



Federal Aviation  
Administration

TM

# U.S. Terminal Procedures Publication

Northeast (NE) Vol 1 of 4

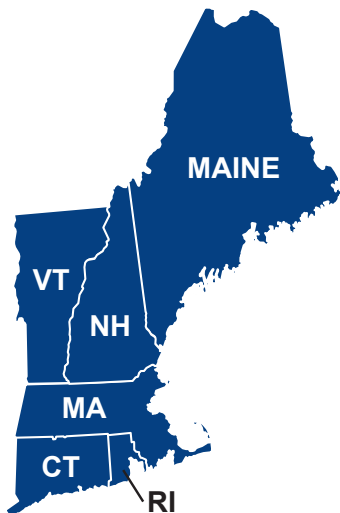
Effective: 0901Z

**10 NOV 2016**

to: 0901Z

**05 JAN 2017**

Consult the Change Notice  
(CN) effective 08 DEC 2016 for  
revised Instrument Procedure  
Charts for this volume



Consult NOTAMs for latest information

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### CORRECTIONS, COMMENTS AND/OR PROCUREMENT

**FOR CHARTING ERRORS,  
OR FOR CHANGES, ADDITIONS,  
RECOMMENDATIONS ON  
PROCEDURAL ASPECTS CONTACT:**

FAA, Aeronautical Information Services  
Customer Operations Team  
1305 East-West Highway  
SSMC 4, Suite 4400  
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Email [9-AMC-Aerochart@faa.gov](mailto:9-AMC-Aerochart@faa.gov)

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aeronav/digital\\_products/](http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/)

Frequently asked questions (FAQ) are answered on our website at <http://www.faa.gov/go/ais>.  
See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4.



## INOP COMPONENTS

## INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE

Landing minimums published on instrument approach procedure charts are based upon full operation of all components and visual aids associated with the particular instrument approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glide slope inoperative minimums are published on the instrument approach charts as localizer minimums. This table may be amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. See legend page for description of components indicated below.

## (1) ILS, PAR, RNAV (LPV line of minima) and GLS

Inoperative Component or Aid	Approach Category	Increase Visibility
ALSF 1 & 2, MALSR, & SSALR	ABCD	¼ mile

## (2) ILS with visibility minimum of 1,800 RVR

ALSF 1 & 2, MALSR, & SSALR	ABCD	To 4000 RVR
TDZL RCLS	ABCD	To 2400 RVR*
RVR	ABCD	To ½ mile

\*1800 RVR authorized with the use of FD or AP or HUD to DA.

## (3) VOR, VOR/DME, TACAN, LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME, GPS, ASR, RNAV (LNAV/VNAV, LP, LNAV lines of minima) and RNP

Inoperative Visual Aid	Approach Category	Increase Visibility
ALSF 1 & 2, MALSR, & SSALR	ABCD	½ mile
SSALS, MALS, & ODALS	ABC	¼ mile

## (4) NDB

ALSF 1 & 2, MALSR, & SSALR	C	½ mile
MALS, SSALS, ODALS	ABD	¼ mile
	ABC	¼ mile

# TERMS/LANDING MINIMA DATA

## IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER). In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

### LANDING MINIMA FORMAT

In this example airport elevation is 1179, and runway touchdown zone elevation is 1152.

DA	Visibility (RVR 100's of feet)	Aircraft Approach Category	HAT/HATH	D
DA	1352/24	B	200	(200-½)
Straight-in ILS to Runway 27	S-ILS 27	A	200	(200-½)
Straight-in with Glide Slope Inoperative or not used to Runway 27	S-LOC 27	1440/24	288	(300-½) 1440/50 288 (300-1)
CIRCLING	1540-1 361 (400-1)	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)
MDA	HAA	Visibility in Statute Miles		

All weather minimums in parentheses not applicable to Civil Pilots.  
Military Pilots refer to appropriate regulations.

### COPTER MINIMA ONLY

CATEGORY	COPTER
H-176°	680-½ 363 (400-½)

Copter Approach Direction

Height of MDA/DA Above Landing Area (HAL)

No circling minimums are provided

NOTE: The **W** symbol indicates outages of the WAAS vertical guidance may occur daily at this location due to initial system limitations. WAAS NOTAMS for vertical outages are not provided for this approach. Use LNAV minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS avionics indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the **W** will be removed.

RNAV minimums are dependent on navigation equipment capability, as stated in the applicable AFM, AFMS, or other FAA approved document. See AIM paragraph 5-4-5, AC 90-105 and AC 90-107 for detailed requirements for each line of minima.

### COLD TEMPERATURE RESTRICTED AIRPORTS

NOTE: A **⊗** -12°C/10°F symbol and associated temperature indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published restricted temperature. Advise ATC when altitude correction is made in the intermediate and/or missed approach segment. Reporting correction to ATC in final segment is not required. See following Cold Temperature Error Table to make manual corrections. See Notices to Airman Publication (NTAP) Graphic Notices General for complete list of published airports, temperature/s, segments and procedure information. [www.faa.gov/air\\_traffic/publications/notices](http://www.faa.gov/air_traffic/publications/notices)

### COLD TEMPERATURE ERROR TABLE

#### HEIGHT ABOVE AIRPORT IN FEET

REPORTED TEMP °C	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
+10	10	10	10	10	20	20	20	20	20	30	40	60	80	90
0	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

### AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. However, if it is necessary to operate at a speed in excess of the upper limit of the speed range for an aircraft's category, the minimums for the category for that speed shall be used. For example, an airplane which fits into Category B, but is circling to land at a speed of 145 knots, shall use the approach Category D minimums. As an additional example, a Category A airplane (or helicopter) which is operating at 130 knots on a straight-in approach shall use the approach Category C minimums. See following category limits:

### MANEUVERING TABLE

Approach Category	A	B	C	D	E
Speed (Knots)	0-90	91-120	121-140	141-165	Abv 165

# TERMS/LANDING MINIMA DATA

# TERMS/LANDING MINIMA DATA

## CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

The circling MDA provides vertical obstacle clearance during a circle-to-land maneuver. The circling MDA protected area extends from the threshold of each runway authorized for landing following a circle-to-land maneuver for a distance as shown in the tables below. The resultant arcs are then connected tangentially to define the protected area.

### STANDARD CIRCLING APPROACH MANEUVERING RADIUS

Circling approach protected areas developed prior to late 2012 used the radius distances shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category. The approaches using standard circling approach areas can be identified by the absence of the **C** symbol on the circling line of minima.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
All Altitudes	1.3	1.5	1.7	2.3	4.5

### **C** EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling approach protected areas developed after late 2012 use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude. The approaches using expanded circling approach areas can be identified by the presence of the **C** symbol on the circling line of minima.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
1000 or less	1.3	1.7	2.7	3.6	4.5
1001-3000	1.3	1.8	2.8	3.7	4.6
3001-5000	1.3	1.8	2.9	3.8	4.8
5001-7000	1.3	1.9	3.0	4.0	5.0
7001-9000	1.4	2.0	3.2	4.2	5.3
9001 and above	1.4	2.1	3.3	4.4	5.5

### Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 1800 RVR, use 2400 RVR with the resultant visibility of ½ mile.

RVR (feet)	Visibility (statute miles)	RVR (feet)	Visibility (statute miles)
1600	¼	4500	⅝
2400	½	5000	1
3200	⅝	6000	1¼
4000	¾		

## RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	195/16	100	(100-¼)				
	28	2.5°/48/1068	ABCDE	187/16	100	(100-¼)				
ASR	10		ABC	560/40	463	(500-¾)	DE	560/50	463	(500-1)
	28		AB	600/50	513	(600-1)	CDE	600/60	513	(600-1¼)
CIR	10		AB	560-1¼	463	(500-1¼)	CDE	560-1½	463	(500-1½)
	28		AB	600-1¼	503	(600-1¼)	CDE	600-1½	503	(600-1½)

Visibility in Statute Miles ↙

↘ All minima in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

Radars Minima:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1½.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows:

(E) VHF and UHF emergency frequencies monitored

(V) VHF emergency frequency (121.5) monitored

(U) UHF emergency frequency (243.0) monitored

Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

⚠ Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.

⚠ NA Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.

⚠ Takeoff Minimums not standard and/or Departure Procedures are published. Refer to tabulation.

# TERMS/LANDING MINIMA DATA

## GENERAL INFO

## GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPs), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPs, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPs with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 97. SIAPs with the (FAA-O) designation have been developed under Other Transaction Agreement (OTA) by private providers and have been certified by the FAA. See 14 CFR, Part 91.175 (a) and the AIM for further details. 14 CFR, Part 91.175 (g) and the Special Notices section of the Chart Supplement contains information on civil operations at military airports.

STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans via teletype and are required for users filing flight plans via computer interface. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6). FREEHOLD THREE DEPARTURE, file (FREH3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREH3.EWC).

**RNAV DP and STAR.** Effective March 15, 2007, these procedures, formerly identified as Type-A and Type-B, will be designated as RNAV 1 in accordance with amended Advisory Circular (AC) and ICAO terminology.

Refer to AC 90-100A U.S. TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS and the Aeronautical Information Manual for additional guidance regarding these procedures.

**Standard RNAV 1 Procedure Chart Notes**

NOTE: RNAV 1

NOTE: DME/DME/IRU or GPS required

Some procedures may require use of GPS and will be identified by a "GPS required" note.

**RNAV 1 Procedure Characteristics and Operations**

1. Require use of an RNAV system with DME/DME/IRU, and/or GPS inputs.
2. Require use of a CDI, flight director, and/or autopilot, in lateral navigation mode, for flight guidance while operating on RNAV paths (track, course, or direct leg). Other methods providing an equivalent level of performance may be acceptable.
3. RNAV paths may start as low as 500 feet above airport elevation.

## GENERAL INFO

## GENERAL INFO

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g.,  $\ominus$ ,  $\ominus$ ,  $\ominus$ .
2. Approach lighting systems that do not bear a system identification are indicated with a negative "L" beside the name. A star (\*) indicates non-standard PCL, consult Chart Supplement, e.g.,  $\ominus^*$ .

To activate lights, use frequency indicated in the communication section of the chart with a  $\ominus$  or the appropriate lighting system identification e.g., UNICOM 122.8  $\ominus$ ,  $\ominus$ ,  $\ominus$ .

KEY MIKE	FUNCTION
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

CHART CURRENCY INFORMATION

Date of Latest Revision                      09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.



The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc.

NOTE: Inclusion of the "Procedure Amendment Effective Date" will be phased in as procedures are amended. As this occurs, the Julian date will be relocated to the upper right corner of the chart.

MISCELLANEOUS

- \* Indicates a non-continuously operating facility, see Chart Supplement.
- For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA. Distances in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway Dimensions in feet. Elevations in feet. Mean Sea Level (MSL). Ceilings in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

## GENERAL INFO

## GENERAL INFO

## ABBREVIATIONS

AAUP.....	Attention All Users Page	HAA.....	Height above Airport
ADF.....	Automatic Direction Finder	HAL.....	Height above Landing
ADIZ.....	Air Defense Identification Zone	HAT.....	Height above Touchdown
AFIS.....	Automatic Flight Information Service	HATH.....	Height Above Threshold
ALS.....	Approach Light System	HGS.....	Head-up Guidance System
ALSF.....	Approach Light System with Sequenced Flashing Lights	HIRL.....	High Intensity Runway Lights
AP.....	Autopilot System	HUD.....	Head-up Display
APCH.....	Approach	IAF.....	Initial Approach Fix
APP CON.....	Approach Control	ICAO.....	International Civil Aviation Organization
ARR.....	Arrival	IF.....	Intermediate Fix
ASOS.....	Automated Surface Observing System	IM.....	Inner Marker
ASR/PAR.....	Published Radar Minimums at this Airport	INOP.....	Inoperative
ASSC.....	Airport Surface Surveillance Systems	INT.....	Intersection
ATIS.....	Automatic Terminal Information Service	K.....	Knots
AUNICOM.....	Automated UNICOM	KLAS.....	Knots Indicated Airspeed
AWOS.....	Automated Weather Observing System	LAAS.....	Local Area Augmentation System
AZ.....	Azimuth	LDA.....	Localizer Type Directional Aid
BC.....	Back Course	Ldg.....	Landing
BND.....	Bound	LRL.....	Low Intensity Runway Lights
C.....	Circling	LNAV.....	Lateral Navigation
CAT.....	Category	LOC.....	Localizer
CCW.....	Counter Clockwise	LP.....	Localizer Performance
CDI.....	Course Deviation Indicator	LPV.....	Localizer Performance with Vertical Guidance
Chan.....	Channel	LR.....	Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.
CIFP.....	Coded Instrument Flight Procedures	MAA.....	Maximum Authorized Altitude
CIR.....	Circling	MALS.....	Medium Intensity Approach Light System
CLNC DEL.....	Clearance Delivery	MALSR.....	Medium Intensity Approach Light System with RAIL
CNF.....	Computer Navigation Fix	MAP.....	Missed Approach Point
CTAF.....	Common Traffic Advisory Frequency	MDA.....	Minimum Descent Altitude
CW.....	Clockwise	MIRL.....	Medium Intensity Runway Lights
DA.....	Decision Altitude	MM.....	Middle Marker
DER.....	Departure End of Runway	MRA.....	Minimum Reception Altitude
DH.....	Decision Height	N/A.....	Not Applicable
DME.....	Distance Measuring Equipment	NA.....	Not Authorized
DTHR.....	Displaced Threshold	NDB.....	Non-directional Radio Beacon
DVA.....	Diverse Vector Area	NFD.....	National Flight Database
ELEV.....	Elevation	NM.....	Nautical Mile
EMAS.....	Engineered Material Arresting System	NoPT.....	No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)
FAF.....	Final Approach Fix	ODALS.....	Omnidirectional Approach Light System
FD.....	Flight Director System	ODP.....	Obstacle Departure Procedure
FM.....	Fan Marker	OM.....	Outer Marker
FMS.....	Flight Management System	PRM.....	Precision Runway Monitor
GBAS.....	Ground Based Augmentation System		
GCO.....	Ground Communications Outlet		
GLS.....	Ground Based Augmentation System Landing System		
GP.....	Glidepath		
GPI.....	Ground Point of Interception		
GPS.....	Global Positioning System		
GS.....	Glide Slope		

## GENERAL INFO

## GENERAL INFO

## ABBREVIATIONS

R.....	Radial
RA.....	Radio Altimeter setting height
RAIL.....	Runway Alignment Indicator Lights
RCLS.....	Runway Centerline Light System
REIL.....	Runway End Identifier Lights
RF.....	Radius-to-Fix
RLLS.....	Runway Lead-in Light System
RNAV.....	Area Navigation
RNP.....	Required Navigation Performance
RPI.....	Runway Point of Intercept(ion)
RRL.....	Runway Remaining Lights
Rwy.....	Runway
RVR.....	Runway Visual Range
S.....	Straight-in
SALS.....	Short Approach Light System
SSALR.....	Simplified Short Approach Light System with RAIL
SDF.....	Simplified Directional Facility
SM.....	Statute Mile
SOIA.....	Simultaneous Offset Instrument Approach
TAA.....	Terminal Arrival Area
TAC.....	TACAN
TCH.....	Threshold Crossing Height (height in feet Above Ground level)
TDZ.....	Touchdown Zone
TDZE.....	Touchdown Zone Elevation
TDZ/CL.....	Touchdown Zone and Runway Centerline Lighting
TDZL.....	Touchdown Zone Lights
THR.....	Threshold
THRE.....	Threshold Elevation
TODA.....	Takeoff Distance Available
TORA.....	Takeoff Run Available
TR.....	Track
VASI.....	Visual Approach Slope Indicator
VCOA.....	Visual Climb Over Airport
VDP.....	Visual Descent Point
VGSI.....	Visual Glide Slope Indicator
VNAV.....	Vertical Navigation
WAAS.....	Wide Area Augmentation System
WP/WPT.....	Waypoint (RNAV)

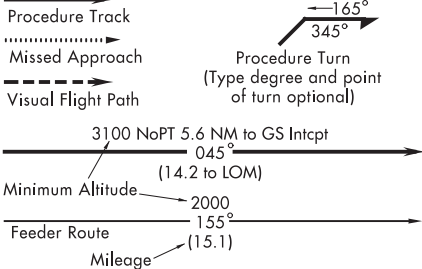
## GENERAL INFO

# LEGEND

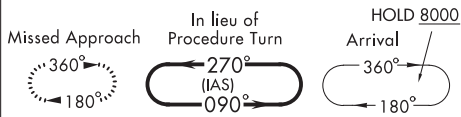
## INSTRUMENT APPROACH PROCEDURES (CHARTS)

### PLANVIEW SYMBOLS

#### TERMINAL ROUTES



#### HOLDING PATTERNS

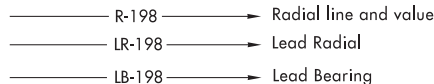
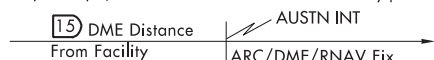


Holding pattern with max. restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg. Limits will only be specified when they deviate from the standard. DME fixes may be shown.

#### FIXES/ATC REPORTING REQUIREMENTS



Computer Navigation Fix (CNF)  
x (NAME) ("x" omitted when it conflicts with runway pattern)



#### ALTITUDES

<u>5500</u> Mandatory Altitude	3000 Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block Altitude
<u>4300</u> Maximum Altitude	<u>3000</u> Altitude

#### INDICATED AIRSPEED

<u>175K</u>	120K	250K	180K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed	Recommended Airspeed

#### RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

Compulsory:



Non-Compulsory:



○ LOM/LMM (Compass locator at Outer Marker/Middle Marker)

Marker Beacon

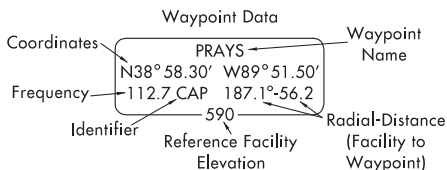
Marker beacons that are not specifically part of the procedure but underlie the final approach course are shown in screened color.

Localizer (LOC/LDA) Course  
Right side shading- Front course; Left side shading- Back Course

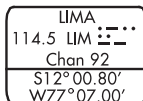
SDF Course

LOC/DME

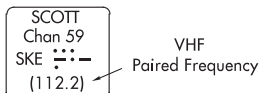
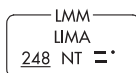
LOC/LDA/SDF Transmitter  
(shown when installation is offset from its normal position off the end of the runway.)



Primary Navaid with Coordinate Values



Secondary Navaid



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# LEGEND



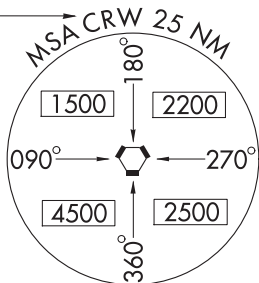
# LEGEND

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

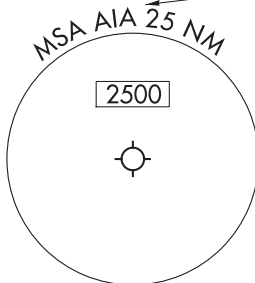
### PLANVIEW SYMBOLS

#### MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

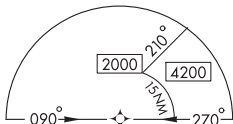


Airport Identifier

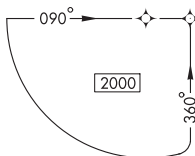


(arrows on distance circle identify sectors)

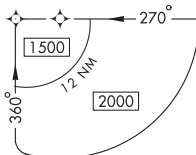
#### TERMINAL ARRIVAL AREA (TAA)



Straight-in Area



Right Base Area

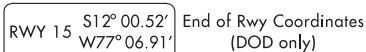


Left Base Area

#### MISCELLANEOUS



VOR Changeover Point



End of Rwy Coordinates (DOD only)



Distance not to scale



International Boundary



Air Defense Identification Zone

#### AIRPORTS



Primary and Secondary (named in planview)



Civil



Seaplane Base

#### SPECIAL USE AIRSPACE



R-352

R-Restricted

P-Prohibited

W-Warning

A-Alert

#### OBSTACLES

• Spot Elevation

△ Obstacle

△ Highest Obstacle

• Highest Spot Elevation

△ Group of Obstacles

± Doubtful accuracy

# LEGEND

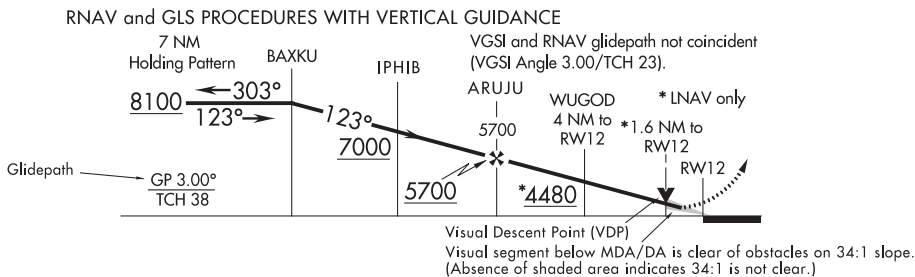
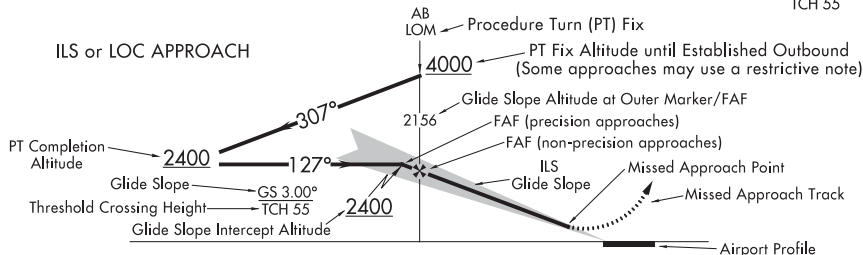
**PROFILE VIEW**

Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

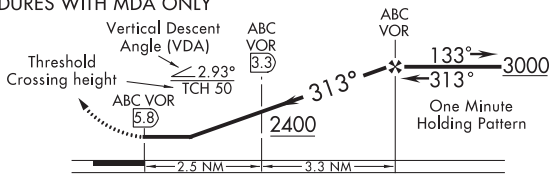
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format:  $GS\ 3.00^\circ$ .  
TCH 55

2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format:  $GP\ 3.00^\circ$ .  
TCH 50

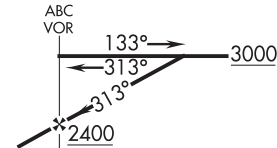
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format:  $\leq 3.00^\circ$ .  
TCH 55



**NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY**



**DESCENT FROM HOLDING PATTERN**



ALTITUDES	
<u>5500</u> Mandatory Altitude	<u>3000</u> Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block Altitude
<u>4300</u> Maximum Altitude	<u>3000</u> Altitude

**PROFILE SYMBOLS**

- Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.
- Visual Descent Point (VDP)
- Visual Flight Path

Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

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# LEGEND

## LEGEND STANDARD TERMINAL ARRIVAL (STAR) CHARTS DEPARTURE PROCEDURE (DP) CHARTS

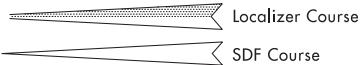
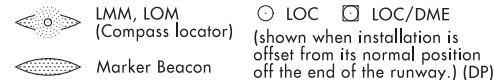
Applies to both STAR and DP Charts unless otherwise noted.

### RADIO AIDS TO NAVIGATION

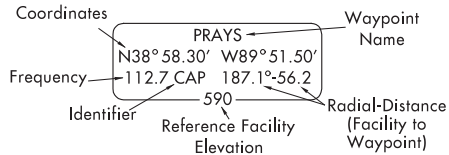
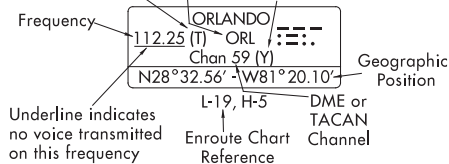
Compulsory:



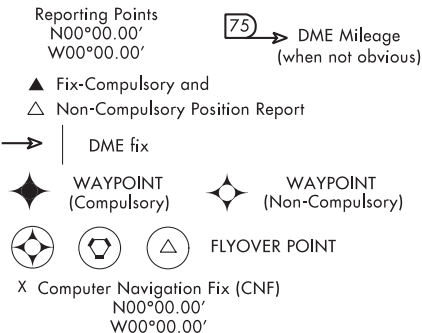
Non-Compulsory:



(T) indicates frequency protection range (STAR)    Identifier    (Y) TACAN must be placed in "Y" mode to receive distance information

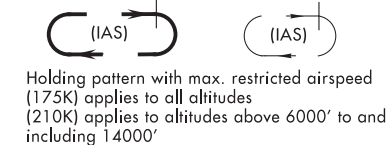
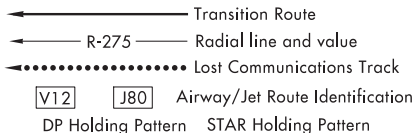


### FIXES/ATC REPORTING REQUIREMENTS



### ROUTES

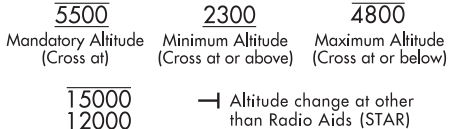
4500 MEA-Minimum Enroute Altitude  
\*3500 MOCA-Minimum Obstruction Clearance Altitude  
270° Departure Route - Arrival Route  
(65) Mileage between Radio Aids, Reporting Points, and Route Breaks



### SPECIAL USE AIRSPACE



### ALTITUDES



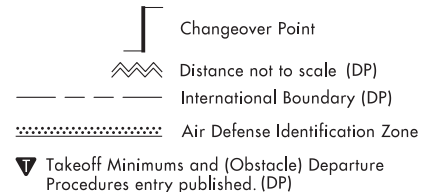
### INDICATED AIRSPEED



### AIRPORTS



### MISCELLANEOUS



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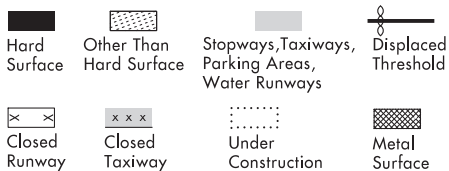
# LEGEND

# LEGEND

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

### AIRPORT DIAGRAM/AIRPORT SKETCH

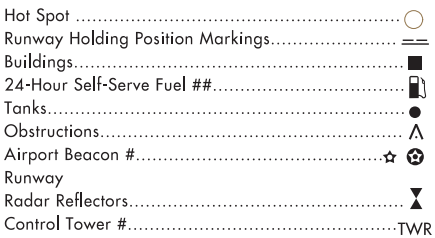
#### Runways



ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



#### REFERENCE FEATURES



# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

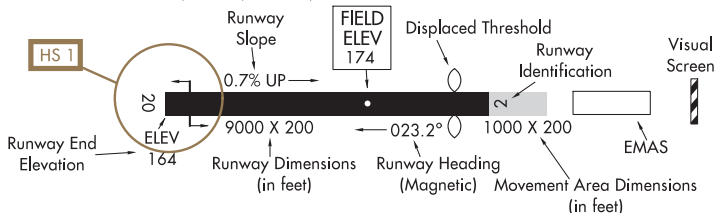
## A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A **D** symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

Runway Weight Bearing Capacity/ or PCN Pavement Classification Number is shown as a codified expression.

Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325



#### SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

Helicopter Alighting Areas (H) (+) (H) (A) (+)  
 Negative Symbols used to identify Copter Procedures landing point..... (H) (+) (H) (A) (+)

Runway Threshold elevation.....THRE 123  
 Runway TDZ elevation.....TDZE 123  
 ← 0.3% DOWN  
 Runway Slope.....0.8% UP →  
 (shown when runway slope is greater than or equal to 0.3%)

NOTE:  
 Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise noted on the chart.

NOTE:  
 All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)

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# LEGEND

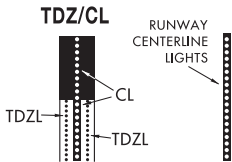
**LEGEND**

INSTRUMENT APPROACH PROCEDURES (CHARTS)  
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (V), etc.

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).

**RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS**



AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

**SHORT APPROACH LIGHTING SYSTEM**



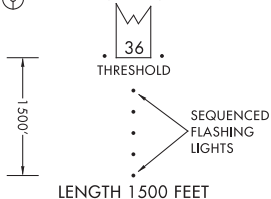
**SALS/SALSF**  
(High Intensity)

SAME AS INNER 1500' OF ALSF-1

**OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM**



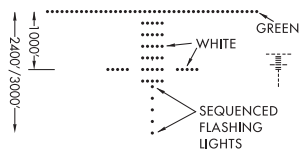
**ODALS**



**SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM**  
with Runway Alignment Indicator Lights



**SSALR**



(High Intensity)  
LENGTH 2400/3000 FEET

**VISUAL APPROACH SLOPE INDICATOR**

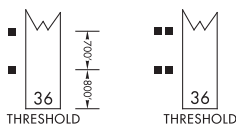
**VASI**

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

- ALL LIGHTS WHITE — TOO HIGH
- FAR LIGHTS RED — ON GLIDE SLOPE
- NEAR LIGHTS WHITE — TOO LOW
- ALL LIGHTS RED — TOO LOW

VASI 2

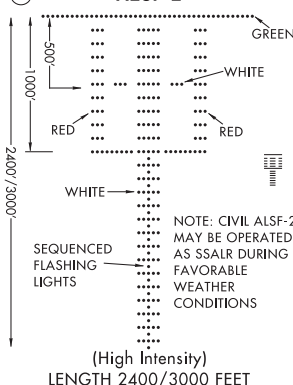
VASI 4



**APPROACH LIGHTING SYSTEM**



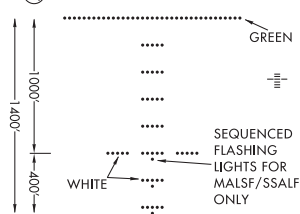
**ALSF-2**



(High Intensity)  
LENGTH 2400/3000 FEET

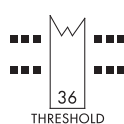
NOTE: CIVIL ALSF-2 MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS

**MEDIUM INTENSITY (MALS and MALSF) OR SIMPLIFIED SHORT (SSALS and SSALF) APPROACH LIGHTING SYSTEMS**



LENGTH 1400 FEET

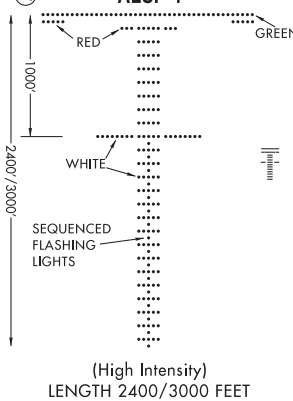
VASI 12



**APPROACH LIGHTING SYSTEM**



**ALSF-1**



(High Intensity)  
LENGTH 2400/3000 FEET

**MEDIUM INTENSITY APPROACH LIGHTING SYSTEM**  
with Runway Alignment Indicator Lights



**MALSR**

SAME LIGHT CONFIGURATION AS SSALR.

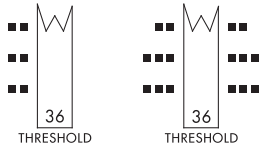
**VISUAL APPROACH SLOPE INDICATOR**

**VASI**

3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GLIDE ANGLES AND 2 THRESHOLD CROSSING HEIGHTS.

VASI 6

VASI 16



**LEGEND**

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04330  
**LEGEND**

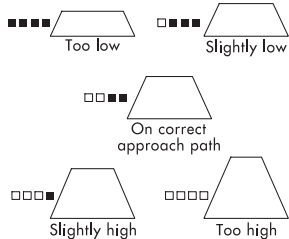
INSTRUMENT APPROACH PROCEDURES (CHARTS)  
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A<sub>2</sub>), (V) etc.

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A<sub>1</sub>). Negative symbology, e.g., (A<sub>1</sub>), (V) indicates Pilot Controlled Lighting (PCL).

(P) **PRECISION APPROACH PATH INDICATOR**

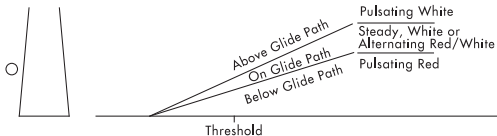
**PAPI**



Legend: □ White ■ Red

(V<sub>2</sub>) **PULSATING VISUAL APPROACH SLOPE INDICATOR**

**PVASI**



CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V<sub>1</sub>) **"T"-VISUAL APPROACH SLOPE INDICATOR**

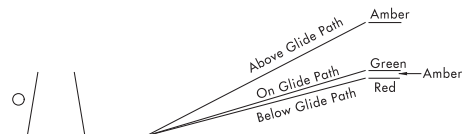
**"T"-VASI**



"T" ON BOTH SIDES OF RWY  
ALL LIGHTS VARIABLE WHITE.  
CORRECT APPROACH SLOPE-  
ONLY CROSS BAR VISIBLE.  
UPRIGHT "T"- FLY UP.  
INVERTED "T"- FLY DOWN.  
RED "T"- GROSS  
UNDERSHOOT.

(V<sub>4</sub>) **TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**

**TRCV**

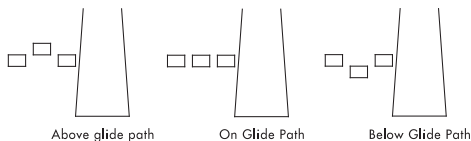


CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

(V<sub>5</sub>)

**ALIGNMENT OF ELEMENTS SYSTEMS**

**APAP**



Painted panels which may be lighted at night.  
To use the system the pilot positions the aircraft  
so the elements are in alignment.

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**LEGEND**

## FREQ PAIRING

## FREQUENCY PAIRING TABLE

TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY
17Y	108.05	40X	110.30	88Y	114.15
18X	108.10	40Y	110.35	89Y	114.25
18Y	108.15	41Y	110.45	90Y	114.35
19Y	108.25	42X	110.50	91Y	114.45
20X	108.30	42Y	110.55	92Y	114.55
20Y	108.35	43Y	110.65	93Y	114.65
21Y	108.45	44X	110.70	94Y	114.75
22X	108.50	44Y	110.75	95Y	114.85
22Y	108.55	45Y	110.85	96Y	114.95
23Y	108.65	46X	110.90	97Y	115.05
24X	108.70	46Y	110.95	98Y	115.15
24Y	108.75	47Y	111.05	99Y	115.25
25Y	108.85	48X	111.10	100Y	115.35
26X	108.90	48Y	111.15	101Y	115.45
26Y	108.95	49Y	111.25	102Y	115.55
27Y	109.05	50X	111.30	103Y	115.65
28X	109.10	50Y	111.35	104Y	115.75
28Y	109.15	51Y	111.45	105Y	115.85
29Y	109.25	52X	111.50	106Y	115.95
30X	109.30	52Y	111.55	107Y	116.05
30Y	109.35	53Y	111.65	108Y	116.15
31Y	109.45	54X	111.70	109Y	116.25
32X	109.50	54Y	111.75	110Y	116.35
32Y	109.55	55Y	111.85	111Y	116.45
33Y	109.65	56X	111.90	112Y	116.55
34X	109.70	56Y	111.95	113Y	116.65
34Y	109.75	80Y	113.35	114Y	116.75
35Y	109.85	81Y	113.45	115Y	116.85
36X	109.90	82Y	113.55	116Y	116.95
36Y	109.95	83Y	113.65	117Y	117.05
37Y	110.05	84Y	113.75	118Y	117.15
38X	110.10	85Y	113.85	119Y	117.25
38Y	110.15	86Y	113.95		
39Y	110.25	87Y	114.05		

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## FREQ PAIRING

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>AUBURN-LEWISTON, ME</b>			<b>BEDFORD, MA</b>		
<b>AUBURN-LEWISTON MUNI(LEW)</b>			<b>LAURENCE G. HANSCOM FIELD(BED)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 04	1	LAHSO		O
	RNAV (GPS) RWY 04	2	HOT SPOT		P
	RNAV (GPS) RWY 22	3	STARS	DREEM ONE (RNAV)	Z6
	VOR/DME-A	4		GRAYM FOUR	Z8
				ZELKA ONE (RNAV)	Z33
<b>AUGUSTA, ME</b>			IAPS	ILS OR LOC RWY 11	27
<b>AUGUSTA STATE(AUG)</b>				ILS OR LOC RWY 29	28
TAKEOFF MINIMUMS		L		RNAV (RNP) Y RWY 29	29
ALTERNATE MINIMUMS		M		RNAV (GPS) RWY 23	30
IAPS	ILS OR LOC RWY 17	5		RNAV (GPS) Z RWY 11	31
	RNAV (GPS) RWY 08	6		RNAV (GPS) Z RWY 29	32
	RNAV (GPS) RWY 17	7		RNAV (RNP) Y RWY 11	33
	RNAV (GPS) RWY 35	8		VOR RWY 23	34
	RNAV (GPS)-B	9	AIRPORT DIAGRAM		35
	VOR/DME-A	10	DPS	HANSCOM TWO	36
	VOR RWY 35	11	<b>BELFAST, ME</b>		
<b>BANGOR, ME</b>			<b>BELFAST MUNI(BST)</b>		
<b>BANGOR INTL(BGR)</b>			TAKEOFF MINIMUMS		L
TAKEOFF MINIMUMS		L	IAPS	RNAV (GPS) RWY 15	38
ALTERNATE MINIMUMS		M		RNAV (GPS) RWY 33	39
RADAR MINIMUMS		N		NDB RWY 15	40
IAPS	ILS OR LOC RWY 15	12	<b>BENNINGTON, VT</b>		
	ILS OR LOC RWY 33	13	<b>WILLIAM H MORSE STATE(DDH)</b>		
	ILS RWY 15 (CAT II - III)	14	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 15	15	IAPS	RNAV (GPS) RWY 13	41
	RNAV (GPS) RWY 33	16		VOR RWY 13	42
	VOR-A	17	<b>BERLIN, NH</b>		
AIRPORT DIAGRAM		18	<b>BERLIN RGNL(BML)</b>		
DPS	BANGOR TWO	19	TAKEOFF MINIMUMS		L
<b>BAR HARBOR, ME</b>			IAPS	RNAV (GPS) RWY 18	43
<b>HANCOCK COUNTY-BAR HARBOR(BHB)</b>				VOR/DME RWY 18	44
TAKEOFF MINIMUMS		L	<b>BEVERLY, MA</b>		
ALTERNATE MINIMUMS		M	<b>BEVERLY RGNL(BVY)</b>		
IAPS	ILS OR LOC RWY 22	20	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 04	21	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 22	22	LAHSO		O
<b>BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD</b>			HOT SPOT		P
<b>---SEE HYANNIS, MA</b>			STARS	DREEM ONE (RNAV)	Z6
<b>BARRE-MONTPELIER, VT</b>				GRAYM FOUR	Z8
<b>EDWARD F. KNAPP STATE(MPV)</b>				ZELKA ONE (RNAV)	Z33
TAKEOFF MINIMUMS		L	IAPS	RNAV (GPS) RWY 09	45
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TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 12	315
IAPS	RNAV (GPS) RWY 36	297		RNAV (GPS) RWY 22	316
				RNAV (GPS) RWY 30	317
				VOR/DME RWY 22	318
<b>NORRIDGEWOCK, ME</b>			<b>ORANGE, MA</b>		
<b>CENTRAL MAINE ARPT OF NORRIDGEWOCK (OWK)</b>			<b>ORANGE MUNI(ORE)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 15	298	ALTERNATE MINIMUMS		M
	VOR/DME RWY 03	299	IAPS	RNAV (GPS) RWY 32	319
	RNAV (GPS) RWY 03	300		VOR-A	320
<b>NORTH ADAMS, MA</b>			<b>OXFORD, CT</b>		
<b>HARRIMAN-AND-WEST(AQW)</b>			<b>WATERBURY-OXFORD(OCX)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS)-A	301	STARS	BRIDGEPORT ONE	Z1
				DENNA TWO	Z5
			IAPS	ILS OR LOC RWY 36	321
				RNAV (GPS) RWY 18	322
				RNAV (GPS) RWY 36	323
			AIRPORT DIAGRAM		324
<b>NORTH CENTRAL STATE</b>			<b>OXFORD, ME</b>		
<b>---SEE PAWTUCKET, RI</b>			<b>OXFORD COUNTY RGNL(81B)</b>		
			TAKEOFF MINIMUMS		L
			IAPS	RNAV (GPS) RWY 15	325
				RNAV (GPS) RWY 33	326
<b>NORTH KINGSTOWN, RI</b>			<b>PARLIN FIELD</b>		
<b>QUONSET STATE(OQU)</b>			<b>---SEE NEWPORT, NH</b>		
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
STARS	WIPOR THREE (RNAV)	Z31			
IAPS	ILS OR LOC RWY 16	302			
	RNAV (GPS) RWY 16	303			
	RNAV (GPS) RWY 34	304			
	VOR RWY 34	305			
	VOR-A	306			
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<b>NORTHAMPTON, MA</b>			<b>PAWTUCKET, RI</b>		
<b>NORTHAMPTON(7B2)</b>			<b>NORTH CENTRAL STATE(SFZ)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 14	308	ALTERNATE MINIMUMS		M
	VOR/DME-B	309	STARS	WIPOR THREE (RNAV)	Z31
			IAPS	RNAV (GPS) RWY 05	327
				RNAV (GPS) RWY 23	328
				LOC RWY 05	329
				VOR-A	330
				VOR-B	331
<b>NORTHERN AROOSTOOK RGNL</b>			<b>NE-1, 10 NOV 2016 to 05 JAN 2017</b>		
<b>---SEE FRENCHVILLE, ME</b>			<b>NE-1, 10 NOV 2016 to 05 JAN 2017</b>		
<b>NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE</b>			<b>NE-1, 10 NOV 2016 to 05 JAN 2017</b>		
<b>---SEE PRESQUE ISLE, ME</b>			<b>NE-1, 10 NOV 2016 to 05 JAN 2017</b>		

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<b>PITTSFIELD MUNI(PSF)</b>			<b>PORTSMOUTH INTL AT PEASE(PSM)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 08	332	RADAR MINIMUMS		N
	RNAV (GPS) RWY 26	333	IAPS	ILS OR LOC RWY 16	358
	LOC/DME RWY 26	334		ILS OR LOC RWY 34	359
				RNAV (GPS) RWY 16	360
				RNAV (GPS) RWY 34	361
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			DPS	PEASE TWO	363
				TANKER ONE	364
<b>PITTSFIELD, ME</b>			<b>PRESQUE ISLE, ME</b>		
<b>PITTSFIELD MUNI(2B7)</b>			<b>NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE(PQI)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 18	335	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 36	336	IAPS	ILS OR LOC RWY 01	365
	NDB RWY 36	337		RNAV (GPS) RWY 01	366
				RNAV (GPS) RWY 19	367
				RNAV (GPS) RWY 28	368
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<b>PLAINVILLE, CT</b>			<b>PRINCETON, ME</b>		
<b>ROBERTSON FIELD(4B8)</b>			<b>PRINCETON MUNI(PNN)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 02	338	IAPS	RNAV (GPS) RWY 15	370
<b>PLYMOUTH, MA</b>			<b>PROVIDENCE, RI</b>		
<b>PLYMOUTH MUNI(PYM)</b>			<b>THEODORE FRANCIS GREEN STATE(PVD)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC/DME RWY 06	339	HOT SPOT		P
	RNAV (GPS) RWY 06	340	STARS	JORDN TWO (RNAV)	Z12
	RNAV (GPS) RWY 15	341		WIPOR THREE (RNAV)	Z31
	RNAV (GPS) RWY 24	342	IAPS	ILS OR LOC RWY 05	371
				ILS OR LOC RWY 23	372
				ILS OR LOC RWY 34	373
				ILS RWY 23 (SA CAT I - II)	374
				ILS RWY 05 (CAT II - III)	375
				RNAV (RNP) Z RWY 23	376
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				RNAV (GPS) RWY 34	379
				RNAV (GPS) Y RWY 23	380
				VOR/DME RWY 16	381
				VOR/DME RWY 23	382
				VOR/DME RWY 34	383
				VOR RWY 05	384
				VOR RWY 34	385
			AIRPORT DIAGRAM		386
<b>PORTLAND, ME</b>			<b>PROVINCETOWN, MA</b>		
<b>PORTLAND INTL JETPORT(PWM)</b>			<b>PROVINCETOWN MUNI(PVC)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
LAHSO		O	IAPS	ILS OR LOC RWY 07	387
HOT SPOT		P		RNAV (GPS) RWY 07	388
STARS	CDOGG THREE (RNAV)	Z2		RNAV (GPS) RWY 25	389
	SCOGS THREE (RNAV)	Z27		NDB RWY 25	390
IAPS	ILS OR LOC RWY 11	343			
	ILS OR LOC RWY 29	344			
	ILS RWY 11 (SA CAT I)	345			
	ILS RWY 29 (SA CAT I - II)	346			
	ILS RWY 11 (CAT II - III)	347			
	RNAV (GPS) RWY 11	348			
	RNAV (GPS) RWY 18	349			
	RNAV (GPS) RWY 29	350			
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<b>RANGELEY, ME</b>			<b>SOUTHBRIDGE, MA</b>		
<b>RANGELEY LAKE SEAPLANE BASE(M57)</b>			<b>SOUTHBRIDGE MUNI(3B0)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS)-C	391	IAPS	RNAV (GPS) RWY 02	416
	RNAV (GPS)-C (LANDING)	392		VOR/DME-B	417
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<b>STEVEN A BEAN MUNI(8B0)</b>			<b>SPRINGFIELD, VT</b>		
TAKEOFF MINIMUMS		L	<b>HARTNESS STATE(SPRINGFIELD)(VSF)</b>		
IAPS	RNAV (GPS)-D	395	TAKEOFF MINIMUMS		L
	NDB-A	396	ALTERNATE MINIMUMS		M
			IAPS	RNAV (GPS) RWY 05	418
				LOC/DME RWY 05	419
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	VOR/DME-A	398	ILS OR LOC RWY 05		
	NDB RWY 33	399	ILS OR LOC RWY 23		
			TACAN OR VOR RWY 05		
			TACAN RWY 23		
			AIRPORT DIAGRAM		
<b>ROCKLAND, ME</b>			STEVEN A BEAN MUNI		
<b>KNOX COUNTY RGNL(RKD)</b>			---SEE RANGELEY, ME		
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ALTERNATE MINIMUMS		M	<b>MINUTE MAN AIRFIELD(6B6)</b>		
IAPS	ILS OR LOC RWY 13	400	TAKEOFF MINIMUMS		
	RNAV (GPS) RWY 03	401	IAPS		
	RNAV (GPS) RWY 31	402	RNAV (GPS) RWY 21		
	NDB RWY 03	403	VOR/DME RWY 21		
	NDB RWY 31	404			
<b>RUTLAND, VT</b>			<b>TAUNTON, MA</b>		
<b>RUTLAND-SOUTHERN VERMONT RGNL(RUT)</b>			<b>TAUNTON MUNI - KING FIELD(TAN)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		
IAPS	ILS OR LOC/DME Y RWY 19	405	IAPS		
	ILS OR LOC/DME Z RWY 19	406	RNAV (GPS) RWY 30		
	RNAV (GPS) RWY 01	407	NDB RWY 30		
	RNAV (GPS) Y RWY 19	408			
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---SEE RUTLAND, VT			---SEE MONTAGUE, MA		
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<b>SANFORD SEACOAST RGNL(SFM)</b>			---SEE NEW HAVEN, CT		
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	RNAV (GPS) RWY 07	412			
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**WALTER J KOLADZA**

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**WATERBURY-OXFORD**

**---SEE OXFORD, CT**

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**WEST DOVER, VT**

**DEERFIELD VALLEY RGNL(4V8)**

TAKEOFF MINIMUMS .....	L	
IAPS .....	RNAV (GPS) RWY 01 .....	439

**WESTERLY, RI**

**WESTERLY STATE(WST)**

TAKEOFF MINIMUMS .....	L	
IAPS .....	RNAV (GPS) RWY 07 .....	440
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**WESTFIELD/SPRINGFIELD, MA**

**WESTFIELD-BARNES RGNL(BAF)**

TAKEOFF MINIMUMS .....	L	
ALTERNATE MINIMUMS .....	M	
STARS .....	DEER PARK THREE .....	Z4
	STELA ONE .....	Z28
IAPS .....	ILS OR LOC RWY 20 .....	442
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**WESTFIELD-BARNES RGNL**

**---SEE WESTFIELD/SPRINGFIELD, MA**

**WESTOVER ARB/METROPOLITAN**

**---SEE SPRINGFIELD/CHICOPEE, MA**

**WHITEFIELD, NH**

**MOUNT WASHINGTON RGNL(HIE)**

TAKEOFF MINIMUMS .....	L	
ALTERNATE MINIMUMS .....	M	
IAPS .....	RNAV (GPS) Y RWY 10 .....	450
	RNAV (GPS) Z RWY 10 .....	451

**WILLIAM H MORSE STATE**

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**WILLIMANTIC, CT**

**WINDHAM(IJD)**

TAKEOFF MINIMUMS .....	L	
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**WINDHAM**

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LAHSO .....	O	
HOT SPOT .....	P	
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IAPS .....	ILS OR LOC RWY 06 .....	455
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TAKEOFF MINIMUMS .....	L
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STARS ..... STELA ONE .....	Z28
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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

INSTRUMENT APPROACH PROCEDURE CHARTS

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## IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

### Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are exactly described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or radar vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called VCOA Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow radar vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME	TAKEOFF MINIMUMS
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### AUBURN-LEWISTON, ME

#### AUBURN-LEWISTON MUNI (LEW)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

AMDT 5 05076 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 500-2½ or std. with a min. climb of 266' per NM to 900. **Rwy 22**, std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, climb via heading 165° to 900 before turning northeast. **Rwy 22**, climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4**, multiple trees beginning 297' from DER, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from DER, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from DER, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from DER, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from DER, 348' right of centerline, 51' AGL/314' MSL. Pole 1011' from DER, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from DER, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17**, tree 1209' from DER, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from DER, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from DER, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from DER, 252' left of centerline, 60' AGL/336' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## AUGUSTA, ME

### AUGUSTA STATE (AUG)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 3 11181 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, 300-1 or std. w/min. climb of 263' per NM to 600. **Rwy 17**, 300-1 or std. w/min. climb of 283' per NM to 600. **Rwy 26**, 400-2 or std. w/min. climb of 313' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 26**, climb heading 260° to 800 before turning right. **Rwy 35**, climb heading 351° to 1000 before turning left.

NOTE: **Rwy 8**, trees beginning 197' from DER, 91' right of centerline, up to 70' AGL/443' MSL. Fence 200' from DER, 126' right of centerline, 8' AGL/358' MSL. Pole 921' from DER, 334' right of centerline, 52' AGL/422' MSL. Trees beginning 956' from DER, 588' left of centerline, up to 70' AGL/420' MSL. Tower 5173' from DER, 1864' left of centerline, 156' AGL/527' MSL. **Rwy 17**, trees beginning 102' from DER, 289' right of centerline, up to 100' AGL/529' MSL. Poles beginning 107' from DER, 355' left of centerline, up to 45' AGL/385' MSL. Vehicle on road 229' from DER, 250' left of centerline, 15' AGL/355' MSL. Trees beginning 318' from DER, 107' left of centerline, up to 80' AGL/413' MSL. **Rwy 26**, trees beginning 157' from DER, 13' left of centerline, up to 70' AGL/419' MSL. Tree 270' from DER, 90' right of centerline, 90' AGL/419' MSL. Trees and towers beginning 5728' from DER, 769' right of centerline, up to 186' AGL/666' MSL.

## BANGOR, ME

### BANGOR INTL (BGR)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 2 09239 (FAA)

NOTE: **Rwy 15**, trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

## BAR HARBOR, ME

### HANCOCK COUNTY-BAR HARBOR (BHB)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 4A 13066 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22**, climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35**, climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4**, road 324' from DER, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from DER, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17**, bush 116' from DER, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from DER, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22**, multiple poles and trees beginning 562' from DER, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of DER, up to 60' AGL/142' MSL. Power lines beginning 626' from DER, 359' right of centerline, 35' AGL/103' MSL. **Rwy 35**, terrain and multiple trees beginning 35' from DER, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from DER, 565' right of centerline up to 60' AGL/146' MSL.

16315

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

## BARRE-MONTPELIER, VT

### EDWARD F. KNAPP STATE (MPV)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 5 14317 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 500-2 w/min. climb of 270' per NM to 2700 or 1900-3 for climb in visual conditions. **Rwy 23**, 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 048° to 2100 then climbing left turn to 3900 direct MPV VOR/DME before proceeding on course. **Rwy 17**, climb heading 168° to 2600 then climbing left turn to 3500 direct MPV VOR/DME before proceeding on course. **Rwy 35**, climbing right turn to 3900 direct MPV VOR/DME before proceeding on course. **Rwys 17, 23**, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Edward F Knapp state airport at or above 2900' MSL.

NOTE: **Rwy 5**, vehicles on road beginning 0.69' from DER, crossing centerline, up to 15' AGL/1133' MSL. Terrain 104' from DER, 253' left of centerline, up to 1089' MSL. Trees beginning 347' from DER, crossing centerline, up to 100' AGL/1199' MSL. **Rwy 17**, tower 80' from DER, 368' right of centerline, up to 41' AGL/1223' MSL. Trees beginning 139' from DER, 409' right of centerline, up to 100' AGL/1243' MSL. Navaid 141' from DER, up to 5' AGL/1171' MSL. Navaid 199' from DER, up to 7' AGL/1172' MSL. Pole 257' from DER, 165' left of centerline, up to 27' AGL/1178' MSL. Trees 297' from DER, crossing centerline, up to 100' AGL/1193' MSL. Trees 667' from DER, crossing centerline, up to 100' AGL/1259' MSL. Building 1318' from DER, 254' left of centerline, up to 43' AGL/1221' MSL. Tower 1318' from DER, 669' left of centerline, up to 38' AGL/1208' MSL. Trees 1498' from DER, crossing centerline, up to 100' AGL/1309' MSL. Pole 1703' from DER, 41' right of centerline, up to 33' AGL/1243' MSL. Trees 1898' from DER, 726' right of centerline, up to 100' AGL/1387' MSL. Pole 1970' from DER, 539' right of centerline, up to 27' AGL/1334' MSL. Trees 2088' from DER, crossing centerline, up to 100' AGL/1384' MSL. Trees 4872' from DER, crossing centerline, up to 100' AGL/1579' MSL. **Rwy 23**, poles beginning 2' from DER, 335' left of centerline, up to 39' AGL/1167' MSL. Fence 49' from DER, 276' left of centerline, up to 7' AGL/1127' MSL. Tower 561' from DER, 573' left of centerline, up to 88' AGL/1215' MSL. Building 603' from DER, 426' left of centerline, up to 37' AGL/1159' MSL. Tower 615' from DER, 580' left of centerline, up to 68' AGL/1195' MSL. Rod 615' from DER, 580' left of centerline, up to 60' AGL/1195' MSL. Trees beginning 1263' from DER, crossing centerline, up to 100' AGL/1183' MSL. Pole 2801' from DER, 702' left of centerline, up to 27' AGL/1202' MSL. Pole 2867' from DER, 152' right of centerline, up to 55' AGL/1233' MSL. Trees 2880' from DER, crossing centerline, up to 100' AGL/1243' MSL. Tower 3010' from DER, 404' right of centerline, up to 36' AGL/1221' MSL. Trees 3299' from DER, crossing centerline, up to 100' AGL/1275' MSL. Trees 4491' from DER, crossing centerline, up to 100' AGL/1389' MSL. Trees 4944' from DER, crossing centerline, up to 100' AGL/1459' MSL. Trees 6298' from DER, crossing centerline, up to 100' AGL/1499' MSL. Trees 7273' from DER, crossing centerline, up to 100' AGL/1559' MSL. **Rwy 35**, bush 74' from DER, 288' left of centerline, up to 10' AGL/1097' MSL. Building 81' from DER, 488' right of centerline, up to 6' AGL/1094' MSL. Trees beginning 411' from DER, crossing centerline, up to 100' AGL/1132' MSL.

NE-1, 10 NOV 2016 to 05 JAN 2017

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

6315

## BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 6 13178 (FAA)

TAKEOFF MINIMUMS: **Rwy 11**, 300-1¼ or std. w/ min. climb of 251' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER. **Rwy 23**, 300-2 or std. w/ min. climb of 426' per NM to 500.

NOTE: **Rwy 5**, trees, fence, bush, and vegetation beginning 44' from DER, 84' left and 113' right of centerline, up to 39' AGL/171' MSL. Trees and poles beginning 1153' from DER, 11' left and 117' right of centerline, up to 71' AGL/221' MSL. Trees beginning 2528' from DER, 9' left and 2' right of centerline, up to 91' AGL/235' MSL. **Rwy 11**, sign 81' from DER, 237' right of centerline, 14' AGL/126' MSL. Trees beginning 1431' from DER, 684' right of centerline, up to 53' AGL/181' MSL. Trees beginning 1875' from DER, 99' left and 457' right of centerline, up to 73' AGL/231' MSL. Tower 5028' from DER, 1681' left of centerline, 155' AGL/285' MSL. **Rwy 23**, sign 2' from DER, 303' right of centerline, 6' AGL/133' MSL. Vehicle on road 534' from DER, from 293' right to 3' right of centerline, up to 15' AGL/167' MSL. Building 614' from DER, 620' left of centerline, 23' AGL/151' MSL. Trees, terrain, and pole beginning 855 from DER, 379' left and 337' right of centerline, up to 38' AGL/180' MSL. Trees beginning 1090' from DER, 558' left and 263' right of centerline, up to 48' AGL/232' MSL. Trees and building beginning 1588' from DER, 88' left and 138' right of centerline, up to 95' AGL/259' MSL. Trees beginning 2149' from DER, 524' left and 213' right of centerline, up to 100' AGL/286' MSL. Trees, buildings, and tower beginning 3721' from DER, 48' left and 4' right of centerline, up to 100' AGL/379' MSL. **Rwy 29**, sign 13' from DER, 273' right of centerline, 24' AGL/135' MSL. Tree 391' from DER, 487' left of centerline, 20' AGL/153' MSL. Poles and trees beginning 1109' from DER, 734' left and 49' right of centerline, up to 106' AGL/243' MSL. Trees beginning 3007' from DER, 6' left and 49' right of centerline, up to 100' AGL/243' MSL.

## BELFAST, ME

BELFAST MUNI (BST)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 07130 (FAA)

TAKEOFF MINIMUMS: **Rwy 33**, 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 136° to 900 before turning south.

NOTE: **Rwy 33**, light pole 1955' from DER, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from DER, 1682' left of centerline, up to 80' AGL/429' MSL.

## BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 12152 (FAA)

TAKEOFF MINIMUMS: **Rwy 13**, std. w/min. climb of 645' per NM to 4000 or 2600-3 for climb in visual conditions.

**Rwy 31**, 400-1 w/ min. climb of 300' per NM to 4200 or 2600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13**, climbing left turn direct CAM VOR/DME, continue climb-in-hold (North, right turns, 160° inbound) to 4400 before proceeding on course or...

**Rwy 31**, climbing right turn direct CAM VOR/DME, continue climb-in-hold (North, right turns, 160° inbound) to 4400 before proceeding on course or...

... For climb in visual conditions: cross William H. Morse State Airport at or above 3300 before proceeding on course. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 13**, rising terrain beginning 100' from DER, right to left of centerline, up to 868' MSL. Poles beginning 195' from DER, 229' right of centerline, up to 30' AGL/858' MSL. Trees beginning 358' from DER, left and right of centerline, up to 95' AGL/1279' MSL. **Rwy 31**, multiple trees beginning 116' from DER, right and left of centerline, up to 95' AGL/1139' MSL.

## BERLIN, NH

BERLIN RGNL (BML)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 11069 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, std. w/min. climb of 462' per NM to 4000 or 3500-3 for climb in visual conditions.

**Rwy 36**, std. w/min. climb of 400' per NM to 4400 or 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18**, climbing right turn to 7000 direct BML VOR/DME, continue climb in BML VOR/DME holding pattern (hold SW, left turns, 030° inbound) to cross BML VOR/DME at or above the MEA for direction of flight, or for climb in visual conditions cross Berlin RGNL Airport at or above 4500 before proceeding on course. **Rwy 36**, climbing right turn to 7000 direct BML VOR/DME, continue climb in BML VOR/DME holding pattern (hold SW, left turns, 030° inbound) to cross BML VOR/DME at or above the MEA for direction of flight, or for climb in visual conditions cross Berlin RGNL Airport at or above 4500 before proceeding on course.

NOTE: **Rwy 18**, building 44' from DER, 361' left of centerline, up to 10' AGL/1143' MSL. Trees 19' from DER, 5' right of centerline, up to 100' AGL/1267' MSL. Trees 44' from DER, 2' left of centerline, up to 100' AGL/1281' MSL. **Rwy 36**, bush 47' from DER, 153' left of centerline, up to 45' AGL/1168' MSL. Trees 27' from DER, 28' right of centerline, up to 100' AGL/1298' MSL. Trees 9' from DER, 123' left of centerline, up to 100' AGL/1224' MSL.

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6315

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND  
DIVERSE VECTOR AREA (RADAR VECTORS)**

16315

**BEVERLY, MA****BEVERLY MUNI (BVY)**

**TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3A 16203 (FAA)**

**DEPARTURE PROCEDURE: Rwy 27**, climb heading 270° to 700 before turning left.

**NOTE: Rwy 9**, bush 15' from DER, 407' right of centerline, 55' AGL/119' MSL. Bush beginning 76' from DER, 377' right of centerline, up to 50' AGL/102' MSL. Tree 127' from DER, 247' left of centerline, 29' AGL/112' MSL. Bush beginning 135' from DER, 248' left of centerline, up to 27' AGL/103' MSL. Bush 228' from DER, 532' left of centerline, 59' AGL/125' MSL. Bush 273' from DER, 515' left of centerline, 73' AGL/138' MSL. Trees beginning 303' from DER, 227' right of centerline, up to 19' AGL/106' MSL. Bush beginning 390' from DER, 113' right of centerline, up to 23' AGL/104' MSL. Tree 520' from DER, 342' left of centerline, 77' AGL/138' MSL. Bush beginning 552' from DER, 22' right of centerline, up to 45' AGL/108' MSL. Tree 997' from DER, 394' right of centerline, 84' AGL/133' MSL. Bush 1046' from DER, 141' left of centerline, 81' AGL/130' MSL. Tree 1064' from DER, 539' right of centerline, 86' AGL/134' MSL. Tree 1070' from DER, 619' left of centerline, 90' AGL/149' MSL. Bush beginning 1077' from DER, 43' right of centerline, up to 84' AGL/138' MSL. Tree 1176' from DER, 414' left of centerline, 99' AGL/155' MSL. Bush beginning 1184' from DER, 252' left of centerline, up to 76' AGL/130' MSL. Tree 1204' from DER, 385' right of centerline, 78' AGL/126' MSL. Bush beginning 1301' from DER, 61' left of centerline, up to 81' AGL/131' MSL. Bush 2414' from DER, 1027' left of centerline, 94' AGL/188' MSL. Bush beginning 2438' from DER, 822' left of centerline, up to 106' AGL/197' MSL. Trees beginning 2538' from DER, 633' left of centerline, up to 93' AGL/189' MSL. Bush 2566' from DER, 647' left of centerline, 103' AGL/207' MSL. Bush beginning 2598' from DER, 545' left of centerline, up to 85' AGL/212' MSL. Tree 2661' from DER, 695' left of centerline, 112' AGL/228' MSL. Tree 2662' from DER, 787' left of centerline, 113' AGL/232' MSL. Bush beginning 2678' from DER, 226' left of centerline, up to 116' AGL/236' MSL. Tree 2797' from DER, 543' left of centerline, 99' AGL/227' MSL. Bush 2799' from DER, 330' right of centerline, 106' AGL/182' MSL. Tree 2847' from DER, 141' left of centerline, 101' AGL/214' MSL. Bush beginning 2851' from DER, 23' left of centerline, up to 83' AGL/223' MSL. Tree beginning 2886' from DER, 70' left of centerline, up to 100' AGL/193' MSL. Bush 2927' from DER, 259' right of centerline, 101' AGL/195' MSL. Trees beginning 2930' from DER, 74' left of centerline, up to 101' AGL/214' MSL. Bush beginning 2936' from DER, 66' right of centerline, up to 91' AGL/201' MSL. Tree 2999' from DER, 464' right of centerline, 101' AGL/180' MSL. Bush 3009' from DER, 235' left of centerline, 63' AGL/181' MSL. Tree 3043' from DER, 537' right of centerline, 101' AGL/175' MSL. Bush beginning 3047' from DER, 35' left of centerline, up to 64' AGL/180' MSL.

**BEVERLY, MA (CON'T)**

**Rwy 16**, grd 15' from DER, 417' left of centerline, 87' MSL. Rwy sign 17' from DER, 198' left of centerline, 3' AGL/85' MSL. Nt Rwy It 28' from DER, 82' left of centerline, 2' AGL/83' MSL. Grd 100' from DER, 426' right of centerline, 89' MSL. Bush beginning 113' from DER, 228' right of centerline, up to 27' AGL/125' MSL. Bush beginning 212' from DER, 454' right of centerline, up to 72' AGL/136' MSL. Bush beginning 247' from DER, 451' right of centerline, up to 78' AGL/139' MSL. Bush 268' from DER, 442' left of centerline, 70' AGL/133' MSL. Vehicle in parking lot 289' from DER, 520' right of centerline, 115' MSL. Trees beginning 306' from DER, 263' right of centerline, up to 91' AGL/148' MSL. Bush 312' from DER, 463' left of centerline, 93' AGL/150' MSL. Trees beginning 322' from DER, 319' left of centerline, up to 88' AGL/145' MSL. Bush beginning 378' from DER, 107' right of centerline, up to 76' AGL/135' MSL. Bldg beginning 481' from DER, 616' right of centerline, up to 43' AGL/164' MSL. Bldg 499' from DER, 482' right of centerline, 42' AGL/165' MSL. Bldg 511' from DER, 619' right of centerline, 41' AGL/164' MSL. Vehicle in parking lot 515' from DER, 444' right of centerline, 120' MSL. Bush 531' from DER, 561' left of centerline, 79' AGL/132' MSL. Bldg beginning 543' from DER, 488' right of centerline, up to 44' AGL/168' MSL. Grd 574' from DER, 401' right of centerline, 115' MSL. Bush 576' from DER, 618' left of centerline, 70' AGL/119' MSL. Bldg 609' from DER, 509' right of centerline, 45' AGL/168' MSL. Bush beginning 622' from DER, 345' left of centerline, up to 68' AGL/131' MSL. Vehicle in parking lot 667' from DER, 673' right of centerline, 130' MSL. Ground 669' from DER, 482' right of centerline, 130' MSL. Vehicle in parking lot 679' from DER, 456' right of centerline, 127' MSL. Bush 692' from DER, 422' left of centerline, 76' AGL/132' MSL. Bldg 698' from DER, 655' right of centerline, 30' AGL/160' MSL. Pole 723' from DER, 403' right of centerline, 43' AGL/159' MSL. Bush 744' from DER, 404' left of centerline, 77' AGL/132' MSL. Bldg beginning 758' from DER, 515' right of centerline, up to 37' AGL/164' MSL. Bldg beginning 857' from DER, 406' right of centerline, up to 33' AGL/179' MSL. Stack 891' from DER, 517' right of centerline, 33' AGL/168' MSL. Tree 894' from DER, 368' right of centerline, 31' AGL/150' MSL. Bush 903' from DER, 496' left of centerline, 65' AGL/121' MSL. Grd 908' from DER, 353' right of centerline, 118' MSL. Vehicle in parking lot 918' from DER, 524' right of centerline, 128' MSL. Bush beginning 938' from DER, 264' left of centerline, up to 53' AGL/109' MSL. Vehicle in parking lot 994' from DER, 588' right of centerline, 129' MSL. Grd beginning 1008' from DER, 490' right of centerline, up to 128' MSL. Bush 1084' from DER, 173' right of centerline, 26' AGL/111' MSL. Pole 1086' from DER, 434' right of centerline, 28' AGL/162' MSL. Grd 1116' from DER, 710' right of centerline, 126' MSL. Bldg 1123' from DER, 604' right of centerline, 36' AGL/167' MSL. Bush beginning 1144' from DER, 164' right of centerline, up to 17' AGL/145' MSL. Grd beginning 1200' from DER, 280' right of centerline, up to 129' MSL. Bush beginning 1253' from DER, 183' left of centerline, up to 19' AGL/146' MSL. Pole 1407' from DER, 480' right of centerline, 16' AGL/149' MSL. Grd 1414' from DER, 597' right of centerline, 126' MSL. Trail beginning 1438' from DER, 333' right of centerline, up to 135' MSL. Bush beginning 1484' from DER, 281' right of centerline, up to 52' AGL/184' MSL.

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**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND  
DIVERSE VECTOR AREA (RADAR VECTORS)**



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

16315

## BEVERLY, MA (CON'T)

**Rwy 16**, Grd beginning 1553' from DER, 429' right of centerline, up to 124' MSL. Bush beginning 1643' from DER, 243' right of centerline, up to 76' AGL/126' MSL. Bush beginning 1702' from DER, 587' right of centerline, up to 57' AGL/192' MSL. Tree 1711' from DER, 692' right of centerline, 73' AGL/193' MSL. Bush 1732' from DER, 721' left of centerline, 75' AGL/126' MSL. Grd beginning 1763' from DER, 448' right of centerline, up to 137' MSL. Bush beginning 1776' from DER, 305' right of centerline, up to 5' AGL/132' MSL. Lt pole 1821' from DER, 192' right of centerline, 31' AGL/139' MSL. Bush beginning 1898' from DER, 92' right of centerline, up to 30' AGL/138' MSL. Lt pole beginning 1949' from DER, 65' right of centerline, up to 31' AGL/139' MSL. Bldg 2021' from DER, 427' right of centerline, 24' AGL/133' MSL. Lt pole, beginning 2036' from DER, 44' left of centerline, up to 31' AGL/139' MSL. Bldg 2098' from DER, 381' right of centerline, 39' AGL/148' MSL. Lt pole 2129' from DER, 8' left of centerline, 31' AGL/136' MSL. Bldg beginning 2182' from DER, 241' right of centerline, up to 42' AGL/151' MSL. Smoke stk 2497' from DER, 356' right of centerline, 53' AGL/162' MSL. Bldg beginning 2533' from DER, 354' right of centerline, up to 58' AGL/165' MSL. Bush beginning 2860' from DER, 613' right of centerline, up to 61' AGL/162' MSL. Bldg beginning 2909' from DER, 973' right of centerline, up to 56' AGL/156' MSL. Bush beginning 3293' from DER, 1086' right of centerline, up to 72' AGL/166' MSL. **Rwy 27**, bush 44' from DER, 439' left of centerline, 26' AGL/82' MSL. Trees beginning 182' from DER, 229' left of centerline, up to 16' AGL/81' MSL. Bush 214' from DER, 463' left of centerline, 49' AGL/98' MSL. Tree 243' from DER, 318' right of centerline, 15' AGL/83' MSL. Bushes beginning 279' from DER, 270' left of centerline, up to 31' AGL/92' MSL. Tree 419' from DER, 119' left of centerline, 43' AGL/92' MSL. Bush 455' from DER, 463' left of centerline, 62' AGL/100' MSL. Trees beginning 456' from DER, 109' right of centerline, up to 55' AGL/99' MSL. Bushes beginning 500' from DER, 46' right of centerline, up to 53' AGL/96' MSL. Trees beginning 535' from DER, 249' right of centerline, up to 62' AGL/110' MSL. Bushes beginning 547' from DER, 26' right of centerline, up to 56' AGL/92' MSL. Tree 1170' from DER, 587' left of centerline, 82' AGL/111' MSL. Bushes beginning 1202' from DER, 248' left of centerline, up to 85' AGL/114' MSL. Bushes 2376' from DER, 653' right of centerline, 85' AGL/136' MSL. Bush beginning 2394' from DER, 451' right of centerline, up to 86' AGL/137' MSL. bush beginning 2563' from DER, 1037' right of centerline, up to 85' AGL/140' MSL. Bush beginning 2953' from DER, 958' right of centerline, up to 82' AGL/168' MSL. Tree beginning 3041' from DER, 762' right of centerline, up to 103' AGL/160' MSL. Bush beginning 3194' from DER, 1165' right of centerline, up to 91' AGL/190' MSL. Tree 3232' from DER, 723' right of centerline, 97' AGL/157' MSL. Bush beginning 3321' from DER, 1083' right of centerline, up to 89' AGL/185' MSL. Bushes beginning 4347' from DER, 954' left of centerline, up to 82' AGL/201' MSL. Bushes 4628' from DER, 1523' left of centerline, 86' AGL/202' MSL. Bushes beginning 4659' from DER, 924' left of centerline, up to 82' AGL/208' MSL. Bldgs beginning 5490' from DER, 530' left of centerline, up to 108' AGL/217' MSL.

## BEVERLY, MA (CON'T)

**Rwy 34**, Nt MALS 11' from DER, on centerline, 2' AGL/109' MSL. Bush 41' from DER, 270' right of centerline, 18' AGL/119' MSL. Bush beginning 108' from DER, 399' right of centerline, up to 41' AGL/128' MSL. Bush 276' from DER, 518' right of centerline, 66' AGL/145' MSL. Bush 405' from DER, 452' right of centerline, 68' AGL/148' MSL. Tree 431' from DER, 580' left of centerline, 58' AGL/152' MSL. Tree 460' from DER, 582' left of centerline, 63' AGL/156' MSL. Bush beginning 461' from DER, 526' left of centerline, up to 63' AGL/154' MSL. Tree 695' from DER, 338' left of centerline, 40' AGL/142' MSL. Bush beginning 698' from DER, 282' left of centerline, up to 50' AGL/153' MSL. Tree 905' from DER, 222' left of centerline, 39' AGL/141' MSL. Bush beginning 940' from DER, 214' left of centerline, up to 34' AGL/135' MSL. Tree 1032' from DER, 700' right of centerline, 86' AGL/174' MSL. Bush beginning 1034' from DER, 89' right of centerline, up to 91' AGL/173' MSL. Bush beginning 1238' from DER, 300' right of centerline, up to 96' AGL/182' MSL. Pole, beginning 1309' from DER, 1' right of centerline, up to 9' AGL/158' MSL. Tree 1622' from DER, 214' right of centerline, 78' AGL/167' MSL. Bush beginning 1662' from DER, 458' right of centerline, up to 81' AGL/153' MSL. Tree 1682' from DER, 499' left of centerline, 80' AGL/165' MSL. Bush beginning 1686' from DER, 50' left of centerline, up to 71' AGL/166' MSL. Tree 1911' from DER, 427' left of centerline, 79' AGL/164' MSL. Bush beginning 1923' from DER, 22' left of centerline, up to 83' AGL/160' MSL.

## BIDDEFORD, ME

### BIDDEFORD MUNI (B19)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

#### ORIG 07298 (FAA)

TAKEOFF MINIMUMS: **Rwy 24**, 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to DER.

NOTE: **Rwy 6**, multiple trees beginning 121' from DER, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from DER, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from DER, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24**, multiple trees beginning 342' from DER, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from DER, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from DER, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from DER, 1802' right of centerline, 200' AGL/429' MSL.

## BLOCK ISLAND, RI

### BLOCK ISLAND STATE (BID)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

#### AMDT 3 10042 (FAA)

NOTE: **Rwy 10**, bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28**, buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL  
(BOS)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 14 15344 (FAA)

TAKEOFF MINIMUMS: **Rwys 32, 33R**, N/A-Environmental. **Rwy 4L**, 300-1 or std. w/ min. climb of 358' per NM to 300. **Rwy 9**, 300-1¼ or std. w/ min. climb of 272' per NM to 300. **Rwy 14**, 300-1¼ or std. w/min. climb of 225' per NM to 300, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 22L**, 300-1 or std. if tower reports no tall vessels in the departure area. **Rwy 22R**, 400-1¼ or std. w/ min. climb of 320' per NM to 500. **Rwy 27**, std. w/min. climb of 477' per NM to 1300. **Rwy 33L**, 300-1¼ or std. w/ min. climb of 224' per NM to 400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900 feet prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L**, climb on a heading between 292° clockwise to 215° from DER, or a minimum climb of 210' per NM to 1100 for all other courses. **Rwy 14**, climb on a heading between 322° clockwise to 258° from DER, or a minimum climb of 236' per NM to 1100 for all other courses. **Rwy 22L**, climb heading 216° to 800 before turning right. **Rwy 22R**, climb heading 216° to 900 before turning right. **Rwy 33L**, climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L**, ships beginning 693' from DER, on centerline, up to 50' AGL/50' MSL. Tower and pole beginning 1803' from DER, 701' right of centerline, up to 56' AGL/68' MSL. Trees beginning 2278' from DER, 678' right of centerline, up to 57' AGL/77' MSL. Tree 2091' from DER, 91' left of centerline, 47' AGL/77' MSL. Building and trees beginning 3972' from DER, 543' left of centerline, up to 50' AGL/198' MSL. **Rwy 4R**, ships beginning 578' from DER on centerline, up to 50' AGL/50' MSL. Trees, pole, and tower, beginning 1807' from DER, 382' left of centerline, up to 30' AGL/68' MSL. Trees beginning 2282' from DER, 691' left of centerline, up to 57' AGL/77' MSL. **Rwy 9**, ships beginning 761' from DER on centerline, up to 65' AGL/65' MSL. Tank and obstacle light beginning 5883' from DER, 1453' left of centerline, up to 120' AGL/217' MSL. **Rwy 14**, terrain 77' from DER, 454' left of centerline, 23' MSL. Building and asr 462' from DER, 324' left of centerline, 36' AGL/73' MSL. Ship rig 5438' from DER, 1825' right of centerline, 176' AGL/176' MSL. **Rwy 15L**, sign 169' from DER, 278' right of centerline, 8' AGL/19' MSL. **Rwy 15R**, sign 45' from DER, 267' right of centerline, 15' AGL/16' MSL. **Rwy 22L**, pole 394' from DER, on centerline, 8' AGL/31' MSL. Ship rig 2440' from DER, 34' left of centerline, 176' AGL/176' MSL. Tower and light 3585' from DER, 926' left of centerline, 114' AGL/128' MSL. Cranes beginning 3675' from DER, 439' right of centerline, up to 146' AGL/146' MSL. **Rwy 22R**, ship rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stack 1.4 NM from DER, 2755' right of centerline, 250' AGL/265' MSL. **Rwy 27**, light pole and rod beginning 1690' from DER, 750' right of centerline, up to 86' AGL/102' MSL. Buildings beginning 1.2 NM from DER, 126' left of centerline, up to 251' AGL/261' MSL. Buildings beginning 1.4 NM from DER, 1166' right of centerline up to 261' AGL/274' MSL. Buildings beginning 1.6 NM from DER, 2654' right centerline up to 548' AGL/560' MSL. Buildings beginning 1.7 NM from DER, 1532' right of centerline up to 620' AGL/643' MSL. Buildings beginning 1.93 NM from DER, 1507' right of centerline, up to 685' AGL/709' MSL. **Rwy 33L**, tree 248' from DER, 377' right of centerline, 16' AGL/27' MSL. Wind indicator 1403' from DER, 322' right of centerline, 19' AGL/59' MSL. Light on building and rod on tank beginning 1677 from DER, 603' left of centerline up to 58' AGL/73' MSL. Trees beginning 2072' from DER, 51' right of centerline, up to 72' AGL/94' MSL. Sign 3015' from DER, 1123' right of centerline, 73' AGL/101' MSL. Tree 4001' from DER, 578' left of centerline, 43' AGL/119' MSL. Buildings 4363' from DER, 1082' left of centerline, 64' AGL/129' MSL. Building 5080' from DER, 1494' left of centerline, 71' AGL/149' MSL. Light on bridge 1.4 NM from DER, 2566' left of centerline, 262' AGL/262' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

## BOSTON, MA (CON'T)

GENERAL EDWARD LAWRENCE  
LOGAN INTL (CONT.)

DIVERSE VECTOR AREA (RADAR  
VECTORS)

ORIG 16119 (FAA)

**Rwy 14**, heading as assigned by ATC; requires minimum climb of 240' per NM to 1100. **Rwy 22L**, heading as assigned by ATC; requires minimum climb of 330' per NM to 1200. **Rwy 22R**, heading as assigned by ATC; requires minimum climb of 310' per NM to 500. **Rwy 33L**, heading as assigned by ATC; requires minimum climb of 300' per NM to 1200.

## BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL  
(BDR)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 5 11293 (FAA)

TAKEOFF MINIMUMS: **Rwy 29**, 600-2¼ or std. w/min. climb of 300' per NM to 700.

NOTE: **Rwy 6**, fence 14' from DER, 95' left of centerline, 17' AGL/18' MSL. Vehicles on road beginning 79' from DER, 1' right of centerline, up to 15' AGL/25' MSL. **Rwy 11**, vehicles on road beginning 195' from DER, 127' left of centerline, up to 15' AGL/28' MSL. Vehicles on road and poles beginning 207' from DER, 6' right of centerline, up to 73' AGL/73' MSL. **Rwy 24**, vehicles on road beginning 484' from DER, 537' right of centerline, up to 15' AGL/25' MSL. **Rwy 29**, building 555' from DER, 622' right of centerline, 57' AGL/59' MSL. Stack 2.2 NM from DER, 275' left of centerline, 497' AGL/512' MSL.

## BRUNSWICK, ME

BRUNSWICK EXECUTIVE (BXM)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

ORIG 11237 (FAA)

NOTE: **Rwy 1L**, tree 2018' from DER, 943' right of centerline, 100' AGL/159' MSL. Trees beginning 2272' from DER, 335' left of centerline, up to 100' AGL/159' MSL. **Rwy 1R**, tree 1985' from DER, 345' right of centerline, 100' AGL/156' MSL. Tree 2823' from DER, 1045' left of centerline, 100' AGL/159' MSL. **Rwy 19L**, trees beginning 2170' from DER, 457' left of centerline, up to 100' AGL/179' MSL. Tree 2136' from DER, 498' right of centerline, 100' AGL/169' MSL. **Rwy 19R**, trees beginning 2137' from DER, 201' left of centerline, up to 100' AGL/179' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## BURLINGTON, VT

### BURLINGTON INTL (BTW)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 13 10210 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 290' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15**, std. w/ min. climb of 375' per NM to 5900 or 3000-3 for climb in visual conditions. **Rwy 19**, std. w/ min. climb of 290' per NM to 5300 or 3000-3 for climb in visual conditions. **Rwy 33**, std. w/ min. climb of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15**, for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19**, climb heading 186° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33**, climb heading 326° to 2400 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1**, trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL. **Rwy 15**, bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL. Trees beginning 1418' from DER, 358' right of centerline, up to 27 feet AGL/387' MSL. Hopper and trees beginning 1801' from DER, 377' left of centerline, up to 63' AGL/403' MSL. Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL. **Rwy 19**, trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL. Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL. **Rwy 33**, pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL. Trees 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

## CARIBOU, ME

### CARIBOU MUNI (CAR)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 1 95061 (FAA)

TAKEOFF MINIMUMS: **Rwys 1, 11, 19, 29**, 300-1.

## CHATHAM, MA

### CHATHAM MUNI (CQX)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

ORIG 07298 (FAA)

TAKEOFF MINIMUMS: **Rwy 6**, 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24**, 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6**, multiple trees beginning 26' from DER, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from DER, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24**, multiple trees beginning 179' from DER, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from DER, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from DER, 2526' right of centerline, 313' AGL/318' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

## CHESTER, CT

### CHESTER (SNC)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

ORIG 10322 (FAA)

TAKEOFF MINIMUMS: **Rwy 35**, 300-3 or std. w/ min. climb of 285' per NM to 900.

NOTE: **Rwy 17**, trees beginning at DER, 350' left of centerline CW to 250' right of centerline, up to 100' AGL/449' MSL. **Rwy 35**, tree 6015' from DER, 586' right of centerline 100' AGL/609' MSL. Tree 1.7 NM from DER, 847' right of centerline 200' AGL/709' MSL. Tree line beginning 100' from DER, 250' left of centerline to 1000' right of centerline, up to 100' AGL/469' MSL.

## CLAREMONT, NH

### CLAREMONT MUNI (CNH)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 2 05244 (FAA)

TAKEOFF MINIMUMS: **Rwy 11**, 700-3 or std. w/min. climb of 490' per NM to 1400, or 3100-2½ for climb in visual conditions. **Rwy 29**, 1300-3 or 3100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 11, 29**, climb in visual conditions to cross Claremont Muni at or above 3000.

NOTE: **Rwy 11**, multiple trees and towers on rising terrain, 1.5 NM from DER, 3000' right of centerline, and 1.6 NM from DER, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29**, multiple trees on rising terrain, 1.1 NM from DER, 800' left of centerline, and 1.3 NM from DER, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from DER on centerline, up to 200' AGL/929' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## CONCORD, NH

### CONCORD MUNI (CON)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

AMDT 4 14149 (FAA)

TAKEOFF MINIMUMS: **Rwy 12**, std. w/min. climb of 305' per NM to 1000 or 1300-2½ for climb in visual conditions. **Rwy 17**, 300-2½ or std. w/min. climb of 260' per NM to 700. **Rwy 30**, std. w/min. climb of 235' per NM to 1200 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 121° to 800 then climbing right turn to CON VORTAC before proceeding on course, or for climb in visual conditions cross Concord Muni airport at or above 1500 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 17**, climb heading 171° to 1000 before turning left. **Rwy 30**, climb heading 301° to 900 before proceeding on course, or for climb in visual conditions cross Concord Muni airport at or above 1500 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 35**, climb heading 341° to 1200 before proceeding on course.

NOTE: **Rwy 12**, tree abeam DER, 267' left of centerline, 16' AGL/361' MSL. Tree 6' from DER, 353' right of centerline, 54' AGL/396' MSL. Trees beginning 88' from DER, 7' left of centerline, up to 69' AGL/391' MSL. Trees beginning 106' from DER, 100' right of centerline, up to 52' AGL/394' MSL. Pole 483' from DER, 324' right of centerline, 45' AGL/376' MSL. Trees beginning 1032' from DER, 131' left of centerline, up to 86' AGL/421' MSL. Trees beginning 1075' from DER, 207' right of centerline, up to 100' AGL/431' MSL. Tree 1.1NM from DER, 2142' right of centerline, 107' AGL/513' MSL. Tree beginning 1.5NM from DER, 2160' left of centerline, 76' AGL/622' MSL. **Rwy 17**, trees beginning 95' from DER, 285' left of centerline, up to 88' AGL/378' MSL. Trees beginning 984' from DER, 509' right of centerline, up to 77' AGL/406' MSL. Tree 1252' from DER, 658' left of centerline, 69' AGL/371' MSL. Trees beginning 1.3NM from DER, 1048' left of centerline, up to 102' AGL/618' MSL. Tower 1.6NM from DER, 2080' left of centerline, 90' AGL/607' MSL. **Rwy 30**, trees and poles beginning 554' from DER, 330' right of centerline, up to 59' AGL/400' MSL. Tower 613' from DER, 580' left of centerline, 38' AGL/378' MSL. Building 627' from DER, 184' right of centerline, 21' AGL/362' MSL. Trees beginning 1132' from DER, 271' left of centerline, up to 98' AGL/430' MSL. Tower 1177' from DER, 381' left of centerline, 47' AGL/385' MSL. Building 1190' from DER, 390' left of centerline, 41' AGL/379' MSL. Building 1734' from DER, 522' right of centerline, 60' AGL/399' MSL. Trees beginning 1893' from DER, 126' left of centerline, up to 112' AGL/442' MSL. Trees beginning 2108' from DER, 47' right of centerline, up to 105' AGL/437' MSL. **Rwy 35**, fence 259' from DER, 492' left of centerline, 8' AGL/348' MSL. Vehicle on road beginning 276' from DER, 91' left of centerline, 15' AGL/372' MSL. Buildings beginning 296' from DER, 256' left of centerline, up to 21' AGL/362' MSL. Trees beginning 409' from DER, 60' left of centerline, up to 62' AGL/403' MSL. Trees beginning 539' from DER, 17' right of centerline, up to 72' AGL/415' MSL. Poles beginning 643' from DER, 53' right of centerline, up to 34' AGL/376' MSL. Poles beginning 703' from DER, 276' left of centerline, up to 41' AGL/381' MSL. Trees beginning 1142' from DER, 20' left of centerline, up to 102' AGL/440' MSL. Trees beginning 1298' from DER, 39' right of centerline, up to 87' AGL/430' MSL.

## DANBURY, CT

### DANBURY MUNI (DXR)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

AMDT 4 12124 (FAA)

TAKE OFF MINIMUMS: **Rwy 17**, NA - terrain. **Rwy 8**, 600-2. **Rwy 26**, 600-2½. **Rwy 35**, std. w/min. climb of 470' per NM to 1100 or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 084° to 1200 before turning. **Rwy 26**, climb heading 264° to 1300 before turning. **Rwy 35**, for climb in visual conditions, cross Danbury Muni at or above 1500 before proceeding on course. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 8**, vehicles on roadway 93' from DER, 222' right of centerline, up to 15' AGL/480' MSL. Pole 308' from DER, 185' right of centerline, 39' AGL/505' MSL. Buildings beginning 316' from DER, 366' left of centerline, up to 35' AGL/499' MSL. Pole 691' from DER, 150' right of centerline, 56' AGL/524' MSL. Pole 885' from DER, 333' left of centerline, 62' AGL/532' MSL. Building 1878' from DER, 520' left of centerline, 61' AGL/646' MSL. Pole 2017' from DER, 201' right of centerline, 96' AGL/701' MSL. Trees and pole beginning 2372' from DER, 28' right of centerline, up to 105' AGL/799' MSL. Building 1.5 NM from DER, 786' right of centerline, 118' AGL/722' MSL. Tower 1.5 NM from DER, 2377' right of centerline, 275' AGL/1015' MSL. **Rwy 26**, terrain 85' from DER, 240' left of centerline, 461' MSL. Trees beginning 1543' from DER, 910' left of centerline, up to 100' AGL/959' MSL. Pole 1.2 NM from DER, 915' left of centerline, 100' AGL/709' MSL. Pole 2 NM from DER, 1375' left of centerline, 82' AGL/825' MSL. **Rwy 35**, fence 43' from DER, 59' left of centerline, 18' AGL/458' MSL. Vehicles on roadway 77' from DER, left and right of centerline, up to 15' AGL/467' MSL. Poles beginning 416' from DER, left and right of centerline, up to 72' AGL/505' MSL. Building 916' from DER, 462' right of centerline, 95' AGL/521' MSL. Trees beginning 1.3 NM from DER, 427' right of centerline, up to 100' AGL/839' MSL. Building 1.2 NM from DER, 695' right of centerline, 62' AGL/722' MSL. Building 1.4 NM from DER, 187' right of centerline, 59' AGL/758' MSL.

## DANIELSON, CT

### DANIELSON (LZD)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

AMDT 3 93231 (FAA)

TAKEOFF MINIMUMS: **Rwy 13**, 700-2 or std. with a min. climb of 300' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 13**, climb to 1100 before turning on course. **Rwy 31**, climb to 1000 feet before turning on course.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND  
DIVERSE VECTOR AREA (RADAR VECTORS)**

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**DEXTER, ME**

DEXTER RGNL (1B0)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 12096 (FAA)

TAKEOFF MINIMUMS: **Rwys 7, 25**, NA, Turf. **Rwy 34**, 600-2½ or std. w/min. climb of 355' per NM to 1200.DEPARTURE PROCEDURE: **Rwy 16**, climb heading 157° to 1200 before turning northeast bound. **Rwy 34**, climb heading 337° to 1300 before proceeding on course.NOTE: **Rwy 16**, trees, power lines, vehicles, and buildings beginning 105' from DER, left and right of centerline, up to 100' AGL/629' MSL. **Rwy 34**, trees beginning 53' from DER, left and right of centerline, up to 100' AGL/619' MSL.**EASTPORT, ME**

EASTPORT MUNI (EPM)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 94174 (FAA)

TAKEOFF MINIMUMS: **Rwy 33**, 300-1 or std. with a min. climb of 240' per NM to 300.**ELIOT, ME**

LITTLEBROOK AIR PARK (3B4)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 03247 (FAA)

NOTE: **Rwy 12**, house 118' right of DER, 23' AGL/129' MSL. Brush 200' from DER, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from DER, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30**, trees 220' from DER, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of DER, 20' AGL/159' MSL.**FITCHBURG, MA**

FITCHBURG MUNI (FIT)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 5 05244 (FAA)

TAKEOFF MINIMUMS: **Rwys 2, 14, 20**, NA-obstacles. **Rwy 32**, std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.NOTE: **Rwy 32**, multiple trees beginning 144' from DER, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from DER, 150' right of centerline up to 100' AGL/796' MSL.**FRENCHVILLE, ME**

NORTHERN AROOSTOOK RGNL (FVE)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 07298 (FAA)

TAKEOFF MINIMUMS: **Rwy 32**, 300-1¼ or std. w/min. climb of 503' per NM to 1300.NOTE: **Rwy 14**, trees beginning 101' from DER, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32**, trees beginning 3128' from DER, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from DER, 433' right of centerline, up to 80' AGL/1119' MSL.**FRYEBURG, ME**

EASTERN SLOPES RGNL (IZG)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 4A 10070 (FAA)

TAKEOFF MINIMUMS: **Rwy 14**, std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32**, 2200-2 with a min. climb of 471' per NM to 6600.DEPARTURE PROCEDURE: **Rwy 14**, climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32**, for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.NOTE: **Rwy 32**, tree 454' from DER, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from DER, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from DER, 2155' left of centerline, up to 100' AGL/1139' MSL.**GARDNER, MA**

GARDNER MUNI (GDM)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 13010 (FAA)

TAKEOFF-MINIMUMS: **Rwys 18, 36**, 1000-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwys 18, 36**, for climb in visual conditions, cross Gardner Muni airport at or above 1900 before proceeding on course. When executing VCOA, notify ATC prior to departure.NOTE: **Rwy 18**, trees beginning 3' from DER, 470' right of centerline, up to 100' AGL/1183' MSL. Trees beginning 58' from DER, 172' left of centerline, up to 100' AGL/1183' MSL. Trees beginning 1.0 NM from DER, 1579' left of centerline, up to 100' AGL/1229' MSL. Trees beginning 1.3 NM from DER, 2535' right of centerline, up to 100' AGL/1163' MSL. **Rwy 36**, trees beginning 130' from DER, 260' right of centerline, up to 100' AGL/1091' MSL. Trees beginning 159' from DER, 436' left of centerline, up to 100' AGL/1104' MSL.

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**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND  
DIVERSE VECTOR AREA (RADAR VECTORS)**

**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND  
DIVERSE VECTOR AREA (RADAR VECTORS)**

61315

**GREAT BARRINGTON, MA**

WALTER J KOLADZA (GBR)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 13122 (FAA)

TAKEOFF MINIMUMS: **Rwy 11**, std. w/ min. climb of 570' per NM to 2500' or 2300-3 for climb in visual conditions. **Rwy 29**, std. w/ min. climb of 405' per NM to 2600' or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 11**, climb heading 110° to 2500 before proceeding on course or for climb in visual conditions: cross Walter J. Koladza airport at or above 2900 MSL before proceeding on course.

When executing VCOA, notify ATC prior to departure.

**Rwy 29**, climb heading 290° to 2600 before proceeding on course or for climb in visual conditions: cross Walter J. Koladza airport at or above 2900 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 11**, vehicles beginning 5' from DER, from 253' left to 531' right of centerline, up to 15' AGL/740' MSL. Trees beginning 55' from DER, from 282' left of centerline to 898' left of centerline, up to 100' AGL/ 854' MSL. Trees beginning 505' from DER, 496' right of centerline, up to 100' AGL/ 854' MSL. Trees beginning 1337' from DER, 91' right of centerline, up to 100' AGL/ 874' MSL. Vehicles beginning at 1635' from DER, from 951' left to 926' right of centerline, up to 15' AGL/ 740' MSL. **Rwy 29**, vehicles beginning 16' from DER, 471' left of centerline to 1815' right of centerline, up to 15' AGL/ 864' MSL. Trees beginning 19' from DER, from 249' to 1532' right of centerline, up to 100' AGL/ 844' MSL. Trees beginning 19' from DER, from 495' to 2608' left of centerline, up to 100' AGL/ 844' MSL. Trees beginning 496' from DER, 495' left of centerline, up to 100' AGL/844' MSL. Trees beginning 429' from DER, 17' left of centerline, up to 100' AGL/ 834' MSL. Vehicles beginning at 1562' from DER, from 897' left to 826' right of centerline, up to 15' AGL/759' MSL. Trees beginning 1650' from DER, 154' right of centerline, up to 100' AGL/844' MSL.

**GREENVILLE, ME**

GREENVILLE MUNI (3B1)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 94202 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, 1000-3.

**Rwys 21, 32**, 300-1.

DEPARTURE PROCEDURE: **Rwy 3**, climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21**, climb runway heading to 3000 before proceeding on course. **Rwy 32**, climbing right turn heading 005° to 3000 before proceeding on course.

**GREENVILLE (52B)**

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 14205 (FAA)

TAKEOFF MINIMUMS: **Sea Lane 14**, std. w/min. climb of 849' per NM to 2200 or 500-2½ w/min. climb of 280' per NM to 2600 or 3900-3 for climb in visual conditions. **Sea Lane 18**, std. w/min. climb of 370' per NM to 2800 or 3900-3 for climb in visual conditions. **Sea Lane 32**, std. w/min. climb of 685' per NM to 2500 or 700-1½ w/min. climb of 300' per NM to 4000 or 3900-3 for climb in visual conditions. **Sea Lane 36**, std. w/min. climb of 270' per NM to 3300 or 3900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Sea Lane 14**, climb on heading 140° to 3300 before proceeding on course or for climb in visual conditions: cross Greenville at or above 3800 MSL before proceeding on course. **Sea Lane 18**, climb heading 180° to 2800 before proceeding on course or for climb in visual conditions: cross Greenville at or above 3800 MSL before proceeding on course. **Sea Lane 32**, climb on heading 335° to 4000 before proceeding on course or for climb in visual conditions: cross Greenville at or above 3800 MSL before proceeding on course. **Sea Lane 36**, climb heading 360° to 3600 before proceeding on course or for climb in visual conditions: cross Greenville at or above 3800 MSL before proceeding on course.

NOTE: **Sea Lane 14**, trees beginning 4116' prior to DER, 296' left of centerline, up to 80' AGL/1119' MSL. Trees beginning 3063' prior to DER, 191' right of centerline, up to 80' AGL/1159' MSL. Boats beginning at DER, from 500' left to 500' right of centerline, up to 20' AGL/1048' MSL. Trees beginning 2' from DER, 167' left of centerline, up to 80' AGL/1179' MSL. **Sea Lane 18**, trees beginning 2274' prior to DER, 370' left of centerline, up to 80' AGL/1119' MSL. Boats beginning at DER, from 500' left to 500' right of centerline, up to 20' AGL/1048' MSL. Trees beginning 711' from DER, 621' right of centerline, up to 80' AGL/1179' MSL. Trees beginning 1212' from DER, 783' left of centerline, up to 80' AGL/1139' MSL. **Sea Lane 32**, trees beginning 3390' prior to DER, 191' left of centerline, up to 80' AGL/1159' MSL. Trees beginning 2976' prior to DER, 296' right of centerline, up to 80' AGL/1119' MSL. Boats beginning at DER, from 500' left to 500' right of centerline, up to 20' AGL/1048' MSL. Trees beginning 2328' from DER, 1082' right of centerline, up to 80' AGL/1179' MSL. **Sea Lane 36**, trees beginning 2755' prior to DER, 370' right of centerline, up to 80' AGL/1119' MSL. Trees beginning 571' prior to DER, 290' left of centerline, up to 80' AGL/1119' MSL. Boats beginning at DER, from 500' left to 500' right of centerline, up to 20' AGL/1048' MSL. Trees beginning 694' from DER, 381' left of centerline, up to 80' AGL/1179' MSL. Trees beginning 2440' from DER, 650' right of centerline, up to 80' AGL/1119' MSL.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

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**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND  
DIVERSE VECTOR AREA (RADAR VECTORS)**

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## GROTON (NEW LONDON), CT

GROTON-NEW LONDON (GON)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 8 12040 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 300-2 or std. w/min. climb gradient of 260' per NM to 400. **Rwy 15**, 300-1 or std. w/min. climb gradient of 425' per NM to 300. **Rwy 33**, 300-1½ or std. w/min. climb of 380' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 33**, climb on GON VOR/DME R-335 to 2000 before proceeding on course.

NOTE: **Rwy 23**, bush 570' from DER, 900' right of centerline, 12' AGL/21' MSL. Tree 2770' from DER, 700' left of centerline, 50' AGL/76' MSL. **Rwy 5**, REIL 74' from DER, 151' left of centerline, 3' AGL/9' MSL. Fence beginning 186' from DER, 186' right of centerline, up to 7' AGL/18' MSL. Vehicle on road 215' from DER, 501' left of centerline, 15' AGL/30' MSL. Multiple poles beginning 205' from DER, 474' left of centerline, up to 30' AGL/52' MSL. Multiple trees beginning 416' from DER, right and left of centerline, up to 80' AGL/94' MSL. Multiple trees beginning 6918' from DER, right and left of centerline, up to 80' AGL/286' MSL. **Rwy 15**, bush 54' from DER, 238' right of centerline, 4' AGL/11' MSL. Trees beginning 1703' from DER, right and left of centerline, up to 81' AGL/153' MSL. **Rwy 33**, multiple trees beginning 106' from DER, left and right of centerline, up to 50' AGL/219' MSL. Multiple poles beginning 163' from DER, right and left of centerline, up to 20' AGL/48' MSL. Railroad 201' from DER, 163' left of centerline, 15' AGL/32' MSL. Multiple poles beginning 4279' from DER, 235' left of centerline, up to 100' AGL/207' MSL. Tank 5144' from DER, 926' left of centerline, 88' AGL/225' MSL.

## HARTFORD, CT

HARTFORD-BRAINARD (HFD)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 5 10210 (FAA)

TAKEOFF MINIMUMS: **Rwys 11,29**, NA-Environmental.

**Rwy 20**, 300-1½ or std. w/min. climb of 217' per NM to 300, alternatively, with standard TAKEOFF minimums and a normal 200'/NM climb gradient, TAKEOFF must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 20**, climb heading 024° to 1000 before turning left. **Rwy 20**, climb heading 175° to 1300 before turning right.

NOTE: **Rwy 2**, pipe on obstruction light building, beginning 376' from DER, 593' left of centerline, up to 25' AGL/57' MSL. Bushes beginning 587' from DER, 186' left of centerline, up to 10' AGL/54' MSL. Trees beginning 765' from DER, 59' left of centerline, up to 100' AGL/134' MSL. Trees beginning 57' from DER, 46' right of centerline, up to 100' AGL/125' MSL. Obstruction light on levee 189' from DER, on centerline to 154' right of centerline, up to 22' AGL/45' MSL. **Rwy 20**, levee 56' from DER, 453' left of centerline, up to 24' AGL/42' MSL. Trees and bushes beginning 160' from DER, 118' left of centerline, up to 100' AGL/119' MSL. Obstruction light on dike beginning 493' from DER, 277' left of centerline, up to 27' AGL/45' MSL. Spires 1.12 NM from DER, 403' left of centerline, 150' AGL/195' MSL. Lights beginning 196' from DER, 400' right of centerline, up to 24' AGL/42' MSL. Trees beginning 798' from DER, 28' right of centerline, up to 100' AGL/142' MSL. Dam 885' from DER, 52' left of centerline, 27' AGL/45' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

## HAVERHILL, NH

DEAN MEMORIAL (5B9)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 07074 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, std. w/min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19**, NA terrain.

DEPARTURE PROCEDURE: **Rwy 1**, climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.

NOTE: **Rwy 1**, multiple buildings beginning 180' from DER, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from DER, 100' right of centerline, 35' AGL/584' MSL. Vehicles at DER, beginning 500' right of centerline, to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from DER left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from DER left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from DER left and right of centerline, up to 200' AGL/919' MSL.

## HIGHGATE, VT

FRANKLIN COUNTY STATE (FSO)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 11181 (FAA)

TAKEOFF MINIMUMS: **Rwy 19**, 500-2¾ or std. w/min. climb of 316' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 19**, climbing right turn heading 240° to 1700 before turning east.

NOTE: **Rwy 1**, vehicles on road beginning at DER, 459' left of centerline, up to 15' AGL/234' MSL. Trees beginning 182' from DER, 47' right of centerline, up to 100' AGL/359' MSL. Trees beginning 454' from DER, 20' left of centerline, up to 100' AGL/289' MSL. **Rwy 19**, vehicles on road beginning 1' from DER, 240' right of centerline, up to 15' AGL/240' MSL. Trees beginning 215' from DER, 313' right of centerline, up to 90' AGL/309' MSL. Trees beginning 628' from DER, 660' left of centerline, up to 62' AGL/281' MSL. Pole 688' from DER, 656' left of centerline, 43' AGL/262' MSL. Catenary 1299' from DER, 734' left of centerline, 44' AGL/263' MSL.

## HOPEDALE, MA

HOPEDALE INDUSTRIAL PARK (1B6)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 95341 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36**, 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 900 before turning on course. **Rwy 36**, climb runway heading to 1100 before turning on course.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## HOULTON, ME

### HOULTON INTL (HUL)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 11237 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, 300-1½ or std. w/min. climb of 429' per NM to 900. **Rwy 5**, 300-1½ or std. w/min. climb of 340' per NM to 900. **Rwy 19**, 500-3. **Rwy 23**, 400-1½ or std. w/min. climb of 389' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 23**, Climb heading 229° to 1000 before turning left.

NOTE: **Rwy 1**, trees beginning 109' from DER, 170' left of centerline, up to 100' AGL/739' MSL. Tree 141' from DER, 241' right of centerline, 100' AGL/579' MSL. Vehicle on roadway 520' from DER, 7' left of centerline, 15' AGL/494' MSL. **Rwy 5**, trees beginning 144' from DER, 155' left of centerline, up to 100' AGL/599' MSL. Trees beginning 432' from DER, 557' right of centerline, up to 100' AGL/779' MSL. **Rwy 19**, trees beginning 2331' from DER, 610' left of centerline, up to 100' AGL/939' MSL. Trees beginning 2580' from DER, 414' right of centerline, up to 100' AGL/949' MSL. **Rwy 23**, trees beginning 427' from DER, 411' left of centerline, up to 100' AGL/829' MSL. Trees beginning 52' from DER, 309' right of centerline, up to 100' AGL/619' MSL.

## HYANNIS, MA

### BARNSTABLE MUNI-BOARDMAN/

### POLANDO FIELD (HYA)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3A 08269 (FAA)

TAKEOFF MINIMUMS: **Rwy 33**, 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33**, climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33**, pole 3961' from DER, 1531' right of centerline, 97' AGL/235' MSL.

## JAFFREY, NH

### JAFFREY AIRPORT-SILVER RANCH (AFN)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 14149 (FAA)

TAKEOFF MINIMUMS: **Rwys 16, 34**, 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 16, 34**, for climb in visual conditions: cross Jaffrey airport-Silver Ranch at or above 1900, then via the GDM VOR/DME R-023 to GDM. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 16**, trees beginning 126' from DER, 140' left of centerline, up to 100' AGL/1209' MSL. Trees beginning 189' from DER, 120' right of centerline, up to 100' AGL/1520' MSL. **Rwy 34**, trees beginning 8263' from DER, 613' left of centerline, up to 100' AGL/1441' MSL. Trees beginning 13' from DER, 69' right of centerline, up to 100' AGL/1322' MSL.

## KEENE, NH

### DILLANT-HOPKINS (EEN)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 5 97282 (FAA)

TAKEOFF MINIMUMS: **Rwy 2**, 1200-2. **Rwy 14**, 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20**, 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32**, 1600-2.

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14**, climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32**, climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2**, 81' AGL trees 400' from DER and 500' right of centerline. **Rwy 32**, 89' AGL trees 800' from DER and 600' right of centerline.

## LACONIA, NH

### LACONIA MUNI (LCI)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 4 09127 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, 600-1½ or std. w/min. climb of 652' per NM to 1300. **Rwy 26**, 300-1 or std. w/min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26**, climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8**, trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26**, trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## LAWRENCE, MA

### LAWRENCE MUNI (LWM)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

##### AMDT 4 11069 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 300-1½ or std. with a min. climb of 419' per NM to 500. **Rwy 14**, 300-1 or std. with a min. climb of 601' per NM to 600. **Rwy 23**, 300-1 or std. with a min. climb of 334' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 5**, Climb heading 053° to 1100 before turning left.

NOTE: **Rwy 5**, trees beginning 288' from DER, 44' left of centerline, up to 86' AGL/282' MSL. Pole and trees beginning 544' from DER, 403' right of centerline, up to 75' AGL/281' MSL. Trees 3731' from DER, 1052' right of centerline, up to 86' AGL/331' MSL. Trees 1.2 NM from DER, 41' right of centerline, up to 89' AGL/354' MSL. **Rwy 14**, bush, pole, and trees beginning 150' from DER, 9' left of centerline, up to 59' AGL/186' MSL. Bush, buildings, poles, and trees beginning 102' from DER, 19' right of centerline, up to 94' AGL/290' MSL. Rod on pole 3473' from DER, 1391' right of centerline, 73' AGL/ 417' MSL. **Rwy 23**, bush and trees beginning 176' from DER, 464' left of centerline, up to 53' AGL/160' MSL. Bush 117' from DER, 183' right of centerline, up to 13' AGL/140' MSL. Stack 3768' from DER, 1310' right of centerline, 260' AGL/295' MSL. **Rwy 32**, trees 159' from DER, 198' left of centerline, up to 54' AGL/141' MSL. Trees beginning 120' from DER, 156' right of centerline, up to 60' AGL/177' MSL.

## LEBANON, NH

### LEBANON MUNI (LEB)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

##### AMDT 2 09015 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions.

**Rwy 18**, std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25**, std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 075° to 1900 before proceeding on course. **Rwy 18**, climb heading 184° to 3100 before proceeding on course. **Rwy 25**, climb heading 255° to 3100 before proceeding on course. **Rwy 36**, climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36**, - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7**, numerous trees beginning 104' from DER, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from DER, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from DER, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from DER, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18**, numerous trees, and obstruction light poles beginning 288' from DER, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from DER, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from DER, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25**, multiple trees beginning 340' from DER, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36**, multiple trees beginning 243' from DER, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from DER, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from DER, 511' right of centerline, 83' AGL/583' MSL.

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## LINCOLN, ME

### LINCOLN RGNL (LRG)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

##### AMDT 3 10210 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 700-1½ with a minimum climb of 389' per NM to 1100 or 1100-2½ for climb in visual conditions. **Rwy 35**, 300-1 or std. w/ min. climb of 453' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 181° to 1100 before proceeding on course. For climb in visual conditions, cross Lincoln Rgnl airport at or above 1200 MSL before proceeding on course. **Rwy 35**, climb heading 346° to 700 before proceeding on course.

NOTE: **Rwy 17**, trees beginning 123' from DER, 296' left of centerline, up to 80' AGL/299' MSL. Trees beginning 447' from DER, 126' right of centerline, up to 80' AGL/289' MSL. Towers beginning 7448' from DER, 2310' left of centerline, up to 191' AGL/869' MSL. **Rwy 35**' trees beginning 4' from DER, 284' left of centerline, up to 80' AGL/359' MSL. Trees beginning 252' from DER, 196' right of centerline, up to 80' AGL/369' MSL.

## LYNDONVILLE, VT

### CALEDONIA COUNTY (CDA)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

##### AMDT 6 15316 (FAA)

TAKEOFF MINIMUMS: **Rwy 2**, 500-2 w min. climb of 255' per NM to 3600, or 2600-3 for climb in visual conditions. **Rwy 20**, std. w/min. climb of 270' per NM to 2100, or 2600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 024° to 3500 before proceeding on course or for climb in visual conditions, cross Caledonia County airport at or above 3600. When executing the VCOA, notify ATC prior to departure. **Rwy 20**, climb heading 204° to 3300 before proceeding on course or for climb in visual conditions to cross Caledonia County airport at or above 3600. When executing the VCOA, notify ATC prior to departure.

NOTE: **Rwy 2**, trees beginning 1068' from DER, 721' left of centerline, up to 80' AGL/1359' MSL. Terrain beginning 1327' from DER, 29' left of centerline, 1319' MSL. Trees beginning 2510' from DER, 568' left of centerline, up to 80' AGL/1359' MSL. Terrain beginning 2529' from DER, 74' left of centerline, 1339' MSL. Trees beginning 2919' from DER, 554' left of centerline, up to 80' AGL/1395' MSL. Terrain beginning 2989' from DER, 51' right of centerline, 1322' MSL. Trees beginning 4533' from DER, 1636' left of centerline, up to 80' AGL/1419' MSL. Terrain beginning 1.1 NM from DER, 61' left of centerline, 1446' MSL. Trees beginning 1.1 NM from DER, 276' left of centerline, up to 80' AGL/1477' MSL. Terrain beginning 1.5 NM from DER, 454' left of centerline, 1466' MSL. Trees beginning 1.6 NM from DER, 648' left of centerline, up to 80' AGL/1558' MSL. Rising terrain beginning 9.2 NM from DER, 1.9 NM left of centerline, up to 2773' MSL. **Rwy 20**, terrain beginning 115' from DER, left and right of centerline, up to 1198' MSL. Trees beginning 578' from DER, 107' right of centerline, up to 80' AGL/1257' MSL. Rising terrain beginning 3.3 NM from DER, 4397' right of centerline, up to 1659' MSL.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

16315

## MACHIAS, ME

MACHIAS VALLEY (MVM)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 13234 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 400-2. **Rwy 36**, 400-3  
NOTE: **Rwy 18**, multiple buildings, vehicles on road beginning 720' from DER, left and right of centerline, up to 25' AGL/124' MSL. Terrain and trees beginning 65' from DER, left and right of centerline, up to 100' AGL/319' MSL. **Rwy 36**, multiple buildings, vehicles on road beginning 2453' from DER, left and right of centerline, up to 25' AGL/204' MSL. Trees beginning 105' from DER, left and right of centerline, up to 100' AGL/459' MSL. Tower 7922' from DER, 883' left of centerline, up 85' AGL/402' MSL.

## MANCHESTER, NH

MANCHESTER (MHT)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 10 12152 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 300-1½ or std. w/ min. climb of 277' per NM to 600. **Rwy 35**, 300-1½ or std. w/ min. climb of 253' per NM to 500.  
DEPARTURE PROCEDURE: **Rwy 6**, climb heading 058° to 1000 before turning right. **Rwy 24**, climb heading 245° to 900 before proceeding on course. **Rwy 35**, climb heading 353° to 1300 before proceeding on course.

NOTE: **Rwy 6**, pole and trees beginning 67' from DER, 162' left of centerline, up to 107' AGL/313' MSL. Fence and trees beginning 6' from DER, 90' right of centerline, up to 72' AGL/272' MSL. **Rwy 17**, buildings and trees beginning 1792' from DER, 54' left of centerline, up to 107' AGL/418' MSL. Transmission line tower, poles, buildings, and trees beginning 761' from DER, 4' right of centerline, up to 90' AGL/418' MSL. Pole 5563' from DER, 92' left of centerline, 57' AGL/457' MSL. **Rwy 24**, pole and trees beginning 221' from DER, 243' left of centerline, up to 119' AGL/293' MSL. Trees beginning 2556' from DER, 1041' right of centerline, up to 101' AGL/313' MSL. **Rwy 35**, pole and trees beginning 891' from DER, 527' left of centerline, up to 76' AGL/320' MSL. Poles and trees beginning 719' from DER, 558' right of centerline, up to 44' AGL/281' MSL. Trees 5933' from DER, 1950' left of centerline, up to 76' AGL/409' MSL. Trees 1 NM from DER, 1581' left of centerline, up to 60' AGL/414' MSL. Trees 1.2 NM from DER, 1946' left of centerline, up to 85' AGL/407' MSL.

## MANSFIELD, MA

MANSFIELD MUNI (1B9)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2A 13178 (FAA)

TAKEOFF MINIMUMS: **Rwys 4,22**, NA - VFR only.  
NOTE: **Rwy 14**, trees beginning 89' from DER, 454' left of centerline, up to 65' AGL/182' MSL. Trees beginning 68' from DER, 143' left of centerline, up to 32' AGL/149' MSL. Trees beginning 82' from DER, 98' right of centerline, up to 31' AGL/148' MSL. Trees beginning 1067' from DER, 14' left of centerline, up to 67' AGL/184' MSL. Trees beginning 846' from DER, 8' right of centerline, up to 101' AGL/208' MSL. **Rwy 32**, sign 56' from DER, 164' right of centerline, 2' AGL/124' MSL. Trees beginning 52' from DER, 187' left of centerline, up to 54' AGL/173' MSL. Trees beginning 742' from DER, 17' left of centerline, up to 97' AGL/224' MSL. Trees beginning 638' from DER, 10' right of centerline, up to 103' AGL/230' MSL.

16315

## MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE HARLOW  
FIELD (GHG)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 14317 (FAA)

TAKEOFF MINIMUMS: **Rwy 24**, 200-1½ or std. w/min. climb of 205' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 24**, climb heading 242° to 500 before turning north.

NOTE: **Rwy 6**, trees and bushes beginning 21' from DER, left and right of centerline, up to 51' AGL/51' MSL. Trees, poles and buildings beginning 1001' from DER, left and right of centerline, up to 59' AGL/68' MSL. Boat mast beginning 2734' from DER, left and right of centerline, up to 125' AGL/125' MSL. **Rwy 24**, trees beginning 15' from DER, 84' left of centerline, up to 74' AGL/74' MSL. Tree 474' from DER, 624' right of centerline, up to 71' AGL/77' MSL. Trees beginning 1371' from DER, left and right of centerline, up to 88' AGL/92' MSL. Trees beginning 4463' from DER, 1298' left of centerline, up to 88' AGL/153' MSL. Tree 6031' from DER, 1306' left of centerline, up to 89' AGL/158' MSL.

## MERIDEN, CT

MERIDEN MARKHAM MUNI (MMK)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 07046 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36**, std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 176° to 1100 before proceeding on course. **Rwy 36**, climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

NOTE: **Rwy 18**, 200' AAO 1.9 NM from DER, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from DER, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from DER, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from DER, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from DER, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from DER, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from DER, 1889' left of centerline, 200' AGL/489' MSL. Multiple power lines beginning 500' from DER, 216' right of centerline, up to 52' AGL/172' MSL. Multiple power lines beginning 781' from DER, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36**, multiple towers 3 NM from DER, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from DER, 3748' right of centerline, up to 200' AGL/903' MSL.

NE-1, 10 NOV 2016 to 05 JAN 2017

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NE-1, 10 NOV 2016 to 05 JAN 2017



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

16315

## MILLINOCKET, ME

### MILLINOCKET MUNI (MLT)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 10042 (FAA)

TAKEOFF MINIMUMS: **Rwy 29**, 400-3 or std. w/ min. climb of 535' per NM to 1000.

**Rwy 34**, 400-2½ or std. w/ min. climb of 351' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 11**, climb via heading 107° and MLT R-330 to MLT VOR/DME thence...**Rwy 16**, climb via heading 156° and MLT R-309 to MLT VOR/DME thence...**Rwy 29**, climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...**Rwy 34**, climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...

...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.

NOTE: **Rwy 11**, bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL. Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL. Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL. Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL. **Rwy 16**, vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL. Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL. Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL. Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL. **Rwy 29**, antenna, towers, power lines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL. Obstacle light on localizer, antenna, and power lines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL. Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL. Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/ 678' MSL. **Rwy 34**, trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL. Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/ 457' MSL. Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

## MONTAGUE, MA

### TURNERS FALLS (0B5)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 97002 (FAA)

TAKEOFF MINIMUMS: **Rwy 16**, 1200-1. **Rwy 34**, 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

## MORRISVILLE, VT

### MORRISVILLE-STOWE STATE (MVL)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 13066 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, std. w/min. climb of 358' per NM to 4300 or 3500-3 for climb in visual conditions.

**Rwy 19**, 900-3 w/min. climb of 500' per NM to 5000 or 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 029° to 4300 before proceeding on course. For climb in visual conditions: cross Morrisville-Stowe State airport at or above 4100' MSL before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 19**, climbing right turn heading 040° to 5000 before proceeding on course. For climb in visual conditions: cross Morrisville-Stowe State airport at or above 4100' MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 1**, multiple trees beginning 79' from DER, 40' right of centerline, up to 38' AGL/746' MSL. Numerous trees beginning 1331' from DER, 160' right of centerline, up to 74' AGL/812' MSL. Multiple buildings, trees, pole, and silo beginning 413' from DER, 595' left of centerline, up to 91' AGL/819' MSL. Numerous trees beginning 1829' from DER, 257' left of centerline, up to 96' AGL/824' MSL. **Rwy 19**, numerous trees beginning 11' from DER, 364' right of centerline, up to 80' AGL/794' MSL. Multiple buildings beginning 210' from DER, 469' right of centerline, up to 84' AGL/792' MSL. Numerous trees and buildings beginning 677' from DER, 19' right of centerline, up to 89' AGL/817' MSL. Numerous trees and poles beginning 1309' from DER, 73' right of centerline, up to 98' AGL/846' MSL. Numerous trees beginning 5890' from DER, 1940' right of centerline, up to 113' AGL/900' MSL. Multiple trees 187' from DER, 144' left of centerline, up to 54' AGL/762' MSL. Numerous trees, poles, and building beginning 1218' from DER, 5' left of centerline, up to 102' AGL/850' MSL. Numerous trees beginning 1.5 NM from DER, 1979' left of centerline, up to 95' AGL/1175' MSL.

## NANTUCKET, MA

### NANTUCKET MEMORIAL (ACK)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 98281 (FAA)

TAKEOFF MINIMUMS: **Rwy 12**, 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6, 12, 15, 24, 30, 33**, climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33**, 70' AGL ant. on building 954' from DER, 585' right of centerline.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

61315

## NASHUA, NH

### BOIRE FIELD (ASH)

TAKEOFF MINIMUMS AND  
(OBSTACLE)

DEPARTURE PROCEDURES

AMDT 4 13178 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 319° to 900 before turning left.

NOTE: **Rwy 14**, trees beginning 47' from DER, left and right of centerline, up to 80' AGL/262' MSL. Pole 707' from DER, 673' right of centerline, up to 37' AGL/221' MSL. Poles beginning 853' from DER, 170' left of centerline, up to 28' AGL/217' MSL. Pole 989' from DER, 560' right of centerline, up to 53' AGL/240' MSL. Trees beginning 1030' from DER, 62' right of centerline, up to 80' AGL/270' MSL. Trees beginning 1057' from DER, 6' left of centerline, up to 112' AGL/283' MSL. Pole 1465' from DER, 656' right of centerline, up to 68' AGL/253' MSL. Trees beginning 2253' from DER, 143' left of centerline, up to 82' AGL/287' MSL. Trees beginning 2405' from DER, 205' right of centerline, up to 113' AGL/289' MSL. **Rwy 32**, trees beginning 20' from DER, 99' right of centerline, up to 96' AGL/295' MSL. Trees beginning 882' from DER, on centerline, up to 80' AGL/259' MSL. Trees beginning 2333' from DER, 107' left of centerline, up to 97' AGL/300' MSL. Tree 3562' from DER, 1324' right of centerline, up to 80' AGL/312' MSL.

## NEW BEDFORD, MA

### NEW BEDFORD RGNL (EWB)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 8 15232 (FAA)

TAKEOFF MINIMUMS: **Rwy 14**, 300-1½ or std. w/min. climb of 280' per NM to 400. **Rwy 32**, 300-2 or std. w/min. climb of 240' per NM to 400 or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

DEPARTURE PROCEDURE: **Rwy 14**, climb on heading 144° to 700 before turning right.

NOTE: **Rwy 5**, poles 37' from DER, 1' left of centerline, up to 13' AGL/87' MSL. Vehicle on roadway 198' from DER, across centerline, up to 15' AGL/120' MSL. Trees beginning 227' from DER, 452' right of centerline, up to 9' AGL/111' MSL. Poles 257' from DER, along centerline, up to 14' AGL/91' MSL. Poles beginning 478' from DER, 22' right of centerline, up to 16' AGL/101' MSL. NAVAIID/DME antenna 524' from DER, 237' left of centerline, 30' AGL/103' MSL. Bush beginning 646' from DER, 21' left of centerline, up to 108' MSL. Trees beginning 718' from DER, 382' left of centerline, up to 31' AGL/126' MSL. Vehicle on roadway beginning 728' from DER, across centerline, up to 15' AGL/118' MSL. Trees beginning 825' from DER, 436' right of centerline, up to 8' AGL/134' MSL. Trees beginning 1198' from DER, left and right of centerline, up to 82' AGL/185' MSL.

**Rwy 14**, trees beginning 21' from DER, 360' left of centerline, up to 27' AGL/138' MSL. Trees beginning 647' from DER, 272' right of centerline, up to 27' AGL/126' MSL. Buildings 699' from DER, 650' left of centerline, up to 29' AGL/113' MSL. Trees beginning 712' from DER, 391' left of centerline, up to 27' AGL/142' MSL. Trees beginning 741' from DER, 314' right of centerline, up to 100' AGL/142' MSL. Buildings beginning 806' from DER, 585' left of centerline, up to 25' AGL/120' MSL. Tower and antenna 832' from DER, 616' left of centerline, up to 26' AGL/114' MSL. Trees beginning 1017' from DER, left and right of centerline, up to 27' AGL/134' MSL. Poles 1122' from DER, 735' left of centerline, up to 29' AGL/126' MSL. Monuments beginning 1181' from DER, 528' left of centerline, 2' AGL/99' MSL. Poles beginning 1259' from DER, 524' left of centerline, up to 42' AGL/139' MSL. Vehicle on roadway 1272' from DER, 742' left of centerline, up to 15' AGL/113' MSL. Fence and wall 1282' from DER, 675' left of centerline, up to 5' AGL/103' MSL. Poles beginning 1398' from DER, 590' right of centerline, up to 37' AGL/104' MSL. Buildings and signs 1602' from DER, 497' left of centerline, up to 37' AGL/125' MSL. Trees beginning 1982' from DER, left and right of centerline, up to 27' AGL/158' MSL. Signs 2916' from DER, 827' right of centerline, up to 70' AGL/171' MSL. Trees beginning 2921' from DER, 37' right of centerline, up to 57' AGL/158' MSL. Trees beginning 2971' from DER, 86' left of centerline, up to 57' AGL/151' MSL. Buildings 3335' from DER, 1140' left of centerline, up to 84' AGL/160' MSL. Chimney and stack 4102' from DER, 1391' left of centerline, up to 129' AGL/213' MSL. Building 4900' from DER, 1374' right of centerline, 143' AGL/235' MSL. Building, steeple and spire 1.1 NM from DER, 422' left of centerline, up to 233' AGL/281' MSL. **Rwy 23**, bush 5' from DER, 492' left of centerline, 65' MSL. NAVAIIDS 7' from DER, along centerline, 1' AGL/65' MSL. Vehicle on roadway 29' from DER, 258' left of centerline, up to 15' AGL/90' MSL. Vehicle on roadway 99' from DER, 203' right of centerline, up to 15' AGL/89' MSL. Trees beginning 2171' from DER, 902' right of centerline, up to 54' AGL/146' MSL. Trees beginning 2543' from DER, 1166' left of centerline, up to 54' AGL/137' MSL. **Rwy 32**, bush beginning 39' from DER, 113' right of centerline, up to 95' MSL. Trees beginning 294' from DER, 115' right of centerline, up to 45' AGL/140' MSL. Poles beginning 540' from DER, 349' left of centerline, up to 30' AGL/107' MSL. Trees beginning 687' from DER, 10' left of centerline, up to 45' AGL/135' MSL. buildings 930' from DER, 677' left of centerline, up to 38' AGL/109' MSL. Trees beginning 1035' from DER, left and right of centerline, up to 32' AGL/142' MSL. Trees beginning 2062' from DER, 513' left of centerline, up to 32' AGL/236' MSL. Trees beginning 1 NM from DER, left and right of centerline, up to 48' AGL/288' MSL. Trees beginning 1.3 NM from DER, 1802' right of centerline, up to 48' AGL/298' MSL. Trees beginning 1.4 NM from DER, 1679' left of centerline, up to 48' AGL/288' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## NEW HAVEN, CT

TWEED-NEW HAVEN (HVN)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 6 12012 (FAA)

TAKEOFF MINIMUMS: **Rwy 2**, 300-1 w/min. climb of 340' per NM to 400. **Rwy 32**, 400-1½ or std. w/min. climb of 465' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 1900 before turning left. **Rwy 32**, climb heading 324° to 1500 before turning right.

NOTE: **Rwy 2**, transmission line towers beginning 846' from DER, 356' left of centerline, up to 35' AGL/65' MSL. Building 124' from DER, 525' right of centerline, 53' AGL/64' MSL. Trees 1276' from DER, 817' left of centerline, up to 80' AGL/239' MSL. Trees 3755' from DER, 1494' left of centerline, up to 80' AGL/289' MSL. **Rwy 14**, terrain, buildings, and poles beginning 777' from DER, 5' left of centerline, up to 31' AGL/69' MSL. Terrain, vehicles on road, tower, buildings, and poles beginning 429' from DER, 143' right of centerline, up to 58' AGL/94' MSL. **Rwy 20**, pole 68' from DER, 498' right of centerline, 16' AGL/42' MSL. **Rwy 32**, pole and trees beginning 1121' from DER, 55' left of centerline, up to 80' AGL/149' MSL. Control tower, poles, and trees beginning 617' from DER, 139' right of centerline, up to 80' AGL/149' MSL. Trees 2777' from DER, 1143' right of centerline, up to 80' AGL/169' MSL. Stack 1.1 NM from DER, 2227' right of centerline, 394' AGL/404' MSL.

## NEWPORT, RI

NEWPORT STATE (UUU)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 07354 (FAA)

TAKEOFF MINIMUMS: **Rwy 4**, 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER. **Rwy 16**, 200-1 or std. w/ min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 039° to 1200 before proceeding on course.

NOTE: **Rwy 4**, trees beginning 1.7 NM from DER, 916' right of centerline, up to 100' AGL/459' MSL. **Rwy 16**, tower 3782' from DER, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from DER, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34**, terrain 102' from DER, 424' right of centerline, 159' MSL. Vehicle on road 726' from DER, 602' right of centerline.

## NEWPORT, NH

PARLIN FIELD (2B3)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 16147 (FAA)

TAKEOFF MINIMUMS: **Rwy 12, 30**, NA-Environmental.

**Rwy 18**, 600-2½ w/min. climb of 365' per NM to 3400 or 2300-3 for climb in visual conditions. **Rwy 36**, 700-1½ w/ min. climb of 487' per NM to 3700 or 2300-3 for climb in visual conditions. Procedure NA at night.

DEPARTURE PROCEDURE: **Rwy 18**, Climb heading 182° to 3200 before proceeding on course. **Rwy 36**, Climb heading 002° to 2100 before proceeding on course.

VCOA: Obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Parlin field at or above 2900 before proceeding on course.

NOTE: **Rwy 18**, row of trees beginning 7' from DER, from 131' left to 460' right of centerline, and continuing 2715' south along both banks of the river, up to 100' AGL/887' MSL. Trees beginning 8' from DER, 460' right of centerline, up to 100' AGL/907' MSL. Trees beginning 439' from DER, 594' right of centerline, up to 100' AGL/926' MSL. Buildings and trees beginning 2654' from DER, 677' left of centerline, up to 100' AGL/926' MSL. Buildings and trees beginning 3117' from DER, 983' left of centerline, up to 100' AGL/946' MSL. Trees beginning 3626' from DER, 502' right of centerline, up to 100' AGL/946' MSL. Trees beginning 3812' from DER, 640' right of centerline, up to 100' AGL/966' MSL. Buildings and trees beginning 4084' from DER, 1528' left of centerline, up to 100' AGL/966' MSL. Buildings, vehicles, and trees beginning 4085' from DER, 974' right of centerline, up to 100' AGL/985' MSL. Trees beginning 4273' from DER, 1161' right of centerline, up to 100' AGL/998' MSL. Trees beginning 4559' from DER, 1340' right of centerline, up to 100' AGL/1018' MSL. Buildings and trees beginning 4630' from DER, 1577' right of centerline, up to 100' AGL/1037' MSL. Buildings, trees beginning 4826' from DER, 1559' right of centerline, up to 100' AGL/1064' MSL. Buildings, vehicles, and trees beginning 5046' from DER, 1757' right of centerline, up to 100' AGL/1084' MSL. Buildings, vehicles, and trees beginning 5503' from DER, 1946' right of centerline, up to 100' AGL/1103' MSL. Tower 1.0 NM from DER, 155' right of centerline, 206' AGL/990' MSL. Buildings, vehicles, and trees beginning 1.4 NM from DER, 2233' right of centerline, up to 100' AGL/1123' MSL. Trees beginning 1.4 NM from DER, 2374' left of centerline, up to 100' AGL/1103' MSL. Trees beginning 1.6 NM from DER, 2567' left of centerline, up to 100' AGL/1222' MSL. Trees beginning 1.7 NM from DER, 2804' left of centerline, up to 100' AGL/1281' MSL. Trees beginning 1.9 NM from DER, 2480' left of centerline, up to 100' AGL/1300' MSL. Trees beginning 2.0 NM from DER, 3003' left of centerline, up to 100' AGL/1359' MSL.

NE-1, 10 NOV 2016 to 05 JAN 2017

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16315

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND  
DIVERSE VECTOR AREA (RADAR VECTORS)**

16315

**NEWPORT, NH (CON'T)**

**Rwy 36**, vehicles on road beginning from DER, from 130' left to 380' right of centerline, up to 15' AGL/802' MSL. Trees beginning 61' from DER, from 264' left to 393' right of centerline, up to 100' AGL/887' MSL. Trees beginning 67' from DER, 192' left of centerline, up to 100' AGL/907' MSL. Trees beginning 101' from DER, 408' right of centerline, up to 100' AGL/907' MSL. Trees beginning 112' from DER, 453' right of centerline, up to 100' AGL/926' MSL. Trees beginning 181' from DER, 330' right of centerline, up to 100' AGL/946' MSL. Trees beginning 1056' from DER, from 25' right to 854' left of centerline, up to 100' AGL/966' MSL. Trees beginning 1485' from DER, from 37' right to 937' left of centerline, up to 100' AGL/985' MSL. Trees beginning 1587' from DER, 381' left of centerline, up to 100' AGL/1005' MSL. Trees beginning 1634' from DER, 455' left of centerline, up to 100' AGL/1024' MSL. Trees beginning 1703' from DER, 429' left of centerline, up to 100' AGL/1044' MSL. Trees beginning 1796' from DER, 292' left of centerline, up to 100' AGL/1064' MSL. Trees beginning 1880' from DER, 352' left of centerline, up to 100' AGL/1084' MSL. Trees beginning 4213' from DER, from 313' left to 1324' right of centerline, up to 100' AGL/1005' MSL. Trees continuing from 5591' from DER, on rising hillside, 826' left of centerline, up to 100' AGL/1103' MSL. Trees continuing from 5936' from DER, on rising hillside, 913' left of centerline, up to 100' AGL/1123' MSL. Trees continuing from 1.0 NM from DER, on rising hillside, 992' left of centerline, up to 100' AGL/1162' MSL. Trees continuing from 1.1 NM from DER, on rising hillside, 1158' left of centerline, up to 100' AGL/1202' MSL. Trees continuing from 1.2 NM from DER, on rising hillside, 1335' left of centerline, up to 100' AGL/1241' MSL. Trees beginning 1.2 NM from DER, 2305' right of centerline, up to 100' AGL/1064' MSL. Trees continuing from 1.3 NM from DER, on rising hillside, 1486' left of centerline, up to 100' AGL/1340' MSL. Trees continuing from 1.4 NM from DER, on rising hillside, 2436' left of centerline, up to 100' AGL/1399' MSL. Trees 1.5 NM from DER, on hilltop, 2732' left of centerline, up to 100' AGL/1418' MSL.

**NEWPORT, VT**

**NEWPORT STATE (EFK)**

**TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMD'T 3 11153 (FAA)**

**TAKEOFF MINIMUMS: Rwy 18**, std. w/min. climb of 470' per NM to 2500 or 300-1 with min. climb of 350' per NM to 3000 or 2300-3 for climb in visual conditions. **Rwy 23**, std. w/min. climb of 320' per NM to 3200 or 2300-3 for climb in visual conditions.

**Rwy 36**, std. w/min. climb of 320' per NM to 3300 or 2300-3 for climb in visual conditions.

**DEPARTURE PROCEDURE: Rwy 5**, climb heading 047° to 2200 before proceeding on course. **Rwy 18**, climb heading 177° to 3000 before proceeding on course or for climb in visual conditions: cross Newport State Airport at or above 3100 before proceeding on course. **Rwy 23**, climb heading 227° to 3000 before proceeding on course or for climb in visual conditions: cross Newport State Airport at or above 3100 before proceeding on course. **Rwy 36**, climb heading 357° to 3300 before proceeding on course or for climb in visual conditions: cross Newport State Airport at or above 3100 before proceeding on course.

**NOTE: Rwy 5**, vehicles on access road beginning 168' from DER, 232' left of centerline, up to 10' AGL/954' MSL. Vehicles on road beginning 216' from DER, 530' right of centerline, up to 15' AGL/940' MSL. Poles beginning 249' from DER, 85' right of centerline, up to 43' AGL/952' MSL. **Rwy 18**, trees beginning at DER, left and right of centerline, up to 100' AGL/1103' MSL. Trees beginning 1.4 NM from DER, 2704' right of centerline, up to 100' AGL/1142' MSL. **Rwy 23**, trees beginning at DER, left and right of centerline, up to 100' AGL/1024' MSL. Rising terrain beginning 6.3 NM from DER, 1.8 NM right of centerline, up to 2381' MSL. **Rwy 36**, trees beginning 1897' from DER, 613' left of centerline, up to 100' AGL/1044' MSL. Trees beginning 2962' from DER, 377' right of centerline, up to 100' AGL/1044' MSL. Trees beginning 5850' from DER, 2049' left of centerline, up to 100' AGL/1123' MSL. Rising terrain beginning 3.3 NM from DER, 3031' left of centerline, up to 1515' MSL.

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**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND  
DIVERSE VECTOR AREA (RADAR VECTORS)**

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

6315

## NORRIDGEWOCK, ME CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4 14149 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, 300-1½ or std. w/ min. climb of 210' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER. **Rwy 15**, std. w/min. climb of 235' per NM to 1100, or 1400-2½ for climb in visual conditions. **Rwy 21**, std. w/min. climb of 285' per NM to 1000, or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 028° to 1200 before turning left. **Rwy 15**, climb heading 148° to 1100 before proceeding on course or for climb in visual conditions: cross Central Maine Airport of Norridgewock at or above 1500 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 21**, climb heading 208° to 1000 before proceeding on course or for climb in visual conditions: cross Central Maine Airport of Norridgewock at or above 1500 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 33**, climbing right turn to 1900 direct AUG VOR/DME before proceeding on course.

NOTE: **Rwy 3**, trees beginning 3' from DER, 196' right of centerline, up to 100' AGL/439' MSL. Trees beginning 139' from DER, 487' left of centerline, up to 100' AGL/367' MSL. **Rwy 15**, trees beginning 248' from DER, 559' right of centerline, up to 100' AGL/349' MSL. Trees beginning 477' from DER, 295' left of centerline, up to 100' AGL/369' MSL. **Rwy 21**, trees beginning 15' from DER, 108' right of centerline, up to 100' AGL/399' MSL. Trees beginning 523' from DER, 608' left of centerline, up to 100' AGL/409' MSL. **Rwy 33**, trees beginning 4' from DER, 21' left of centerline, up to 100' AGL/359' MSL. Trees beginning 264' from DER, 4' right of centerline, up to 100' AGL/379' MSL.

## NORTH ADAMS, MA HARRIMAN-AND-WEST (AQW) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG 15316 (FAA)

TAKEOFF MINIMUMS: **Rwy 11**, 1100-2¼ w/min. climb of 558' per NM to 4200 or std. w/min. climb of 830' per NM to 3600 or 3500-3 for climb in visual conditions. **Rwy 29**, 900-3 w/min. climb of 660' per NM to 3800 or std. w/min. climb of 843' per NM to 3500 or 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 11**, climb heading 111° to 4000 before proceeding on course. **Rwy 29**, climb heading 291° to 3800 before proceeding on course.

VCOA: **Rwy 11, 29**, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Harriman-and-West airport at or above 4000 before proceeding on course.

NOTE: **Rwy 11**, building 3' from DER, 420' left of centerline, 15' AGL/664' MSL. Pole and trees beginning 33' from DER, 360' right of centerline, up to 22' AGL/692' MSL. Vehicles on road 49' from DER, crossing centerline, 15' AGL/661' MSL. Multiple trees and building continuing from 149' from DER, left and right of centerline, up to 85' AGL/730' MSL. Multiple trees, poles and buildings continuing from 198' from DER, left and right of centerline, up to 57' AGL/746' MSL. Trees and poles continuing from 546' from DER, right and left of centerline, up to 71' AGL/760' MSL. Multiple trees and buildings continuing from 607' from DER, right and left of centerline, up to 79' AGL/768' MSL. Multiple trees and poles continuing from 794' from DER, from 708' right and across centerline, up to 92' AGL/781' MSL. Multiple trees and building on rising hillside continuing from 1459' from DER from 843' right and across centerline, up to 64' AGL/793' MSL. Trees on rising hillside continuing from 1625' from DER, from 880' right and across centerline, up to 79' AGL/827' MSL. Trees on rising hillside continuing from 2010' from DER, from 1009' right and across centerline, up to 107' AGL/856' MSL. Trees on rising hillside continuing from 2510' from DER, from 1169' right and crossing centerline, up to 93' AGL/882' MSL. Trees on rising hillside continuing from 3537' from DER, 33' right of centerline, up to 80' AGL/907' MSL. Trees on rising hillside continuing from 4322' from DER, 205' right of centerline, up to 69' AGL/955' MSL. Trees on rising hillside continuing from 4809' from DER, 603' right of centerline, up to 65' AGL/971' MSL. Trees on rising hillside continuing from 4842' from DER, 292' right of centerline, up to 89' AGL/995' MSL. Trees on rising hillside continuing from 4975' from DER, 330' right of centerline, up to 74' AGL/1000' MSL. Trees on rising hillside continuing from 5081' from DER, 408' right of centerline, up to 84' AGL/1009' MSL. Trees on rising hillside continuing from 5178' from DER, 146' right of centerline, up to 79' AGL/1024' MSL. Trees on rising hillside continuing from 5315' from DER, 114' right of centerline, up to 100' AGL/1065' MSL. Trees on rising hillside continuing from 5443' from DER, 270' right of centerline, up to 108' AGL/1112' MSL. Trees on rising hillside continuing from 5610' from DER, 10' right of centerline, up to 105' AGL/1129' MSL. Trees on rising hillside continuing from 5767' from DER, crossing centerline, up to 80' AGL/1163' MSL. Trees on rising hillside continuing from 5889' from DER, crossing centerline, up to 105' AGL/1188' MSL. Trees near hilltop continuing from 1 NM from DER, crossing centerline, up to 90' AGL/1232' MSL. Trees near hilltop continuing from 1.1 NM from DER, crossing centerline, up to 86' AGL/1287' MSL. Trees on rising hillside and along hilltop continuing from 1.2 NM from DER, 3' right of centerline, up to 65' AGL/1306' MSL. Trees on rising hillside continuing from 1.2 NM from DER, 7' left of centerline, up to 91' AGL/1294' MSL. Trees on hilltop 1.9 NM from DER, 3504' right of centerline, up to 111' AGL/1705' MSL. Transmission tower and transmission line 2 NM from DER, crossing centerline, 50' AGL/1527' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

16315

## NORTH ADAMS, MA (CON'T)

NOTE: **Rwy 29**, pole 9' from DER, 49' right of centerline, 4' AGL/653' MSL. Trees beginning 60' from DER, 314' left of centerline, up to 65' AGL/707' MSL. Trees continuing from 143' from DER, left and right of centerline, up to 75' AGL/745' MSL. Trees continuing from 427' from DER, left and right of centerline, up to 96' AGL/765' MSL. Multiple buildings 827' from DER, 501' left of centerline, up to 28' AGL/717' MSL. Trees and buildings continuing from 1061' from DER, 26' left of centerline, up to 94' AGL/782' MSL. Trees and buildings continuing from 1487' from DER, 56' right of centerline, up to 76' AGL/726' MSL. Trees and buildings continuing from 1667' from DER, left and right of centerline, up to 60' AGL/828' MSL. Trees continuing from 1975' from DER, 18' left of centerline, up to 77' AGL/865' MSL. Multiple trees, buildings, and vehicles, continuing from 2172' from DER, up to 99' AGL/886' MSL. Trees on rising hillside continuing from 1.1 NM from DER, left and right of centerline, up to 80' AGL/966' MSL. Trees on rising hillside continuing from 1.4 NM from DER, left and right of centerline, up to 93' AGL/1038' MSL. Trees on rising hillside continuing from 1.5 NM from DER, left and right of centerline, up to 99' AGL/1043' MSL. Trees on rising hillside continuing from 1.6 NM from DER, left and right of centerline, up to 112' AGL/1116' MSL. Trees on rising hillside continuing from 1.6 NM from DER, left and right of centerline, up to 74' AGL/1197' MSL. Trees on hilltop continuing from 1.7 NM from DER, left and right of centerline, up to 119' AGL/1215' MSL. Trees on rising hillside continuing from 2.3 NM from DER, left and right of centerline, up to 75' AGL/1295' MSL. Trees on rising hillside to hilltop continuing from 2.4 NM from DER, left and right of centerline, up to 51' AGL/1479' MSL.

## NORTH KINGSTOWN, RI QUONSET STATE (OQU)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMD'T 1 13010 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 300-1 or std w/min. climb of 402' per NM to 300. **Rwy 16**, 300-1 or std w/min. climb of 281' per NM to 300.

NOTE: **Rwy 5**, rising terrain 63' from DER, left to right of centerline, up to 33' MSL. Ships beginning at DER, 220' right of centerline, up to 185' MSL. **Rwy 16**, rising terrain 22' from DER, left to right of centerline, up to 27' MSL. Ships beginning 71' from DER, 543' left of centerline, up to 185' MSL. **Rwy 23**, rising terrain 101' from DER, left to right of centerline, up to 33' MSL. Vehicles beginning 393' from DER, 4' left of centerline, 15' AGL/24' MSL. Trains beginning 398' from DER, 138' left of centerline, 23' AGL/31' MSL. Crane 1826' from DER, 924' right of centerline, 106' AGL/112' MSL. Ships beginning 415' from DER, 521' left of centerline, up to 185' MSL. **Rwy 34**, trees beginning 1073' from DER, 697' left of centerline, up to 80' AGL/112' MSL.

## NORTHAMPTON, MA

### NORTHAMPTON (7B2)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMD'T 4 11013 (FAA)

TAKEOFF MINIMUMS: **Rwy 14**, 1500-2½ for climb in visual conditions. **Rwy 32**, std. w/min. climb of 286' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14**, for climb in visual conditions: cross Northampton Airport at or above 1500 before proceeding on course. **Rwy 32**, climb heading 323° to 2000 before proceeding on course.

NOTE: **Rwy 14**, vehicle on road 5' from DER, 178' right of centerline, up to 17' AGL/136' MSL. Vehicle on road 35' from DER, 143' left of centerline, up to 17' AGL/136' MSL. Trees beginning 984' from DER, 476' left of centerline, up to 100' AGL/219' MSL. Numerous trees beginning 1.2 NM from DER, 1556' left and right of centerline, up sloping on Holyoke range, up to 100' AGL/909' MSL. **Rwy 32**, vehicle on road 256' from DER, up to 17' AGL/136' MSL. Building 176' from DER, 169' right of centerline 25' AGL/144' MSL. Trees beginning 85' from DER, 462' left of centerline, up to 100' AGL/219' MSL. Vehicle on road 1638' from DER, 116' left of centerline, 17' AGL/176' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## NORWOOD, MA

NORWOOD MEMORIAL (OWD)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 7 14149 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, 400-1½ or std. w/ min. climb of 310' per NM to 400. **Rwy 17**, 300-2¼ or std. w/ min. climb of 220' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER. **Rwy 28**, 400-2 or std. w/min. climb of 385' per NM to 500. **Rwy 35**, 300-1¼ or std. w/min. climb of 230' per NM to 1900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 104° to 1100 before turning north. **Rwy 28**, climb heading 284° to 700 before turning north. **Rwy 35**, turn left heading 315° to 1900 before turning east.

NOTE: **Rwy 10**, trees 225' from DER, 341' left of centerline, 53' AGL/97' MSL. Trees 1641' from DER, 33' left of centerline, 73' AGL/118' MSL. Trees 75' from DER, 302' right of centerline, 15' AGL/63' MSL. Trees 4561' from DER, 1005' right of centerline, 87' AGL/215' MSL. Trees 4244' from DER, 1228' right of centerline, 98' AGL/211' MSL. Trees 1.2 NM from DER, 238' right of centerline, 89' AGL/242' MSL. **Rwy 17**, trees 42' from DER, 507' left of centerline, 33' AGL/76' MSL. Trees 2777' from DER, 273' right of centerline, 78' AGL/126' MSL. Trees 2742' from DER, 291' left of centerline, 73' AGL/121' MSL. Trees 2192' from DER, 444' left of centerline, 64' AGL/106' MSL. Trees 1.8 NM from DER, 3332' right of centerline, 100' AGL/350' MSL. Trees 2979' from DER, 667' right of centerline, 76' AGL/124' MSL. Trees 2111' from DER, 616' right of centerline, 68' AGL/114' MSL. **Rwy 28**, trees 932' from DER, 463' left of centerline, 74' AGL/131' MSL. Trees 2352' from DER, 157' left of centerline, 75' AGL/172' MSL. Trees 2868' from DER, 41' left of centerline, 81' AGL/188' MSL. Stack 6004' from DER, 1246' left of centerline, 103' AGL/224' MSL. Stack 5559' from DER, 651' left of centerline, 117' AGL/234' MSL. Spire 1.6 NM from DER, 311' left of centerline, 98' AGL/335' MSL. Tree 610' from DER, 544' right of centerline, 71' AGL/119' MSL. Tower 4465' from DER, 238' right of centerline, 157' AGL/262' MSL. Spire 6044' from DER, 1320' right of centerline, 143' AGL/284' MSL. Tower 1.7 NM from DER, 723' right of centerline, 132' AGL/386' MSL. Trees 1.9' from DER, 722' right of centerline, 100' AGL/339' MSL. **Rwy 35**, trees 647' from DER, 625' left of centerline, 72' AGL/120' MSL. Trees 2791' from DER, 478' left of centerline, 75' AGL/124' MSL. Tree 3123' from DER, 598' left of centerline, 83' AGL/133' MSL. Pole 5856' from DER, 936' right of centerline, 155' AGL/216' MSL. Pole 5866' from DER, 769' right of centerline, 150' AGL/211' MSL. Trees 1557' from DER, 787' right of centerline, 80' AGL/125' MSL.

## OLD TOWN, ME

DEWITT FIELD OLD TOWN MUNI (OLD)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 07270 (FAA)

NOTE: **Rwy 4**, trees beginning 61' from DER, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from DER 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12**, trees beginning 338' from DER, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22**, trees beginning 223' from DER, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from DER, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30**, trees beginning 952' from DER, 55' left of centerline, up to 80' AGL/199' MSL.

## ORANGE, MA

ORANGE MUNI (ORE)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 12152 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, std. w/min. climb of 325' per NM to 1800 or 1300-2½ for climb in visual conditions. **Rwy 14**, 400-1½ w/ min. climb of 270' per NM to 1800 or std. w/min. climb of 500' per NM to 1200 or 1300-2½ for climb in visual conditions. **Rwy 19**, 300-1 ¾ or std. w/ min. climb of 240' per NM to 900. **Rwy 32**, 400-2 ¼ w/ min. climb of 265' per NM to 1700 or std. w/min. climb of 340' per NM to 1700 or 1300-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 016° to 1800 before proceeding on course. For climb in visual conditions: cross Orange Muni Airport at or above 1700 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 14**, climb heading 142° to 2000 before proceeding on course. For climb in visual conditions: cross Orange Muni Airport at or above 1700 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 19**, climb heading 196° to 1500 before proceeding on course. **Rwy 32**, climb heading 322° to 1700 before proceeding on course. For climb in visual conditions: cross Orange Muni Airport at or above 1700 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 1**, pole and trees beginning 272' from DER, 6' left of centerline, up to 92' AGL/624' MSL. Terrain and trees beginning 5' from DER, 23' right of centerline, up to 100' AGL/632' MSL. **Rwy 14**, trees beginning 186' from DER, 15' left of centerline, up to 90' AGL/699' MSL. Buildings and trees beginning 48' from DER, 23' right of centerline, up to 94' AGL/703' MSL. Tower 5889' from DER, 1606' left of centerline, 88' AGL/926' MSL. Trees 1.1 NM from DER, 2138' left of centerline, up to 70' AGL/817' MSL. **Rwy 19**, trees beginning 164' from DER, 28' left of centerline, up to 94' AGL/667' MSL. Trees beginning 1130' from DER, 23' right of centerline, up to 96' AGL/705' MSL. Trees 1.1 NM from DER, 1931' right of centerline, up to 83' AGL/751' MSL. Trees 1.2 NM from DER, 2125' right of centerline, up to 112' AGL/781' MSL. Trees 1.4 NM from DER, 1927' right of centerline, up to 84' AGL/772' MSL. **Rwy 32**, trees beginning 14' from DER, 87' left of centerline, up to 91' AGL/680' MSL. Trees beginning 521' from DER, 13' right of centerline, up to 95' AGL/618' MSL. Trees 1.2 NM from DER, 2366' left of centerline, up to 94' AGL/841' MSL. Trees 1.7 NM from DER, 3315' right of centerline, up to 61' AGL/906' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## OXFORD, CT

### WATERBURY-OXFORD (OXC)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 06327 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

NOTE: **Rwy 18**, multiple trees and transmission towers beginning 510' from DER, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from DER, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36**, multiple trees and terrain beginning 464' from DER, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from DER, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from DER, 369' left of centerline, up to 100' AGL/745' MSL.

## OXFORD, ME

### OXFORD COUNTY RGNL (81B)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07186 (FAA)

TAKEOFF MINIMUMS: **Rwy 15**, 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33**, std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33**, climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15**, multiple trees beginning 3607' from DER, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from DER, 1478' left of centerline, up to 200' AGL/849' MSL.

**Rwy 33**, multiple trees beginning 4121' from DER, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from DER, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from DER, 393' right of centerline, up to 200' AGL/1079' MSL.

## PAWTUCKET, RI

### NORTH CENTRAL STATE (SFZ)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 13066 (FAA)

NOTE: **Rwy 5**, tree 103' from DER, 233' right of centerline, 34' AGL/434' MSL. Windssock abeam DER, 233' right of centerline, 16' AGL/426' MSL. Bush 40' from DER, 249' left of centerline, 28' AGL/428' MSL. Pole 25' from DER, 505' left of centerline, 78' AGL/439' MSL. Tree 346' from DER, 569' left of centerline, 87' AGL/438' MSL. **Rwy 15**, trees beginning 148' from DER, 32' left of centerline, up to 74' AGL/523' MSL. Trees beginning 119' from DER, 417' right of centerline, up to 93' AGL/552' MSL. Pole 200' from DER, 286' right of centerline, 74' AGL/504' MSL. Tree 2569' from DER, on centerline, 67' AGL/516' MSL. **Rwy 23**, trees beginning 144' from DER, 278' left of centerline, up to 90' AGL/480' MSL. Pole 171' from DER, 511' left of centerline, 85' AGL/475' MSL. Trees beginning 916' from DER, 602' right of centerline, 87' AGL/456' MSL. Pole 176' from DER, 507' right of centerline, 65' AGL/446' MSL. **Rwy 33**, trees beginning 58' from DER, 80' left of centerline, up to 45' AGL/554' MSL. Poles beginning 291' from DER, 207' left of centerline, up to 80' AGL/490' MSL. Trees beginning 23' from DER, 504' right of centerline, up to 75' AGL/494' MSL. Trees beginning 819' from DER, 415' right of centerline, up to 94' AGL/504' MSL. Poles beginning 827' from DER, 523' right of centerline, up to 44' AGL/464' MSL.

## PLAINVILLE CT

### ROBERTSON FIELD (4B8)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15120 (FAA)

TAKEOFF MINIMUMS: **Rwy 2**, std. w/min. climb of 220' per NM to 2400, or 2200-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 2**, climb heading 019° to 2400 before turning right. **Rwy 20**, climb heading 199° to 1800 before proceeding on course.

VCOA: **Rwy 2**, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Robertson field at or above 2300 before proceeding on course.

NOTE: **Rwy 2**, trees beginning 6' from DER, 143' left of centerline, up to 96' AGL/267' MSL. Poles and trees beginning 128' from DER, 143' right of centerline, up to 102' AGL/273' MSL. Trees beginning 2018' from DER, 128' right of centerline, up to 118' AGL/329' MSL. Trees beginning 2038' from DER, 786' left of centerline, up to 128' AGL/349' MSL. **Rwy 20**, trees, poles and buildings beginning 46' from DER, 23' left of centerline, up to 71' AGL/262' MSL. Trees beginning 356' from DER, 99' right of centerline, up to 61' AGL/252' MSL. Trees beginning 2020' from DER, 10' right of centerline, up to 71' AGL/262' MSL. Trees and poles beginning 2025' from DER, 247' left of centerline, up to 98' AGL/289' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## PITTSFIELD, MA

### PITTSFIELD MUNI (PSF)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 99198 (FAA)

TAKEOFF MINIMUMS: **Rwys 14, 32, NA.**

**Rwy 8**, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26**, 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8**, climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course.

**Rwy 26**, climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8**, 120' AGL tree 370' from DER, 533' right of centerline.

## PITTSFIELD, ME

### PITTSFIELD MUNI (2B7)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2A 12040 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, 300-1¼ or std w/ min. climb of 220' per NM to 500.

NOTE: **Rwy 18**, trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL. **Rwy 36**, aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL. Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL. Building, trees and poles beginning 63' from DER, 15' right of centerline, up to 77' AGL/357' MSL. Trees, poles and buildings beginning 106' from DER, 39' left of centerline, up to 82' AGL/312' MSL.

## PLYMOUTH, MA

### PLYMOUTH MUNI (PYM)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 98029 (FAA)

TAKEOFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15, 300-1.** **Rwy 24**, 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33**, 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 900 before proceeding on course.

## PORTLAND, ME

### PORTLAND INTL JETPORT (PWM)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 7 15344 (FAA)

TAKEOFF MINIMUMS: **Rwy 11**, 300-1¼ or std. w/min. climb of 272' per NM to 400. **Rwy 36**, 400-2¼ or std. w/ min. climb of 235' per NM to 600.

