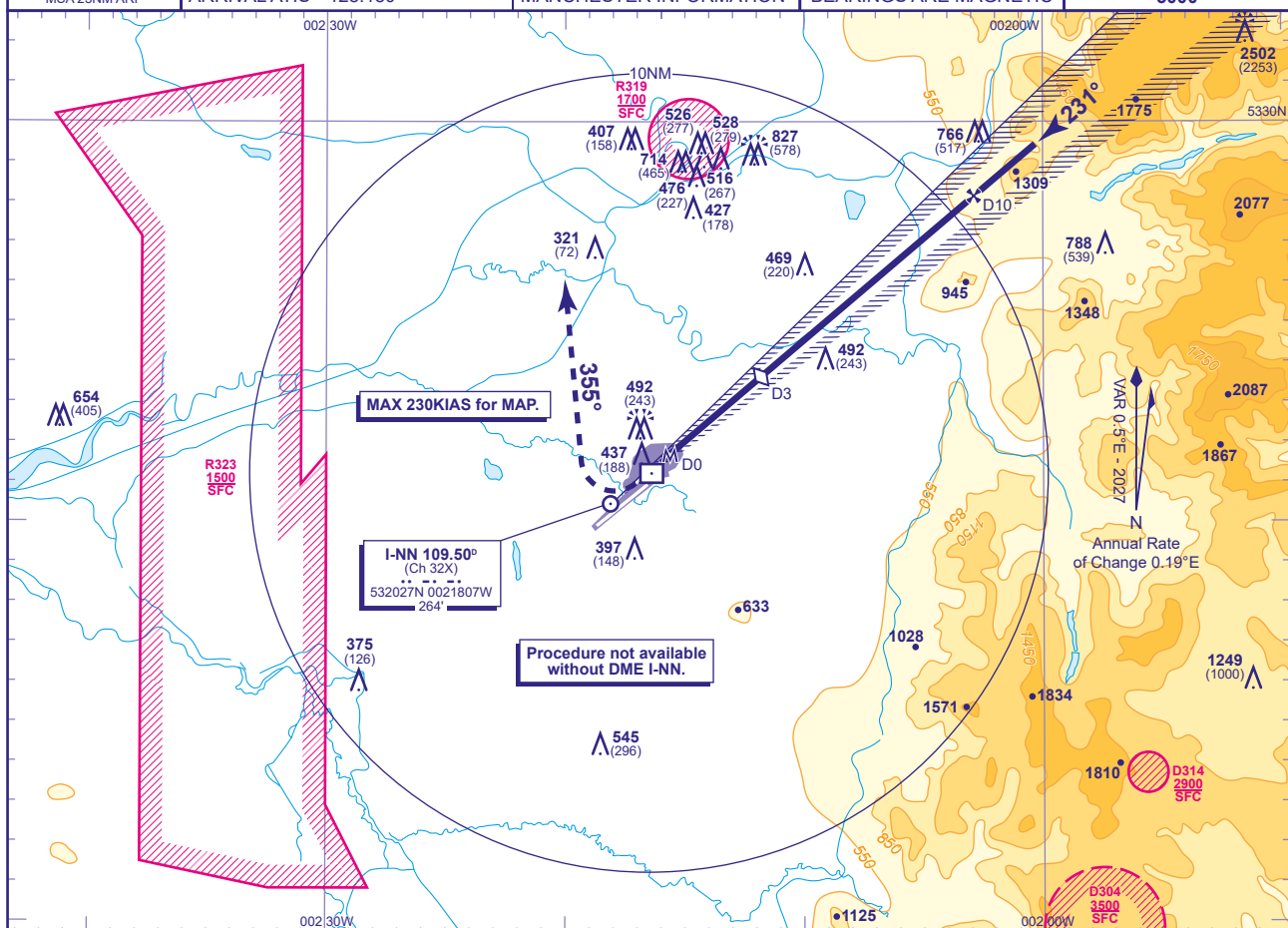


APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION <b>257</b>
	121.355	MANCHESTER DIRECTOR	THR ELEVATION <b>249</b>
TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION <b>2502 AMSL</b> (2253) (ABOVE THR)
	121.855, 121.705	MANCHESTER GROUND	
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE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

TRANSITION ALTITUDE  
5000

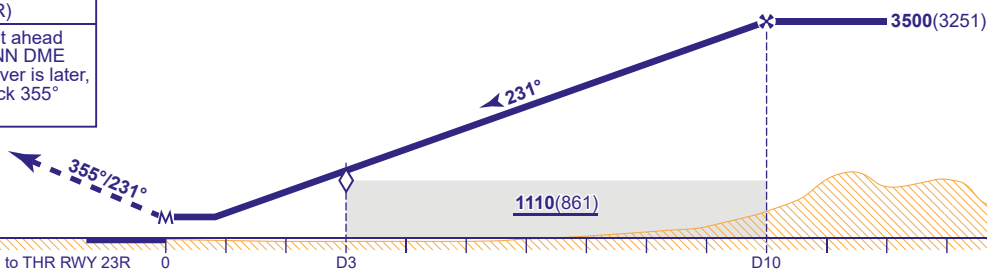


**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

DME I-NN	9	8	7	6	5	4	3(SDF)	2
ALT(HGT)	3170(2921)	2850(2601)	2530(2281)	2220(1971)	1900(1651)	1580(1331)	1260(1011)	940(691)

**MAPt I-NN DME ZERO**  
(THR RWY 23R)

Climb to **3500** - straight ahead until passing **750** or I-NN DME ZERO inbound, whichever is later, then turn right onto track 355° then as directed.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	630(381)	630(381)	630(381)	630(381)		FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	740(483)	800(543)	1110(853)	1110(853)							

**NOTE 1** RCF: Refer to AD 2.22.

2 False localiser capture may be experienced when approaching RWY 23R from the North and South.

**CHANGE (4/26):** TITLE. MSA. PROCEDURE. BURNI/ROSHN HOLD REMOVED. RECOMMENDED PROFILE RCF REMOVED. MINIMA. NOTES. PAGE NUMBER.