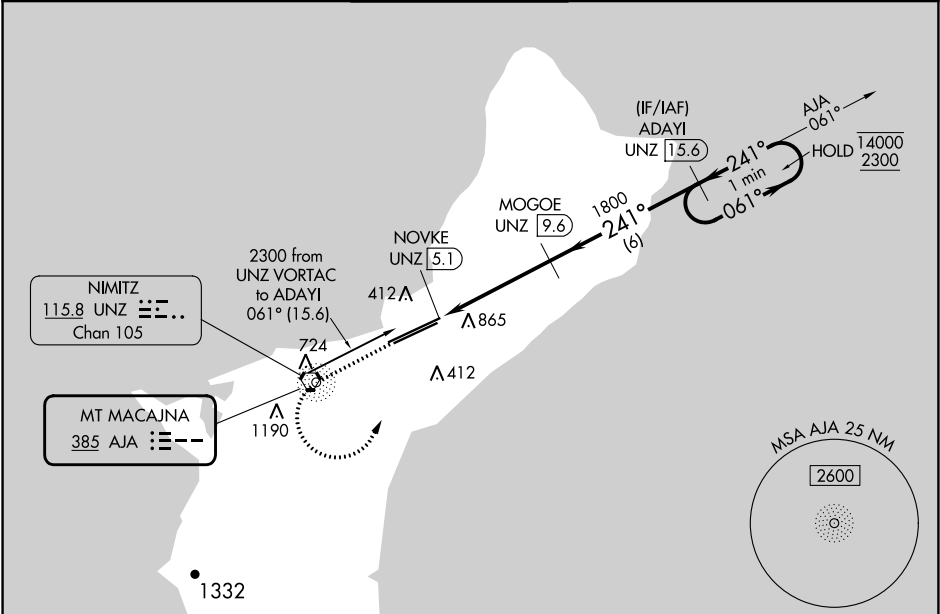
HIRL all Rwys					
FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NDB AJA	APP CRS	Rwy Idg	12014
385	241°	TDZE	305
		Apt Elev	305

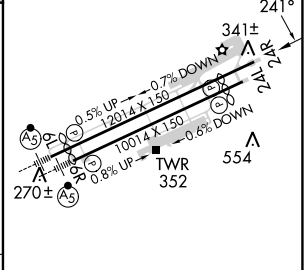
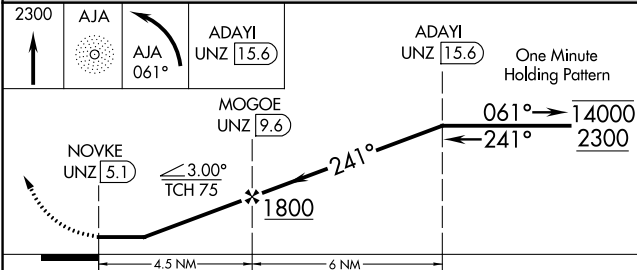
NDB RWY 24R
GUAM INTL (GUM)(PGUM)

DME required.	MISSED APPROACH: Climb to 2300 direct AJA NDB and left turn on AJA NDB bearing 061° to ADAYI/UNZ 15.6 DME and hold.
NA Circling NA southeast of Rwy 6R-24L. Rwy 24R helicopter visibility reduction below ¾ SM NA. Simultaneous reception of AJA NDB and UNZ DME required.	

ATIS	GUAM CERAP	AGANA TOWER	GND CON	CLNC DEL
119.0	119.8 269.0	118.1 340.2	121.9 336.4	121.9



ELEV 305	TDZE 305
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CATEGORY	A	B	C	D
S-24R	1220-1¼ 915 (1000-1¼)		1220-2½ 915 (1000-2½)	
CIRCLING	1220-1¼ 915 (1000-1¼)		1220-2¾ 915 (1000-2¾)	NA