NOTE: **Rwy 11**, tree 481' from DER, 563' right of centerline, 32' AGL/69' MSL. Tree 650' from DER, 551' left of centerline, 25' AGL/67' MSL. Trees beginning 5943' from DER, 1152' left of centerline, up to 189' AGL/230' MSL. Trees beginning 1 NM from DER, 2025' left of centerline, up to 186' AGL/228' MSL. Trees beginning 1 NM from DER, 1660' left of centerline, up to 209' AGL/251' MSL. **Rwy 18**, tree 107' from DER, 522' right of centerline, 33' AGL/77' MSL. Tree 178' from DER, 481' right of centerline, 38' AGL/82' MSL. Trees beginning 207' from DER, left and right of centerline, up to 57' AGL/78' MSL. Trees beginning 403' from DER, 503' right of centerline, up to 66' AGL/110' MSL. Trees beginning 1038' from DER, left and right of centerline, up to 65' AGL/109' MSL. Trees beginning 1257' from DER, left and right of centerline, up to 83' AGL/127' MSL. Trees beginning 1676' from DER, 217' right of centerline, up to 99' AGL/143' MSL. Trees beginning 4242' from DER, 1132' right of centerline, up to 124' AGL/168' MSL. **Rwy 29**, trees beginning 1301' from DER, 789' left of centerline, up to 47' AGL/122' MSL. Trees 2185' from DER, 830' left of centerline, up to 74' AGL/149' MSL. Trees beginning 2742' from DER, 811' right of centerline, up to 83' AGL/180' MSL. Trees beginning 3103' from DER, 1245' left of centerline, up to 114' AGL/189' MSL. Trees beginning 4218' from DER, 1382' left of centerline, up to 129' AGL/204' MSL. **Rwy 36**, building 11' from DER, 149' left of centerline, 2' AGL/46' MSL. Fence 23' from DER, 495' left of centerline, 21' AGL/68' MSL. Vehicles on road, beginning 196' from DER, 251' left of centerline, up to 17' AGL/56' MSL. Trees beginning 364' from DER, 87' left of centerline, up to 60' AGL/73' MSL. Trees beginning 21' from DER, 252' left of centerline, up to 56' AGL/101' MSL. Trees beginning 238' from DER, 515' left of centerline, up to 68' AGL/112' MSL. Trees beginning 1281' from DER, 832' right of centerline, up to 85' AGL/129' MSL. Trees beginning 1699' from DER, 450' right of centerline, up to 76' AGL/121' MSL. Trees beginning 2298 from DER, 848' left of centerline, up to 81' AGL/125' MSL. Tree 3545' from DER, 1437' left of centerline, 93' AGL/138' MSL.

## PORTSMOUTH, NH

### PORTSMOUTH INTL AT PEASE (PSM)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG-A 12096 (FAA)

DEPARTURE PROCEDURE: **Rwy 16**, climb heading 165° to 600 before turning left.

NOTE: **Rwy 34**, building 519' from DER, 439' right of centerline, 16' AGL/115' MSL. Trees beginning 2752' from DER, 1090' right of centerline, 90' AGL/170' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND  
DIVERSE VECTOR AREA (RADAR VECTORS)**

16315

**PRESQUE ISLE, ME**

NORTHERN MAINE RGNL ARPT AT  
PRESQUE ISLE (PQI)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 4A 11321 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, 300-1½ or std. w/min. climb of 456' per NM to 900. **Rwy 10**, 300-1¾ or std. w/min. climb of 262' per NM to 900. **Rwy 19**, 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1**, climb runway heading to 1200 before proceeding on course. **Rwy 10**, climb runway heading to 1700 before proceeding on course.

NOTE: **Rwy 1**, tree 2792' from DER, 856' right of centerline, up to 54' AGL/694' MSL. Tree 7304' from DER, 1849' right of centerline, up to 71' AGL/749' MSL. **Rwy 10**, tree 8710' from DER, 1660' right of centerline, up to 70' AGL/760' MSL. Tree 8861' from DER, 1668' right of centerline, up to 84' AGL/764' MSL.

**PRINCETON, ME**

PRINCETON MUNI (PNN)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 14149 (FAA)

TAKEOFF MINIMUMS: **Rwys 6,24**, NA-Runway closed.

NOTE: **Rwy 15**, bushes beginning 42' from DER, left and right of centerline, up to 18' AGL/247' MSL. Trees beginning 104' from DER, 227' left of centerline, up to 69' AGL/288' MSL. Trees beginning 154' from DER, 287' right of centerline, up to 79' AGL/298' MSL. Trees beginning 900' from DER, left and right of centerline, up to 100' AGL/298' MSL. **Rwy 33**, bushes beginning 33' from DER, 194' left of centerline, up to 16' AGL/275' MSL. Poles beginning 70' from DER, 495' left of centerline, up to 29' AGL/298' MSL. Trees beginning 248' from DER, left and right of centerline, up to 100' AGL/344' MSL.

**PROVIDENCE, RI**

THEODORE FRANCIS GREEN STATE  
(PVD)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 12 07074 (FAA)

TAKEOFF MINIMUMS: **Rwy 34**, std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 34**, for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1272' from DER, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from DER, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16**, multiple trees beginning 85' from DER, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from DER, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from DER, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from DER, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from DER, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34**, vent 105' from DER, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from DER, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from DER, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from DER, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from DER, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from DER, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from DER, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from DER, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from DER, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from DER, 2916' right of centerline, 255' AGL/310' MSL.

**PROVINCETOWN, MA**

PROVINCETOWN MUNI (PVC)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 07214 (FAA)

NOTE: **Rwy 7**, trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25**, bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

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**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND  
DIVERSE VECTOR AREA (RADAR VECTORS)**

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE  
(M57)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 14149 (FAA)

TAKEOFF MINIMUMS: **Rwy 6**, std. w/min. climb of 442' per NM to 4700 or 2600-2½ for climb in visual conditions. **Rwy 24**, std. w/min. climb of 300' per NM to 3900 or 2600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 075° to 4700 before proceeding on course. For climb in visual conditions, cross Rangeley Lake airport at or above 4000 before proceeding on course, do not exceed 210 KIAS until leaving 4000. When executing VCOA, notify ATC prior to departure. **Rwy 24**, climb heading 255° to 3900 before proceeding on course. For climb in visual conditions, cross Rangeley Lake airport at or above 4000 before proceeding on course, do not exceed 210 KIAS until leaving 4000. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 6**, trees and buildings beginning 1374' from DER, 446' right of centerline, up to 80' AGL/1620' MSL. Vehicles on roadway beginning 3200' from DER, 957' right of centerline, up to 15' AGL/1614' MSL. Boats on the water, up to 1553' MSL. **Rwy 24**, boats on the water, up to 1553' MSL.

## STEVEN A BEAN MUNI (8B0)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 92093 (FAA)

TAKEOFF MINIMUMS: **Rwys 14, 32**, 600-2.  
DEPARTURE PROCEDURE: **Rwy 14**, climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32**, climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

## ROCHESTER, NH

SKYHAVEN (DAW)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 6 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 33**, climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.

NOTE: **Rwy 15**, trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33**, trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

## ROCKLAND, ME

KNOX COUNTY RGNL (RKD)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 4 04218 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31**, std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 31**, for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.

NOTE: **Rwy 3**, multiple trees, bushes, obstruction lights and towers beginning 108' from DER, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13**, multiple trees, antennas, and light poles beginning 475' from DER, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21**, multiple trees beginning 284' from DER, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31**, multiple trees beginning 2025' from DER, 895' right of centerline, up to 74' AGL/115' MSL.

## RUTLAND, VT

SOUTHERN VERMONT RGNL (RUT)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 4A 13038 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 439' per NM to 3000, or 3600-3 for climb in visual conditions.

**Rwy 13**, NA-obstacles. **Rwy 19**, std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31**, std. w/ min. climb of 500' per NM to 4500, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb on 013° course to DY0 NDB, cross DY0 NDB at or above 6000, if not at 6000, depart DY0 NDB on bearing 325° to 6000 before proceeding on course. For climb in visual condition: cross Rutland-Southern Vermont RGNL airport at or above 4300 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 19**, climb heading 194° to 1400, then climbing right turn on 025° course to DY0 NDB, cross DY0 NDB at or above 6000, if not at 6000, depart DY0 NDB on bearing 325° to 6000 before proceeding on course. For climb in visual condition: cross Rutland-Southern Vermont RGNL airport at or above 4300 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 31**, climb heading 329° to 1600, then climbing right turn on 025° course to DY0 NDB, cross DY0 NDB at or above 6000, if not at 6000, depart DY0 NDB on bearing 325° to 6000 before proceeding on course. For climb in visual condition: cross Rutland-Southern Vermont RGNL airport at or above 4300 before proceeding on course. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 1**, tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19**, trees beginning 167' from DER, 305' right of centerline, up to 42' AGL/843' MSL. Trees beginning 393' from DER, 175' left of centerline, up to 100' AGL/967' MSL. **Rwy 31**, trees beginning 334' from DER, 94' left of centerline, up to 100' AGL/1319' MSL. Trees beginning 885' from DER, 201' right of centerline, up to 85' AGL/827' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## SANFORD, ME

SANFORD SEACOAST RGNL (SFM)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3A 13066 (FAA)

TAKEOFF MINIMUMS: **Rwy 32**, 300-1¼ or std. w/min. climb of 375' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 25**, climb heading 255° to 1100 before turning right. **Rwy 32**, climb heading 331° to 1600 before turning left.

NOTE: **Rwy 7**, vehicles on road, antenna, light support structure, transmission tower, and trees beginning 62' from DER, 4' left of centerline, up to 69' AGL/309' MSL. Trees beginning 220' from DER, 19' right of centerline, up to 72' AGL/311' MSL. **Rwy 14**, trees beginning 149' from DER, 320' left of centerline, up to 55' AGL/294' MSL. Bushes and trees beginning 93' from DER, 260' right of centerline, up to 81' AGL/320' MSL. **Rwy 25**, trees beginning 118' from DER, 511' left of centerline, up to 60' AGL/379' MSL. Trees beginning 245' from DER, 476' right of centerline, up to 82' AGL/321' MSL. **Rwy 32**, trees beginning 763' from DER, 58' left of centerline, up to 77' AGL/396' MSL. Pole and trees beginning 332' from DER, 59' right of centerline, up to 92' AGL/381' MSL. Trees 3269' from DER, 1226' left of centerline, up to 72' AGL/401' MSL. Trees 4667' from DER, 1225' left of centerline, up to 82' AGL/431' MSL. Trees 5473' from DER, 1013' left of centerline, up to 67' AGL/416' MSL.

## SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI (3B0)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 10070 (FAA)

TAKEOFF MINIMUMS: **Rwy 2**, 300-1½ or std. with a min. climb of 370' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 022° to 1800 before turning right.

NOTE: **Rwy 2**, trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL. **Rwy 20**, trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.

## SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD) (V5F)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 11181 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 800-3 w/min. climb of 649' per NM to 4500 or 2800-3 for climb in visual conditions. **Rwy 11**, 2800-3 for climb in visual conditions. **Rwy 29**, 800-2½ w/min. climb of 490' per NM to 4600 or std. w/min. climb of 630' per NM to 3400 or 2800-3 for climb in visual conditions. **Rwy 23**, std. w/ min. climb of 400' per NM to 2800 or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, for climb in visual conditions cross Hartness State (Springfield) Airport at or above 3200 MSL before proceeding on course. **Rwy 11**, for climb in visual conditions cross Hartness State (Springfield) Airport at or above 3200 MSL before proceeding on course. **Rwy 23**, climb heading 230° to 2800 before proceeding on course, or for climb in visual conditions cross Hartness State (Springfield) Airport at or above 3200 MSL before proceeding on course. **Rwy 29**, climb heading 294° to 1200 before proceeding on course, or for climb in visual conditions cross Hartness State (Springfield) Airport at or above 3200 MSL before proceeding on course.

NOTE: **Rwy 5**, trees beginning 28' from DER, 187' right of centerline, up to 80' AGL/1344' MSL. Trees beginning 44' from DER, 499' left of centerline, up to 80' AGL/1291' MSL. **Rwy 23**, trees beginning 9' from DER, 339' right of centerline, up to 80' AGL/ 679' MSL. Trees beginning 10' from DER, 265' left of centerline, up to 80' AGL/ 639' MSL. **Rwy 29**, trees beginning 22' from DER, 470' left of centerline, up to 80' AGL/ 639' MSL. Vehicle on road 1409' from DER, 845' right of centerline, up to 17' AGL/ 616' MSL. Trees beginning 1614' from DER, 924' right of centerline, up to 80' AGL/ 699' MSL.

## STOW, MA

MINUTE MAN AIRFIELD (6B6)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 10266 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, 400-2¼ or std. w/min. climb of 420' per NM to 700. **Rwy 12, 30**, NA-Environmental. **Rwy 21**, 400-2¼ or std. w/min. climb of 600' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 032° to 800 before proceeding on course. **Rwy 21**, climb heading 212° to 1600 before proceeding on course.

NOTE: **Rwy 3**, trees beginning 9' from DER, 244' right of centerline, up to 80' AGL/434' MSL. Trees beginning 246' from DER, 168' left of centerline, up to 80' AGL/652' MSL. **Rwy 21**, trees beginning 11' from DER, 188' right of centerline, up to 80' AGL/385' MSL. Trees beginning 11' from DER, 198' left of centerline, up to 80' AGL/365' MSL. Trees beginning 529' from DER, left and right of centerline, up to 80' AGL/574' MSL. Tower 1.6 NM from DER, 2483' left of centerline, 118' AGL/511' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 08045 (FAA)

TAKEOFF MINIMUMS: **Rwys 4, 22**, NA-Turf runway.

**Rwy 12**, 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30**, 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12**, Trees and terrain beginning 61' from DER, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from DER, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30**, Terrain beginning 147' from DER, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from DER, 320' left of centerline, up to 80' AGL/199' MSL.

## VINEYARD HAVEN, MA

MARTHAS VINEYARD (MVY)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 11013 (FAA)

NOTE: **Rwy 6**, trees beginning 585' from DER, 492' left of centerline, up to 100' AGL/159' MSL. Trees beginning 707' from DER, 543' right of centerline, up to 100' AGL/159' MSL. **Rwy 15**, trees beginning 276' from DER, 156' left of centerline, up to 100' AGL/159' MSL. Pole 411' from DER, 475' right of centerline, 45' AGL/97' MSL. Trees beginning 430' from DER, 79' right of centerline, up to 100' AGL/159' MSL. **Rwy 24**, trees beginning 594' from DER, 201' left of centerline, up to 100' AGL/149' MSL. Trees beginning 606' from DER, 442' right of centerline, up to 100' AGL/159' MSL. Building 791' from DER, 266' left of centerline, 25' AGL/75' MSL. **Rwy 33**, trees beginning 36' from DER, 120' left of centerline, up to 100' AGL/179' MSL. Trees beginning 67' from DER, 75' right of centerline, up to 100' AGL/169' MSL.

## WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR (WVL)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 82133 (FAA)  
TAKEOFF MINIMUMS: **Rwys 14, 32**, 300-1.

## WEST DOVER, VT

DEERFIELD VALLEY RGNL (4V8)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 11181 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, 700-3 w/min. climb of 430' per NM to 4400. **Rwy 19**, std. w/min. climb of 300' per NM to 3900.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 005° to 4400 before turning west. **Rwy 19**, climb heading 185° to 3900 before turning west.

NOTE: **Rwy 1**, trees beginning 31' from DER, left and right of centerline, up to 90' AGL/2640' MSL. Rising terrain beginning 1.2 NM from DER, left and right of centerline, up to 4140' MSL. **Rwy 19**, trees beginning 16' from DER, left and right of centerline, up to 90' AGL/2078' MSL.

## WESTERLY, RI

WESTERLY STATE (WST)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 11153 (FAA)

TAKEOFF MINIMUMS: **Rwy 25**, 300-1

NOTE: **Rwy 7**, trees beginning 36' from DER 57' right of centerline, up to 70' AGL/120' MSL. Tree 789' from DER, 332' left of centerline, 41' AGL/100' MSL.

**Rwy 12**, trees beginning 124' from DER, 31' right of centerline, up to 61' AGL/173' MSL. Trees beginning 443' from DER, 73' left of centerline, up to 54' AGL/163' MSL. Bush 327' from DER, 3' left of centerline, 19' AGL/98' MSL. **Rwy 25**, trees beginning 171' from DER, 119' right of centerline, up to 62' AGL/121' MSL. Tank 2957' from DER, 1038' left of centerline, 126' AGL/250' MSL. Obstruction light on pole 50' from DER, 496' left of centerline, 13' AGL/ 92' MSL. Trees beginning 439' from DER, 93' left of centerline, up to 61' AGL/184' MSL.

**Rwy 32**, trees beginning 32' from DER, 46' right of centerline, up to 84' AGL/173' MSL. Trees beginning 152' from DER, 41' left of centerline, up to 85' AGL/174' MSL.

## WESTFIELD/SPRINGFIELD, MA

WESTFIELD-BARNES RGNL (BAF)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 4A 13122 (FAA)

TAKEOFF MINIMUMS: **Rwy 2**, 300-1½ or std. w/ min. climb of 204' per NM to 600, or alternatively, with standard TAKEOFF minimums a normal 200'/NM climb gradient, TAKEOFF must occur no later than 1200' prior to DER. **Rwy 15**, 400-2 or std. w/ min. climb of 404' per NM to 700. **Rwy 33**, std. w/ min. climb of 323' per NM to 2000, or 1500- 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 024° to 1700 before proceeding on course. **Rwy 15**, climb heading 154° to 1300 before proceeding on course.

**Rwy 20**, climb heading 204° to 1500 before proceeding on course. **Rwy 33**, climb heading 334° to 1900 before proceeding on course, or for climb in visual conditions: cross Westfield- Barnes Rgnl airport at or above 1600 MSL before proceeding on course.

NOTE: **Rwy 2**, trees beginning 1186' from DER, 144' left of centerline, up to 100' AGL/385' MSL. Trees beginning 1098' from DER, 431' right of centerline, up to 100' AGL/465' MSL. **Rwy 15**, trees beginning 245' from DER, 74' left of centerline, up to 100' AGL/576' MSL. Bush 245' from DER, 285' left of centerline, up to 20' AGL/265' MSL. Obstruction light on tank 4773' from DER, 1315' left of centerline, 190' AGL/440' MSL. Trees beginning 360' from DER, 8' right of centerline, up to 100' AGL/508' MSL. **Rwy 20**, trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL. Trees beginning 541' from DER, 138' right of centerline, up to 100' AGL/ 329' MSL. **Rwy 33**, trees and bush beginning 151' from DER, 138' left of centerline, up to 100' AGL/383' MSL. Obstruction light on radio tower and towers beginning 1.50 NM from DER, 2641' left of centerline, up to 305' AGL/545' MSL. Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/ 513' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND  
DIVERSE VECTOR AREA (RADAR VECTORS)**

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**WESTOVER ARB/METROPOLITAN  
(KCEF)**

**SPRINGFIELD/CHICOPEE, MA  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES**

AMDT 1, 15036

TAKE-OFF MINIMUMS: **Rwy 5**, standard with minimum climb of 238 ft/NM to 1900, or 1400-2½ for climb in visual conditions: Cross CEF VOR at or above 1500' MSL before proceeding on course. **Rwy 15**, standard with minimum climb of 214 ft/NM to 1900, or 1400-2½ for climb in visual conditions: Cross CEF VOR at or above 1500' MSL before proceeding on course. **Rwy 23**, standard with minimum climb of 206 ft/NM to 1900 or 1400-2½ for climb in visual conditions: Cross CEF VOR at or above 1500 MSL before proceeding on course. **Rwy 33**, standard with minimum climb of 308 ft/NM to 1900 or 1400-2½ for climb in visual conditions: Cross CEF VOR at or above 1500' MSL before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 15**, trees 1380' from DER, 40' left of centerline, 60' AGL/279' MSL to 3723' from DER, 1366' left of centerline, 121' AGL/322' MSL. Tree 1346' from DER, 5' right of centerline, 60' AGL/79' MSL to 3433' from DER, 789' right of centerline, 124' AGL/324' MSL. Pylon 6019' from DER, 2142' left of centerline, 127' AGL/381' MSL. **Rwy 23**, taxiing aircraft 87' from DER, 466' right of centerline, 32' AGL/267' MSL. Pylon 4574' from DER, 1570' left of centerline, 110' AGL/319' MSL. Pylon 5346' from DER, 1730' right of centerline, 122' AGL/320' MSL. Tree 1707' from DER, 208' left of centerline, 43' AGL/289' MSL. Tree 1739' from DER, 199' right of centerline, 45' AGL/291' MSL. Tree 1194' from DER, 729' left of centerline, 51' AGL/266' MSL. Pylon 4131' from DER, 1936' left of centerline, 137' AGL/352' MSL. **Rwy 33**, tree line 2847' from DER, 910' left of centerline, 99' AGL/346' MSL. Tree line 2793' from DER, 215' left of centerline, 99' AGL/348' MSL.

**WHITEFIELD, NH**

**MOUNT WASHINGTON RGNL (HIE)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES**

AMDT 5 11097 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 670' per NM to 5100 or 3100-3 for climb in visual conditions. **Rwy 28**, std. w/ min. climb of 540' per NM to 2300, or 400-2½ with minimum climb of 340' per NM to 2800, or 3100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climbing left turn direct GMA NDB thence ... or for climb in visual conditions, cross Mount Washington RGNL Airport at or above 4000' MSL, then on course 250° to GMA NDB, thence ...

**Rwy 28**, climb direct GMA NDB thence ... or for climb in visual conditions, cross Mount Washington RGNL Airport at or above 4000' MSL, then on course 250° to GMA NDB, thence ...

... climb in GMA NDB holding pattern (hold West, left turns, 104° bearing inbound) to cross GMA NDB at or above 5500' MSL before proceeding on course.

NOTE: **Rwy 10**, train beginning 7' from DER, 467' left of centerline, up to 23' AGL/1125' MSL. Bush 52' from DER, 373' right of centerline, 10' AGL/1082' MSL. Trees beginning 61' from DER, left and right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 153' from DER, left and right of centerline, up to 1185' MSL. Poles beginning 686' from DER, 379' left of centerline, 45' AGL/1128' MSL. **Rwy 28**, train beginning 7' from DER, 469' right of centerline, up to 23' AGL/1085' MSL.

Vehicles on road beginning 8' from DER, left and right of centerline, up to 15' AGL/1097' MSL. Rising terrain beginning 213' from DER, 485' left of centerline, up to 1303' MSL. Trees beginning 269' from DER, left and right of centerline, up to 100' AGL/1438' MSL.

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**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND  
DIVERSE VECTOR AREA (RADAR VECTORS)**



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## WILLIMANTIC, CT

WINDHAM (JD)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 6 14149 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, std. w/ min. climb of 411' per NM to 900, or 1100-2½' for climb in visual conditions. **Rwy 18**, 300-2 or std. w/ min. climb of 434' per NM to 700. **Rwy 27**, 300-2 or std. w/ min. climb of 270' per NM to 800. **Rwy 36**, std. w/ min. climb of 405' per NM to 700, or 1100-2½' for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 089° to 900 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 18**, climb heading 170° to 1000 before turning right. **Rwy 27**, climb heading 269° to 800 before proceeding on course. **Rwy 36**, climb heading 358° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 9**, vehicle on road beginning 22' from DER, 461' right of centerline, up to 15' AGL/292' MSL. Trees beginning 29' from DER, 92' right of centerline, up to 52' AGL/301' MSL. Vehicle on road beginning 66' from DER, 188' left of centerline, up to 15' AGL/292' MSL. Fence 75' from DER, 196' right of centerline, 6' AGL/277' MSL. Poles beginning 284' from DER, left and right of centerline, up to 51' AGL/322' MSL. Trees beginning 466' from DER, 229' right of centerline, up to 88' AGL/349' MSL. Vehicle on road beginning 1110' from DER, left and right of centerline, up to 15' AGL/299' MSL. Trees beginning 1147' from DER, left and right of centerline, up to 80' AGL/376' MSL.

Catenary beginning 1305' from DER, 126' right of centerline, up to 41' AGL/310' MSL. Trees beginning 4005' from DER, left and right of centerline, up to 80' AGL/587' MSL. Trees beginning 1.1 NM from DER, left and right of centerline, up to 80' AGL/668' MSL. **Rwy 18**, vehicle in parking lot 17' from DER, 264' left of centerline, 15' AGL/264' MSL. Trees beginning 47' from DER, 66' right of centerline, up to 80' AGL/315' MSL. Trees beginning 123' from DER, 45' left of centerline, up to 80' AGL/326' MSL. Pole 413' from DER, 147' left of centerline, 30' AGL/279' MSL. Trees beginning 2097' from DER, 19' right of centerline, up to 80' AGL/412' MSL. Trees beginning 2901' from MSL, 81' left of centerline, up to 80' AGL/418' MSL. Trees beginning 1.6 NM from DER, 2908' left of centerline, up to 80' AGL/516' MSL. **Rwy 27**, trees beginning 122' from DER, 117' left of centerline, up to 63' AGL/272' MSL. Trees beginning 134' from DER, 126' right of centerline, up to 55' AGL/264' MSL. Trees beginning 193' from DER, left and right of centerline, up to 82' AGL/317' MSL. Trees beginning 2981' from DER, 442' right of centerline, up to 83' AGL/539' MSL. **Rwy 36**, tree 31' from DER, 502' left of centerline, 93' AGL/312' MSL. Trees beginning 130' from DER, 157' right of centerline, up to 99' AGL/329' MSL. Trees beginning 195' from DER, 22' left of centerline, up to 103' AGL/316' MSL. Trees beginning 4742' from DER, 1397' left of centerline, up to 80' AGL/546' MSL.

## WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 10154 (FAA)

TAKEOFF MINIMUMS: **Rwy 33**, std. w/ min. climb of 326' per NM to 1000, or 1200-2½' for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, Climb heading 013° to 1000 before turning left. **Rwy 33**, Climb heading 328° to 1000 or for climb in visual conditions: cross Bradley Intl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 1**, vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL. **Rwy 6**, trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL. **Rwy 15**, vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL. **Rwy 24**, trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. Obstruction light on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL. **Rwy 33**, trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

## WISCASSET, ME

WISCASSET (IWI)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 10154 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, 300-2 or std. with a min. climb of 232' per NM to 400, or alternatively, with standard TAKEOFF minimums and a normal 200' per NM climb gradient, TAKEOFF must occur no later than 2100' prior to DER.

NOTE: **Rwy 7**, trees beginning 115' from DER, right of and left of centerline, up to 80' AGL/149' MSL. Vehicle on road, 537' from DER, right and left of centerline, 17' AGL/76' MSL. T-L towers beginning 3144' from DER, right and left of centerline, 141' AGL/206' MSL. Trees beginning 3643' from DER, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' MSL. **Rwy 25**, vehicles on roads beginning 30' from DER, right and left of centerline, 15' AGL/84' MSL. Trees beginning 739' from DER, 111' left of centerline, up to 80' AGL/149' MSL. Trees beginning 501' from DER, 252' right of centerline, up to 80' AGL/189' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND  
DIVERSE VECTOR AREA (RADAR VECTORS)**

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**WORCESTER, MA**

WORCESTER RGNL (ORH)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 8 10070 (FAA)

TAKEOFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33**, 700-3 or std. with a min. climb of 394' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29**, climb heading 289° to 1600 before turning right. **Rwy 33**, climb heading 333° to 2000 before turning right

NOTE: **Rwy 15**, trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29**, trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33**, trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.

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**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND  
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INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non-precision approaches and approaches with vertical guidance [NDB, VOR, LOC, TACAN, LDA, SDF, VOR/DME, ASR, RNAV (GPS) or RNAV (RNP)] are 800-2. Standard alternate minimums for precision approaches (ILS, PAR, or GLS) are 600-2. Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Civil pilots see FAR 91. IFR Alternate Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI (LEW) ..... ILS or LOC Rwy 4<sup>1</sup> RNAV (GPS) Rwy 4<sup>23</sup> RNAV (GPS) Rwy 22<sup>23</sup>

<sup>1</sup>ILS, Categories A, B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, NA.

<sup>2</sup>Category D, 800-2½.

<sup>3</sup>NA when local weather not available.

AUGUSTA, ME

AUGUSTA STATE (AUG) ... ILS or LOC Rwy 17<sup>1</sup> RNAV (GPS)-B RNAV (GPS) Rwy 8 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 VOR Rwy 35<sup>2</sup> VOR/DME-A

NA when local weather not available.

<sup>1</sup>ILS, Categories B, C, D, 700-2.

<sup>2</sup>Category C, 800-2½; Category D, 800-2½.

BANGOR, ME

BANGOR INTL (BGR) ..... ILS or LOC Rwy 33 ILS, LOC, Categories A, B, 1000-2; Categories C, D, E, 1000-3.

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB) ..... ILS or LOC Rwy 22<sup>1</sup> RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22

NA when local weather not available.

<sup>1</sup>ILS, Category C, D, 700-2.

NAME ALTERNATE MINIMUMS

BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED) ..... ILS or LOC Rwy 11<sup>12</sup> ILS or LOC Rwy 29<sup>13</sup> RNAV (GPS) Z Rwy 11 RNAV (GPS) Rwy 23 RNAV (GPS) Z Rwy 29 VOR Rwy 23

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Categories A, B, C, 800-2; Category D, 800-2½; LOC, Category D, 800-2½.

<sup>3</sup>ILS, Categories A, B, 800-2; Category C, D, 800-2½. LOC, Category C, D, 800-2½.

BEVERLY, MA

BEVERLY RGNL (BVY) ..... LOC Rwy 16<sup>1</sup> RNAV (GPS) Rwy 9<sup>2</sup> RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 27<sup>2</sup> RNAV (GPS) Rwy 34<sup>2</sup>

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Category D, 800-2½.

BLOCK ISLAND, RI

BLOCK ISLAND STATE (BID) ..... RNAV (GPS) Rwy 28 VOR Rwy 28

NA when local weather not available.

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**ALTERNATE MINS**

M7



16315

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
<b>WHITEFIELD, NH</b>			
MOUNT WASHINGTON			
RGNL (HIE).....	<b>RNAV (GPS) Y Rwy 10<sup>12</sup></b>		
	<b>RNAV (GPS) Z Rwy 10<sup>2</sup></b>		

<sup>1</sup>Categories A, B, 900-2; Category C, 900-2¾.  
<sup>2</sup>NA when local weather not available.

**WILLIMANTIC, CT**

WINDHAM (IJD).....	<b>RNAV (GPS) Rwy 9<sup>2</sup></b>
	<b>RNAV (GPS) Rwy 27<sup>2</sup></b>
	<b>VOR-A<sup>1</sup></b>

<sup>1</sup>Category C, 800-2¼.  
<sup>2</sup>NA when local weather not available.

**WINDSOR LOCKS, CT**

BRADLEY INTL (BDL).....	<b>ILS or LOC Rwy 6<sup>1</sup></b>
	<b>ILS or LOC Rwy 24<sup>2</sup></b>
	<b>ILS or LOC Rwy 33<sup>2</sup></b>
	<b>RNAV (GPS) Y Rwy 6<sup>2</sup></b>
	<b>RNAV (GPS) Rwy 15<sup>3</sup></b>
	<b>RNAV (GPS) Y Rwy 24<sup>2</sup></b>
	<b>RNAV (GPS) Rwy 33<sup>2</sup></b>

<sup>1</sup>Categories A, B, 1000-2; Category C, 1000-2¾;  
 Category D, 1000-3.  
<sup>2</sup>Category D, 800-2½.  
<sup>3</sup>Categories A, B, 1000-2; Category C,  
 1000-2¾.

**WISCASSET, ME**

WISCASSET (IWI).....	<b>RNAV (GPS) Rwy 7</b>
	<b>RNAV (GPS) Rwy 25</b>

NA when local weather not available.

**WORCESTER, MA**

WORCESTER	
RGNL (ORH).....	<b>ILS or LOC Rwy 11<sup>12</sup></b>
	<b>ILS or LOC Rwy 29<sup>12</sup></b>
	<b>RNAV (GPS) Rwy 11<sup>3</sup></b>
	<b>RNAV (GPS) Rwy 29<sup>3</sup></b>
	<b>RNAV (GPS) Rwy 33<sup>3</sup></b>
	<b>VOR/DME Rwy 33<sup>3</sup></b>

NA when local weather not available.  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>ILS, Category B, 700-2; Category C, 800-2;  
 Category D, 1000-3. LOC, Category D,  
 1000-3.  
<sup>3</sup>Category D, 1000-3.

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**ALTERNATE MINS**

M7

NE-1



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# RADAR MINS

N1

16287



## RADAR INSTRUMENT APPROACH MINIMUMS

### BANGOR, ME

Amdt 4E, 13OCT16 (16287) (FAA)

ELEV 192

### BANGOR INTL (BGR)

RADAR-1 118.925 239.3   NA

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u>	<u>HAT/</u>	<u>CEIL-VIS</u>
				<u>MDA-VIS</u>	<u>HATH/</u>	
ASR	33		AB	720/24	557	(600-½)
			CDE	720/60	557	(600-1¼)
	15		AB	720/24	528	(600-½)
			C	720/50	528	(600-1)
			DE	720/60	528	(600-1¼)
CIRCLING	ALL RWY		AB	720-1	528	(600-1)
			C	720-1½	528	(600-1½)
			DE	760-2	568	(600-2)

Circling not authorized Northeast of Rwy 15-33.



For inoperative ALS increase S-15 CAT E visibility to 1¼, S-33 CAT E visibility to 1%.

### PORTSMOUTH, NH

Amdt 1, 05JUN08 (14261) (FAA)

ELEV 100

### PORTSMOUTH INTL AT PEASE (PSM)

RADAR-1 125.05 269.4   NA

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u>	<u>HAT/</u>	<u>CEIL-VIS</u>
				<u>MDA-VIS</u>	<u>HAA</u>	
PAR	34	3.0°/64/1221	ABCDE	284/24	200	(200-½)
ASR	16		ABC	520/40	420	(500-¾)
			DE	520/50	420	(500-1)
	34		ABC	560/40	476	(500-¾)
			D	560/50	476	(500-1)
			E	560/60	476	(500-1¼)
CIRCLING	ALL RWY		AB	560-1¼	460	(500-1¼)
			C	560-1½	460	(500-1½)
			D	680-2	580	(600-2)
			E	720-2¼	620	(700-2¼)

Circling NA east of Rwy 16/34

For inoperative MALSR increase PAR S-34 CAT E visibility to RVR 4000, ASR S-34 CAT E visibility to 1¼.

For inoperative MALSR increase ASR S-16 CAT D visibility to RVR 5000 and CAT E to 1%.

NE-1

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

16287

N1

NE-1, 10 NOV 2016 to 05 JAN 2017

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## LAND AND HOLD-SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
BEDFORD, MA			
LAURENCE G. HANSCOM			
FIELD (BED)	05	11-29	3,000 feet
	11	05-23	2,650 feet
	29	05-23	3,662 feet
BEVERLY, MA			
BEVERLY MUNI (BVY)	09	16-34	3,450 feet
	16	09-27	4,000 feet
BOSTON, MA			
GENERAL EDWARD LAWRENCE			
LOGAN INTL (BOS)	04L	15L-33R	5,250 feet
	15R	09-27	6,800 feet
	22L	09-27	6,400 feet
	27	04R-22L	5,650 feet
BRIDGEPORT, CT			
IGOR I. SIKORSKY			
MEMORIAL (BDR)	06	11-29	3,700 feet
	11	06-24	3,350 feet
BURLINGTON, VT			
BURLINGTON INTL (BTV)			
	01	15-33	2,600 feet
	15	Twy A	3,600 feet
	33	01-19	2,900 feet
HYANNIS, MA			
BARNSTABLE MUNI-BOARDMAN/			
POLANDO FIELD (HYA)	15	06-24	4,150 feet
	24	15-33	4,650 feet
NANTUCKET, MA			
NANTUCKET MEMORIAL (ACK)			
	06	15-33	4,316 feet
	33	06-24	3,650 feet
NORWOOD, MA			
NORWOOD MEMORIAL (OWD)			
	35	10-28	3,320 feet
PORTLAND, ME			
PORTLAND INTL			
JETPORT (PWM)	11	18-36	5,800 feet
	18	11-29	3,100 feet
WINDSOR LOCKS, CT			
BRADLEY INTL (BDL)			
	06	01-19	6,000 feet
	24	15-33	5,850 feet
	33	06-24	4,550 feet

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## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BEDFORD, MA LAURENCE G. HANSCOM FIELD (BED)	HS 1	Confusing twy intersections.
BEVERLY, MA BEVERLY MUNI (BVY)	HS 1 HS 2	Rwy hold line at East Ramp exit. Int of Twy E and Twy H.
BOSTON, MA GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)	HS 1 HS 2 HS 3 HS 4	Maintain vigilance when taxiing on Rwy 15L-33R approaching Rwy 04L-22R. Maintain vigilance on Twy C when approaching Rwy 04L-22R. Maintain vigilance on Twy E and Twy K when approaching Rwy 04L-22R. Holdline on Twy B is further back than expected. Rwy 14 markings are not taxi markings, thus confusing to where to hold short.
BRIDGEPORT, CT IGOR I SIKORSKY MEMORIAL (BDR)	HS 1	General aviation ramp on Twy A and Twy D.
BURLINGTON, VT BURLINGTON INTL (BTV)	HS 1 HS 2	Wrong rwy departure risk. Rwy 01-19 and Twy C.
DANBURY, CT DANBURY MUNI (DXR)	HS 1 HS 2 HS 3 HS 4	Confusing twy configuration. Area not visible from the twr. Active ramp adjacent to twy. Hold position on Twy C for Rwy 26.
GROTON (NEW LONDON), CT GROTON-NEW LONDON (GON)	HS 1 HS 2	Rwy 15-33 at Twy C and Twy B. Rwy 15-33 at Twy J and Twy B.
HARTFORD, CT HARTFORD-BRAINARD (HFD)	HS 1	Twy A and Twy H near the helipad.
LAWRENCE, MA LAWRENCE MUNI (LWM)	HS 1 HS 2 HS 3	Rwy 05-23 and Twy E. Rwy 14-32 and Twy A. Rwy 05-23 and Twy D.
LEBANON, NH LEBANON MUNI (LEB)	HS 1 HS 2 HS 3	Unusual location for rwy hold position marking on Twy B for Rwy 25. A portion of Twy B and North Ramp not visible from the control twr. Acft routinely back taxi on Rwy 18-36.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

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## HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MANCHESTER, NH MANCHESTER (MHT)	HS 1	Confusing rwy hold marking location.
	HS 2	Rwy holding position marking on edge of Twy A at Twy P and Twy U.
NANTUCKET, MA NANTUCKET MEMORIAL (ACK)	HS 1	High traffic area.
	HS 2	High traffic area.
	HS 3	High traffic area.
NORWOOD, MA NORWOOD MEMORIAL (OWD)	HS 1	Hold position on Twy A for Rwy 35.
PORTLAND, ME PORTLAND INTL JETPORT (PWM)	HS 1	Twy C and Twy A in close proximity of Rwy 11-29.
PROVIDENCE, RI THEODORE FRANCIS GREEN STATE (PVD)	HS 1	Complex twy int in close proximity of rwy.
	HS 2	Complex rwy/twy int.
	HS 3	Complex twy int in close proximity of rwy.
	HS 4	Maintain vigilance dep northwest ramp. Twy S is immed adj to northwest ramp. Acft could inadvertently enter Rwy 16-34.
WINDSOR LOCKS, CT BRADLEY INTL (BDL)	HS 1	Twy C and Twy E complex int in close proximity to Rwy 01-19.
	HS 2	Aircraft on Twy S missing Twy C may enter Rwy 24.
	HS 3	Aircraft on Twy J missing Twy S may enter Rwy 33.
WORCESTER, MA WORCESTER RGNL (ORH)	HS 1	Converging Twy D and Twy F in close proximity to Rwy 15-33.

\*See appropriate Chart Supplement HOT SPOT table for additional information.

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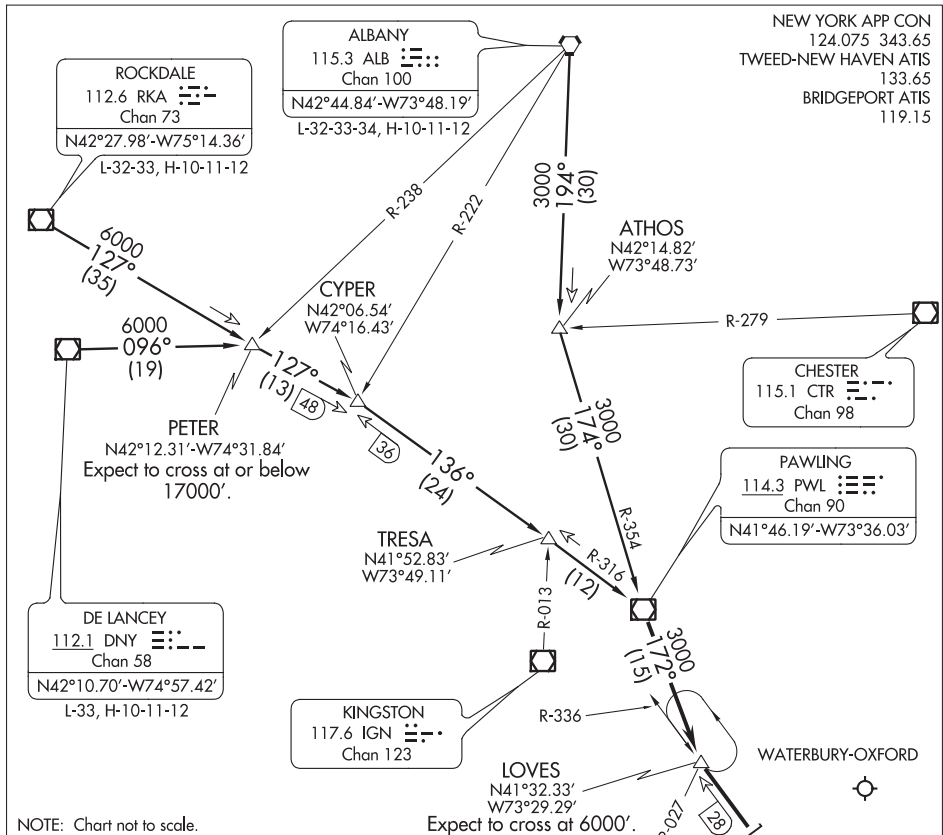
NE-1, 10 NOV 2016 to 05 JAN 2017

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# BRIDGEPORT ONE ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



NE-1, 10 NOV 2016 to 05 JAN 2017

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## ARRIVAL DESCRIPTION

**ALBANY TRANSITION (ALB.BDR1):** From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .

**DELANCEY TRANSITION (DNY.BDR1):** From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

**ROCKDALE TRANSITION (RKA.BDR1):** From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.

NOTE: This procedure applicable to jet aircraft only.

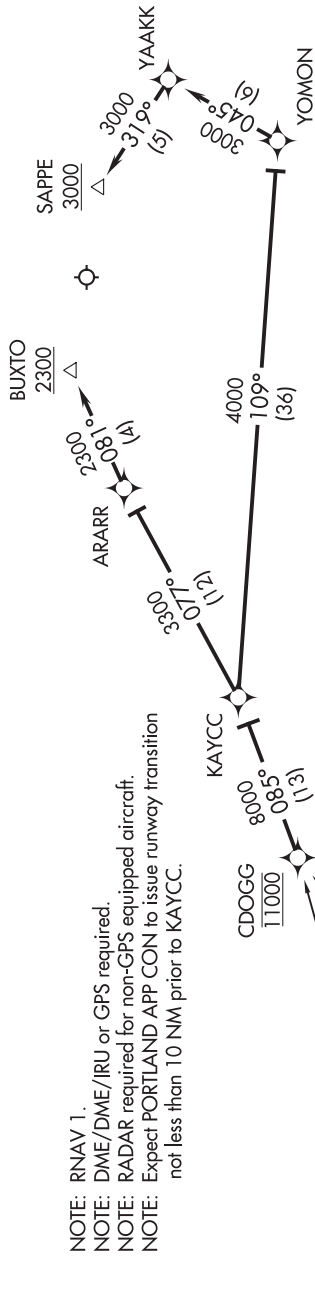
# BRIDGEPORT ONE ARRIVAL

# CDOGG THREE ARRIVAL (RNAV)

NE-1, 10 NOV 2016 to 05 JAN 2017

PORTLAND ATIS  
119.05  
PORTLAND APP CON \*  
119.75 381.2

- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RADAR required for non-GPS equipped aircraft.
- NOTE: Expect PORTLAND APP CON to issue runway transition not less than 10 NM prior to KAYCC.



## ARRIVAL ROUTE DESCRIPTION

CAMBRIDGE TRANSITION (CAM.CDOGG3)

KEENE TRANSITION (EEN.CDOGG3)

From CDOGG on track 085° to KAYCC.

LANDING RUNWAY 11: From KAYCC on track 077° to ARARR, then on track 081° to cross BUXTO at/above 2300. Expect ILS or LOC RWY 11.

LANDING RUNWAY 29: From KAYCC on track 109° to YOMON, then on track 045° to YAAKK, then on track 319° to cross SAPPE at/above 3000. Expect ILS or LOC to RWY 29.



NOTE: Chart not to scale.

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# CDOGG THREE ARRIVAL (RNAV)

NE-1, 10 NOV 2016 to 05 JAN 2017

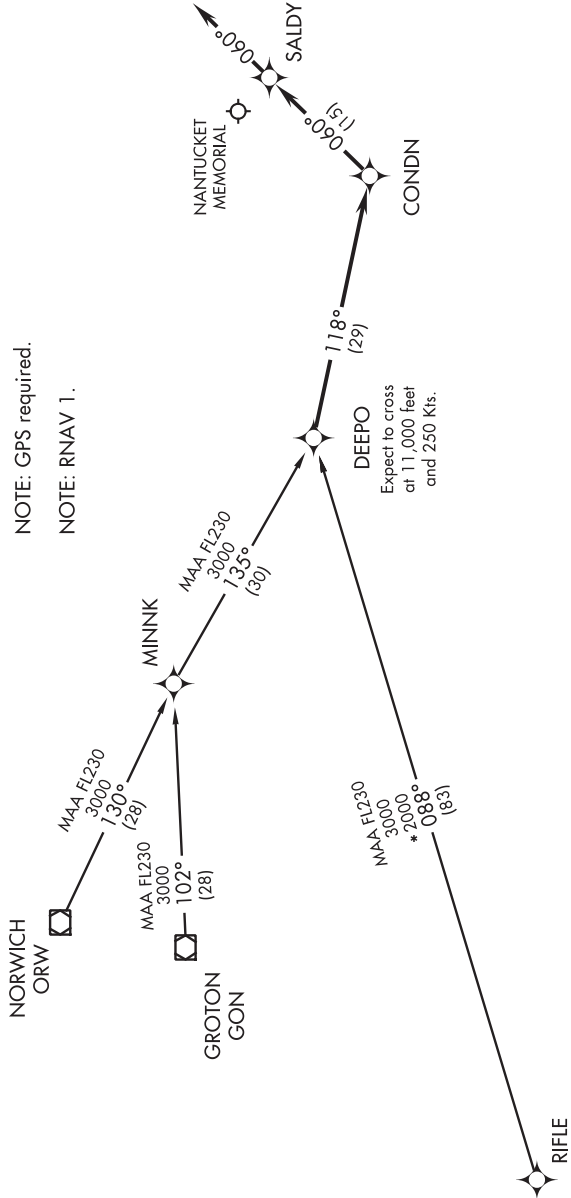
GROTON TRANSITION (GON.DEEPO1)  
NORWICH TRANSITION (ORW.DEEPO1)  
RIFLE TRANSITION (RIFLE.DEEPO1)

... From DEEPO, via 118° track to CONDIN; thence via 060° track to SALDY. Depart SALDY heading 060°, expect radar vectors to final approach course.

CAPE APP CON  
133.75 284.6  
NANTUCKET ATIS  
127.5  
NANTUCKET TOWER  
118.3 (CTAF)



NOTE: Radar required.  
NOTE: GPS required.  
NOTE: RNAV 1.



NOTE: Chart not to scale.

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# DEER PARK THREE ARRIVAL

WINDSOR LOCKS, CONNECTICUT

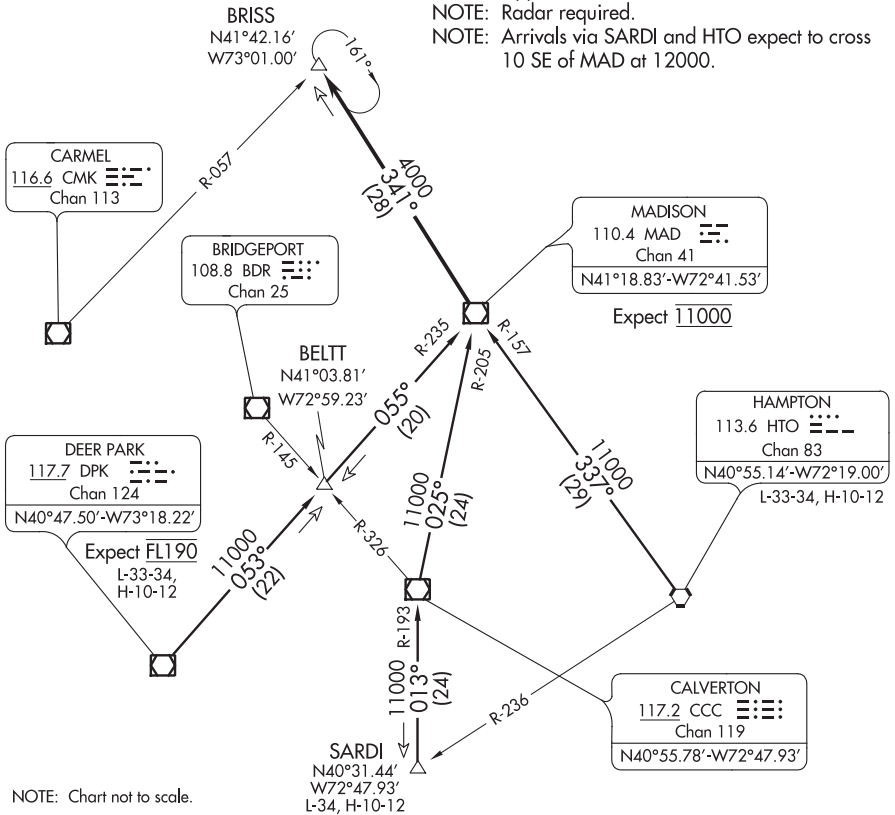
BRADLEY INTL ATIS  
 118.15  
 BRADLEY APP CON  
 123.95 290.55 (061-240)  
 125.35 281.5 (241-060)

WESTFIELD-BARNES  
 RGNL

WESTOVER ARB/  
 METROPOLITAN

BRADLEY  
 INTL

NOTE: Applicable to arrivals 11000 and above.  
 NOTE: Radar required.  
 NOTE: Arrivals via SARDI and HTO expect to cross  
 10 SE of MAD at 12000.



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## ARRIVAL ROUTE DESCRIPTION

**DEER PARK TRANSITION (DPK.DPK3):** From over DPK VOR/DME on DPK R-053 to BELTT INT, then on MAD R-235 to MAD VOR/DME. Thence . . .

**HAMPTON TRANSITION (HTO.DPK3):** From over HTO VORTAC on HTO R-337 and MAD R-157 to MAD VOR/DME. Thence . . .

**SARDI TRANSITION (SARDI.DPK3):** From over SARDI INT on CCC R-193 to CCC VOR/DME, then on CCC R-025 and MAD R-205 to MAD VOR/DME. Thence . . .

From over MAD VOR/DME on MAD R-341 to BRISS INT/MAD 28 DME.  
 Expect radar vectors to final approach course prior to BRISS INT.

# DEER PARK THREE ARRIVAL

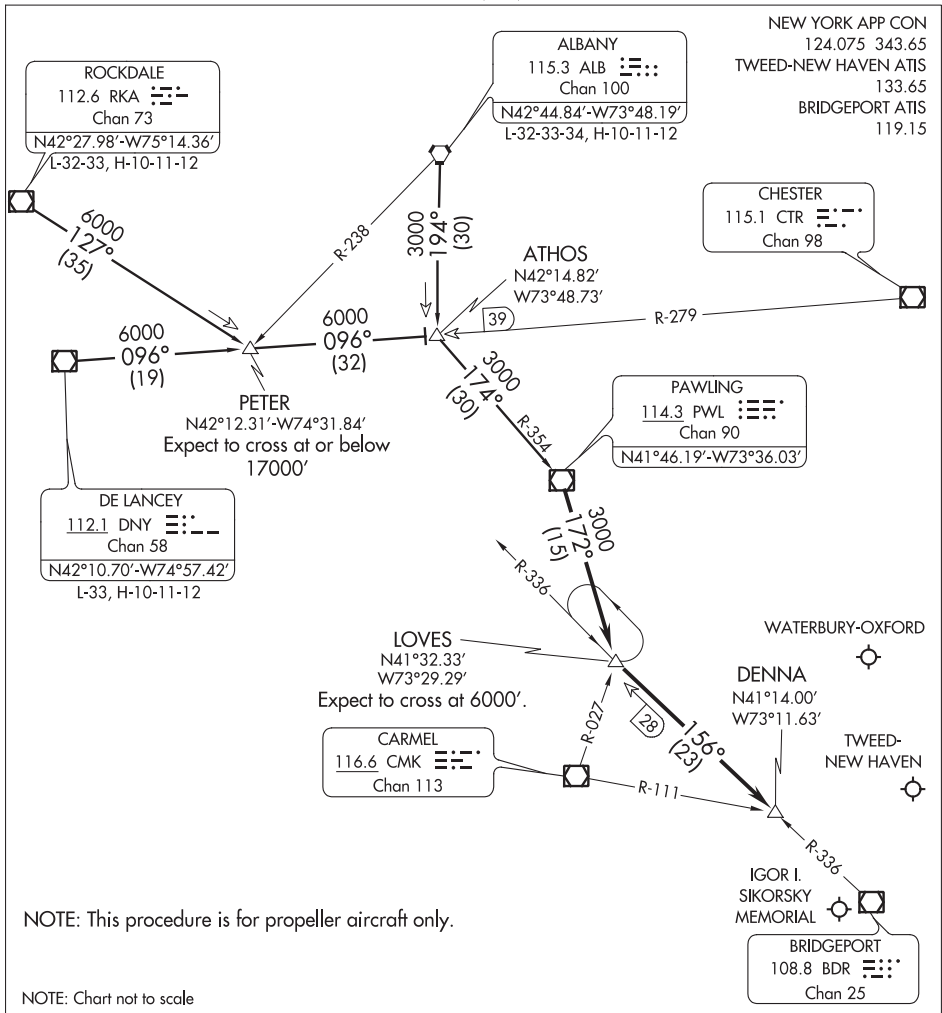
WINDSOR LOCKS, CONNECTICUT



# DENNA TWO ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



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NE-1, 10 NOV 2016 to 05 JAN 2017

# DENNA TWO ARRIVAL

BRIDGEPORT, CONNECTICUT

ALBANY TRANSITION (ALB.DENNA2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

DELANCEY TRANSITION (DNY.DENNA2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

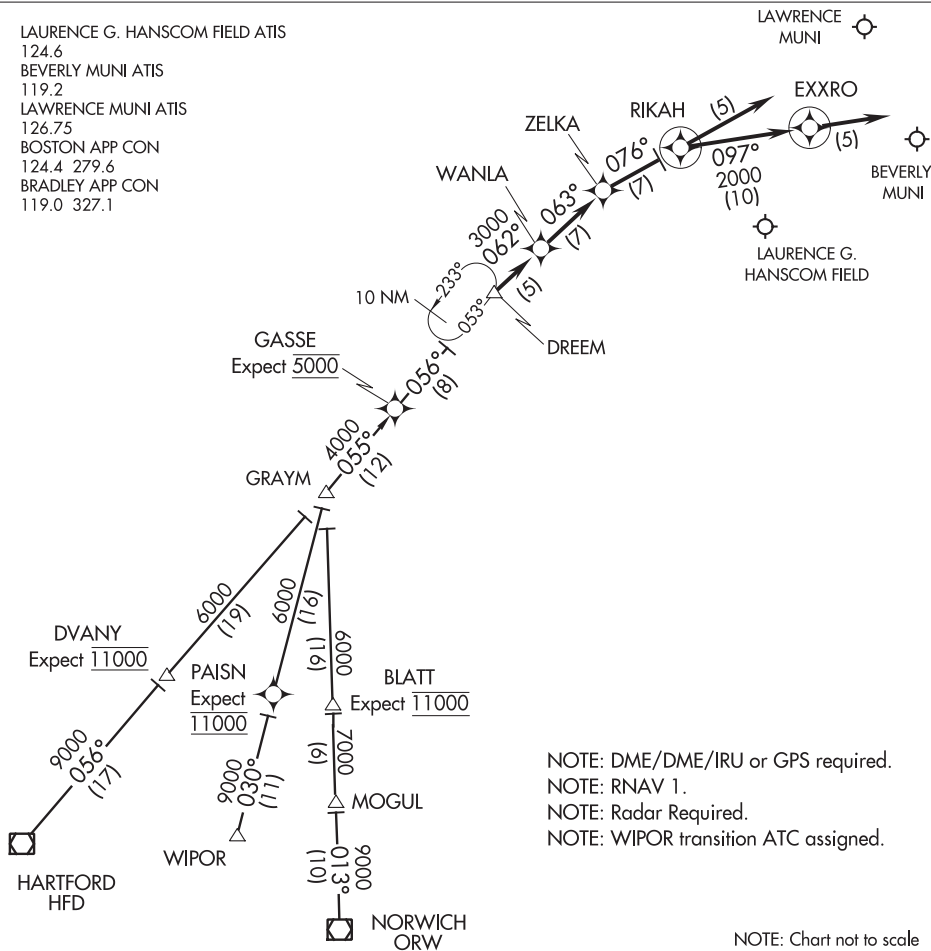
ROCKDALE TRANSITION (RKA.DENNA2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

....From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to final approach course.

# DREEM ONE ARRIVAL (RNAV)

BEDFORD, MASSACHUSETTS

LAURENCE G. HANSCOM FIELD ATIS  
 124.6  
 BEVERLY MUNI ATIS  
 119.2  
 LAWRENCE MUNI ATIS  
 126.75  
 BOSTON APP CON  
 124.4 279.6  
 BRADLEY APP CON  
 119.0 327.1



NOTE: DME/DME/IRU or GPS required.  
 NOTE: RNAV 1.  
 NOTE: Radar Required.  
 NOTE: WIPOR transition ATC assigned.

NOTE: Chart not to scale

HARTFORD TRANSITION (HFD.DREEM1):  
NORWICH TRANSITION (ORW.DREEM1):

WIPOR TRANSITION (WIPOR.DREEM1):

LANDING BVY ALL RWYS and LANDING BED RWYS 23 & 29: From DREEM on track 062° to WANLA, then on track 063° to ZELKA, then on track 076° to RIKAH, then on track 097° to EXXRO, then on track 097°. Expect radar vectors to destination airport and final approach course.

LANDING BED RWY 11: From DREEM on track 062° to WANLA. Expect RNAV approach.

LANDING BED RWY 11: From DREEM on track 062° to WANLA, then on track 063° to ZELKA. Expect ILS approach.

LANDING LWM ALL RWYS: From DREEM on track 062° to WANLA, then on track 063° to ZELKA, then on track 076° to RIKAH, then on track 076°, expect radar vectors to final approach course.

# DREEM ONE ARRIVAL (RNAV)

BEDFORD, MASSACHUSETTS

NE-1, 10 NOV 2016 to 05 JAN 2017

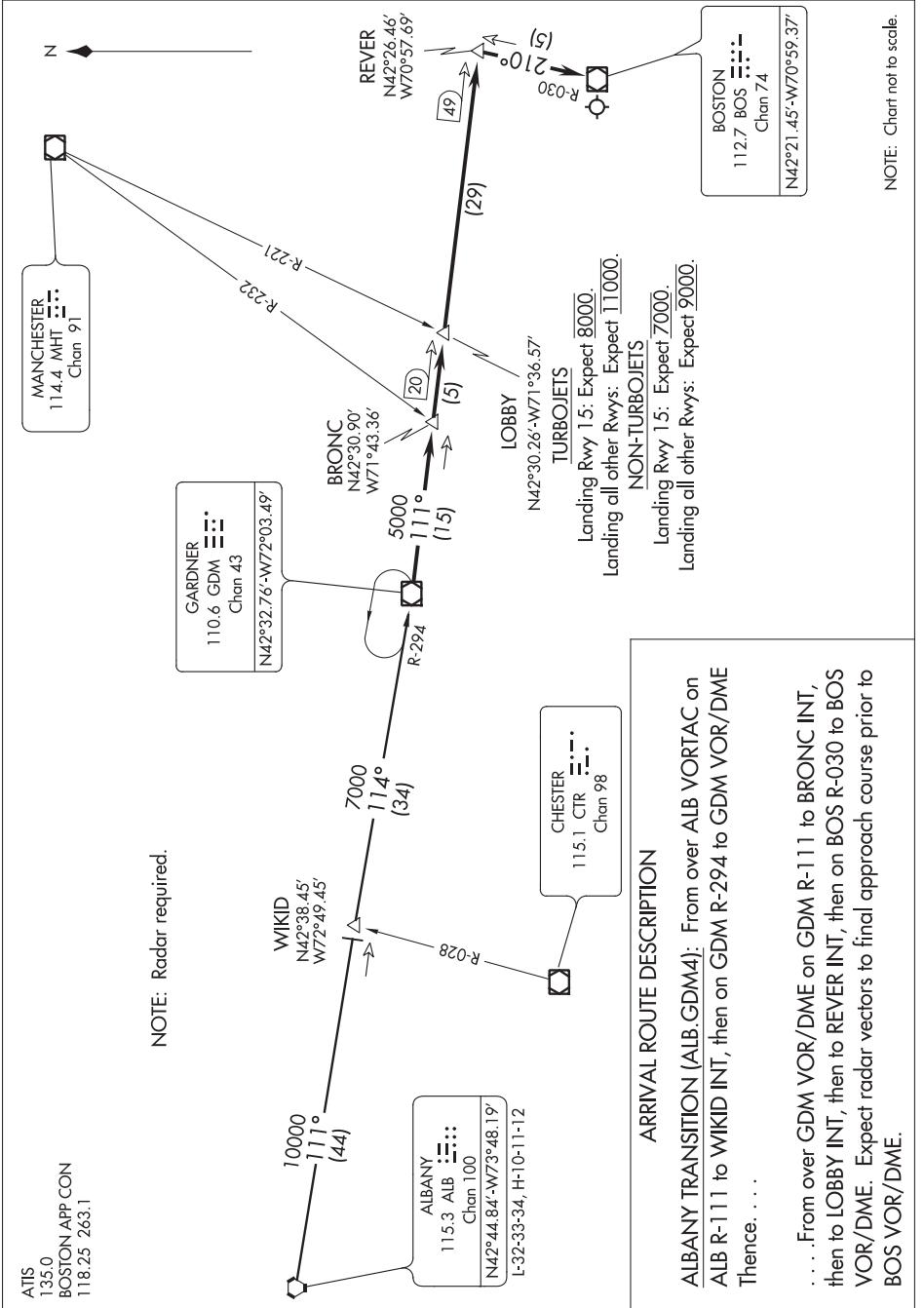
NE-1, 10 NOV 2016 to 05 JAN 2017

# GARDNER FOUR ARRIVAL

ST-58 (FAA)

GENERAL EDWARD LAWRENCE LOGAN INTL  
BOSTON, MASSACHUSETTS

NE-1, 10 NOV 2016 to 05 JAN 2017



# GARDNER FOUR ARRIVAL

NE-1, 10 NOV 2016 to 05 JAN 2017

# GRAYM FOUR ARRIVAL

ST-626 (FAA)

BEDFORD, MASSACHUSETTS

LAURENCE G. HANSCOM FIELD ATIS  
124.6  
BEVERLY MUNI ATIS  
119.2  
LAURENCE MUNI ATIS  
126.75  
BOSTON APP CON  
124.4 279.6  
BRADLEY APP CON  
119.0 327.1  
BOSTON CENTER  
133.42 307.9

GARDNER  
110.6 GDM  
Chan 43

LAWRENCE  
MUNI

FITCHBURG  
MUNI

BEVERLY  
MUNI

LAURENCE G.  
HANSCOM FIELD

WESTOVER  
114.0 CEF  
Chan 87

DREEM  
N42°21.71'  
W71°44.57'

At DREEM INT:  
RNAV Equipped Aircraft: Proceed  
direct destination. Expect RADAR  
vectors to approach course.  
NON-RNAV Equipped Aircraft:  
Expect RADAR vectors to  
approach course

GRAYM  
N42°06.07'  
W72°01.89'

GASSE  
N42°15.77'  
W71°51.29'  
Expect 5000

NE-1, 10 NOV 2016 to 05 JAN 2017

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DVANY  
N41°51.74'  
W72°18.19'  
Expect 11000

HARTFORD  
114.9 HFD  
Chan 96  
N41°38.47'-W72°32.85'

PAISN  
N41°50.38'  
W72°07.04'

BLATT  
N41°49.62'  
W72°00.92'  
Expect 11000

PROVIDENCE  
115.6 PVD  
Chan 103

WIPOR  
N41°39.38'  
W72°10.63'

L-33-34,  
H-10-12  
4000  
053°  
(17)

MOGUL  
N41°43.38'  
W72°00.55'

NORWICH  
110.0 ORW  
Chan 37  
N41°33.38'-W71°59.96'  
L-33-34, H-10-12

Note: RADAR Required.  
Note: STAR applicable to aircraft  
requesting 11000' and above.  
Note: ATC may assign STAR to aircraft  
at and below 10000'.

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

HARTFORD TRANSITION (HFD.GRAYM4): From over HFD VOR/DME on HFD R-053 to GRAYM INT. Thence. . .

NORWICH TRANSITION (ORW.GRAYM4): From over ORW VOR/DME on ORW R-011 to GRAYM INT. Thence. . .

. . . . From over GRAYM INT on HFD VOR/DME R-053 to GASSE INT then to DREEM INT.

At DREEM INT:

RNAV EQUIPPED AIRCRAFT: Proceed direct destination. Expect radar vectors to final approach course.

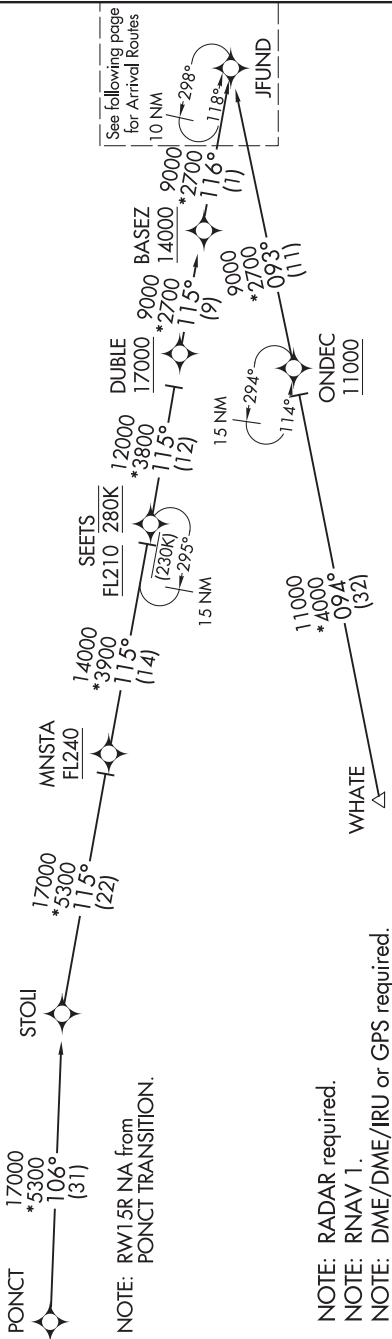
NON-RNAV EQUIPPED AIRCRAFT: Expect radar vectors to approach course.

# JFUND ONE ARRIVAL (RNAV) Transition Routes

BOSTON, MASSACHUSETTS

NE-1, 10 NOV 2016 to 05 JAN 2017

ATIS  
135.0  
BOSTON APP CON  
120.6 263.1



See following page for Arrival Routes

NOTE: RW15R NA from PUNCT TRANSITION.

NOTE: RADAR required.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: Turbojet aircraft only.

NOTE: ONDEC and WHATE transitions assigned by ATC only.



ONDEC TRANSITION (ONDEC..JFUND1): (Assigned by ATC only).  
PUNCT TRANSITION (PUNCT..JFUND1)  
WHATE TRANSITION (WHATE..JFUND1): (Assigned by ATC only).

NOTE: Not to scale. (CONTINUED ON FOLLOWING PAGE)

# JFUND ONE ARRIVAL (RNAV) Transition Routes

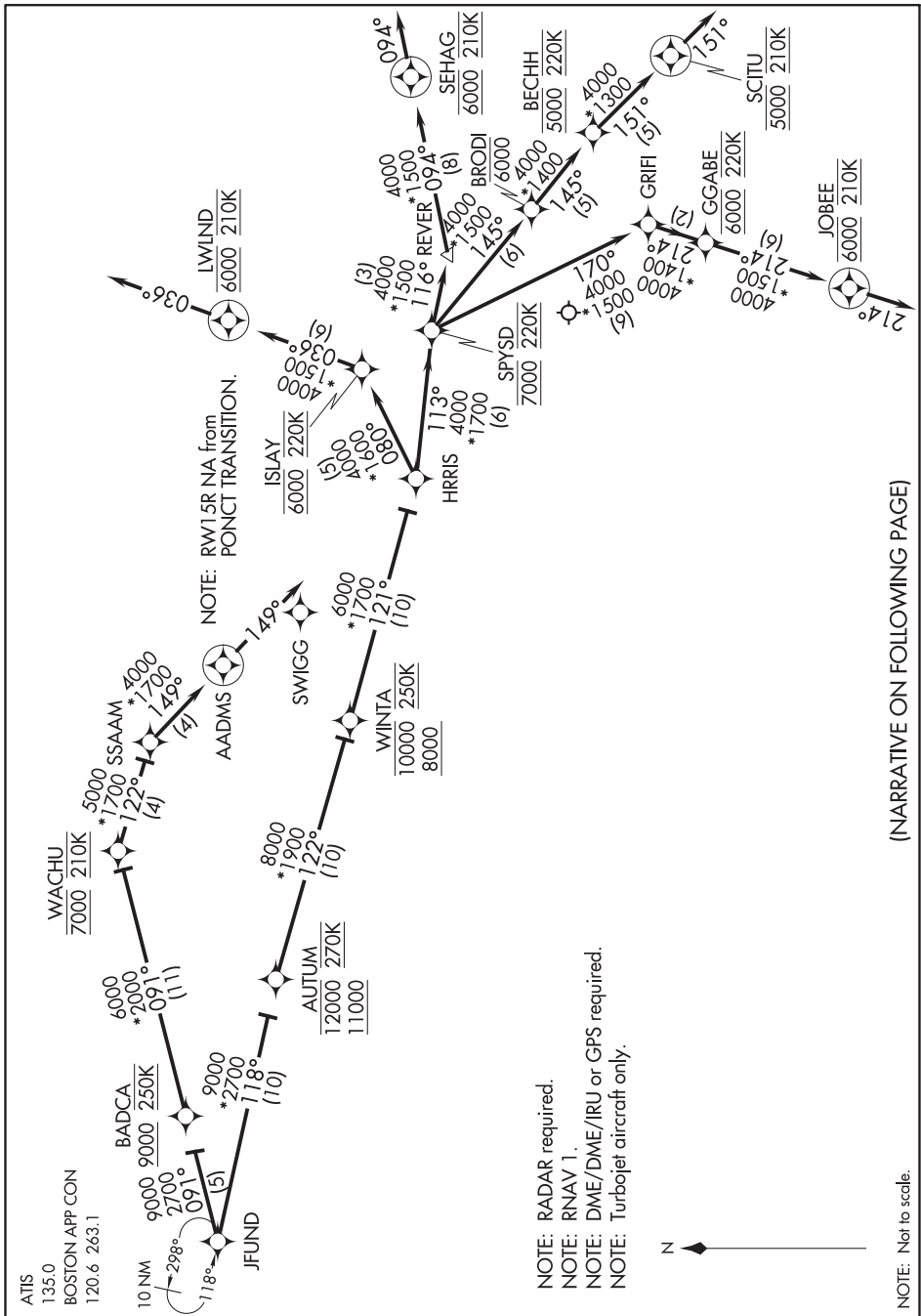
BOSTON, MASSACHUSETTS

NE-1, 10 NOV 2016 to 05 JAN 2017

# JFUND ONE ARRIVAL (RNAV) Arrival Routes

BOSTON, MASSACHUSETTS

NE-1, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)

NE-1, 10 NOV 2016 to 05 JAN 2017

# JFUND ONE ARRIVAL (RNAV) Arrival Routes

BOSTON, MASSACHUSETTS

(JFUND.JFUND1) 16147

JFUND ONE ARRIVAL (RNAV)

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)  
ST-58 BOSTON, MASSACHUSETTS

## ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAY 4R/L: From JFUND on track 118° to cross AUTUM between 11000 and 12000 and at 270K, then on track 122° to cross WINTA between 8000 and 10000 and at 250K, then on track 121° to HRRIS, then on track 113° to cross SPYSD at 7000 and at 220K, then on track 170° to GRIFI, then on track 214° to cross GGABE at 6000 and at 220K, then on track 214° to cross JOBEE at 6000 and at 210K, then on track 214°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 15R: From JFUND on track 091° to cross BADCA at or above 9000 and at 250K, then on track 091° to cross WACHU at 7000 and at 210K, then on track 122° to SSAAM, then on track 149° to AADMS, then on track 149°. Expect RADAR vectors to final approach course.

LANDING RWY 22R/L: From JFUND on track 118° to cross AUTUM between 11000 and 12000 and at 270K, then on track 122° to cross WINTA between 8000 and 10000 and at 250K, then on track 121° to HRRIS, then on track 080° to cross ISLAY at 6000 and at 220K, then on track 036° to cross LWLND at 6000 and at 210K, then on track 036°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 27: From JFUND on track 118° to cross AUTUM between 11000 and 12000 and at 270K, then on track 122° to cross WINTA between 8000 and 10000 and at 250K, then on track 121° to HRRIS, then on track 113° to cross SPYSD at 7000 and at 220K, then on track 116° to REVER, then on track 094° to cross SEHAG at 6000 and at 210K, then on track 094°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 32, 33L: From JFUND on track 118° to cross AUTUM between 11000 and 12000 and at 270K, then on track 122° to cross WINTA between 8000 and 10000 and at 250K, then on track 121° to HRRIS, then on track 113° to cross SPYSD at 7000 and at 220K, then on track 145° to cross BRODI at or below 6000, then on track 145° to cross BECHH at 5000 and at 220K, then on track 151° to cross SCITU at 5000 and at 210K, then on track 151°. Expect RADAR vectors to final approach course.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

JFUND ONE ARRIVAL (RNAV)

(JFUND.JFUND1) 26MAY16

BOSTON, MASSACHUSETTS  
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

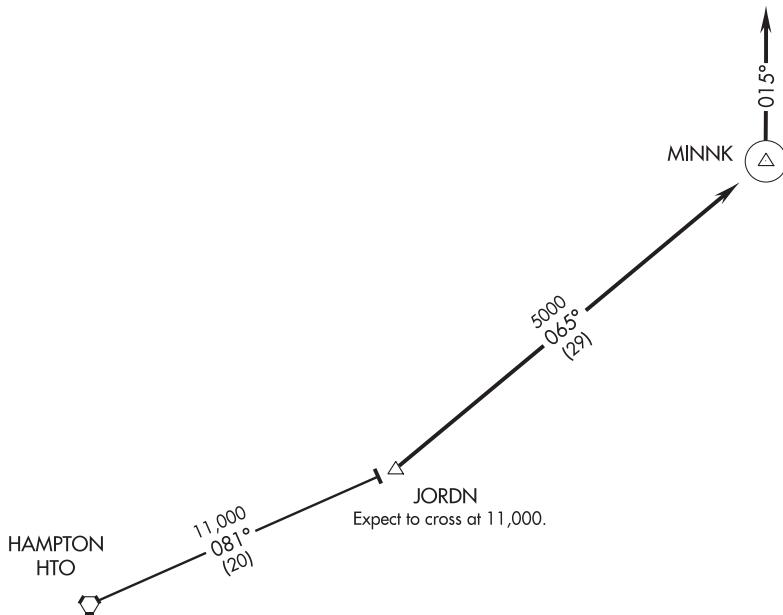


(JORDN.JORDN2) 07074 ST-333 (FAA)  
**JORDN TWO ARRIVAL (RNAV)**

THEODORE FRANCIS GREEN STATE  
PROVIDENCE, RHODE ISLAND

PROVIDENCE APP CON ★  
125.75 385.6  
PROVIDENCE ATIS  
124.2  
PROVIDENCE TOWER ★  
120.7 (CTAF)

THEODORE FRANCIS GREEN STATE



NOTE: RADAR REQUIRED.  
NOTE: 1. DME/DME/IRU or GPS Required.  
2. RNAV 1.

NOTE: Chart not to scale.

**ARRIVAL ROUTE DESCRIPTION**

HAMPTON TRANSITION (HTO..JORDN2):

. . . . From JORDN, via 065° track to MINNK (MEA 5,000). Depart MINNK heading 015°.  
Expect radar vectors to final approach course.

**JORDN TWO ARRIVAL (RNAV)**  
(JORDN.JORDN2) 07074

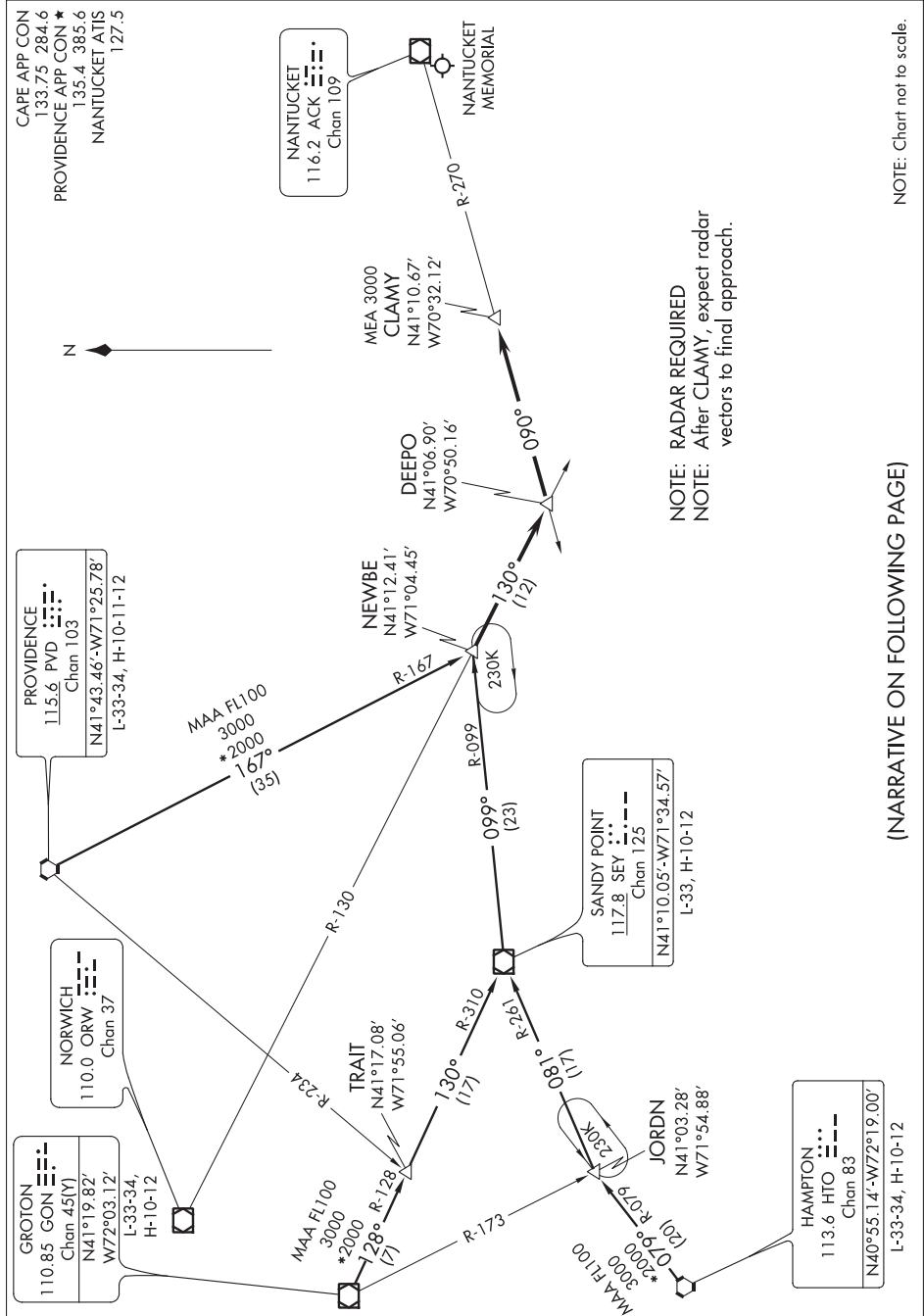
PROVIDENCE, RHODE ISLAND  
THEODORE FRANCIS GREEN STATE

# NEWBE ONE ARRIVAL

ST-659 (FAA)

NANTUCKET MEMORIAL  
NANTUCKET, MASSACHUSETTS

NE-1, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 10 NOV 2016 to 05 JAN 2017

# NEWBE ONE ARRIVAL

ARRIVAL DESCRIPTION

GROTON TRANSITION (GON.NEWBE1): From over GON VOR/DME via GON R-128 to TRAIT INT, then via SEY R-310 to SEY VOR/DME, then via SEY R-099 to NEWBE INT. Thence . . . .

