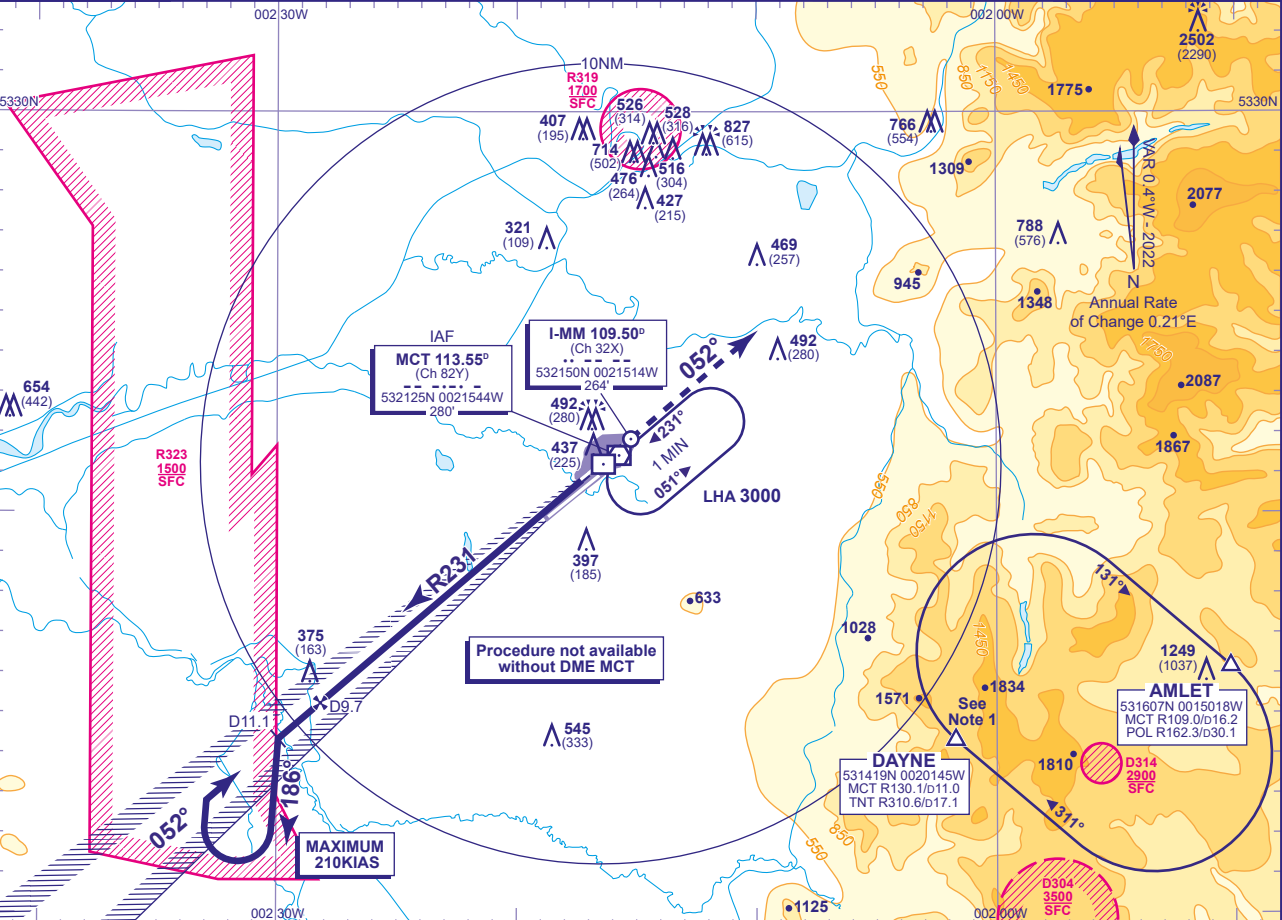


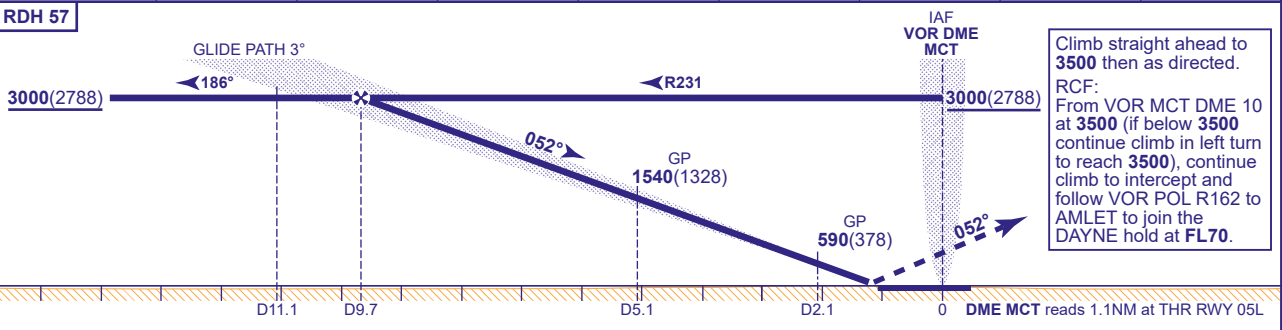
INSTRUMENT APPROACH STAFF - ICAO

MANCHESTER  
ILS/DME (MCT)  
RWY 05L  
(ACFT CAT A,B,C,D)

|                                                                                 |              |                  |                        |                                                       |     |                                                |  |
|---------------------------------------------------------------------------------|--------------|------------------|------------------------|-------------------------------------------------------|-----|------------------------------------------------|--|
|  | APP          | 118.580, 135.005 | MANCHESTER RADAR       | AD ELEVATION                                          | 257 | ILS/DME (MCT)<br>RWY 05L<br>(ACFT CAT A,B,C,D) |  |
|                                                                                 |              | 121.355          | MANCHESTER DIRECTOR    | THR ELEVATION                                         | 212 |                                                |  |
|                                                                                 | TWR          | 118.630, 119.405 | MANCHESTER TOWER       | OBSTACLE ELEVATION<br>2502 AMSL<br>(2290) (ABOVE THR) |     |                                                |  |
|                                                                                 |              | 121.855, 121.705 | MANCHESTER GROUND      |                                                       |     |                                                |  |
|                                                                                 | ARRIVAL ATIS | 128.180          | MANCHESTER INFORMATION | BEARINGS ARE MAGNETIC                                 |     |                                                |  |
