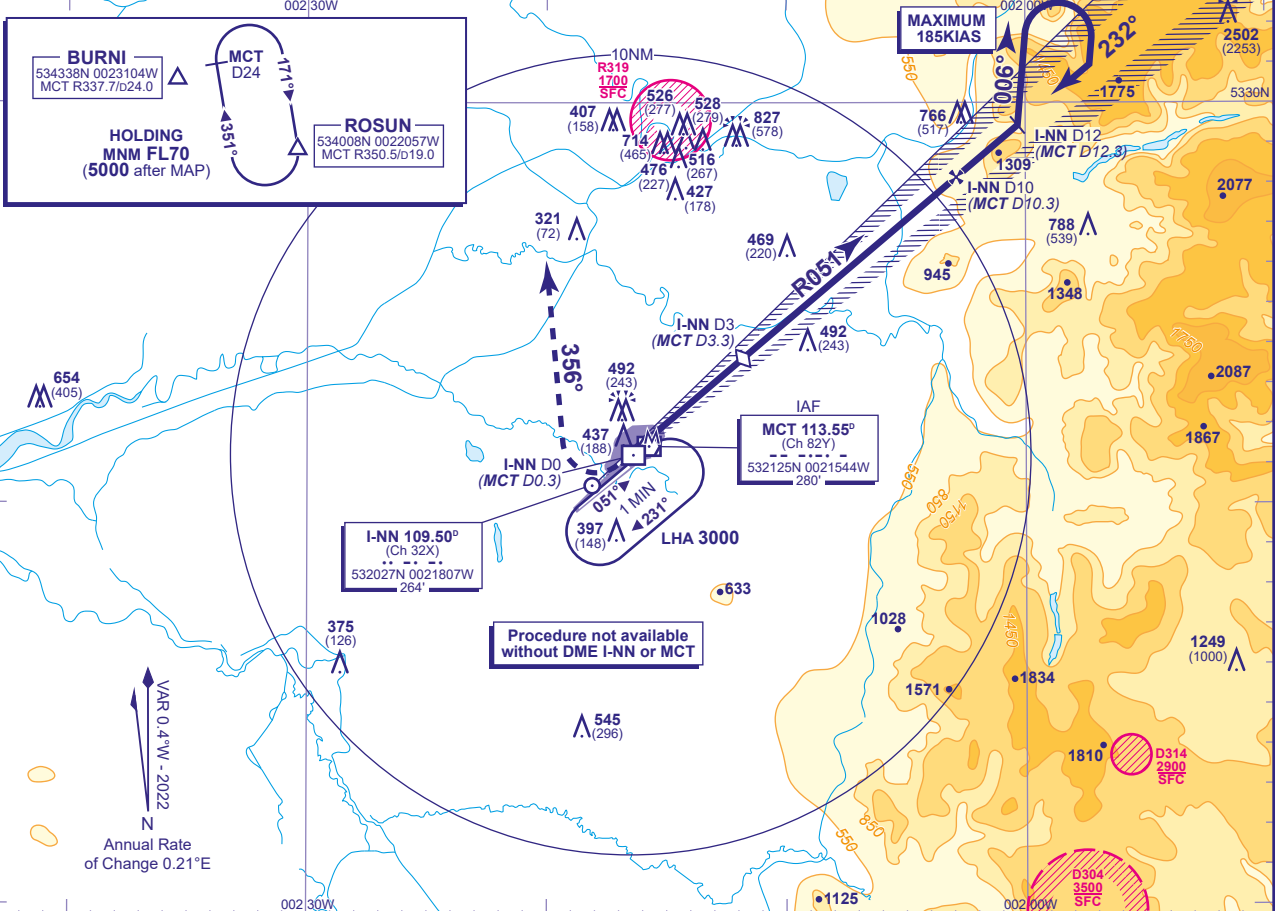




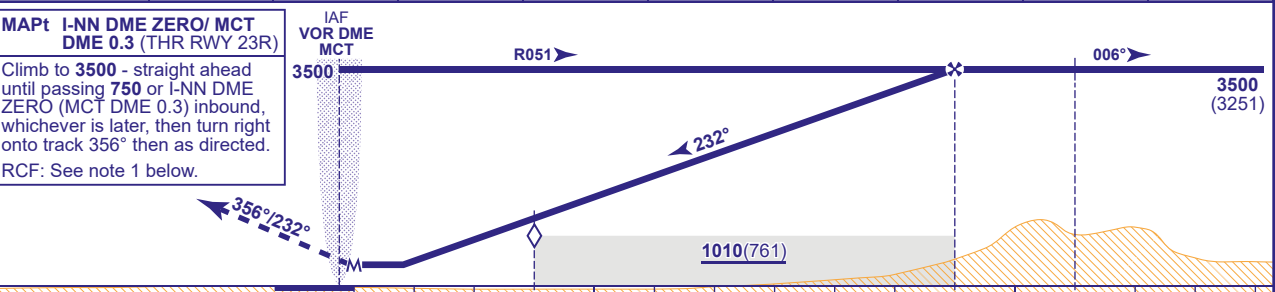
APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION	257
	121.355	MANCHESTER DIRECTOR	THR ELEVATION	249
TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION	2502 AMSL (2253) (ABOVE THR)
	121.855, 121.705	MANCHESTER GROUND		
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE
5000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-NN(MCT)	9(9.3)	8(8.3)	7(7.3)	6(6.3)	5(5.3)	4(4.3)	3(3.3) (SDF)	2(2.3)	1(1.3)
ALT(HGT)	3180(2931)	2860(2611)	2540(2291)	2220(1971)	1900(1651)	1580(1331)	1260(1011)	940(691)	620(371)



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

Aircraft Category		A	B	C	D	Rate of descent	G/S KT										
OCA (OCH)	Procedure	640(391)	640(391)	640(391)	640(391)		FT/MIN	160	140	120	100	80	850	750	640	530	430
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.
2 DME MCT may be used if DME I-NN is not available.
3 Procedure turns restricted to maximum 185KIAS.
4 False localiser capture may be experienced when approaching RWY 23R from the North and South.

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