HAMPTON TRANSITION (HTO.NEWBE1): From over HTO VORTAC via HTO R-079 to JORDN INT, then via SEY R-261 to SEY VOR/DME, then via SEY R-099 to NEWBE INT. Thence . . . .

PROVIDENCE TRANSITION (PVD.NEWBE1): From over PVD VORTAC via PVD R-167 to NEWBE INT. Thence . . . .

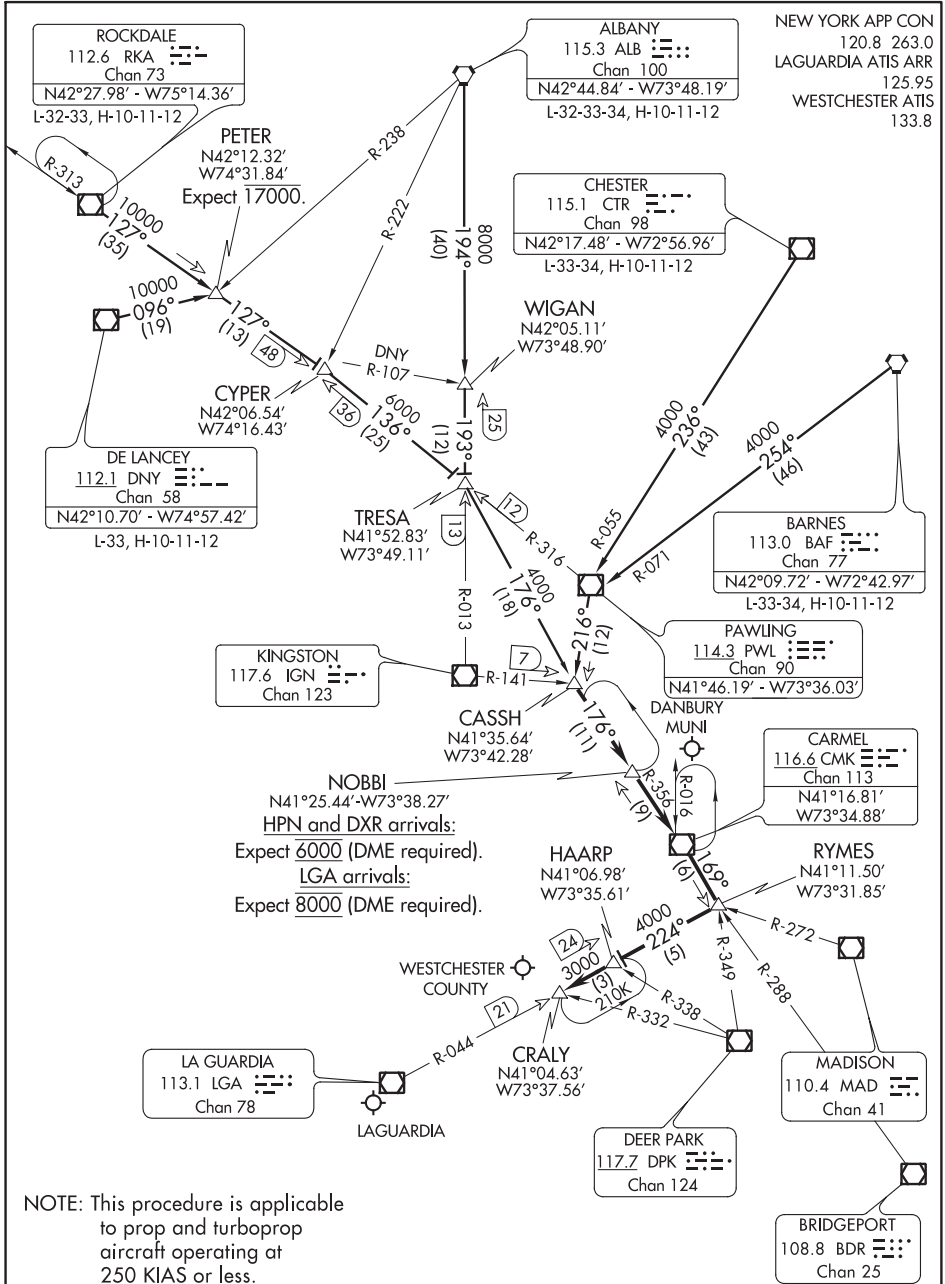
. . . . From over NEWBE INT via ORW R-130 to DEEPO INT, then via the ACK R-270 to CLAMY INT (MEA 3000). After CLAMY INT, expect radar vectors to the final approach course.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

NOTE: This procedure is applicable to prop and turboprop aircraft operating at 250 KIAS or less.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

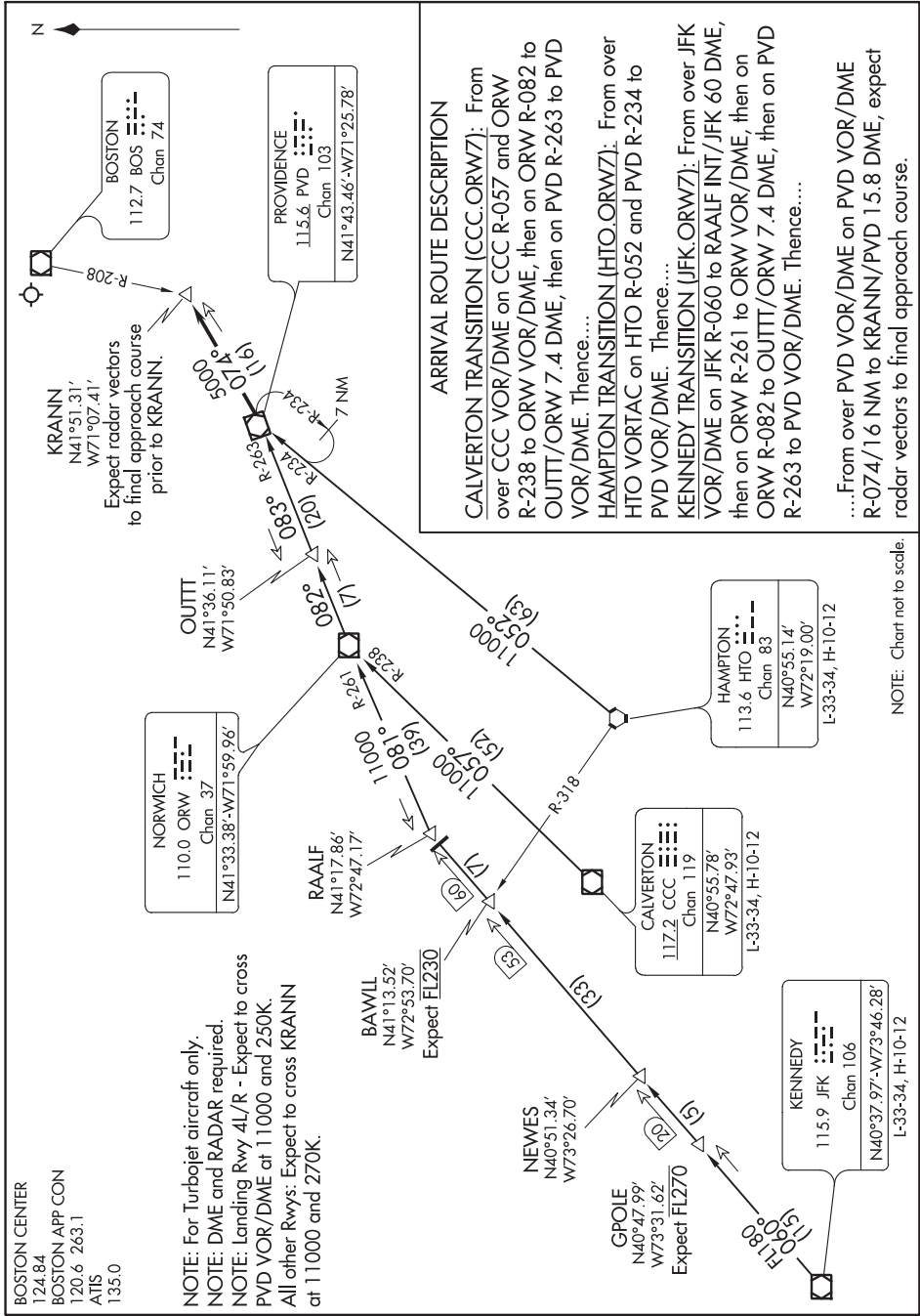
. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# NORWICH SEVEN ARRIVAL

NE-1, 10 NOV 2016 to 05 JAN 2017



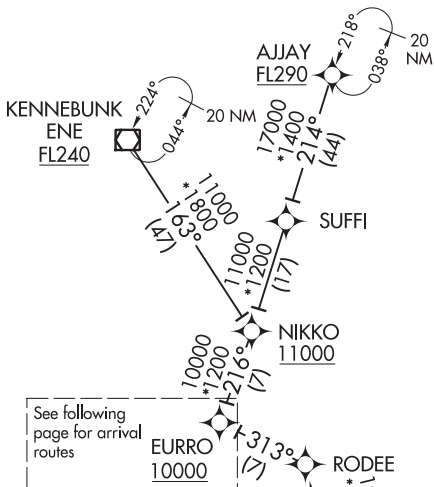
NOTE: Chart not to scale.

NE-1, 10 NOV 2016 to 05 JAN 2017

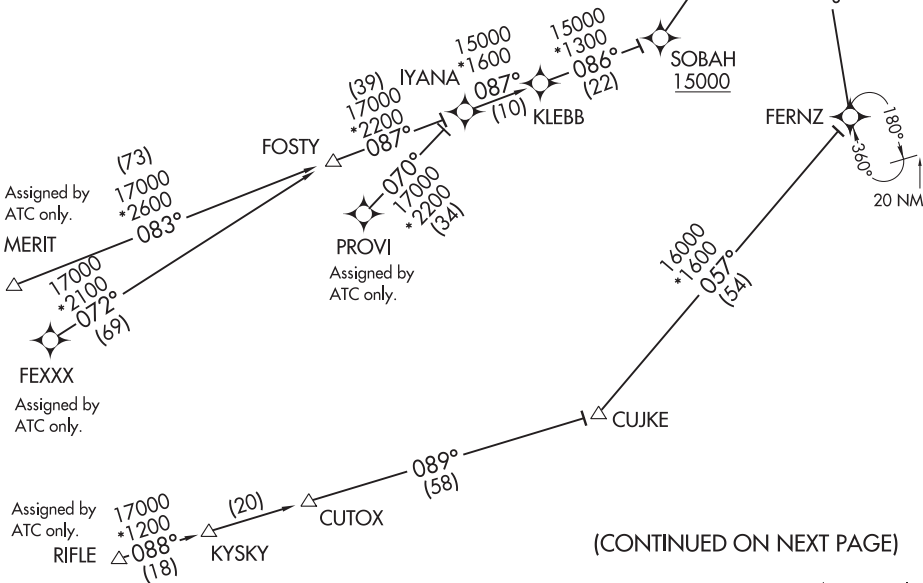
OOSH4 FOUR ARRIVAL (RNAV) Transition Routes

BOSTON APP CON  
120.6 263.1  
ATIS  
135.0

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: FEXXX, MERIT, PROVI, RIFLE transitions assigned by ATC only.



- AJJAY TRANSITION (AJJAY.OOSH4)
- FERNZ TRANSITION (FERNZ.OOSH4)
- FEXXX TRANSITION (FEXXX.OOSH4): (Assigned by ATC only)
- KENNEBUNK TRANSITION (ENE.OOSH4)
- MERIT TRANSITION (MERIT.OOSH4): (Assigned by ATC only)
- PROVI TRANSITION (PROVI.OOSH4): (Assigned by ATC only)
- RIFLE TRANSITION (RIFLE.OOSH4): (Assigned by ATC only)



(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

OOSH4 FOUR ARRIVAL (RNAV) Transition Routes

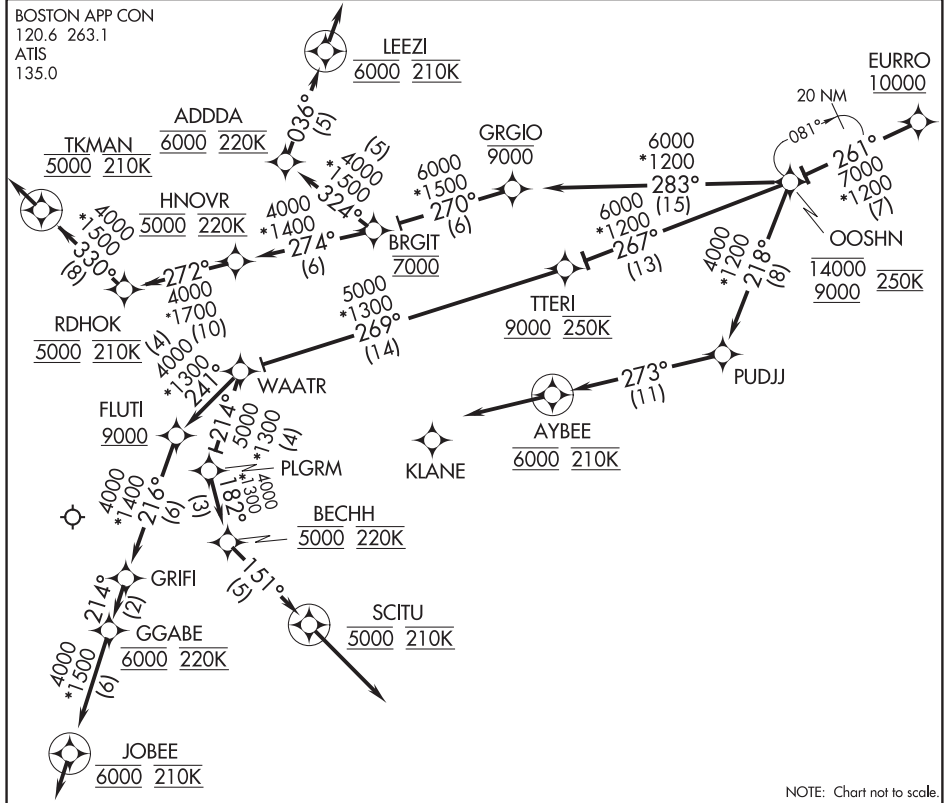
NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



# OOSH4 FOUR ARRIVAL (RNAV) Arrival Routes

BOSTON APP CON  
120.6 263.1  
ATIS  
135.0



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

## ARRIVAL ROUTE DESCRIPTION

From EURORO on track 261° to cross OOSH4 between 9000 and 14000 and at 250K.

Landing Rwy 4L/R: From OOSH4 on track 267° to cross TTER1 at or above 9000 and at 250K, then on track 269° to WAATR, then on track 241° to cross FLUTI at or above 9000, then on track 216° to GRIFI, then on track 214° to cross GGABE at 6000 and at 220K, then on track 214° to cross JOBEE at 6000 and at 210K, then on track 214°. Expect RADAR vectors to final approach course.

Landing Rwy 15R: From OOSH4 on track 283° cross GRGIO at or below 9000, then on track 270° to cross BRGIT at 7000, then on track 274° to cross HNOVR at 5000 and at 220K, then on track 272° to cross RDHOK at 5000 and at 210K, then on track 330° to cross TKMAN at 5000 and at 210K, then on track 330°. Expect RADAR vectors to final approach course.

Landing Rwy 22L/R: From OOSH4 on track 283° to cross GRGIO at or below 9000, then on track 270° to cross BRGIT at 7000, then on track 324° to cross ADDDA at 6000 and at 220K, then on track 036° to cross LEEZI at 6000 and at 210K, then on track 036°. Expect RADAR vectors to final approach course.

Landing Rwy 27: From OOSH4 on track 218° to PUDJJ, then on track 273° to cross AYBEE at 6000 and at 210K, then on track 273°. Expect RADAR vectors to final approach course.

Landing Rwy 32, 33L: From OOSH4 on track 267° to cross TTER1 at or above 9000 at at 250K, then on track 269° to WAATR, then on track 214° to PLGRM, then on track 182° to cross BECHH at 5000 and at 220K, then on track 151° to cross SCITU at 5000 and at 210K, then on track 151°. Expect RADAR vectors to final approach course.

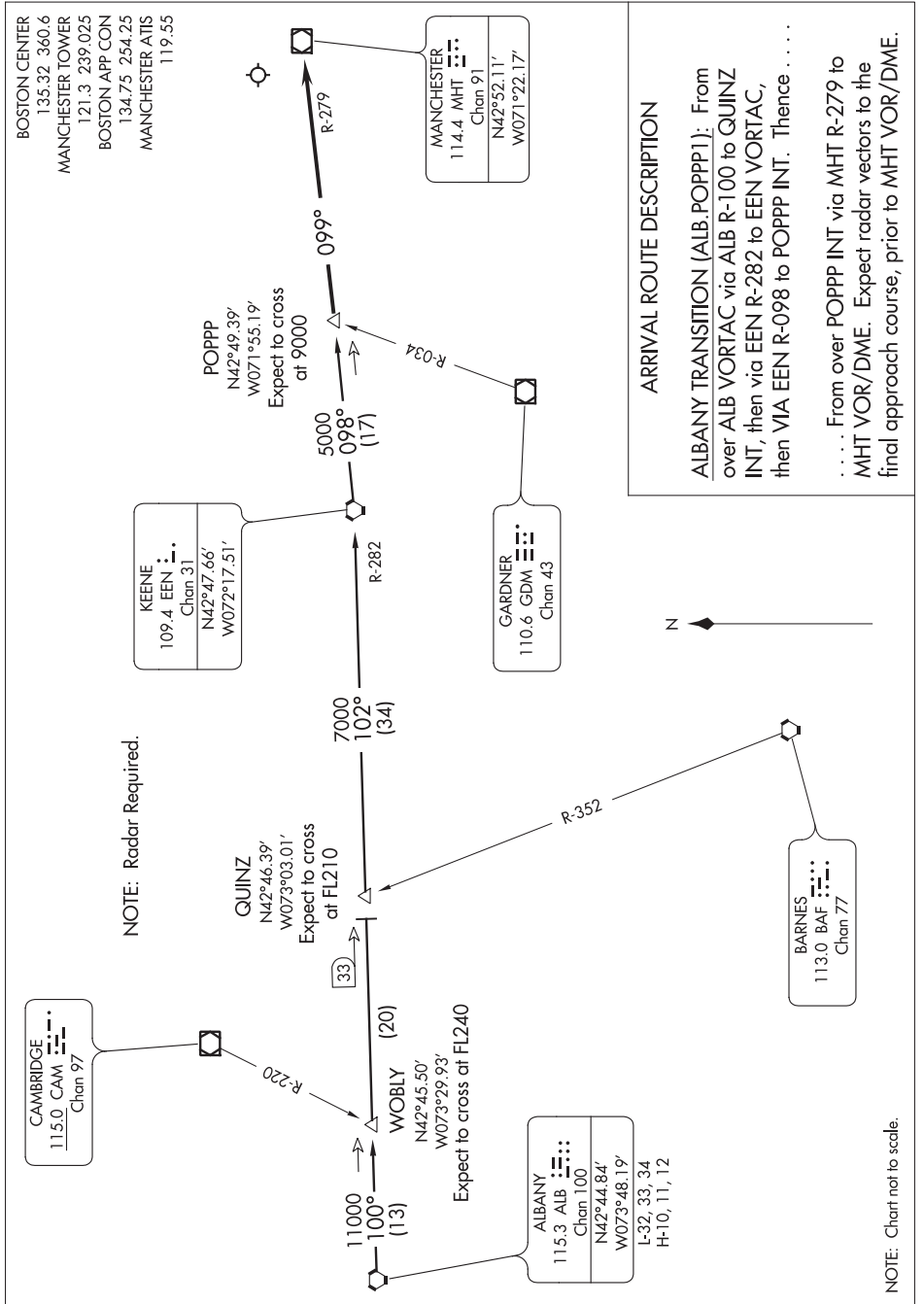
# OOSH4 FOUR ARRIVAL (RNAV) Arrival Routes

# POPPP ONE ARRIVAL

ST-246 (FAA)

MANCHESTER  
MANCHESTER, NEW HAMPSHIRE

NE-1, 10 NOV 2016 to 05 JAN 2017

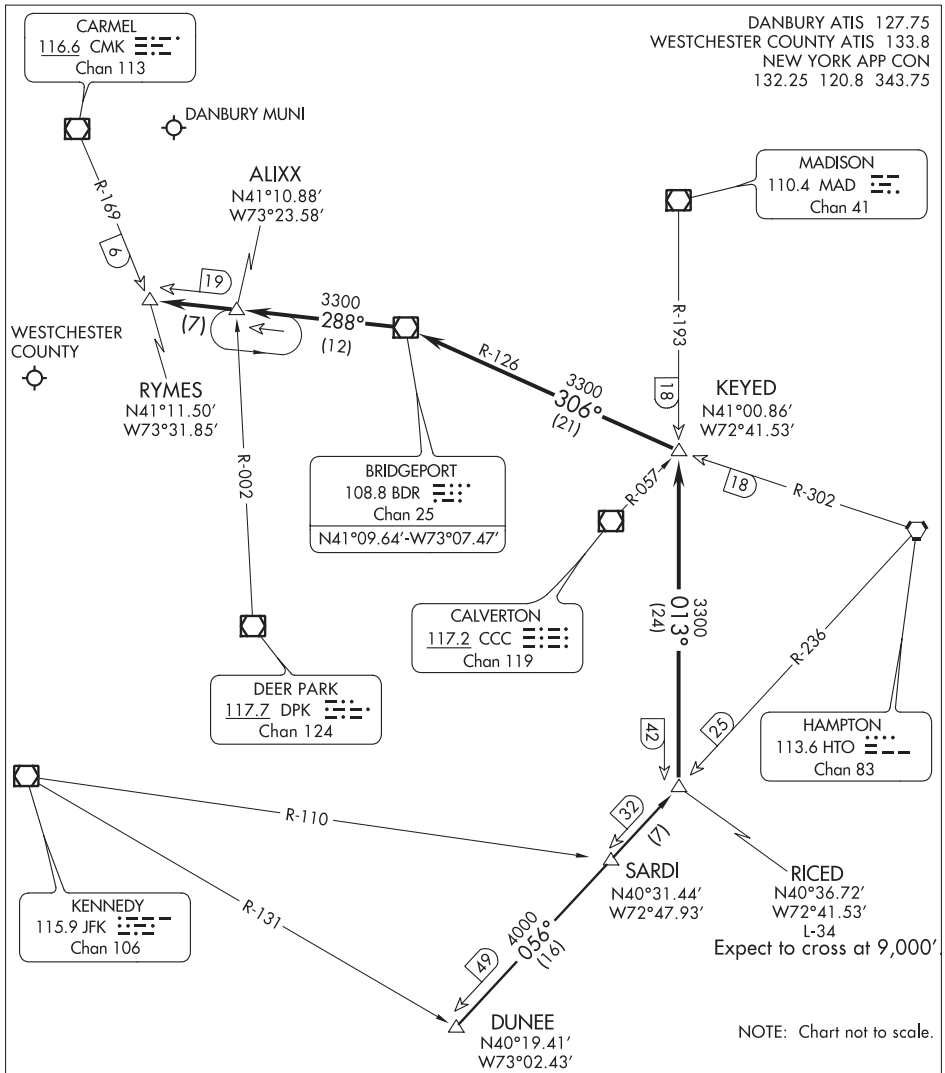


NE-1, 10 NOV 2016 to 05 JAN 2017

# POPPP ONE ARRIVAL

# RICED FOUR ARRIVAL (RICED.RICED4)

WHITE PLAINS, NEW YORK



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

## ARRIVAL ROUTE DESCRIPTION

DUNEE TRANSITION (DUNEE.RICED4): From over DUNEE INT via HTO R-236 to RICED INT, thence. . . .

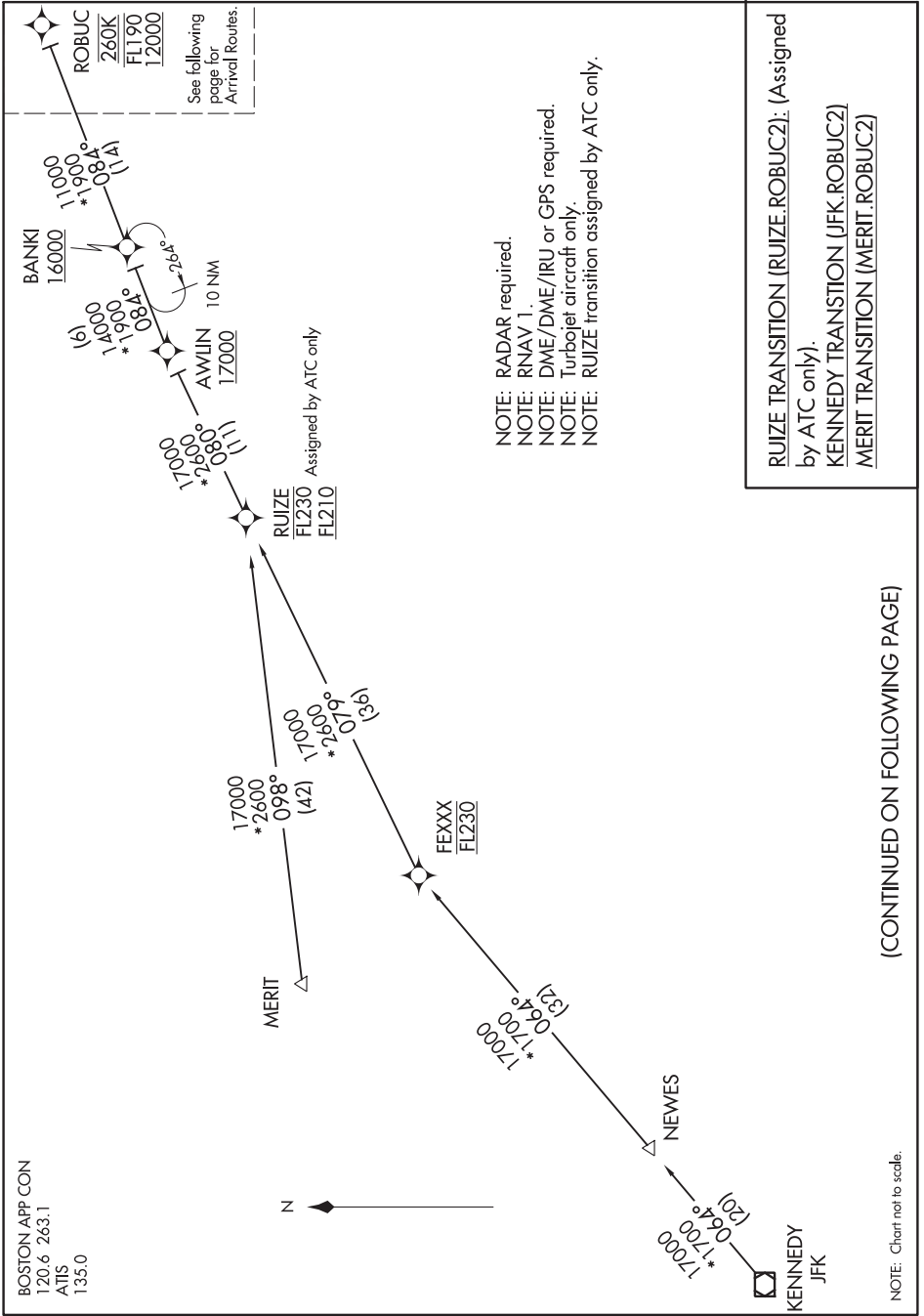
. . . . From over RICED INT via MAD R-193 to intercept BDR R-126 to BDR VOR/DME then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.

# RICED FOUR ARRIVAL (RICED.RICED4)

WHITE PLAINS, NEW YORK

ROBUC TWO ARRIVAL (RNAV) Transition Routes

NE-1, 10 NOV 2016 to 05 JAN 2017



RUIZE TRANSITION (RUIZE.ROBUC2): (Assigned by ATC only).  
 KENNEDY TRANSITION (JFK.ROBUC2)  
 MERIT TRANSITION (MERIT.ROBUC2)

(CONTINUED ON FOLLOWING PAGE)

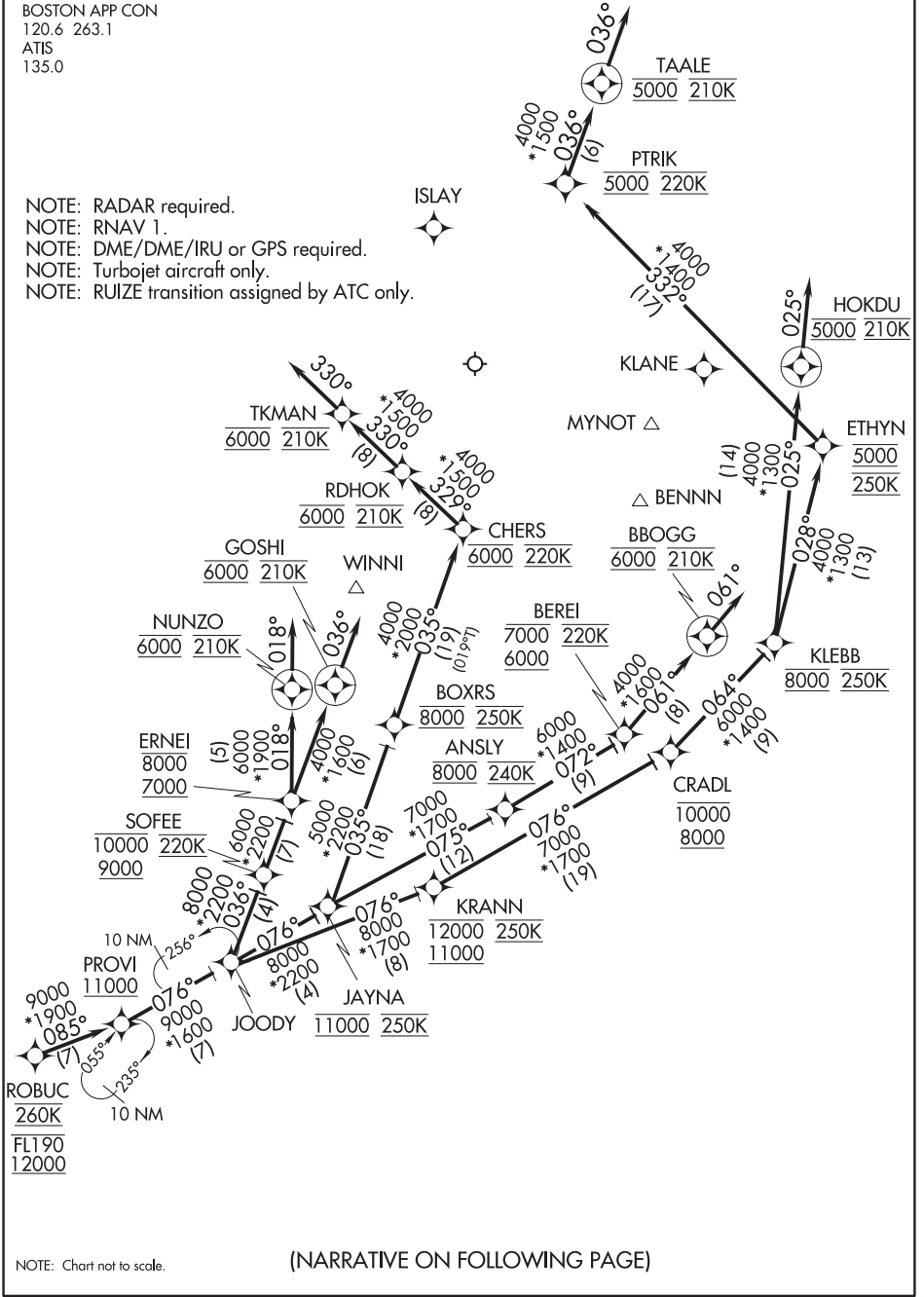
NE-1, 10 NOV 2016 to 05 JAN 2017

ROBUC TWO ARRIVAL (RNAV) Transition Routes

ROBUC TWO ARRIVAL (RNAV) Arrival Routes

BOSTON APP CON  
120.6 263.1  
ATIS  
135.0

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: RUIZE transition assigned by ATC only.



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ROBUC TWO ARRIVAL (RNAV) Arrival Routes

ARRIVAL ROUTE DESCRIPTION

From ROBUC on track 085° to cross PROVI at or above 11000 then on track 076° to JOODY. Then on assigned Runway transition.

LANDING RWY 04L: from JOODY on track 036° to cross SOFEE between 9000 and 10000 and at 220K, then on track 036° to cross ERNEI between 7000 and 8000, then on track 018° to cross NUNZO at 6000 and at 210K, then on track 018°. Expect RADAR vectors to final approach course.

LANDING RWY 04R: from JOODY on track 036° to cross SOFEE between 9000 and 10000 and at 220K, then on track 036° to cross ERNEI between 7000 and 8000, then on track 036° to cross GOSHI at 6000 and at 210K, then on track 036°. Expect RADAR vectors to final approach course.

LANDING RWY 15R: from JOODY on track 076° to cross JAYNA at 11000 and at 250K, then on track 035° to cross BOXRS at 8000 and at 250K, then on track 035° to cross CHERS at 6000 and at 220K, then on track 329° to cross RDHOK at 6000 and at 210K, then on track 330° to cross TKMAN at 6000 and at 210K, then on track 330°. Expect RADAR vectors to final approach course.

LANDING RWYs 22R, 22L: from JOODY on track 076° to cross KRANN between 11000 and 12000 and at 250K, then on track 076° to cross CRADL between 8000 and 10000, then on track 064° to cross KLEBB at 8000 and at 250K, then on track 028° to cross ETHYN at 5000 and at 250K, then on track 332° to cross PTRIK at 5000 and at 220K, then on track 036° to cross TAALE at 5000 and at 210K, then on track 036°. Expect RADAR vectors to final approach course.

LANDING RWY 27: from JOODY on track 076° to cross KRANN between 11000 and 12000 and at 250K, then on track 076° to cross CRADL between 8000 and 10000, then on track 064° to cross KLEBB at 8000 and at 250K, then on track 025° to cross HOKDU at 5000 and at 210K, then on track 025°. Expect RADAR vectors to final approach course.

LANDING RWYs 32, 33L: from JOODY on track 076° to cross JAYNA at 11000 and at 250K, then on track 075° to cross ANSLY at 8000 and at 240K, then on track 072° to cross BEREI between 6000 and 7000 and at 220K, then on track 061° to cross BBOGG at 6000 and at 210K, then on track 061°. Expect RADAR vectors to final approach course.

NE-1, 10 NOV 2016 to 05 JAN 2017

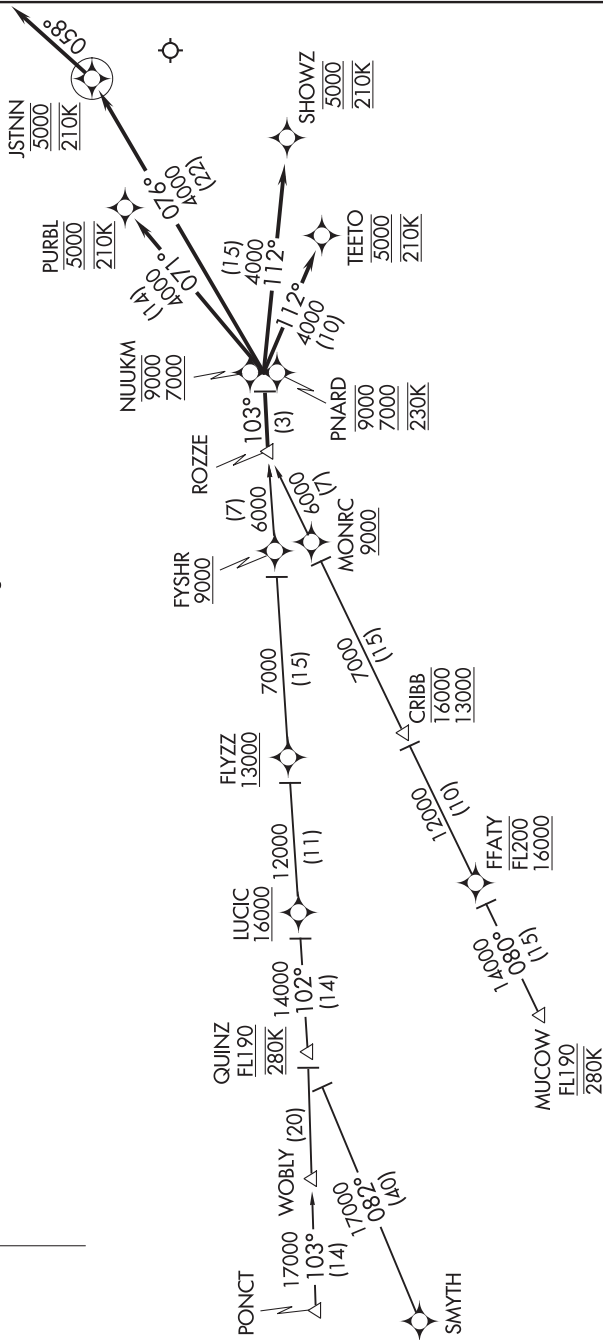
NE-1, 10 NOV 2016 to 05 JAN 2017

# ROZZE ONE ARRIVAL (RNAV)

ST-246 (FAA)

BOSTON CENTER  
135.32 360.6  
BOSTON APP CON  
124.9 269.075  
MANCHESTER TOWER  
121.3 239.025  
MANCHESTER ATIS  
119.55

NOTE: Radar Required.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: Turbopjet aircraft only.  
NOTE: MUCOW and CRIBB transitions are ATC assigned.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# ROZZE ONE ARRIVAL (RNAV)



ARRIVAL ROUTE DESCRIPTION

CRIBB TRANSITION (CRIBB.ROZZE1)

MUCOW TRANSITION (MUCOW.ROZZE1)

PONCT TRANSITION (PONCT.ROZZE1)

QUINZ TRANSITION (QUINZ.ROZZE1)

SMYTH TRANSITION (SMYTH.ROZZE1)

Landing Rwy 6: From ROZZE on track 103° to cross PNARD between 7000 and 9000 and at 230K, then on track 112° to cross TEETO at 5000 and at 210K. Expect ILS or LOC Rwy 6 or radar vectors to final approach course.

Landing Rwy 17: From ROZZE on track 103° to cross NUUKM between 7000 and 9000, then on track 071° to cross PURBL at 5000 and at 210K. Expect RNP approach or ILS or LOC Rwy 17 or radar vectors to final approach course.

Landing Rwy 24: From ROZZE on track 103° to cross NUUKM between 7000 and 9000, then on track 076° to cross JSTNN at 5000 and at 210K, then on heading 058°. Expect radar vectors to final approach course.

Landing Rwy 35: From ROZZE on track 103° to cross NUUKM between 7000 and 9000, then on track 112° to cross SHOWZ at 5000 and at 210K. Expect RNP approach or ILS or LOC Rwy 35 or radar vectors to final approach course.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

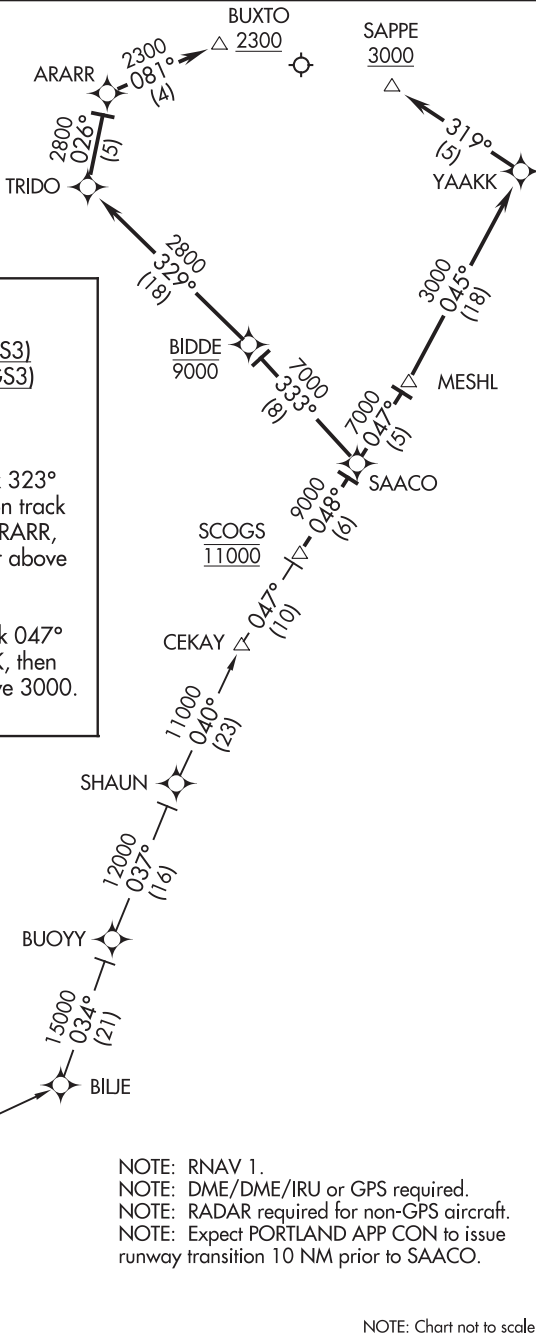
(SCOGS.SCOGS3) 15344

Z27  
ST-329 (FAA)

PORTLAND INTL JETPORT (P<sup>W</sup>M)  
PORTLAND, MAINE

# SCOGS THREE ARRIVAL (RNAV)

PORTLAND ATIS  
119.05  
PORTLAND APP CON ★  
119.75 381.2



## ARRIVAL ROUTE DESCRIPTION

BRIDGEPORT TRANSITION (BDR.SCOGS3)  
CALVERTON TRANSITION (CCC.SCOGS3)

From SCOGS on track 048° to SAACO.

Landing Rwy 11: From SAACO on track 323° to cross BIDDE at or below 9000, then on track 329° to TRIDO, then on track 026° to ARARR, then on track 081° to cross BUXTO at or above 2300. Expect ILS or LOC Rwy 11.

Landing Rwy 29: From SAACO on track 047° to MESH, then on track 045° to YAACK, then on track 319° to cross SAPPE at or above 3000. Expect ILS or LOC to Rwy 29.

NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RADAR required for non-GPS aircraft.  
NOTE: Expect PORTLAND APP CON to issue runway transition 10 NM prior to SAACO.

NOTE: Chart not to scale.

SCOGS THREE ARRIVAL (RNAV)  
(SCOGS.SCOGS3) 15344

PORTLAND, MAINE  
PORTLAND INTL JETPORT (P<sup>W</sup>M)

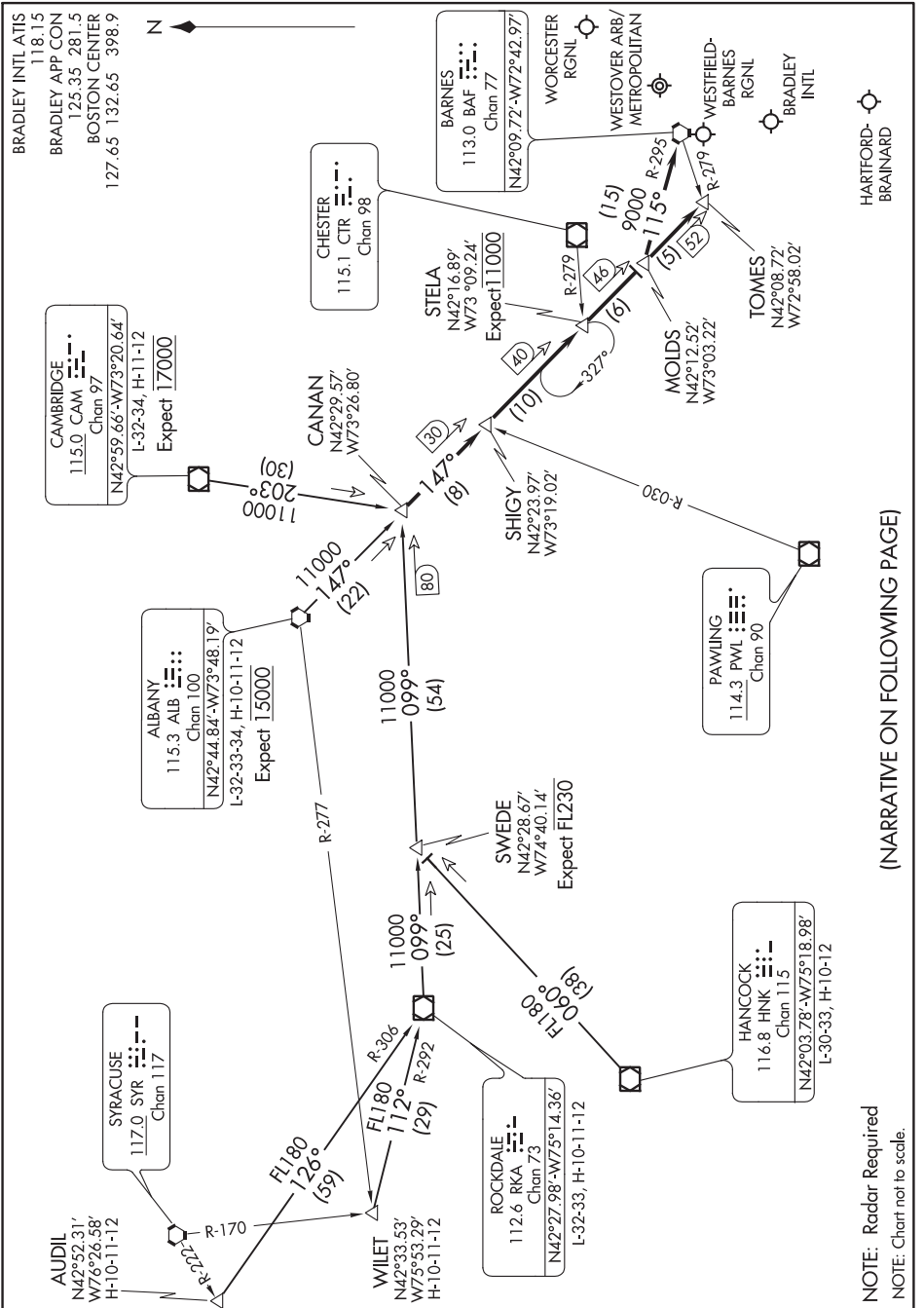
NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# STELA ONE ARRIVAL

WINDSOR LOCKS, CONNECTICUT

NE-1, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)

NE-1, 10 NOV 2016 to 05 JAN 2017

# STELA ONE ARRIVAL

(STELA.STELA1) 31MAY12

WINDSOR LOCKS, CONNECTICUT

NOTE: Radar Required  
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.STELA1): From over ALB VORTAC via ALB R-147 to CANAN INT. Thence. . . .

AUDIL TRANSITION (AUDIL.STELA1): From over AUDIL INT via RKA R-306 to RKA VOR/DME, then via RKA R-099 to CANAN INT. Thence. . . .

CAMBRIDGE TRANSITION (CAM.STELA1): From over CAM VOR/DME via CAM R-203 to CANAN INT. Thence. . . .

HANCOCK TRANSITION (HNK.STELA1): From over HNK VOR/DME via HNK R-060 to SWEDE INT, then via RKA R-099 to CANAN INT. Thence. . . .

WILET TRANSITION (WILET.STELA1): From over WILET INT via RKA R-292 to RKA VOR/DME, then via RKA R-099 TO CANAN INT. Thence. . . .

KBDL and KHFD ARRIVALS: From over CANAN INT via ALB R-147 to TOMES INT. Expect radar vectors to final approach course prior to TOMES INT.

KBAF, KCEF and KORH ARRIVALS: From over CANAN INT via ALB R-147 to MOLDS INT. Then via BAF R-295 to BAF VORTAC. Expect radar vectors to final approach course prior to BAF VORTAC.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



# WIPOR THREE ARRIVAL (RNAV)

PROVIDENCE, RHODE ISLAND

NE-1, 10 NOV 2016 to 05 JAN 2017

## ARRIVAL ROUTE DESCRIPTION

- ALBANY TRANSITION (ALB.WIPOR3):
- HANCOCK TRANSITION (HINK.WIPOR3):
- HINGZ TRANSITION (HINGZ.WIPOR3):

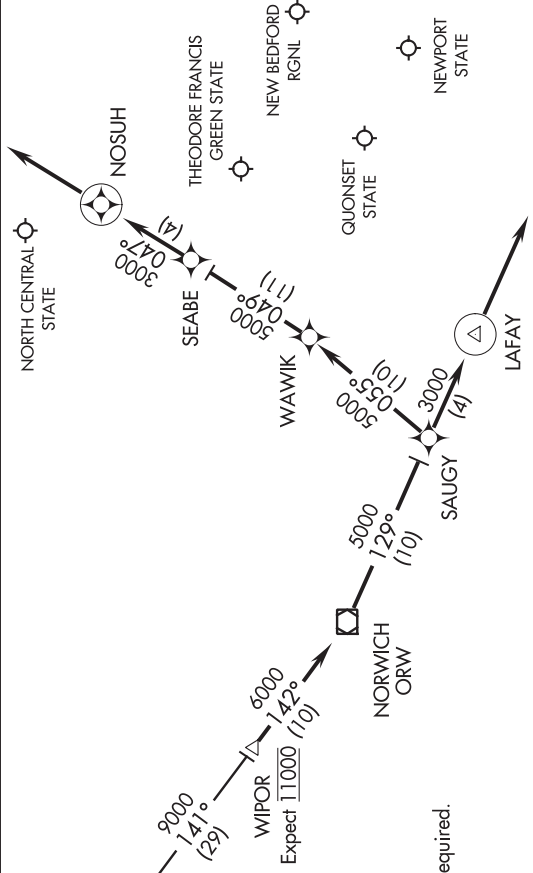
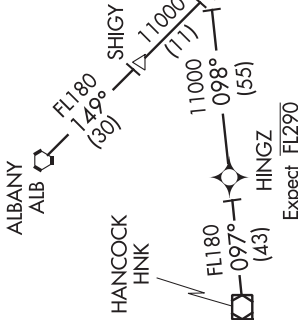
From WIPOR on track 142° to ORW VOR/DME, then on track 129° to SAUGY.  
Landing KPVD Rwys 5, 34: From SAUGY on track 129° to LAFAY, then on track 129°.  
Expect radar vectors to final approach course.

Landing KPVD Rwys 16, 23: From SAUGY on track 055° to WAWIK, then on track 049° to SEABE.  
Then on track 047° to NOSUH, then on track 047°. Expect radar vectors to final approach course.

Landing KOQU, KUUU, KEWB, all rwys: From WIPOR on track 142° to ORW VOR/DME, then on track 129° to SAUGY, then on track 129° to LAFAY, then on track 129°. Expect radar vectors to destination airport and final approach course.

Landing KSFZ all rwys: From WIPOR on track 142° to ORW VOR/DME, then on track 129° to SAUGY, then on track 055° to WAWIK, then on track 049° to SEABE, then on track 047° to NOSUH, then on track 047°. Expect radar vectors to final approach course.

NEW BEDFORD RGNL  
ATIS 126.85  
THEODORE FRANCIS GREEN STATE  
ATIS 124.2  
PROVIDENCE APP CON \*  
123.675 244.875



- NOTE: Radar required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.



NOTE: Chart not to scale.

NE-1, 10 NOV 2016 to 05 JAN 2017

# WIPOR THREE ARRIVAL (RNAV)

PROVIDENCE, RHODE ISLAND

# WOONS TWO ARRIVAL

ST-58 (FAA)




BOSTON, MASSACHUSETTS


BOSTON ATIS ARR  
135.0  
NORWOOD ATIS  
119.95  
BOSTON APP CON  
120.6 263.1

GENERAL EDWARD  
LAWRENCE LOGAN INTL

BOSTON  
112.7 BOS   
Chan 74

WOONS  
N41°57.03'-W71°30.42'  
BOS Props: Expect to cross  
at 7,000'  
OWD, 1B9, GHG: Expect to  
cross at 3,000'

NORWOOD  
MEMORIAL   
MARSHFIELD MUNI-  
GEORGE HARLOW FIELD   
MANSFIELD  
MUNI 

PUTNAM  
117.4 PUT   
Chan 121


FOSTY  
N41°50.59'  
W71°38.52'

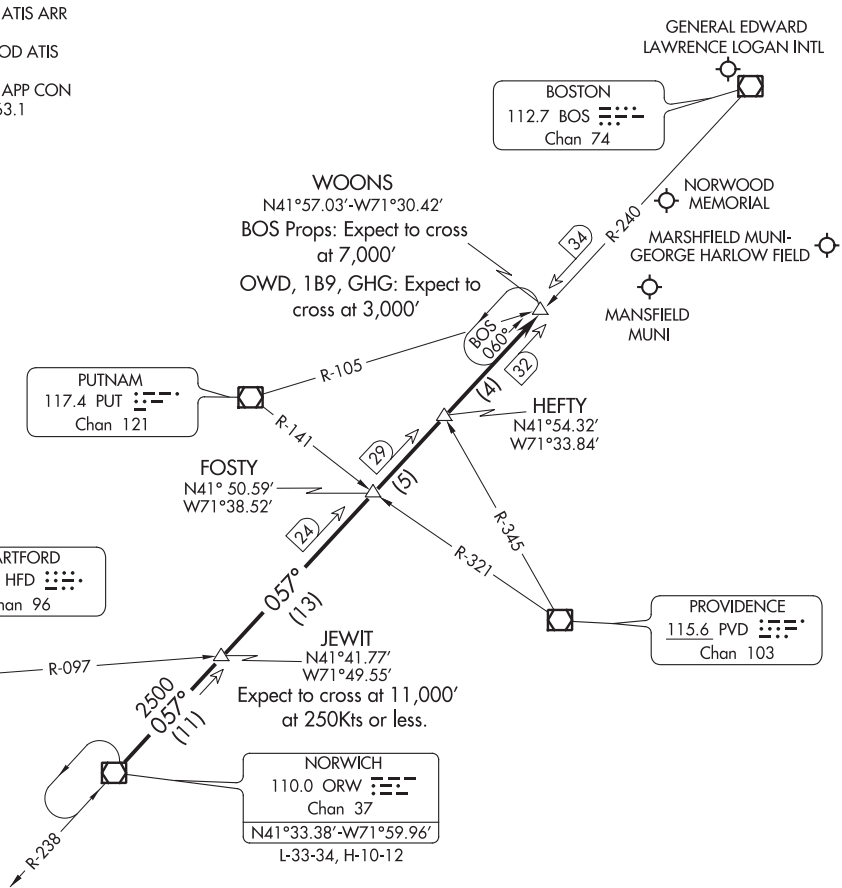
HARTFORD  
114.9 HFD   
Chan 96

HEFTY  
N41°54.32'  
W71°33.84'

PROVIDENCE  
115.6 PVD   
Chan 103

JEWIT  
N41°41.77'  
W71°49.55'  
Expect to cross at 11,000'  
at 250Kts or less.

NORWICH  
110.0 ORW   
Chan 37  
N41°33.38'-W71°59.96'  
L-33-34, H-10-12



NOTE: Chart not to scale

NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG.  
Applicable 11,000 feet and above.

From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect radar vectors to final.

# WOONS TWO ARRIVAL

BOSTON, MASSACHUSETTS

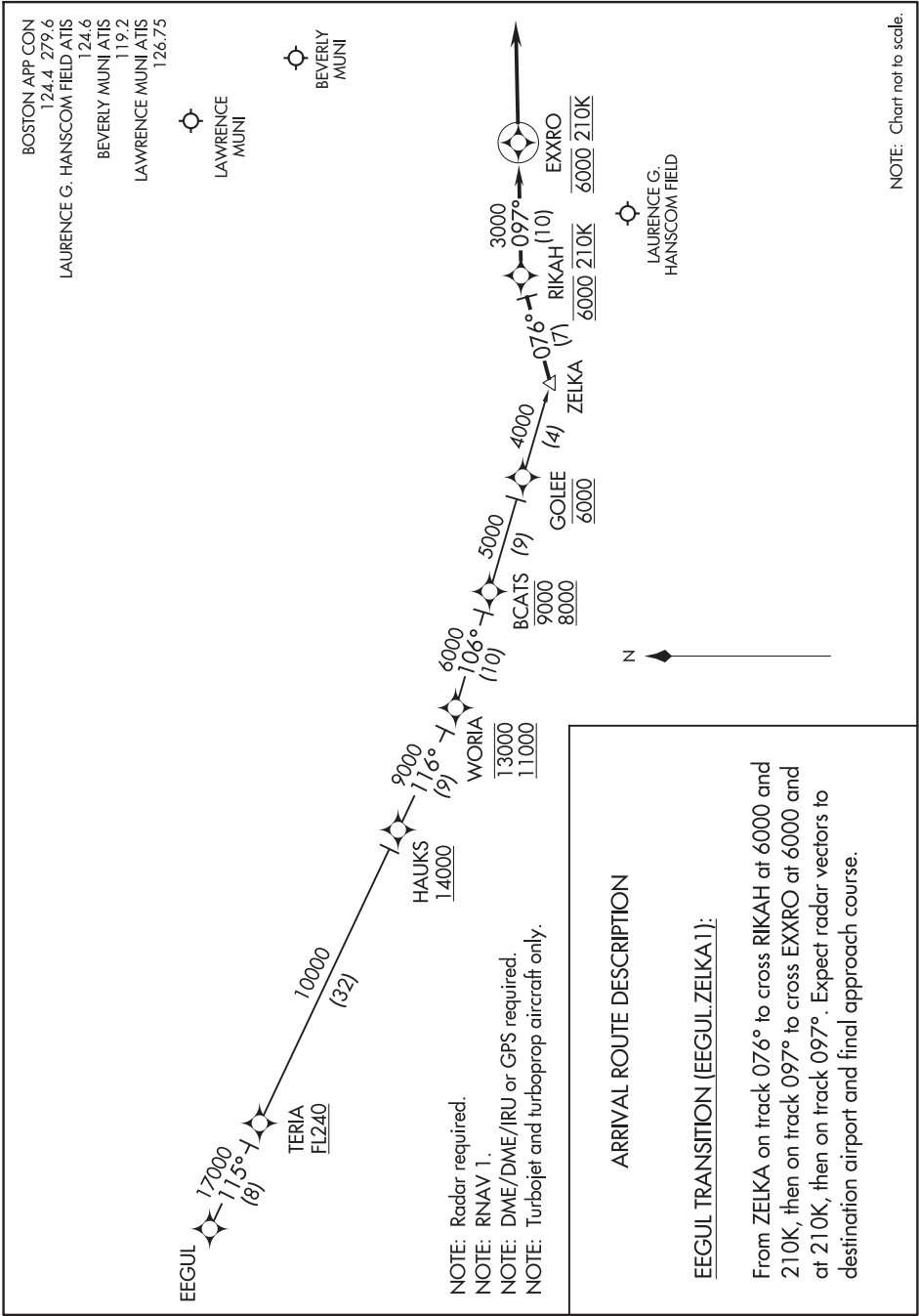
NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# ZELKA ONE ARRIVAL (RNAV)

BEDFORD, MASSACHUSETTS

NE-1, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

NE-1, 10 NOV 2016 to 05 JAN 2017

# ZELKA ONE ARRIVAL (RNAV)

BEDFORD, MASSACHUSETTS



LOC I-LEW <b>108.9</b>	APP CRS <b>041°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>270</b> <b>288</b>
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# ILS or LOC RWY 4

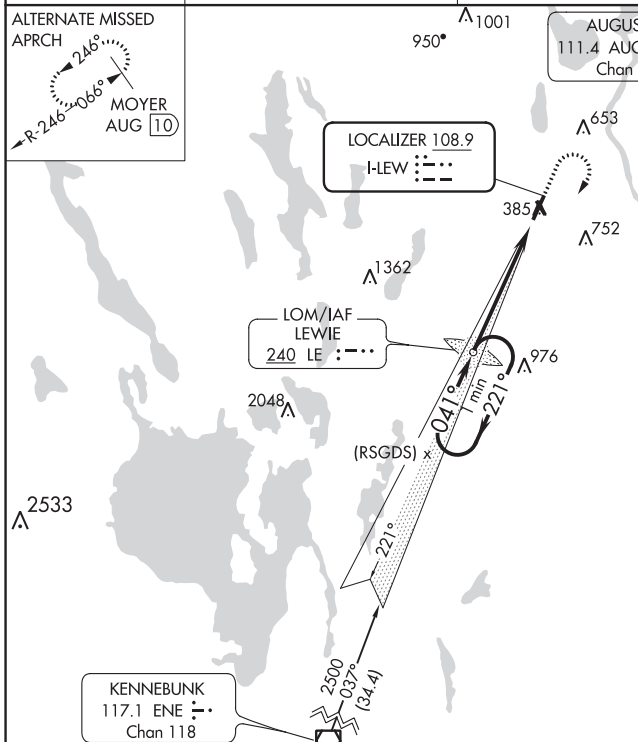
AUBURN-LEWISTON MUNI (LEW)

**⚠** Circling to Rwy 17, 22, 35 NA at night. When local altimeter setting not received, use Augusta altimeter setting: increase S-ILS 4 all Cats DA to 713 feet and all visibilities ¼ mile; increase all MDA 80 feet and S-LOC 4 Cat C/D and Circling Cat A and D visibilities ¼ mile. For inop MALSR, increase S-ILS 4 all Cats visibility to 1 ¼, S-LOC 4 Cat A to 1 mile and Cat C/D to 2 ½ mile. ADF Required. Helicopter visibility reduction below ¾ SM NA. For inop MALSR when using Augusta altimeter setting increase S-ILS 4 all Cats visibility to 1 ½ mile and S-LOC 4 Cat A to 1 mile.

**MALSR**

**MISSED APPROACH:**  
Climb to 900 then climbing right turn to 2300 direct LEWIE LOM and hold.

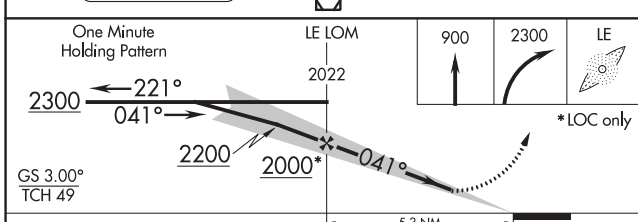
AWOS-3PT <b>118.025</b>	PORTLAND APP CON ★ <b>125.5 353.9</b>	PORTLAND CLNC DEL <b>124.05</b>	UNICOM <b>122.8 (CTAF)</b>
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**ADF REQUIRED**

**MSA LE 25 NM**  
3700  
2300

ELEV 288	TDZE 270
REIL Rwy 22	HIRL Rwy 4-22
MIRL Rwy 17-35	



CATEGORY	A	B	C	D
S-ILS 4	642-¾ 372 (400-¾)			
S-LOC 4	1040-¾ 770 (800-¾)	1040-1¾ 770 (800-1¾)		
CIRCLING	1040-1 752 (800-1)	1040-1¼ 752 (800-1¼)	1040-2½ 752 (800-2½)	1060-2½ 772 (800-2½)

FAF to MAP 5.3 NM	
Knots	60 90 120 150 180
Min:Sec	5:18 3:32 2:39 2:07 1:46

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>69219</b> <b>W04A</b>	APP CRS <b>041°</b>	Rwy Idg TDZE <b>270</b> Apt Elev <b>288</b>	<b>5001</b>
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# RNAV (GPS) RWY 4

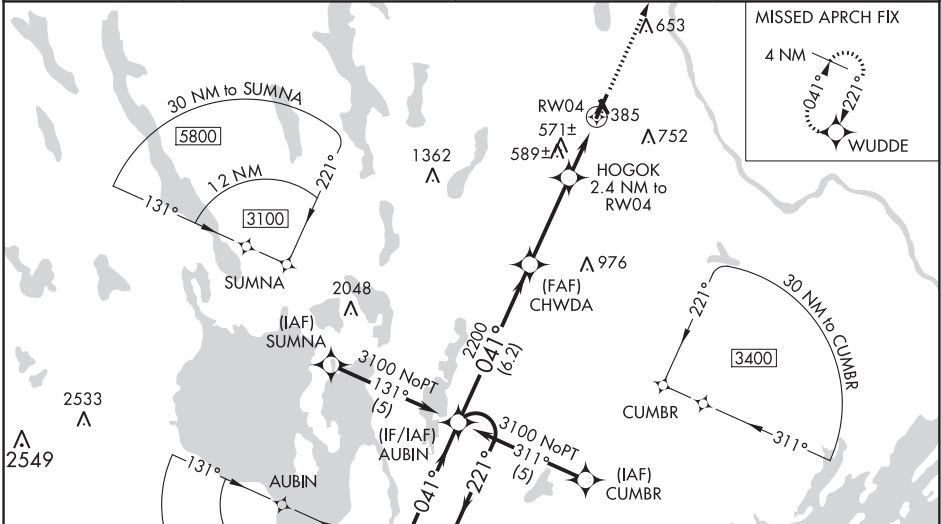
AUBURN-LEWISTON MUNI (LEW)

**⚠** Circling to Rwy 17, 22, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F), DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Augusta altimeter setting: increase LPV all Cats DA to 541 feet, LNAV/VNAV all Cats DA to 1007 feet and LNAV/VNAV all Cats visibility 3/8 mile; increase all MDA 80 feet and LNAV Cat C/D and Circling Cat C/D visibilities 1/4 mile. Baro-VNAV and VDP NA when using Augusta altimeter setting. Inop table does not apply to LPV all Cats. For inop MALSR, increase LNAV/VNAV all Cats visibility to 2 1/2 mile, LNAV Cat A/B to 1 mile, and LNAV Cat C/D to 1 3/8 mile. For inop MALSR, when using Augusta altimeter setting increase LPV all Cats visibility to 3/8 mile and LNAV Cats A/B to 1 mile. When using Augusta altimeter setting, inop table does not apply to LNAV/VNAV all Cats.



**MISSED APPROACH:**  
Climb to 3100 direct WUDDE and hold.

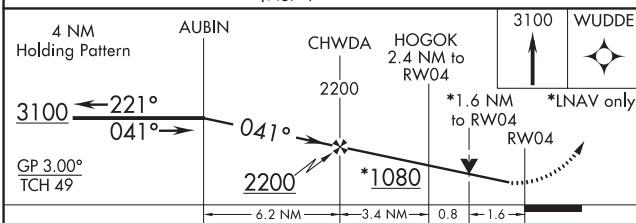
AWOS-3PT <b>118.025</b>	PORTLAND APP CON ★ <b>125.5 353.9</b>	PORTLAND CLNC DEL <b>124.05</b>	UNICOM <b>122.8 (CTAF) 0</b>
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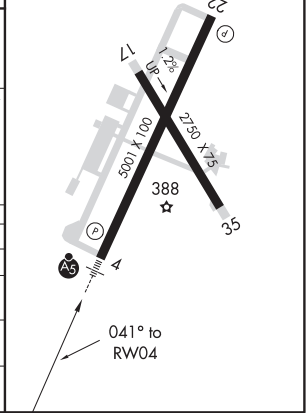
NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV <b>288</b>	TDZE <b>270</b>
REIL Rwy <b>22</b> <b>L</b>	
HIRL Rwy <b>4-22</b> <b>L</b>	
MIRL Rwy <b>17-35</b> <b>L</b>	



CATEGORY	A	B	C	D
LPV DA		470-3/4	200 (200-3/4)	
LNAV/VNAV DA		936-17/8	666 (700-17/8)	
LNAV MDA	840-3/4	570 (600-3/4)	840-1 1/4	570 (600-1 1/4)
CIRCLING	840-1 552 (600-1)	860-1 572 (600-1)	920-1 3/4 632 (700-1 3/4)	1060-2 1/2 772 (800-2 1/2)



WAAS CH <b>78019</b> <b>W22A</b>	APP CRS <b>221°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>270</b> <b>288</b>
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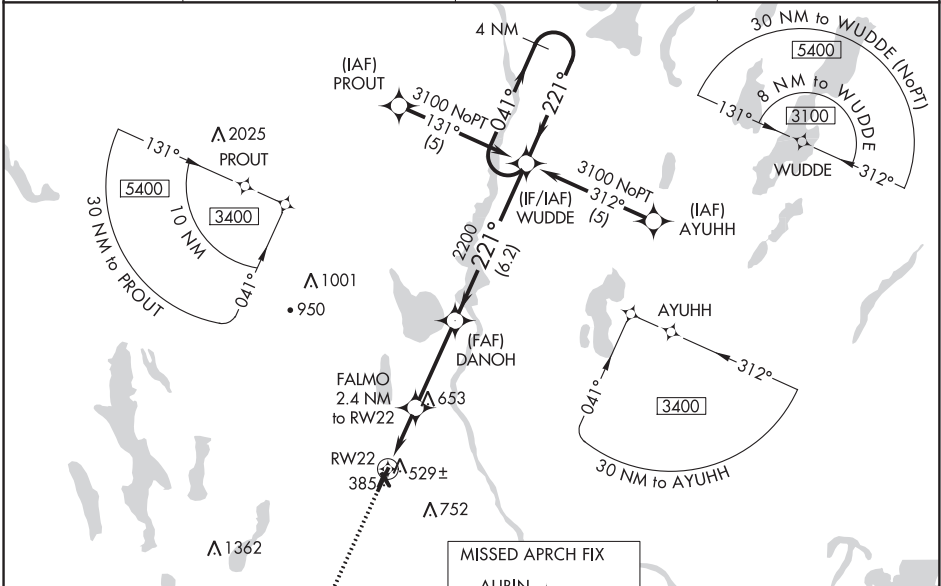
# RNAV (GPS) RWY 22

AUBURN-LEWISTON MUNI (LEW)

**⚠** Night landing: Rwy 17, 22, 35 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction less than 1 SM NA. When local altimeter setting not received, use Augusta altimeter setting: increase LPV all Cats DA to 617 feet, LNAV/VNAV all Cats DA to 938 feet and LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats 1/2 mile; increase all MDA 80 feet and LNAV Cat C/D visibility 3/8 mile and Circling Cat C/D 1/4 mile. Baro-VNAV NA when using Augusta altimeter setting.

**MISSED APPROACH:**  
Climb to 3100 direct AUBIN and hold.

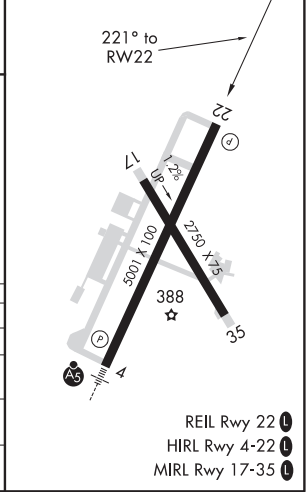
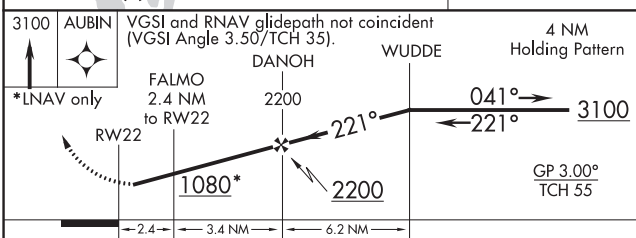
AWOS-3PT <b>118.025</b>	PORTLAND APP CON ★ <b>125.5 353.9</b>	PORTLAND CLNC DEL <b>124.05</b>	UNICOM <b>122.8 (CTAF) 0</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 288	TDZE 270
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CATEGORY	A	B	C	D
LPV DA		546-1	276 (300-1)	
LNAV/VNAV DA		867-2	597 (600-2)	
LNAV MDA	780-1	510 (500-1)	780-1 3/8	510 (500-1 1/2)
CIRCLING	840-1 552 (600-1)	860-1 572 (600-1)	920-1 1/4 632 (700-1 1/4)	1060-2 1/2 772 (800-2 1/2)

AUBURN-LEWISTON, MAINE

AL-750 (FAA)

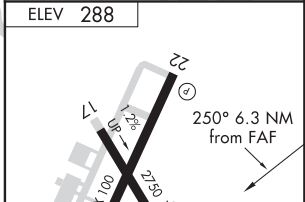
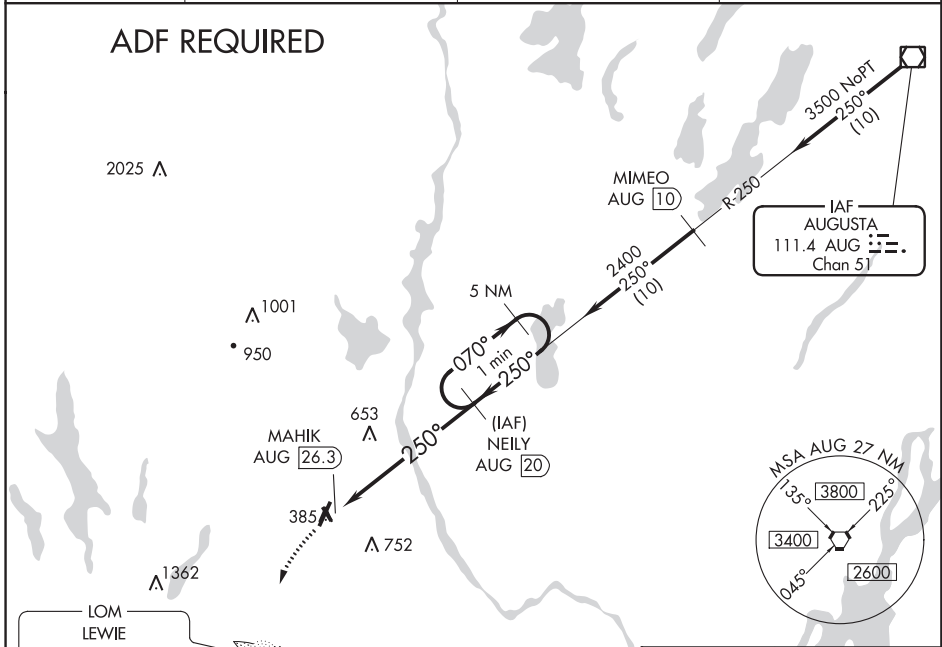
16259

VOR/DME AUG <b>111.4</b> Chan <b>51</b>	APP CRS <b>250°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>288</b>
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**VOR/DME-A**  
AUBURN-LEWISTON MUNI (LEW)

<p>▼ Night landing: Rwy 17, 22, 35 NA. ▲ NA Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climbing left turn to 2500 direct LE LOM and hold.</p>
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AWOS-3PT <b>118.025</b>	PORTLAND APP CON ★ <b>125.5 353.9</b>	PORTLAND CLNC DEL <b>124.05</b>	UNICOM <b>122.8</b> (CTAF) <b>📞</b>
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2500	LE	NEILY AUG <b>20</b>	One Minute Holding Pattern
MAHIK AUG <b>26.3</b>	250°	6.3 NM	070° → 2400 ← 250°

CATEGORY	A	B	C	D
CIRCLING	1400-1¼ 1112 (1200-1¼)	1400-1½ 1112 (1200-1½)	1400-3	1112 (1200-3)

REIL Rwy 22 <b>📞</b>
HIRL Rwy 4-22 <b>📞</b>
MIRL Rwy 17-35 <b>📞</b>

AUBURN-LEWISTON, MAINE  
Amdt 1A 03APR14

44°03'N - 70°17'W

AUBURN-LEWISTON MUNI (LEW)  
**VOR/DME-A**

NE-1, 10 NOV 2016 to 05 JAN 2017


NE-1, 10 NOV 2016 to 05 JAN 2017

LOC I-AUG <b>108.7</b>	APP CRS <b>171°</b>	Rwy Idg THRE Apt Elev	<b>5001</b> <b>311</b> <b>352</b>
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# ILS or LOC RWY 17

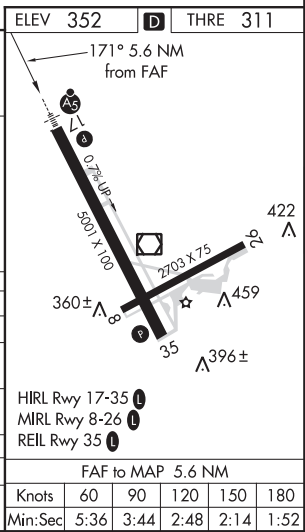
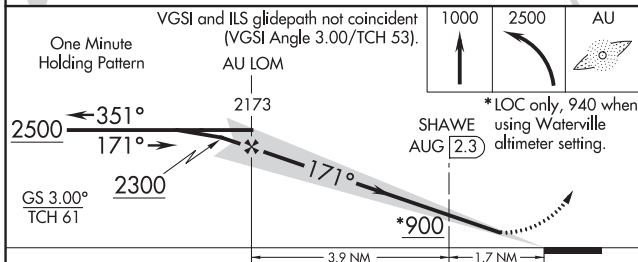
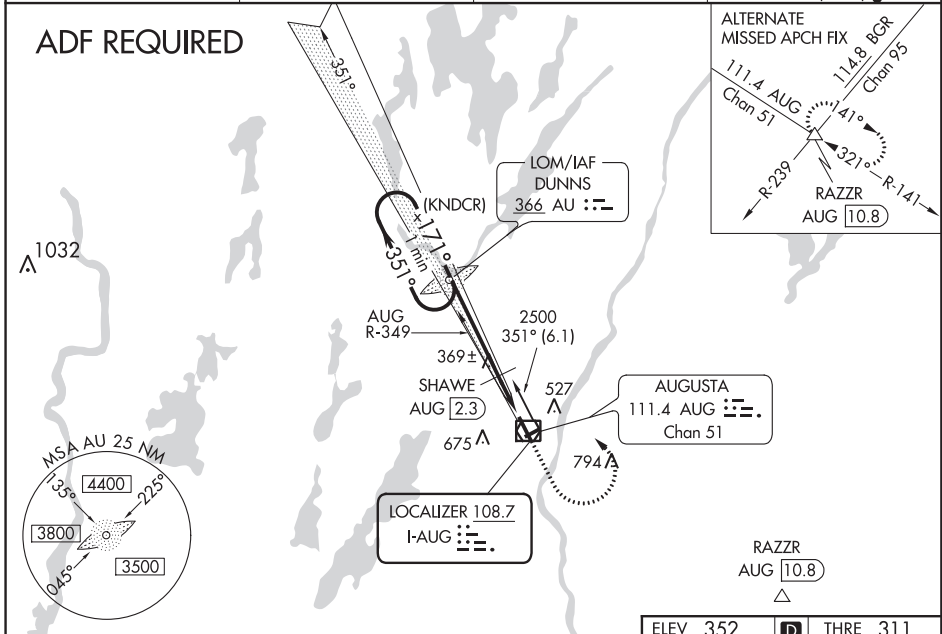
AUGUSTA STATE (AUG)

**ADF Required.** Localizer unusable from 0.5 NM to threshold above 1500 feet. When VGSI inop, Circling Rwy 8 and Rwy 26 NA at night. When local altimeter setting not received, use Waterville altimeter setting: increase S-ILS 17 DA to 546; increase all MDA 40 feet and S-LOC 17 Cat C/D visibility 1/2 mile; SHAWE fix minimums increase Cat C/D visibility 1/2 mile. Glideslope unusable below 430 feet. % DME from AUG VOR/DME

**MALSR** 

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 2500 direct DUNNS LOM and hold.

