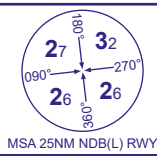


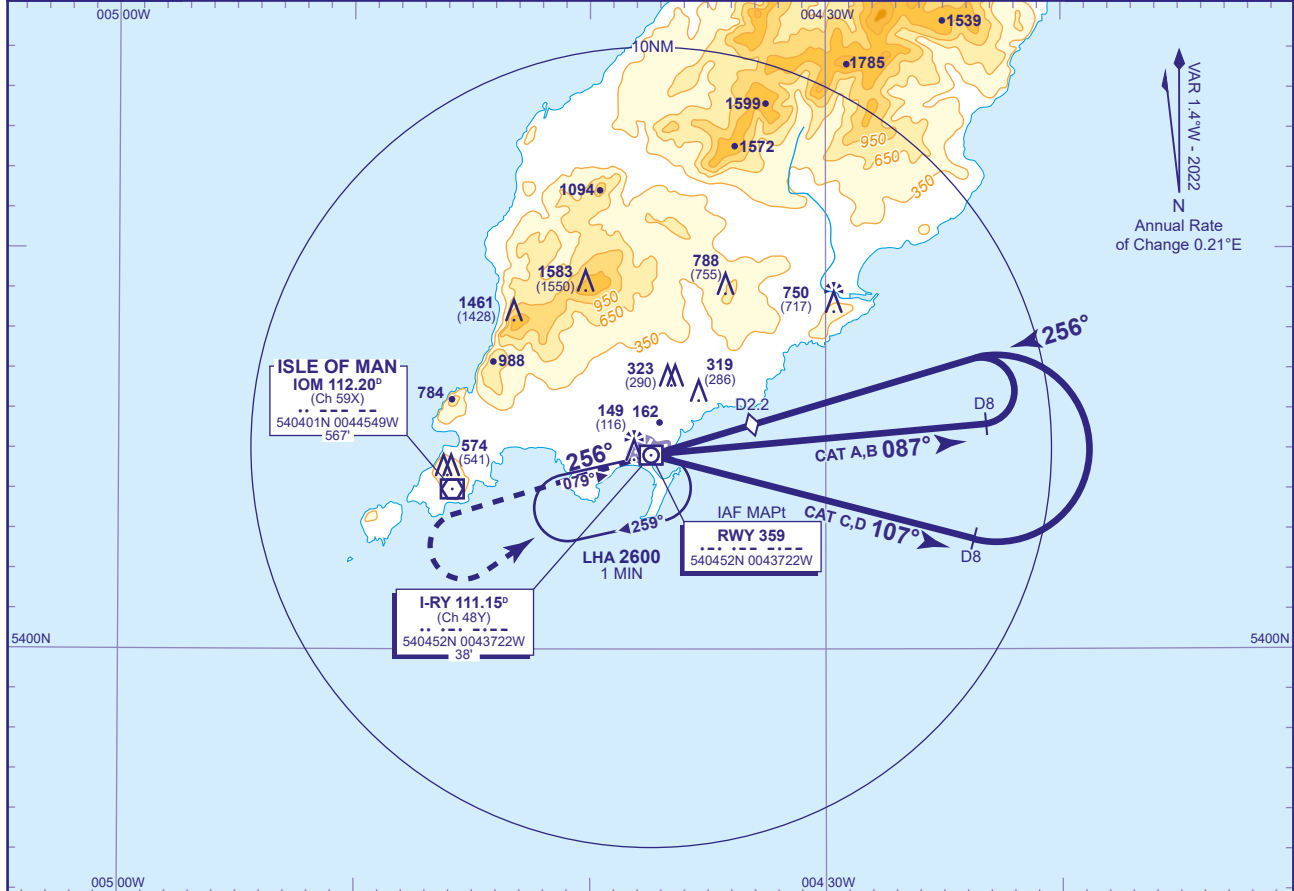
# INSTRUMENT APPROACH CHART - ICAO

# ISLE OF MAN NDB(L)/DME RWY 26 (ACFT CAT A,B,C,D)



APP	135.905	RONALDSWAY APPROACH	AD ELEVATION	53
TWR	119.005	RONALDSWAY TOWER	THR ELEVATION	33
RAD	135.905, 120.855, 125.305	RONALDSWAY RADAR	OBSTACLE ELEVATION	1583 AMSL (1550) (ABOVE THR)
ATIS	123.880	RONALDSWAY INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE  
**3000**



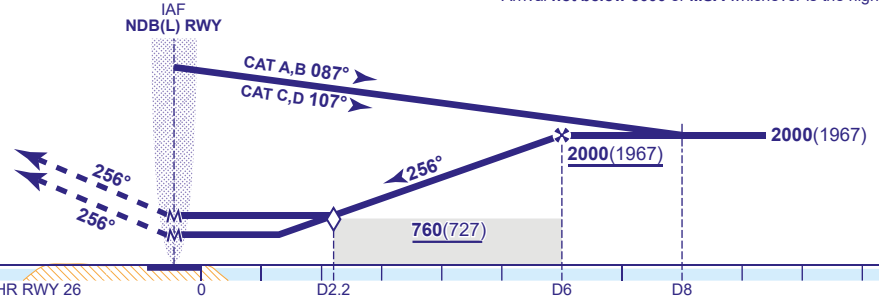
VAR 1.4°W - 2022  
N  
Annual Rate of Change 0.21°E

### RECOMMENDED PROFILE Gradient 5.25%, 319FT/NM

DME I-RY	5	4	3	2.2 (SDF)	2
ALT(HGT)	1680(1647)	1360(1327)	1040(1007)	790(757)	720(687)

Arrival not below 3000 or MSA whichever is the higher.

**MAPt NDB(L) RWY**  
Continuous climb to 3000, initially on NDB(L) RWY QDM 256° to 2000 then left turn to NDB(L) RWY at 3000 or as directed.



Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	510(477)	510(477)	510(477)		510(477)	FT/MIN	850	740	640	530
	NO DME	810(777)	810(777)	810(777)	810(777)						
VM(C)OCA (OCH AAL) (See Note 3)	Total Area	810(757)	810(757)	1990(1937)	1990(1937)						
	South of RWY 08/26	810(757)	810(757)	1320(1267)	1390(1337)						
	East of RWY 03/21	810(757)	810(757)	1320(1267)	1390(1337)						

### AIRCRAFT UNABLE TO RECEIVE DME I-RY

Substitute timings for distance on outbound legs and commence base turn at 3MIN (CAT A,B); 2.5MIN (CAT C,D) and when established on FAT descend to MDH.

- NOTE 1** Aircraft will normally be required to hold not lower than 3000.  
**NOTE 2** FAT offset 3.75 north from RWY 26 C/L: FAT intercepts C/L nominally 1.7NM before THR.

CHANGE (9/24): AD ELEVATION. MINIMA. NOTE 3 REMOVED.