HIRL all Rwys

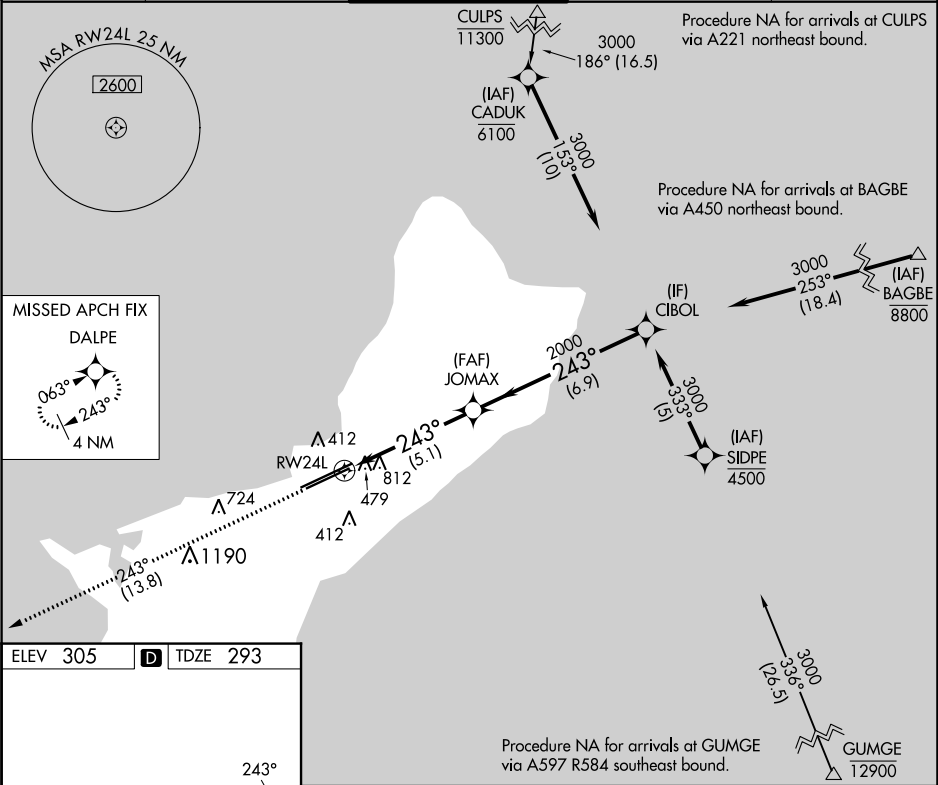
APP CRS	Rwy Idg	8710
243°	TDZE	293
	Apf Elev	305

RNAV (RNP) Z RWY 24L

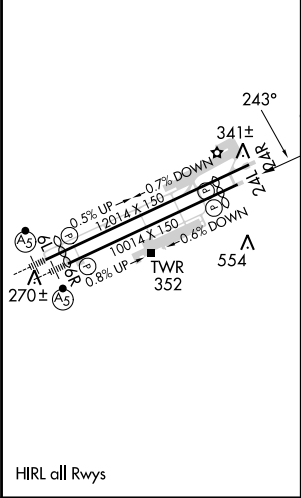
GUAM INTL (GUM)(PGUM)

RNP AR APCH - GPS.	MISSED APPROACH: Climb to 3000 via track 243° to DALPE and hold.
For uncompensated Baro-VNAV systems, procedure NA below 19°C or above 48°C.	

ATIS 119.0	GUAM CERAP 119.8 269.0	AGANA TOWER 118.1 340.2	GND CON 121.9 336.4	CLNC DEL 121.9
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ELEV 305	D	TDZE 293
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APP CRS
243°