ASOS <b>118.325</b>	PORTLAND APP CON ★ <b>128.35 299.2</b>	CLNC DEL <b>119.95 299.2</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-ILS 17		511-1/2	200 (200-1/2)	
S-LOC 17	900-1/2	589 (600-1/2)	900-1 1/4	589 (600-1 1/4)
CIRCLING	900-1 548 (600-1)	980-1 628 (700-1)	980-1 3/4 628 (700-1 3/4)	980-2 628 (700-2)
SHAWE FIX MINIMUMS %				
S-LOC 17		620-1/2	309 (300-1/2)	
CIRCLING	880-1 528 (600-1)	980-1 628 (700-1)	980-1 3/4 628 (700-1 3/4)	980-2 628 (700-2)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>82427</b> <b>W08A</b>	APP CRS <b>080°</b>	Rwy Idg THRE <b>349</b> Apt Elev <b>352</b>	<b>2703</b>
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# RNAV (GPS) RWY 8

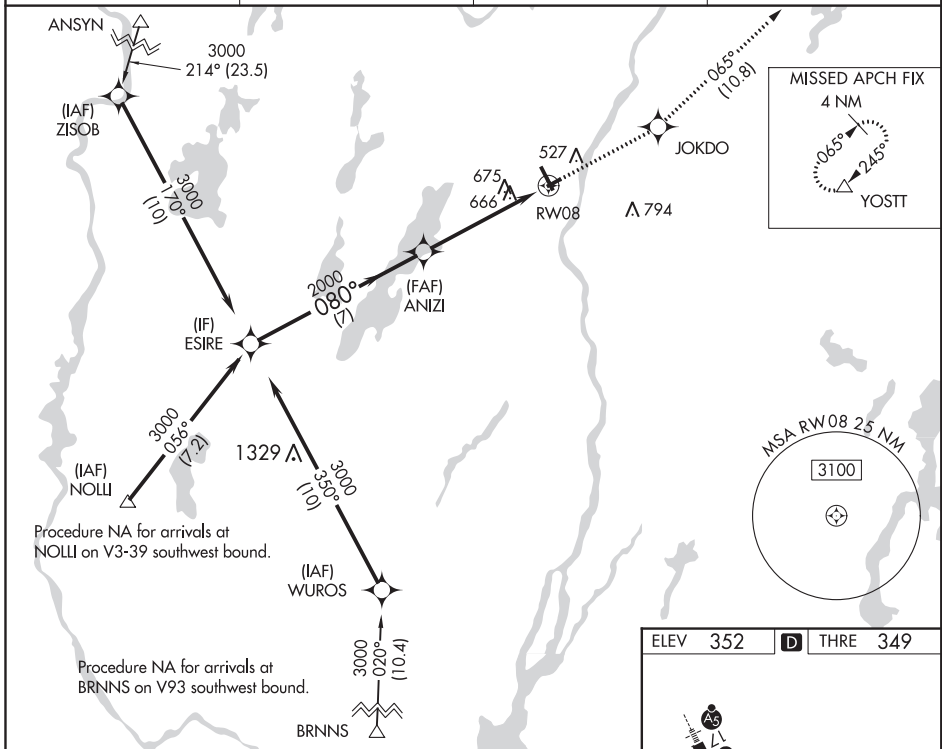
AUGUSTA STATE (AUG)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Waterville altimeter setting and increase all MDA 40 feet; increase LP Cats C/D visibility 1/8 mile. Straight-in/Circling Rwy 8 procedure NA at night. Circling to Rwy 26 NA at night.

**▲** MISSED APPROACH: Climb to 3000 direct JOKDO and on track 065° to YOSTT and hold.

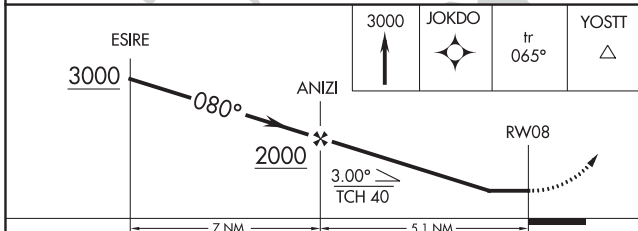
MISSED APPROACH: Climb to 3000 direct JOKDO and on track 065° to YOSTT and hold.

ASOS <b>118.325</b>	PORTLAND APP CON * <b>128.35 299.2</b>	CLNC DEL <b>119.95 299.2</b>	UNICOM <b>123.0 (CTAF) 0</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



ELEV	352	D	THRE	349
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080° to RWY 08

MIRL Rwy 8-26 0  
HIRL Rwy 17-35 0  
REIL Rwy 35 0


CATEGORY	A		B		C		D	
	7 NM							
LP MDA	920-1	571 (600-1)			920-1 <sup>5</sup> / <sub>8</sub>	571 (600-1 <sup>5</sup> / <sub>8</sub> )		
LNAV MDA	940-1	591 (600-1)			940-1 <sup>3</sup> / <sub>4</sub>	591 (600-1 <sup>3</sup> / <sub>4</sub> )		
CIRCLING	940-1	980-1	980-1 <sup>3</sup> / <sub>4</sub>	980-2				
	588 (600-1)	628 (700-1)	628 (700-1 <sup>3</sup> / <sub>4</sub> )	628 (700-2)				

WAAS CH <b>70720</b> <b>W17A</b>	APP CRS <b>171°</b>	Rwy Idg <b>5001</b> THRE <b>311</b> Apt Elev <b>352</b>
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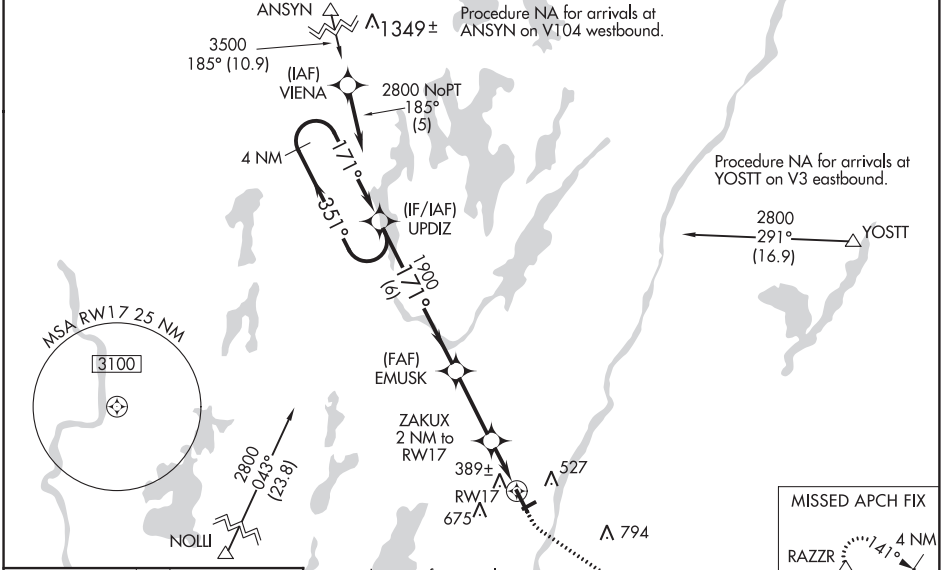
# RNAV (GPS) RWY 17

AUGUSTA STATE (AUG)

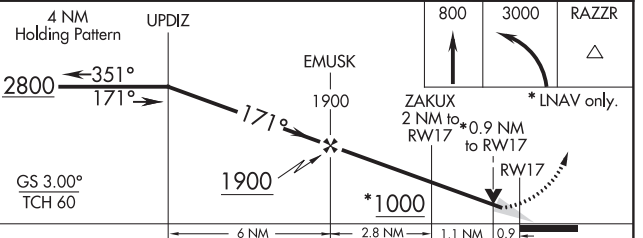
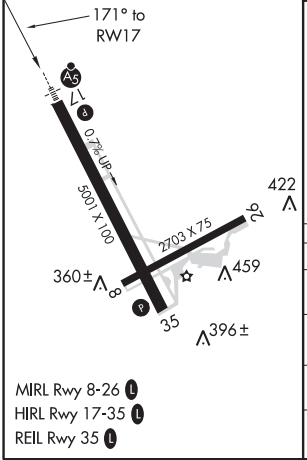
**⚠** DME/DME RNP-0.3 NA. For inoperative MALSRR, increase LNAV/VNAV all Cats visibility to 1 mile. For inoperative MALSRR when using Waterville altimeter setting, increase LNAV/VNAV all Cats visibility to 1½ mile. VDP and Baro-VNAV NA with Waterville altimeter setting. When local altimeter setting not received use Waterville altimeter setting and increase all DA 35 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C and D visibility ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 41°C (105°F). Circling to Rwy 8 and 26 NA at night. When VGSI inoperative, Circling Rwy 35 NA at night.

**MALSRR**  
  
**MISSED APPROACH:**  
 Climb to 800 then climbing left turn to 3000 direct RAZZR and hold.

ASOS <b>118.325</b>	PORTLAND APP CON ★ <b>128.35 299.2</b>	CLNC DEL <b>119.95</b>	UNICOM <b>123.0 (CTAF) ①</b>
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ELEV 352	<b>D</b>	THRE 311
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CATEGORY	A	B	C	D
LPV DA		511-½	200 (200-½)	
LNAV/VNAV DA		638-⅝	327 (300-⅝)	
LNAV MDA		640-½	329 (300-½)	
CIRCLING	960-1 608 (700-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

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NE-1, 10 NOV 2016 to 05 JAN 2017

AUGUSTA, MAINE

AL-29 (FAA)

# RNAV (GPS) RWY 35

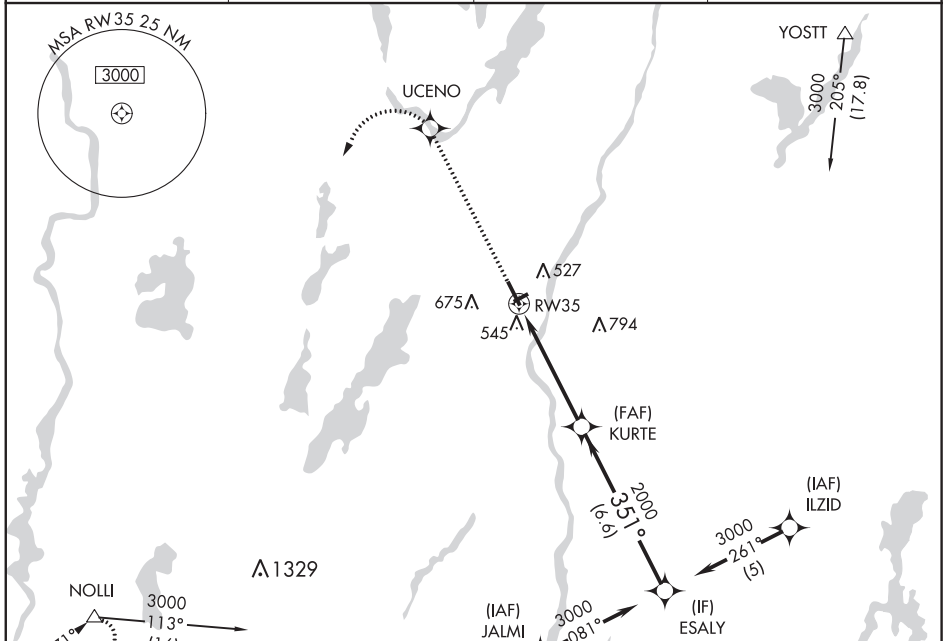
AUGUSTA STATE (AUG)

WAAS CH <b>62999</b> <b>W35A</b>	APP CRS <b>351°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>350</b> <b>352</b>
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**V** Baro-VNAV NA below -16°C (4°F), DME/DME RNP-0.3 NA.  
**A** If local altimeter setting not received, use Auburn-Lewiston Muni altimeter setting and increase all DAs 71 feet and all MDAs 80 feet.  
**W**

**MISSED APPROACH:** Climb to 3000 direct UCENO and left turn via 233° track to NOLLI and hold.

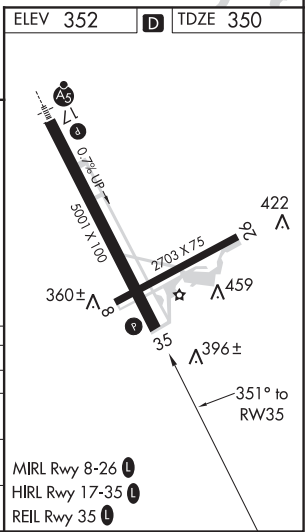
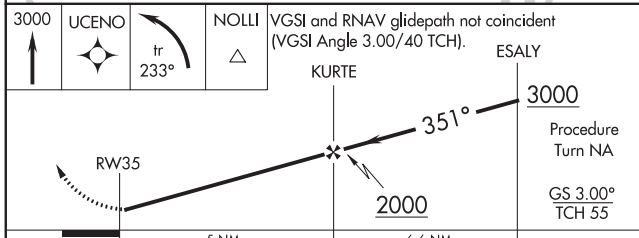
ASOS <b>118.325</b>	PORTLAND APP CON ★ <b>128.35 299.2</b>	CLNC DEL <b>119.95</b>	UNICOM <b>123.0 (CTAF)</b> <b>0</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 352	<b>D</b> TDZE 350
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CATEGORY	A	B	C	D
LPV DA		610-1	260 (300-1)	
LNAV/VNAV DA		850-1¾	500 (600-1¾)	
LNAV MDA	840-1	490 (500-1)	840-1¼ 490 (500-1¼)	840-1½ 490 (500-1½)
CIRCLING	880-1¾ 528 (600-1¾)	980-1¾	628 (700-1¾)	980-2 628 (700-2)

AUGUSTA, MAINE  
Orig-A 13346

44°19'N - 69°48'W

# RNAV (GPS) RWY 35



# RNAV (GPS)-B AUGUSTA STATE (AUG)

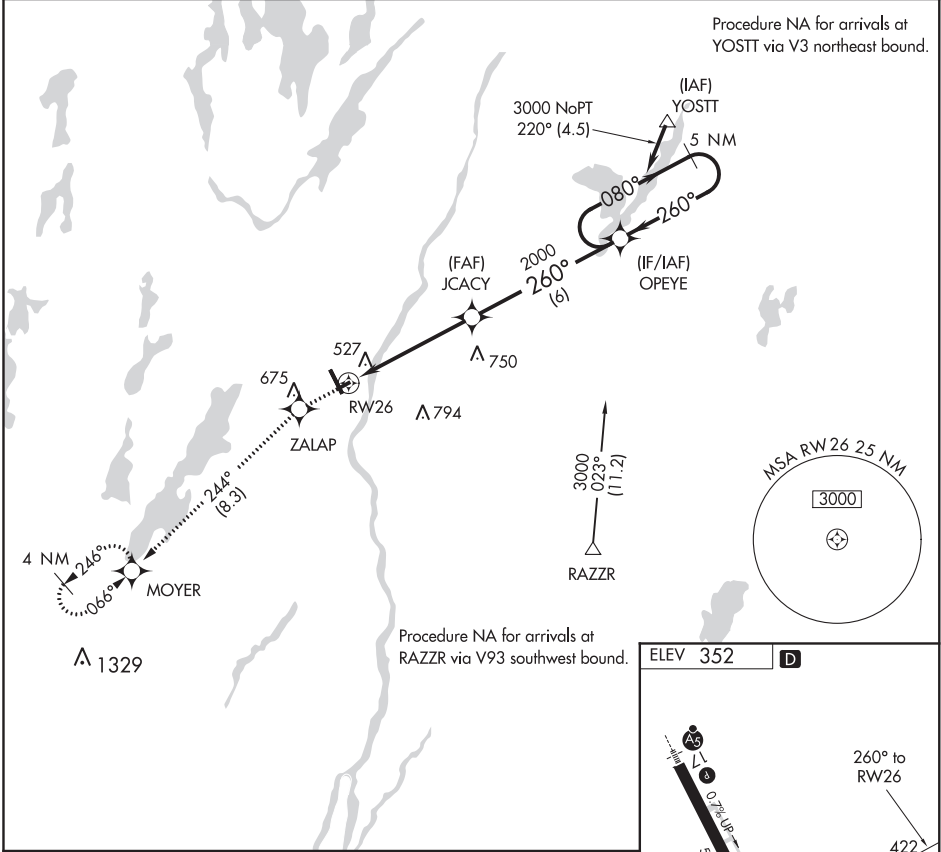
APP CRS <b>260°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>352</b>
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DME/DME RNP-0.3 NA.  
If local altimeter setting not received, use Auburn-Lewiston Muni altimeter setting and increase all MDAs 80 feet.

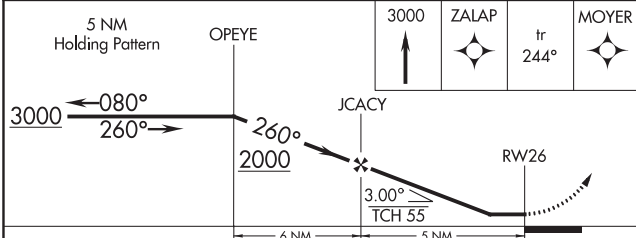
MISSED APPROACH: Climb to 3000 direct ZALAP and via 244° track to MOYER and hold.

ASOS <b>118.325</b>	PORTLAND APP CON * <b>128.35 299.2</b>	CLNC DEL <b>119.95</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 352 **D**

MIRL Rwy 8-26 **0**  
HIRL Rwy 17-35 **0**  
REIL Rwy 35 **0**

CATEGORY	A	B	C	D
CIRCLING	880-1 528 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

AUGUSTA, MAINE

AL-29 (FAA)

14093

VOR/DME AUG <b>111.4</b> Chan 51	APP CRS <b>249°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>352</b>
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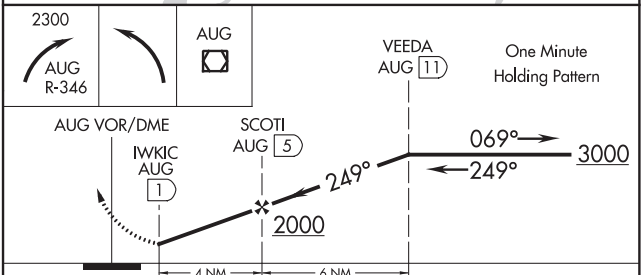
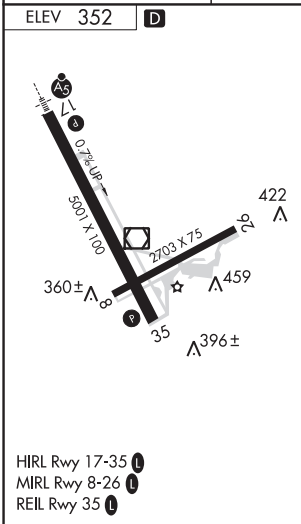
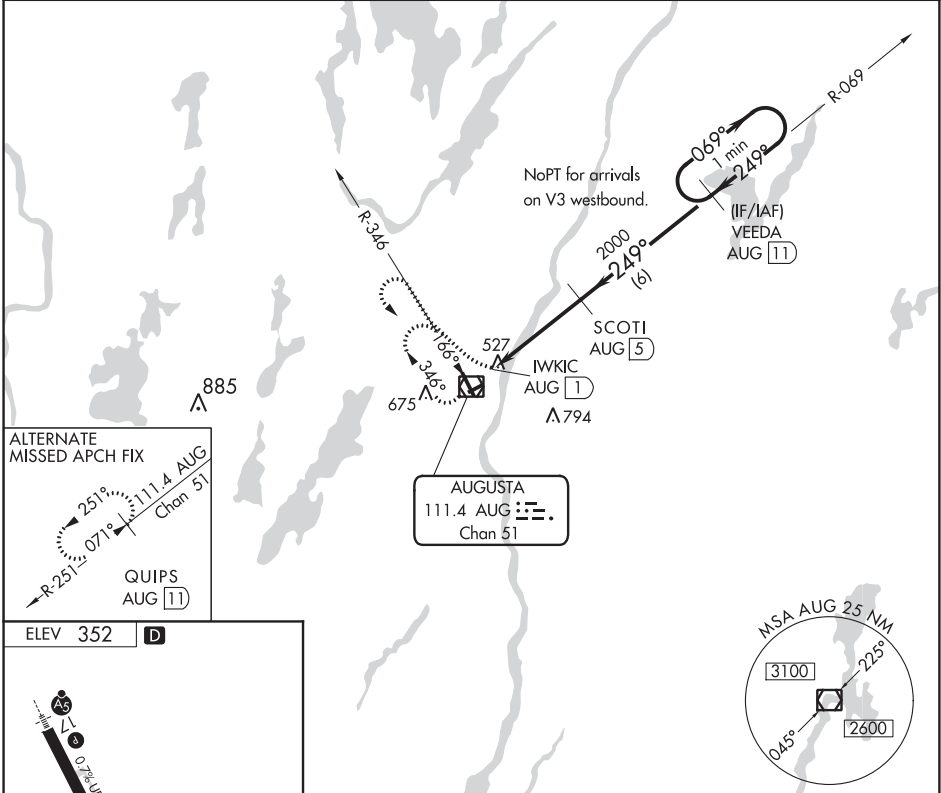
# VOR/DME-A

## AUGUSTA STATE (AUG)

**▼** When local altimeter setting not received use Waterville altimeter setting and increase all MDA 40 feet. Circling Rwy 8 and 26  
**▲** NA at night. When VGS1 inoperative, Circling Rwy 35 NA at night.

MISSED APPROACH: Climbing right turn to 2300 on AUG VOR/DME R-346, then left turn direct AUG VOR/DME and hold.

ASOS <b>118.325</b>	PORTLAND APP CON * <b>128.35 299.2</b>	CLNC DEL <b>119.95</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
CIRCLING	960-1 608 (700-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

AUGUSTA, MAINE  
 Amdt 12 05MAY11

44°19'N-69°48'W

AUGUSTA STATE (AUG)  
**VOR/DME-A**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

VOR/DME AUG <b>111.4</b> Chan 51	APP CRS <b>354°</b>	Rwy Idg THRE <b>347</b> Apt Elev <b>352</b>	<b>5001</b>
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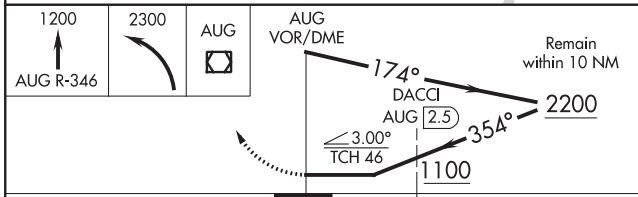
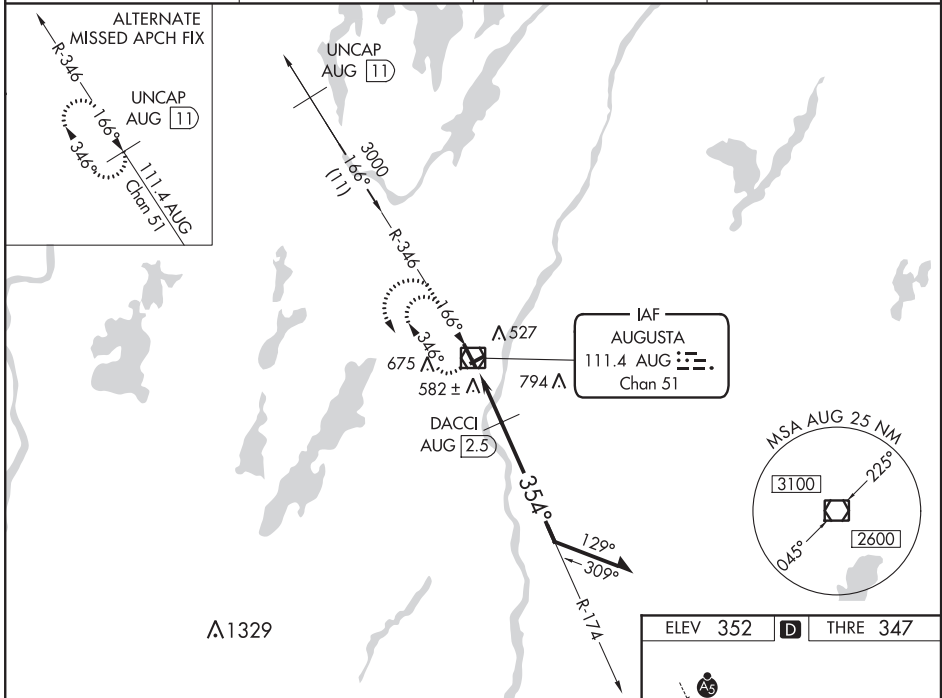
# VOR RWY 35

AUGUSTA STATE (AUG)

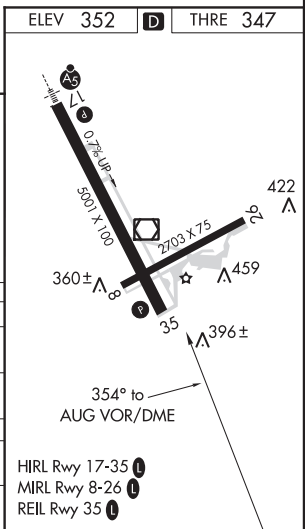
Visibility reduction by helicopters NA. When local altimeter setting not received use Waterville altimeter setting and increase all MDA 40 feet; increase S-35 Cats C and D visibility 1/2 mile, increase Circling Cat C visibility 1/4 mile, increase DACCI fix minimums S-35 Cats C and D visibility 1/2 mile. When VGSI inoperative, straight-in/circling Rwy 35 procedure NA at night. Circling to Rwy 8 and 26 NA at night.

MISSED APPROACH: Climb to 1200 on AUG VOR/DME R-346, then climbing left turn to 2300 direct AUG VOR/DME and hold.

ASOS <b>118.325</b>	PORTLAND APP CON * <b>128.35 299.2</b>	CLNC DEL <b>119.95</b>	UNICOM <b>123.0 (CTAF)</b>
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CATEGORY	A	B	C	D
S-35	1100-1 753 (800-1)	1100-1 1/4 753 (800-1 1/4)	1100-2	753 (800-2)
CIRCLING	1100-1 748 (800-1)	1100-1 1/4 748 (800-1 1/4)	1100-2 1/4 748 (800-2 1/4)	1100-2 1/2 748 (800-2 1/2)
DACCI FIX MINIMUMS				
S-35	840-1	493 (500-1)	840-1 3/8	493 (500-1 3/8)
CIRCLING	960-1 608 (700-1)	980-1 628 (700-1)	980-1 3/4 628 (700-1 3/4)	980-2 628 (700-2)



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

BANGOR, MAINE

AL-39 (FAA)

15288

LOC/DME I-JVH <b>109.5</b> Chan <b>32</b>	APP CRS <b>151°</b>	Rwy Idg TDZE <b>192</b> Apt Elev <b>192</b>	<b>11440</b>
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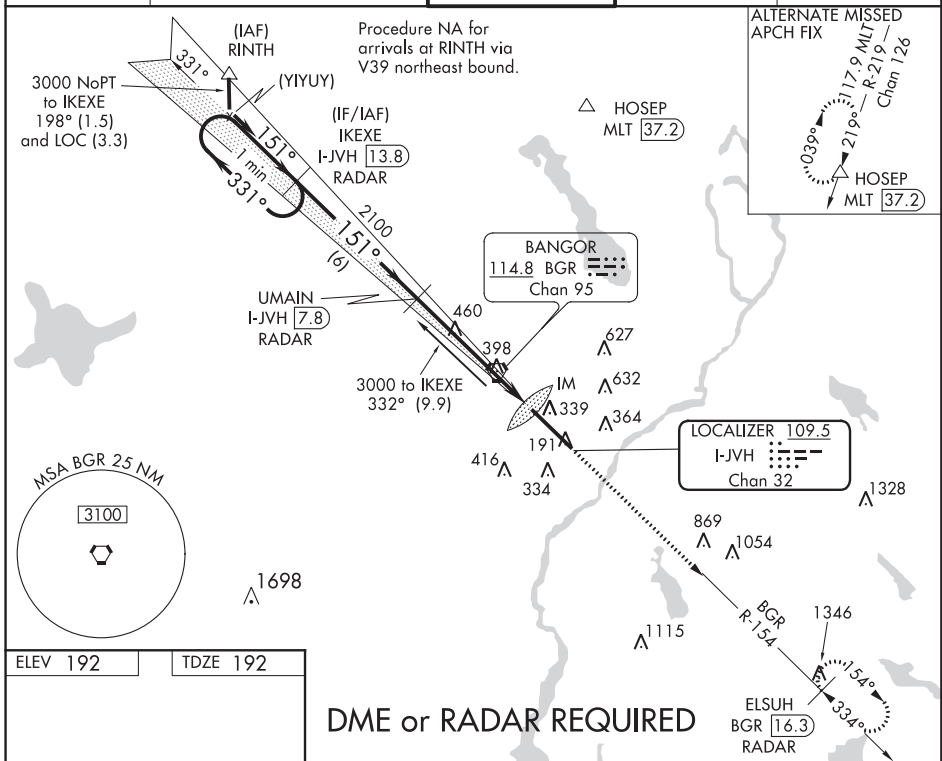
# ILS or LOC RWY 15

BANGOR INTL (BGR)

ASR For inoperative ALSF, increase S-ILS 15 Cat E visibility to RVR 4000 and S-LOC 15 Cat E visibility to 1½.  
 -31°C/-24°F Circling NA NE of Rwy 15-33. DME or Radar required.

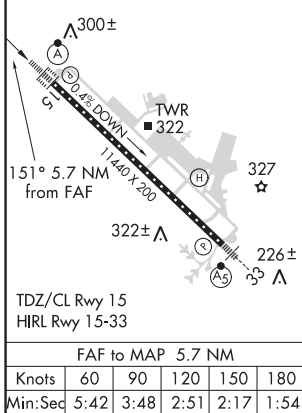
ALSF-2 MISSED APPROACH: Climb to 3000 via heading 153° and BGR R-154 to ELSUH /BGR 16.3 DME/RADAR and hold.

ATIS <b>127.75</b>	BANGOR APP CON <b>118.925 239.3</b>	BANGOR TOWER <b>120.7 233.7</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.9 348.6</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



BANGOR, MAINE  
Amdt 6B 05APR12

44°48'N-68°50'W

# BANGOR INTL (BGR)

## ILS or LOC RWY 15

LOC/DME I-BGR <b>109.5</b> Chan <b>32</b>	APP CRS <b>333°</b>	Rwy Idg <b>11440</b> TDZE <b>163</b> Apt Elev <b>192</b>
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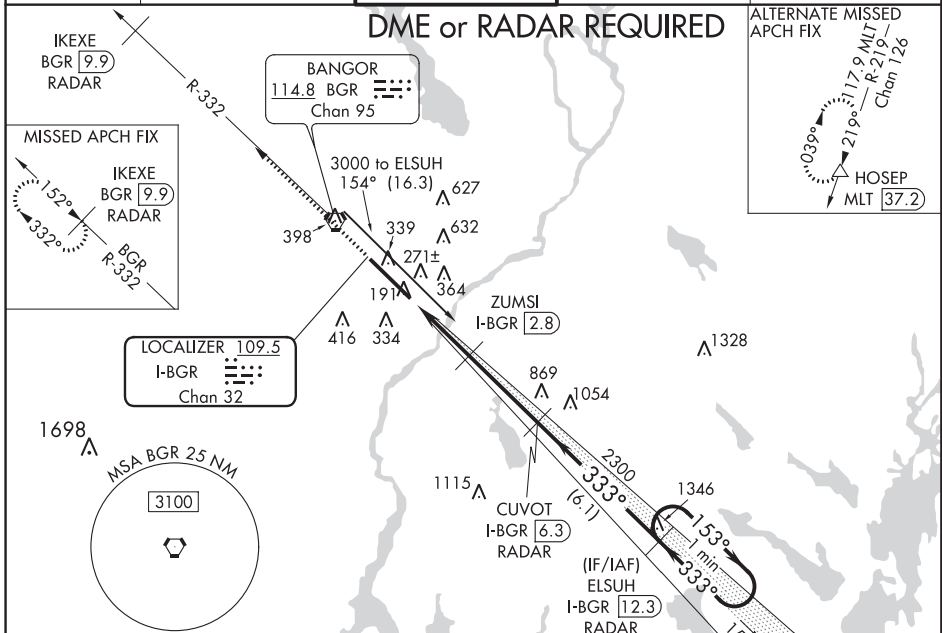
# ILS or LOC RWY 33

BANGOR INTL (BGR)

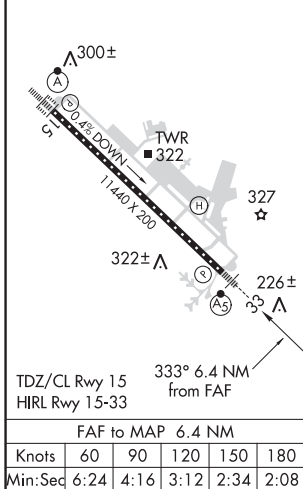
**ASR** Circling NA NE of Rwy 15-33. DME or Radar Required. For inoperative MALSR, increase Cat E S-ILS 33 visibility to RVR 4000 and S-LOC 33 to 3 miles. ZUMSI Minimums: For inoperative MALSR, increase S-LOC 33 Cat D visibility to RVR 5000 and Cat E to RVR 6000. \*RVR 1800 authorized with the use of FD or AP or HUD to DA.

**MALSR** MISSED APPROACH: Climb to 3000 via heading 333° and BGR VORTAC R-332 to IKEXE/BGR VORTAC 9.9 DME/RADAR and hold.

ATIS <b>127.75</b>	BANGOR APP CON <b>118.925 239.3</b>	BANGOR TOWER <b>120.7 233.7</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.9 348.6</b>
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ELEV 192	TDZE 163
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

BANGOR, MAINE

AL-39 (FAA)

15288

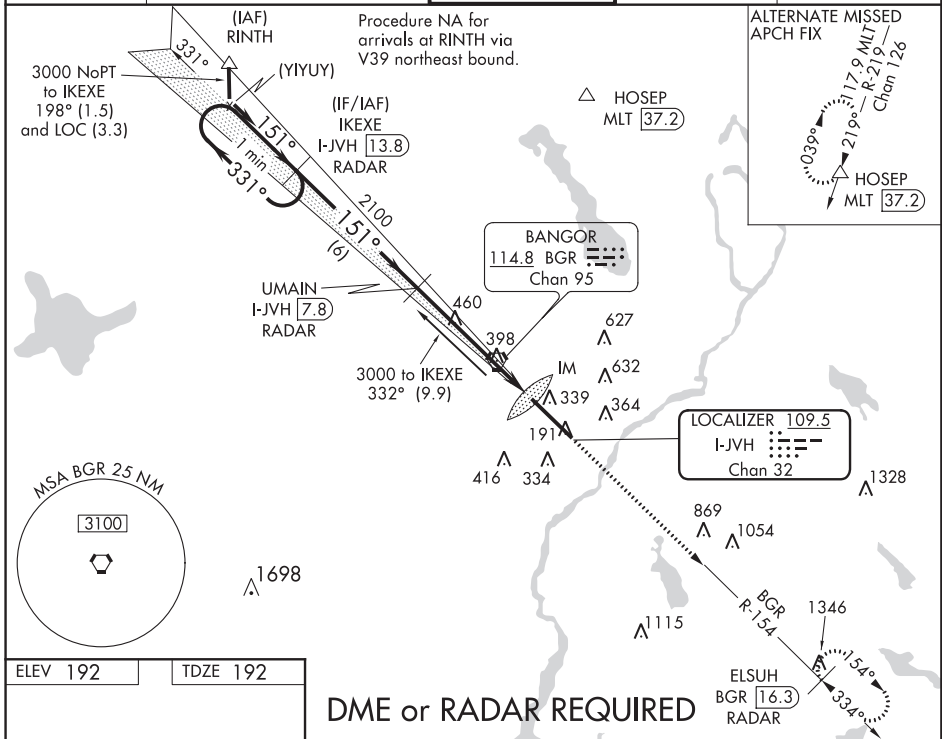
LOC/DME I-JVH <b>109.5</b> Chan <b>32</b>	APP CRS <b>151°</b>	Rwy Idg TDZE <b>192</b> Apt Elev <b>192</b>	<b>11440</b>
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# ILS RWY 15 (CAT II & III)

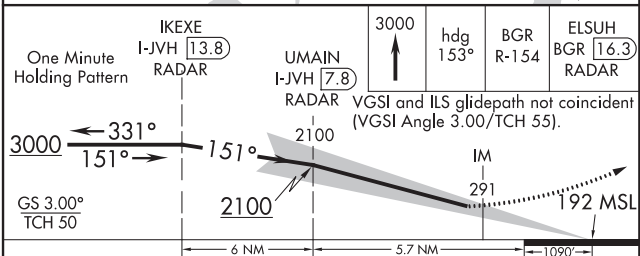
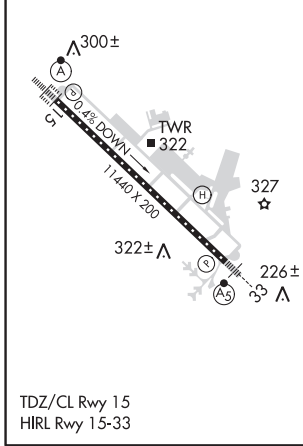
BANGOR INTL (BGR)

ASR 31°C/-24°F	DME or Radar required.	ALSF-2 	MISSED APPROACH: Climb to 3000 via heading 153° and BGR R-154 to ELSUH/BGR 16.3 DME/RADAR and hold.
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ATIS <b>127.75</b>	BANGOR APP CON <b>118.925 239.3</b>	BANGOR TOWER <b>120.7 233.7</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.9 348.6</b>
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ELEV 192	TDZE 192
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CATEGORY	A	B	C	D
S-ILS 15	CAT II RA 113/12 100 DA 292			
S-ILS 15	CAT IIIa RVR 07			
S-ILS 15	CAT IIIb RVR 06			
S-ILS 15	CAT IIIc NA			

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

BANGOR, MAINE  
Amdt 6B 05APR12

44°48'N-68°50'W

BANGOR INTL (BGR)  
**ILS RWY 15 (CAT II & III)**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

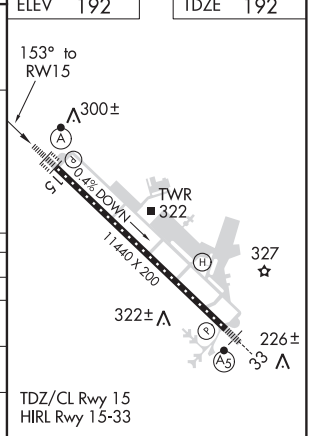
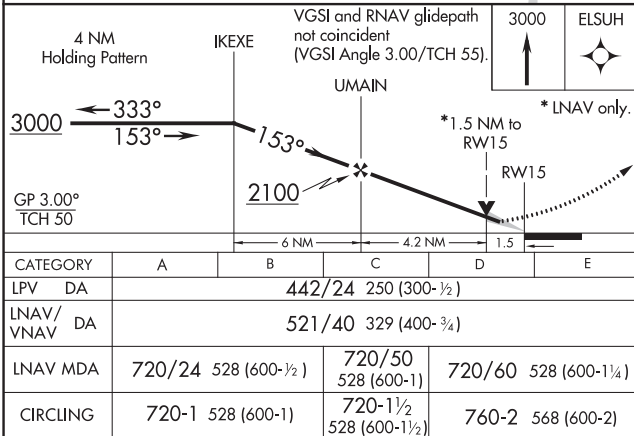
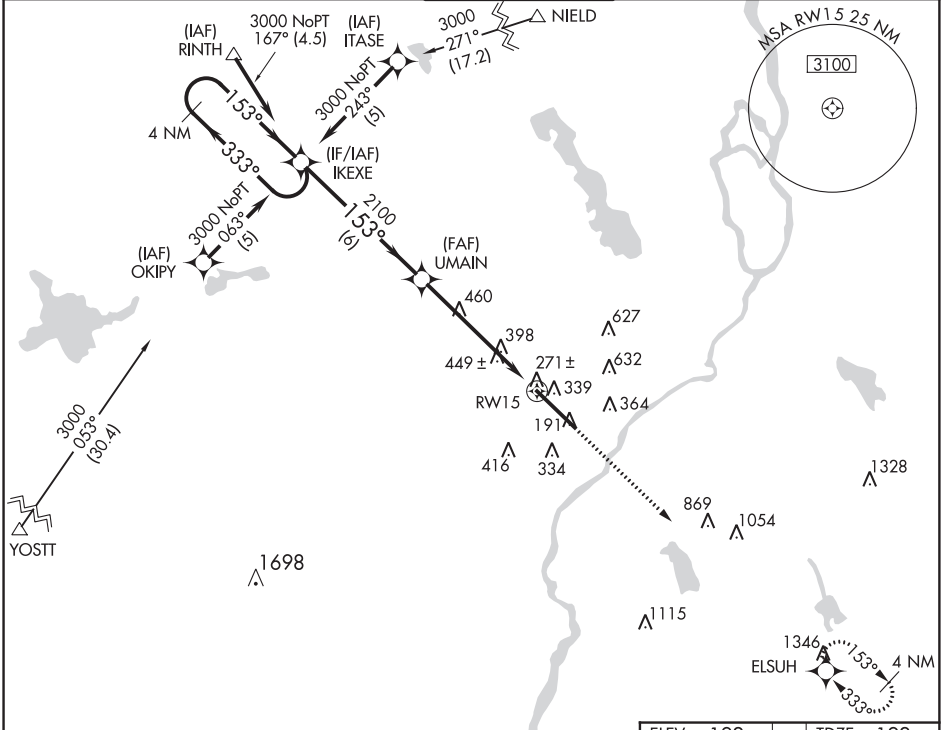
WAAS CH <b>82307</b> <b>W15A</b>	APP CRS <b>153°</b>	Rwy Idg <b>11440</b> TDZE <b>192</b> Apt Elev <b>192</b>
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# RNAV (GPS) RWY 15

BANGOR INTL (BGR)

	MISSED APPROACH: Climb to 3000 direct ELSUH and hold.

ATIS <b>127.75</b>	BANGOR APP CON <b>118.925 239.3</b>	BANGOR TOWER <b>120.7 233.7</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.9 348.6</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

BANGOR, MAINE

AL-39 (FAA)

15288

WAAS CH <b>78007</b> <b>W33A</b>	APP CRS <b>333°</b>	Rwy Idg <b>11440</b> TDZE <b>163</b> Apt Elev <b>192</b>
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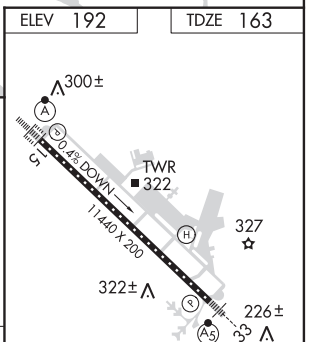
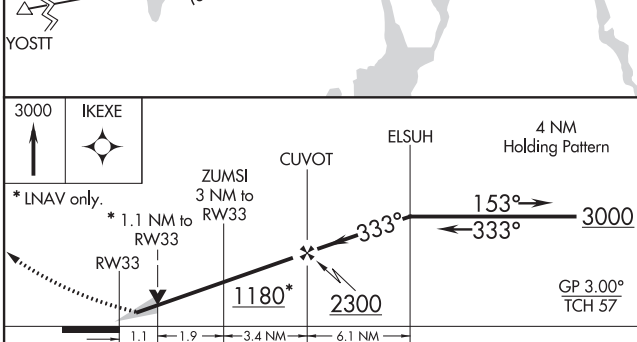
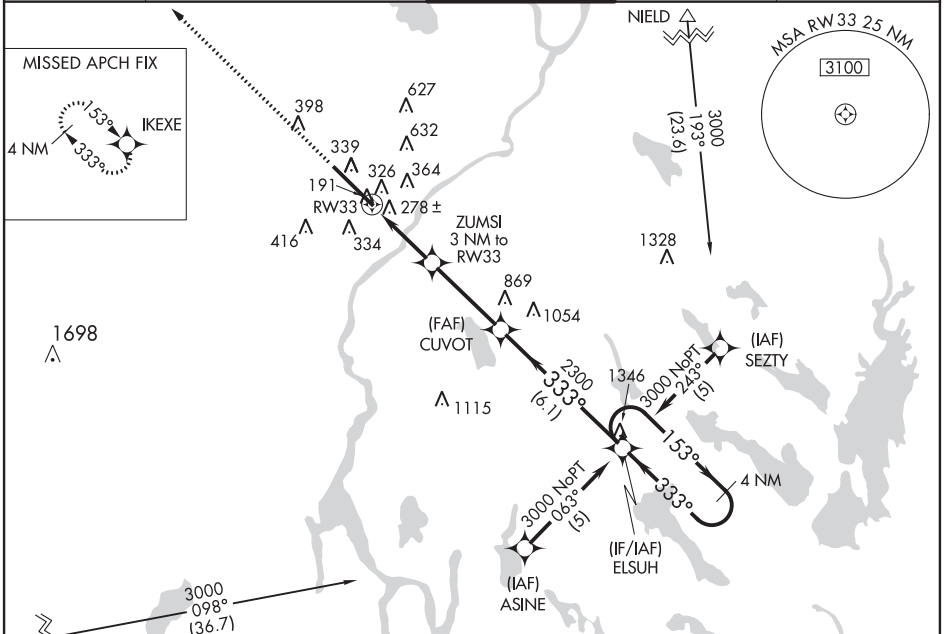
# RNAV (GPS) RWY 33

BANGOR INTL (BGR)

**V** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Circling NA NE of Rwy 15-33. For nonoperative MALSR, increase LPV visibility to RVR 5000 all Cats, LNAV/VNAV Cat E visibility to 1½, ASR **31°C/-24°F** and LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½. DME/DME RNP-0.3 NA.

**MALSR** MISSED APPROACH: Climb to 3000 direct IKEXE and hold.

ATIS <b>127.75</b>	BANGOR APP CON <b>118.925 239.3</b>	BANGOR TOWER <b>120.7 233.7</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.9 348.6</b>
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CATEGORY	A	B	C	D	E
LPV DA		455/24	292 (300-½)		
LNAV/VNAV DA		604/50	441 (500-1)		
LNAV MDA	580/24	417 (400-½)	580/40 417 (400-¾)	580/50	417 (400-1)
CIRCLING	640-1 448 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2	568 (600-2)

ELEV 192	TDZE 163
TDZ/CL Rwy 15 HIRL Rwy 15-33	

BANGOR, MAINE  
Orig 05JUN08

44°48'N-68°50'W

# RNAV (GPS) RWY 33

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

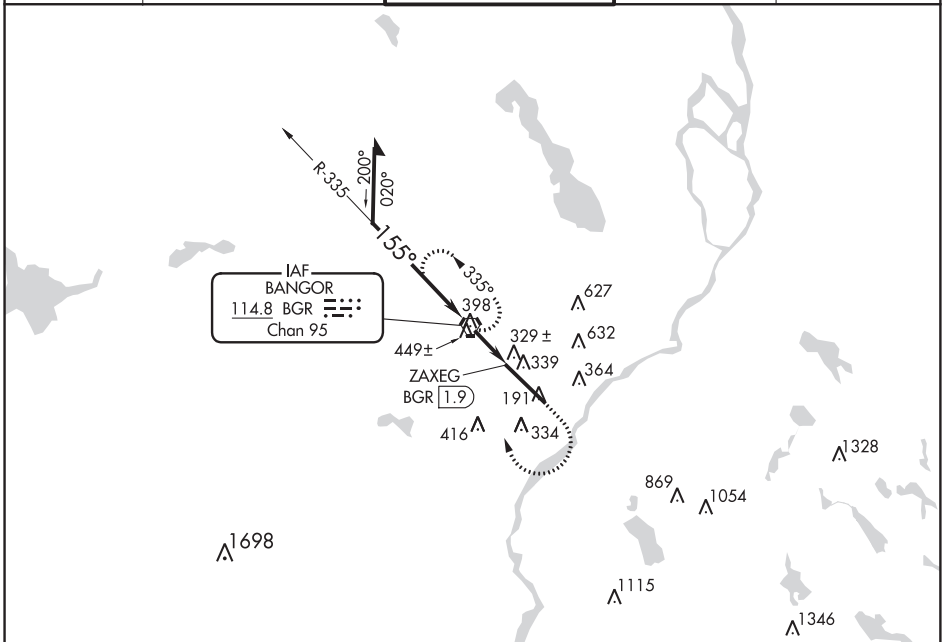


VORTAC BGR <b>114.8</b> Chan <b>95</b>	APP CRS <b>155°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>192</b>
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**VOR-A**  
BANGOR INTL (BGR)

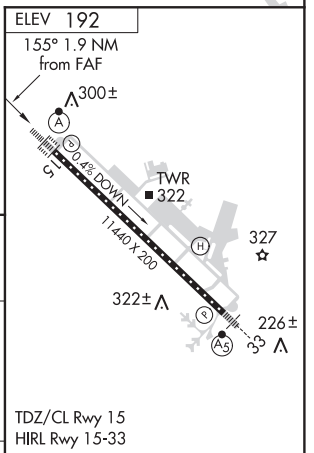
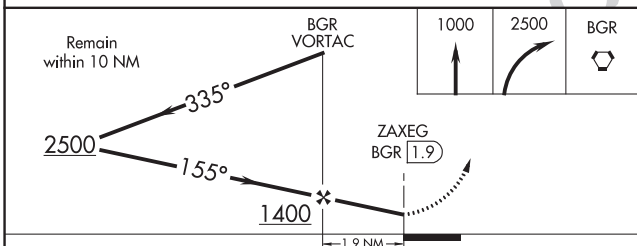
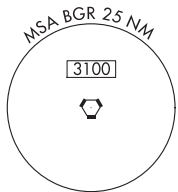
ASR -31°C/-24°F	Circling NA NE of Rwy 15-33.	MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct BGR VORTAC and hold.
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ATIS <b>127.75</b>	BANGOR APP CON <b>118.925 239.3</b>	BANGOR TOWER <b>120.7 233.7</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.9 348.6</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	FAF to MAP 1.9 NM					
CIRCLING	640-1	660-1	660-1½	NA	Knots	60	90	120	150	180
	448 (500-1)	468 (500-1)	468 (500-1½)		Min:Sec	1:54	1:16	0:57	0:46	0:38

15232

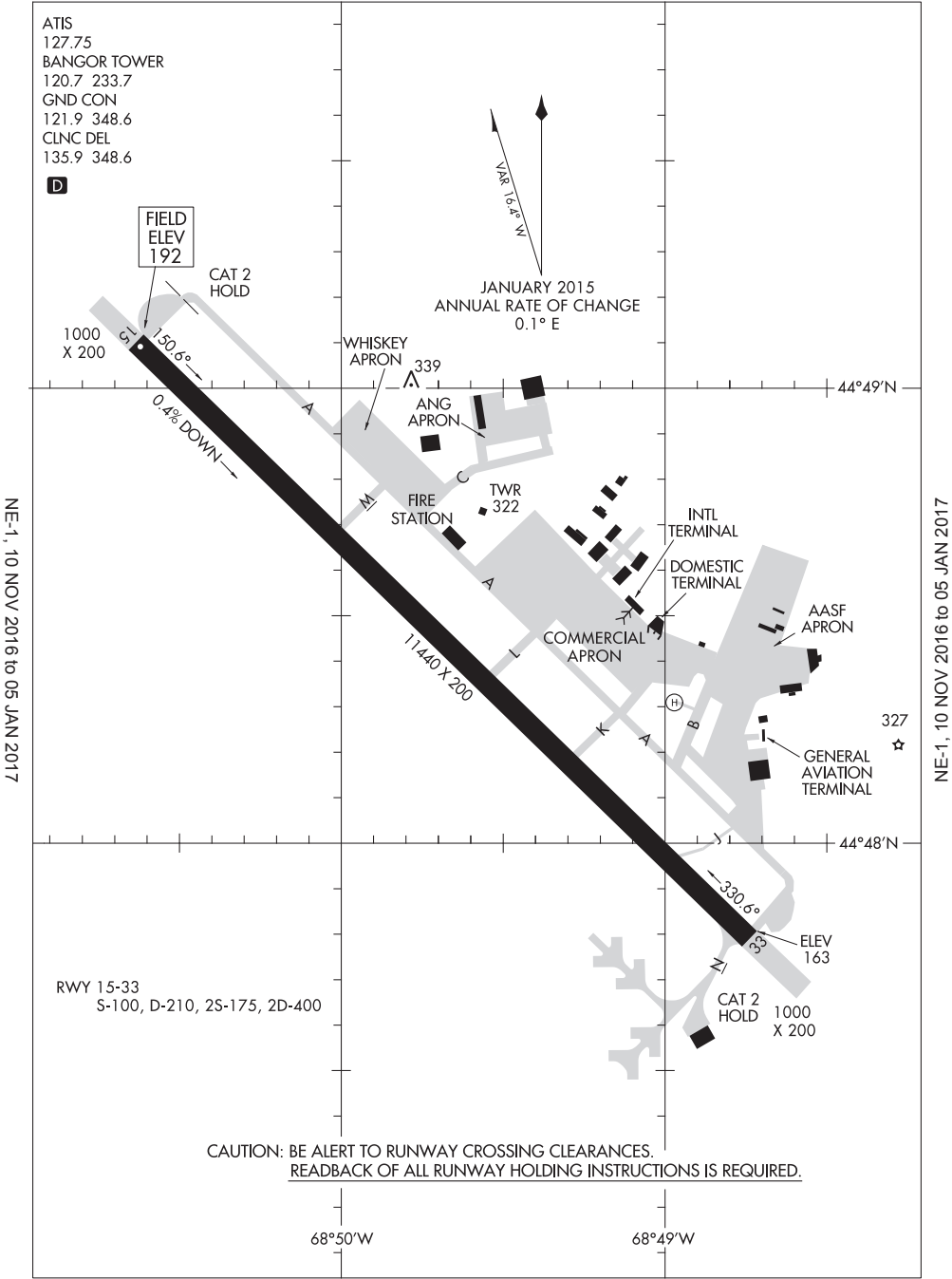
# AIRPORT DIAGRAM

AL-39 (FAA)

BANGOR INTL (BGR)  
BANGOR, MAINE

ATIS  
 127.75  
 BANGOR TOWER  
 120.7 233.7  
 GND CON  
 121.9 348.6  
 CLNC DEL  
 135.9 348.6

D



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

# AIRPORT DIAGRAM

15232

BANGOR, MAINE  
BANGOR INTL (BGR)

ATIS 127.75  
CLNC DEL  
135.9 348.6  
GND CON  
121.9 348.6  
BANGOR TOWER  
120.7 233.7  
BANGOR DEP CON  
118.925 239.3

**TOP ALTITUDE:  
10000**

BEAUCE  
117.2 VLV  
Chan 119  
N45°55.50' - W70°50.76'  
L-32, H-11

PRESQUE ISLE  
116.4 PQI  
Chan 111  
N46°46.45' - W68°05.67'  
L-32, H-11

SHERBROOKE  
113.2 YSC  
Chan 79  
N45°18.99' - W71°47.29'  
L-32, H-11

MILLINOCKET  
117.9 MLT  
Chan 126  
N45°35.20' - W68°30.93'  
L-32, H-11

BURLINGTON  
117.5 BTV  
Chan 122  
N44°23.83' - W73°10.96'  
L-32, H-11-12

SYRACUSE  
117.0 SYR  
Chan 117  
N43°09.63' - W76°12.27'  
L-32, H-11-12

BANGOR  
114.8 BGR  
Chan 95  
N44°50.51' - W68°52.44'  
L-32, H-11

CAMBRIDGE  
115.0 CAM  
Chan 97  
N42°59.66' - W73°20.64'  
L-32-34, H-11-12

KENNEBUNK  
117.1 ENE  
Chan 118  
N43°25.54' - W70°36.81'  
L-32, H-11-12

**TAKEOFF MINIMUMS:**  
Rwys 15, 33: Standard.

ALBANY  
115.3 ALB  
Chan 100  
N42°44.84' - W73°48.19'  
L-32-33-34, H-10-11-12

BOSTON  
112.7 BOS  
Chan 74  
N42°21.45' - W70°59.37'  
L-33-34, H-10-11-12

MARCONI  
114.7 LFV  
Chan 94  
N42°01.03' - W70°02.23'  
L-33, H-10-11-12

**TAKEOFF OBSTACLES:**

Rwy 15: Trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

NOTE: RADAR required.

NOTE: Chart not to scale.



**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAY 15: Climb heading 153°, or as assigned by ATC, Thence....

TAKEOFF RUNWAY 33: Climb heading 333°, or as assigned by ATC, Thence....

...Expect vectors to assigned route/navaid/fix. Maintain 10000, or requested altitude if lower, or as assigned by ATC. Expect clearance to filed altitude/flight level ten minutes after departure.

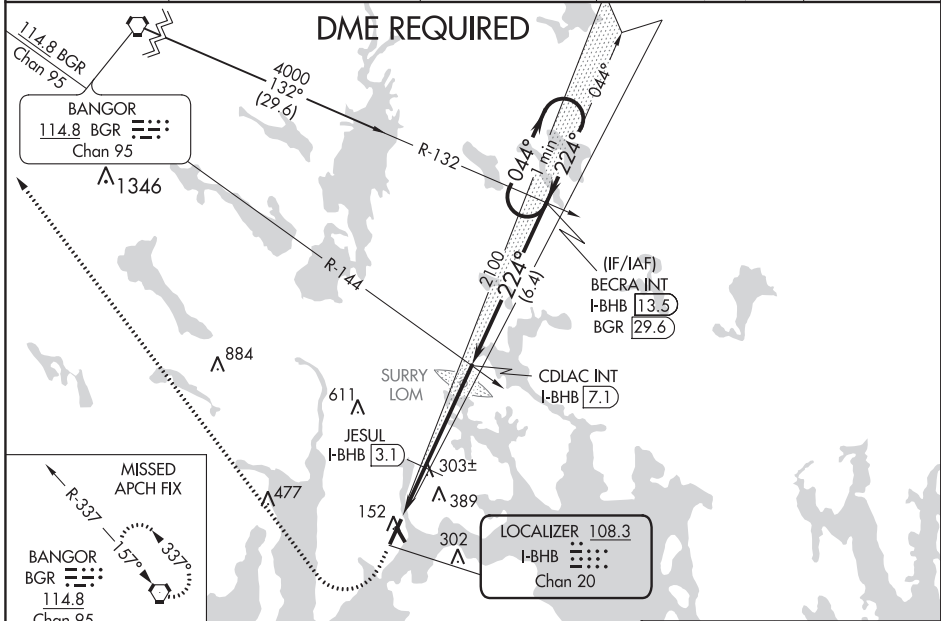
LOC/DME I-BHB <b>108.3</b> Chan <b>20</b>	APP CRS <b>224°</b>	Rwy Idg TDZE Apt Elev	<b>5200</b> <b>83</b> <b>83</b>
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**ILS or LOC RWY 22**  
HANCOCK COUNTY-BAR HARBOR (BHB)

⚠ When local altimeter setting not received, use Bangor altimeter setting and increase all DA 83 feet and all MDA 100 feet; increase S-ILS 22 all Cats visibility 1/4; S-LOC 22 Cat C/D visibility 1/2 mile and Circling Cat C/D visibility 1/4 mile; increase JESUL fix minimums S-LOC 22 Cat C and Circling Cat C/D visibility 1/4 mile. Inoperative table does not apply to S-LOC 22 Cat C and JESUL fix minimums S-LOC 22 Cat C. When using Bangor altimeter setting; inoperative table does not apply to S-LOC 22 Cat C and JESUL fix minimums S-LOC 22 Cat C. VDP NA with Bangor altimeter setting. Circling to Rwy 17 NA at night.

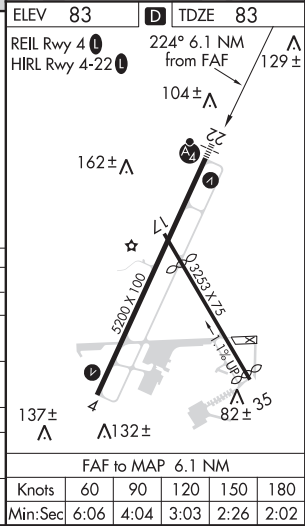
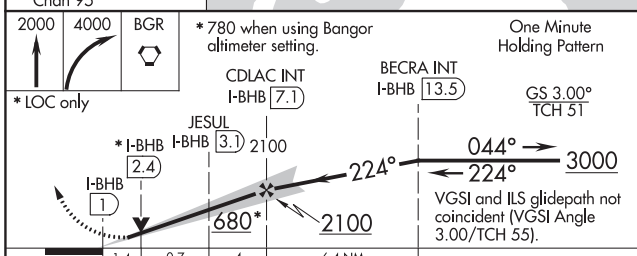
**MALSF**  
Climb to 2000 then climbing right turn to 4000 direct BGR VORTAC and hold.

AWOS-3PT <b>118.025</b>	BANGOR APP CON <b>123.65 284.65</b>	CLNC DEL <b>119.9</b>	UNICOM <b>123.0 (CTAF)</b>	<b>122.7</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 22		283-3/4	200 (200-3/4)	
S-LOC 22	680-3/4	597 (600-3/4)	680-1 1/2 597 (600-1 1/2)	680-1 3/4 597 (600-1 3/4)
CIRCLING	680-1	597 (600-1)	700-1 3/4 617 (700-1 3/4)	700-2 617 (700-2)
JESUL FIX MINIMUMS				
S-LOC 22	580-3/4	497 (500-3/4)	580-1 1/4 497 (500-1 1/4)	580-1 1/2 497 (500-1 1/2)
CIRCLING	600-1 517 (600-1)	620-1 537 (600-1)	700-1 3/4 617 (700-1 3/4)	700-2 617 (700-2)

ELEV 83	TDZE 83
REIL Rwy 4	HIRL Rwy 4-22
224° 6.1 NM from FAF	104±
162±	137±
132±	82±
FAF to MAP 6.1 NM	
Knots	60 90 120 150 180
Min:Sec	6:06 4:04 3:03 2:26 2:02

WAAS CH <b>65900</b> <b>W04A</b>	APP CRS <b>044°</b>	Rwy Idg TDZE Apt Elev	<b>5200</b> <b>83</b> <b>83</b>
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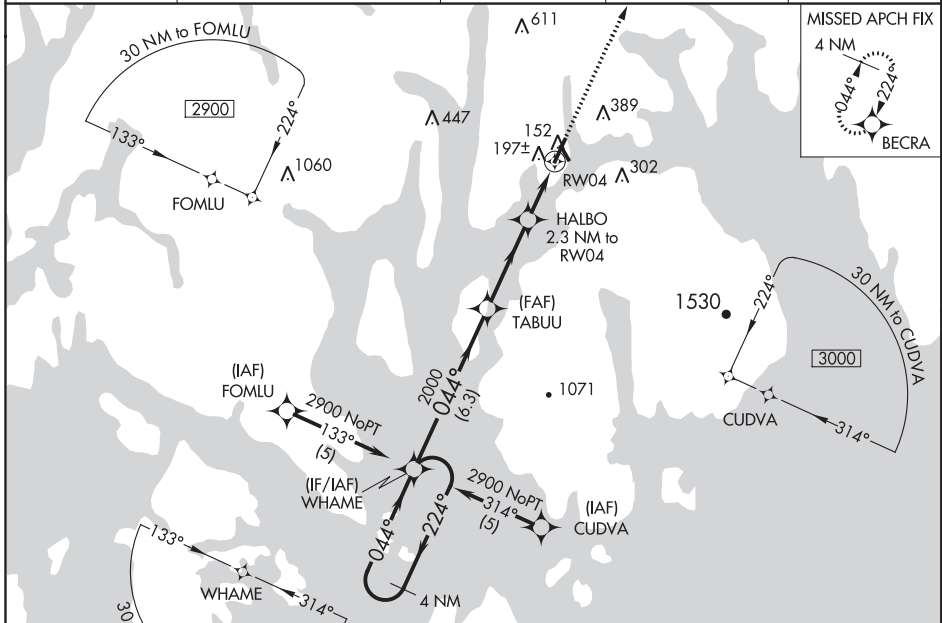
# RNAV (GPS) RWY 4

HANCOCK COUNTY-BAR HARBOR (BHB)

**⚠** Baro-VNAV NA when using Bangor altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bangor altimeter setting and increase all DA 83 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile; increase LNAV/VNAV all Cats ½ mile; increase LNAV Cats C/D and Circling Cats C/D visibilities ¼ mile. Night Landing: Rwy 17 NA, Rwy 4 Cat C/D NA at night. Helicopter visibility reduction below 1 SM not authorized.

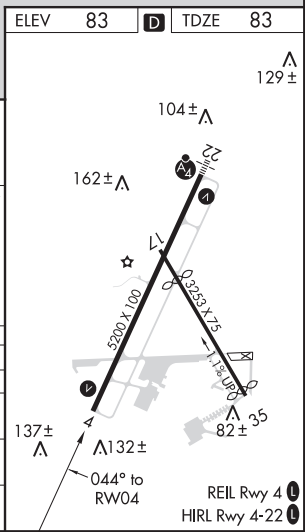
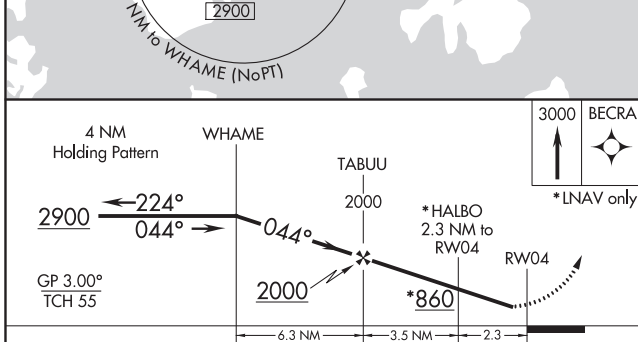
**MISSED APPROACH:**  
Climb to 3000 direct BECRA and hold.

AWOS-3PT <b>118.025</b>	BANGOR APP CON <b>123.65 284.65</b>	CLNC DEL <b>119.9</b>	UNICOM <b>123.0 (CTAF)</b>	<b>122.7</b> <b>⓪</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		333-1	250 (300-1)	
LNAV/VNAV DA		464-1¼	381 (400-1¼)	
LNAV MDA	480-1	397 (400-1)		480-1¼ 397 (400-1¼)
CIRCLING	600-1 517 (600-1)	620-1 537 (600-1)	700-1¾ 617 (700-1¾)	700-2 617 (700-2)

WAAS CH <b>86305</b> <b>W22A</b>	APP CRS <b>224°</b>	Rwy Idg TDZE Apt Elev	<b>5200</b> <b>83</b> <b>83</b>
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# RNAV (GPS) RWY 22

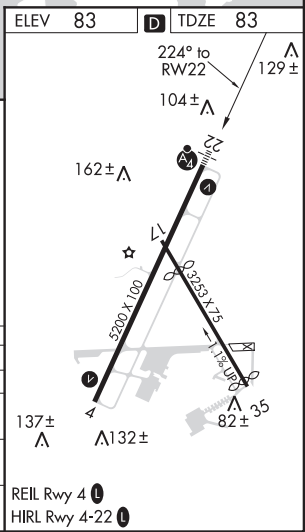
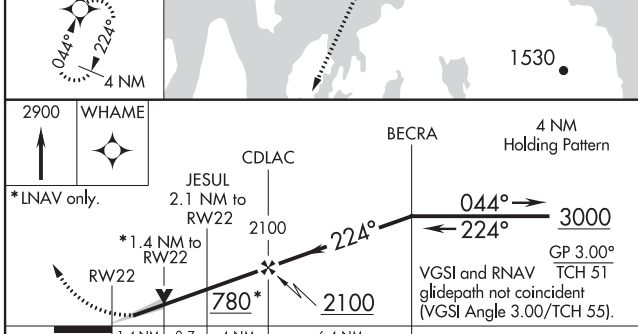
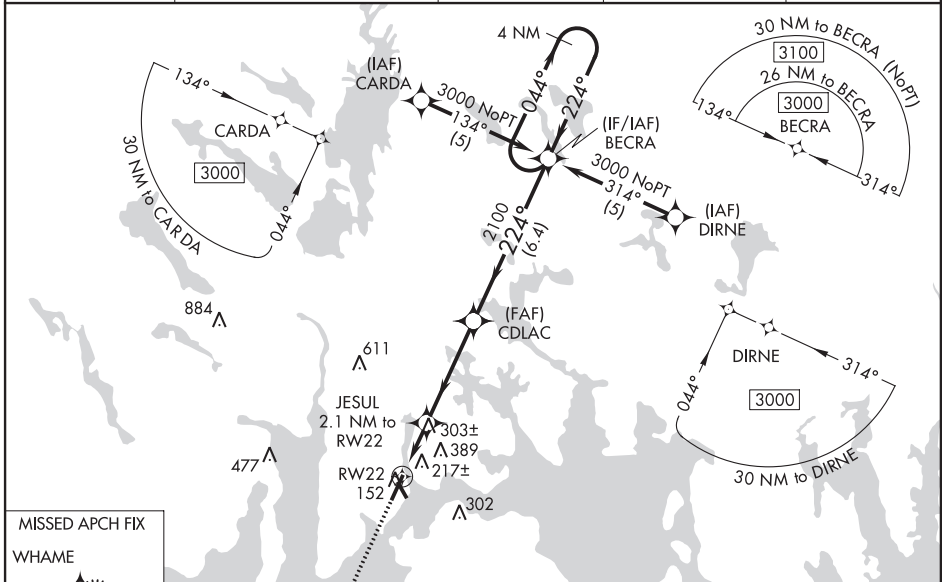
HANCOCK COUNTY-BAR HARBOR (BHB)

**⚠** Baro-VNAV NA when using Bangor altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bangor altimeter setting and increase all DA 83 feet and all MDA 100 feet; increase LPV all Cats and LNAV/VNAV all Cats and LNAV Cats C/D and Circling Cats C/D visibilities ¼ mile. VDP NA with Bangor altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. When using Bangor altimeter setting, inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Circling to Rwy 17 NA at night.

**MALSIF**  
=

**MISSED APPROACH:**  
Climb to 2900 direct WHAME and hold.

AWOS-3PT <b>118.025</b>	BANGOR APP CON <b>123.65 284.65</b>	CLNC DEL <b>119.9</b>	UNICOM <b>123.0</b> (CTAF)	<b>122.7</b> <b>0</b>
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CATEGORY	A	B	C	D
LPV DA		283-¾	200 (200-¾)	
LNAV/VNAV DA		697-2¼	614 (700-2¼)	
LNAV MDA	580-¾ 497 (500-¾)		580-1¼ 497 (500-1¼)	580-1½ 497 (500-1½)
CIRCLING	600-1 517 (600-1)	620-1 537 (600-1)	700-1¾ 617 (700-1¾)	700-2 617 (700-2)

NE-1, 10 NOV 2016 to 05 JAN 2017


NE-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-MPV <b>108.7</b> Chan 24	APP CRS <b>168°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>1135</b> <b>1166</b>
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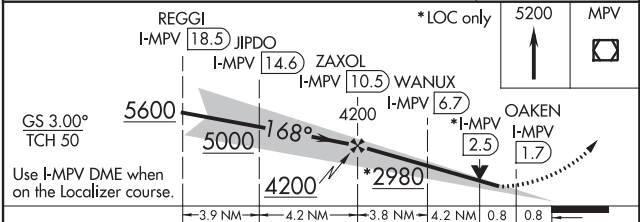
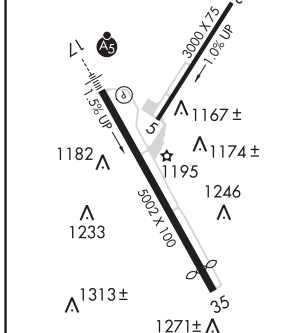
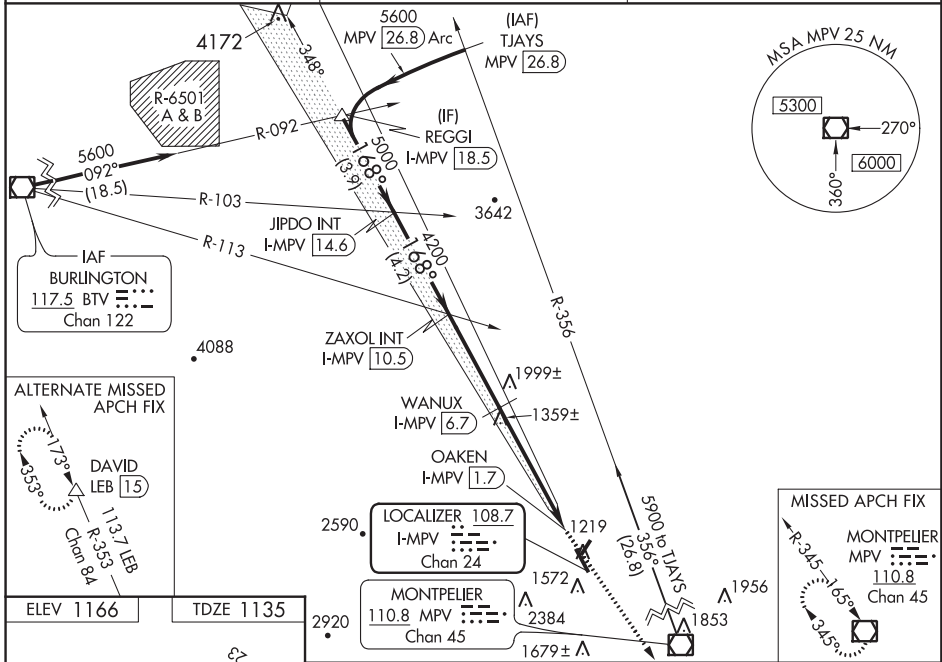
# ILS or LOC RWY 17

EDWARD F. KNAPP STATE (MPV)

**NA** Inoperative table does not apply to S-LOC 17 Cats A and B. When local altimeter setting not received, procedure NA. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 5, 35 NA. For inoperative MALSRL, increase S-ILS 17 all Cats visibility to 1 1/2 mile and WANUX fix minimums S-LOC 17 Cats A/B visibility to 1 mile and Cats C/D visibility to 1 1/2 mile.

**MALSRL**  MISSED APPROACH: Climb to 5200 direct MPV VOR/DME and hold, continue climb-in-hold to 5200.

ASOS <b>132.675</b>	BOSTON CENTER <b>135.7 282.2</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
S-ILS 17	1486-3/4 351 (400-3/4)			
S-LOC 17	2980-1 1/4 1845 (1900-1 1/4)	2980-1 1/2 1845 (1900-1 1/2)	2980-3	1845 (1900-3)
<b>CIRCLING</b>	2980-1 1/4 1814 (1900-1 1/4)	2980-1 1/2 1814 (1900-1 1/2)	2980-3	1814 (1900-3)
WANUX FIX MINIMUMS				
S-LOC 17	1660-3/4	525 (500-3/4)	1660-1 1/4	525 (500-1 1/4)
<b>CIRCLING</b>	1980-1 1/4	814 (900-1 1/4)	2640-3 1474 (1500-3)	2920-3 1754 (1800-3)


NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

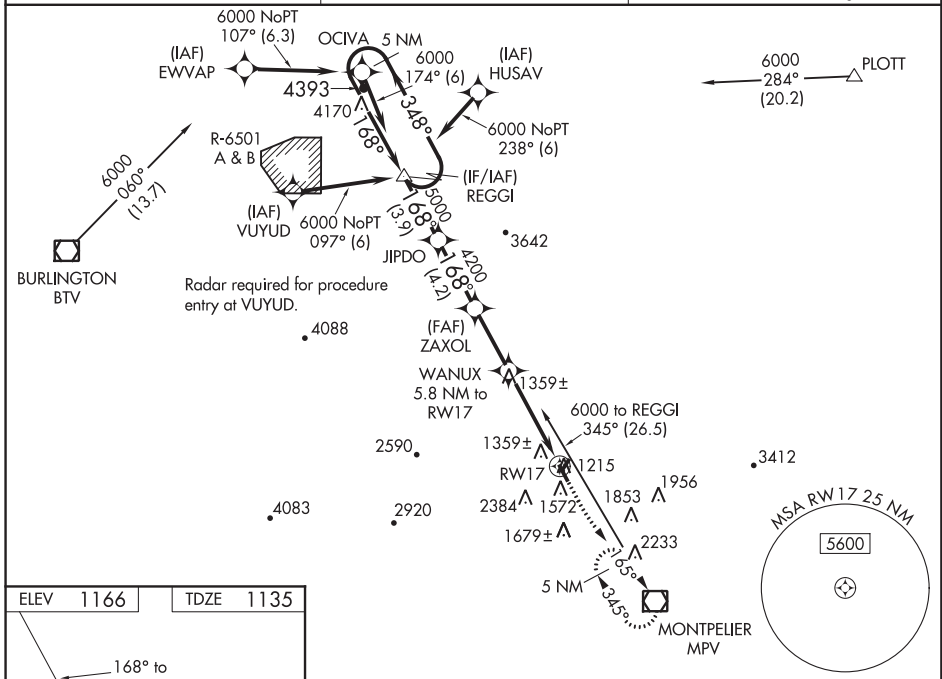
WAAS CH <b>69611</b> <b>W17A</b>	APP CRS <b>168°</b>	Rwy ldg TDZE Apt Elev <b>5002</b> <b>1135</b> <b>1166</b>
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# RNAV (GPS) RWY 17

EDWARD F. KNAPP STATE (MPV)

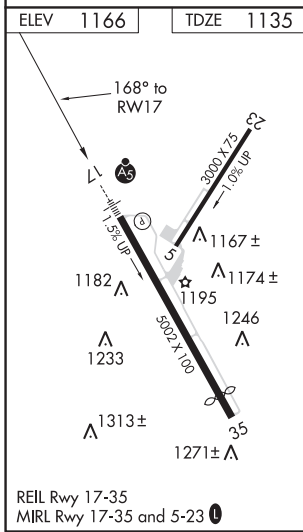
<p><b>NA</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA. Night landing: Rwy 5, 35 NA. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1 1/2 miles.</p> <p><b>-20°C</b></p>	<p><b>MALSR</b></p>  <p><b>MISSED APPROACH:</b> Climb to 1700 then climb to 5200 direct MPV VOR/DME and hold, continue climb-in-hold to 5200.</p>
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ASOS <b>132.675</b>	BOSTON CENTER <b>135.7 282.2</b>	UNICOM <b>122.8 (CTAF)</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



<p>5 NM Holding Pattern</p> <p>REGGI</p> <p>JIPDO</p> <p>ZAXOL</p> <p>WANUX 5.8 NM to RW17</p> <p>*LNAV only.</p>	1700	5200	MPV	
	↑	↑	☐	
<p>6000 ← 348°</p> <p>← 168° →</p> <p>5000</p> <p>4200</p> <p>*2980</p> <p>3.9 NM</p> <p>4.2 NM</p> <p>3.8 NM</p> <p>4.1</p> <p>1.7</p>				
CATEGORY	A	B	C	D
LPV DA	1509-3/4		374 (400-3/4)	
LNAV/VNAV DA	1624-1 1/4		489 (500-1 1/4)	
LNAV MDA	1680-3/4	545 (600-3/4)	1680-1 1/4	545 (600-1 1/4)
<b>CIRCLING</b>	1980-1 1/4 814 (900-1 1/4)	1980-1 1/2 814 (900-1 1/2)	2640-3 1474 (1500-3)	2920-3 1754 (1800-3)



APP CRS <b>348°</b>	Rwy ldg TDZE Apt Elev	<b>4515</b> <b>1158</b> <b>1166</b>
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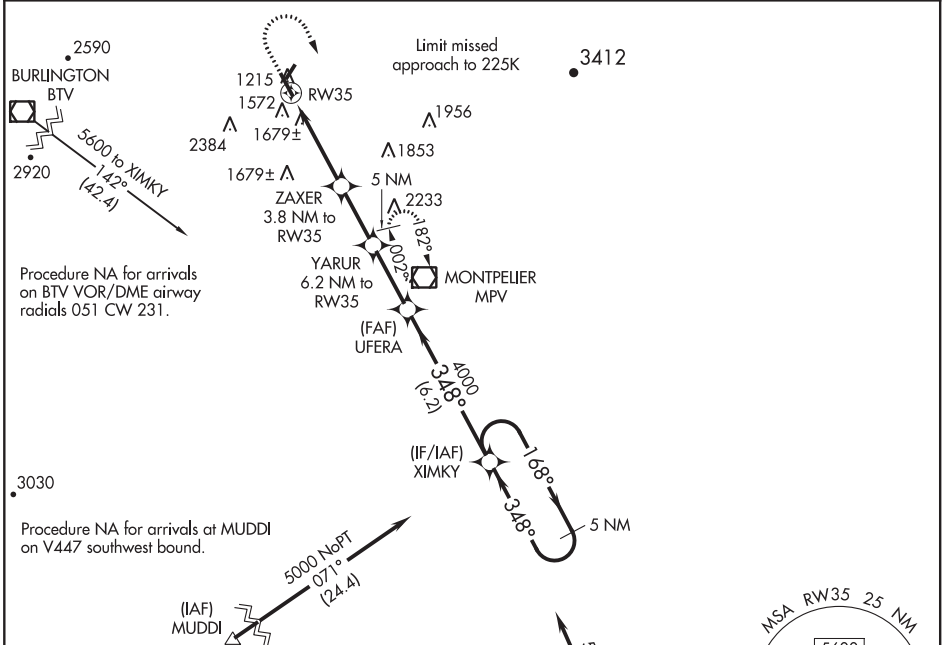
# RNAV (GPS) RWY 35

EDWARD F. KNAPP STATE (MPV)

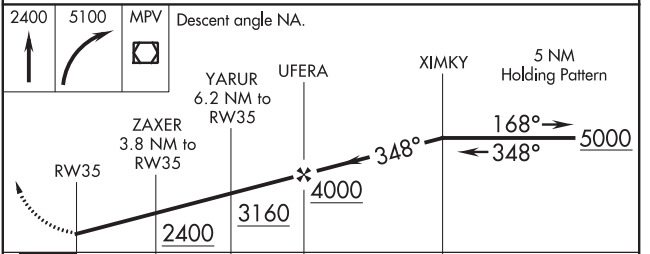
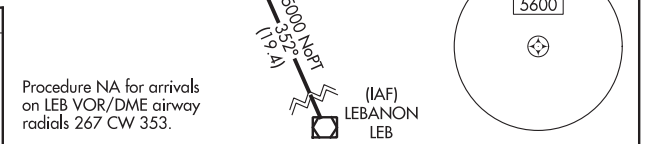
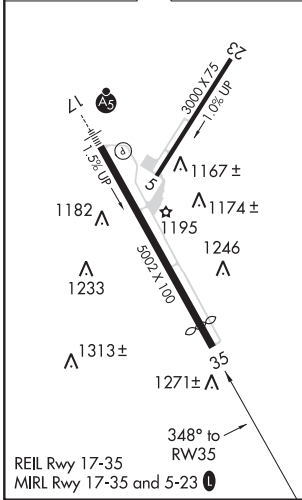
When local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 5, 35 NA.

