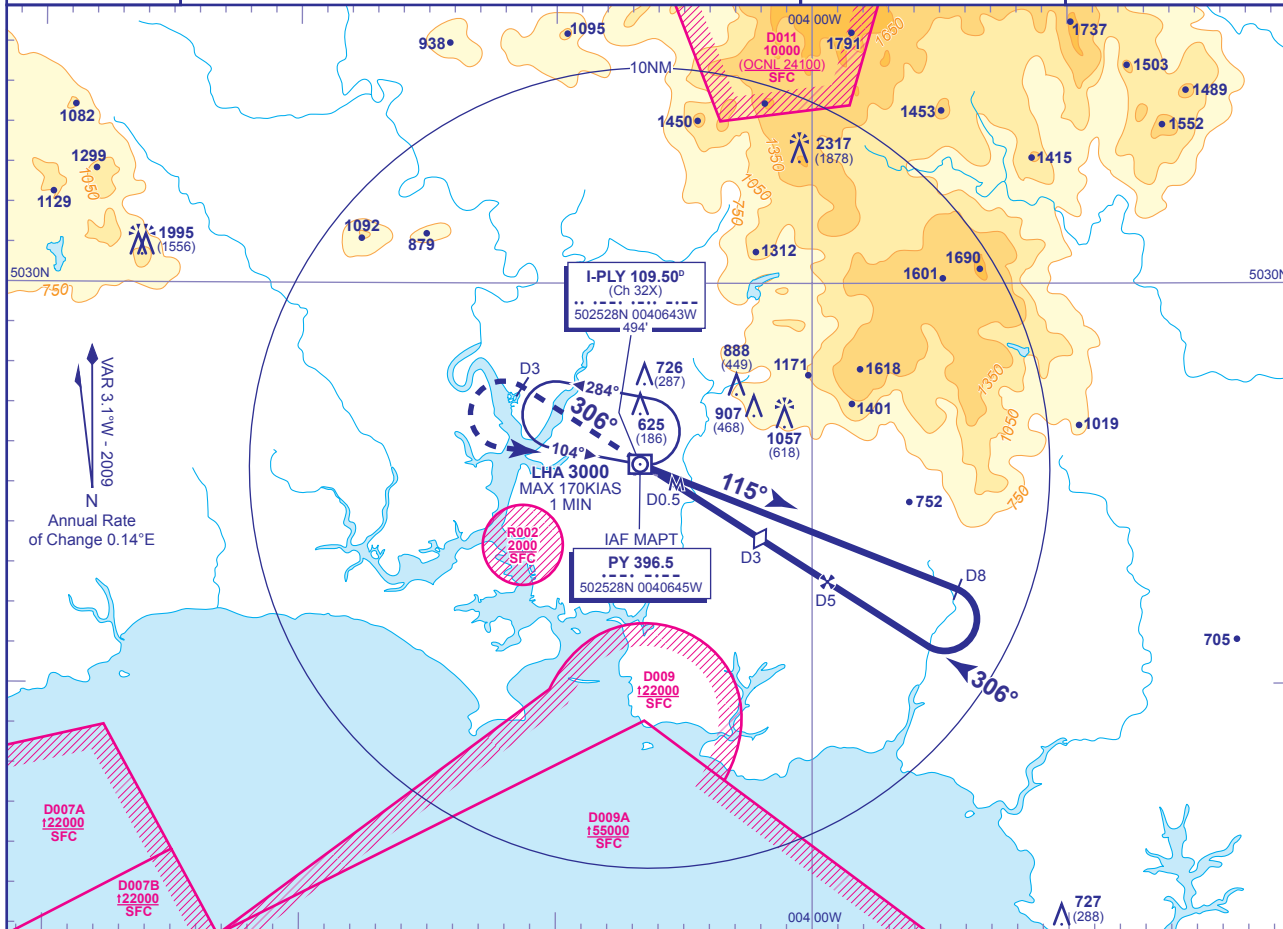


INSTRUMENT APPROACH CHART - ICAO

**PLYMOUTH
NDB(L)/DME
RWY 31
(ACFT CAT A,B)**

<p>MSA 25NM NDB(L) PY</p>	APP 133.550	PLYMOUTH APPROACH	AD ELEVATION 476
	TWR 118.150	PLYMOUTH TOWER	THR ELEVATION 439
			OBSTACLE ELEVATION 2317 AMSL (1878) (ABOVE THR)
			BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 3000

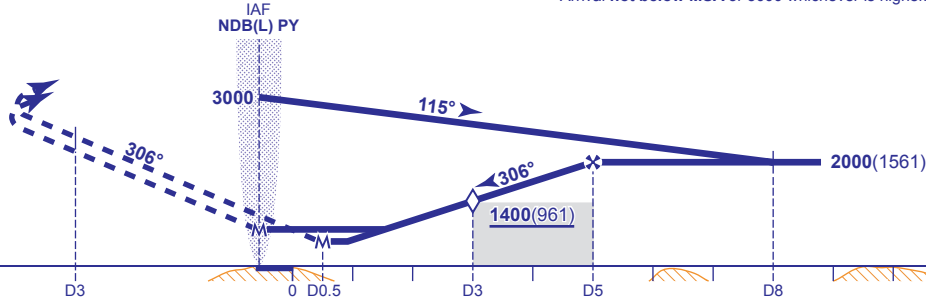


RECOMMENDED PROFILE Gradient 5%, 302FT/NM

DME I-PLY	5	4	3 (SDF)	2
ALT(HGT)	2000(1561)	1700(1261)	1400(961)	1090(651)

Arrival not below MSA or 3000 whichever is higher.

MAPt WITH DME I-PLY DME 0.5
MAPt NO DME NDB(L) PY
 Climb straight ahead on I-PLY DME 3 outbound, (or 2000 NO DME). Then turn left continuing climb as necessary to return to NDB(L) PY at 3000, or as directed.



Aircraft Category		A	B	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	810(371)	810(371)		FT/MIN	810	710	600	500	400
	NO DME	990(551)	990(551)							
VM(C)OCA (OCH AAL)	Total Area	960(484)	1050(574)							

AIRCRAFT UNABLE TO RECEIVE DME

Arrival not below MSA or 3000 whichever is the higher. Overhead NDB(L) PY, not below 3000, fly outbound on NDB(L) PY QDR 115° for 3 MIN descending to 2000(1561). Base turn right to intercept FAT. When established descend to MDH.

NOTE For MOODY hold and direct arrivals see chart AD 2-EGHD-8-7.

CHANGE: MAG VAR. OUTBOUND TRACK. PAGE NUMBER.

AERO INFO DATE 17 JUL 09

AMDT 11/09

Civil Aviation Authority