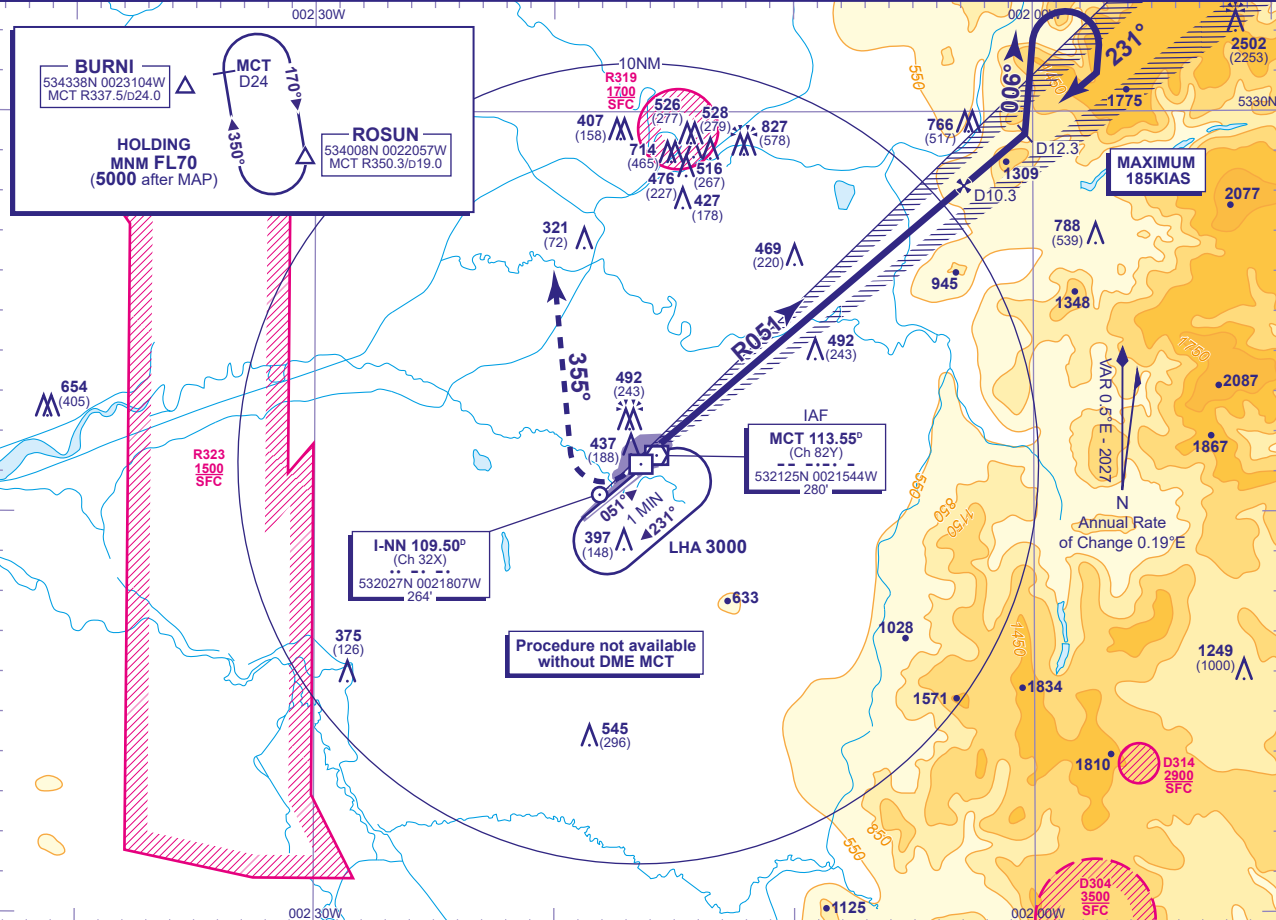


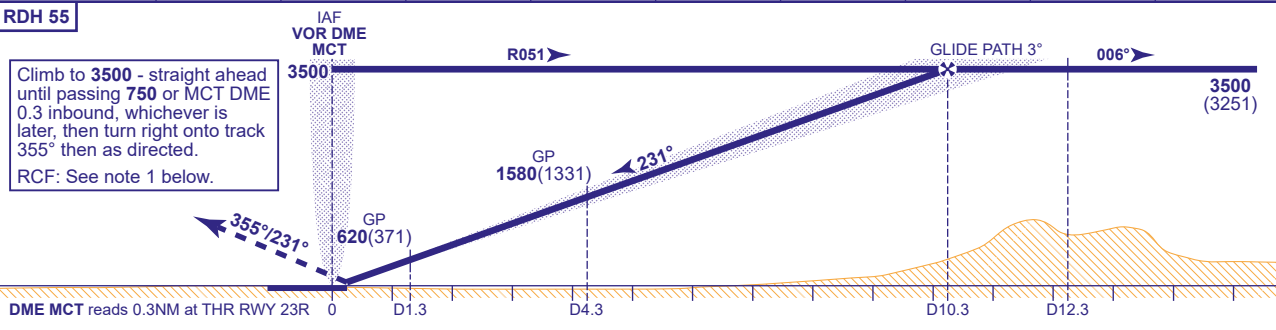
INSTRUMENT APPROACH CHART - ICAO

MANCHESTER
ILS/DME (MCT)
RWY 23R
(ACFT CAT A,B,C,D)

	APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION	257	TRANSITION ALTITUDE 5000
		121.355	MANCHESTER DIRECTOR	THR ELEVATION	249	
	TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION	2502 AMSL (2253) (ABOVE THR)	
		121.855, 121.705	MANCHESTER GROUND			
	ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM									
DME MCT	9.3	8.3	7.3	6.3	5.3	4.3	3.3	2.3	1.3
ALT(HGT)	3180(2931)	2860(2611)	2540(2291)	2220(1971)	1900(1651)	1580(1331)	1260(1011)	940(691)	620(371)



Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	396(147)	409(160)	421(172)	435(186)	FT/MIN	850	750	640	530	430
VM(C)OCA (OCH AAL)	CAT II	306(57)	317(68)	331(82)	351(102)						
Total Area	790(533)	820(563)	1110(853)	1110(853)							

NOTE 1 In the event of RCF follow the standard MAP on to track 355°. At MCT DME 10 turn direct to BURNI (MCT R338/MCT DME 24) climbing to 5000 to enter the ROSUN hold. Aircraft unable to make 3500 before MCT DME 10, commence climbing turn left to 3500 at MCT DME 10. At 3500 or above continue left turn and proceed direct to BURNI.
2 To ensure separation from departing traffic on RWY 23L, aircraft carrying out MAP should expedite the climb through 750(501) before commencing the right turn onto track 355°.
3 Procedure turns restricted to maximum 185KIAS.
4 False localiser capture may be experienced when approaching RWY 23R from the North and South.

CHANGE (12/25): MCT VOR RECALIBRATED. MAG VAR. HEADINGS. WAYPOINT RADIALS.