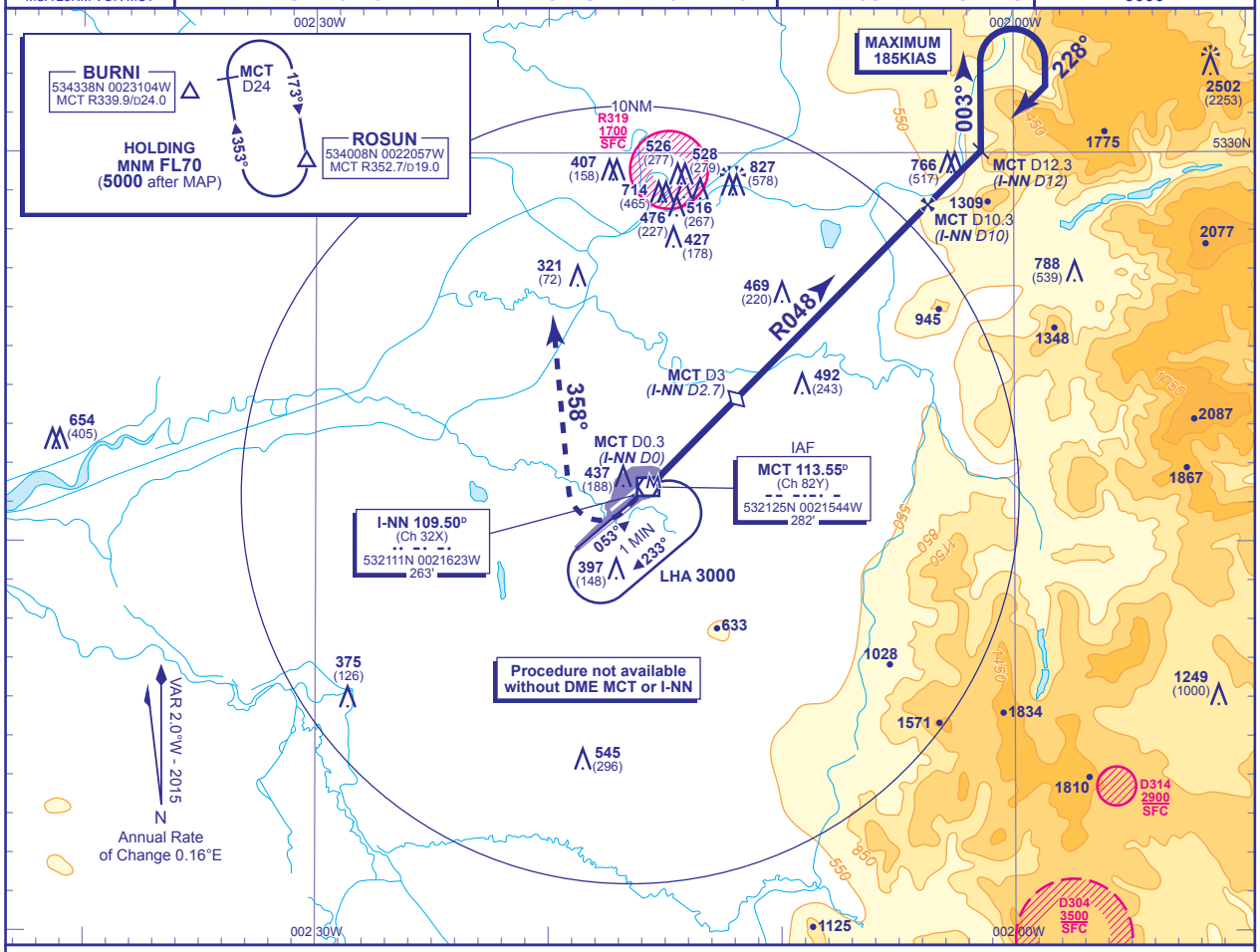
INSTRUMENT APPROACH CHART - ICAO

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 2502 AMSL (2253) (ABOVE THR)	
	121.850, 121.700	MANCHESTER GROUND		
ARRIVAL ATIS	128.175	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC	

MSA 25NM VOR MCT

TRANSITION ALTITUDE **5000**



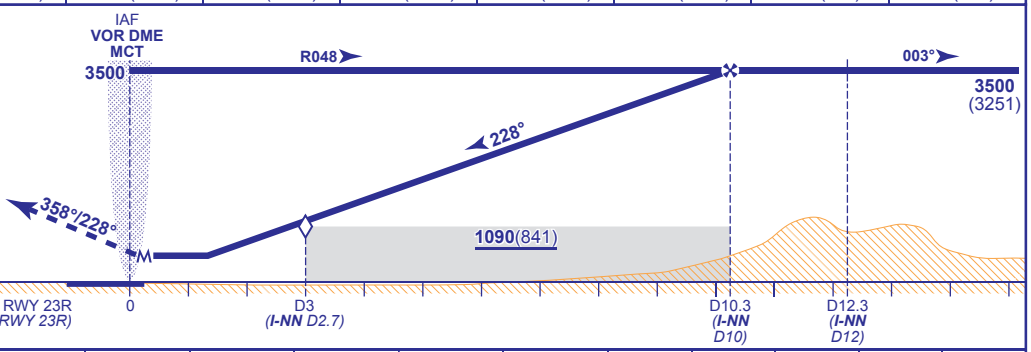
RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

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)

MAPt MCT DME 0.3/ I-NN DME ZERO (THR RWY 23R)

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

RCF: See note 1 below.



DME MCT reads 0.3NM at THR RWY 23R
(DME I-NN zero ranged to THR RWY 23R)

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	690(441)	690(441)	690(441)	690(441)
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 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 (4/16): MAG VAR. OBSTACLES.

AERO INFO DATE 20 JAN 16