MISSED APPROACH: Climb to 2400 then climbing right turn to 5100 direct MPV VOR/DME and hold, continue climb-in-hold to 5100.

ASOS <b>132.675</b>	BOSTON CENTER <b>135.7 282.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 1166	TDZE 1158
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CATEGORY	A	B	C	D
LNAV MDA	1940-1 782 (800-1)	1940-1¼ 782 (800-1¼)	1940-2½ 782 (800-2½)	782 (800-2½)
<input checked="" type="checkbox"/> CIRCLING	1980-1¼	814 (900-1¼)	2640-3 1474 (1500-3)	2920-3 1754 (1800-3)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

BARRE-MONTPELIER, VERMONT

AL-522 (FAA)

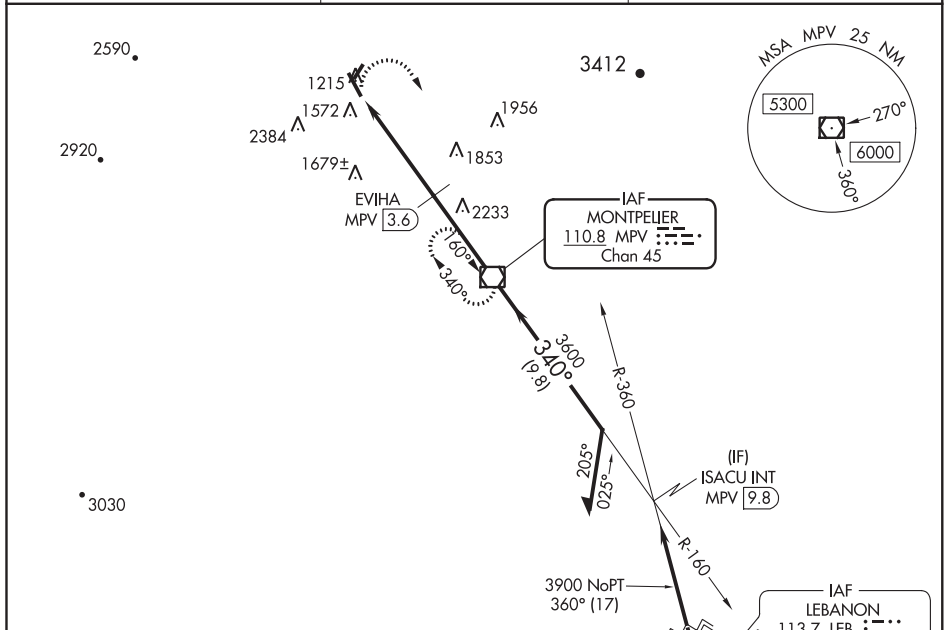
16315

VOR/DME MPV <b>110.8</b> Chan <b>45</b>	APP CRS <b>340°</b>	Rwy Idg TDZE Apt Elev	<b>4515</b> <b>1158</b> <b>1166</b>
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# VOR RWY 35

EDWARD F. KNAPP STATE (MPV)

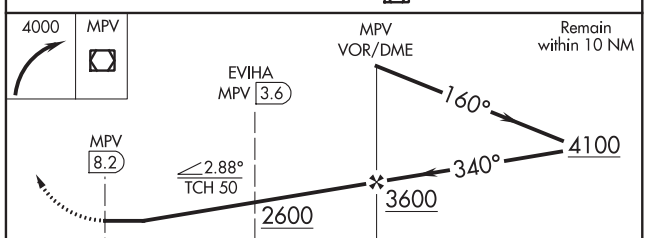
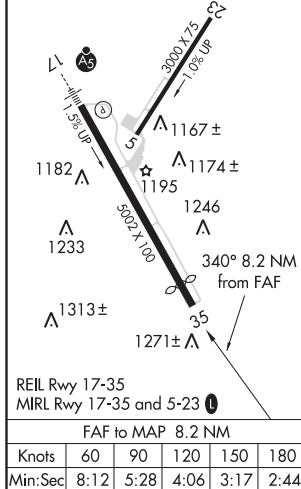
<p>When local altimeter setting not received, procedure NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 5, 35 NA.</p>	<p>MISSED APPROACH: Climbing right turn to 4000 direct MPV VOR/DME and hold.</p>	
<p>ASOS <b>132.675</b></p>	<p>BOSTON CENTER <b>135.7 282.2</b></p>	<p>UNICOM <b>122.8 (CTAF) 0</b></p>



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1166	TDZE 1158
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CATEGORY	A	B	C	D
S-35	2600-1¼ 1442 (1500-1¼)	2600-1½ 1442 (1500-1½)	2600-3	1442 (1500-3)
<b>C</b> CIRCLING	2600-1¼ 1434 (1500-1¼)	2600-1½ 1434 (1500-1½)	2640-3	1474 (1500-3)
EVIHA FIX MINIMUMS				
S-35	1960-1 802 (800-1)	1960-1¼ 802 (800-1¼)	1960-2½	802 (800-2½)
<b>C</b> CIRCLING	1980-1¼	814 (900-1¼)	2640-3	1474 (1500-3)

BARRE-MONTPELIER, VERMONT  
Amdt 4 13NOV14

44°12'N-72°34'W

# EDWARD F. KNAPP STATE (MPV)

## VOR RWY 35

LOC/DME I-BED <b>111.15</b>	APP CRS <b>113°</b>	Rwy Idg <b>7011</b> THRE <b>132</b> Apt Elev <b>132</b>
Chan <b>48 (Y)</b>		

# ILS or LOC RWY 11

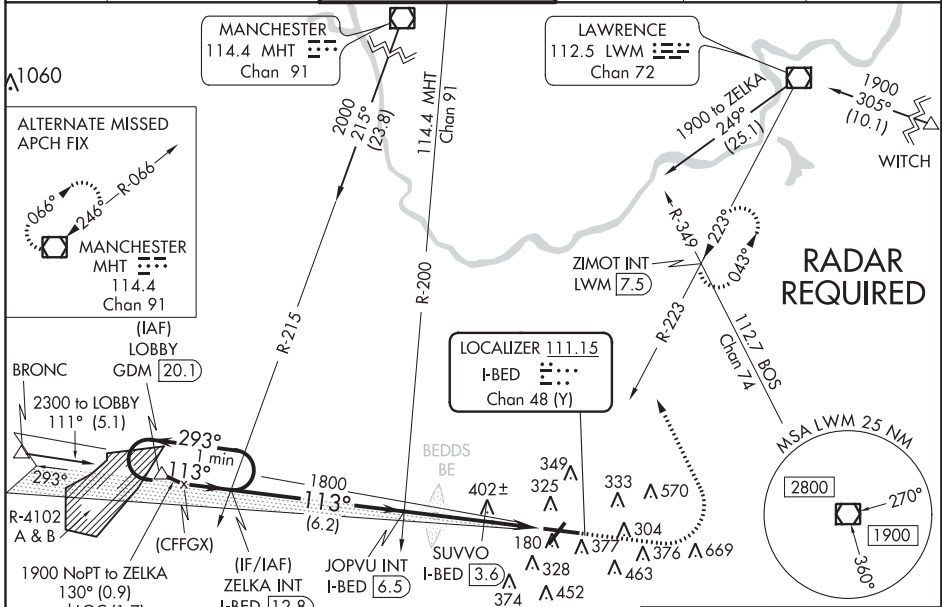
LAURENCE G. HANSCOM FIELD (BED)

▼ VDP NA with Boston altimeter setting. When local altimeter setting not received, use Boston altimeter setting and increase all DA 49 feet and all MDA 60 feet; increase S-LOC 11 Cats B, C, and D visibility ¼ mile, Circling Cat C visibility ½ mile; increase SUVVO fix minimums S-LOC 11 and Circling Cats C and D visibility ¼ mile. For inop MALSR when using Boston altimeter setting, increase S-LOC 11 Cats C and D visibility to 2 ½ miles. Inop table does not apply to S-ILS 11 all Cats.



MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 on heading 350° and LWM VOR/DME R-223 to ZIMOT INT/LWM 7.5 DME and hold.

ATIS <b>124.6</b>	BOSTON APP CON <b>124.4 279.6</b>	HANSCOM TOWER* <b>118.5 (CTAF) 0 257.2</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.85</b>	UNICOM <b>122.95</b>
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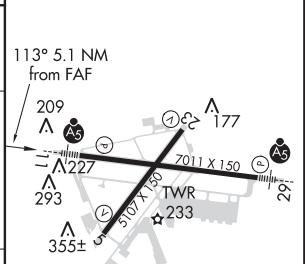
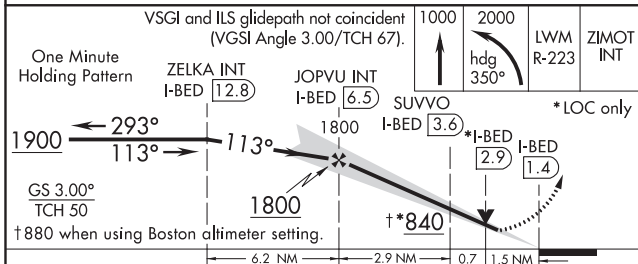


**RADAR REQUIRED**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 132	THRE 132
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CATEGORY	A	B	C	D
S-ILS 11		382/40	250 (300-¾)	
S-LOC 11	840/24	708 (800-½)	840-1 5/8	708 (800-1 5/8)
CIRCLING	840-1	708 (800-1)	708 (800-2)	708 (800-2 ¼)
SUVVO FIX MINIMUMS (DME REQUIRED)				
S-LOC 11	660/24	528 (600-½)	660/55	528 (600-1 ¼)
CIRCLING	720-1	588 (600-1)	720-1 ½	780-2
			588 (600-1 ½)	648 (700-2)


MIRL Rwy 5-23	HIRL Rwy 11-29	REIL Rwys 5 and 23			
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

LOC/DME I-ULJ <b>111.15</b>	APP CRS <b>293°</b>	Rwy Idg <b>7011</b>
Chan <b>48(Y)</b>		THRE <b>123</b>
		Apt Elev <b>132</b>

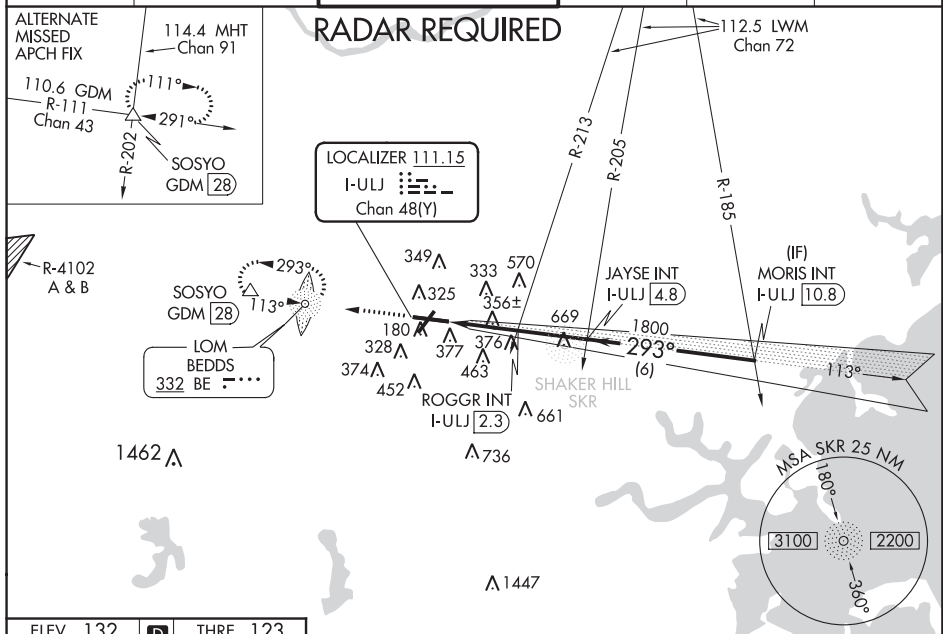
# ILS or LOC RWY 29

LAURENCE G. HANSCOM FIELD (BED)

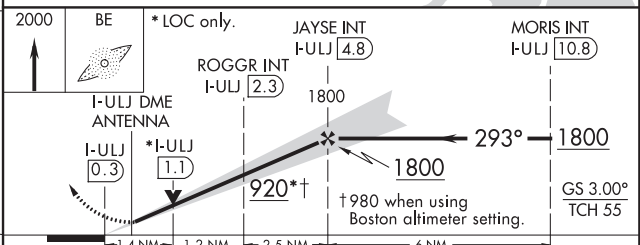
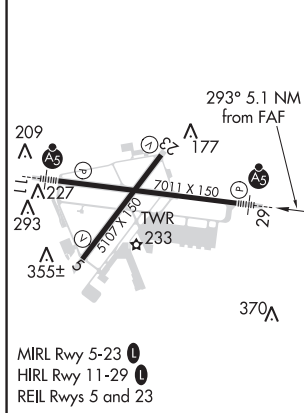
**ADF required.** VDP NA with Boston altimeter setting. When local altimeter setting not received, use Boston altimeter setting and increase all DA 49 feet and all MDA 60 feet; increase S-LOC 29 Cats C and D visibility ¼ mile, Circling Cats A and D visibility ¼ mile; increase ROGGR fix minimums S-LOC 29 Cats C and D visibility ½ mile. For inop MALSR, increase S-LOC 29 Cats C and D visibility to 2½ miles.

**MALSR**  **MISSED APPROACH:** Climb to 2000 direct BEDDS LOM and hold.

ATIS <b>124.6</b>	BOSTON APP CON <b>124.4 279.6</b>	HANSCOM TOWER* <b>118.5 (CTAF) 0 257.2</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.85</b>	UNICOM <b>122.95</b>
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ELEV 132	D	THRE 123
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CATEGORY	A	B	C	D
S-ILS 29		323-½	200 (200-½)	
S-LOC 29	920-½ 797 (800-½)	920-¾ 797 (800-¾)	920-1¾	797 (800-1¾)
CIRCLING	920-1 788 (800-1)	920-1¼ 788 (800-1¼)	920-2½	788 (800-2½)
ROGGR FIX MINIMUMS				
S-LOC 29	620-½	497 (500-½)	620-1	497 (500-1)
CIRCLING	720-1	588 (600-1)	720-1½	780-2 648 (700-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-1, 10 NOV 2016 to 05 JAN 2017


NE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>7011</b>
<b>293°</b>	THRE	<b>123</b>
	Apt Elev	<b>132</b>

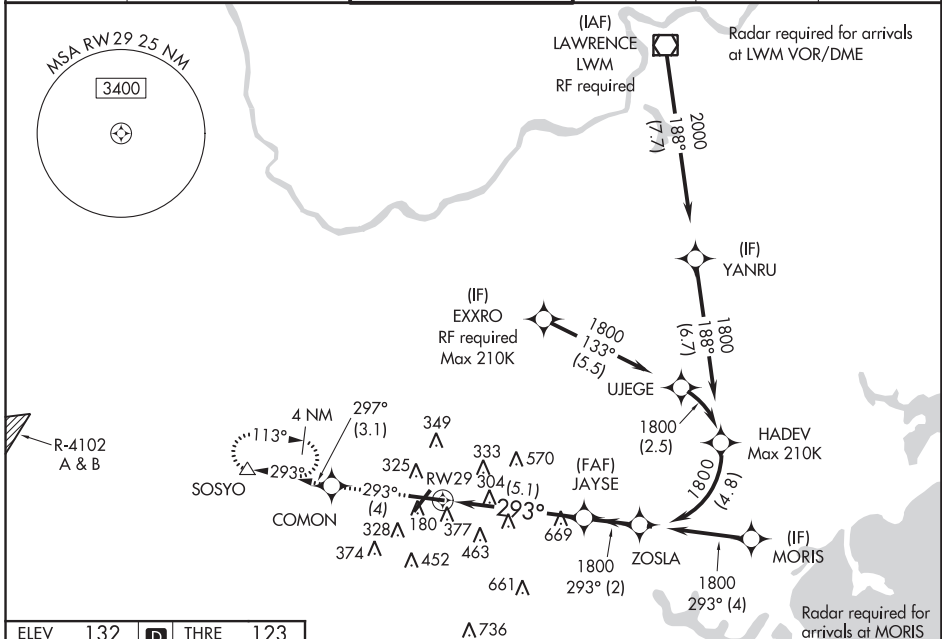
# RNAV (RNP) Y RWY 29

LAURENCE G. HANSCOM FIELD (BED)

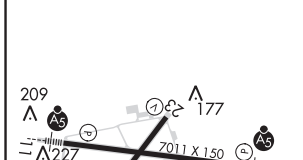
**V** For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). GPS required. For inop MALSRL, increase RNP 0.30 all Cats visibility to 1¼.




**MALSRL**  
  
**MISSED APPROACH:** Climb to 2000 on track 293° to COMON and on track 297° to SOSYO and hold.

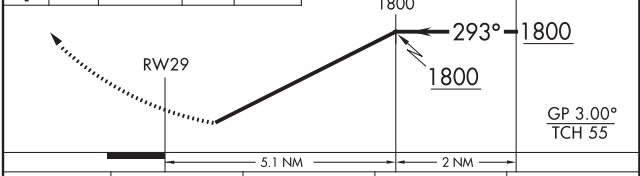
ATIS <b>124.6</b>	BOSTON APP CON <b>124.4 279.6</b>	HANSCOM TOWER* <b>118.5 (CTAF) 0 257.2</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.85</b>	UNICOM <b>122.95</b>
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ELEV 132	<b>D</b>	THRE 123
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2000	↑	tr 293°	COMON	tr 297°	SOSYO	See planview for multiple IF locations.
						JAYSE ZOSLA



CATEGORY	A	B	C	D
RNP 0.30 DA	646-1¼ 523 (600-1¼)			

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>5107</b>
<b>233°</b>	THRE	<b>128</b>
	Apt Elev	<b>132</b>

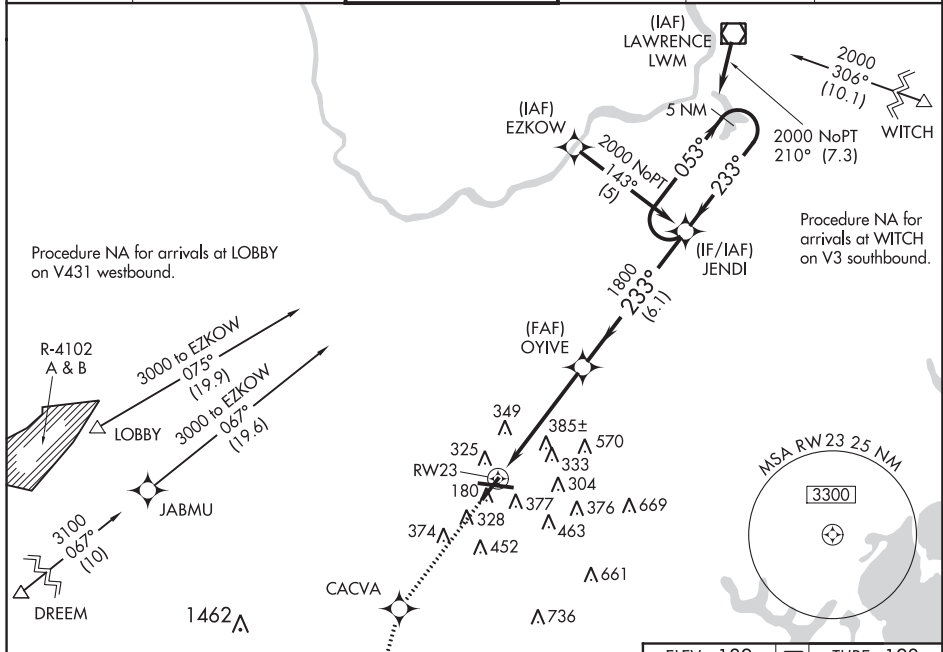
# RNAV (GPS) RWY 23

LAURENCE G. HANSCOM FIELD (BED)

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Boston altimeter setting and increase all MDA 60 feet; increase LNAV Cat D and Circling Cat C and D visibility ¼ mile.

**⚠** MISSED APPROACH: Climb to 3000 direct CACVA and on track 211° to WHYBE and hold.

ATIS <b>124.6</b>	BOSTON APP CON <b>124.4 279.6</b>	HANSCOM TOWER* <b>118.5 (CTAF) 0 257.2</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.85</b>	UNICOM <b>122.95</b>
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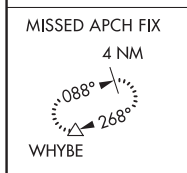


Procedure NA for arrivals at LOBBY on V431 westbound.

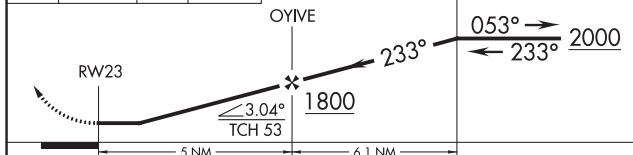
Procedure NA for arrivals at WITCH on V3 southbound.

NE-1, 10 NOV 2016 to 05 JAN 2017

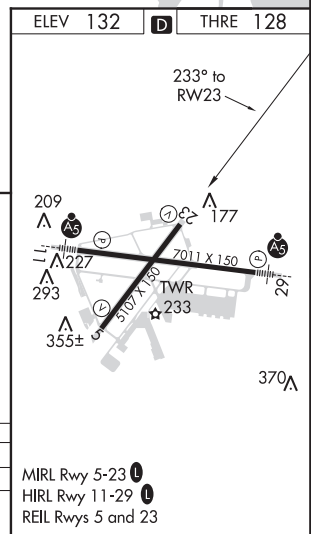
NE-1, 10 NOV 2016 to 05 JAN 2017



3000	CACVA	WHYBE	VGSJ and descent angles not coincident (VGSJ Angle 3.50/TCH 56).
↑	✦	tr 211°	5 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	640-1	512 (600-1)	640-1½	512 (600-1½)
CIRCLING	720-1	588 (600-1)	720-1½	780-2
			588 (600-1½)	648 (700-2)



MIRL Rwy 5-23  
HIRL Rwy 11-29  
REIL Rwy 5 and 23

WAAS CH <b>87000</b> <b>W11A</b>	APP CRS <b>113°</b>	Rwy Idg <b>THRE</b> Apt Elev <b>132</b>	<b>7011</b>
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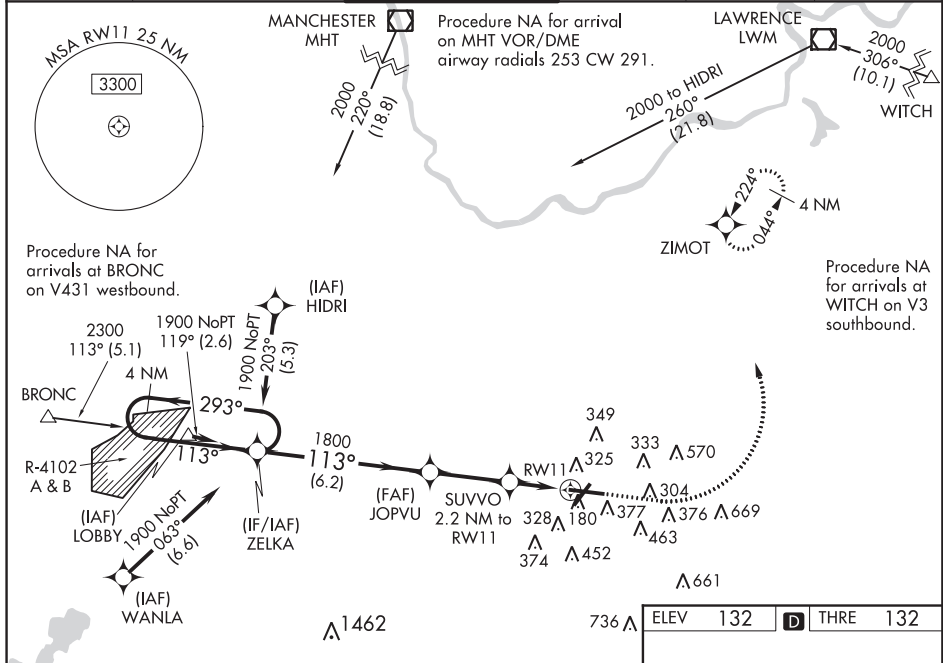
# RNAV (GPS) Z RWY 11

LAURENCE G. HANSCOM FIELD (BED)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Boston altimeter setting and increase all DA 49 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility to RVR 4500, increase LNAV and Circling Cats C and D visibility ½ mile. Baro-VNAV and VDP NA with Boston altimeter setting. Inop table does not apply to LPV all Cats.

**MALSR** MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct ZIMOT and hold.

ATIS <b>124.6</b>	BOSTON APP CON <b>124.4 279.6</b>	HANSCOM TOWER* <b>118.5 (CTAF) 257.2</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.85</b>	UNICOM <b>122.95</b>
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).

4 NM Holding Pattern	ZELKA	JOPVU	SUVVO 2.2 NM to RW11	ZIMOT
1900 ← 293° / 113° →	1800	1800	*1.5 NM to RW11	*880
GP 3.00° TCH 50	6.2 NM	2.9 NM	0.7 NM	1.5 NM
CATEGORY	A	B	C	D
LPV DA		382/40	250 (300-¾)	
LNAV/VNAV DA		474/40	342 (400-¾)	
LNAV MDA	660/24	528 (600-½)	660/55	528 (600-1¼)
CIRCLING	720-1	588 (600-1)	720-1½ 588 (600-1½)	780-2 648 (700-2)

ELEV 132 **D** THRE 132

MIRL Rwy 5-23 **1**  
HIRL Rwy 11-29 **1**  
REIL Rwy 5 and 23

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>86612</b> <b>W29A</b>	APP CRS <b>293°</b>	Rwy Idg <b>7011</b> THRE <b>123</b> Apt Elev <b>132</b>
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# RNAV (GPS) Z RWY 29

LAURENCE G. HANSCOM FIELD (BED)

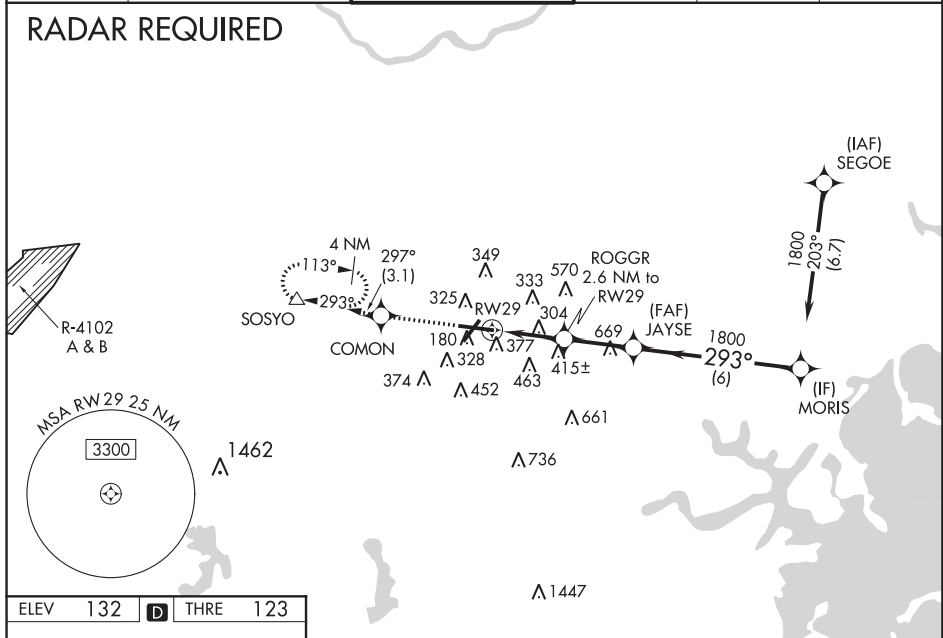
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Boston altimeter setting. For inop MALSRS, increase LNAV Cats C and D visibility to 1 3/8 mile. When local altimeter setting not received, use Boston altimeter setting and increase all DA 49 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility, LNAV and Circling Cats C and D visibility 1/4 mile.



**MISSED APPROACH:**  
Climb to 2000 direct  
COMON and on  
track 297° to  
SOSYO and hold.

ATIS <b>124.6</b>	BOSTON APP CON <b>124.4 279.6</b>	HANSCOM TOWER* <b>118.5 (CTAF) 0 257.2</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.85</b>	UNICOM <b>122.95</b>
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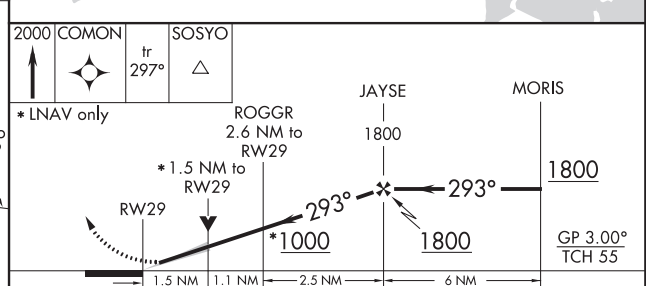
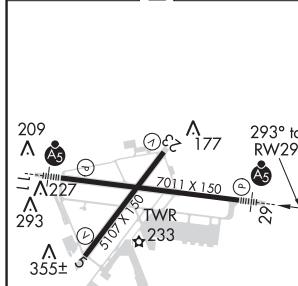
## RADAR REQUIRED



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 132	D	THRE 123
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CATEGORY	A	B	C	D
LPV DA		323-1/2	200 (200-1/2)	
LNAV/VNAV DA		609-1 1/8	486 (500-1 1/8)	
LNAV MDA	640-1/2	517 (600-1/2)	640-1	517 (600-1)
CIRCLING	720-1	588 (600-1)	720-1 1/2 588 (600-1 1/2)	780-2 648 (700-2)

MIRL Rwy 5-23  
HIRL Rwy 11-29  
REIL Rwy 5 and 23



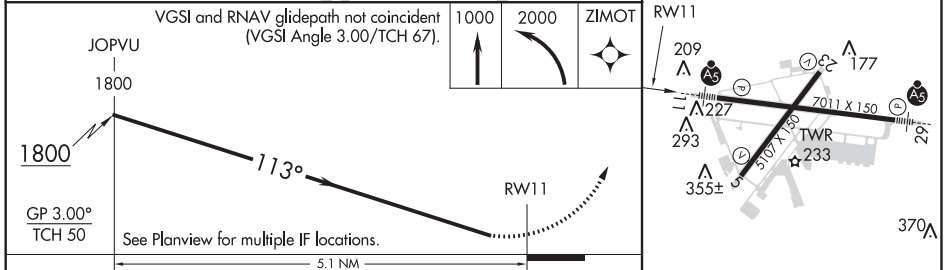
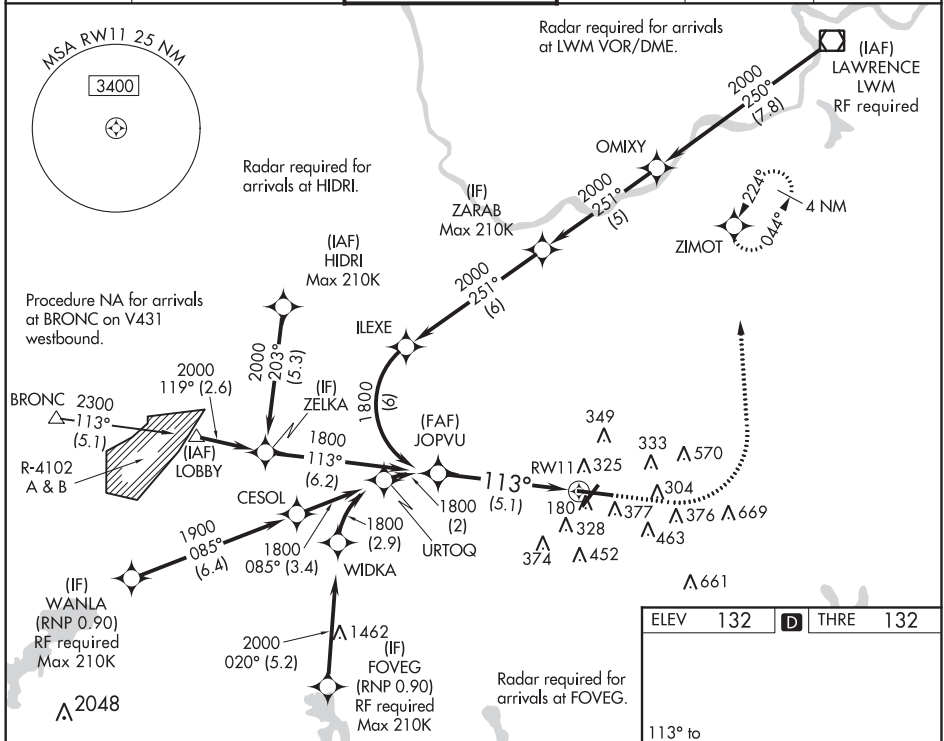
APP CRS <b>113°</b>	Rwy Idg <b>7011</b>
	THRE <b>132</b>
	Apt Elev <b>132</b>

# RNAV (RNP) Y RWY 11

LAURENCE G. HANSCOM FIELD (BED)

	<p>For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). GPS required. For inop MALSRS, increase RNP 0.30 all Cats visibility to 1%.</p>	<p>MALSRS</p>	<p>MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct ZIMOT and hold.</p>

ATIS <b>124.6</b>	BOSTON APP CON <b>124.4 279.6</b>	HANSCOM TOWER * <b>118.5 (CTAF) 0 257.2</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.85</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
RNP 0.30 DA	534/45 402 (500-7/8)			

## AUTHORIZATION REQUIRED

ELEV 132	THRE 132
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MIRL Rwy 5-23  
HIRL Rwy 11-29  
REIL Rws 5 and 23

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

VOR/DME LWM	APP CRS	Rwy Idg	<b>5107</b>
<b>112.5</b>	<b>223°</b>	THRE	<b>128</b>
Chan <b>72</b>		Apt Elev	<b>132</b>

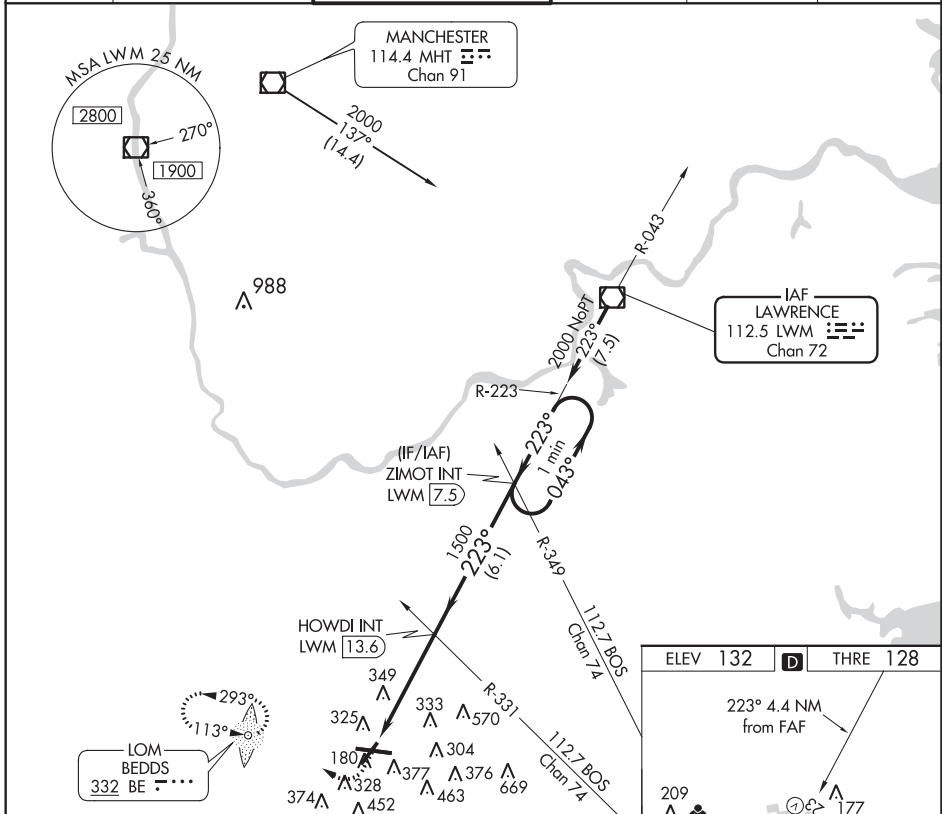
# VOR RWY 23

LAURENCE G. HANSCOM FIELD (BED)

**▼** ADF Required. Visibility reduction by helicopters NA. When VGSI inop, Straight-in/  
Circling Rwy 23 procedure NA at night. When local altimeter setting not received,  
**▲** use Boston altimeter setting and increase all MDA 60 feet; increase S-23 Cats C  
and D and Circling Cat C visibility 1/8 mile and Circling Cat D visibility 1/4 mile.

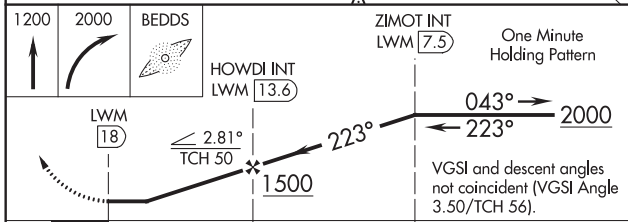
**MISSED APPROACH:** Climb to 2000 then climbing right turn to 2000 direct BEDDS LOM and hold. Continue climb in hold to 2000.

ATIS <b>124.6</b>	BOSTON APP CON <b>124.4 279.6</b>	HANSCOM TOWER * <b>118.5 (CTAF) 0 257.2</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.85</b>	UNICOM <b>122.95</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 132	<b>D</b>	THRE 128
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223° 4.4 NM from FAF

MIRL Rwy 5-23  
HIRL Rwy 11-29  
REIL Rwys 5 and 23

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

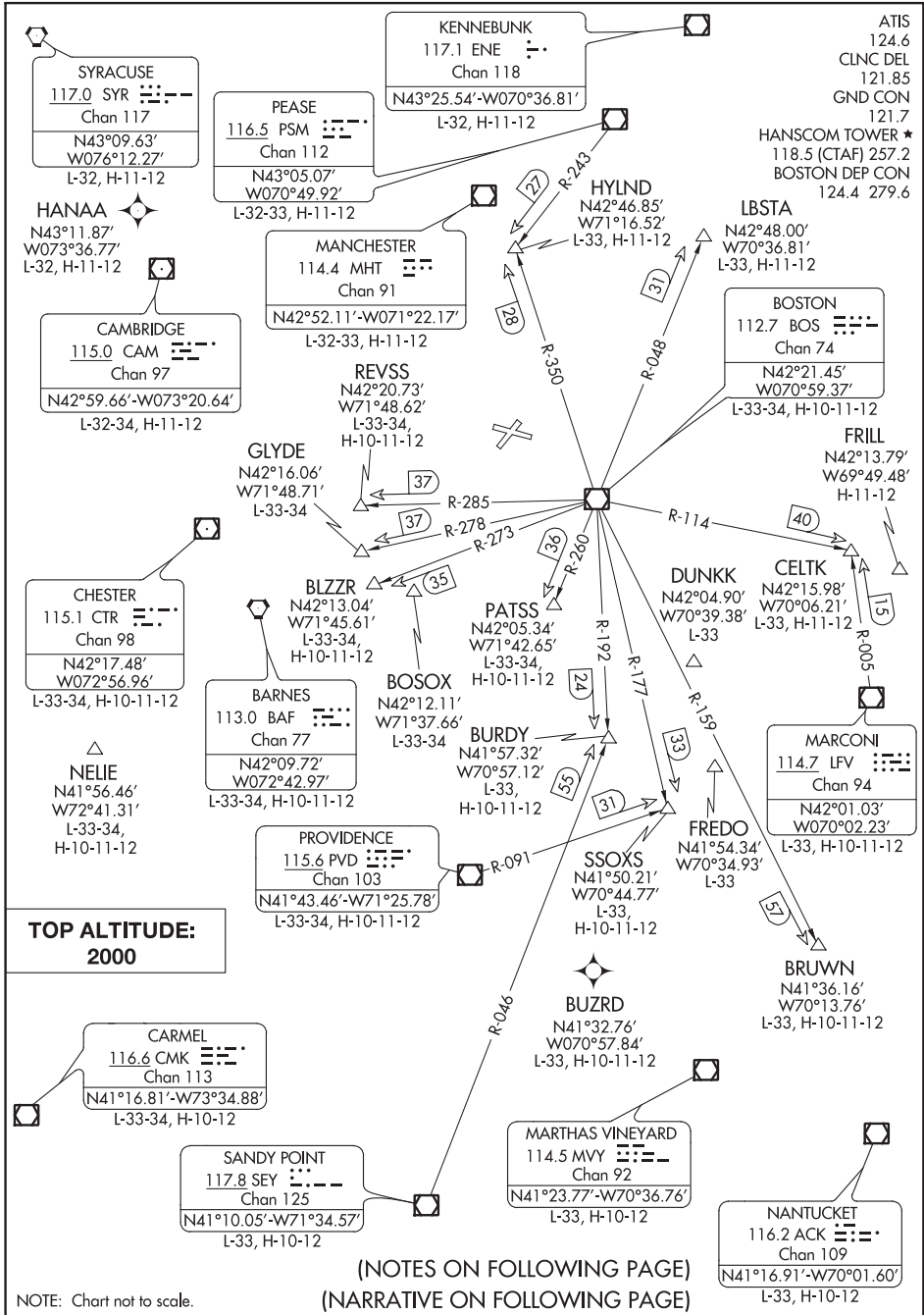
CATEGORY	A	B	C	D
S-23	740-1	612 (700-1)	740-1 3/4	612 (700-1 3/4)
CIRCLING	740-1	608 (700-1)	740-1 3/4	780-2 648 (700-2)



# HANSCOM TWO DEPARTURE

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



(NOTES ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# HANSCOM TWO DEPARTURE

# HANSCOM TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb heading as assigned by ATC, thence....

....Expect RADAR vectors to assigned route/navaid/fix. Maintain 2000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

NOTE: RADAR required.

NOTE: Non-RNAV equipped aircraft can expect vectors on assigned route.

NOTE: BLZZR DEPARTURES expect vectors on BOS R-273, DME required.

NOTE: BRUWN DEPARTURES expect vectors on BOS R-159, DME required.

NOTE: CELTK DEPARTURES expect vectors on BOS R-114.

NOTE: HYLND DEPARTURES expect vectors on BOS R-350.

NOTE: PATSS DEPARTURES expect vectors on BOS R-260, DME required.

NOTE: REVSS DEPARTURES expect vectors on BOS R-285, DME required.

NOTE: SSOXS DEPARTURES expect vectors on BOS R-177.

TAKEOFF MINIMUMS:

Rwys 5, 29: Standard

Rwy 11: 300-1¼ or Standard with minimum climb of 251' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur not later than 2100' prior to DER.

Rwy 23: 300-2 or Standard with minimum climb of 426' per NM to 500.

TAKEOFF OBSTACLE NOTES:

- Rwy 5: Trees, fence, bush, and vegetation beginning 44' from DER, 84' left and 113' right of centerline, up to 39' AGL/171' MSL. Trees and poles beginning 1153' from DER, 11' left and 117' right of centerline, up to 71' AGL/221' MSL. Trees beginning 2528' from DER, 9' left and 2' right of centerline, up to 91' AGL/235' MSL.
- Rwy 11: Sign 81' from DER, 237' right of centerline, 14' AGL/126' MSL. Trees beginning 1431' from DER, 684' right of centerline, up to 53' AGL/181' MSL. Trees beginning 1875' from DER, 99' left and 457' right of centerline, up to 73' AGL/231' MSL. Tower 5028' from DER, 1681' left of centerline, 155' AGL/285' MSL.
- Rwy 23: Sign 2' from DER, 303' right of centerline, 6' AGL/133' MSL. Vehicle on road 534' from DER, from 293' right to 3' right of centerline, up to 15' AGL/167' MSL. Building 614' from DER, 620' left of centerline, 23' AGL/151' MSL. Trees, and pole beginning 855' from DER, 379' left and 337' right of centerline, up to 38' AGL/180' MSL. Trees beginning 1090' from DER, 558' left and 263' right of centerline, up to 48' AGL/232' MSL. Trees and building beginning 1588' from DER, 88' left and 138' right of centerline, up to 95' AGL/259' MSL. Trees beginning 2149' from DER, 524' left and 213' right of centerline, up to 100' AGL/286' MSL. Trees, buildings, and tower beginning 3721' from DER, 48' left and 4' right of centerline, up to 100' AGL/379' MSL.
- Rwy 29: Sign 13' from DER, 273' right of centerline, 24' AGL/135' MSL. Tree 391' from DER, 487' left of centerline, 20' AGL/153' MSL. Poles and trees beginning 1109' from DER, 734' left and 49' right of centerline, up to 106' AGL/243' MSL. Trees beginning 3007' from DER, 6' left and 49' right of centerline, up to 100' AGL/246' MSL.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# HANSCOM TWO DEPARTURE

BELFAST, MAINE

AL-6448 (FAA)

14317

WAAS CH <b>99536</b> <b>W15A</b>	APP CRS <b>151°</b>	Rwy Idg TDZE <b>198</b> Apt Elev <b>198</b>	<b>4000</b>
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# RNAV (GPS) RWY 15

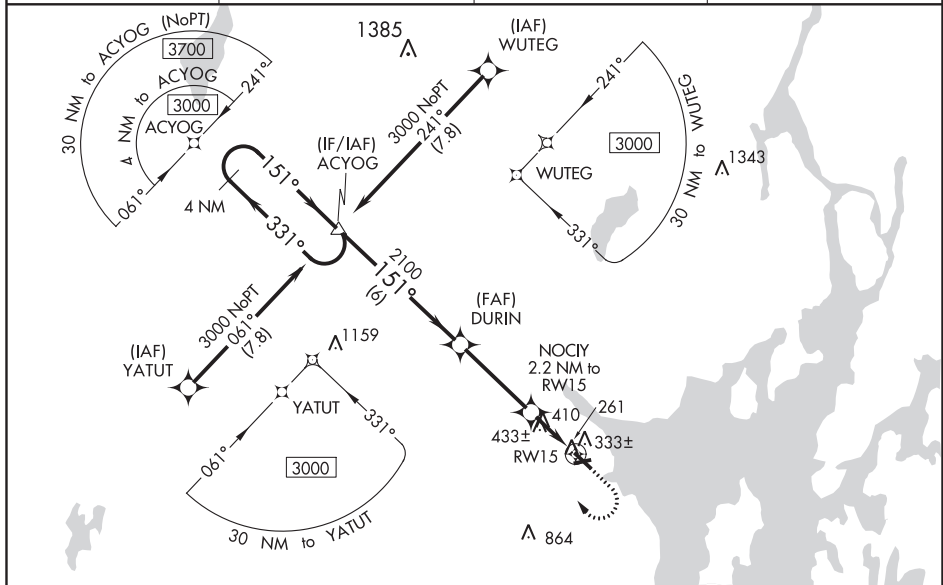
BELFAST MUNI (BST)

**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter not received, use Bangor Intl altimeter setting and increase all DA/MDA 60 feet. Increase LPV all Cats visibility 1/8 mile; increase LNAV/VNAV all Cats visibility 3/8 mile; increase LNAV and Circling Cat C visibility 1/4 mile. Baro-VNAV NA when using Bangor Intl altimeter. Helicopter visibility reduction below 3/4 SM NA.

**▲ NA**

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct ACYOG and hold.

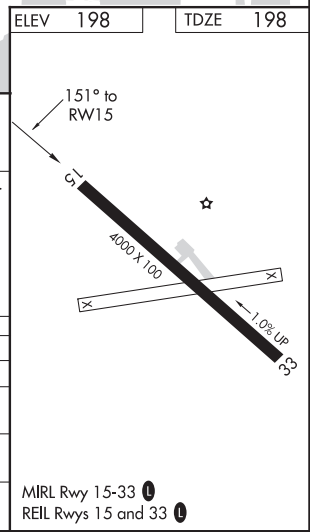
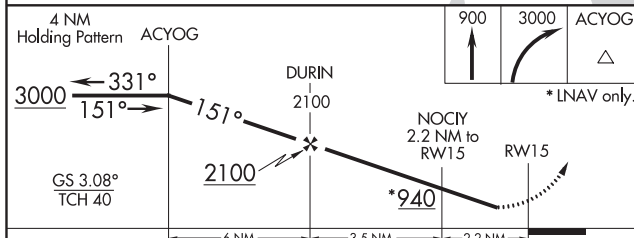
AWOS-3 <b>122.8</b>	BANGOR APP CON <b>118.925 239.3</b>	CLNC DEL <b>121.975</b>	UNICOM <b>122.8 (CTAF) ①</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV	198	TDZE	198
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CATEGORY	A	B	C	D
LPV DA	487-1 289 (300-1)			NA
LNAV/VNAV DA	748-1 7/8 550 (600-1 7/8)			NA
LNAV MDA	720-1 522 (600-1)		720-1 1/2 522 (600-1 1/2)	NA
<b>C</b> CIRCLING	720-1 522 (600-1)	800-1 602 (700-1)	1040-2 1/2 842 (900-2 1/2)	NA

BELFAST, MAINE  
Amdt 1 13NOV14

44°25'N - 69°01'W

# BELFAST MUNI (BST) RNAV (GPS) RWY 15

WAAS CH <b>90336</b> <b>W33A</b>	APP CRS <b>332°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>190</b> <b>198</b>
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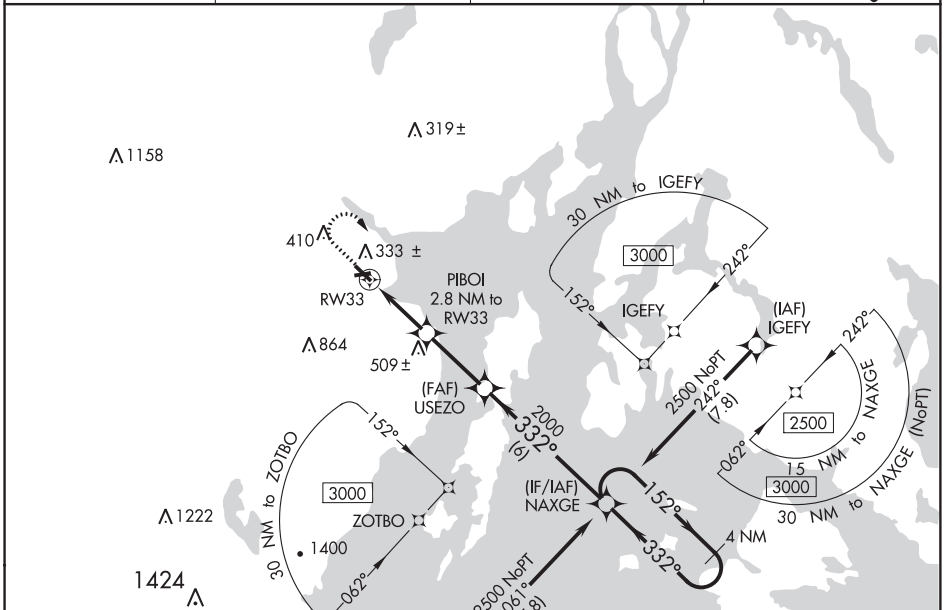
# RNAV (GPS) RWY 33

BELFAST MUNI (BST)

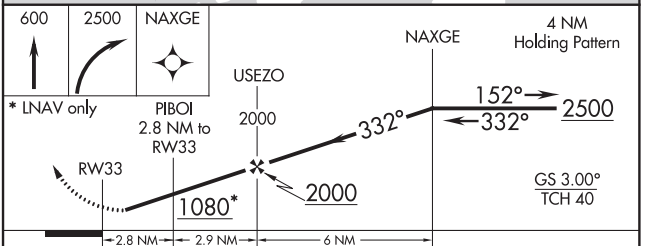
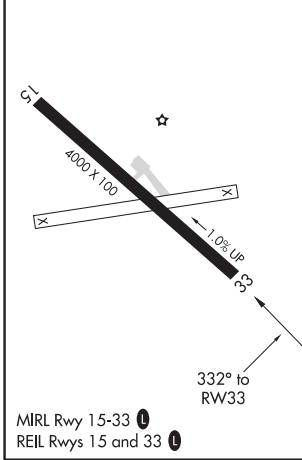
**⚠** Baro-VNAV NA when using Bangor Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter not received, use Bangor Intl altimeter setting and increase all DA/MDA 60 feet. Increase LPV Cats A/B, LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile; increase LPV and LNAV Cat C visibility ½ mile. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:**  
Climb to 600 then climbing right turn to 2500 direct NAXGE and hold.

AWOS-3 <b>122.8</b>	BANGOR APP CON <b>118.925 239.3</b>	CLNC DEL <b>121.975</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 198	TDZE 190
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CATEGORY	A	B	C	D
LPV DA	440-7/8	250 (300-7/8)	440-1 250 (300-1)	NA
LNAV/VNAV DA	512-1 1/4		322 (400-1 1/4)	NA
LNAV MDA	580-1	390 (400-1)	580-1 1/8 390 (400-1 1/8)	NA
<b>C</b> CIRCLING	700-1 502 (600-1)	800-1 602 (700-1)	1040-2 1/2 842 (900-2 1/2)	NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

BELFAST, MAINE

AL-6448 (FAA)

14317

NDB BST	APP CRS	Rwy Idg	<b>4000</b>
<b>278</b>	<b>147°</b>	TDZE	<b>198</b>
		Apt Elev	<b>198</b>

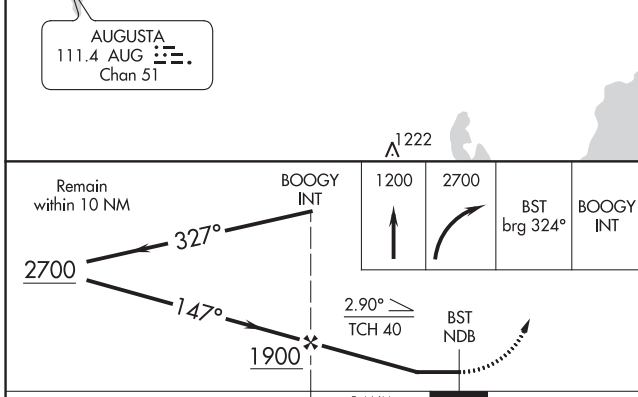
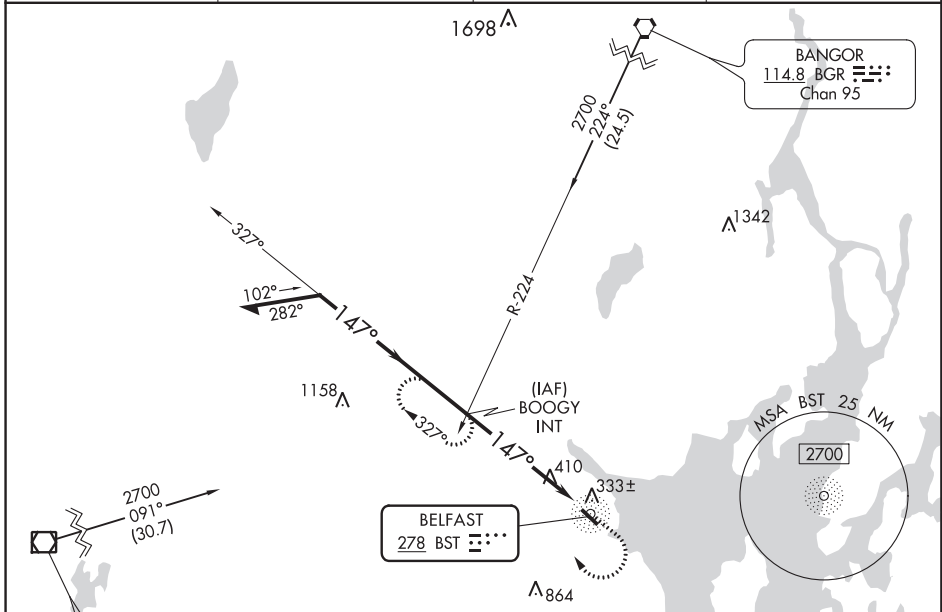
# NDB RWY 15

BELFAST MUNI (BST)

**NA** When local altimeter setting not received, use Bangor Intl altimeter setting and increase all MDA 60 feet and Circling Cat A and Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2700 on BST NDB brg-324° to BOOGY INT and hold.

AWOS-3	BANGOR APP CON	CLNC DEL	UNICOM
<b>122.8</b>	<b>118.925 239.3</b>	<b>121.975</b>	<b>122.8 (CTAF) 0</b>



ELEV 198	TDZE 198
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147° to BST NDB

MIRL Rwy 15-33 0  
REIL Rws 15 and 33 0

CATEGORY	A	B	C	D
S-15	980-1 782 (800-1)	980-1¼ 782 (800-1¼)	980-2½ 782 (800-2½)	NA
<b>C</b> CIRCLING	980-1 782 (800-1)	980-1¼ 782 (800-1¼)	1040-2½ 842 (900-2½)	NA

BELFAST, MAINE  
Amdt 4 13NOV14

44°25'N-69°01'W

BELFAST MUNI (BST)  
**NDB RWY 15**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



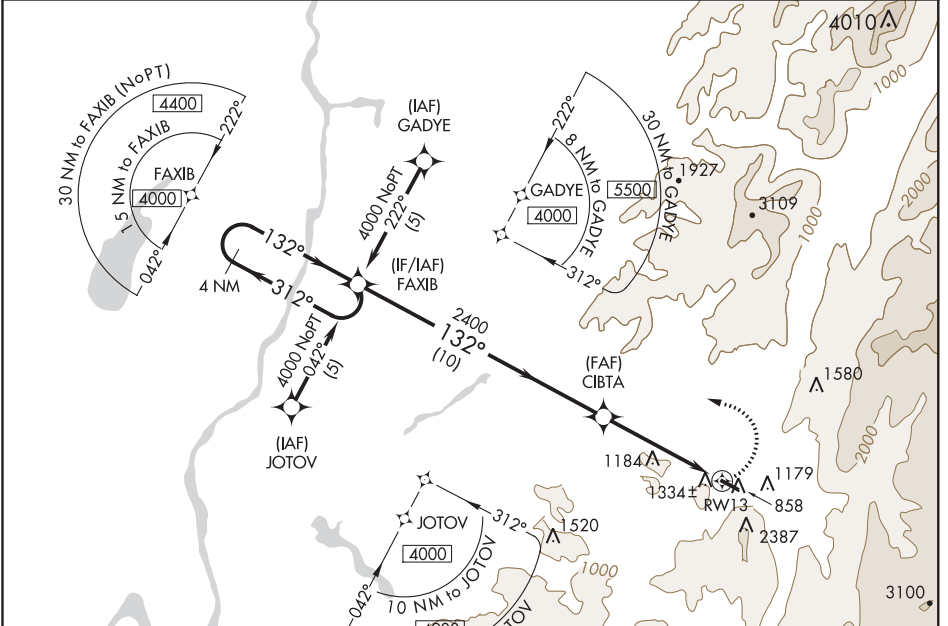
APP CRS	Rwy Idg	<b>3704</b>
<b>132°</b>	TDZE	<b>819</b>
	Apt Elev	<b>827</b>

# RNAV (GPS) RWY 13

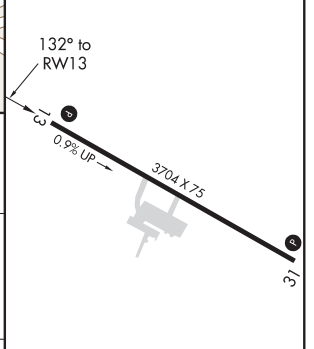
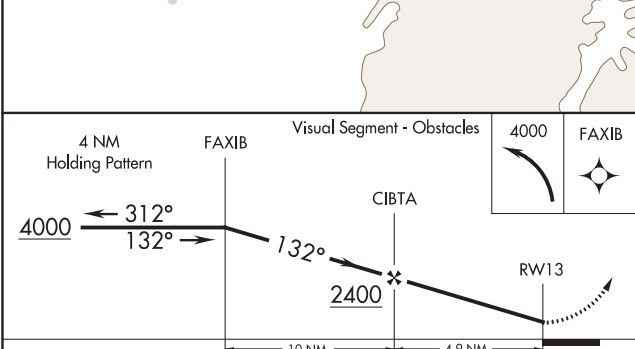
WILLIAM H MORSE STATE (DDH)

<b>▽</b>	DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA southwest of Rwy 13-31. When local altimeter setting not received use North Adams, MA altimeter setting and increase all MDA 60 feet.	<b>MISSED APPROACH:</b> Climbing left turn to 4000 direct FAXIB and hold.
<b>▲</b> NA		
<b>☁</b> -17°C/1°F		

ASOS <b>135.925</b>	ALBANY APP CON <b>132.825 307.2</b>	GCO <b>121.725</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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ELEV 827	TDZE 819
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CATEGORY	A	B	C	D
LNVA MDA	2280-1 ¼ 1461 (1500-1 ¼)	2280-1 ½ 1461 (1500-1 ½)	2280-3 1461 (1500-3)	NA
CIRCLING	2280-1 ¼ 1453 (1500-1 ¼)	2280-1 ½ 1453 (1500-1 ½)	2280-3 1453 (1500-3)	NA

REIL Rws 13 and 31 **0**  
MIRL Rwy 13-31 **0**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

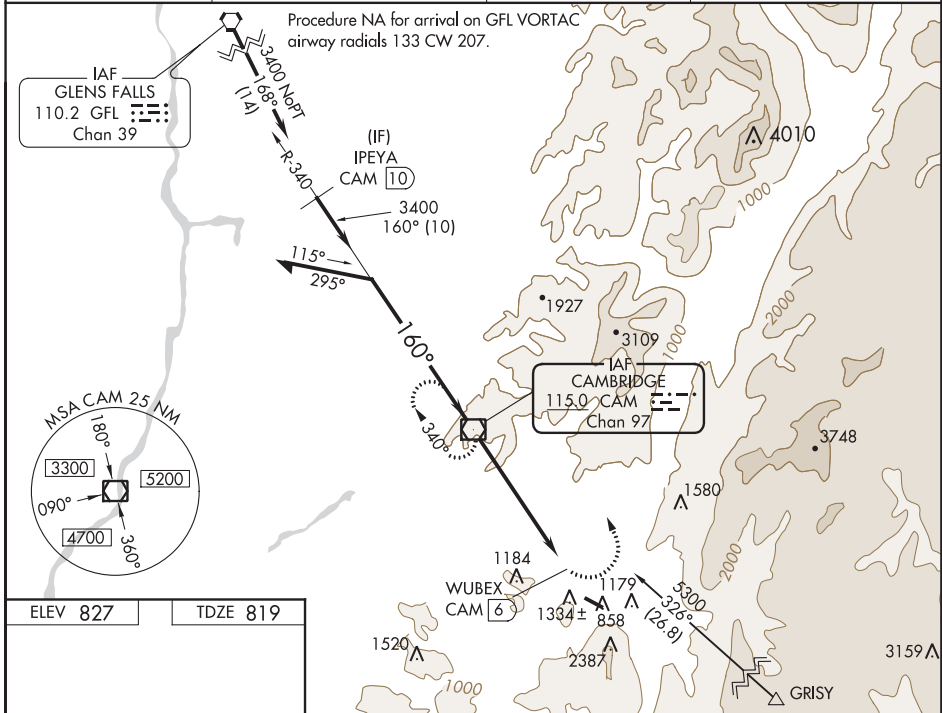
VOR/DME CAM <b>115.0</b> Chan <b>97</b>	APP CRS <b>160°</b>	Rwy Idg TDZE Apt Elev	<b>3704</b> <b>819</b> <b>827</b>
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# VOR RWY 13

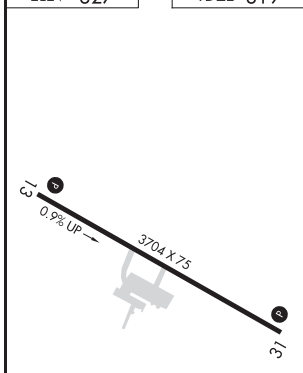
WILLIAM H MORSE STATE (DDH)

<p><b>NA</b></p> <p>Helicopter visibility reduction below 1 SM NA. When VGSI inop, Circling Rwy 31 NA at night. When local altimeter setting not received, use North Adams altimeter setting and increase all MDA 60 feet. Circling NA southwest of Rwy 13-31. Procedure NA at night.</p>	<p><b>MISSED APPROACH:</b> Climbing left turn to 4000 direct CAM VOR/DME and hold.</p>
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ASOS <b>135.925</b>	ALBANY APP CON <b>132.825 307.2</b>	GCO <b>121.725</b>	UNICOM <b>122.8 (CTAF)</b>
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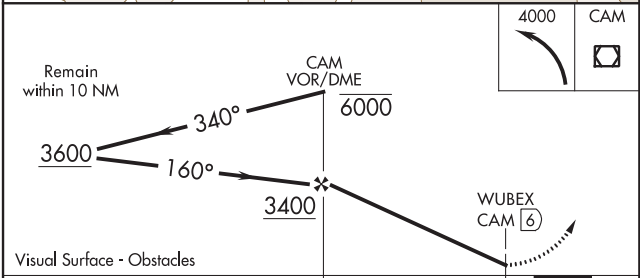
ELEV 827	TDZE 819
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REIL Rwy 13 and 31  
MIRL Rwy 13-31

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-13	2240-1½	1421 (1500-1½)	2240-3 1421 (1500-3)	NA
CIRCLING	2240-1½	1413 (1500-1½)	2240-3 1413 (1500-3)	NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

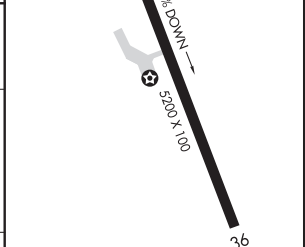
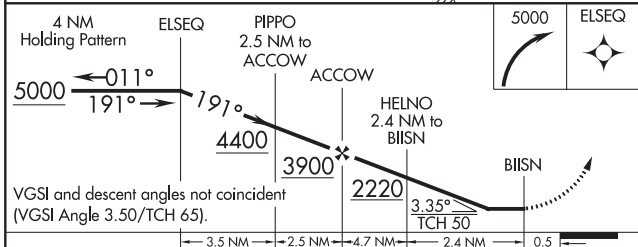
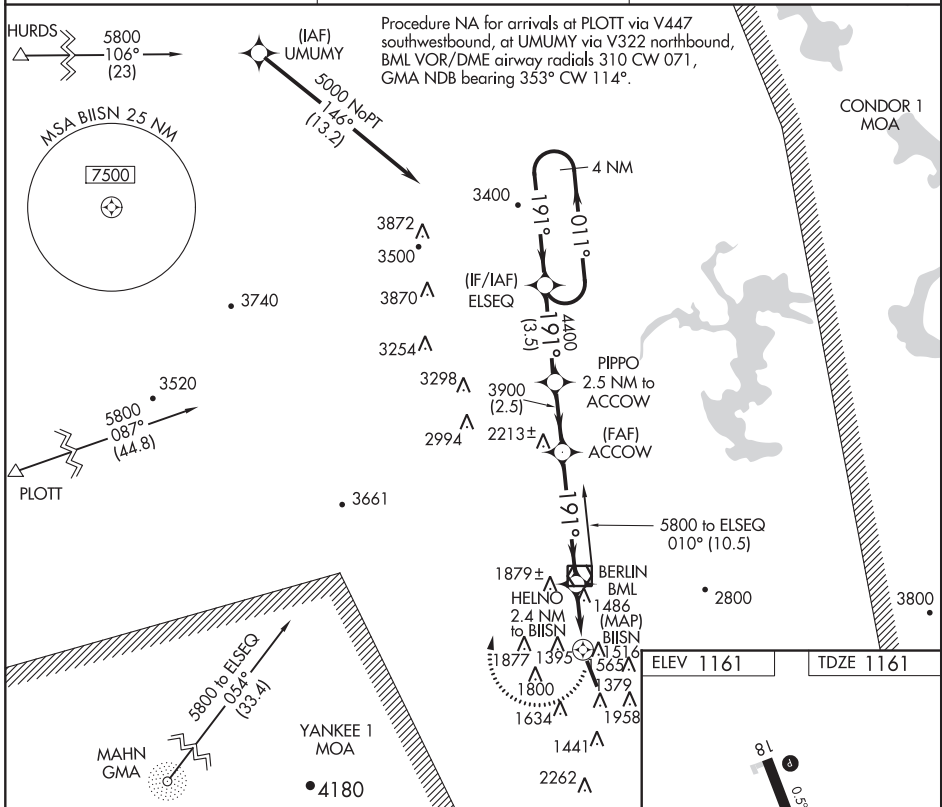
APP CRS	Rwy Idg	<b>5200</b>
<b>191°</b>	TDZE	<b>1161</b>
	Apt Elev	<b>1161</b>

# RNAV (GPS) RWY 18

BERLIN RGNL (BML)

<p><b>NA</b></p> <p><b>-22°C/-8°F</b></p>	<p>DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climbing right turn to 5000 direct ELSEQ WP and hold.</p>
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<p>ASOS</p> <p><b>135.175</b></p>	<p>BANGOR RADIO</p> <p><b>122.35</b></p>	<p>UNICOM</p> <p><b>122.7 (CTAF)</b></p>
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CATEGORY	A	B	C	D
RNAV MDA	2040-1 879 (900-1)	2040-1¼ 879 (900-1¼)	2040-2½ 879 (900-2½)	2040-2¾ 879 (900-2¾)
CIRCLING	2180-1¼ 1019 (1100-1¼)	2280-1½ 1119 (1200-1½)	2280-3 1119 (1200-3)	2360-3 1199 (1200-3)

HIRL Rwy 18-36	<b>1</b>
REIL Rlys 18 and 36	<b>1</b>

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

BERLIN, NEW HAMPSHIRE

AL-791 (FAA)

15288

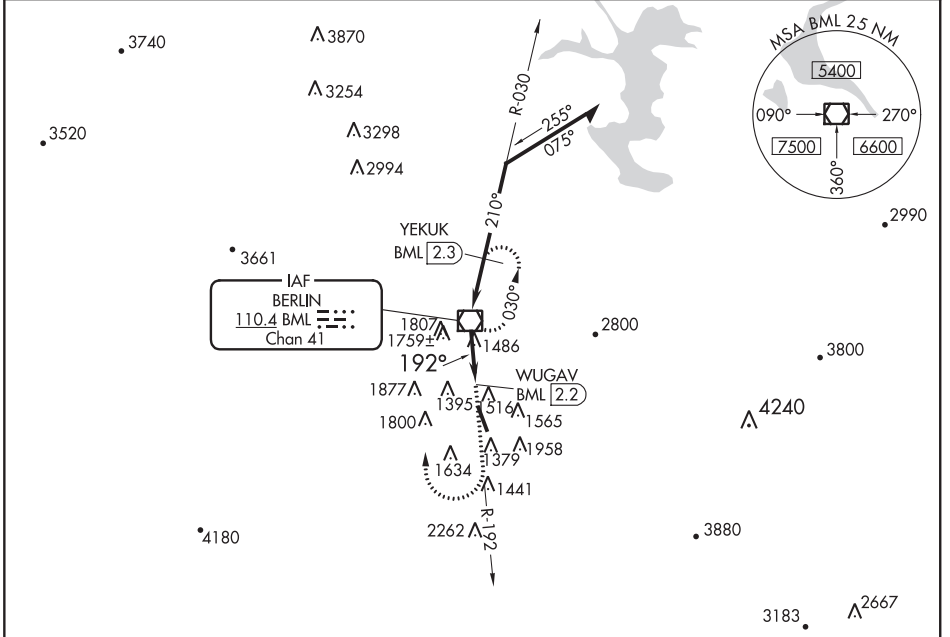
VOR/DME BML <b>110.4</b> Chan <b>41</b>	APP CRS <b>192°</b>	Rwy Idg <b>5200</b> TDZE <b>1161</b> Apt Elev <b>1161</b>
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# VOR/DME RWY 18

BERLIN RGNL (BML)

<p><b>V</b> Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p> <p><b>A</b> NA</p> <p><b>38</b> -22°C/-8°F</p>	<p>MISSED APPROACH: Climb to 3100 on BML VOR/DME R-192 then climbing right turn to 6000 direct BML VOR/DME and hold, continue climb-in-hold to 6000.</p>
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ASOS <b>135.175</b>	BANGOR RADIO <b>122.35</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>
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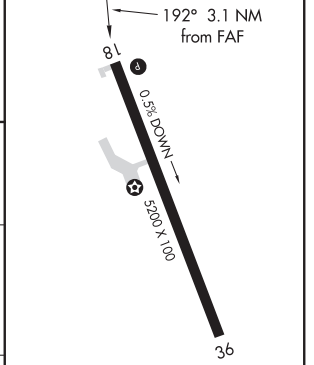


NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 1161	TDZE 1161
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VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 65).

Remain within 10 NM	030°	10000	3100	6000	BML
	210°	4400	2400		
	192°				

3.58° TCH 60

2.3 NM      2.2 NM      0.9

CATEGORY	A	B	C	D
S-18	2060-1¼	899 (900-1¼)	2060-2½	NA
CIRCLING	2180-1¼ 1019 (1100-1¼)	2280-1½ 1119 (1200-1½)	2280-3 1119 (1200-3)	NA

HIRL Rwy 18-36 **0**

REIL Rwy 18 and 36 **0**

BERLIN, NEW HAMPSHIRE  
Amdt 2A 05FEB15

44°35'N - 71°11'W

# BERLIN RGNL (BML) VOR/DME RWY 18

WAAS CH <b>65640</b> <b>W09A</b>	APP CRS <b>105°</b>	Rwy Idg TDZE Apt Elev	<b>4755</b> <b>86</b> <b>107</b>
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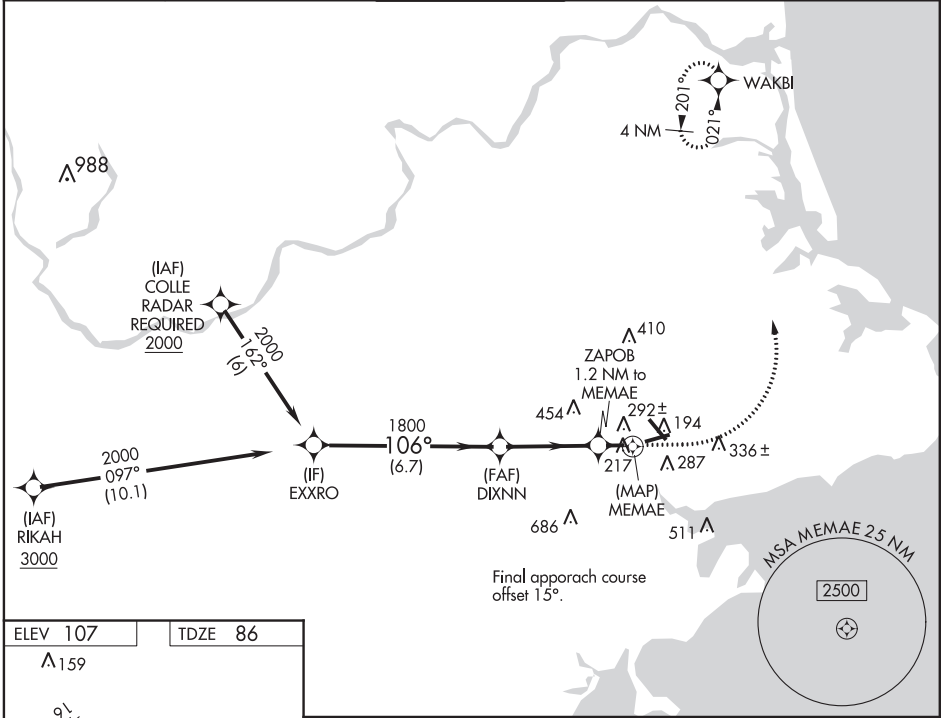
# RNAV (GPS) RWY 9

BEVERLY RGNL (BVY)

**⚠** Night landing: Rwy 9, 27 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Lawrence altimeter setting and increase all MDA 40 feet increase Cat C and D visibility ¼ mile.

