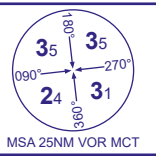


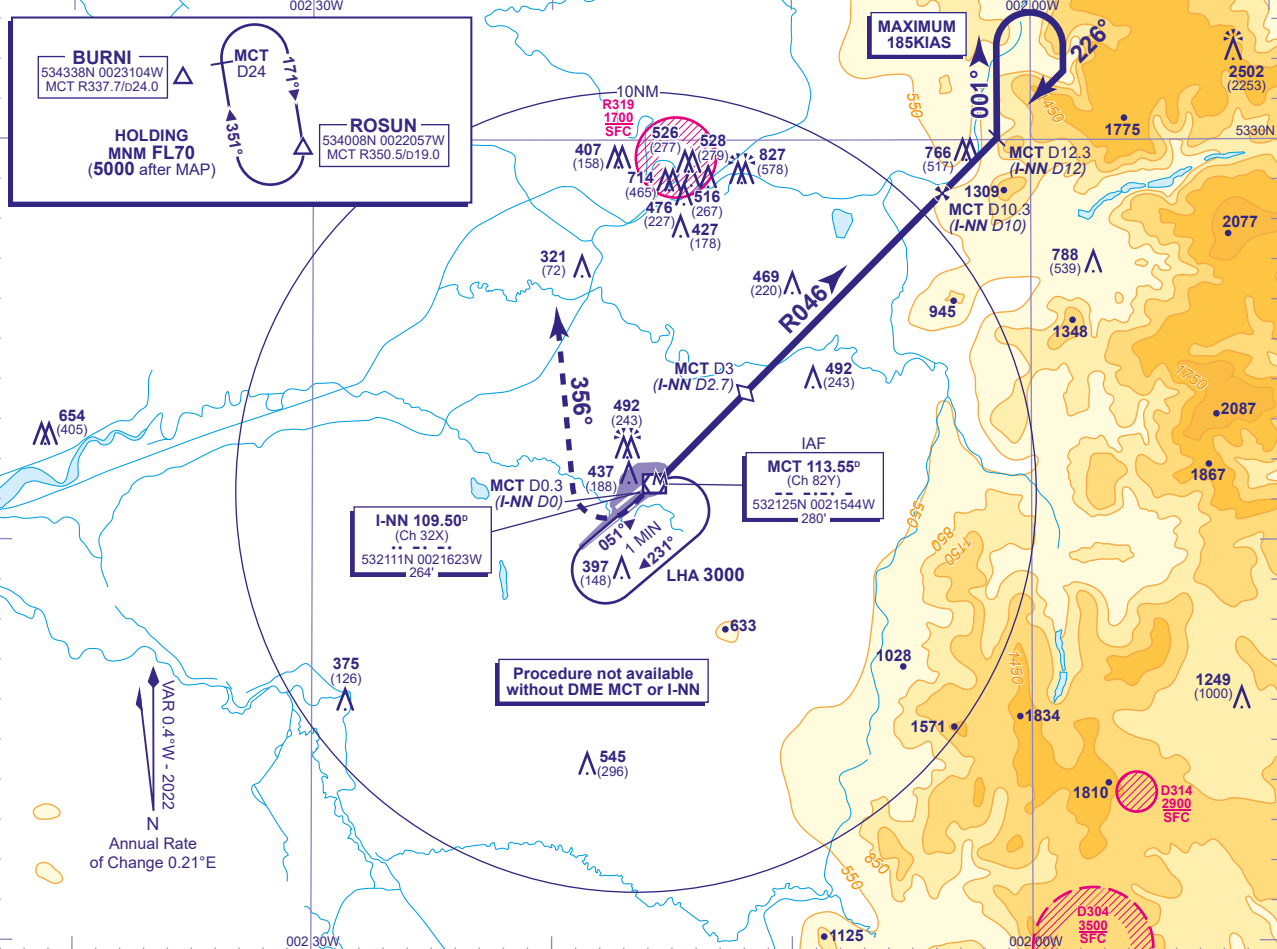
INSTRUMENT APPROACH CHART - ICAO

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



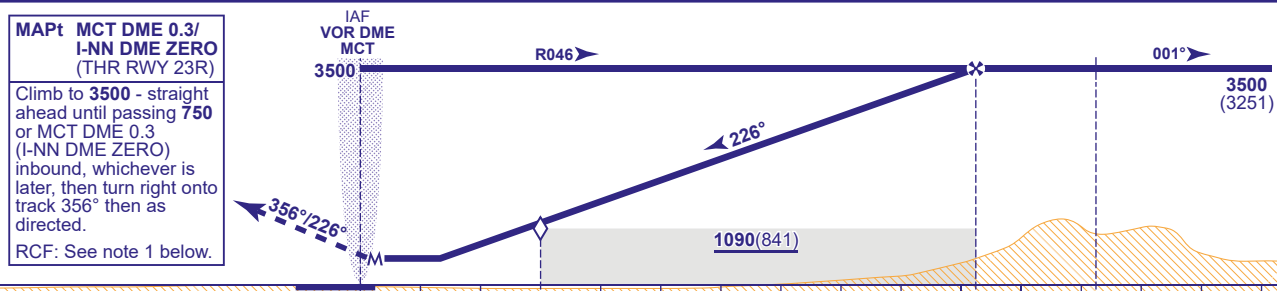
APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION	257
	121.355	MANCHESTER DIRECTOR	THR ELEVATION	249
TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION	2502 AMSL (2253) (ABOVE THR)
	121.855, 121.705	MANCHESTER GROUND		
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE
5000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME MCT(I-NN)	9(8.7)	8(7.7)	7(6.7)	6(5.7)	5(4.7)	4(3.7)	3(2.7) (SDF)	2(1.7)
ALT(HGT)	3080(2831)	2760(2511)	2440(2191)	2120(1871)	1800(1551)	1480(1231)	1160(911)	840(591)



DME MCT reads 0.3NM at THR RWY 23R (DME I-NN zero ranged to THR RWY 23R)

Aircraft Category	A	B	C	D	Rate of descent						
OCA (OCH)	Procedure	690(441)	690(441)	690(441)		690(441)	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	750	640	530	430

NOTE 1 In the event of RCF follow the standard MAP on to track 356°. 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 DME I-NN may be used if DME MCT is not available.
3 FAT offset 5° from RWY C/L and crosses RWY C/L 1.3NM before THR RWY 23R.
4 Procedure turns restricted to maximum 185KIAS.

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