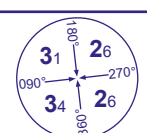


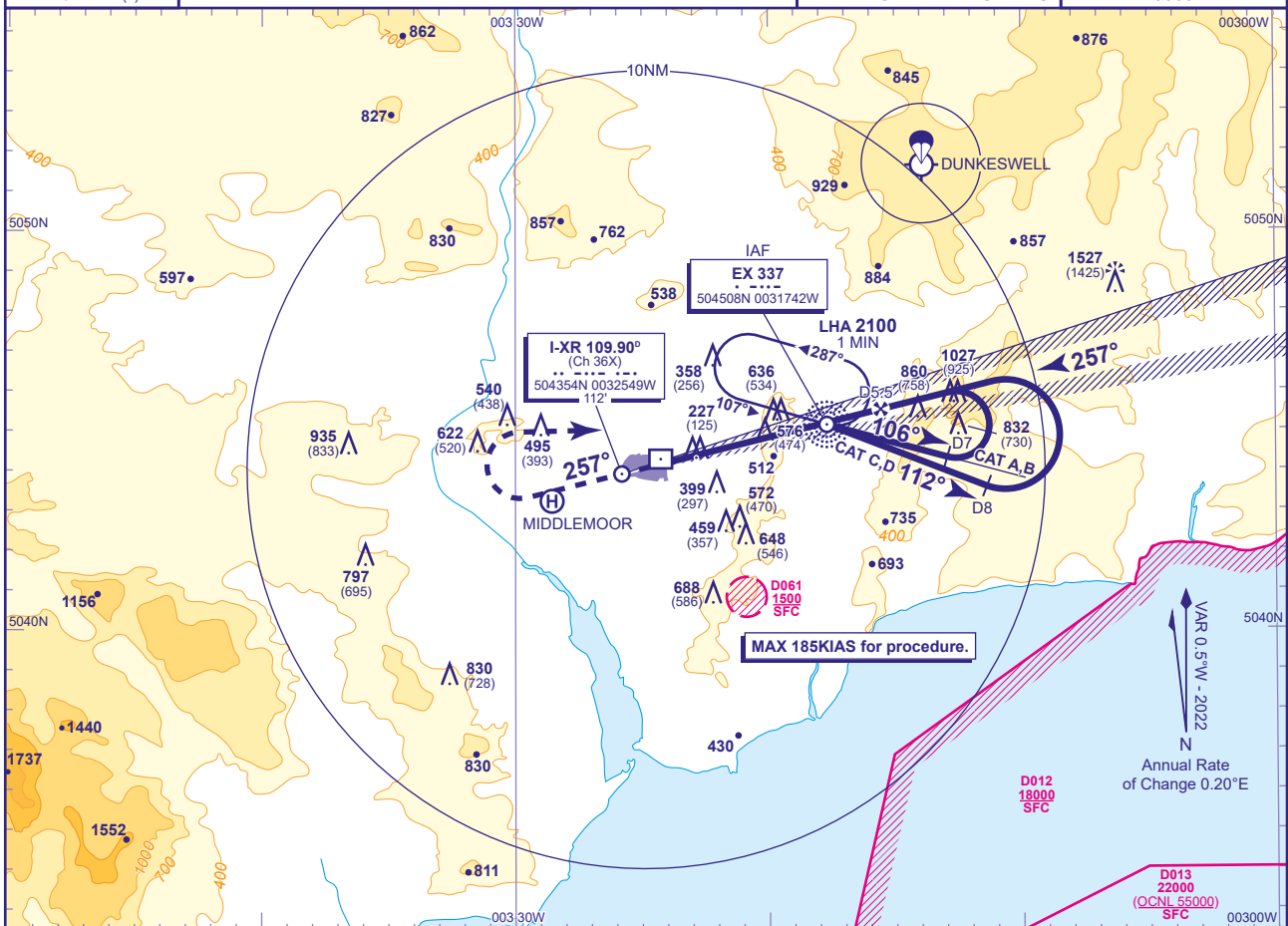
**EXETER**  
**ILS/DME/NDB(L)**  
**RWY 26**  
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) EX

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

TRANSITION ALTITUDE  
3000

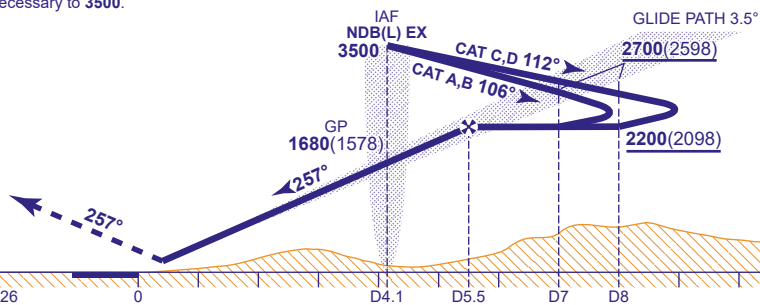


RECOMMENDED PROFILE GLIDE PATH 3.5°, 370FT/NM

DME I-XR	5	4	3	2	1
ALT(HGT)	2020(1918)	1650(1548)	1280(1178)	900(798)	530(428)

**RDH 58** Arrival not below MSA. Shuttle in hold if necessary to 3500.

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.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	259(157)*	266(164)*	274(172)*	283(181)*		FT/MIN	990	870	740	620	500
VM(C)OCA (OCH AAL)	Total Area	700(598)	880(778)	1090(988)	1090(988)							

### AIRCRAFT UNABLE TO RECEIVE DME I-XR

Fly outbound for 1.5 MIN (CAT A,B) or 1 MIN (CAT C,D) prior to commencing base turn. Radar Ranges will be provided at 5.5NM and 4NM inbound.

- NOTE 1** Lowest altitude to commence procedure from hold after a missed approach is **2500**.  
**2** ATC will normally require aircraft to hold not lower than **3500**.  
**3** \*Quality of the guidance does not permit use of the glide path below **300(198)**.  
**4** Glide path is not to be used beyond **8NM** from the **THR**.  
**5** LOC range is restricted to **18NM** within **10°** and **10NM** within **35°** of C/L.

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