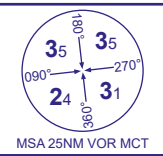


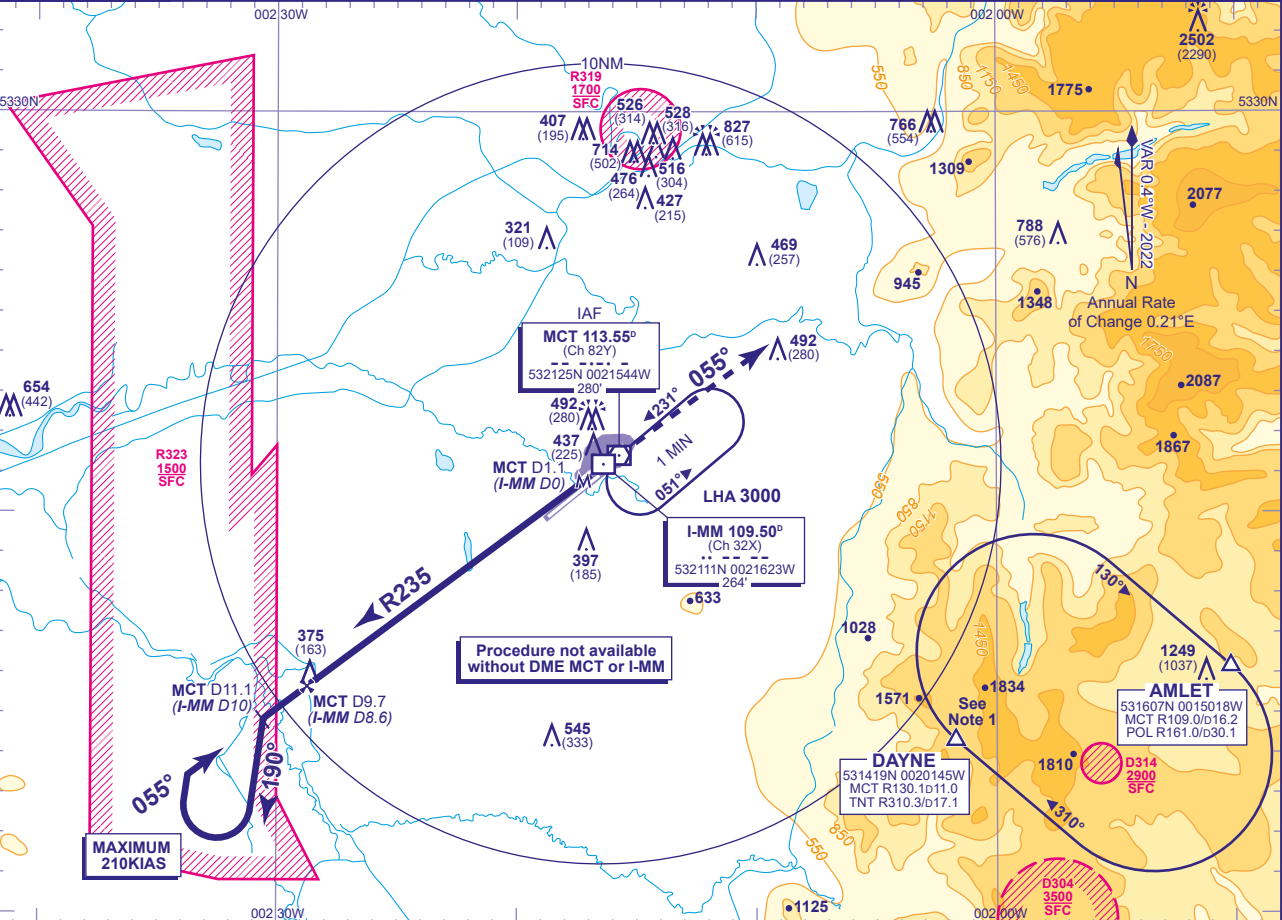
INSTRUMENT APPROACH - ICAO

MANCHESTER VOR/DME RWY 05L (ACFT CAT A,B,C,D)



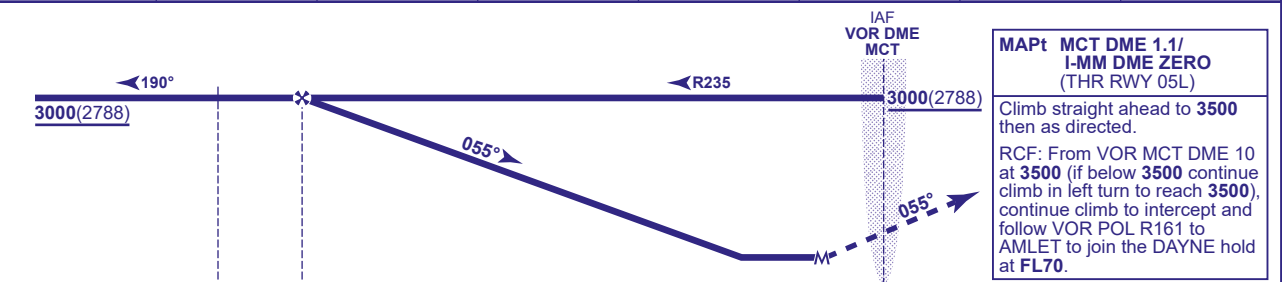
APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION	257
	121.355	MANCHESTER DIRECTOR	THR ELEVATION	212
TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION	2502 AMSL (2290) (ABOVE THR)
	121.855, 121.705	MANCHESTER GROUND		
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE 5000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME MCT(I-MM)	9.1(8)	8.1(7)	7.1(6)	6.1(5)	5.1(4)	4.1(3)	3.1(2)
ALT(HGT)	2810(2598)	2490(2278)	2170(1958)	1860(1648)	1540(1328)	1220(1008)	900(688)



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	690(478)	690(478)	690(478)	690(478)		FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	790(533)	820(563)	1110(853)	1110(853)							

NOTE 1 DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.  
2 DME I-MM may be used if DME MCT is not available.  
3 FAT offset 4° from RWY C/L and crosses RWY C/L 0.82NM (nominal) before THR RWY 05L.  
4 Procedure turns restricted to maximum to 210KIAS.

CHANGE (11/25): VOR POL RADIAL IN RCF CORRECTED.