

INSTRUMENT APPROACH CHART - ICAO

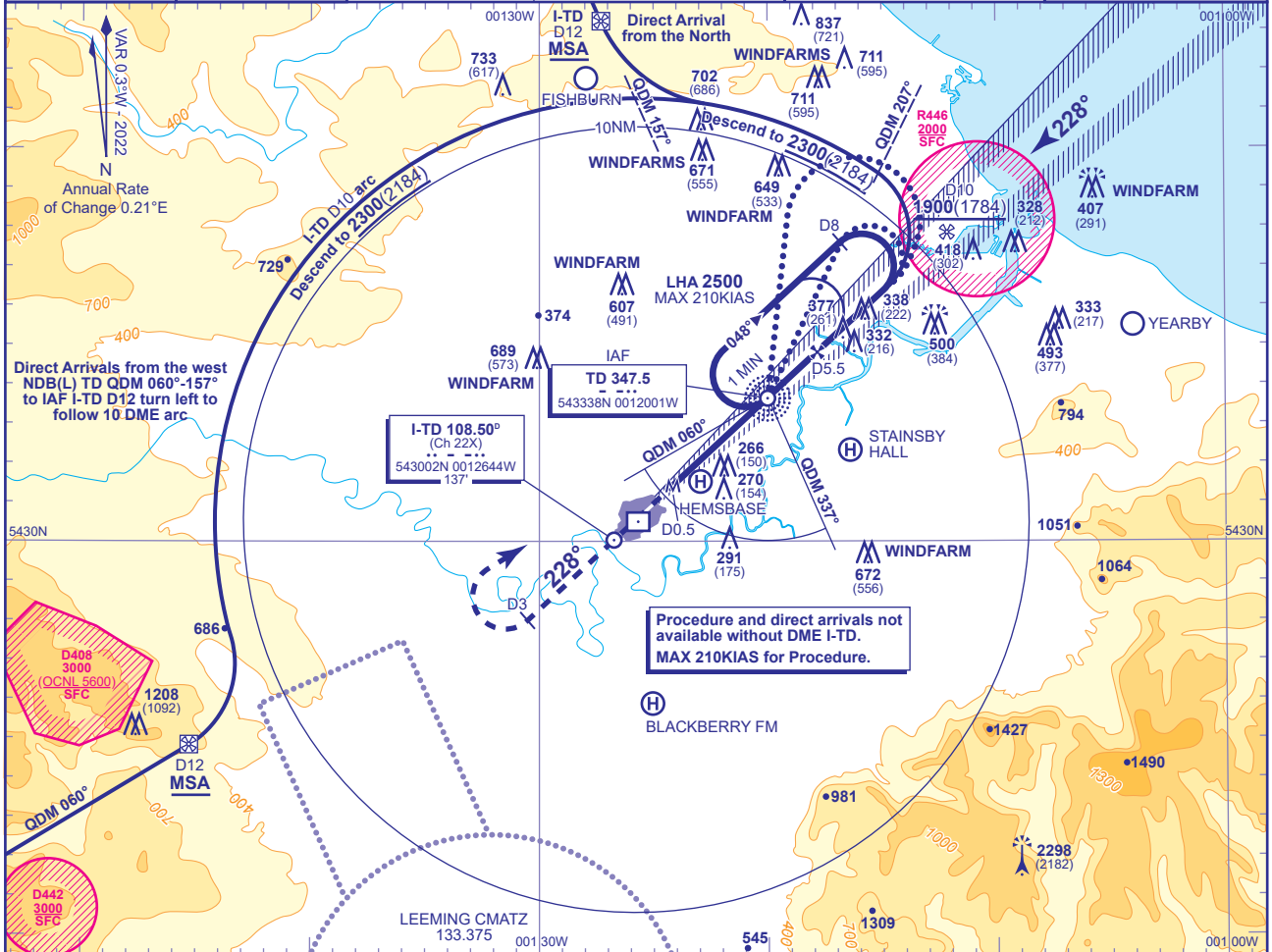
TEESSIDE INTERNATIONAL

LOC/DME/NDB(L)

RWY 23

(ACFT CAT A,B,C,D)

		APP 118.855	TEESSIDE APPROACH	AD ELEVATION 120
MSA 25NM NDB(L) TD	MSA 10NM NDB(L) TD	TWR 119.805	TEESSIDE TOWER	THR ELEVATION 116
		RAD 118.855	TEESSIDE RADAR	OBSTACLE ELEVATION 2298 AMSL (2182) (ABOVE THR)
		RAD 128.855	TEESSIDE DIRECTOR	
		ATIS 132.380	TEESSIDE INFORMATION	BEARINGS ARE MAGNETIC
				TRANSITION ALTITUDE 6000



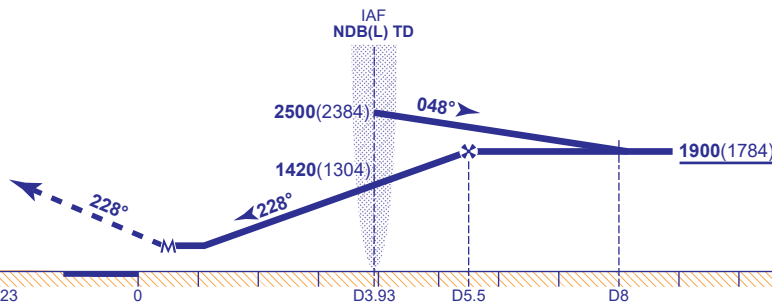
RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME I-TD	5	4	3	2
ALT(HGT)	1760(1644)	1440(1324)	1120(1004)	800(684)

Arrival not below MSA.

MAPt I-TD DME 0.5

Climb straight ahead to 1000 or I-TD D3 outbound whichever is later then turn right to return to NDB(L) TD to enter hold at 2500 or as directed.



Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	500(384)	500(384)	500(384)	500(384)	FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	590(470)	640(520)	760(640)	860(740)						

ALTERNATIVE PROCEDURE

Arrival overhead NDB(L) TD **not below MSA**, only from within sector entry between NDB(L) TD QDM 337° and NDB(L) TD QDM 060° fly outbound on NDB(L) TD QDR 026° CAT A,B and NDB(L) TD QDR 007° CAT C,D descending **not below 1900(1784)**. At I-TD DME 8 baseturn right to intercept the LOC, continue as for main procedure.

NOTE 1 No sector 1 entries to racetrack authorised.

2 Direct/arc arrivals only available with ATC clearance.

CHANGE (5/24): DME I-TD ELEVATION REVISED.