Rwy Idg
TDZE
Apt Elev

12014
305
305

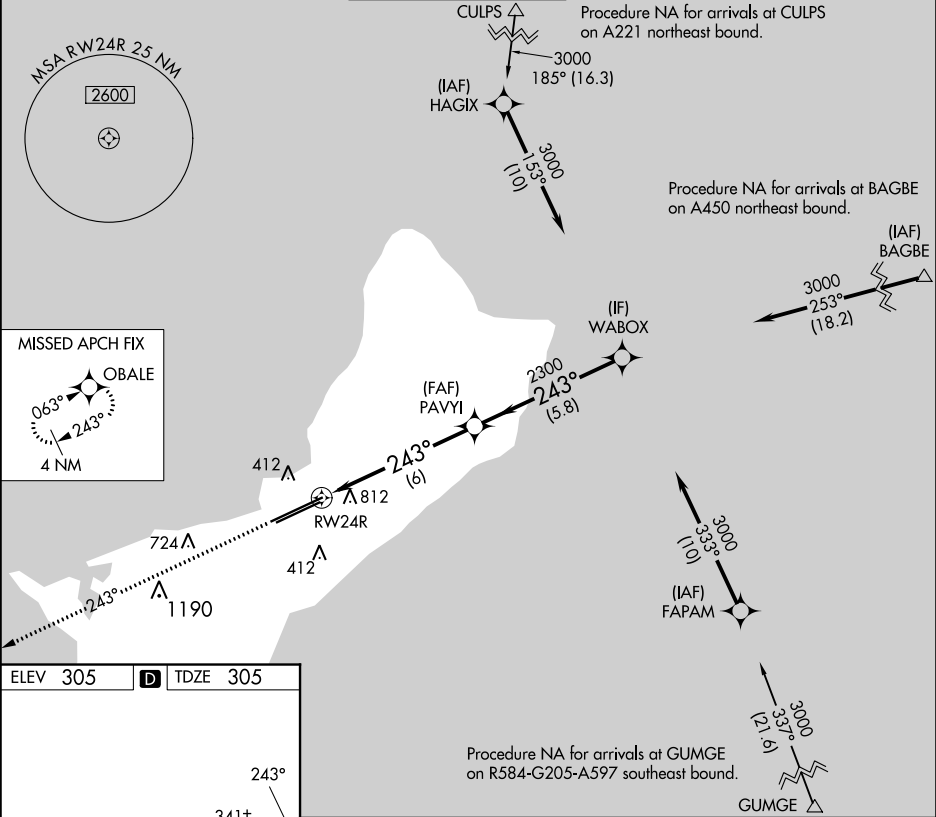
RNAV (RNP) Z RWY 24R
GUAM INTL (GUM)(PGUM)

RNP AR APCH - GPS.

Procedure NA at night. For uncompensated Baro-VNAV systems, procedure NA below 22°C or above 52°C.

MISSED APPROACH: Climb to 3000 on track 243° to OBALE and hold.

ATIS 119.0	GUAM CERAP 119.8 269.0	AGANA TOWER 118.1 340.2	GND CON 121.9 336.4	CLNC DEL 121.9
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ELEV 305

D

TDZE 305

3000 OBALE

tr 243°

341±

0.5% UP

0.7% DOWN

1201.4 X 1.50

1001.4 X 1.50

0.8% UP

0.6% DOWN

TWR 352

554

270±

PAVYI 2300

WABOX 3000

243°

2300

6 NM

5.8 NM

GP 3.00°

TCH 75

CATEGORY	A	B	C	D
RNP 0.24 DA		1014-2½	709 (800-2½)	
RNP 0.30 DA		1072-2½	767 (800-2½)	

AUTHORIZATION REQUIRED

APP CRS 063°	Rwy Idg 10014 TDZE 258 Apt Elev 305
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RNAV (RNP) Z RWY 6R
GUAM INTL (GUM)(PGUM)

RNP AR APCH - GPS.

T For uncompensated Baro-VNAV systems, procedure NA below 19°C or above 48°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1½ SM. Inop table does not apply to RNP 0.30.*