|                                                                                 |              |                  | TRANSITION ALTITUDE    |                                                       |     | 5000                                           |  |
|                                                                                 |              |                  |                        |                                                       |     |                                                |  |



| RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM |            |            |            |            |            |            |          |          |
|---------------------------------------------|------------|------------|------------|------------|------------|------------|----------|----------|
| DME MCT                                     | 9.1        | 8.1        | 7.1        | 6.1        | 5.1        | 4.1        | 3.1      | 2.1      |
| ALT(HGT)                                    | 2810(2598) | 2490(2278) | 2170(1958) | 1860(1648) | 1540(1328) | 1220(1008) | 900(688) | 590(378) |



| Aircraft Category  | A          | B        | C        | D         | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80  |
|--------------------|------------|----------|----------|-----------|-----------------|--------|-----|-----|-----|-----|-----|
| OCA (OCH)          | CAT I      | 369(157) | 380(168) | 392(180)  |                 | FT/MIN | 850 | 740 | 640 | 530 | 420 |
|                    | CAT II     | 277(65)  | 289(77)  |           |                 |        |     |     |     |     |     |
| VM(C)OCA (OCH ALL) | Total Area | 790(533) | 820(563) | 1110(853) | 1110(853)       |        |     |     |     |     |     |

NOTE 1 DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.  
2 Procedure turns restricted to maximum 210KIAS.

CHANGE (2/25): RESTRICTED AREA R323 ADDED.