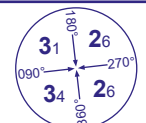
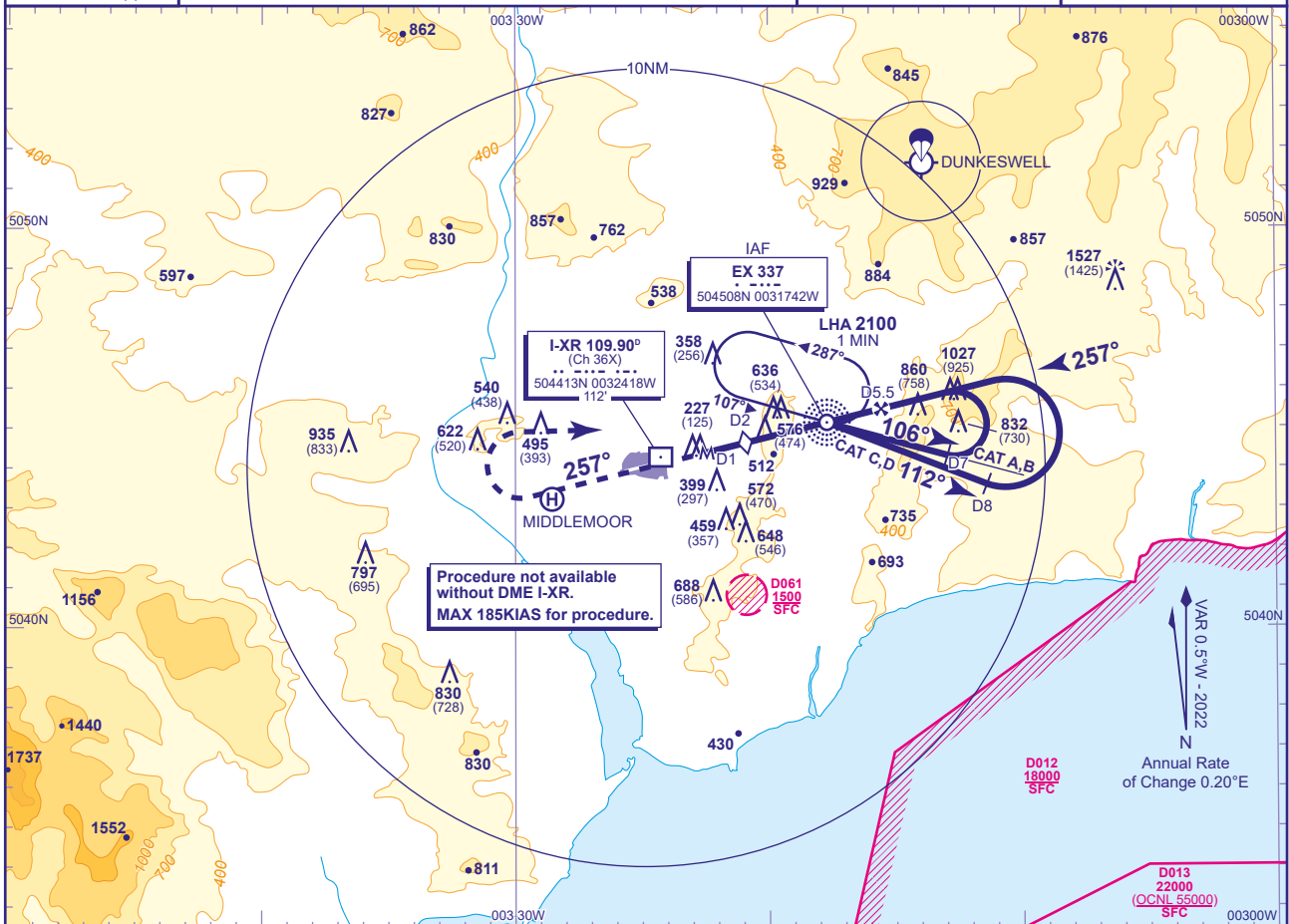


INSTRUMENT APPROACH CHART - ICAO

EXETER
NDB(L)/DME
RWY 26
(ACFT CAT A,B,C,D)

MSA 25NM NDB(L) EX

APP	128.980	EXETER APPROACH	AD ELEVATION	102
TWR	119.805	EXETER TOWER	THR ELEVATION	102
RAD	128.980, 123.580	EXETER RADAR	OBSTACLE ELEVATION	1527 AMSL (1425) (ABOVE THR)
ATIS	119.330	EXETER INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE
3000

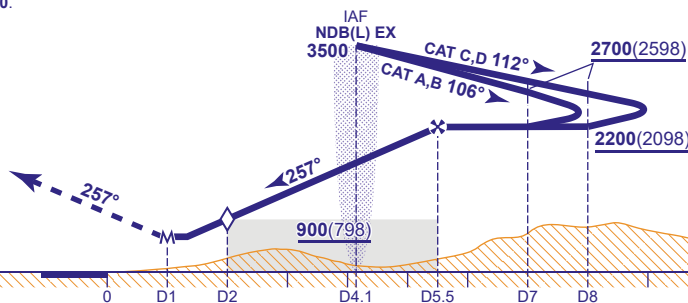
RECOMMENDED PROFILE Gradient 6.1%, 370FT/NM

DME I-XR	5	4	3	2 (SDF)
ALT(HGT)	2010(1908)	1640(1538)	1270(1168)	900(798)

Arrival **not below MSA**. Shuttle in hold if necessary to 3500.

MAPt I-XR DME 1

Climb straight ahead to **1100** or **I-XR DME 2.7** whichever is later, then climbing turn right to **NDB(L) EX** at **2500** or as directed.



DME I-XR zero ranged to THR RWY 26

Aircraft Category		A	B	C	D	Rate of descent FT/MIN	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	680(578)	680(578)	680(578)	680(578)		FT/MIN	990	870	740	620	490
VM(C)OCA (OCH AAL)	Total Area	700(598)	880(778)	1090(988)	1090(988)	NDB(L) to MAPt (3.1NM)	MIN:SEC	1:09	1:19	1:33	1:51	2:19

AIRCRAFT UNABLE TO RECEIVE DME I-XR

See AD 2-EGTE 8-12.

NOTE 1 FAT offset 0.4° from RWY 26 C/L.

2 Lowest altitude to commence procedure from hold after a missed approach is **2500**.3 ATC will normally require aircraft to hold not lower than **3500**.

CHANGE (2/23): DME I-XR ELEVATION.