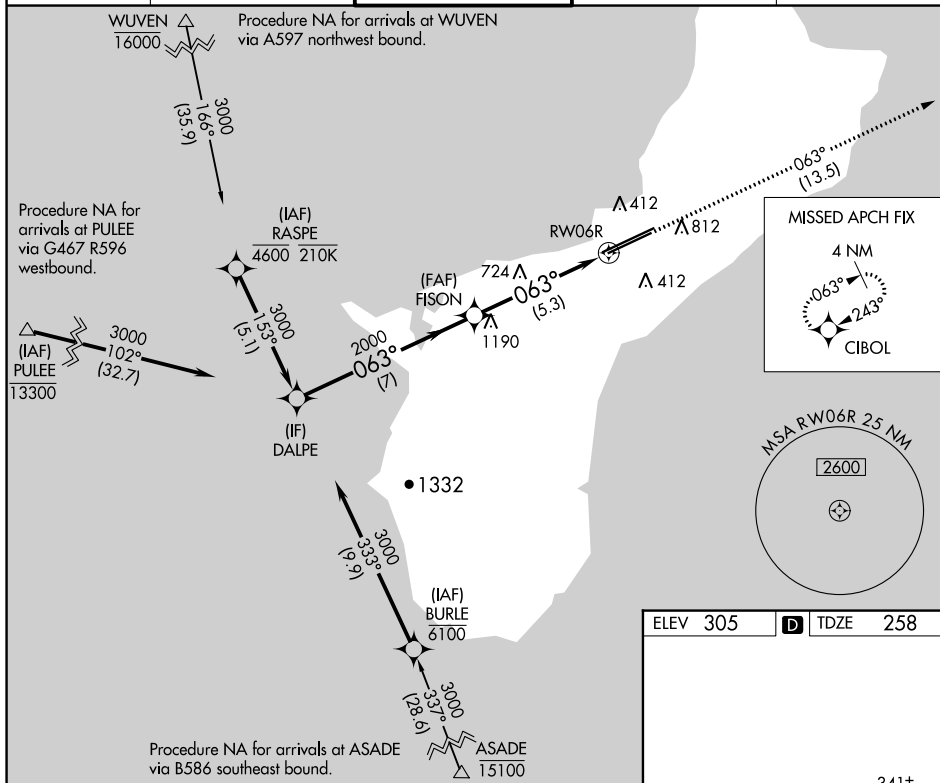
*Missed approach requires a minimum climb of 285 feet per NM to 1400.

MALSR

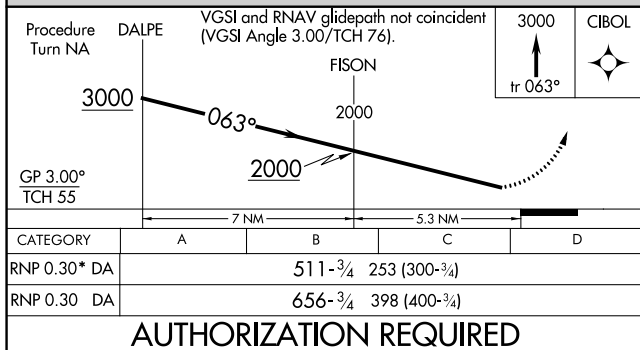


MISSED APPROACH: Climb to 3000
via track 063° to CIBOL and hold.

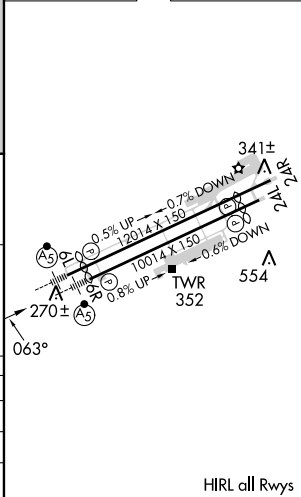
ATIS 119.0	GUAM CERAP 119.8 269.0	AGANA TOWER 118.1 340.2	GND CON 121.9 336.4	CLNC DEL 121.9
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ELEV 305	D	TDZE 258
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AUTHORIZATION REQUIRED



