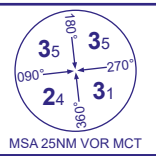


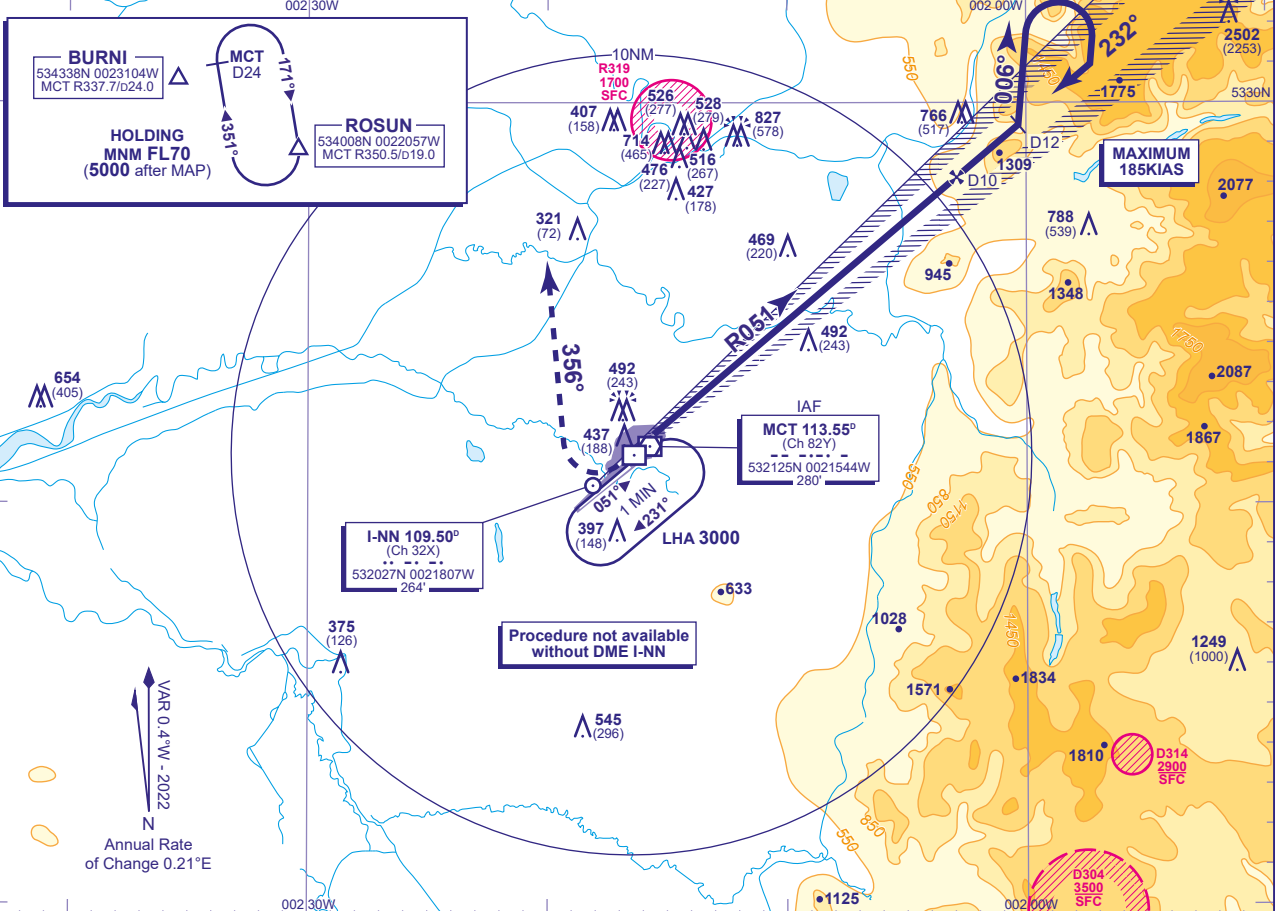
MANCHESTER ILS/DME (I-NN) RWY 23R (ACFT CAT A,B,C,D)

INSTRUMENT APPROACH CHART - ICAO



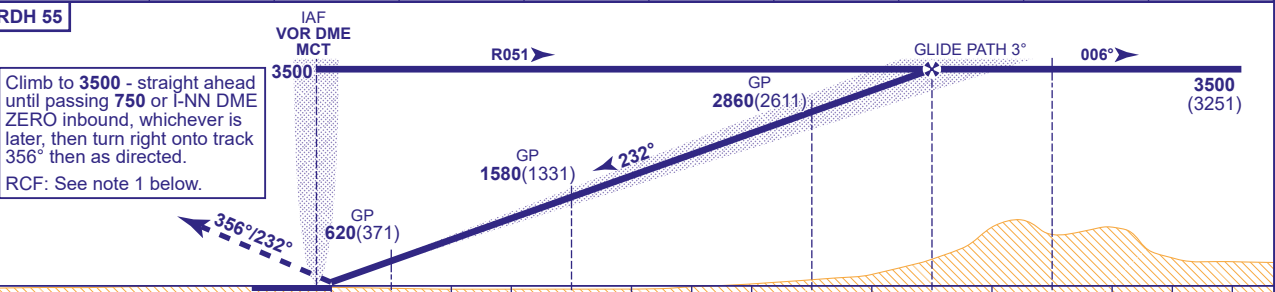
APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION	257
	121.355	MANCHESTER DIRECTOR	THR ELEVATION	249
TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION	2502 AMSL (2253) (ABOVE THR)
	121.855, 121.705	MANCHESTER GROUND		
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE
5000



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-NN	9	8	7	6	5	4	3	2	1
ALT(HGT)	3180(2931)	2860(2611)	2540(2291)	2220(1971)	1900(1651)	1580(1331)	1260(1011)	940(691)	620(371)



Aircraft Category	Aircraft Category				Rate of descent	Rate of descent					
	A	B	C	D		G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	396(147)	409(160)	421(172)	435(186)	FT/MIN	850	750	640	530	430
	CAT II	306(57)	317(68)	331(82)	351(102)						
VM(C)OCA (OCH AAL)	Total Area	790(533)	820(563)	1110(853)	1110(853)						

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.
NOTE 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 356°.
NOTE 3 Procedure turns restricted to maximum 185KIAS.
NOTE 4 False localiser capture may be experienced when approaching RWY 23R from the North and South.

CHANGE (12/23): I-NN COORDINATE UPDATED.