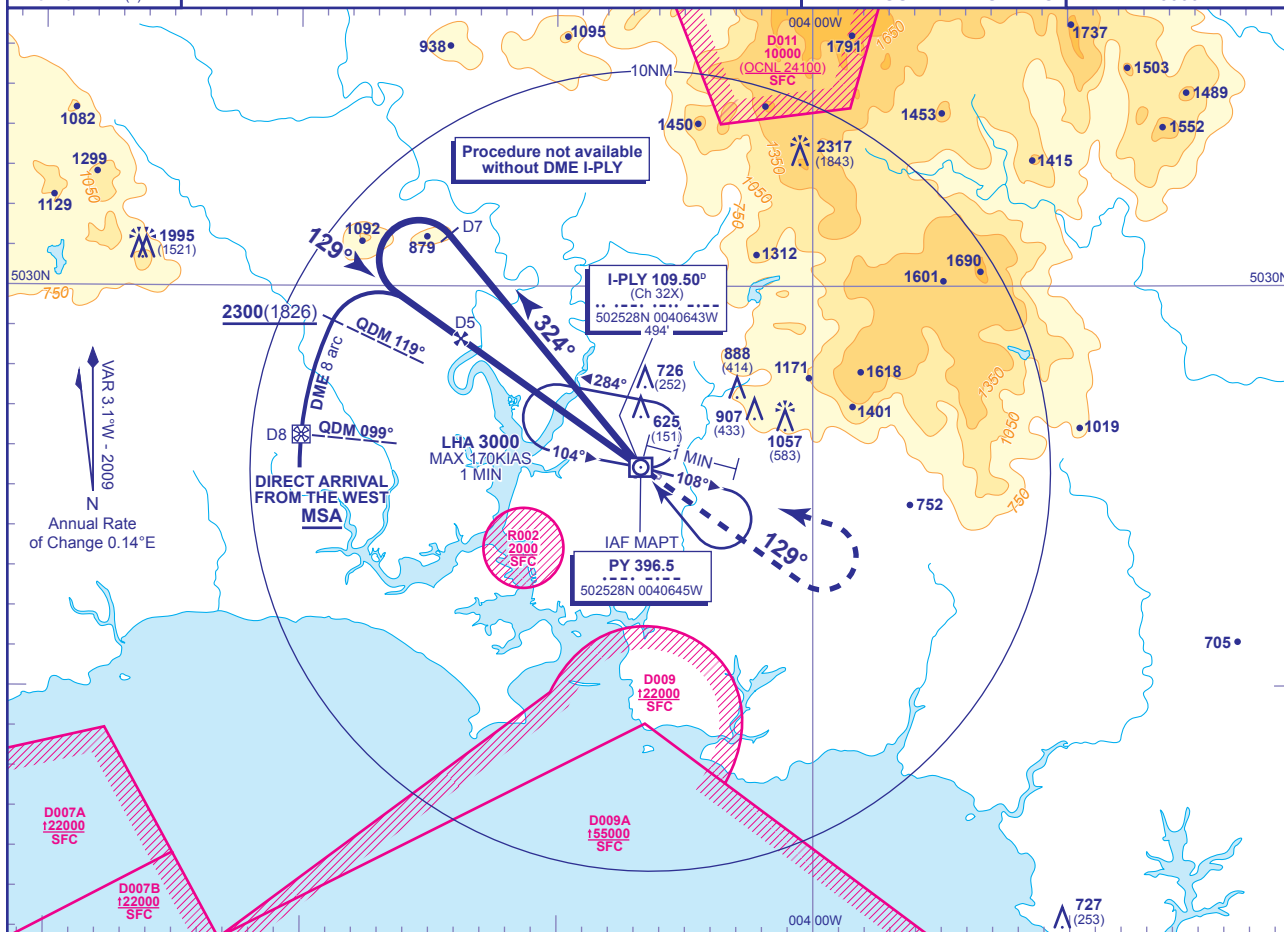


INSTRUMENT APPROACH CHART - ICAO

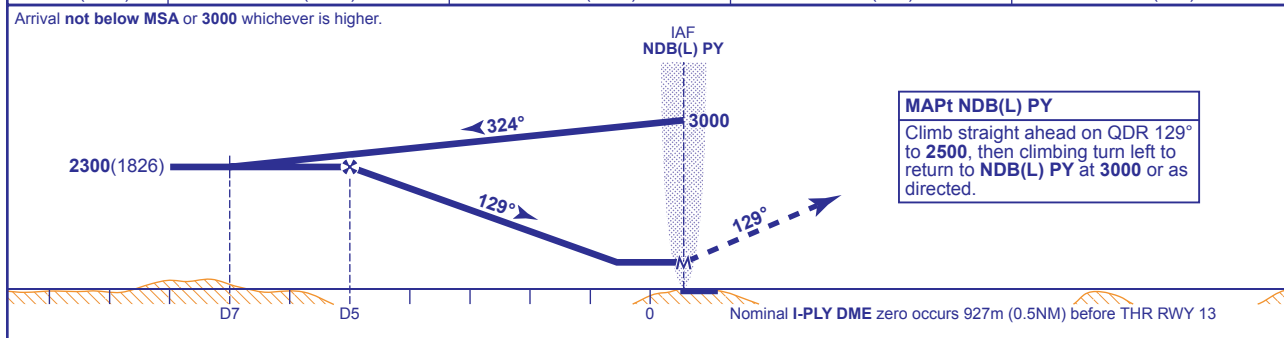
PLYMOUTH
NDB(L)/DME
RWY 13
(ACFT CAT A,B)

	APP 133.550	PLYMOUTH APPROACH	AD ELEVATION 476
	TWR 118.150	PLYMOUTH TOWER	THR ELEVATION 474
			OBSTACLE ELEVATION 2317 AMSL (1843) (ABOVE THR)
			BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 3000



RECOMMENDED PROFILE Gradient 5.3%, 323FT/NM

DME I-PLY	4	3	2	1
ALT(HGT)	1980(1506)	1650(1176)	1330(856)	1010(536)



Aircraft Category	A	B	Rate of descent	G/S KT	160	140	120	100	80
	WITH DME	874(400)		974(500)	FT/MIN	860	750	650	540
OCA (OCH)	NO DME	1390(916)	1390(916)						
VM(C)OCA (OCH AAL)	Total Area	960(484)	1050(574)						

DIRECT ARRIVAL FROM THE WEST VIA I-PLY DME 8 ARC
Arrival not below MSA to establish on I-PLY DME 8 arc clockwise. When established and north of IAF (NDB(L) PY QDM 099°, I-PLY DME 8) descend to 2300(1826). After passing lead NDB(L) PY QDM 119° turn right to establish on extended FAT, then continue as for Main Procedure.

AIRCRAFT UNABLE TO RECEIVE DME I-PLY
As for Main Procedure, except fly outbound on 324°M for 3 MIN prior to base turn left and when established inbound descend to MDH.

- NOTE 1** FAT off-set 3.5° from RWY C/L.
NOTE 2 No missed approach turns permitted before MAPT.
NOTE 3 PAPI set at 3.75°.

CHANGE: MAG VAR. OBSTACLE CORRECTION.