**⚠** MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct WAKBI and hold.

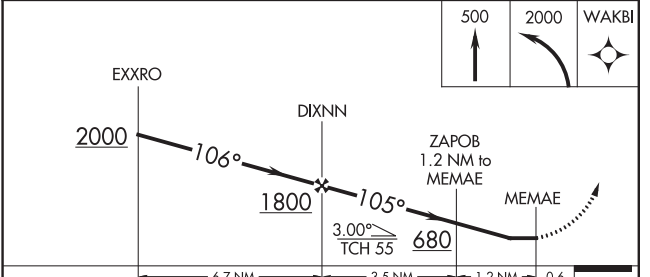
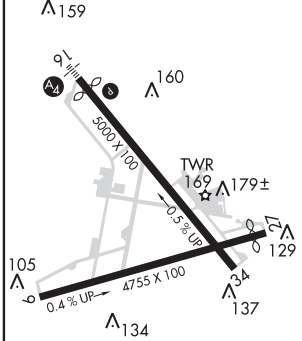
ATIS <b>119.2</b>	BOSTON APP CON <b>124.4 279.6</b>	BEVERLY TOWER★ <b>125.2 (CTAF) 0</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 107	TDZE 86
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CATEGORY	A	B	C	D
LPV MDA	480-1	394 (400-1)	480-1 1/8	394 (400-1 1/8)
LNAV MDA	560-1	474 (500-1)	560-1 3/8	474 (500-1 3/8)
<b>C</b> CIRCLING	680-1	573 (600-1)	820-2 713 (800-2)	880-2 1/2 773 (800-2 1/2)

WAAS CH <b>93722</b> <b>W16A</b>	APP CRS <b>157°</b>	Rwy Idg TDZE Apt Elev	<b>4762</b> <b>107</b> <b>107</b>
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# RNAV (GPS) RWY 16

BEVERLY RGNL (BVY)

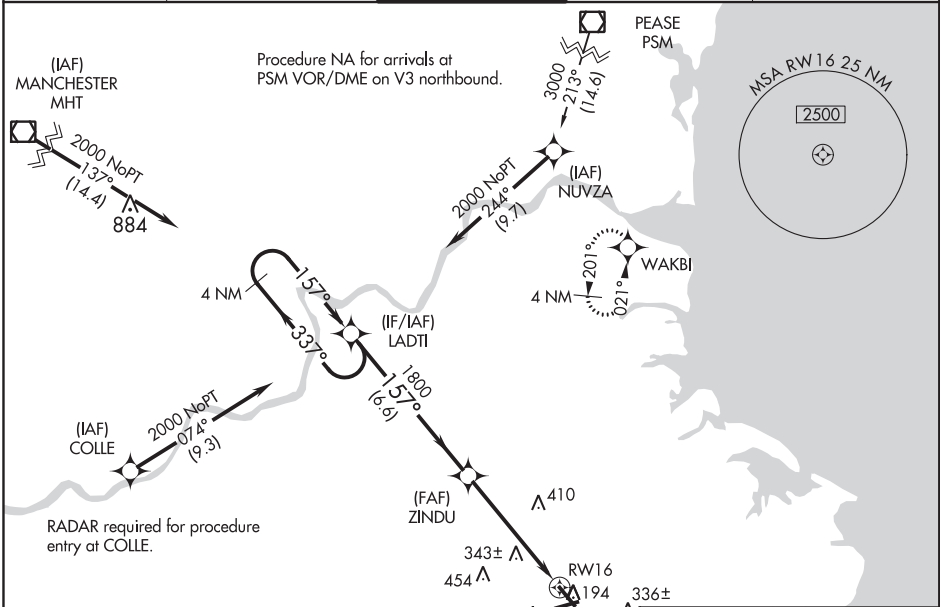
**⚠** Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Night Landing: Rwy 9, 27 NA. When local altimeter setting not received, use Lawrence altimeter setting and increase all DA 34 feet and all MDA 40 feet. Baro-VNAV NA when using Lawrence altimeter setting.

MALS



**MISSED APPROACH:**  
Climb to 600 then climbing left turn to 2000 direct WAKBI and hold.

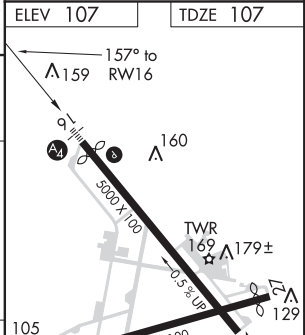
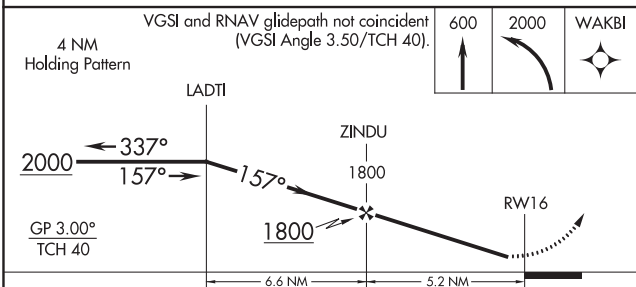
ATIS <b>119.2</b>	BOSTON APP CON <b>124.4 279.6</b>	<b>BEVERLY TOWER*</b> <b>125.2 (CTAF) 1</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 107	TDZE 107
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CATEGORY	A	B	C	D
LPV DA		357-1	250 (300-1)	
LNAV/VNAV DA		398-1	291 (300-1)	
LNAV MDA	600-1	493 (500-1)	600-1 3/8	493 (500-1 3/8)
CIRCLING	620-1	513 (600-1)	620-1 1/2	700-2
			513 (600-1 1/2)	593 (600-2)

REIL Rwy 34 1  
 MRL Rwy 16-34 and 9-27 1

WAAS CH <b>99731</b> <b>W27A</b>	APP CRS <b>270°</b>	Rwy Idg THRE <b>91</b> Apt Elev <b>107</b>
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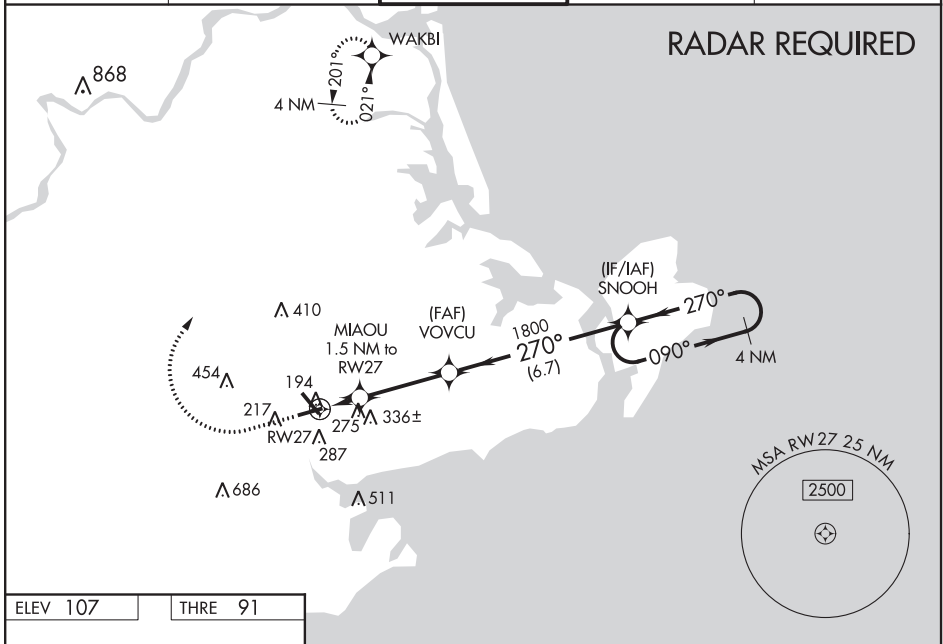
# RNAV (GPS) RWY 27

BEVERLY RGNL (BVY)

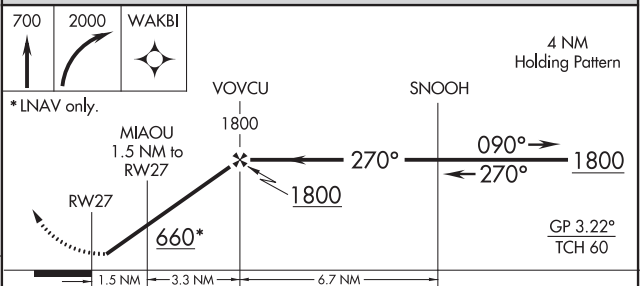
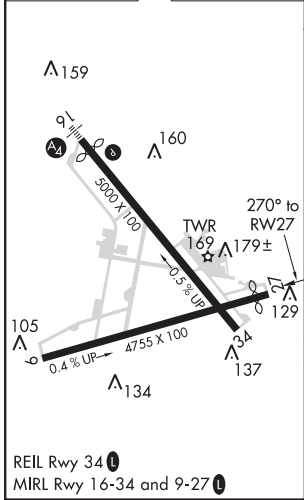
**⚠** Baro-VNAV NA when using Lawrance altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°F (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lawrance altimeter setting: increase LPV DA to 478 and LNAV/VNAV DA to 472 and all MDA 40 feet; increase LPV all Cats visibility and LNAV/VNAV all Cats visibility  $\frac{1}{8}$  SM, and increase Circling Cat C and D visibility  $\frac{1}{4}$  SM. Straight-in Rwy 27 NA at night. Circling Rwy 9, 27 NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:**  
Climb to 700 then  
descending right turn to  
2000 direct WAKBI  
and hold.

ATIS <b>119.2</b>	BOSTON APP CON <b>124.4 279.6</b>	BEVERLY TOWER★ <b>125.2 (CTAF) 0</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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ELEV 107	THRE 91
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CATEGORY	A	B	C	D
LPV DA	444-1	353 (400-1)		NA
LNAV/VNAV DA	438-1	347 (400-1)		NA
LNAV MDA	540-1	449 (500-1)	540-1 $\frac{3}{8}$	449 (500-1 $\frac{3}{8}$ )
<b>C</b> CIRCLING	600-1	493 (500-1)	820-2 713 (800-2)	880-2 $\frac{1}{2}$ 773 (800-2 $\frac{1}{2}$ )

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>97631</b> <b>W34A</b>	APP CRS <b>337°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>102</b> <b>107</b>
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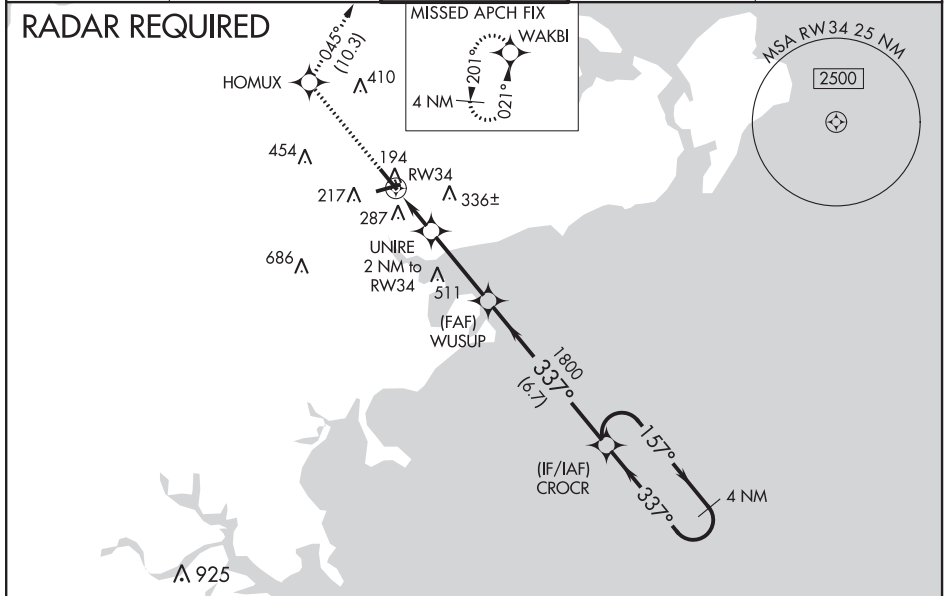
# RNAV (GPS) RWY 34

BEVERLY RGNL (BVY)

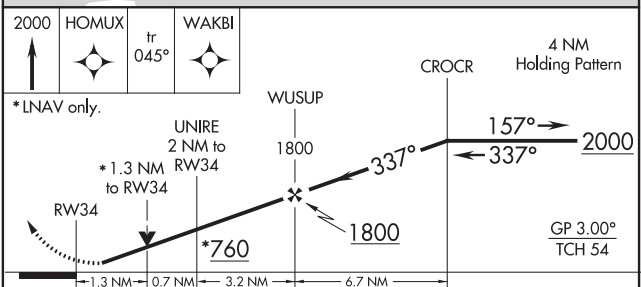
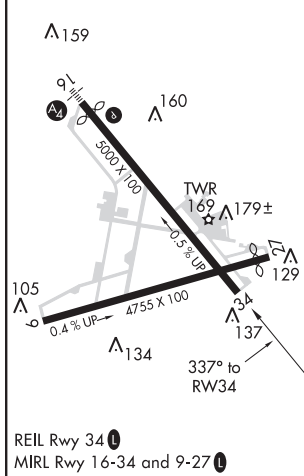
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Lawrence altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lawrence altimeter setting; increase LPV DA to 416 and LNAV/VNAV DA to 502 and all MDA 40 feet; increase LPV all Cats visibility and LNAV/VNAV all Cats visibility and LNAV Cats C and D visibility 1/8 SM and Circling Cats C and D visibility 1/4 SM. Rwy 34 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 9, 27 NA at night.

**MISSED APPROACH:**  
Climb to 2000 direct HOMUX and on track 045° to WAKBI and hold.

ATIS <b>119.2</b>	BOSTON APP CON <b>124.4 279.6</b>	<b>BEVERLY TOWER★</b> <b>125.2 (CTAF) 0</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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ELEV 107	TDZE 102
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CATEGORY	A	B	C	D
LPV DA		382-1	280 (300-1)	
LNAV/VNAV DA		468-1 1/4	366 (400-1 1/4)	
LNAV MDA	540-1	438 (500-1)	540-1 1/4	438 (500-1 1/4)
<b>C</b> CIRCLING	600-1	493 (500-1)	820-2	880-2 1/2
			713 (800-2)	773 (800-2 1/2)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017






VOR/DME LWM <b>112.5</b> Chan <b>72</b>	APP CRS <b>154°</b>	Rwy Idg TDZE <b>107</b> Apt Elev <b>107</b>	<b>4762</b>
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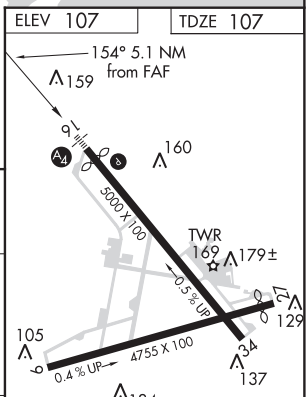
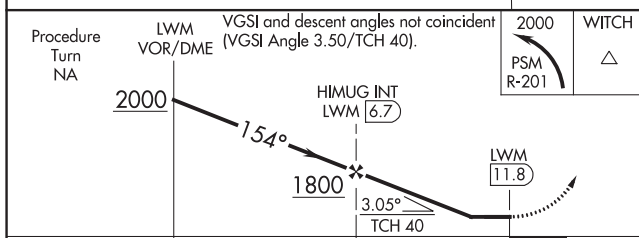
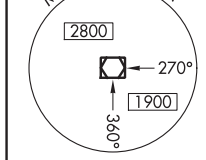
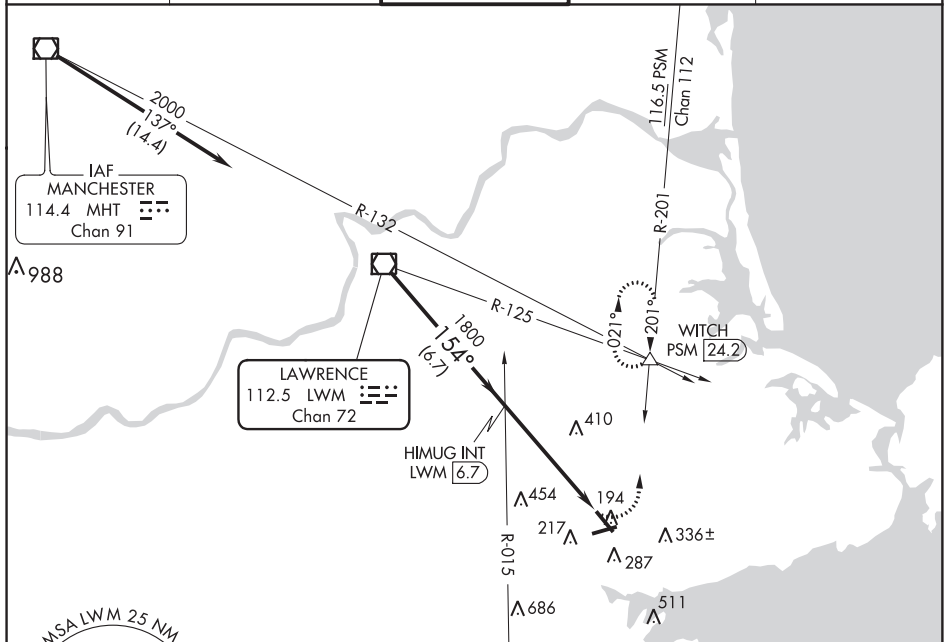
# VOR RWY 16

BEVERLY RGNL (BVY)

**⚠** Inop table does not apply. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 9, 27 NA. When local altimeter setting not received, use Lawrence altimeter setting and increase all MDA 40 feet.



**MALS**  **MISSED APPROACH:** Climbing left turn to 2000 via PSM R-201 to WITCH INT/24.2 DME and hold.

<b>ATIS</b> <b>119.2</b>	<b>BOSTON APP CON</b> <b>124.4 279.6</b>	<b>BEVERLY TOWER *</b> <b>125.2 (CTAF) 0</b>	<b>GND CON</b> <b>121.6</b>	<b>UNICOM</b> <b>122.95</b>
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CATEGORY	A	B	C	D
S-16	720-1 613 (700-1)		720-1 1/4 613 (700-1 1/4)	720-2 613 (700-2)
CIRCLING	720-1 613 (700-1)		720-1 1/4 613 (700-1 1/4)	740-2 633 (700-2)

REIL Rwy 34 	MIRL Rwy 16-34 and 9-27 
FAF to MAP 5.1 NM	
Knots	60 90 120 150 180
Min:Sec	5:06 3:24 2:33 2:02 1:42

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

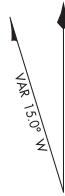
# AIRPORT DIAGRAM

AL-5039 (FAA)

BEVERLY MUNI (BVY)  
BEVERLY, MASSACHUSETTS

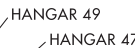
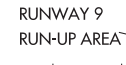
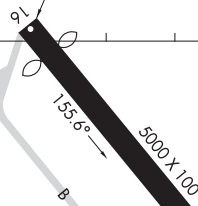
ATIS  
119.2  
BEVERLY TOWER ★  
125.2  
GND CON  
121.6

▲ 159



JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.1° E

FIELD  
ELEV  
107



ELEV  
72

RWY 09-27  
S-30, D-114, 2S-145, 2D-180  
RWY 16-34  
S-30, D-55, 2D-103

70°55.5'W

70°55.0'W

70°54.5'W

42°34.5'N

42°35.5'N

42°35.0'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
REARBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

# AIRPORT DIAGRAM

BEVERLY, MASSACHUSETTS  
BEVERLY MUNI (BVY)

NE-1, 10 NOV 2016 to 05 JAN 2017

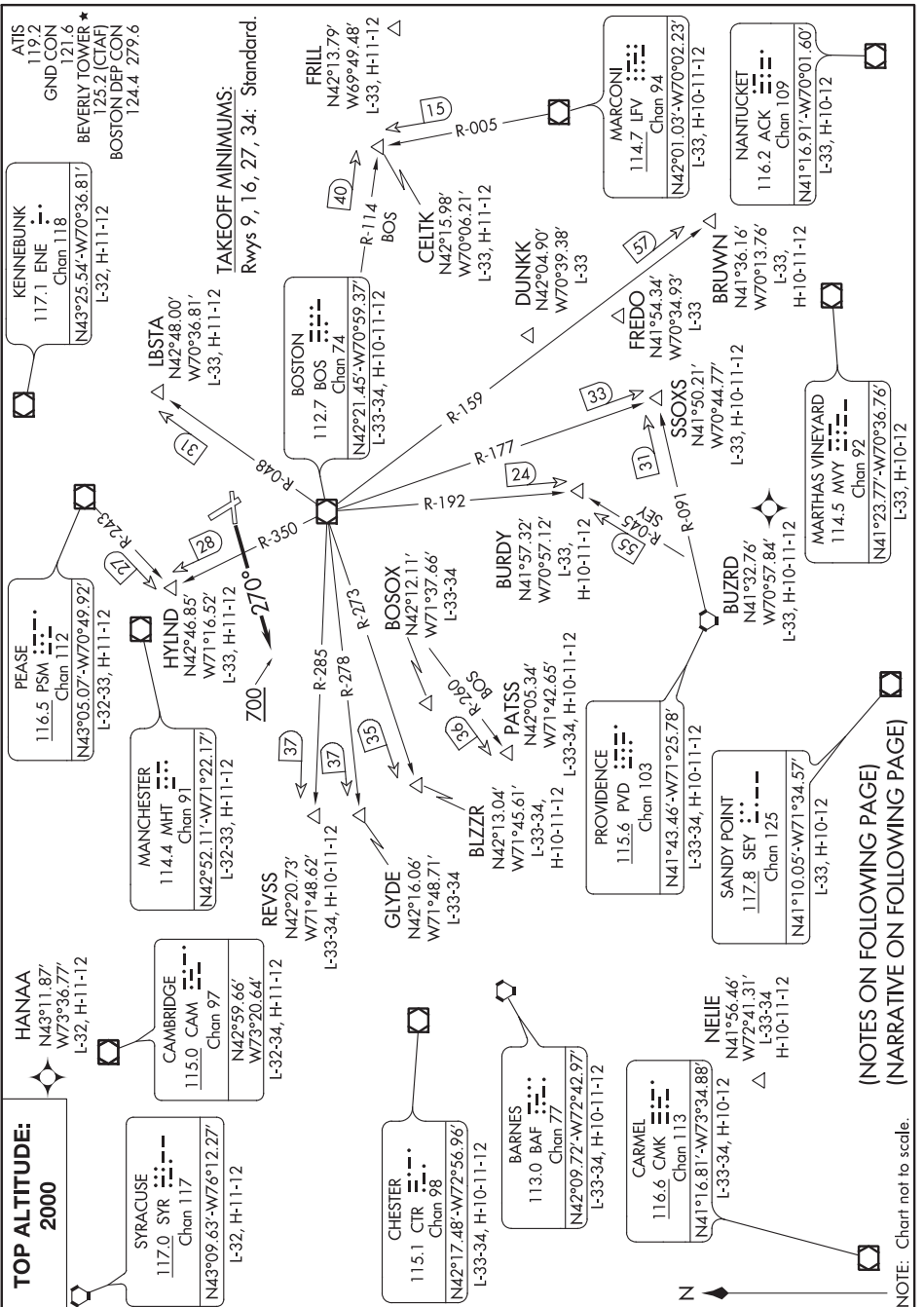
NE-1, 10 NOV 2016 to 05 JAN 2017

# BEVERLY NINE DEPARTURE

SL-5039 (FAA)

BEVERLY MUNI (BVY)  
BEVERLY, MASSACHUSETTS

21 JUL 16



# BEVERLY NINE DEPARTURE

10 NOV 2016 to 05 JAN 2017

(NOTES ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9, 16, 34: Climb heading as assigned by ATC, thence . . .

TAKEOFF RUNWAY 27: Climb heading 270° to 700, then as assigned by ATC, thence . . .

. . . expect RADAR vectors to assigned route/navaid/fix. Maintain 2000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

NOTE: RADAR required.

NOTE: Non RNAV equipped aircraft can expect vectors on assigned route.

NOTE: BLZZR departures expect vectors on BOS R-273, DME required.

NOTE: BRUWN departures expect vectors on BOS R-159, DME required.

NOTE: CELTK departures expect vectors on BOS R-114.

NOTE: HYLND departures expect vectors on BOS R-350.

NOTE: PATSS departures expect vectors on BOS R-260, DME required.

NOTE: REVSS departures expect vectors on BOS R-285, DME required.

NOTE: SSOXS departures expect vectors on BOS R-177.

TAKEOFF OBSTACLE NOTES:

- Rwy 9: Bush 15' from DER, 407' right of centerline, 55' AGL/119' MSL.
- Bush beginning 76' from DER, 377' right of centerline, up to 50' AGL/120' MSL.
- Tree 127' from DER, 247' left of centerline, 29' AGL/112' MSL.
- Bush beginning 135' from DER, 248' left of centerline, up to 27' AGL/103' MSL.
- Bush 228' from DER, 532' left of centerline, 59' AGL/125' MSL.
- Bush 273' from DER, 515' left of centerline, 73' AGL/138' MSL.
- Trees beginning 303' from DER, 227' right of centerline, up to 19' AGL/106' MSL.
- Bush beginning 390' from DER, 113' right of centerline, up to 23' AGL/104' MSL.
- Tree 520' from DER, 342' left of centerline, 77' AGL/138' MSL.
- Bush beginning 552' from DER, 22' right of centerline, up to 45' AGL/108' MSL.
- Tree 997' from DER, 394' right of centerline, 84' AGL/133' MSL.
- Bush 1046' from DER, 141' left of centerline, 81' AGL/130' MSL.
- Tree 1064' from DER, 539' right of centerline, 86' AGL/134' MSL.
- Tree 1070' from DER, 619' left of centerline, 90' AGL/149' MSL.
- Bush beginning 1077' from DER, 43' right of centerline, up to 84' AGL/138' MSL.
- Tree 1176' from DER, 414' left of centerline, 99' AGL/155' MSL.
- Bush beginning 1184' from DER, 252' left of centerline, up to 76' AGL/130' MSL.
- Tree 1204' from DER, 385' right of centerline, 78' AGL/126' MSL.
- Bush beginning 1301' from DER, 61' left of centerline, up to 81' AGL/131' MSL.
- Bush 2414' from DER, 1027' left of centerline, 94' AGL/188' MSL.
- Bush beginning 2438' from DER, 822' left of centerline, up to 106' AGL/197' MSL.
- Trees beginning 2538' from DER, 633' left of centerline, up to 93' AGL/189' MSL.
- Bush 2566' from DER, 647' left of centerline, 103' AGL/207' MSL.
- Bush beginning 2598' from DER, 545' left of centerline, up to 85' AGL/212' MSL.
- Tree 2661' from DER, 695' left of centerline, 112' AGL/228' MSL.
- Tree 2662' from DER, 787' left of centerline, 113' AGL/232' MSL.
- Bush beginning 2678' from DER, 226' left of centerline, up to 116' AGL/236' MSL.
- Tree 2797' from DER, 543' left of centerline, 99' AGL/227' MSL.
- Bush 2799' from DER, 330' right of centerline, 106' AGL/182' MSL.
- Tree 2847' from DER, 141' left of centerline, 101' AGL/214' MSL.
- Bush beginning 2851' from DER, 23' left of centerline, up to 83' AGL/223' MSL.
- Tree beginning 2886' from DER, 70' left of centerline, up to 100' AGL/193' MSL.
- Bush 2927' from DER, 259' right of centerline, 101' AGL/195' MSL.
- Trees beginning 2930' from DER, 74' left of centerline, up to 101' AGL/214' MSL.
- Bush beginning 2936' from DER, 66' right of centerline, up to 91' AGL/201' MSL.
- Tree 2999' from DER, 464' right of centerline, 101' AGL/180' MSL.
- Bush 3009' from DER, 235' left of centerline, 63' AGL/181' MSL.
- Tree 3043' from DER, 537' right of centerline, 101' AGL/175' MSL.
- Bush beginning 3047' from DER, 35' left of centerline, up to 64' AGL/180' MSL.

(CONTINUED ON FOLLOWING PAGE)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

## (NOTES CONTINUED)

## TAKEOFF OBSTACLE NOTES:

Rwy 16: Ground 15' from DER, 417' left of centerline, 87' MSL.  
Runway sign 17' from DER, 198' left of centerline, 3' AGL/85' MSL.  
Nt Rwy 1r 28' from DER, 82' left of centerline, 2' AGL/83' MSL.  
Ground 100' from DER, 426' right of centerline, 89' MSL.  
Bush beginning 113' from DER, 228' right of centerline, up to 27' AGL/125' MSL.  
Bush beginning 212' from DER, 454' right of centerline, up to 72' AGL/136' MSL.  
Bush beginning 247' from DER, 451' right of centerline, up to 78' AGL/139' MSL.  
Bush 268' from DER, 442' left of centerline, 70' AGL/133' MSL.  
Vehicle in parking lot 289' from DER, 520' right of centerline, 115' MSL.  
Trees beginning 306' from DER, 263' right of centerline, up to 91' AGL/148' MSL.  
Bush 312' from DER, 463' left of centerline, 93' AGL/150' MSL.  
Trees beginning 322' from DER, 319' left of centerline, up to 88' AGL/145' MSL.  
Bush beginning 378' from DER, 107' right of centerline, up to 76' AGL/135' MSL.  
Building beginning 481' from DER, 616' right of centerline, up to 43' AGL/164' MSL.  
Building 499' from DER, 482' right of centerline, 42' AGL/165' MSL.  
Building 511' from DER, 619' right of centerline, 41' AGL/164' MSL.  
Vehicle in parking lot 515' from DER, 444' right of centerline, 120' MSL.  
Bush 531' from DER, 561' left of centerline, 79' AGL/132' MSL.  
Building beginning 543' from DER, 488' right of centerline, up to 44' AGL/168' MSL.  
Ground 574' from DER, 401' right of centerline, 115' MSL.  
Bush 576' from DER, 618' left of centerline, 70' AGL/119' MSL.  
Building 609' from DER, 509' right of centerline, 45' AGL/168' MSL.  
Bush beginning 622' from DER, 345' left of centerline, up to 68' AGL/131' MSL.  
Vehicle in parking lot 667' from DER, 673' right of centerline, 130' MSL.  
Ground 669' from DER, 482' right of centerline, 130' MSL.  
Vehicle in parking lot 679' from DER, 456' right of centerline, 127' MSL.  
Bush 692' from DER, 422' left of centerline, 76' AGL/132' MSL.  
Building 698' from DER, 655' right of centerline, 30' AGL/160' MSL.  
Pole 723' from DER, 403' right of centerline, 43' AGL/159' MSL.  
Bush 744' from DER, 404' left of centerline, 77' AGL/132' MSL.  
Building beginning 758' from DER, 515' right of centerline, up to 37' AGL/164' MSL.  
Building beginning 857' from DER, 406' right of centerline, up to 33' AGL/179' MSL.  
Stack 891' from DER, 517' right of centerline, 33' AGL/168' MSL.  
Tree 894' from DER, 368' right of centerline, 31' AGL/150' MSL.  
Bush 903' from DER, 496' left of centerline, 65' AGL/121' MSL.  
Ground 908' from DER, 353' right of centerline, 118' MSL.  
Vehicle in parking lot 918' from DER, 524' right of centerline, 128' MSL.  
Bush beginning 938' from DER, 264' left of centerline, up to 53' AGL/109' MSL.  
Vehicle in parking lot 994' from DER, 588' right of centerline, 129' MSL.  
Ground beginning 1008' from DER, 490' right of centerline, up to 128' MSL.  
Bush 1084' from DER, 173' right of centerline, 26' AGL/111' MSL.  
Pole 1086' from DER, 434' right of centerline, 28' AGL/162' MSL.  
Ground 1116' from DER, 710' right of centerline, 126' MSL.  
Building 1123' from DER, 604' right of centerline, 36' AGL/167' MSL.  
Bush beginning 1144' from DER, 164' right of centerline, up to 17' AGL/145' MSL.  
Ground beginning 1200' from DER, 280' right of centerline, up to 129' MSL.  
Bush beginning 1253' from DER, 183' left of centerline, up to 19' AGL/146' MSL.  
Pole 1407' from DER, 480' right of centerline, 16' AGL/149' MSL.  
Ground 1414' from DER, 597' right of centerline, 126' MSL.  
Trail beginning 1438' from DER, 333' right of centerline, up to 135' MSL.  
Bush beginning 1484' from DER, 281' right of centerline, up to 52' AGL/184' MSL.  
Ground beginning 1553' from DER, 429' right of centerline, up to 124' MSL.  
Bush beginning 1643' from DER, 243' right of centerline, up to 76' AGL/126' MSL.  
Bush beginning 1702' from DER, 587' right of centerline, up to 57' AGL/192' MSL.  
Tree 1711' from DER, 692' right of centerline, 73' AGL/193' MSL.  
Bush 1732' from DER, 721' left of centerline, 75' AGL/126' MSL.  
Ground beginning 1763' from DER, 448' right of centerline, up to 137' MSL.  
Bush beginning 1776' from DER, 305' right of centerline, up to 5' AGL/132' MSL.  
Light pole 1821' from DER, 192' right of centerline, 31' AGL/139' MSL.  
Bush beginning 1898' from DER, 92' right of centerline, up to 30' AGL/138' MSL.  
Light pole beginning 1949' from DER, 65' right of centerline, up to 31' AGL/139' MSL.  
Building 2021' from DER, 427' right of centerline, 24' AGL/133' MSL.  
Light pole, beginning 2036' from DER, 44' left of centerline, up to 31' AGL/139' MSL.  
Building 2098' from DER, 381' right of centerline, 39' AGL/148' MSL.  
Light pole 2129' from DER, 8' left of centerline, 31' AGL/136' MSL.  
Building beginning 2182' from DER, 241' right of centerline, up to 42' AGL/151' MSL.  
Smoke stack 2497' from DER, 356' right of centerline, 53' AGL/162' MSL.  
Building beginning 2533' from DER, 354' right of centerline, up to 58' AGL/165' MSL.  
Bush beginning 2860' from DER, 613' right of centerline, up to 61' AGL/162' MSL.  
Building beginning 2909' from DER, 973' right of centerline, up to 56' AGL/156' MSL.  
Bush beginning 3293' from DER, 1086' right of centerline, up to 72' AGL/166' MSL.

(CONTINUED ON FOLLOWING PAGE)

(NOTES CONTINUED)

TAKEOFF OBSTACLE NOTES:

- Rwy 27: Bush 44' from DER, 439' left of centerline, 26' AGL/82' MSL.
- Trees beginning 182' from DER, 229' left of centerline, up to 16' AGL/81' MSL.
- Bush 214' from DER, 463' left of centerline, 49' AGL/98' MSL.
- Tree 243' from DER, 318' right of centerline, 15' AGL/83' MSL.
- Bushes beginning 279' from DER, 270' left of centerline, up to 31' AGL/92' MSL.
- Tree 419' from DER, 119' left of centerline, 43' AGL/92' MSL.
- Bush 455' from DER, 463' left of centerline, 62' AGL/100' MSL.
- Trees beginning 456' from DER, 109' right of centerline, up to 55' AGL/99' MSL.
- Bushes beginning 500' from DER, 46' right of centerline, up to 53' AGL/96' MSL.
- Trees beginning 535' from DER, 249' right of centerline, up to 62' AGL/110' MSL.
- Bushes beginning 547' from DER, 26' right of centerline, up to 56' AGL/92' MSL.
- Tree 1170' from DER, 587' left of centerline, 82' AGL/111' MSL.
- Bushes beginning 1202' from DER, 248' left of centerline, up to 85' AGL/114' MSL.
- Bushes 2376' from DER, 653' right of centerline, 85' AGL/136' MSL.
- Bush beginning 2394' from DER, 451' right of centerline, up to 86' AGL/137' MSL.
- Bush beginning 2563' from DER, 1037' right of centerline, up to 85' AGL/140' MSL.
- Bush beginning 2953' from DER, 958' right of centerline, up to 82' AGL/168' MSL.
- Tree beginning 3041' from DER, 762' right of centerline, up to 103' AGL/160' MSL.
- Bush beginning 3194' from DER, 1165' right of centerline, up to 91' AGL/190' MSL.
- Tree 3232' from DER, 723' right of centerline, 97' AGL/157' MSL.
- Bush beginning 3321' from DER, 1083' right of centerline, up to 89' AGL/185' MSL.
- Bushes beginning 4347' from DER, 954' left of centerline, up to 82' AGL/201' MSL.
- Bushes 4628' from DER, 1523' left of centerline, 86' AGL/202' MSL.
- Bushes beginning 4659' from DER, 924' left of centerline, up to 82' AGL/208' MSL.
- Buildings beginning 5490' from DER, 530' left of centerline, up to 108' AGL/217' MSL.
- Rwy 34: Nt MALS 11' from DER, on centerline, 2' AGL/109' MSL.
- Bush 41' from DER, 270' right of centerline, 18' AGL/119' MSL.
- Bush beginning 108' from DER, 399' right of centerline, up to 41' AGL/128' MSL.
- Bush 276' from DER, 518' right of centerline, 66' AGL/145' MSL.
- Bush 405' from DER, 452' right of centerline, 68' AGL/148' MSL.
- Tree 431' from DER, 580' left of centerline, 58' AGL/152' MSL.
- Tree 460' from DER, 582' left of centerline, 63' AGL/156' MSL.
- Bush beginning 461' from DER, 526' left of centerline, up to 63' AGL/154' MSL.
- Tree 695' from DER, 338' left of centerline, 40' AGL/142' MSL.
- Bush beginning 698' from DER, 282' left of centerline, up to 50' AGL/153' MSL.
- Tree 905' from DER, 222' left of centerline, 39' AGL/141' MSL.
- Bush beginning 940' from DER, 214' left of centerline, up to 34' AGL/135' MSL.
- Tree 1032' from DER, 700' right of centerline, 86' AGL/174' MSL.
- Bush beginning 1034' from DER, 89' right of centerline, up to 91' AGL/173' MSL.
- Bush beginning 1238' from DER, 300' right of centerline, up to 96' AGL/182' MSL.
- Pole beginning 1309' from DER, 1' right of centerline, up to 9' AGL/158' MSL.
- Tree 1622' from DER, 214' right of centerline, 78' AGL/167' MSL.
- Bush beginning 1662' from DER, 458' right of centerline, up to 81' AGL/153' MSL.
- Tree 1682' from DER, 499' left of centerline, 80' AGL/165' MSL.
- Bush beginning 1686' from DER, 50' left of centerline, up to 71' AGL/166' MSL.
- Tree 1911' from DER, 427' left of centerline, 79' AGL/164' MSL.
- Bush beginning 1923' from DER, 22' left of centerline, up to 83' AGL/160' MSL.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

BIDDEFORD, MAINE

AL-6015 (FAA)

15344

APP CRS	Rwy Idg	<b>3000</b>
<b>058°</b>	TDZE	<b>157</b>
	Apt Elev	<b>157</b>

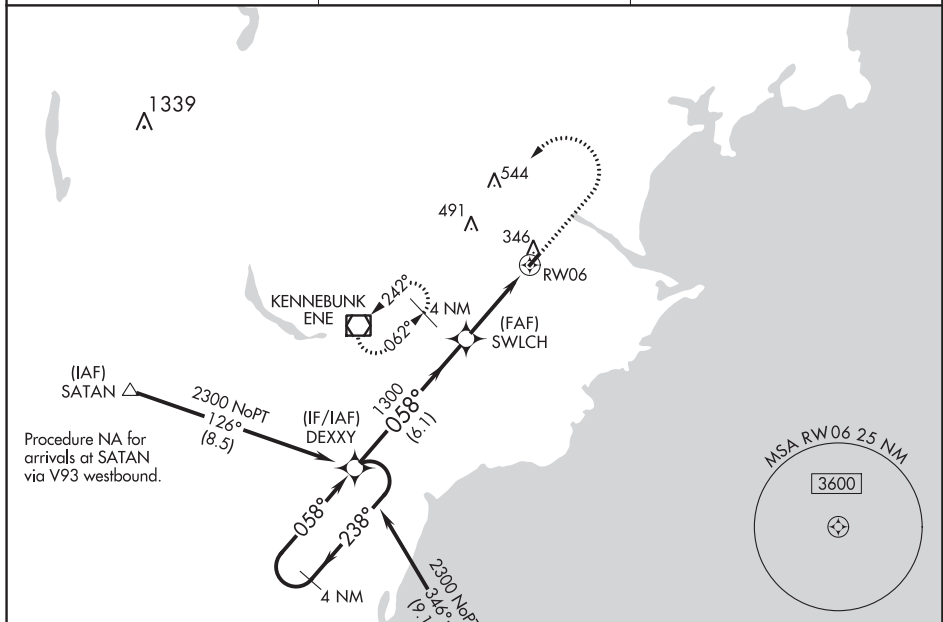
# RNAV (GPS) RWY 6

BIDDEFORD MUNI (B19)

**NA** Circling to Rwy 24 NA at night. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Sanford altimeter setting. VDP NA with Sanford altimeter setting.

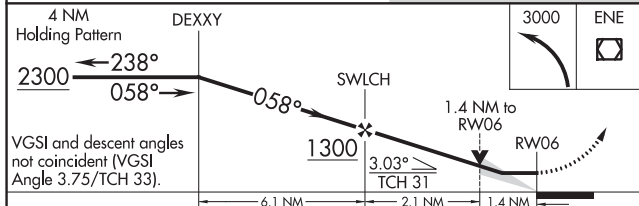
**MISSED APPROACH:** Climbing left turn to 3000 direct ENE VOR/DME and hold, continue climb-in-hold to 3000.

PORTLAND APP CON *	CLNC DEL	UNICOM
<b>119.75 381.2</b>	<b>126.05</b>	<b>123.0 (CTAF) 0</b>

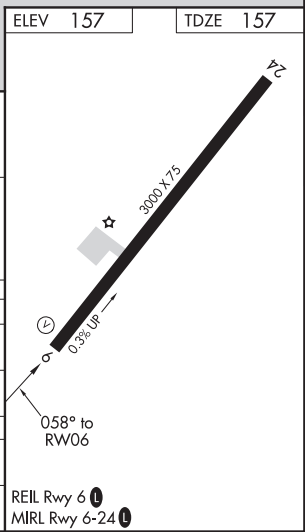


Procedure NA for arrivals at SATAN via V93 westbound.

Procedure NA for arrivals at ARMIE via V167 southbound.



CATEGORY	A	B	C	D
LNAV MDA	680-1	523 (600-1)	680-1½ 523 (600-1½)	NA
CIRCLING	780-1	623 (700-1)	780-1¾ 623 (700-1¾)	NA
SANFORD ALTIMETER SETTING MINIMUMS				
LNAV MDA	720-1	563 (600-1)	720-1½ 563 (600-1½)	NA
CIRCLING	820-1	663 (700-1)	820-1¾ 663 (700-1¾)	NA



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

BIDDEFORD, MAINE  
Orig 29JUL10

43°28'N - 70°28'W

BIDDEFORD MUNI (B19)  
**RNAV (GPS) RWY 6**

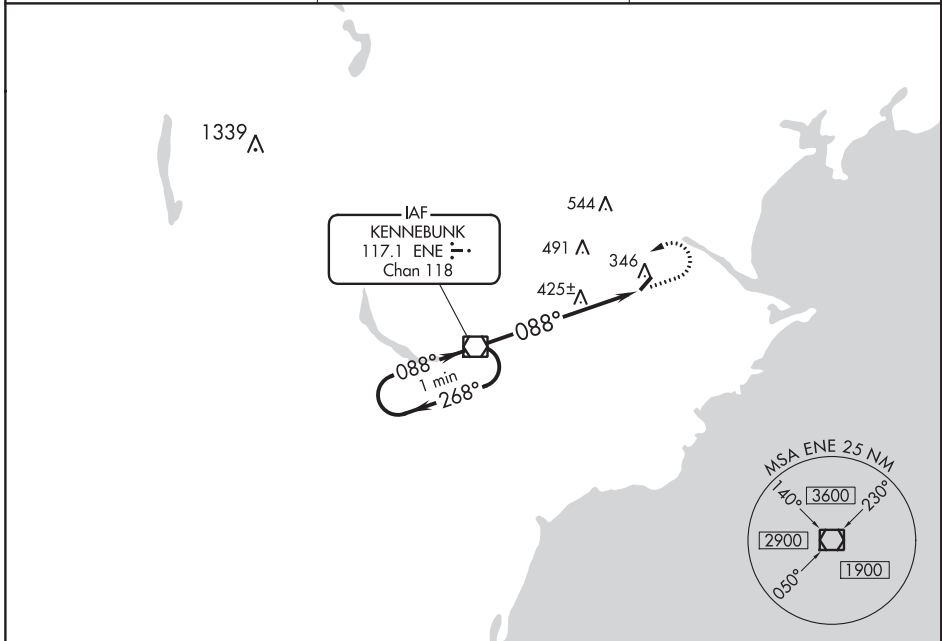


VORTAC ENE <b>117.1</b> Chan <b>118</b>	APP CRS <b>088°</b>	Rwy Idg TDZE Apt Elev	<b>3000</b> <b>157</b> <b>157</b>
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**VOR RWY 6**  
BIDDEFORD MUNI (B19)

**NA** Obtain local altimeter on CTAF; when not received, use Sanford altimeter setting. MISSED APPROACH: Climb to 800, then climbing left turn to 2300 direct ENE VOR/DME and hold.

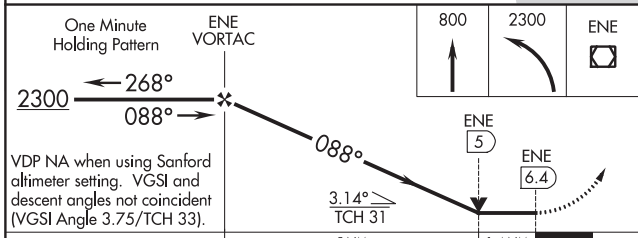
PORTLAND APP CON ★ <b>119.75 381.2</b>	CLNC DEL <b>126.05</b>	UNICOM <b>123.0 (CTAF) 0</b>
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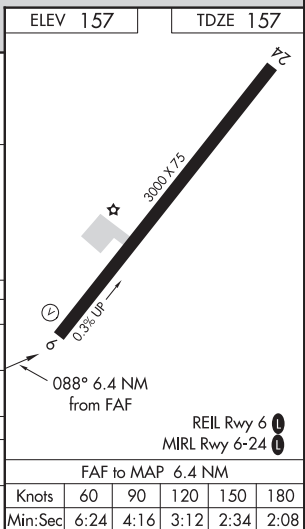
NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 157	TDZE 157
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CATEGORY	A	B	C	D
S-6	680-1	523 (600-1)	680-1½ 523 (600-1½)	NA
CIRCLING	700-1	543 (600-1)	700-1½ 543 (600-1½)	NA
SANFORD ALTIMETER SETTING MINIMUMS				
S-6	720-1	563 (600-1)	720-1½ 563 (600-1½)	NA
CIRCLING	740-1	583 (600-1)	740-1½ 583 (600-1½)	NA



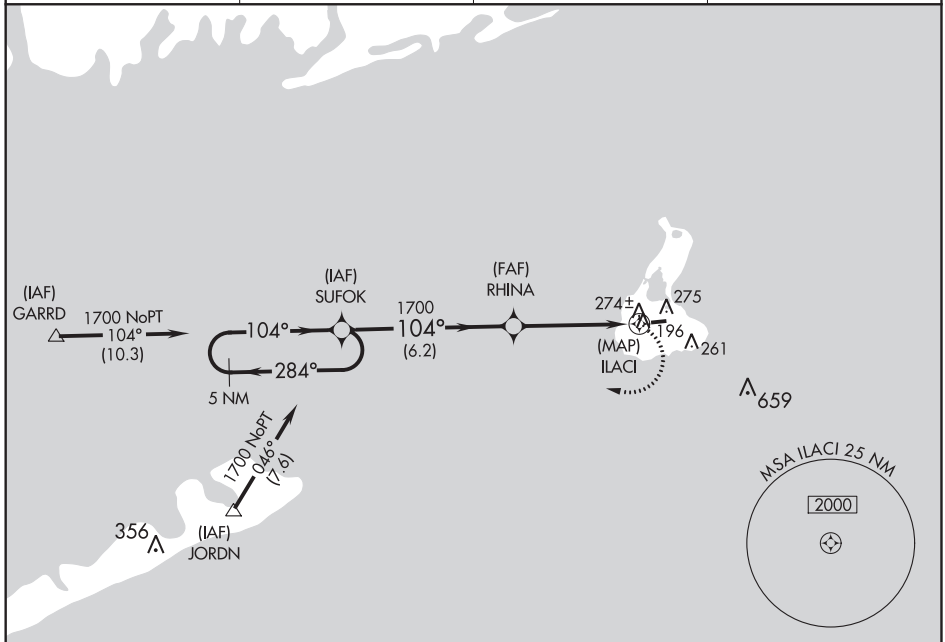
FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

APP CRS <b>104°</b>	Rwy Idg <b>2502</b>
	TDZE <b>108</b>
	Apt Elev <b>108</b>

# RNAV (GPS) RWY 10

BLOCK ISLAND STATE (BID)

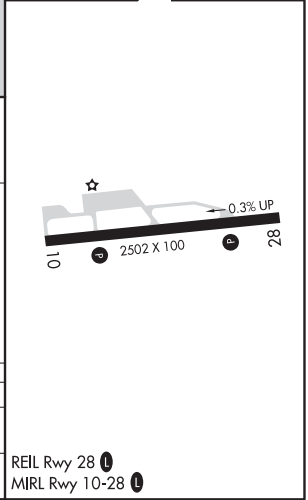
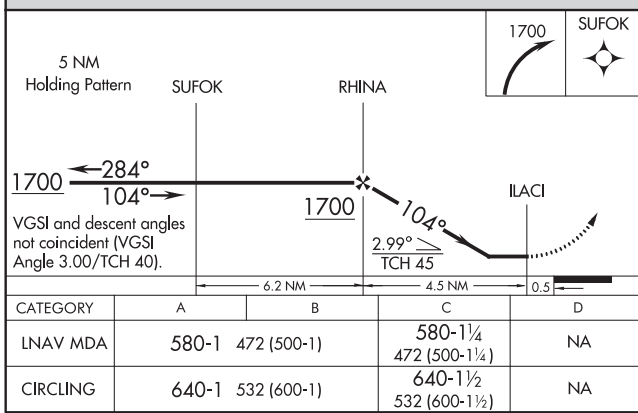
DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 1700 direct SUFOK WP and hold.		
NA Helicopter visibility reduction below 3/4 SM NA.			
AWOS-3PT <b>134.775</b>	PROVIDENCE APP CON * <b>125.75 319.2</b>	CLNC DEL <b>120.1</b>	UNICOM <b>123.0 (CTAF)</b>



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 108	TDZE 108
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REIL Rwy 28   
MIRL Rwy 10-28

WAAS CH <b>70501</b> <b>W28A</b>	APP CRS <b>279°</b>	Rwy Idg TDZE Apt Elev	<b>2502</b> <b>108</b> <b>108</b>
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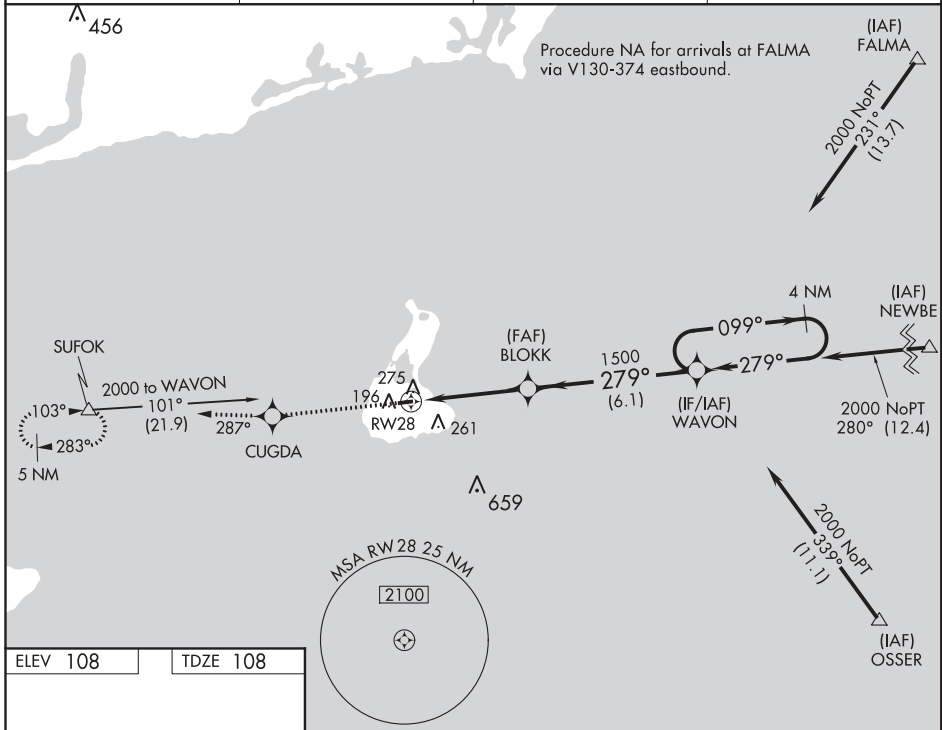
# RNAV (GPS) RWY 28

BLOCK ISLAND STATE (BID)

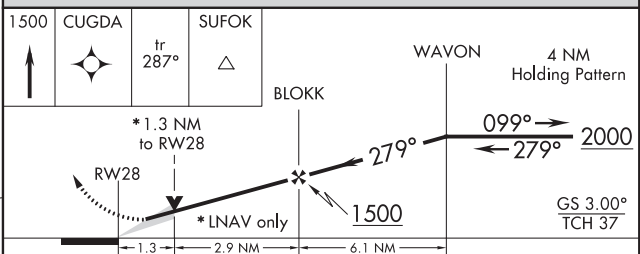
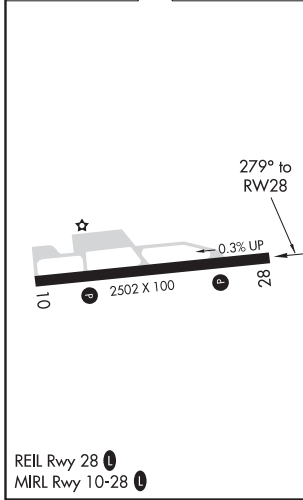
**T** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Westerly State altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using Westerly State altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

**A** MISSED APPROACH: Climb to 1500 direct CUGDA and on track 287° to SUFOK and hold.

AWOS-3PT <b>134.775</b>	PROVIDENCE APP CON ★ <b>125.75 319.2</b>	CLNC DEL <b>120.1</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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ELEV 108	TDZE 108
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CATEGORY	A	B	C	D
LPV DA		358-1	250 (300-1)	NA
LNAV/VNAV DA		570-1¼	462 (500-1¼)	NA
LNAV MDA	540-1	432 (500-1)	540-1¼ 432 (500-1¼)	NA
CIRCLING	640-1	532 (600-1)	640-1½ 532 (600-1½)	NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

BLOCK ISLAND, RHODE ISLAND

AL-5786 (FAA)

16203

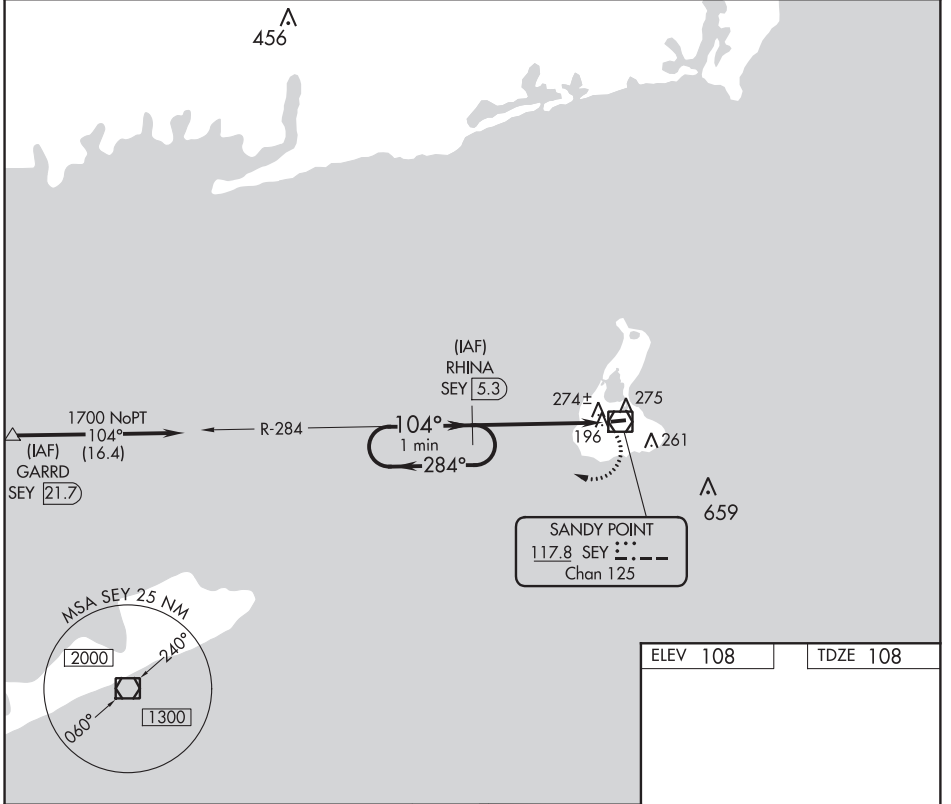
VOR/DME SEY <b>117.8</b> Chan <b>125</b>	APP CRS <b>104°</b>	Rwy Idg <b>2502</b> TDZE <b>108</b> Apt Elev <b>108</b>
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# VOR/DME RWY 10

BLOCK ISLAND STATE (BID)

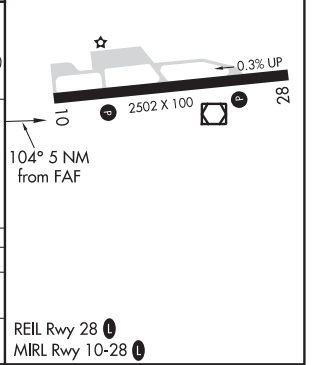
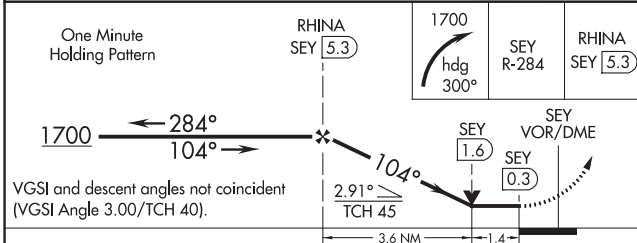
▼ Helicopter visibility reduction below ¾ SM NA. MISSED APPROACH: Climbing right turn to 1700 via heading 300° and SEY R-284 to RHINA/SEY 5.3 DME and hold.

AWOS-3PT <b>134.775</b>	PROVIDENCE APP CON * <b>125.75 319.2</b>	CLNC DEL <b>120.1</b>	UNICOM <b>123.0 (CTAF)</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-10	580-1	472 (500-1)	580-1½ 472 (500-1½)	NA
CIRCLING	640-1	532 (600-1)	640-1½ 532 (600-1½)	NA

BLOCK ISLAND, RHODE ISLAND  
Amdt 5C 27JUN13

41°10'N-71°35'W

# BLOCK ISLAND STATE (BID)

## VOR/DME RWY 10

VOR/DME SEY <b>117.8</b> Chan <b>125</b>	APP CRS <b>274°</b>	Rwy Idg <b>2502</b> TDZE <b>108</b> Apt Elev <b>108</b>
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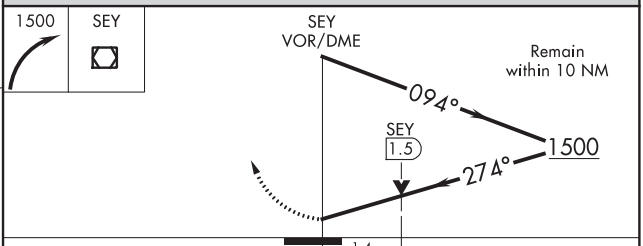
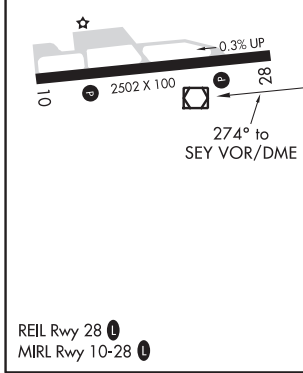
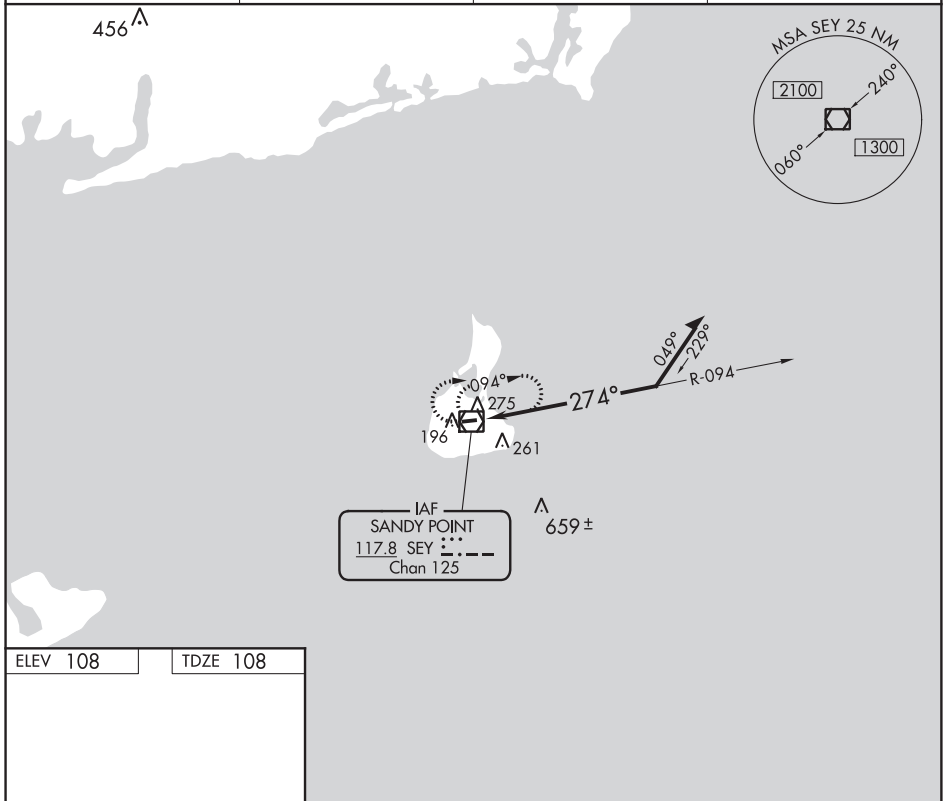
# VOR RWY 28

BLOCK ISLAND STATE (BID)

**⚠** Visibility reduction by helicopters NA. When local altimeter setting not received, use Westerly State altimeter setting and increase all MDA 40 feet and S-28 Cat C visibility ¼ mile. VDP NA when using Westerly State altimeter setting.

**MISSED APPROACH:** Climbing right turn to 1500 in SEY VOR/DME holding pattern.

AWOS-3PT <b>134.775</b>	PROVIDENCE APP CON * <b>125.75 319.2</b>	CLNC DEL <b>120.1</b>	UNICOM <b>123.0 (CTAF)</b>
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CATEGORY	A	B	C	D
S-28	580-1	472 (500-1)	580-1¼ 472 (500-1¼)	NA
CIRCLING	580-1	472 (500-1)	580-1½ 472 (500-1½)	NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-BOS <b>110.3</b> Chan <b>40</b>	APP CRS <b>036°</b>	Rwy Idg <b>8851</b> TDZE <b>18</b> Apt Elev <b>20</b>
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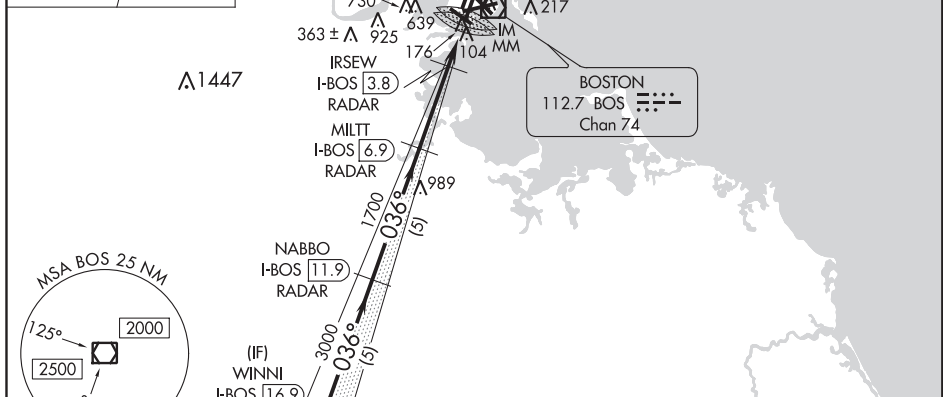
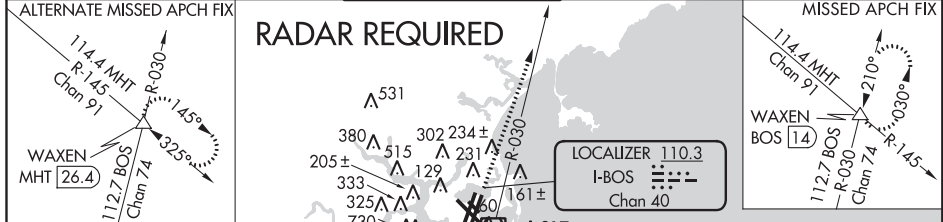
# ILS or LOC RWY 4R

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

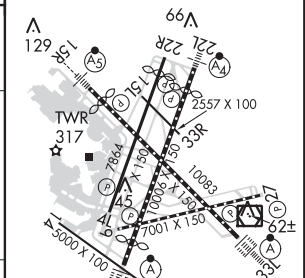
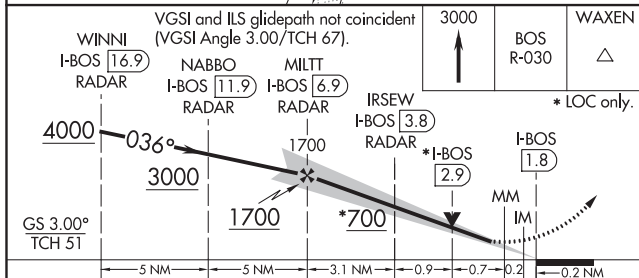
**⚠** Circling NA for Cats C and D west of Rwy 4L and 15R. Circling NA to Rwy 14.  
**#** For inoperative ALSF, increase S-ILS 4R all Cats visibility to RVR 6000, and S-LOC 4R Cats A and B visibility RVR 5000; visibility reduction by helicopters NA.  
**†** When vessels taller than 144 feet present, S-ILS 4R NA.

ALSF-2 MISSED APPROACH: Climb to 3000 on BOS VOR/DME R-030 to WAXEN INT/BOS 14 DME and hold.

ATIS <b>135.0</b>	BOSTON APP CON <b>120.6 263.1</b>	BOSTON TOWER <b>128.8 257.8</b>	GND CON <b>121.9</b>	CINC DEL <b>121.65 257.8</b>	CPDLC
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ELEV <b>20</b>	<b>D</b> TDZE <b>18</b>
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CATEGORY	A	B	C	D
S-ILS 4R		218/18	200 (200-½)	
S-LOC 4R	440/24	422 (500-½)	440/40	422 (500-¾)
CIRCLING	960-1¼	1060-1½	640-1¾	640-2
	940 (1000-1¼)	1040 (1100-1½)	620 (700-1¾)	620 (700-2)
† APPROACH MINIMA WHEN CONTROL TOWER REPORTS TALL VESSELS IN APPROACH AREA				
S-ILS 4R #		374/40	356 (400-¾)	
S-LOC 4R #		440/40	422 (500-¾)	

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

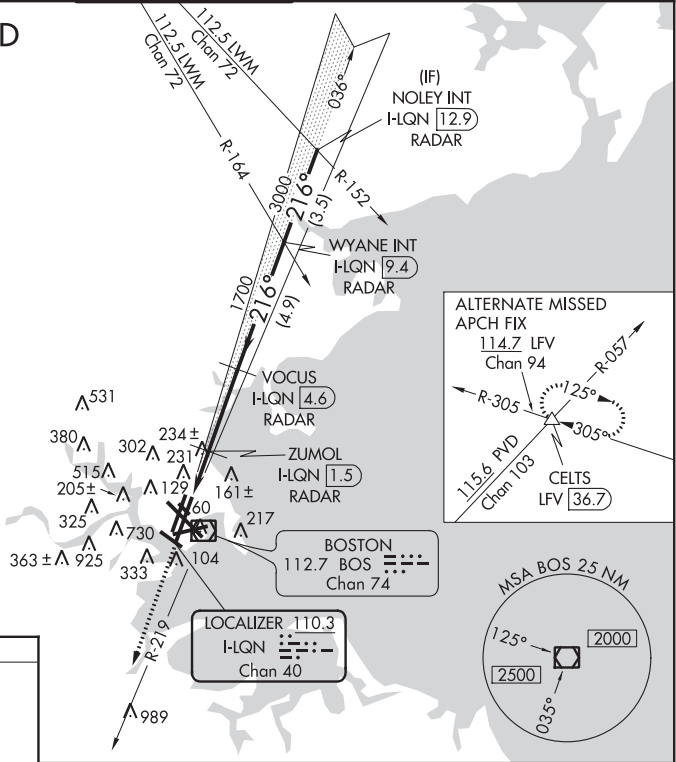
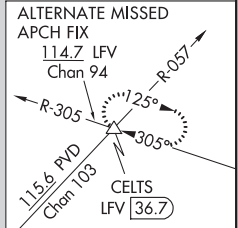
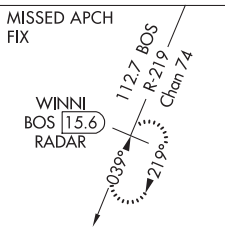
LOC/DME I-LQN <b>110.3</b> Chan 40	APP CRS <b>216°</b>	Rwy Idg <b>8806</b> TDZE <b>16</b> Apt Elev <b>20</b>
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# ILS or LOC RWY 22L

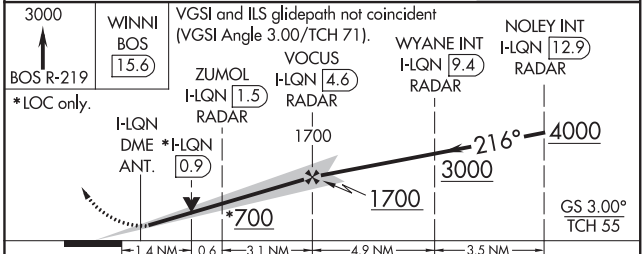
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

<p><b>⚠</b> DME or Radar required. Circling NA for Cats C and D west of Rws 4L and 15R. Circling NA to Rwy 14. For inoperative MALSF, increase S-LOC 22L Cat D visibility to 1½ mile.</p>	MALSF	MISSED APPROACH: Climb to 3000 on BOS VOR/DME R-219 to WINNI/BOS 15.6 DME/RADAR and hold.						
	<table border="1"> <tr> <td>ATIS <b>135.0</b></td> <td>BOSTON APP CON <b>120.6 263.1</b></td> <td>BOSTON TOWER <b>128.8 257.8</b></td> <td>GND CON <b>121.9</b></td> <td>CNLC DEL <b>121.65 257.8</b></td> <td>CPDLC</td> </tr> </table>	ATIS <b>135.0</b>	BOSTON APP CON <b>120.6 263.1</b>	BOSTON TOWER <b>128.8 257.8</b>	GND CON <b>121.9</b>	CNLC DEL <b>121.65 257.8</b>	CPDLC	
ATIS <b>135.0</b>	BOSTON APP CON <b>120.6 263.1</b>	BOSTON TOWER <b>128.8 257.8</b>	GND CON <b>121.9</b>	CNLC DEL <b>121.65 257.8</b>	CPDLC			

## RADAR REQUIRED



ELEV 20	TDZE 16
216° 5.1 NM from FAF	
<p>TDZ/CL Rws 4R, 15R and 33L REIL Rws 4L, 27 and 32 MIRL Rwy 15L-33R HIRL Rws 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27</p>	
FAF to MAP 5.1 NM	
Knots	60 90 120 150 180
Min:Sec	5:06 3:24 2:33 2:02 1:42



CATEGORY	A	B	C	D
S-ILS 22L	216/40 200 (200-¾)			
S-LOC 22L	540/40	524 (600-¾)	540-1¼	524 (600-1¼)
CIRCLING	960-1¼ 940 (1000-1¼)	1060-1½ 1040 (1100-1½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

BOSTON, MASSACHUSETTS

AL-58 (FAA)

16315

LOC/DME I-DGU <b>111.3</b> Chan <b>50</b>	APP CRS <b>273°</b>	Rwy ldg <b>7000</b> TDZE <b>17</b> Apt Elev <b>20</b>
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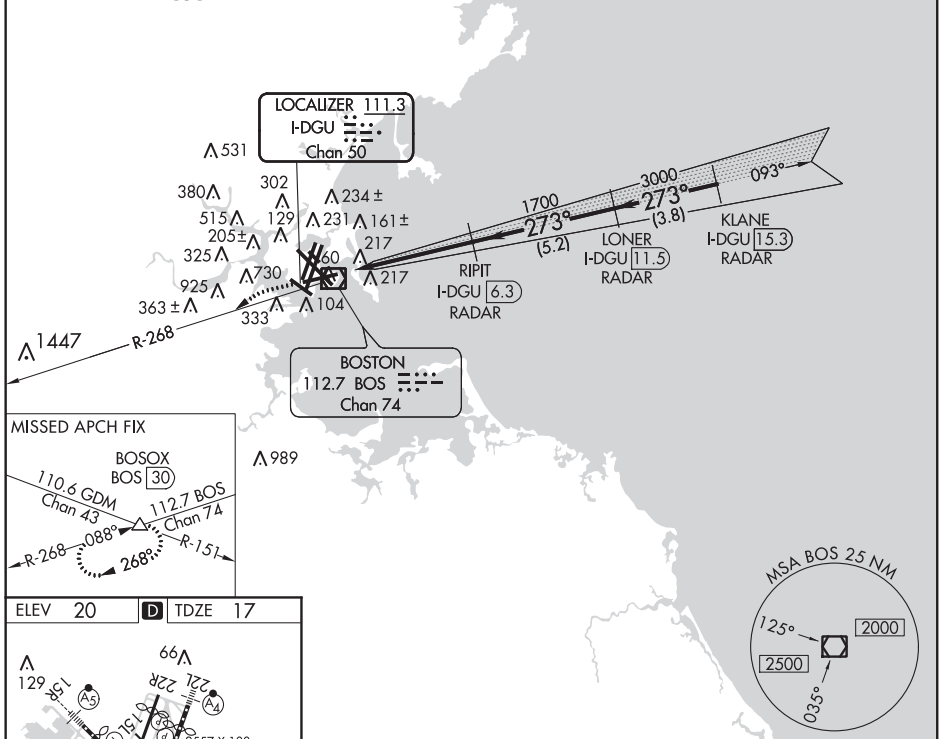
# ILS or LOC RWY 27

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

<p><b>▼</b> *Radar or DME required. <b>▲</b> Circling to Rwy 14 NA. Circling NA for Cats C and D west of Rwys 4L and 15R.</p>	<p>MISSED APPROACH: Climb to 3000 via BOS VORTAC R-268 to BOSOX INT/BOS 30 DME and hold.</p>
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ATIS <b>135.0</b>	BOSTON APP CON <b>120.6 263.1</b>	BOSTON TOWER <b>128.8 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.65 257.8</b>	CPDLC
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## RADAR REQUIRED



ELEV <b>20</b>	<b>D</b>	TDZE <b>17</b>
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**TDZ/CL Rwy 4R, 15R and 33L**  
**REIL Rwy 4L, 27 and 32**  
**MIRL Rwy 15L-33R**  
**HIRL Rwy 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27**

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

3000	BOSOX ▲	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).		LONER I-DGU 11.5 RADAR	KLANE I-DGU 15.3 RADAR
BOS R-268	I-DGU 2.5	RIPIT I-DGU 6.3 RADAR	1700	273°	4000
	1.2	3.8 NM	5.2 NM	3.8 NM	
CATEGORY	A	B	C	D	
S-ILS 27		460-1½	443 (500-1½)		
S-LOC 27 *		460-1½	443 (500-1½)		
CIRCLING	960-1½ 940 (1000-1½)	1060-1½ 1040 (1100-1½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)	GS 3.00° TCH 57

BOSTON, MASSACHUSETTS  
Amdt 2C 30APR15

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)  
42°22'N-71°00'W  
**ILS or LOC RWY 27**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

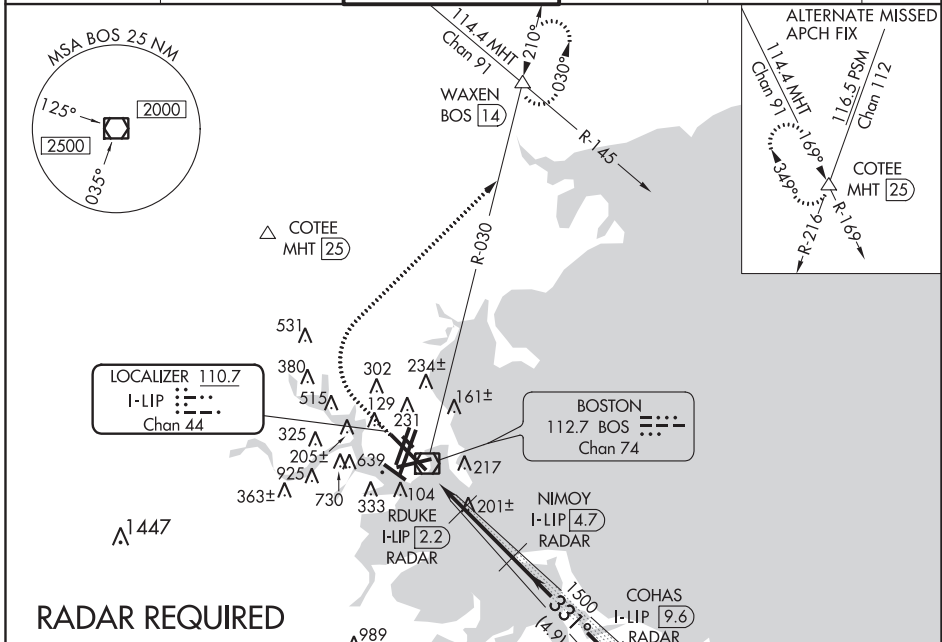


LOC/DME I-LIP <b>110.7</b> Chan <b>44</b>	APP CRS <b>331°</b>	Rwy Idg <b>10083</b> TDZE <b>16</b> Apt Elev <b>20</b>
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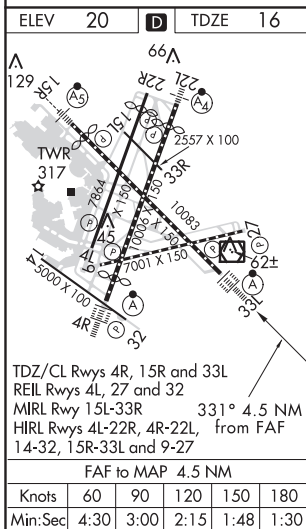
# ILS or LOC RWY 33L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

<b>⚠</b> DME or Radar required. <b>⚠</b> Circling NA for Cats C and D west of Rwy 4L and 15R. Circling NA to Rwy 14.	ALSF-2 	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on BOS VOR/DME R-030 to WAXEN INT/BOS 1.4 DME and hold.			
ATIS <b>135.0</b>	BOSTON APP CON <b>120.6 263.1</b>	BOSTON TOWER <b>128.8 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.65 257.8</b>	CPDLC



## RADAR REQUIRED



1500	3000	WAXEN △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).	BENNN I-LIP 15 RADAR
↑	↻	BOS R-030	NIMOY I-LIP 4.7 RADAR	COHAS I-LIP 9.6 RADAR
* LOC only.		RDUKE I-LIP 2.2 RADAR	1500	4000
I-LIP 0.2	* I-LIP 1.4		3000	GS 3.00° TCH 57
1.2 NM	0.8 NM	2.5 NM	4.9 NM	5.4 NM
CATEGORY	A	B	C	D
S-ILS 33L	216/18 200 (200-½)			
S-LOC 33L	460/24	444 (500-½)	460/45	444 (500-¾)
CIRCLING	960-1¼ 940 (1000-1¼)	1060-1½ 1040 (1100-1½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-MDC	APP CRS	Rwy Idg	9202
110.7	150°	TDZE	17
Chan 44		Apt Elev	20

