

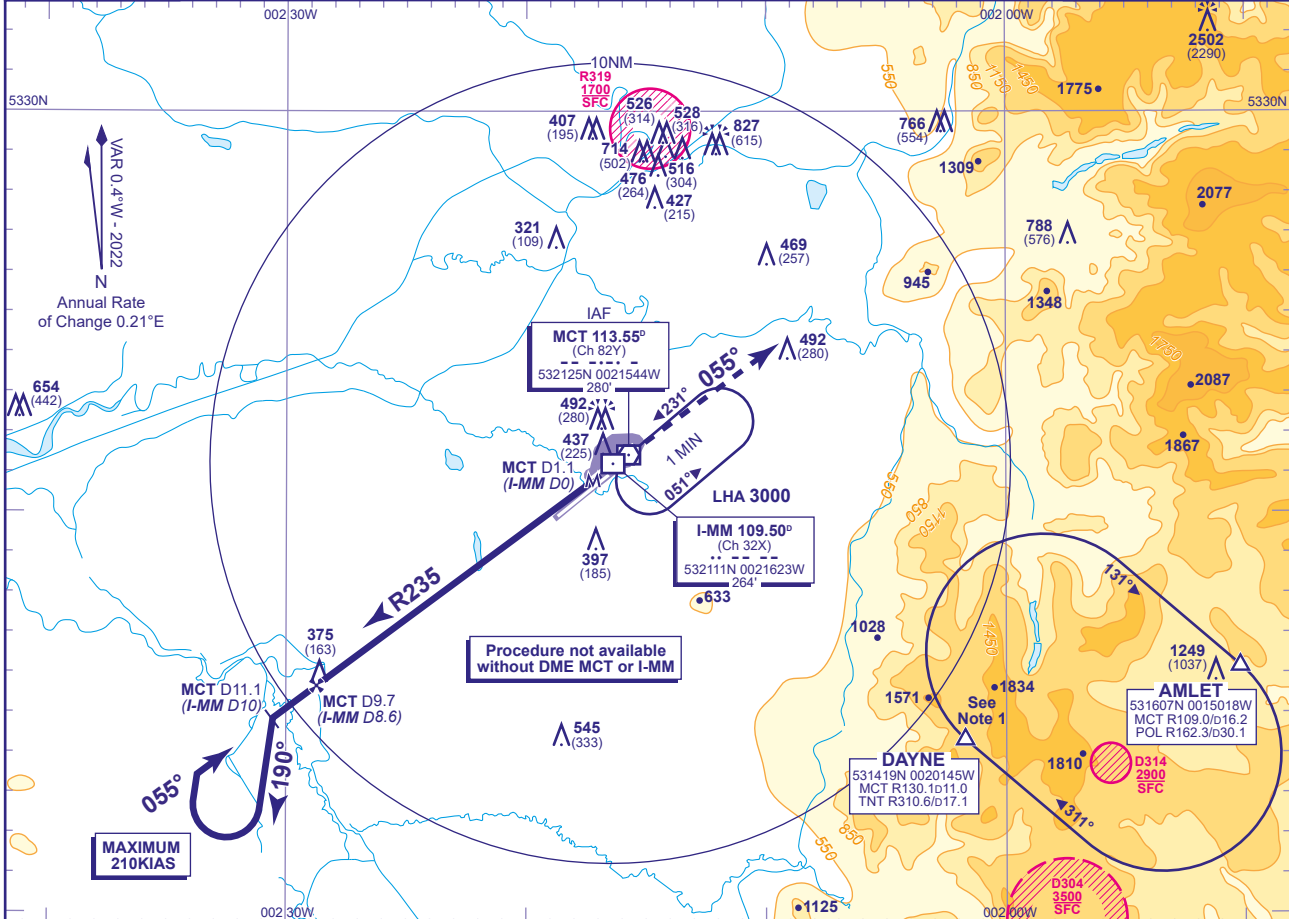
INSTRUMENT APPROACH CHART - ICAO

MANCHESTER
VOR/DME
RWY 05L
(ACFT CAT A,B,C,D)



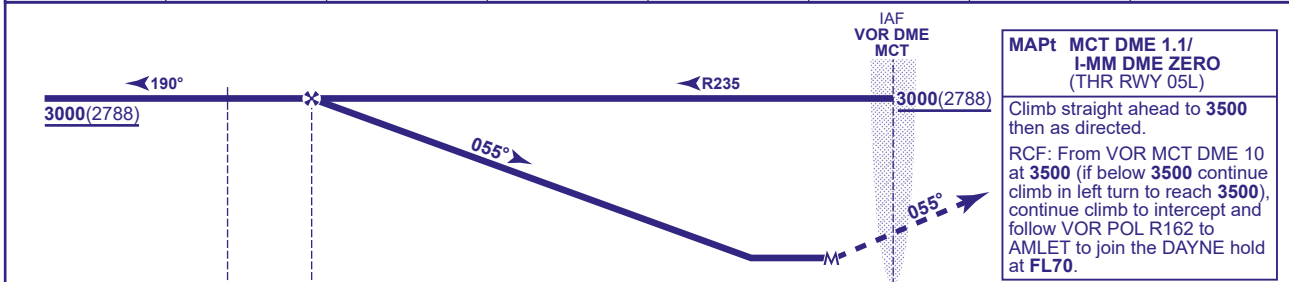
APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION 257
	121.355	MANCHESTER DIRECTOR	THR ELEVATION 212
TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION
	121.855, 121.705	MANCHESTER GROUND	2502 AMSL (2290) (ABOVE THR)
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC

TRANSITION ALTITUDE
5000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME MCT (I-MM)	9.1(8)	8.1(7)	7.1(6)	6.1(5)	5.1(4)	4.1(3)	3.1(2)
ALT(HGT)	2810(2598)	2490(2278)	2170(1958)	1860(1648)	1540(1328)	1220(1008)	900(688)



DME MCT reads 1.1NM at THR RWY 05L
(DME I-MM zero ranged to THR RWY 05L)

Aircraft Category		A	B	C	D	Rate of descent					
OCA (OCH)	Procedure	690(478)	690(478)	690(478)	690(478)		G/S KT	160	140	120	100
VM(C)OCA (OCH AAL)	Total Area	790(533)	820(563)	1110(853)	1110(853)	FT/MIN	850	740	640	530	420

NOTE 1 DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.
2 DME I-MM may be used if DME MCT is not available.
3 FAT offset 4° from RWY C/L and crosses RWY C/L 0.82NM (nominal) before THR RWY 05L.
4 Procedure turns restricted to maximum to 210KIAS.

CHANGE (5/23): DME ELEVATIONS. MAG VAR. ANNUAL RATE OF CHANGE. TNT, MCT VOR RECALIBRATED. RADIALS.