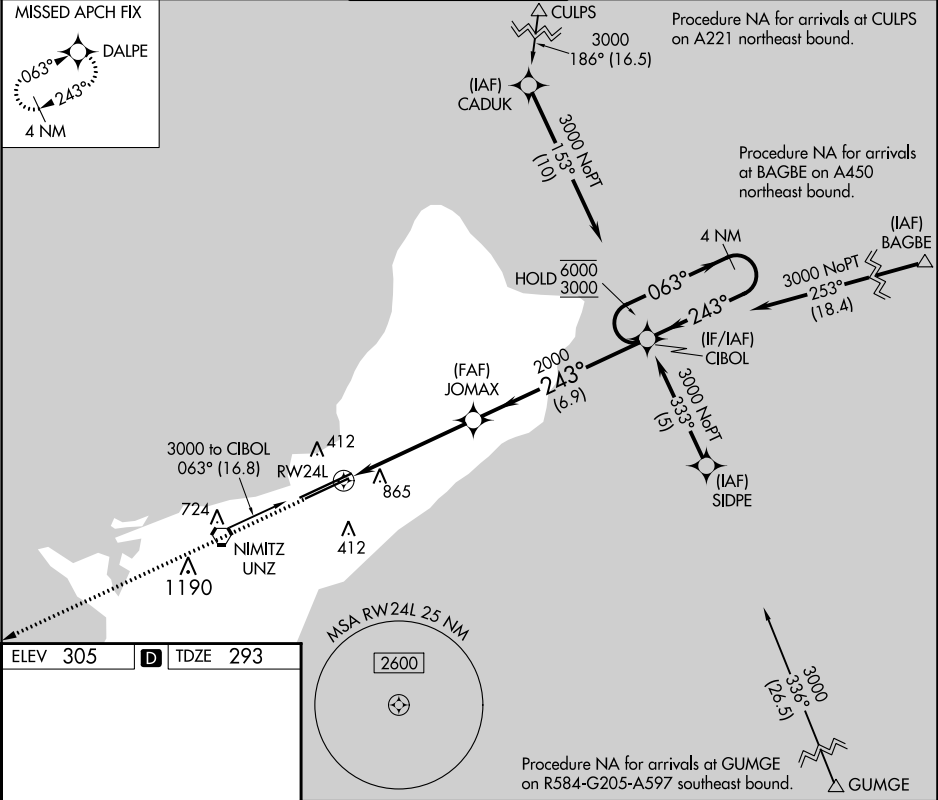
APP CRS	Rwy Idg	8710
243°	TDZE	293
	Apt Elev	305

RNAV (GPS) Y RWY 24L

GUAM INTL (GUM)(PGUM)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct DALPE and hold.
▼ ▲ Circling NA southeast of Rwy 6R-24L. Rwy 24L helicopter visibility reduction below ¾ SM NA.	

ATIS 119.0	GUAM CERAP 119.8 269.0	AGANA TOWER 118.1 340.2	GND CON 121.9 336.4	CLNC DEL 121.9
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3000 DALPE	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 75).			
3000 DALPE	CIBOL Holding Pattern			
3000 DALPE	JOMAX			
3000 DALPE	RW24L			
3000 DALPE	TCH 55			
3000 DALPE	5.1 NM			
3000 DALPE	6.9 NM			
3000 DALPE	063°			
3000 DALPE	243°			
3000 DALPE	6000			
3000 DALPE	3000			
CATEGORY	A	B	C	D
LNAV MDA	1180-1¼	887 (900-1¼)	1180-2¾ 887 (900-2¾)	1180-3 887 (900-3)
■ CIRCLING	1180-1¼	875 (900-1¼)	1180-2¾ 875 (900-2¾)	NA

