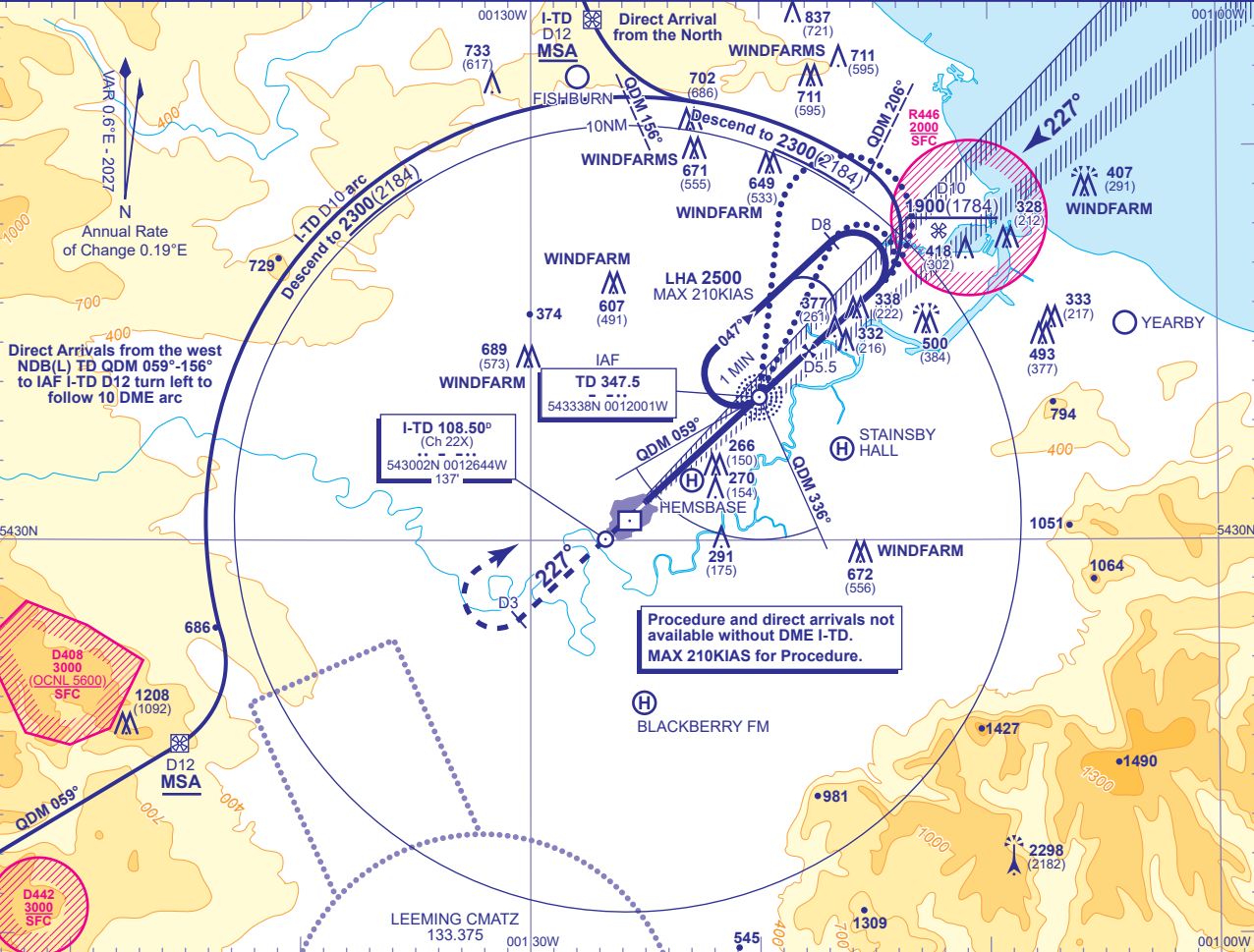


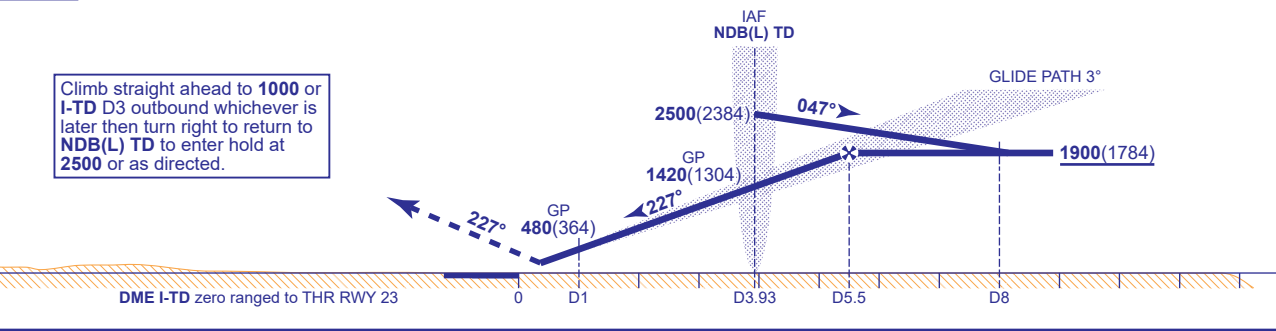
INSTRUMENT APPROACH CHART - ICAO

TEESSIDE INTERNATIONAL
ILS/DME/NDB(L)
RWY 23
(ACFT CAT A,B,C,D)

		APP 118.855	TEESSIDE APPROACH	AD ELEVATION 120
		TWR 119.805	TEESSIDE TOWER	THR ELEVATION 116
		RAD 118.855	TEESSIDE RADAR	OBSTACLE ELEVATION 2298 AMSL (2182) (ABOVE THR)
		RAD 128.855	TEESSIDE DIRECTOR	
		ATIS 132.380	TEESSIDE INFORMATION	BEARINGS ARE MAGNETIC
				TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM				
DME I-TD	5	4	3	2
ALT(HGT)	1760(1644)	1440(1324)	1120(1004)	800(684)
RDH 50	Arrival not below MSA.			



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	261(145)	271(155)	283(167)	297(181)		FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	590(470)	640(520)	1050(930)	1090(970)							

ALTERNATIVE PROCEDURE
Arrival overhead NDB(L) TD **not below MSA**, only from within sector entry between NDB(L) TD QDM 336° and NDB(L) TD QDM 059° fly outbound on NDB(L) TD QDR 025° CAT A,B and NDB(L) TD QDR 006° CAT C,D descending **not below 1900(1784)**. At I-TD DME 8 baseturn right to intercept the LOC, continue as for main procedure.

NOTE 1 No sector 1 entries to racetrack authorised.
2 Direct/arc arrivals only available with ATC clearance.

CHANGE (11/25): MSA 25NM SW INCREASE. VM(C)OCA (OCH AAL) CAT C/D INCREASE. MAG VAR. MAG TRACKS.