

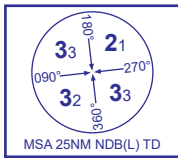
INSTRUMENT APPROACH CHART - ICAO

TEESSIDE INTERNATIONAL

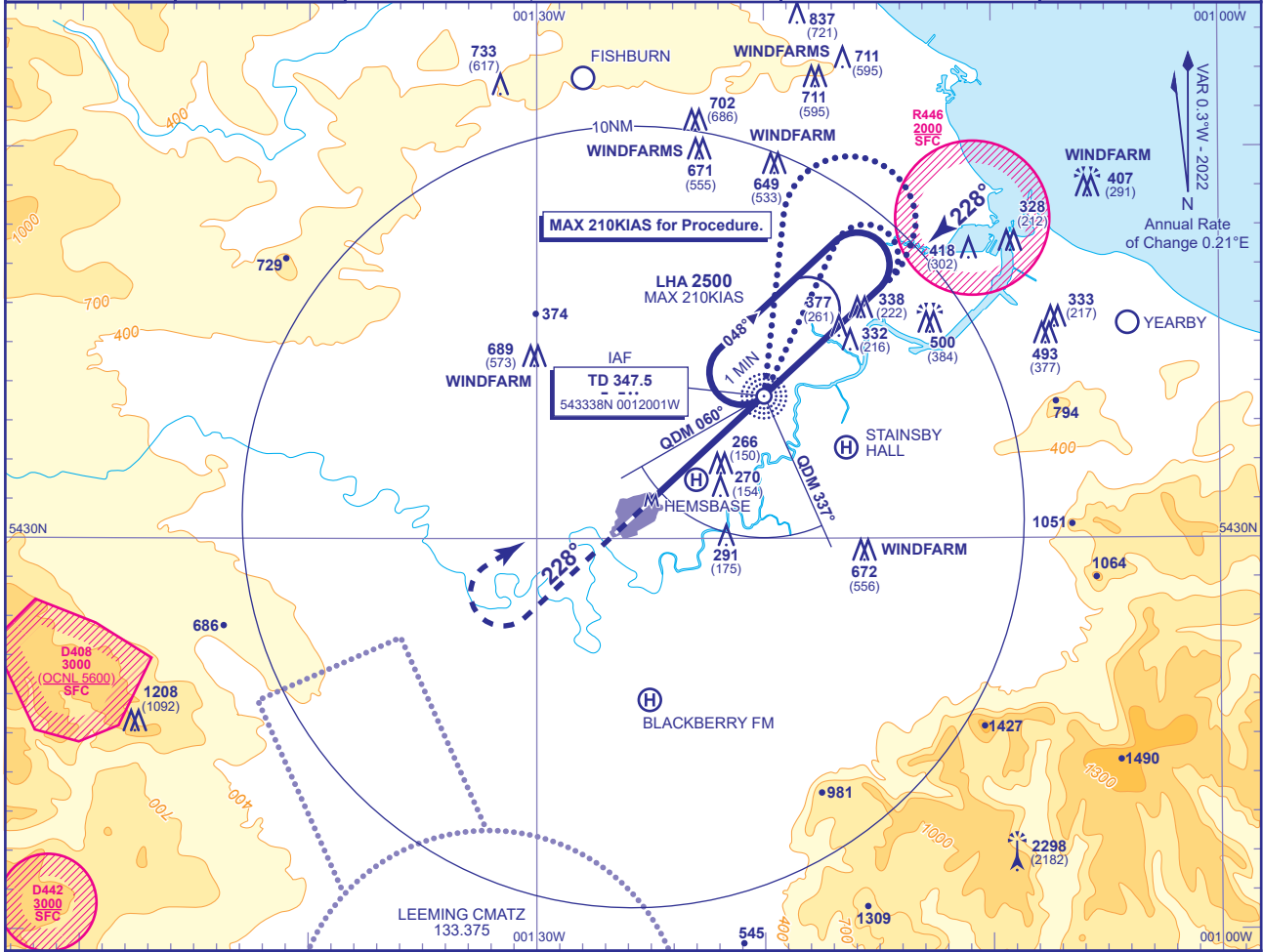
NDB(L)

RWY 23

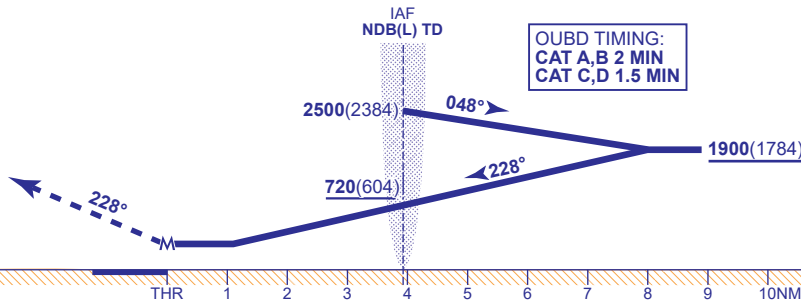
(ACFT CAT A,B,C,D)



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) TDClimb straight ahead to 2000 then
turn right direct to NDB(L) TD to
enter hold at 2500 or as directed.OUBD TIMING:
CAT A,B 2 MIN
CAT C,D 1.5 MIN

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)	760(640)	860(740)	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 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 2MIN (CAT A,B) 1.5MIN (CAT C,D) baseturn right to intercept the NDB(L) TD QDM 228°. Once established on FAT descend to MDA(H).

NOTE No sector 1 entries to racetrack authorised.

CHANGE (4/22): SRA PROCEDURES REMOVED. SRA REMOVED FROM FREQUENCY LIST. PAGES RENUMBERED.