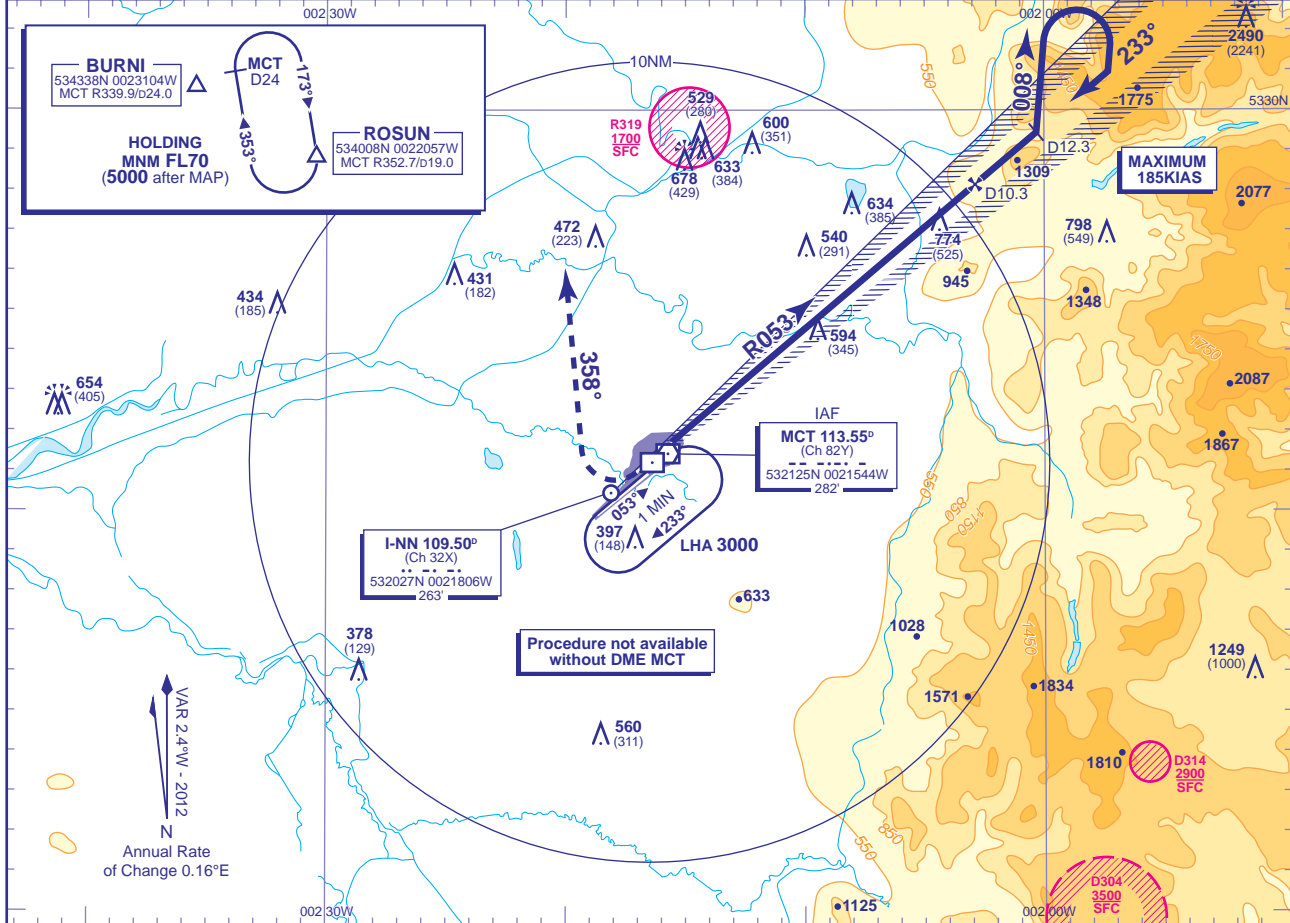


INSTRUMENT APPROACH CHART - ICAO

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

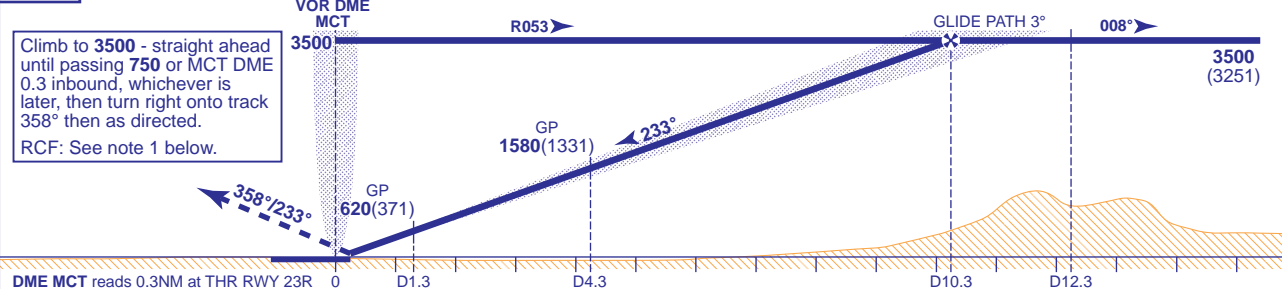
<p>MSA 25NM VOR MCT</p>	APP 118.575, 135.000	MANCHESTER RADAR	AD ELEVATION 257
	121.350	MANCHESTER DIRECTOR	THR ELEVATION 249
TWR 118.625, 119.400	MANCHESTER TOWER	OBSTACLE ELEVATION 2490 AMSL (2241) (ABOVE THR)	
121.850, 121.700	MANCHESTER GROUND	BEARINGS ARE MAGNETIC	
ARRIVAL ATIS 128.175	MANCHESTER INFORMATION	TRANSITION ALTITUDE 5000	



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME MCT	9.3	8.3	7.3	6.3	5.3	4.3	3.3	2.3	1.3
ALT(HGT)	3180(2931)	2860(2611)	2540(2291)	2220(1971)	1900(1651)	1580(1331)	1260(1011)	940(691)	620(371)

RDH 55



Aircraft Category	A	B	C	D	Rate of descent	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	750(493)	820(563)	1110(853)	1110(853)						

NOTE 1 In the event of RCF follow the standard MAP on to track 358°. At MCT DME 10 turn direct to BURNI (MCT R340/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 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 358°.
3 Procedure turns restricted to maximum 185KIAS.

CHANGE (7/12): MAG VAR. ANNUAL RATE OF CHANGE. PROCEDURE. ROSUN HOLD AND BURNI REP.