
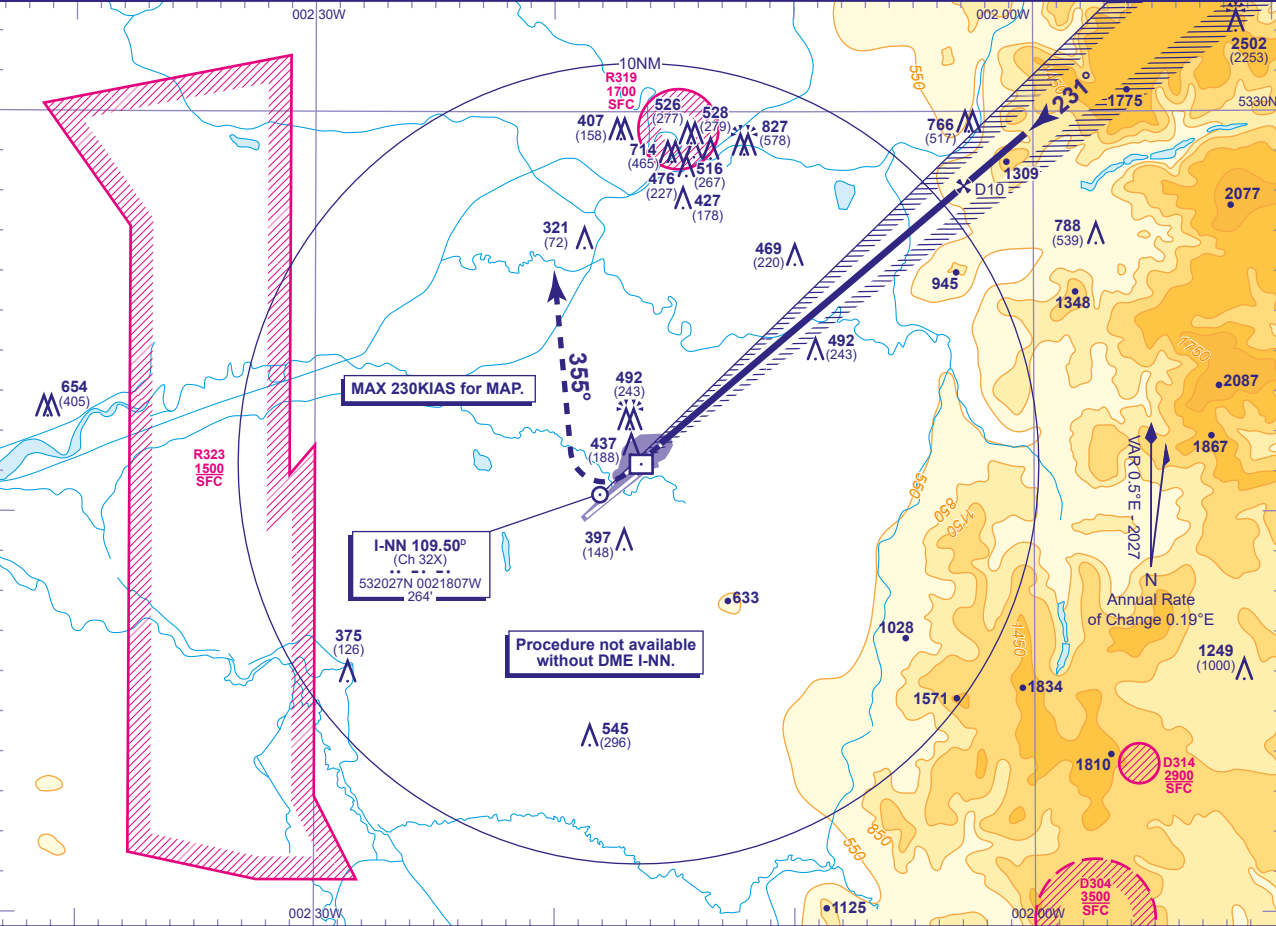


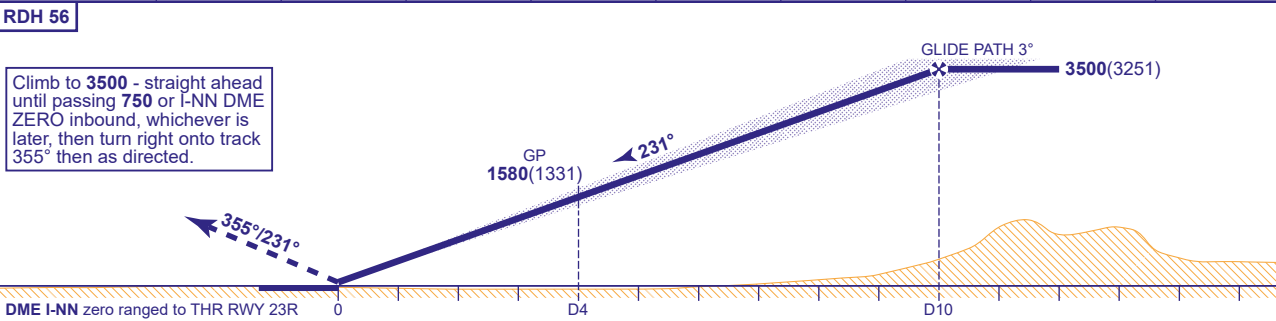
INSTRUMENT APPROACH STAFF - ICAO

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

 MSA 25NM ARP	APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION	257	ILS/DME RWY 23R (ACFT CAT A,B,C,D)
		121.355	MANCHESTER DIRECTOR	THR ELEVATION	249	
	TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION 2502 AMSL (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									
DME I-NN	9	8	7	6	5	4	3	2	1
ALT(HGT)	3170(2921)	2850(2601)	2530(2281)	2220(1971)	1900(1651)	1580(1331)	1260(1011)	940(691)	620(371)



DME I-NN zero ranged to THR RWY 23R										
Aircraft Category					Rate of descent	G/S KT				
OCA (OCH)	CAT I	416(167)	425(176)	436(187)		FT/MIN	160	140	120	100
	CAT II	323(74)	329(80)	341(92)			850	740	640	530
VM(C)OCA (OCH AAL)		Total Area	740(483)	800(543)	1110(853)	1110(853)	80	420		

**NOTE 1** RCF: Refer to AD 2.22.  
**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** False localiser capture may be experienced when approaching RWY 23R from the North and South.