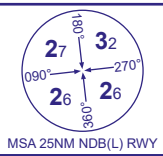
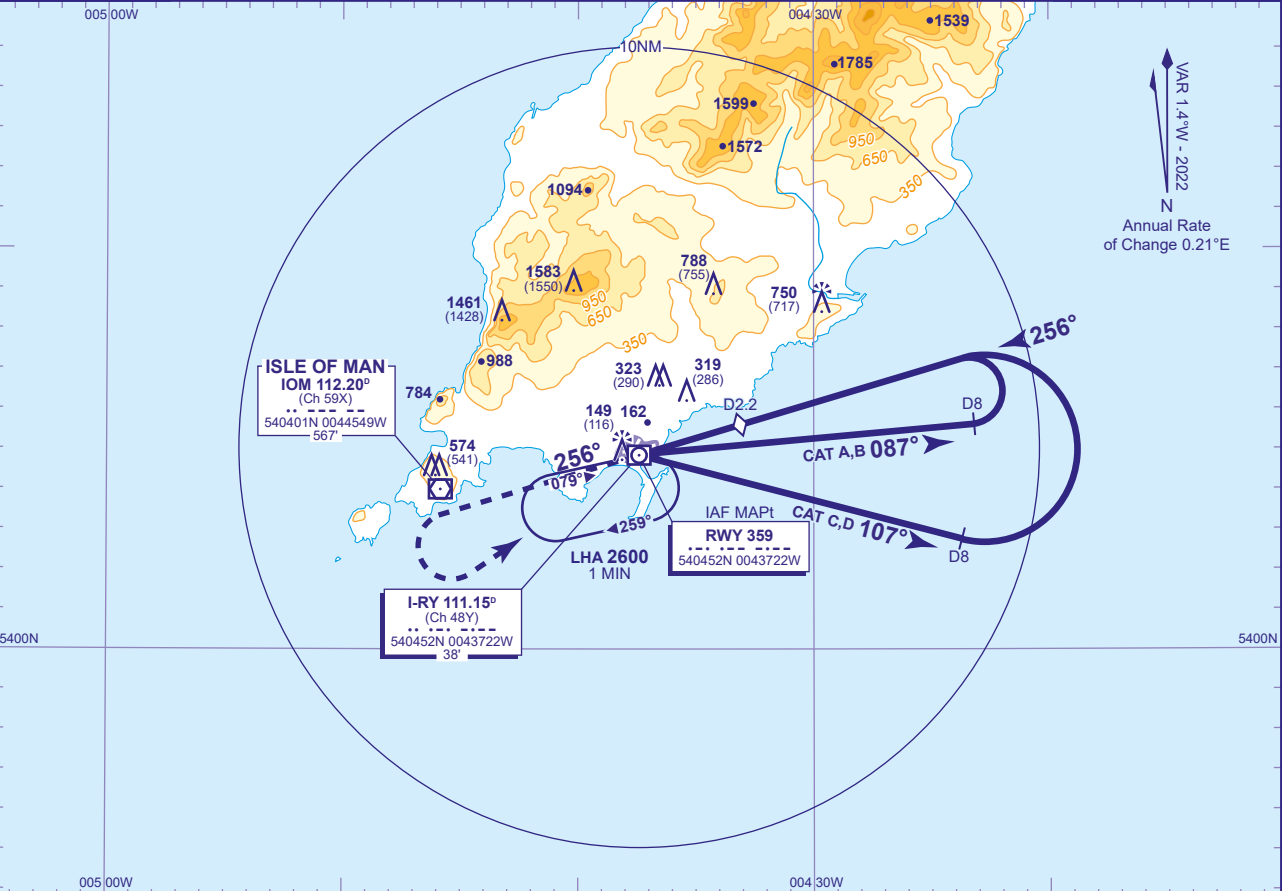


INSTRUMENT APPROACH CHART - ICAO

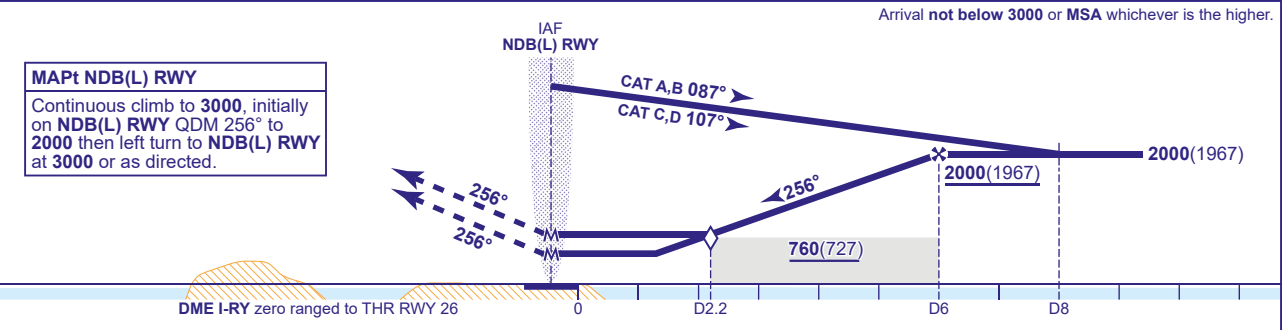
ISLE OF MAN
NDB(L)/DME
RWY 26
(ACFT CAT A,B,C,D)



APP	135.905	RONALDSWAY APPROACH	AD ELEVATION	52
TWR	119.005	RONALDSWAY TOWER	THR ELEVATION	33
RAD	135.905, 120.855, 125.305	RONALDSWAY RADAR	OBSTACLE ELEVATION 1583 AMSL (1550) (ABOVE THR)	
ATIS	123.880	RONALDSWAY INFORMATION		
			BEARINGS ARE MAGNETIC	



RECOMMENDED PROFILE Gradient 5.25%, 319FT/NM					
DME I-RY	5	4	3	2.2 (SDF)	2
ALT(HGT)	1680(1647)	1360(1327)	1040(1007)	790(757)	720(687)



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	510(477)	510(477)	510(477)	510(477)		FT/MIN	850	740	640	530	430
	NO DME	810(777)	810(777)	810(777)	810(777)							
VM(C)OCA (OCH AAL) (See Note 3)	Total Area	660(608)	760(708)	1980(1928)	1980(1928)							
	South of RWY 08/26	450(398)	550(498)	830(778)	990(938)							
	East of RWY 03/21	660(608)	670(618)	1190(1138)	1190(1138)							

AIRCRAFT UNABLE TO RECEIVE DME I-RY
Substitute timings for distance on outbound legs and commence base turn at 3MIN (CAT A,B); 2.5MIN (CAT C,D) and when established on FAT descend to MDH.

NOTE 1 Aircraft will normally be required to hold not lower than 3000.
2 FAT offset 3.75 north from RWY 26 C/L: FAT intercepts C/L nominally 1.7NM before THR.
3 Some procedure minima on this chart are higher than VM(C) minima.

CHANGE (9/23): VOR/DME IOM AERIAL ELEVATION.