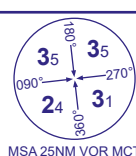
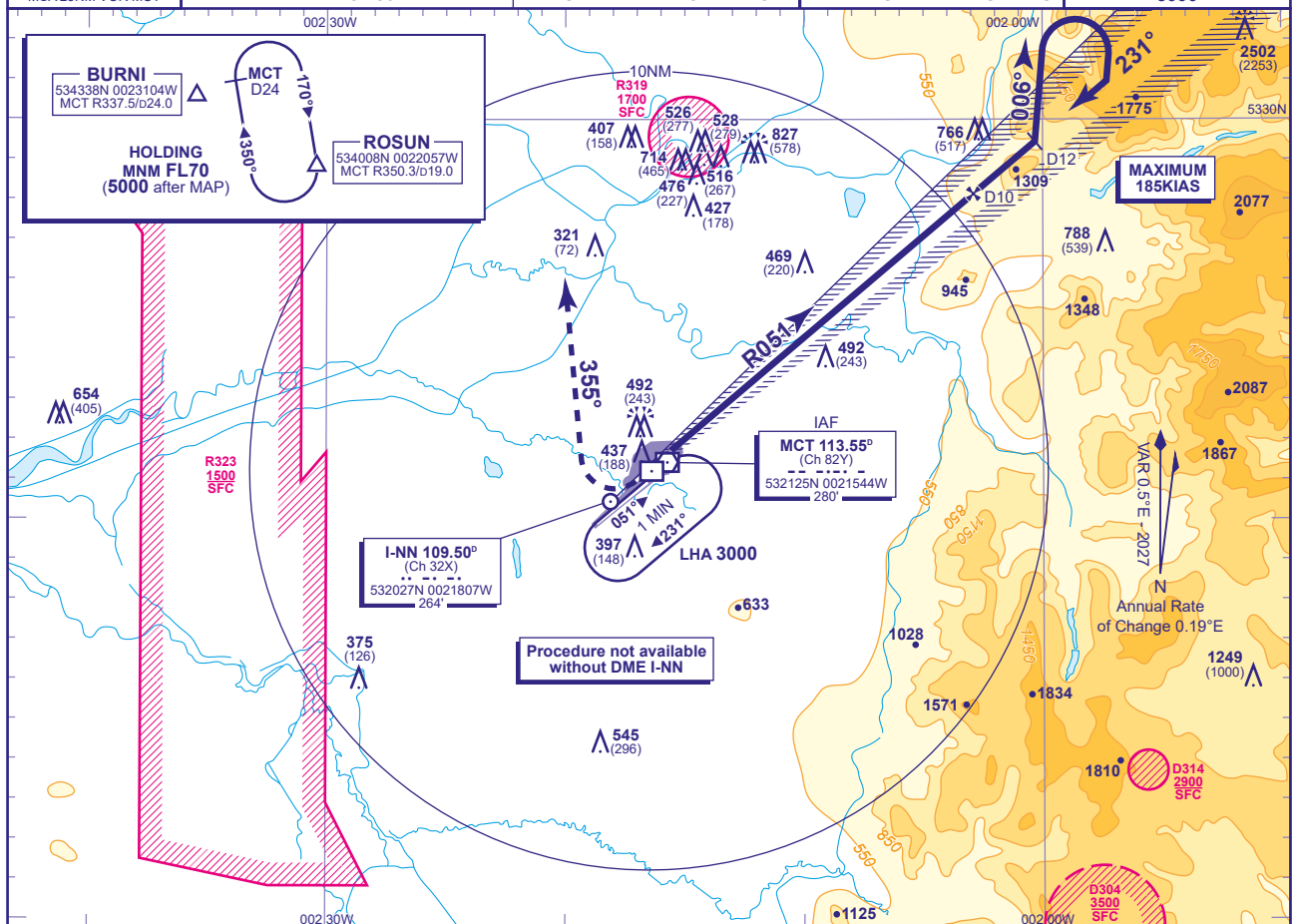


**MANCHESTER**  
**ILS/DME (I-NN)**  
**RWY 23R**  
(ACFT CAT A,B,C,D)



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

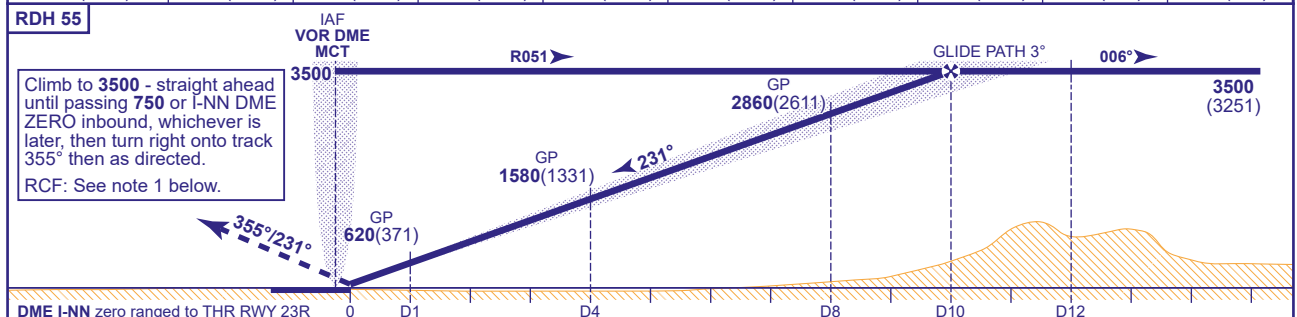
TRANSITION ALTITUDE  
5000



RECOMMENDED PROFILE GLIDE PATH 3° 320FT/NM

RECOMMENDED FRONT SEAT PANTS, 1/2SIZING									
DME I-NN	9	8	7	6	5	4	3	2	1
ALT(HGT)	3180(2931)	2860(2611)	2540(2291)	2220(1971)	1900(1651)	1580(1331)	1260(1011)	940(691)	620(371)

RDH 55



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
	CAT II	306(57)	317(68)	331(82)	351(102)							
VM(C)OCA (OCH AAL)	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.