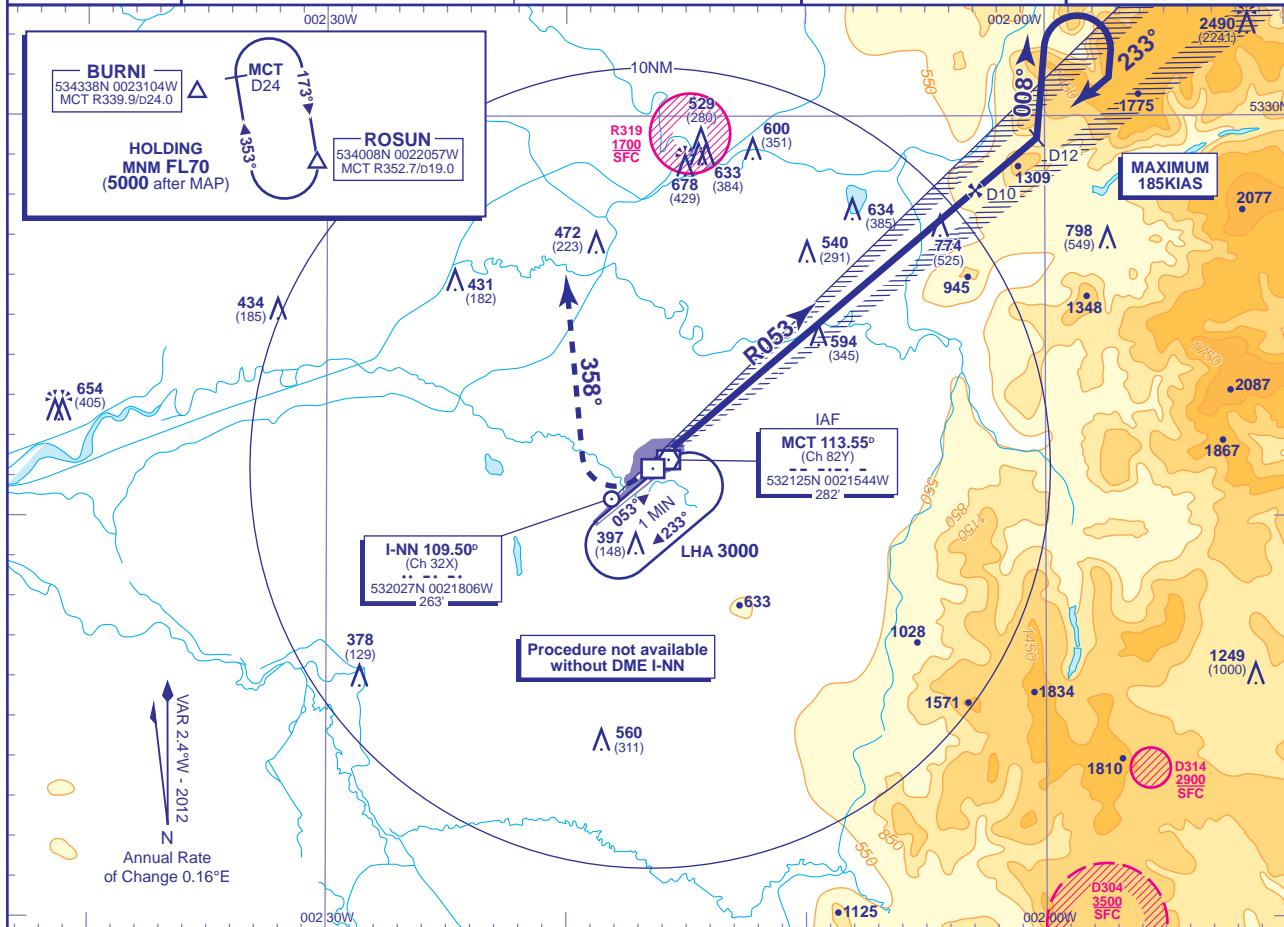


INSTRUMENT APPROACH CHART - ICAO

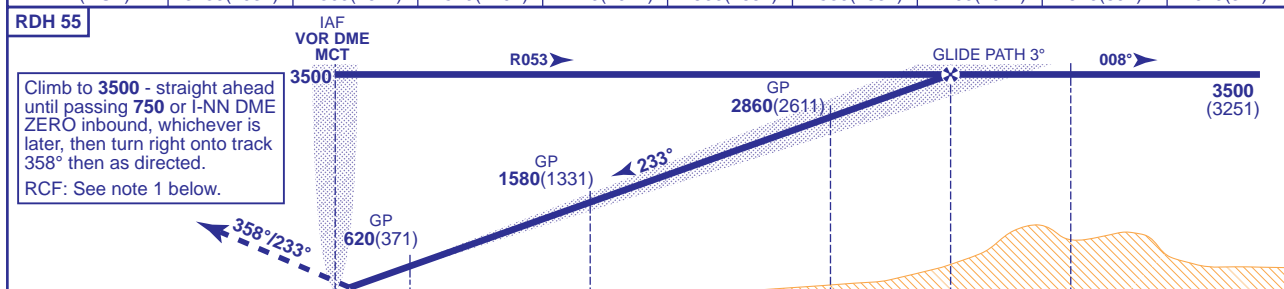
**MANCHESTER
ILS/DME (I-NN)
RWY 23R**
(ACFT CAT A,B,C,D)

<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			
	ARRIVAL ATIS	128.175	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)



DME I-NN zero ranged to THR RWY 23R 0 D1 D4 D8 D10 D12

Aircraft Category		A	B	C	D	Rate of descent	G/S KT				
OCA (OCH)		FT/MIN					160	140	120	100	80
CAT I	CAT I	396(147)	409(160)	421(172)	435(186)	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.

AERO INFO DATE 3 APR 12