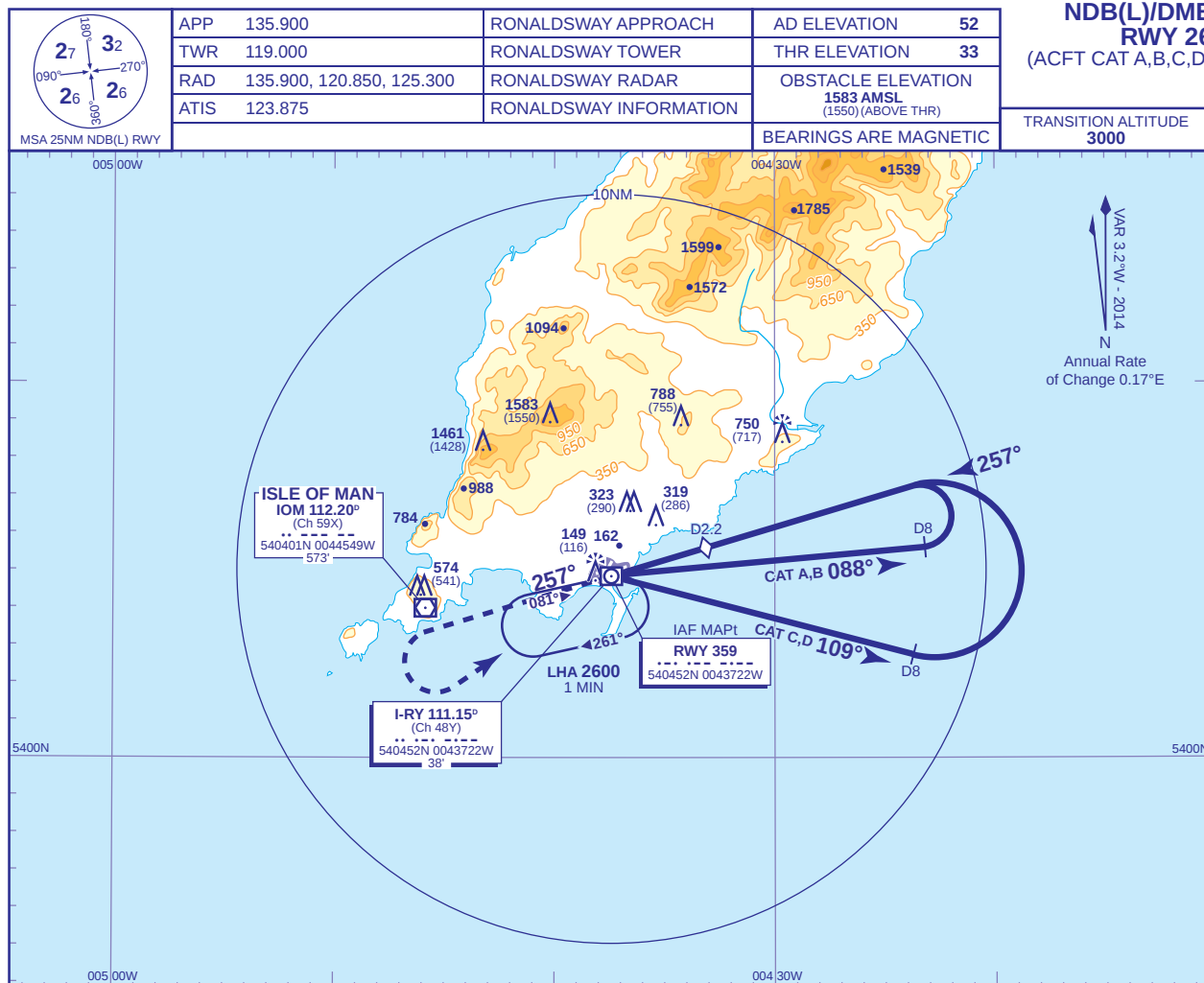


INSTRUMENT APPROACH CHART - ICAO

ISLE OF MAN
NDB(L)/DME
RWY 26
 (ACFT CAT A,B,C,D)



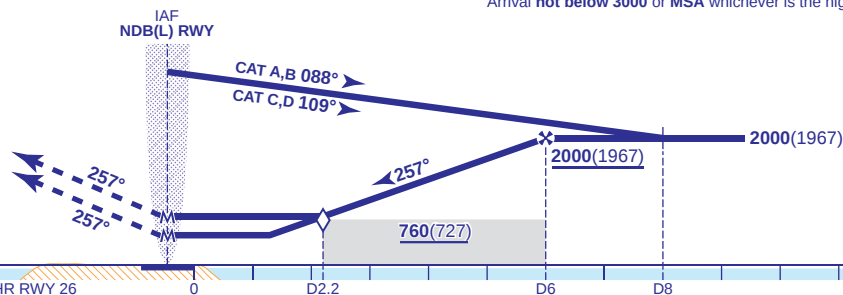
RECOMMENDED PROFILE Gradient 5.25%, 319FT/NM

DME I-RY	5	4	3	2.2 (SDF)	2
ALT(HGT)	1680(1647)	1360(1327)	1040(1007)	790(757)	720(687)

Arrival not below 3000 or MSA whichever is the higher.

MAPt NDB(L) RWY

Continuous climb to 3000, initially on NDB(L) RWY QDM 257° to 2000 then left turn to NDB(L) RWY at 3000 or as directed.



Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	510(477)	510(477)	510(477)	510(477)	FT/MIN	850	740	640	530	430
	NO DME	810(777)	810(777)	810(777)	810(777)						
VM(C)OCA (OCH AAL) (See Note 3)	Total Area	660(608)	760(708)	1980(1928)	1980(1928)						
	South of RWY 08/26	450(398)	550(498)	830(778)	990(938)						
	East of RWY 03/21	660(608)	670(618)	1190(1138)	1190(1138)						

AIRCRAFT UNABLE TO RECEIVE DME I-RY

Substitute timings for distance on outbound legs and commence base turn at 3MIN (CAT A,B); 2.5MIN (CAT C,D) and when established on FAT descend to MDH.

NOTE 1 Aircraft will normally be required to hold not lower than 3000.

NOTE 2 FAT offset 3.75 north from RWY 26 C/L: FAT intercepts C/L nominally 1.7NM before THR.

NOTE 3 Some procedure minima on this chart are higher than VM(C) minima.

CHANGE (13/14): MAG VAR. ANNUAL RATE OF CHANGE. PROCEDURE. COMMS.

AERO INFO DATE 1 OCT 14