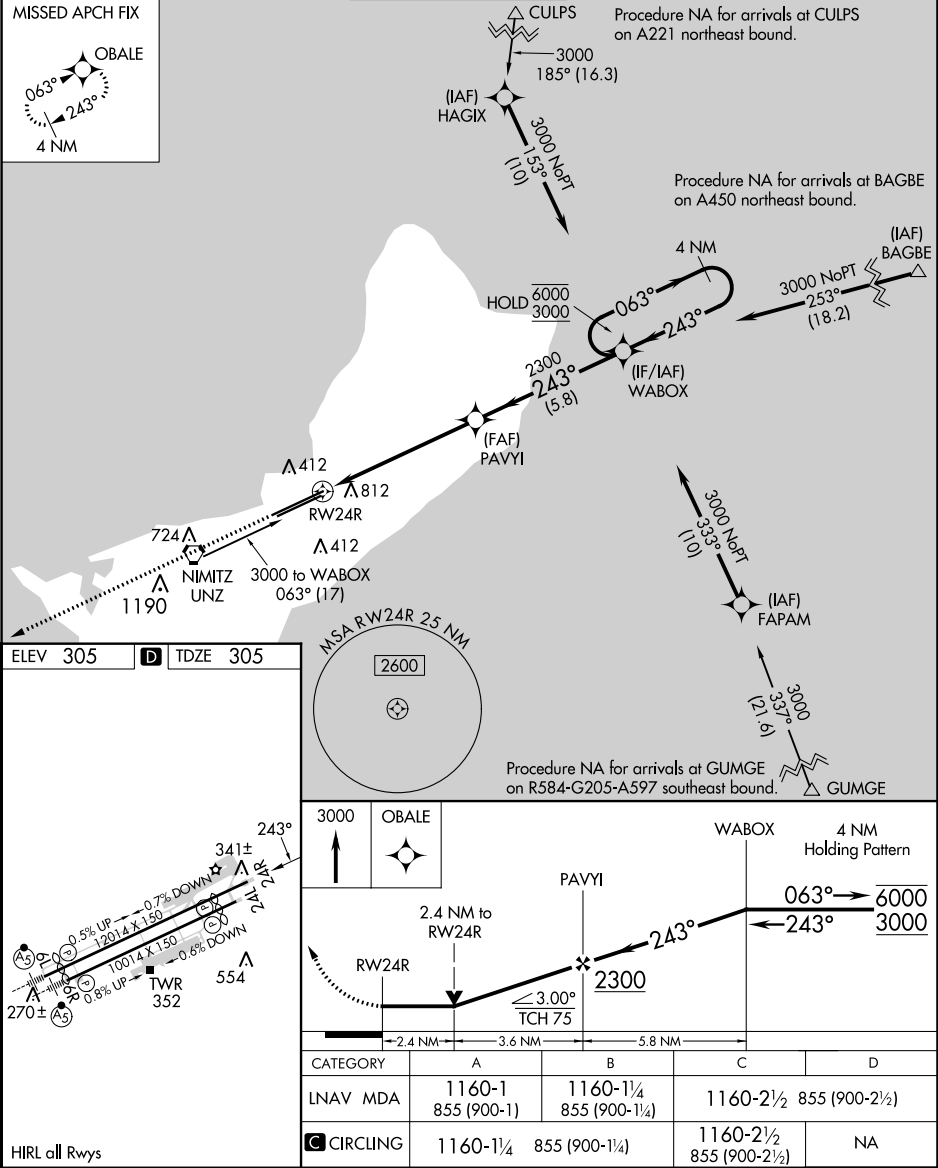
APP CRS	Rwy Idg	12014
243°	TDZE	305
	Apt Elev	305

