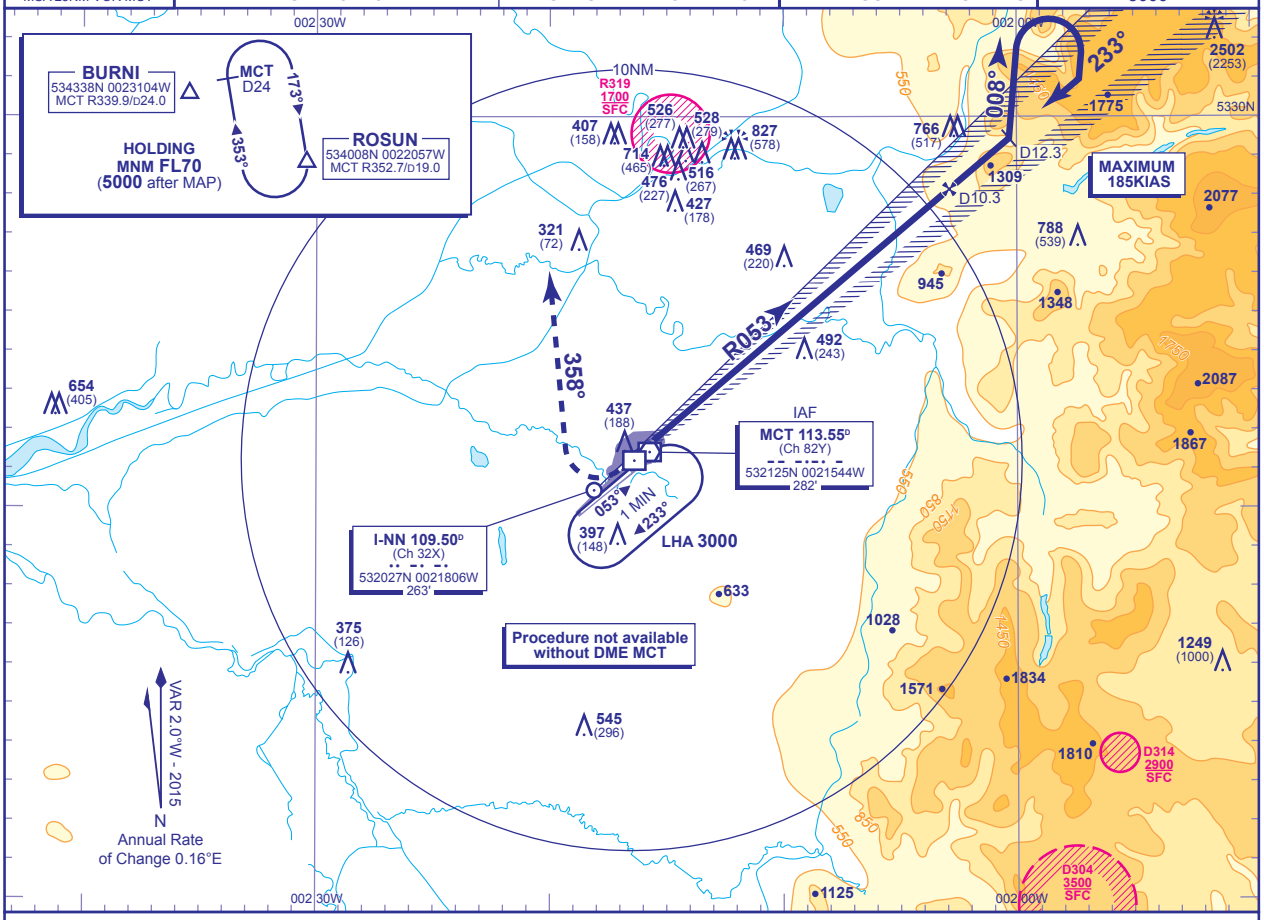
# INSTRUMENT APPROACH CHART - ICAO

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

| | | | | | |
|---|---|---|---|---|---|
| MSA 25NM VOR MCT (3₅ 3₅ 2₄ 3₁) | 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 2502 AMSL (2253) (ABOVE THR) | |
| | | 121.850, 121.700 | MANCHESTER GROUND | | |
| | ARRIVAL ATIS | 128.175 | MANCHESTER INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **5000**



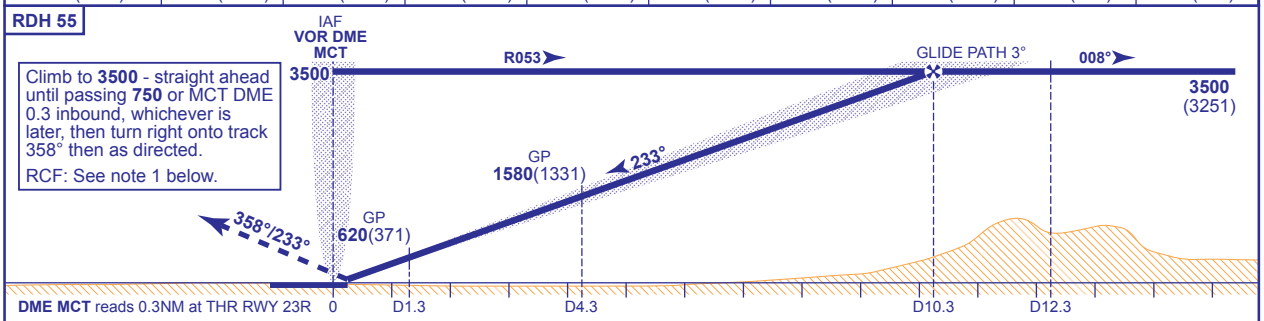

**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME 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**

Climb to **3500** - straight ahead until passing **750** or MCT DME 0.3 inbound, whichever is later, then turn right onto track 358° then as directed.

RCF: See note 1 below.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **396**(147) | **409**(160) | **421**(172) | **435**(186) |
| | 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) |

| Rate of descent | | | | | |
|---|---|---|---|---|---|
| G/S KT | 160 | 140 | 120 | 100 | 80 |
| FT/MIN | 850 | 750 | 640 | 530 | 430 |

**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 (4/16):** MAG VAR. OBSTACLES.

AERO INFO DATE 19 JAN 16