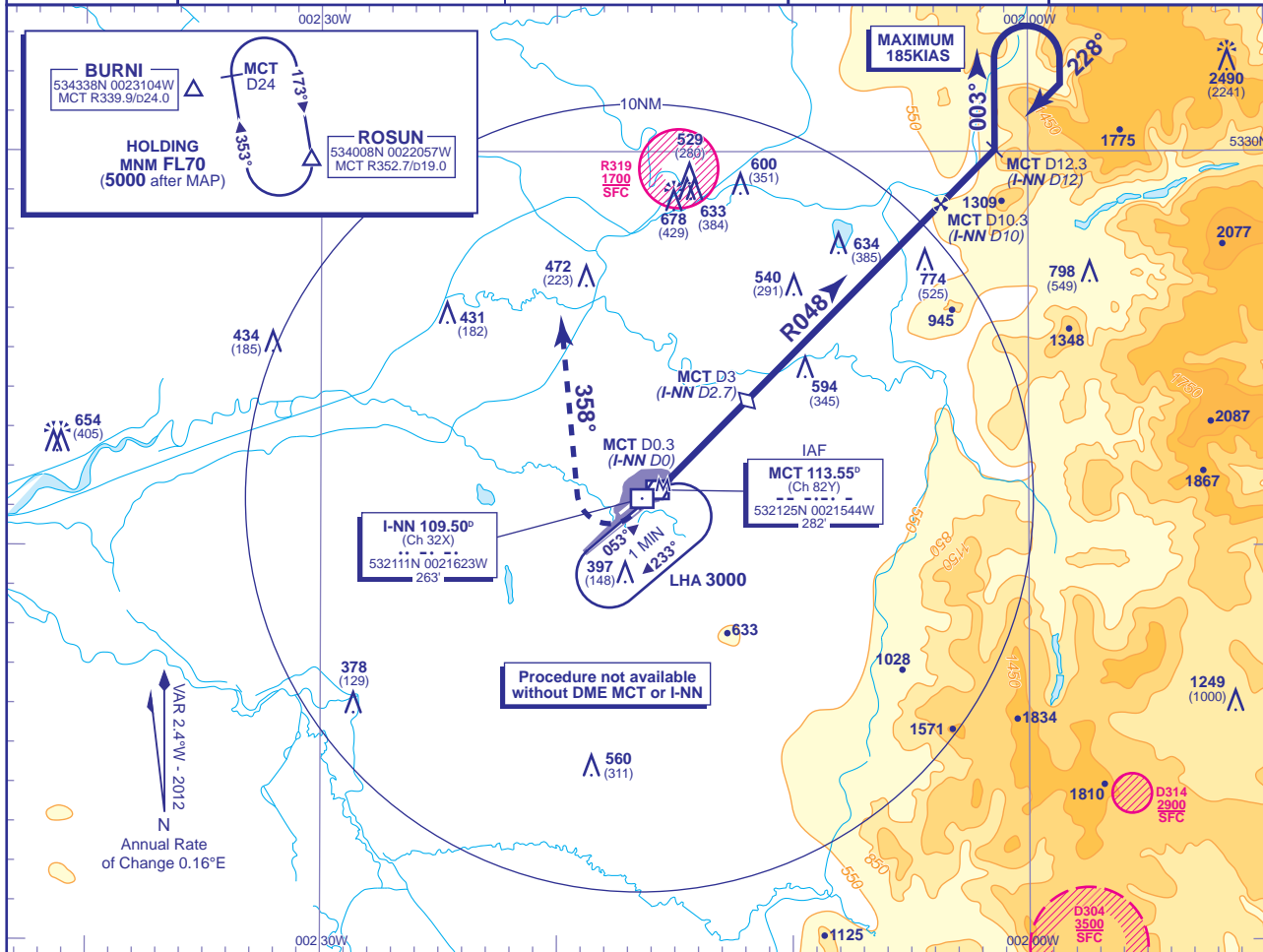


INSTRUMENT APPROACH CHART - ICAO

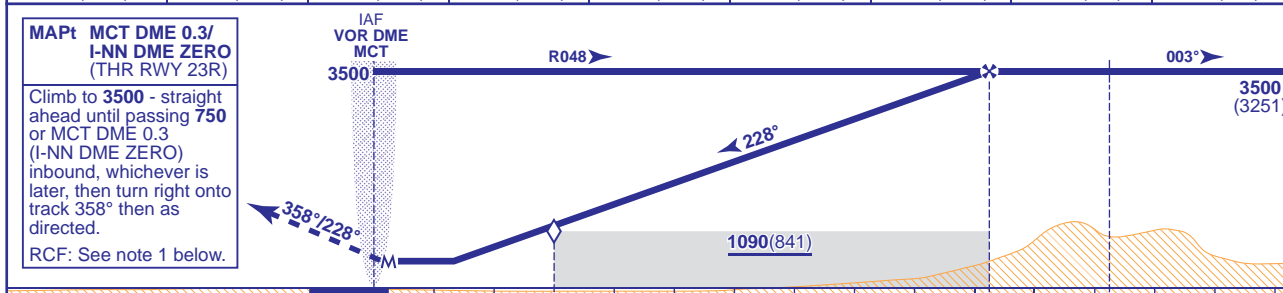
**MANCHESTER  
VOR/DME  
RWY 23R**  
(ACFT CAT A,B,C,D)

	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		
ARRIVAL ATIS	128.175	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	G/S KT	160	140	120	100	80
	OCA (OCH)	Procedure	690(441)	690(441)		690(441)	690(441)	FT/MIN	850	750	640
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** 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 (7/12): MAG VAR. ANNUAL RATE OF CHANGE. PROCEDURE. ROSUN HOLD AND BURNI REP. OCA(OCH).