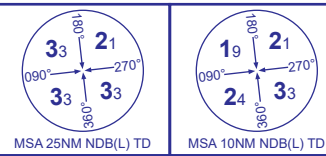


INSTRUMENT APPROACH CHART - ICAO

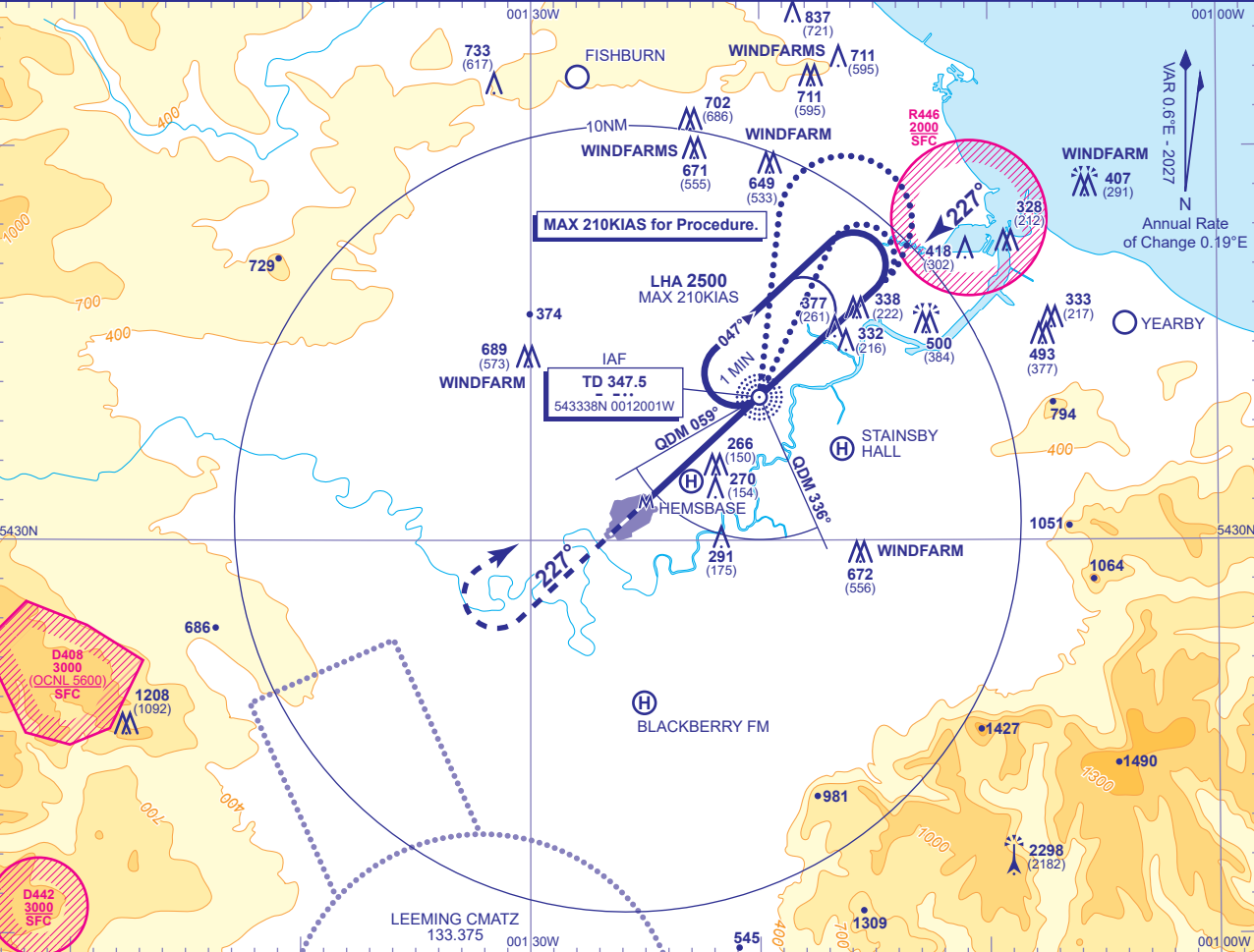
TEESSIDE INTERNATIONAL

NDB(L)  
RWY 23  
(ACFT CAT A,B,C,D)



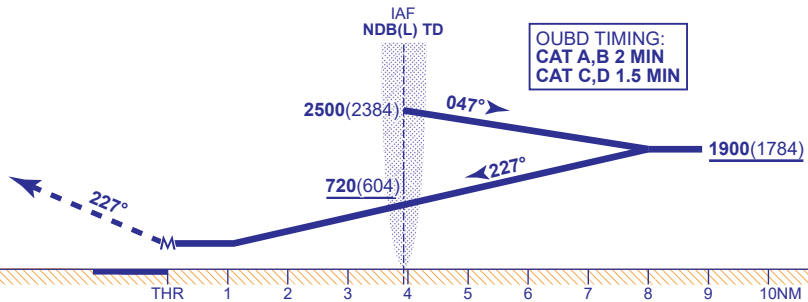
APP	118.855	TEESSIDE APPROACH	AD ELEVATION	120
TWR	119.805	TEESSIDE TOWER	THR ELEVATION	116
RAD	118.855	TEESSIDE RADAR	OBSTACLE ELEVATION	2298 AMSL (2182) (ABOVE THR)
RAD	128.855	TEESSIDE DIRECTOR		
ATIS	132.380	TEESSIDE INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE  
6000



Arrival not below MSA.

MAPt THR RWY 23  
3.93NM after NDB(L) TD  
Climb straight ahead to **2000** then  
turn right direct 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	540(424)	540(424)	540(424)	540(424)		FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	590(470)	640(520)	1050(930)	1090(970)	NDB(L) TD to MAPt	MIN:SEC	1:28	1:41	1:58	2:21	2:57

**ALTERNATIVE PROCEDURE**  
Arrival overhead NDB(L) TD **not below MSA**, only from within sector entry between NDB(L) TD QDM 336° and NDB(L) TD QDM 059° fly outbound on NDB(L) TD QDR 025° CAT A,B and NDB(L) TD QDR 006° CAT C,D descending **not below 1900(1784)**. At 2MIN (CAT A,B) 1.5MIN (CAT C,D) baseturn right to intercept the NDB(L) TD QDM 227°. Once established on FAT descend to MDA(H).

**NOTE** No sector 1 entries to racetrack authorised.

**CHANGE (11/25):** MSA 25NM SW INCREASE. VM(C)OCA (OCH AAL) CAT C/D INCREASE. MAG VAR. MAG TRACKS.