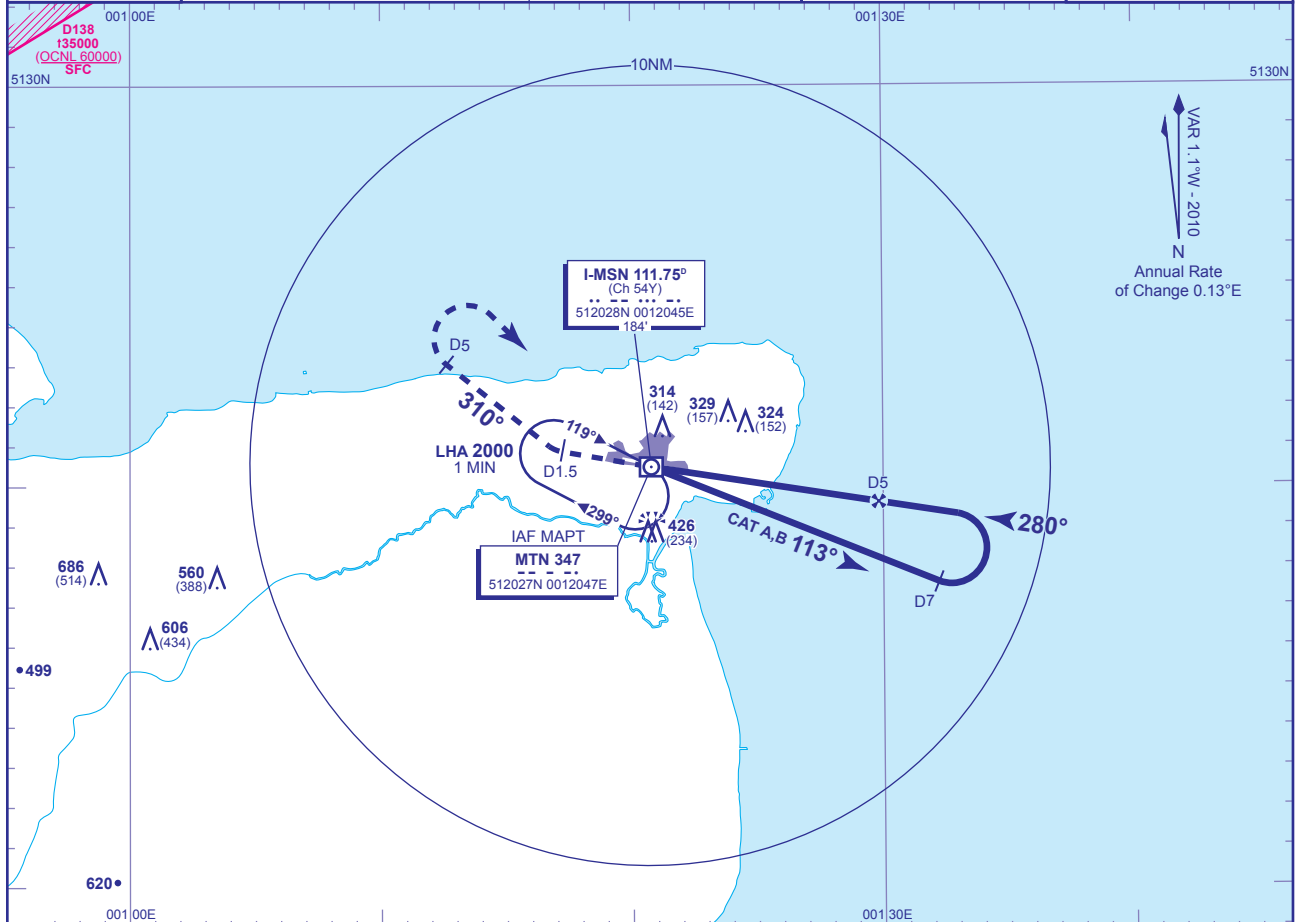


INSTRUMENT APPROACH CHART - ICAO

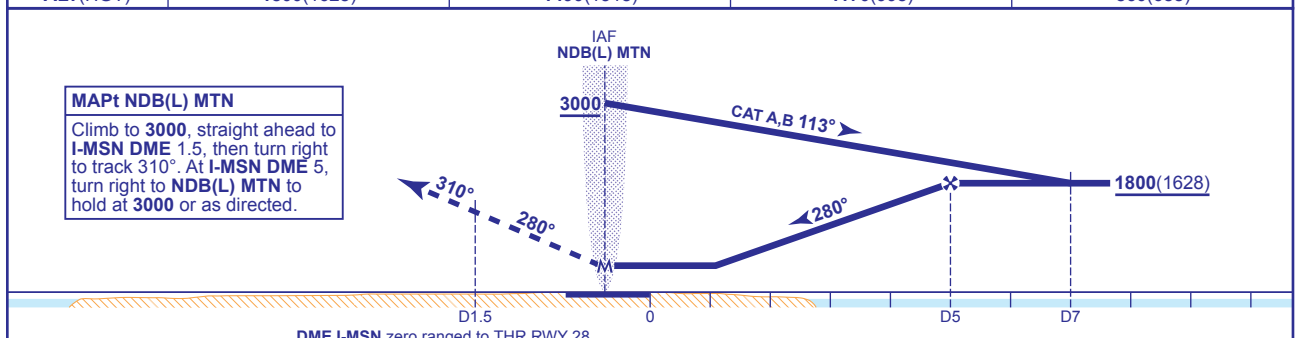
**MANSTON
NDB(L)/DME y
RWY 28**
(ACFT CAT A,B)

<p>MSA 25NM NDB(L) MTN</p>	APP 132.450	MANSTON APPROACH	AD ELEVATION 178
	TWR 119.925	MANSTON TOWER	THR ELEVATION 172
	RAD 132.450	MANSTON RADAR	OBSTACLE ELEVATION 686 AMSL (514) (ABOVE THR)
	126.350	MANSTON DIRECTOR	
	ATIS 133.675	MANSTON INFORMATION	BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 3000



RECOMMENDED PROFILE Gradient 5.18%, 314FT/NM

DME I-MSN	5	4	3	2
ALT(HGT)	1800(1628)	1490(1318)	1170(998)	860(688)



Aircraft Category		A	B	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	560(388)	560(388)		FT/MIN	840	740	630	530	420
	NO DME	610(438)	610(438)							
VM(C)OCA (OCH AAL)	Total Area	620(442)	730(552)							

AIRCRAFT UNABLE TO RECEIVE DME I-MSN
From overhead NDB(L) MTN **not below 3000** fly outbound on NDB(L) MTN QDR 113° for 3 MIN, descending to 1800(1628) then turn left to establish on the extended FAT. Once established descend to MDA(H).

- NOTES**
- FAT offset 2.6° from RWY C/L.
 - ATC will normally require aircraft to hold not lower than 3000.

CHANGE: MAG VAR. COM. PROCEDURE. RECOMMENDED PROFILE. MAP. MINIMA. NOTE 1.