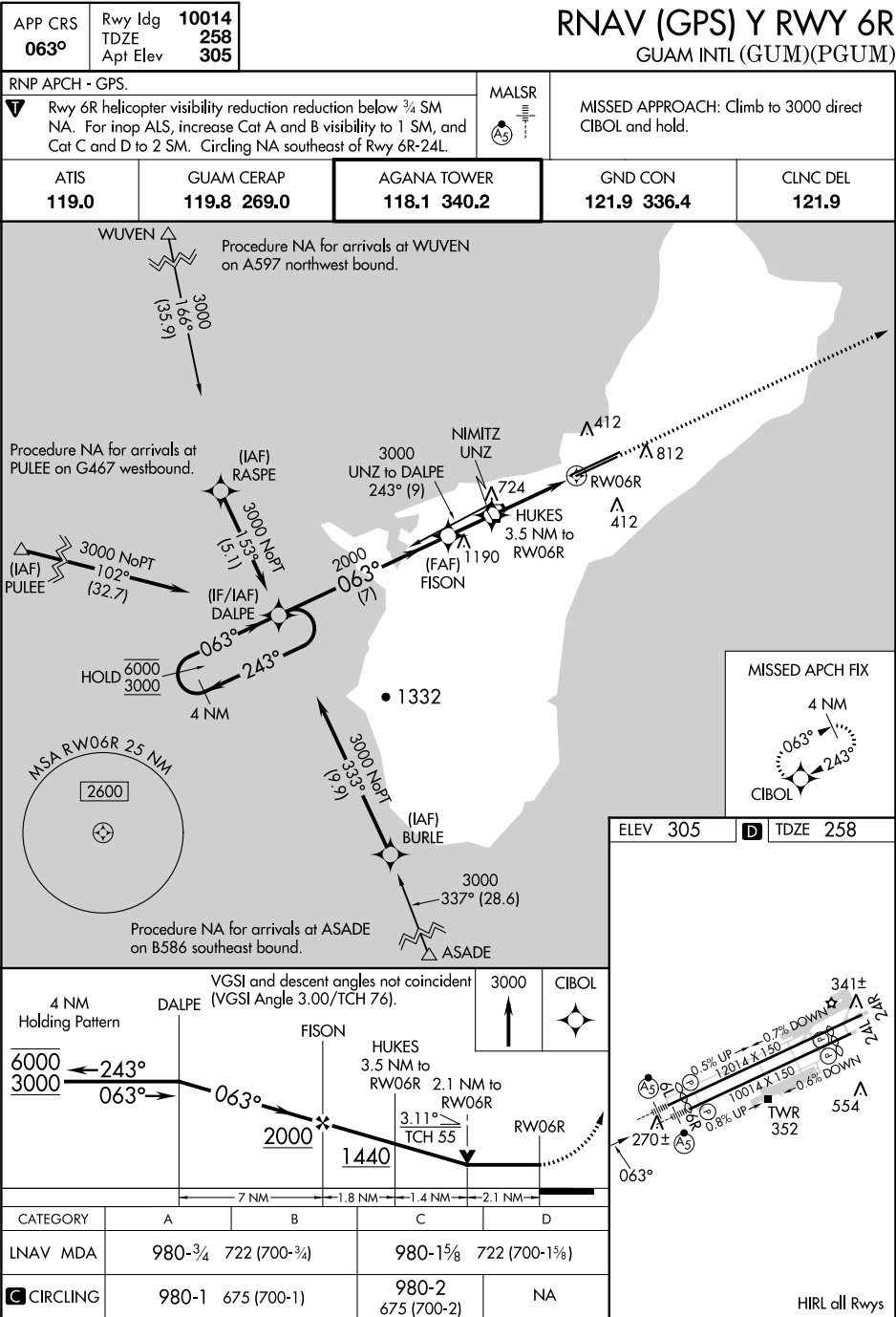
RNAV (GPS) Y RWY 24R

GUAM INTL (GUM)(PGUM)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct OBALE and hold.
	Circling NA southeast of Rwy 6R-24L.	
	Rwy 24R helicopter visibility reduction below ¾ SM NA.	

ATIS	GUAM CERAP	AGANA TOWER	GND CON	CLNC DEL
119.0	119.8 269.0	118.1 340.2	121.9 336.4	121.9

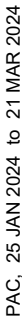




24025

VOR or TACAN RWY 24R
GUAM INTL (GUM)(PGUM)

ATIS 119.0	GUAM CERAP 119.8 269.0	AGANA TOWER 118.1 340.2	GND CON 121.9 336.4	CLNC DEL 121.9
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2300 ↑	UNZ R-062	FIBEE UNZ 15.6	JUVNI UNZ 9.6	FIBEE UNZ 15.6	7 NM Holding Pattern
CATEGORY	A	B	C	D	
S-24R	1180-1 875 (900-1)	1180-1¼ 875 (900-1¼)	1180-2½	875 (900-2½)	
C CIRCLING	1180-1¼	875 (900-1¼)	1180-2½ 875 (900-2½)	NA	

GUAM INTL (GUM)(PGUM)
VOR or TACAN RWY 24R