# ILS or LOC/DME RWY 15R

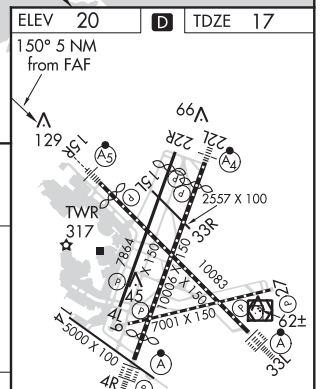
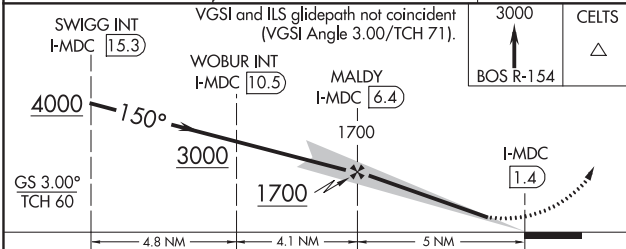
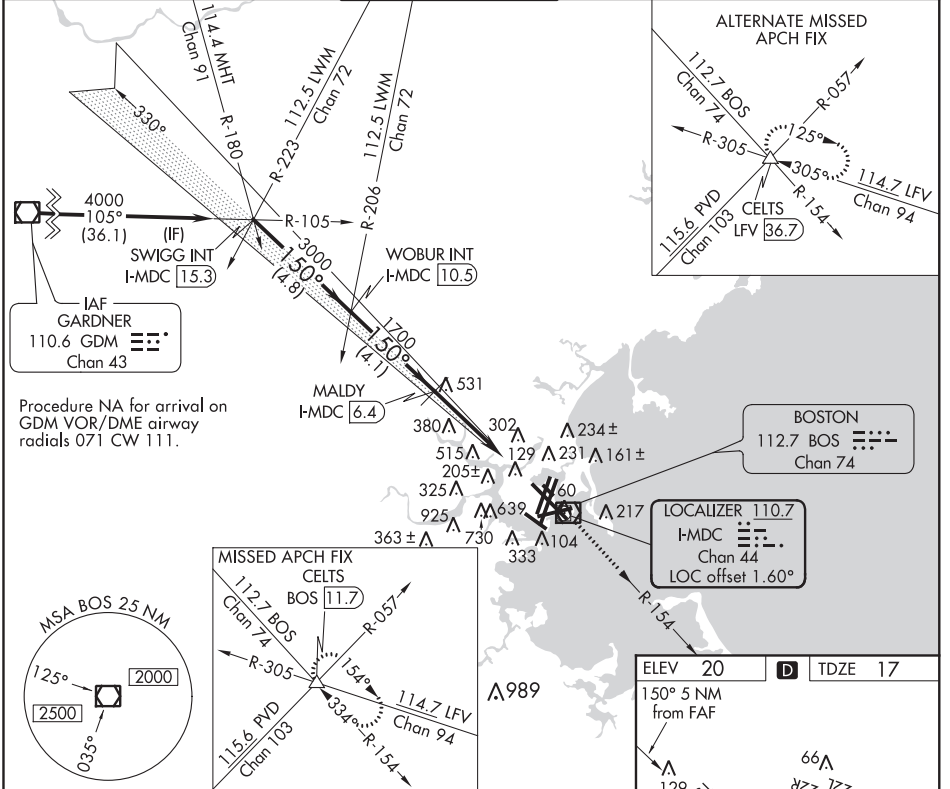
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

**⚠** Circling NA for Cats C and D west of Rwy 4L and 15R.  
**⚠** Circling NA to Rwy 14.

MALSR

MISSED APPROACH: Climb to 3000 on BOS VOR/DME R-154 to CELTS INT/BOS 11.7 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL	CPDLC
135.0	120.6 263.1	128.8 257.8	121.9	121.65 257.8	



CATEGORY	A	B	C	D
S-ILS 15R	267/24		250 (300-1/2)	
S-LOC 15R	600/24	583 (600-1/2)	600-1 1/4	583 (600-1 1/4)
CIRCLING	960-1 1/4 940 (1000-1 1/4)	1060-1 1/2 1040 (1100-1 1/2)	640-1 3/4 620 (700-1 3/4)	640-2 620 (700-2)

TDZ/CL Rwy 4R, 15R and 33L  
 REIL Rwy 4L, 27 and 32  
 MIRL Rwy 15L-33R  
 HIRL Rwy 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

NE-1, 10 NOV 2016 to 05 JAN 2017

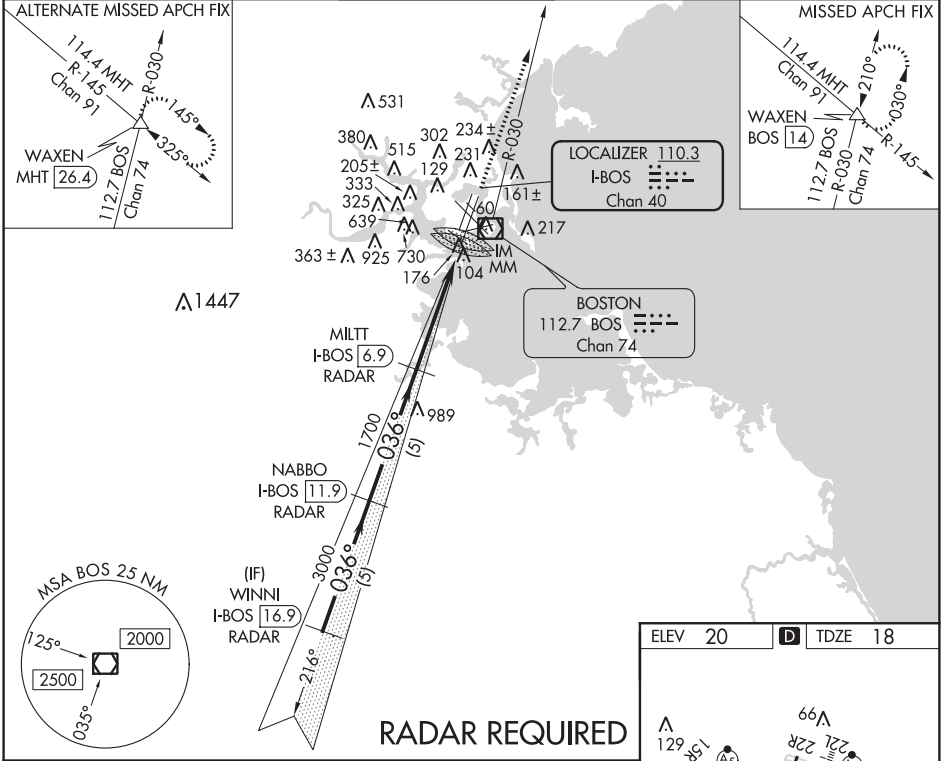
NE-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-BOS <b>110.3</b> Chan <b>40</b>	APP CRS <b>036°</b>	Rwy Idg <b>8851</b> TDZE <b>18</b> Apt Elev <b>20</b>
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# ILS RWY 4R (SA CAT I)

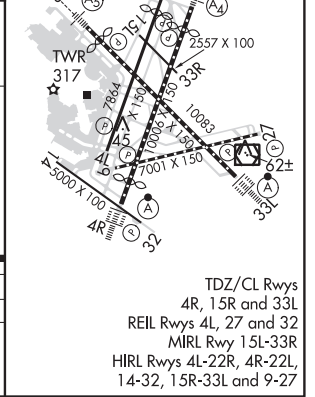
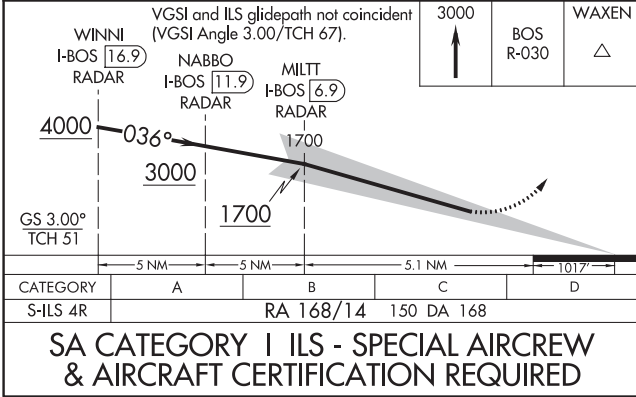
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

<p>When control tower reports tall vessels in approach area, procedure NA. Requires specific OPSPEC, MPSEC, or LOA approval and use of HUD to DH.</p>	ALS-F-2 	MISSED APPROACH: Climb to 3000 on BOS VOR/DME R-030 to WAXEN INT/BOS 14 DME and hold.			
	ATIS <b>135.0</b>	BOSTON APP CON <b>120.6 263.1</b>	BOSTON TOWER <b>128.8 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.65 257.8</b>



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

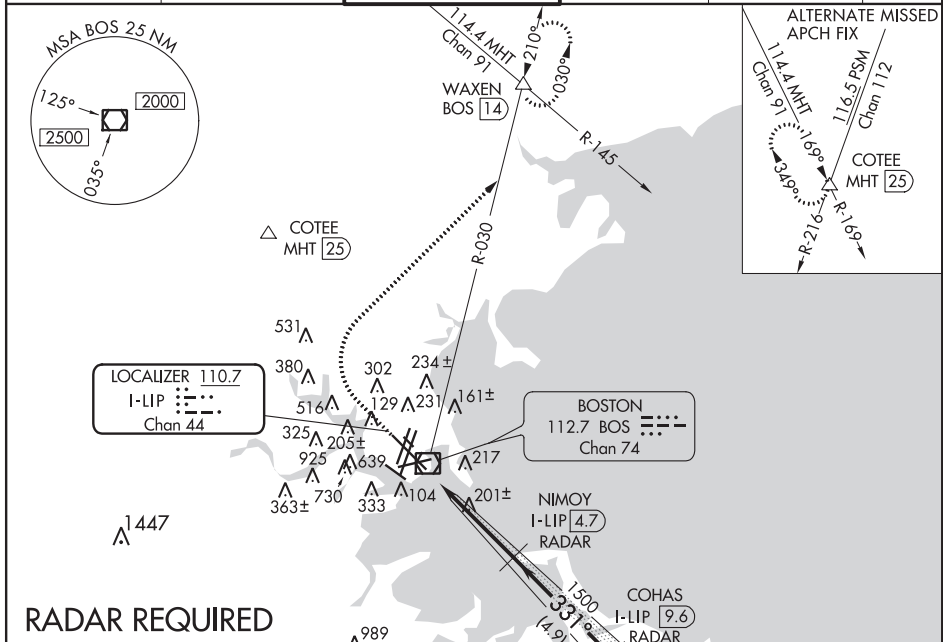


LOC/DME	I-LIP	APP CRS	Rwy Idg	<b>10083</b>
<b>110.7</b>		<b>331°</b>	TDZE	<b>16</b>
Chan <b>44</b>			Apt Elev	<b>20</b>

# ILS RWY 33L (SA CAT I)

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

Requires specific OPSEC, MSPEC, or LOA approval and use of HUD to DH. DME or Radar required.	ALSIF-2		MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on BOS VOR/DME R-030 to WAXEN INT/BOS 14 DME and hold.			
	ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL	CPDLC
	<b>135.0</b>	<b>120.6 263.1</b>	<b>128.8 257.8</b>	<b>121.9</b>	<b>121.65 257.8</b>	

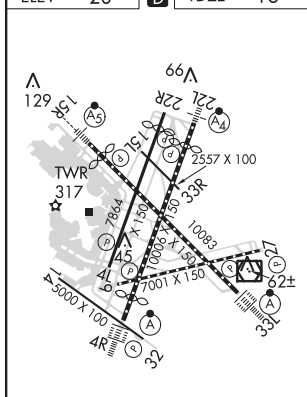


NE-1, 10 NOV 2016 to 05 JAN 2017

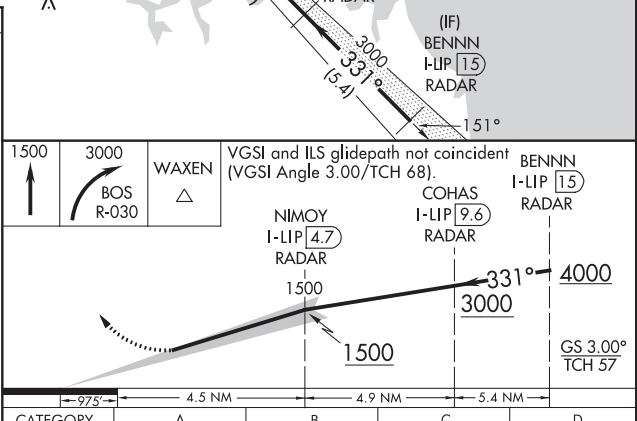
NE-1, 10 NOV 2016 to 05 JAN 2017

## RADAR REQUIRED

ELEV 20	<b>D</b>	TDZE 16
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TDZ/CL Rwy 4R, 15R and 33L  
 REIL Rwy 4L, 27 and 32  
 MIRL Rwy 15L-33R  
 HIRL Rwy 4L-22R, 4R-22L,  
 14-32, 15R-33L and 9-27



CATEGORY	A	B	C	D
S-ILS 33L	RA 166/14 150 DA 166			

## SA CATEGORY I - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-BOS <b>110.3</b> Chan <b>40</b>	APP CRS <b>036°</b>	Rwy Idg <b>8851</b> TDZE <b>18</b> Apt Elev <b>20</b>
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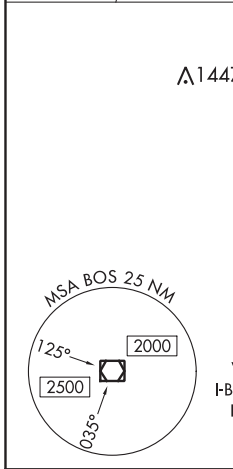
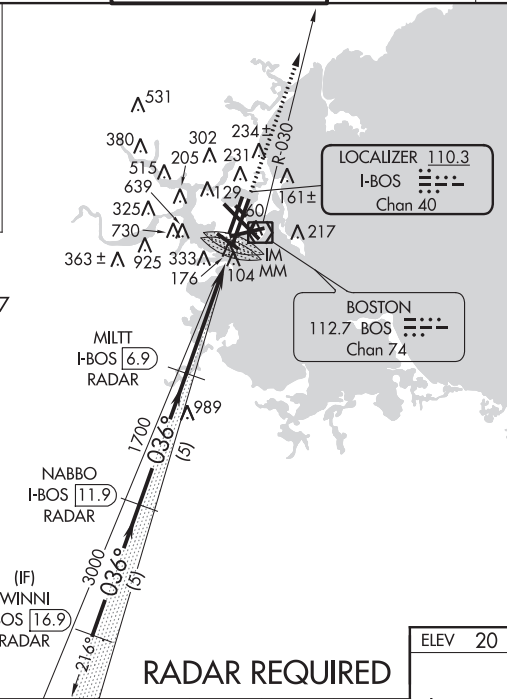
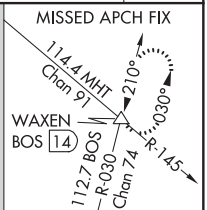
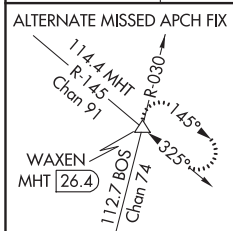
# ILS RWY 4R (CAT II & III)

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

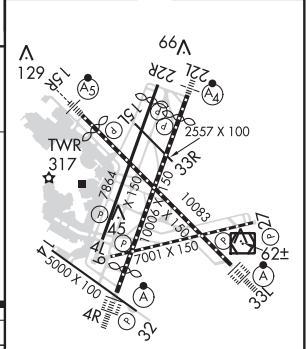
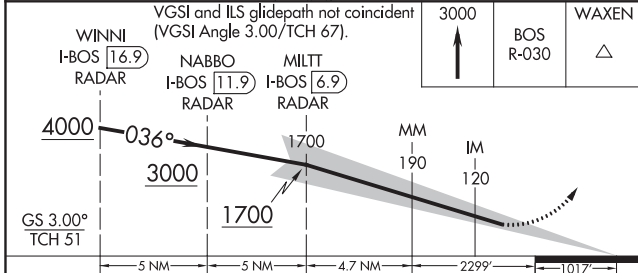
**⚠** When control tower reports tall vessels in approach area, procedure NA.  
**⚠** CAT II: RVR 1000 authorized with specific OPSPEC, MPSEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2  
**(A)** MISSED APPROACH: Climb to 3000 on BOS VOR/DME R-030 to WAXEN INT/ BOS 14 DME and hold.

ATIS <b>135.0</b>	BOSTON APP CON <b>120.6 263.1</b>	BOSTON TOWER <b>128.8 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.65 257.8</b>	CPDLC
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ELEV 20	<b>D</b> TDZE 18
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CATEGORY	A	B	C	D
S-ILS 4R	CAT II RA 99/12 100 DA 118			
S-ILS 4R	CAT IIIa RVR 07			
S-ILS 4R	CAT IIIb RVR 06			
S-ILS 4R	CAT IIIc NA			

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy's  
 4R, 15R and 33L  
 REIL Rwy's 4L, 27 and 32  
 MIRL Rwy 15L-33R  
 HIRL Rwy's 4L-22R, 4R-22L,  
 14-32, 15R-33L and 9-27

NE-1, 10 NOV 2016 to 05 JAN 2017

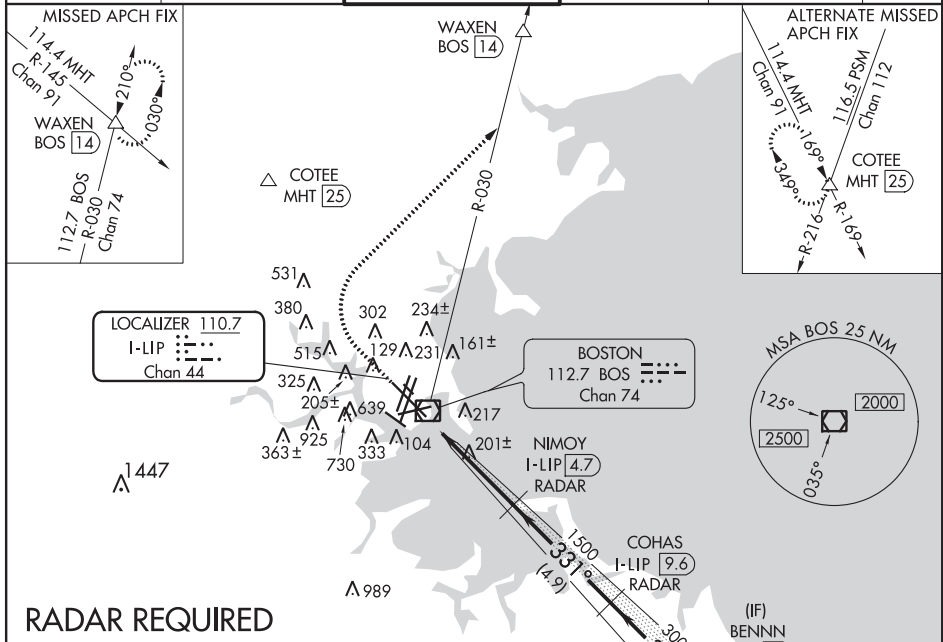
NE-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-LIP <b>110.7</b> Chan <b>44</b>	APP CRS <b>331°</b>	Rwy Idg <b>10083</b> TDZE <b>16</b> Apt Elev <b>20</b>
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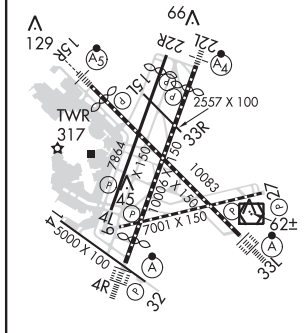
# ILS RWY 33L (CAT II & III)

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

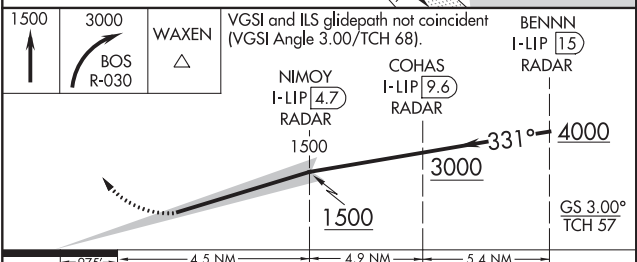
<p>DME or Radar required. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on BOS VOR/DME R-030 to WAXEN INT/BOS 14 DME and hold.</p>			
		<p>ATIS <b>135.0</b></p>	<p>BOSTON APP CON <b>120.6 263.1</b></p>	<p>BOSTON TOWER <b>128.8 257.8</b></p>	<p>GND CON <b>121.9</b></p>



ELEV <b>20</b>	<b>D</b>	TDZE <b>16</b>
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TDZ/CL Rwy 4R, 15R and 33L  
REIL Rwy 4L, 27 and 32  
MIRL Rwy 15L-33R  
HIRL Rwy 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



CATEGORY	A	B	C	D
S-ILS 33L	CAT II RA 116/12 100 DA 116			
S-ILS 33L	CAT IIIa RVR 07			
S-ILS 33L	CAT IIIb RVR 06			
S-ILS 33L	CAT IIIc NA			

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>50124</b> <b>W04A</b>	APP CRS <b>036°</b>	Rwy Idg <b>8851</b> TDZE <b>18</b> Apt Elev <b>20</b>
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# RNAV (GPS) RWY 4R

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

**▼** DME/DME RNP-0.3 NA. Circling NA to RW 14. Circling NA for Cats C and D west of Rwys 4L and 15R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 43°C (109°F). When control tower reports tall vessels in approach area: increase LPV DA to 374 and all Cats visibility to RVR 4000, increase LNAV Cats A and B visibility to RVR 4000; for inoperative ALSF, increase LPV all Cats visibility to RVR 6000 and LNAV Cats A and B visibility to RVR 5000; visibility reduction by helicopters NA. When vessels taller than 144 feet present, LPV and LNAV/VNAV NA.

ALSF-2

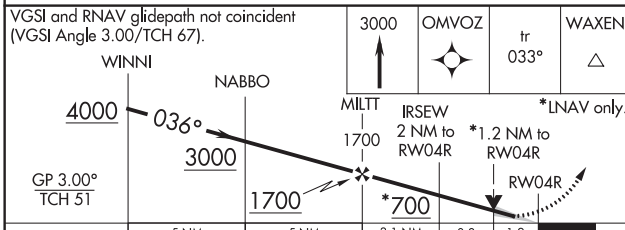
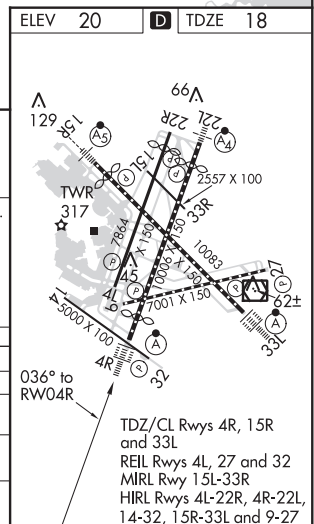
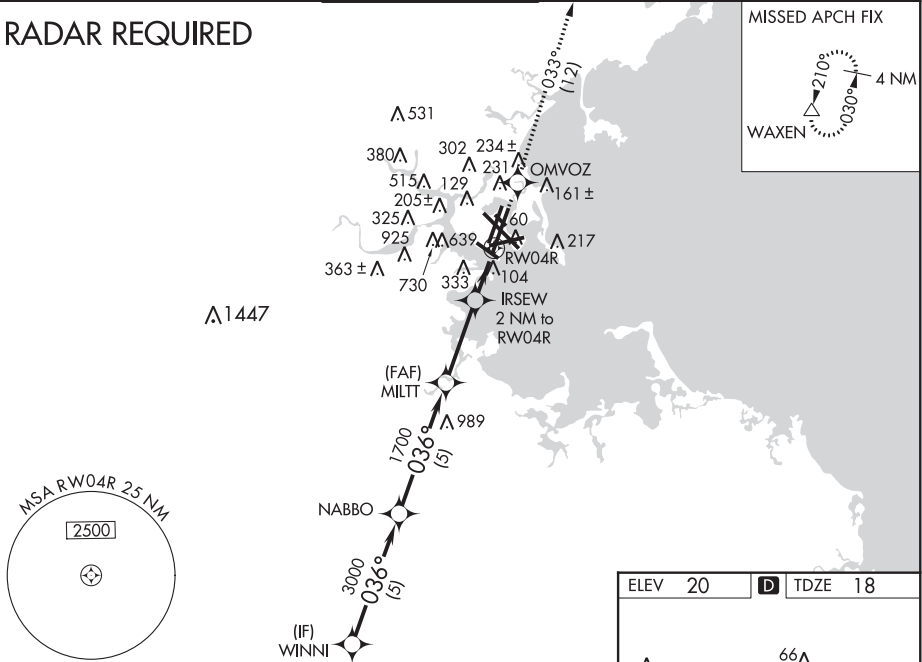
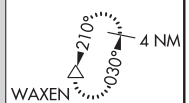


MISSED APPROACH:  
Climb to 3000 direct OMVOZ and on track 033° to WAXEN and hold.

ATIS <b>135.0</b>	BOSTON APP CON <b>120.6 263.1</b>	BOSTON TOWER <b>128.8 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.65 257.8</b>	CPDLC
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## RADAR REQUIRED

MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA		218/24	200 (200-1/2)	
LNAV/VNAV DA		511/60	493 (500-1/4)	
LNAV MDA	480/24	462 (500-1/2)	480/50	462 (500-1)
CIRCLING	960-1 1/4 940 (1000-1 1/4)	1060-1 1/2 1040 (1100-1 1/2)	640-1 3/4 620 (700-1 3/4)	640-2 620 (700-2)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>42925</b> <b>W15A</b>	APP CRS <b>151°</b>	Rwy Idg TDZE <b>17</b> Apt Elev <b>20</b>	<b>9202</b>
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# RNAV (GPS) RWY 15R

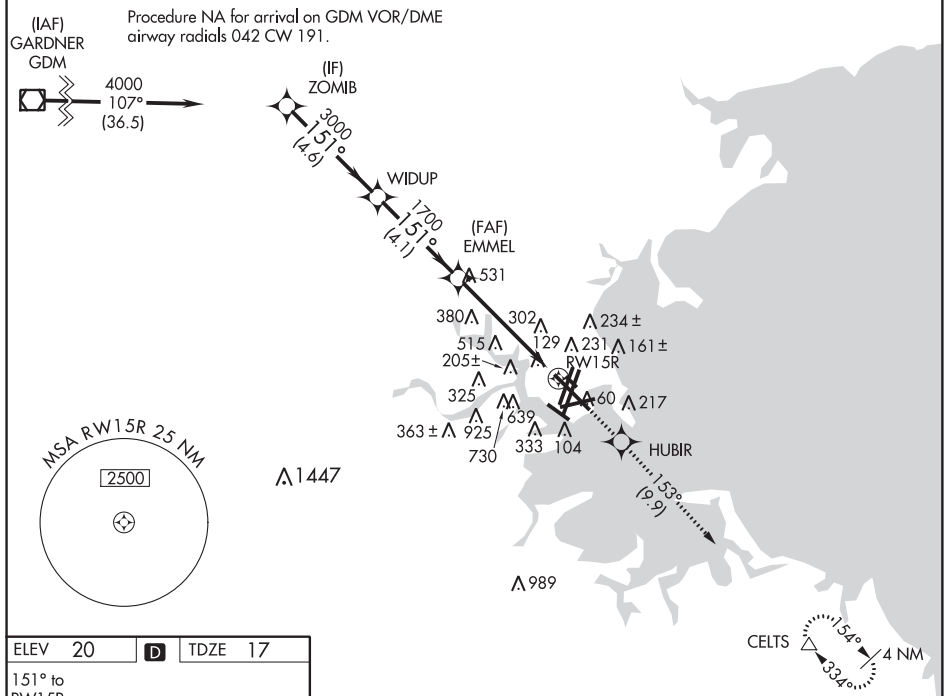
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

**⚠** DME/DME RNP-0.3 NA. Circling NA to Rwy 14. Circling NA for Cats C and D west of Rwy 4L and 15R. For inoperative MALSR, increase LNAV Cats C and D visibility to 1¾ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 43°C (109°F).

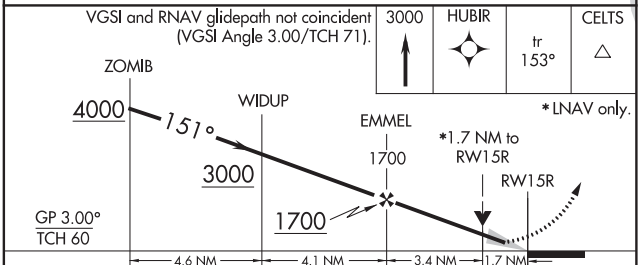
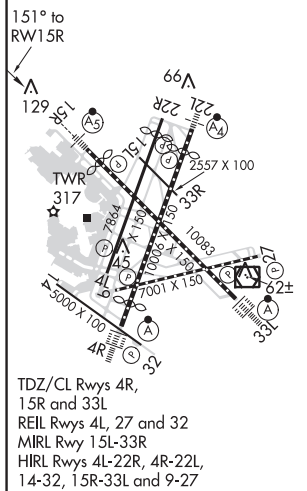
MALSR

MISSED APPROACH: Climb to 3000 direct HUBIR and on track 153° to CELTS and hold.

ATIS <b>135.0</b>	BOSTON APP CON <b>120.6 263.1</b>	BOSTON TOWER <b>128.8 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.65 257.8</b>	CPDLC
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ELEV 20	<b>D</b>	TDZE 17
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CATEGORY	A	B	C	D
LPV DA		217/24	200 (200-½)	
LNAV/ VNAV DA		567-1¾	550 (600-1¾)	
LNAV MDA	620/24	603 (600-½)	620-1¾	603 (600-1¾)
CIRCLING	960-1¼ 940 (1000-1¼)	1060-1½ 1040 (1100-½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)

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WAAS CH <b>45925</b> <b>W22A</b>	APP CRS <b>216°</b>	Rwy Idg TDZE <b>16</b> Apt Elev <b>20</b>	<b>8806</b>
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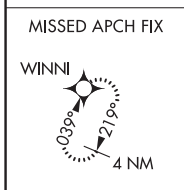
# RNAV (GPS) RWY 22L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

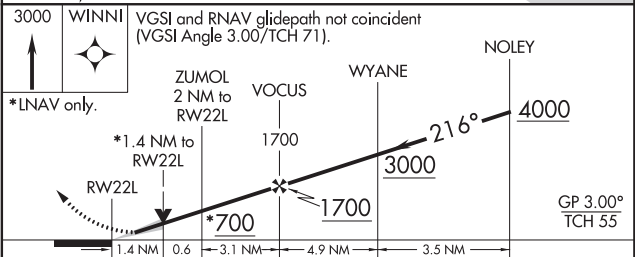
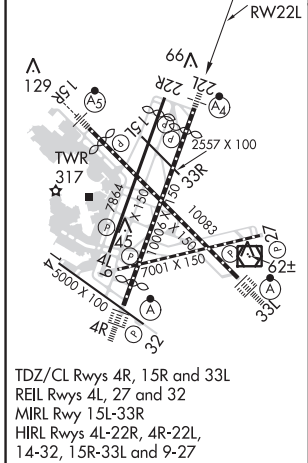
<p><b>▼</b> DME/DME RNP-0.3 NA. Circling NA to Rwy 14. Circling NA for Cats C and D west of Rwys 4L and 15R. For inoperative MALSF, increase LNAV/VNAV Cat D visibility to RVR 6000 and LNAV Cat D visibility to 1½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 43°C (109°F).</p> <p><b>▲</b></p>	MALSF	<p>MISSED APPROACH: Climb to 3000 direct WINNI and hold.</p>

ATIS <b>135.0</b>	BOSTON APP CON <b>120.6 263.1</b>	BOSTON TOWER <b>128.8 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.65 257.8</b>	CPDLC
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## RADAR REQUIRED



ELEV <b>20</b>	<b>D</b>	TDZE <b>16</b>
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CATEGORY	A	B	C	D
LPV DA		216/40	200 (200-¾)	
LNAV/VNAV DA		392/50	376 (400-1)	
LNAV MDA	540/40	524 (600-¾)	540-1¼	524 (600-1¼)
CIRCLING	960-1¼ 940 (1000-1¼)	1060-1½ 1040 (1100-½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)

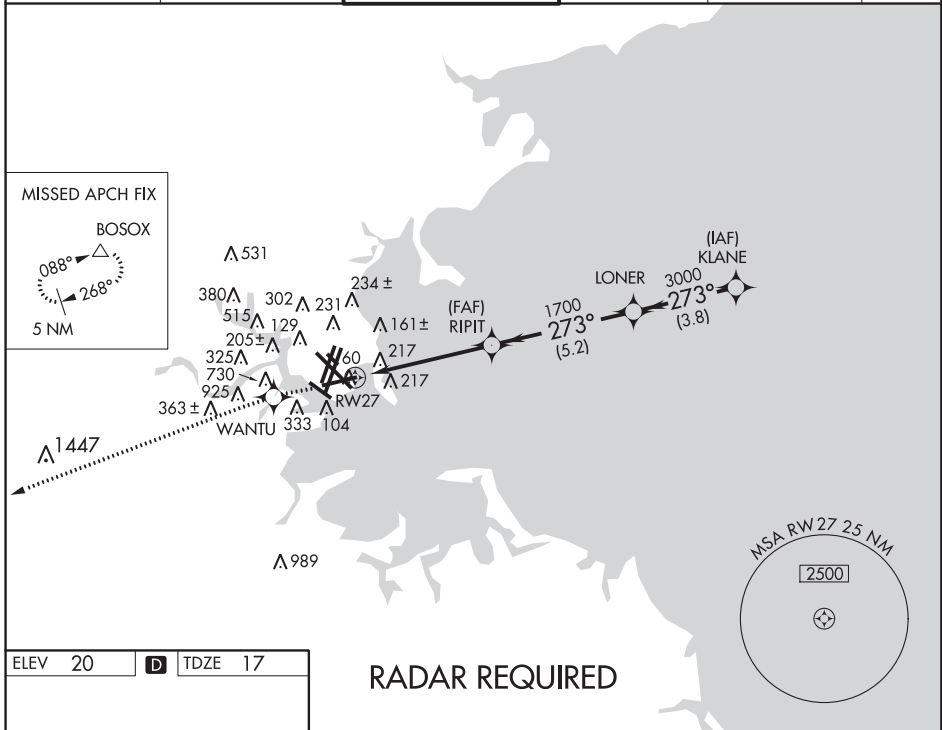
APP CRS	Rwy Idg	<b>7000</b>
<b>273°</b>	TDZE	<b>17</b>
	Apt Elev	<b>20</b>

# RNAV (GPS) RWY 27

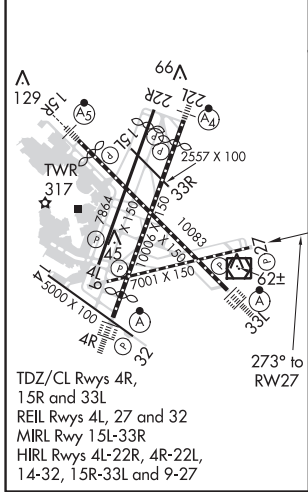
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

<p><b>⚠</b> Baro-NAV NA below -15°C (5°F).  <b>⚠</b> Cats C and D Circling NA west of Rwys 4L and 15R.                  DME/DME RNP-0.3 NA. Circling to Rwy 14 NA.</p>	<p>MISSED APPROACH: Climb to 3000 direct WANTU WP and 267° track to BOSOX WP and hold.</p>
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ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL	CPDLC
<b>135.0</b>	<b>120.6 263.1</b>	<b>128.8 257.8</b>	<b>121.9</b>	<b>121.65 257.8</b>	



ELEV 20	<b>D</b>	TDZE 17
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3000	↑	WANTU	ir 267°	BOSOX	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).	KLANE
*RNAV only.						
		RW27	*1.7 NM to RW27	RIPIT	LONER	4000
			1.7 NM		3000	
			3.3 NM		1700	
			5.2 NM			
			3.8 NM			
						GP 3.00° TCH 57
CATEGORY	A B C D					
GLS PA DA	NA					
RNAV/VNAV DA	504-1 3/4 487 (500-1 3/4)					
RNAV MDA	640-1	623 (700-1)	640-1 3/4	623 (700-1 3/4)	640-2	623 (700-2)
CIRCLING	960-1 1/4 940 (1000-1 1/4)	1060-1 1/2 1040 (1100-1 1/2)	640-1 3/4 620 (700-1 3/4)	640-2	620 (700-2)	

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APP CRS	Rwy Idg	<b>5000</b>
<b>332°</b>	TDZE	<b>20</b>
	Apt Elev	<b>20</b>

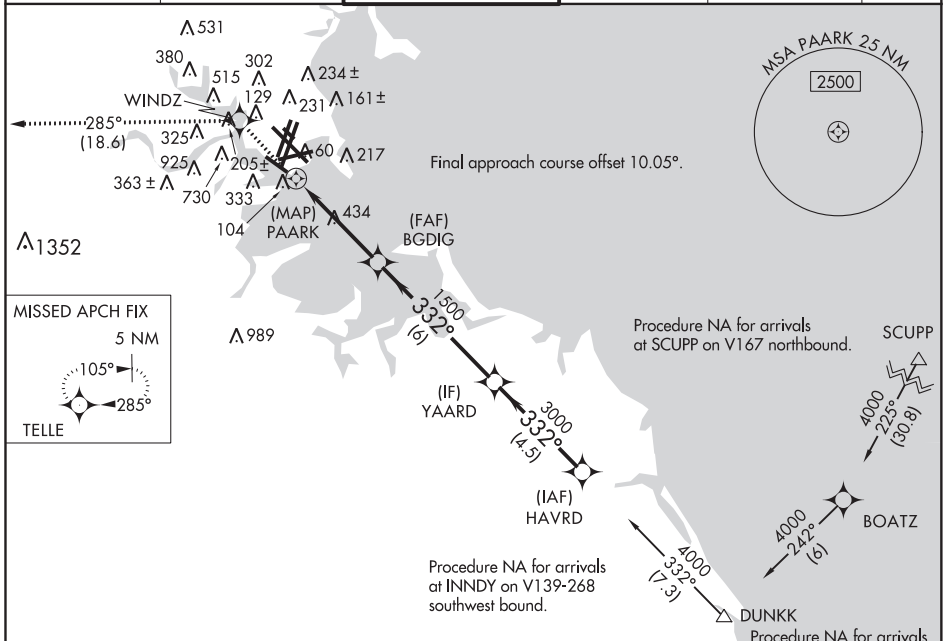
# RNAV (GPS) RWY 32

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

**V** DME/DME RNP-0.3 NA. Circling to Rwy 14 NA.  
**A** Circling NA for Cats C and D west of Rws 4L and 15R.

MISSED APPROACH: Climb to 3000 direct WINDZ and on track 285° to TELLE and hold.

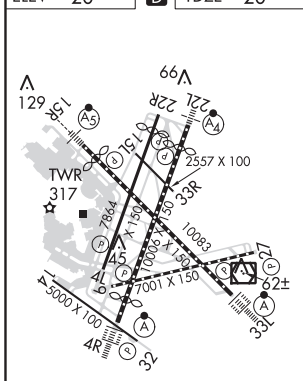
ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL	CPDLC
<b>135.0</b>	<b>120.6 263.1</b>	<b>128.8 257.8</b>	<b>121.9</b>	<b>121.65 257.8</b>	



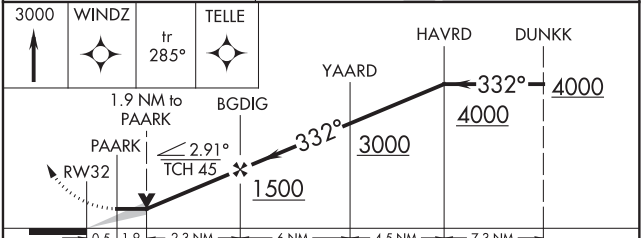
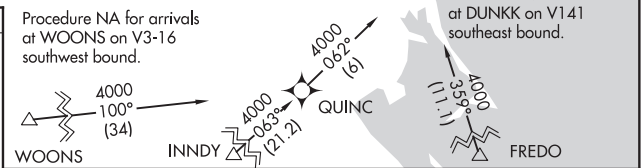
NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 20	<b>D</b>	TDZE 20
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TDZ/CL Rws 4R, 15R and 33L  
 REIL Rws 4L, 27 and 32  
 MIRL Rwy 15L-33R  
 HIRL Rws 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



CATEGORY	A	B	C	D
LNAV MDA	820-1 800 (800-1)	820-1¼ 800 (800-1¼)	820-2½	800 (800-2½)
<b>C</b> CIRCLING	960-1¼ 940 (1000-1¼)	1060-1½ 1040 (1100-1½)	820-2½	800 (800-2½)

WAAS CH <b>69525</b> <b>W33A</b>	APP CRS <b>331°</b>	Rwy Idg TDZE <b>16</b> Apt Elev <b>20</b>	<b>10083</b>
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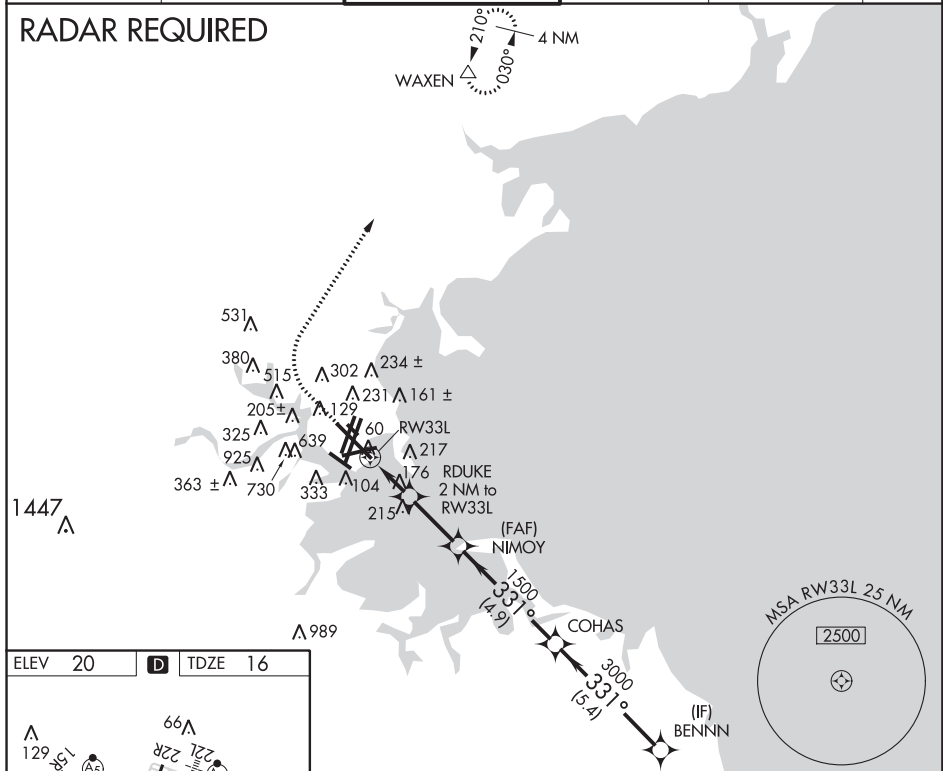
# RNAV (GPS) RWY 33L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

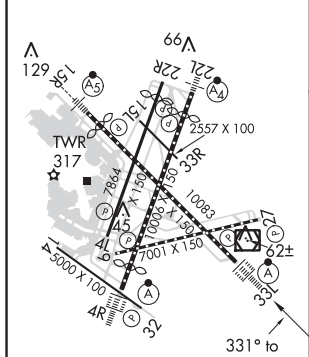
<b>⚠</b> DME/DME RNP-0.3 NA. Circling NA to Rwy 14. Circling NA for Cats C and D west of Rwys 4L and 15R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F).	ALSF-2 	MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct WAXEN and hold.
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ATIS <b>135.0</b>	BOSTON APP CON <b>120.6 263.1</b>	BOSTON TOWER <b>128.8 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.65 257.8</b>	CPDLC
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## RADAR REQUIRED



ELEV 20	<b>D</b>	TDZE 16
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TDZ/CL Rwys 4R, 15R and 33L  
REIL Rwys 4L, 27 and 32  
MIRL Rwy 15L-33R  
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

600	3000	WAXEN	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).	BENNN
*LNAV only		*1.1 NM to RDUKE RW33L	1500	4000
		2 NM to RW33L	3000	
		*700	1500	GP 3.00° TCH 57
		1.1 NM	0.9 NM	2.5 NM
		4.9 NM	5.4 NM	

	A	B	C	D
CATEGORY	A	B	C	D
LPV DA		216/24	200 (200-½)	
LNAV/VNAV DA		324/24	308 (400-½)	
LNAV MDA	440/24	424(500-½)	440/40	424 (500-¾)
CIRCLING	960-1¼	1060-1½	640-1¾	640-2
	940 (1000-1¼)	1040 (1100-1½)	620 (700-1¾)	620 (700-2)

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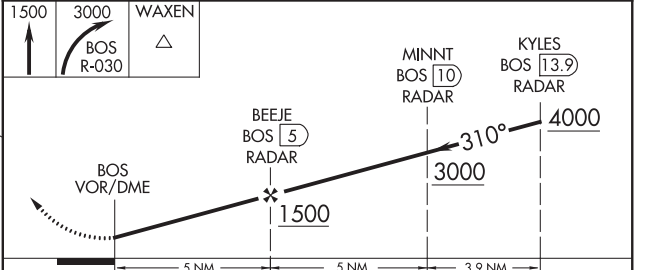
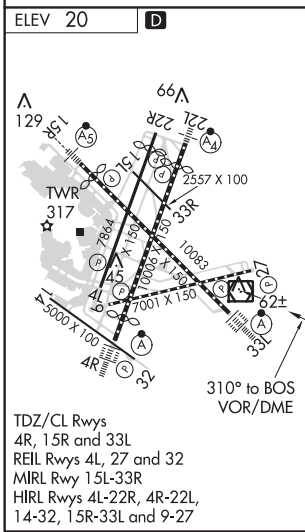
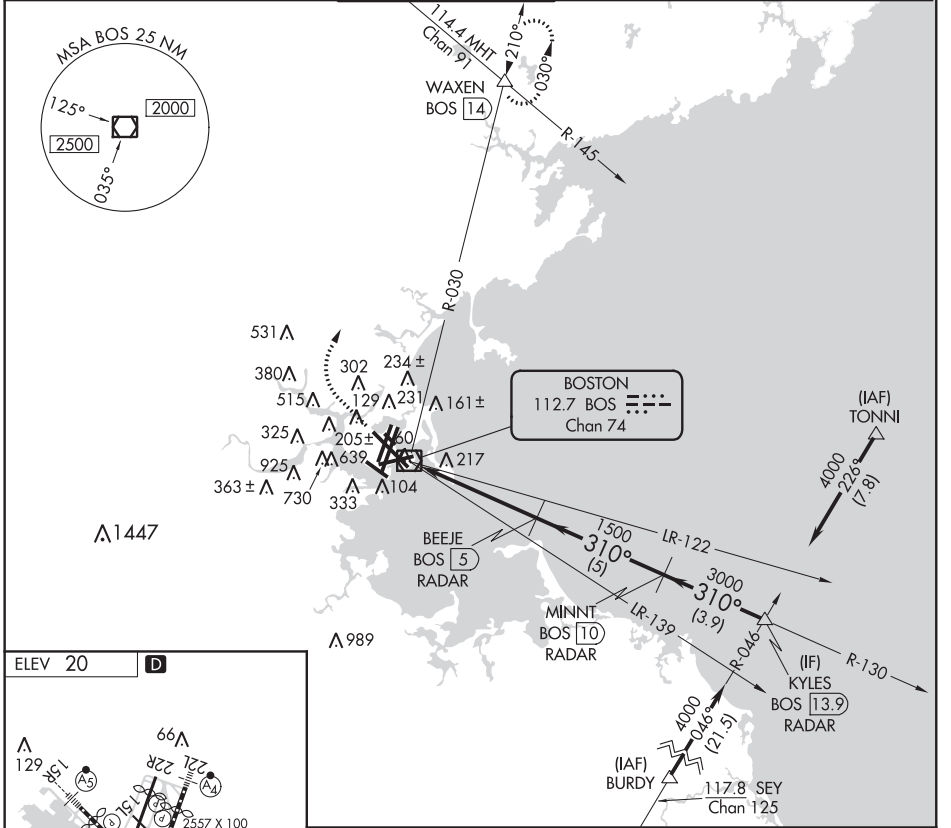
VOR/DME BOS <b>112.7</b> Chan <b>74</b>	APP CRS <b>310°</b>	Rwy ldg TDZE N/A Apt Elev N/A <b>20</b>
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# VOR/DME-A

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

<p><b>▼</b> Circling NA to Rwy 14. <b>▲</b> Circling NA for Cats C and D west of Rwys 4L and 15R.</p>	<p>MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on BOS VOR/DME R-030 to WAXEN INT/BOS 14 DME and hold.</p>
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ATIS <b>135.0</b>	BOSTON APP CON <b>120.6 263.1</b>	BOSTON TOWER <b>128.8 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.65 257.8</b>	CPDLC
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CATEGORY	A	B	C	D
CIRCLING	960-1¼ 940 (1000-1¼)	1060-1½ 1040 (1100-1½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)

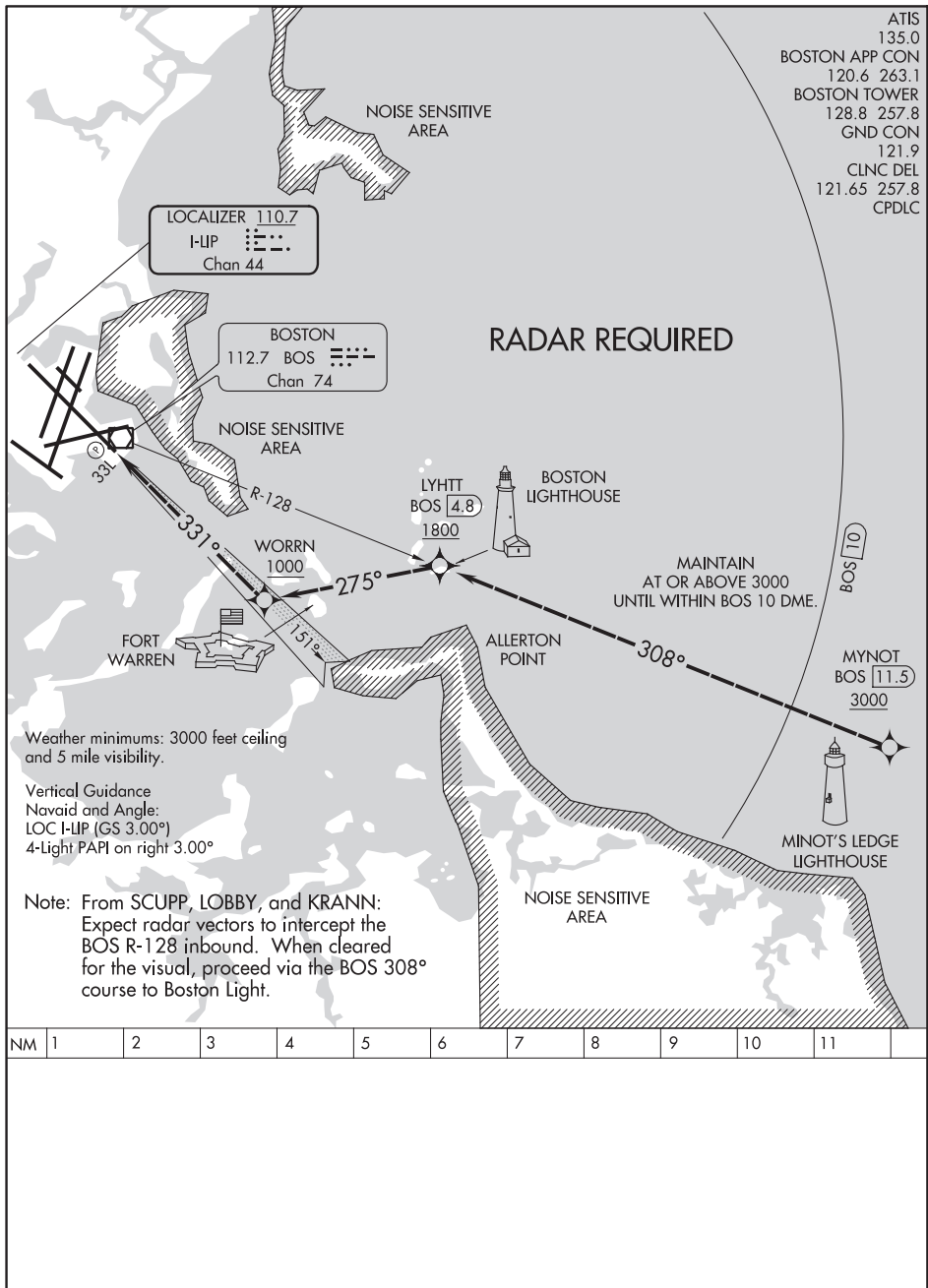
NE-1, 10 NOV 2016 to 05 JAN 2017

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16147

# LIGHT VISUAL RWY 33L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)  
AL-58 (FAA) BOSTON, MASSACHUSETTS



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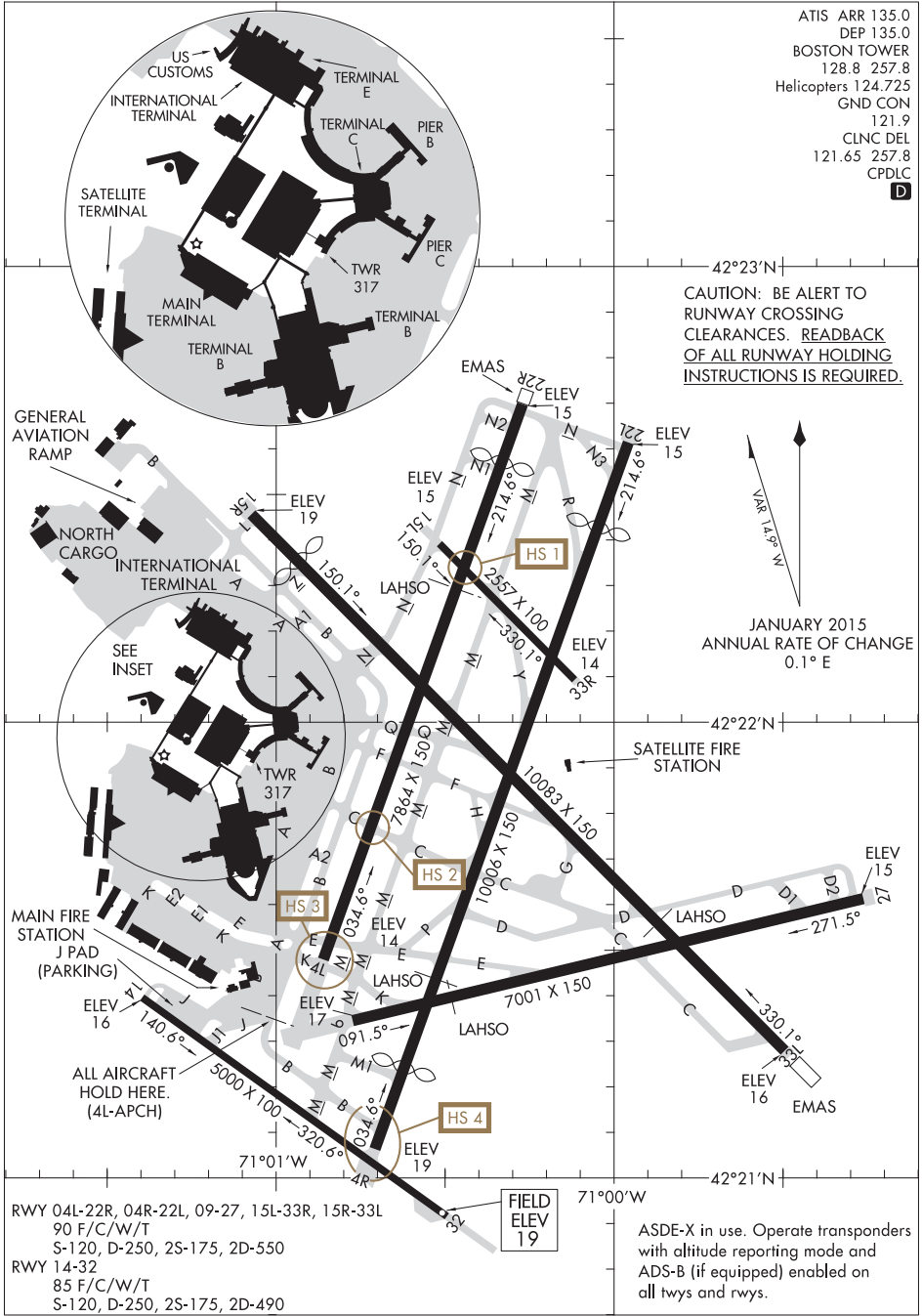
NE-1, 10 NOV 2016 to 05 JAN 2017

# LIGHT VISUAL RWY 33L

Amdt 1 27JUN13

BOSTON, MASSACHUSETTS  
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)  
42°22'N-71°00'W

ATIS ARR 135.0  
 DEP 135.0  
 BOSTON TOWER  
 128.8 257.8  
 Helicopters 124.725  
 GND CON  
 121.9  
 CLNC DEL  
 121.65 257.8  
 CPDLC  
**D**



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2015 ANNUAL RATE OF CHANGE 0.1° E

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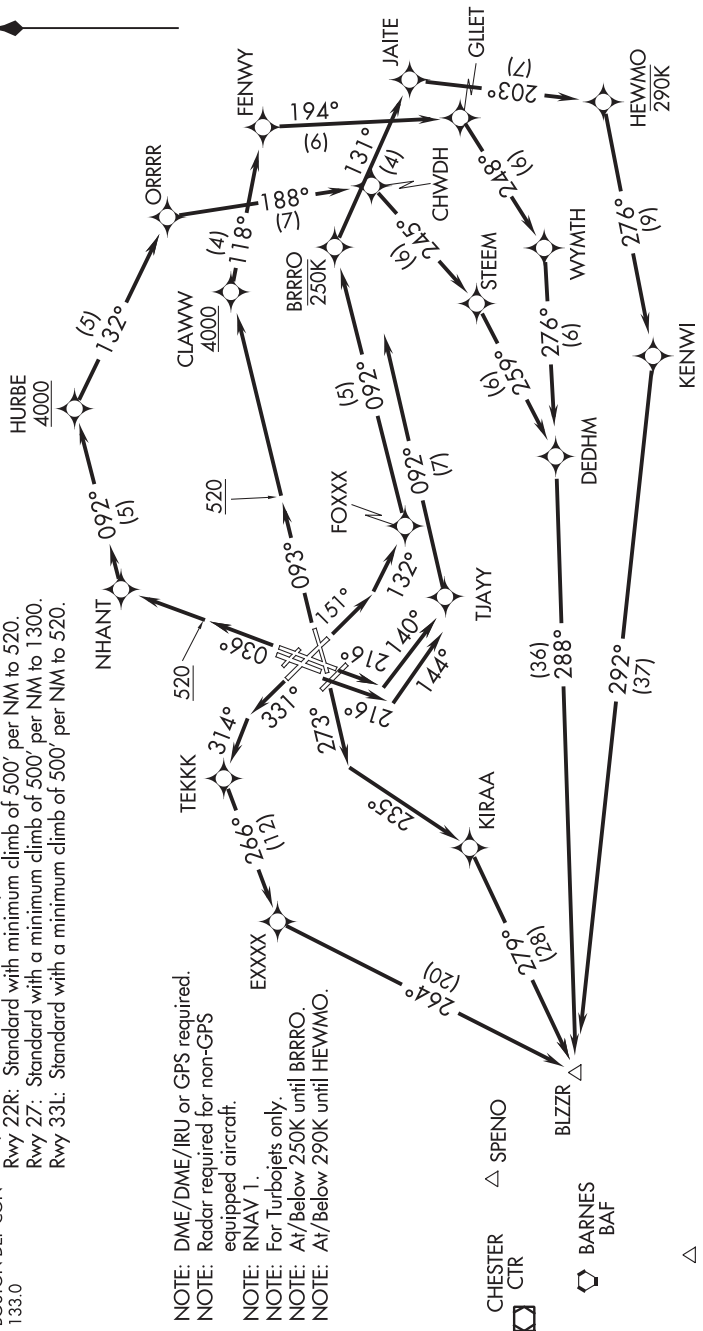
ATIS 135.0  
CLNC DEL 121.65 257.8  
CPDLC  
GND CON 121.9  
BOSTON TOWER 128.8 257.8  
BOSTON DEP CON 133.0

**TAKEOFF MINIMUMS:**  
Rwy 4L, 14, 15L, 32, 33R: NA-ATC.  
Rwy 4R: Standard with minimum climb of 500' per NM to 3600.  
Rwy 9: Standard with minimum climb of 500' per NM to 4000.  
Rwy 15R: Standard with minimum climb of 500' per NM to 520.  
Rwy 22L: 300-1 with minimum climb of 500' per NM to 520, or standard with minimum climb of 500' per NM to 520 if tower reports no tall vessels in the departure area.  
Rwy 22R: Standard with minimum climb of 500' per NM to 520.  
Rwy 27: Standard with a minimum climb of 500' per NM to 1300.  
Rwy 33L: Standard with a minimum climb of 500' per NM to 520.

**NOTE:** DME/DME/IRU or GPS required.  
**NOTE:** Radar required for non-GPS equipped aircraft.  
**NOTE:** RNAV 1.  
**NOTE:** For Turbojets only.  
**NOTE:** At/Below 250K until BRRO.  
**NOTE:** At/Below 290K until HEWMO.

**NOTE:** Departure hdg/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.  
Rwy 15R, 22L, 22R: Do not exceed 210K until 520' MSL.

**TOP ALTITUDE: 5000**



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 10 NOV 2016 to 05 JAN 2017





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4R: Climb heading 036° to 520, then direct NHANT, then on track 092° to cross HURBE at or above 4000, thence. . . .

TAKEOFF RWY 9: Climb heading 093° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence. . . .

TAKEOFF RWY 15R: Climb heading 151° to intercept course 132° to FOXXX, do not exceed 210K until 520 MSL, thence. . . .

TAKEOFF RWY 22L: Climb heading 216° to intercept course 140° to TJAYY, do not exceed 210K until 520 MSL, thence. . . .

TAKEOFF RUNWAY 22R: Climb heading 216° to intercept course 144° to TJAYY, do not exceed 210K until 520 MSL, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 273° to intercept course 235° to KIRAA, thence. . . .

TAKEOFF RUNWAY 33L: Climb heading 331° to intercept course 314° to TEKKK, thence. . . .

. . . . on depicted route to BLZZR. Maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

TAKEOFF OBSTACLES:

Rwy 4R: Ships beginning 579' from DER, on centerline, up to 50' AGL/50' MSL. Pole and trees beginning 1806' from DER, 403' left of centerline, up to 51' AGL/79' MSL.

Rwy 9: Ships 762' from DER, on centerline, up to 65' AGL/65' MSL. Tank 5904' from DER, 1453' left of centerline, 109' AGL/206' MSL

Rwy 15R: Sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

Rwy 22L: Pole 394' from DER, on centerline, 15' AGL/31' MSL. Tower 3585' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3675' from DER, 439' right of centerline, 122' AGL/145' MSL. Ship rig 2440' from DER, 34' left of centerline, 176' AGL/176' MSL.

Rwy 22R: Ship rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks beginning 1.4 NM from DER, 2795' right of centerline, up to 320' AGL/335' MSL.

Rwy 27: Light pole and rod beginning 1690' from DER, 759' right of centerline, up to 60' AGL/100' MSL.

Rwy 33L: Electrical systems, buildings, chimney on building, and tank beginning 796' from DER, 603' left of centerline, up to 40' AGL/149' MSL. Sign, wind indicator on tower, and trees beginning 248' from DER, 51' right of centerline, up to 35' AGL/101' MSL. Bridge 1.4 NM from DER, 2568' left of centerline, 262' AGL/262' MSL.

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(BRUWN4.BRUWN) 16315

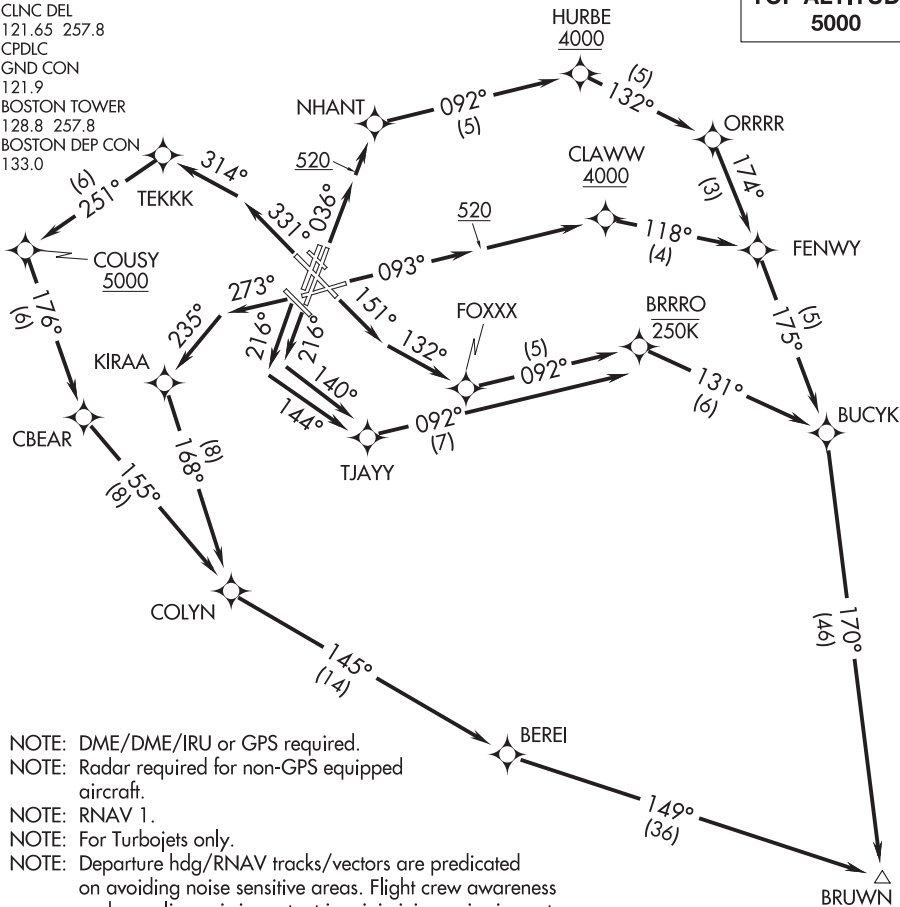
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

BRUWN FOUR DEPARTURE (RNAV) SL-58 (FAA)

BOSTON, MASSACHUSETTS

TOP ALTITUDE:  
5000

ATIS 135.0  
CLNC DEL  
121.65 257.8  
CPDLC  
GND CON  
121.9  
BOSTON TOWER  
128.8 257.8  
BOSTON DEP CON  
133.0



NOTE: DME/DME/IRU or GPS required.  
NOTE: Radar required for non-GPS equipped aircraft.

NOTE: RNAV 1.

NOTE: For Turbojets only.

NOTE: Departure hdg/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

NOTE: Rwy 15R, 22L, 22R: Do not exceed 210K until 520' MSL.

NOTE: At/Below 250K until BRRRO.

TAKEOFF MINIMUMS:

Rwys 4L, 14, 15L, 32, 33R: NA-ATC.

Rwy 4R: Standard with minimum climb of 500' per NM to 3600.

Rwy 9: Standard with minimum climb of 500' per NM to 4000.

Rwy 15R: Standard with minimum climb of 500' per NM to 520.

Rwy 22L: 300-1 with minimum climb of 500' per NM to 520, or Standard with minimum climb of 500' per NM to 520 if tower reports no tall vessels in the departure area.

Rwy 22R: Standard with minimum climb of 500' per NM to 520.

Rwy 27: Standard with a minimum climb of 500' per NM to 1300.

Rwy 33L: Standard with a minimum climb of 500' per NM to 4900.

NANTUCKET  
ACK

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BRUWN FOUR DEPARTURE (RNAV)

BOSTON, MASSACHUSETTS

(BRUWN4.BRUWN) 25JUN15

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb heading 036° to 520, then direct NHANT, then on track 092° to cross HURBE at or above 4000, thence....

TAKEOFF RUNWAY 9: Climb heading 093° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence....

TAKEOFF RUNWAY 15R: Climb heading 151° to intercept course 132° to FOXXX, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 22L: Climb heading 216° to intercept course 140° to TJAYY, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 22R: Climb heading 216° to intercept course 140° to TJAYY, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 27: Climb heading 273° to intercept course 235° to KIRAA, thence....

TAKEOFF RUNWAY 33L: Climb heading 331° to intercept course 314° to TEKKE, then on track 251° to cross COUSY at or above 5000, thence....

...on depicted route to BRUWN. Maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKEOFF OBSTACLES:

Rwy 4R: Ships beginning 579' from DER, on centerline, up to 50' AGL/50' MSL. Pole and trees beginning 1806' from DER, 403' left of centerline, up to 51' AGL/79' MSL.

Rwy 9: Ships 762' from DER, on centerline, up to 65' AGL/65' MSL. Tank 5904' from DER, 1453' left of centerline, 109' AGL/206' MSL

Rwy 15R: Sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

Rwy 22L: Pole 394' from DER, on centerline, 15' AGL/31' MSL. Tower 3585' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3675' from DER, 439' right of centerline, 122' AGL/145' MSL. Ship rig 2440' from DER, 34' left of centerline, 176' AGL/176' MSL.

Rwy 22R: Ship rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks beginning 1.4 NM from DER, 2795' right of centerline, up to 320' AGL/335' MSL.

Rwy 27: Light pole and rod beginning 1690' from DER, 759' right of centerline, up to 60' AGL/100' MSL.

Rwy 33L: Electrical systems, buildings, chimney on building, and tank beginning 796' from DER, 603' left of centerline, up to 40' AGL/149' MSL. Sign, wind indicator on tower, and trees beginning 248' from DER, 51' right of centerline, up to 35' AGL/101' MSL. Bridge 1.4 NM from DER, 2568' left of centerline, 262' AGL/262' MSL.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

(CELTK4.CELTK) 16315

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

CELTK FOUR DEPARTURE (RNAV)

SL-58 (FAA)

BOSTON, MASSACHUSETTS

NE-1, 10 NOV 2016 to 05 JAN 2017

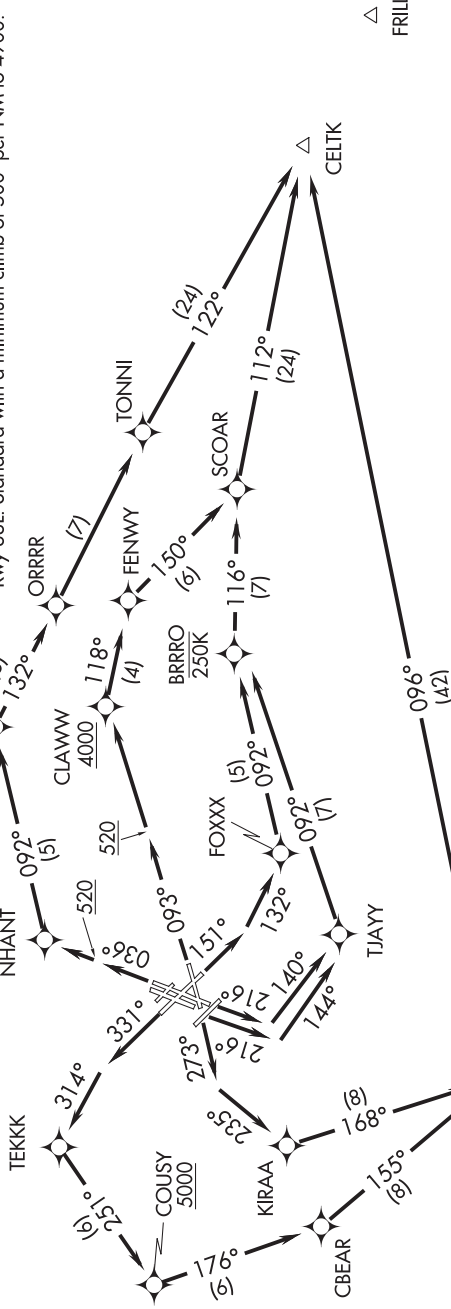
ATIS 135.0  
CLNC DEL 121.65 257.8  
CPDIC  
GND CON 121.9  
BOSTON TOWER 128.8 257.8  
BOSTON DEP CON 133.0



NOTE: DME/DME/IRU or GPS required.  
NOTE: Radar required for non-GPS equipped aircraft.  
NOTE: RNAV 1.  
NOTE: For Turbojets only.

TAKEOFF MINIMUMS:

Rwys 4L, 14, 15L, 27, 32, 33R: NA-ATC.  
Rwy 4R: Standard with minimum climb of 500' per NM to 3600.  
Rwy 9: Standard with minimum climb of 500' per NM to 4000.  
Rwy 15R: Standard with minimum climb of 520' per NM to 520.  
Rwy 22L: 300-1 with minimum climb of 500' per NM to 520, or Standard with minimum climb of 500' per NM to 520 if lower reports no tall vessels in the departure area.  
Rwy 22R: Standard with minimum climb of 500' per NM to 520.  
Rwy 27: Standard with a minimum climb of 500' per NM to 1300.  
Rwy 33L: Standard with a minimum climb of 500' per NM to 4900.



NOTE: Departure hdg/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.  
NOTE: Rwys 15R, 22L, 22R: Do not exceed 210K until 520' MSL.  
NOTE: A1/Below 250K until BRRRO.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 10 NOV 2016 to 05 JAN 2017

TOP ALTITUDE:  
5000

CELTK FOUR DEPARTURE (RNAV)  
(CELTK4.CELTK) 25JUN15

BOSTON, MASSACHUSETTS  
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb heading 036° to 520, then direct NHANT, then on track 092° to cross HURBE at or above 4000, thence....

TAKEOFF RUNWAY 9: Climb heading 093° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence....

TAKEOFF RUNWAY 15R: Climb heading 151° to intercept course 132° to FOXXX, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 22L: Climb heading 216° to intercept course 140° to TJAYY, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 22R: Climb heading 216° to intercept course 144° to TJAYY, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 27: Climb heading 273° to intercept course 235° to KIRAA, thence....

TAKEOFF RUNWAY 33L: Climb heading 331° to intercept course 314° to TEKKE, then on track 251° to cross COUSY at or above 5000, thence....

...on depicted route to CELTK. Maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

TAKEOFF OBSTACLES:

Rwy 4R: Ships beginning 579' from DER, on centerline, up to 50' AGL/50' MSL.  
Pole and trees beginning 1806' from DER, 403' left of centerline, up to 51' AGL/79' MSL.

Rwy 9: Ships 762' from DER, on centerline, up to 65' AGL/65' MSL. Tank 5904' from DER, 1453' left of centerline, 109' AGL/206' MSL

Rwy 15R: Sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

Rwy 22L: Pole 394' from DER, on centerline, 15' AGL/31' MSL. Tower 3585' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3675' from DER, 439' right of centerline, 122' AGL/145' MSL. Ship rig 2440' from DER, 34' left of centerline, 176' AGL/176' MSL.

Rwy 22R: Ship rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks beginning 1.4 NM from DER, 2795' right of centerline, up to 320' AGL/335' MSL.

Rwy 27: Light pole and rod beginning 1690' from DER, 759' right of centerline, up to 60' AGL/100' MSL.

Rwy 33L: Electrical systems, buildings, chimney on building, and tank beginning 796' from DER, 603' left of centerline, up to 40' AGL/149' MSL. Sign, wind indicator on tower, and trees beginning 248' from DER, 51' right of centerline, up to 35' AGL/101' MSL. Bridge 1.4 NM from DER, 2568' left of centerline, 262' AGL/262' MSL.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# HYLND FOUR DEPARTURE (RNAV)

SL-58 (FAA)

BOSTON, MASSACHUSETTS

ATIS 135.0  
 CLNC DEL  
 121.65 257.8  
 CPDLC  
 GND CON  
 121.9  
 BOSTON TOWER  
 128.8 257.8  
 BOSTON DEP CON  
 133.0

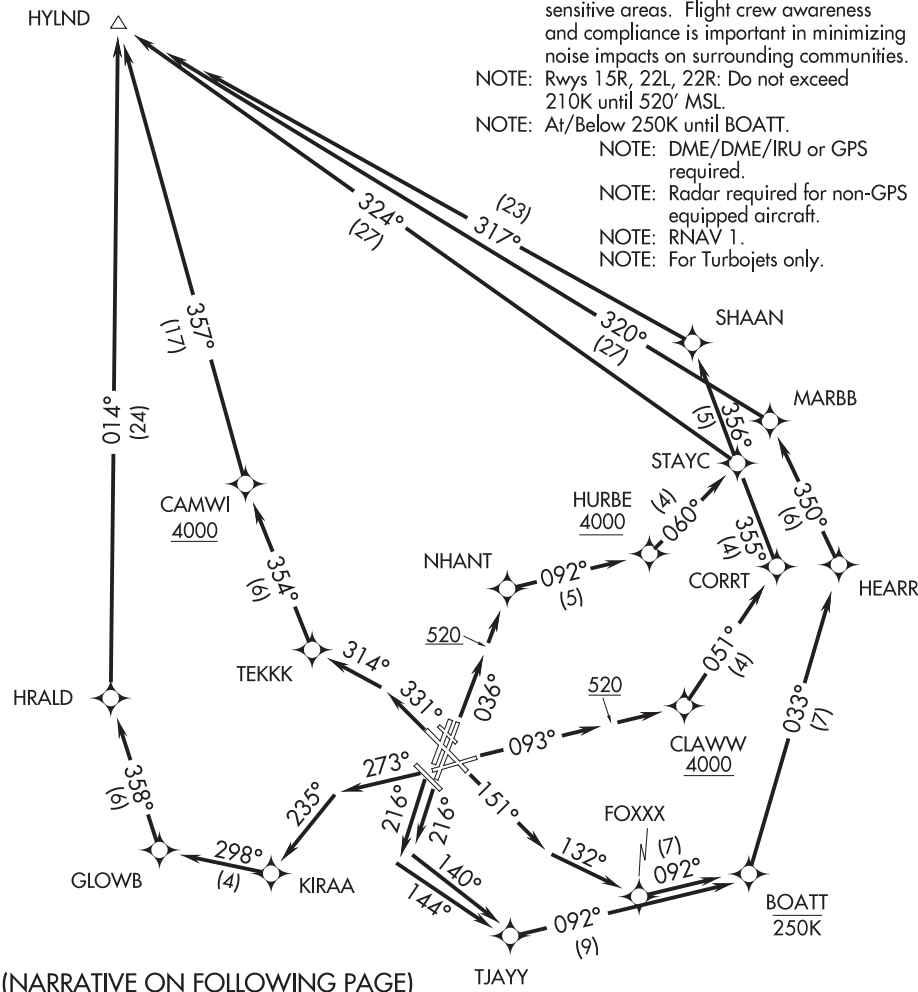
### TAKEOFF MINIMUMS:

Rwys 4L, 14, 15L, 32, 33R: NA - ATC  
 Rwy 4R: Standard with minimum climb of 500' per NM to 3600.  
 Rwy 9: Standard with minimum climb of 500' per NM to 4000.  
 Rwys 15R, 22R: Standard with minimum climb of 500' per NM to 520.  
 Rwy 22L: 300-1 with minimum climb of 500' per NM to 520, or standard with minimum climb of 500' per NM to 520 if tower reports no tall vessels in the departure area.  
 Rwy 27: Standard with a minimum climb of 500' per NM to 1300.  
 Rwy 33L: Standard with a minimum climb of 500' per NM to 3100.

**TOP ALTITUDE:**  
**5000**

 MANCHESTER  
 MHT

- NOTE: Departure hdg/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.
- NOTE: Rwys 15R, 22L, 22R: Do not exceed 210K until 520' MSL.
- NOTE: At/Below 250K until BOATT.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Radar required for non-GPS equipped aircraft.
- NOTE: RNAV 1.
- NOTE: For Turbojets only.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb heading 036° to 520, then direct NHANT, then on track 092° to cross HURBE at or above 4000, thence....

TAKEOFF RUNWAY 9: Climb heading 093° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence....

TAKEOFF RUNWAY 15R: Climb heading 151° to intercept course 132° to FOXXX, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 22L: Climb heading 216° to intercept course 140° to TJAYY, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 22R: Climb heading 216° to intercept course 144° to TJAYY, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 27: Climb heading 273° to intercept course 235° to KIRAA, thence....

TAKEOFF RUNWAY 33L: Climb heading 331° to intercept course 314° to TEKKK, then on track 354° to cross CAMWI at or above 4000, thence....

....on depicted route to HYLND. Maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 4R: Ships beginning 579' from DER, on centerline, up to 50' AGL/50' MSL. Pole and trees beginning 1806' from DER, 403' left of centerline, up to 51' AGL/79' MSL.

Rwy 9: Ships 762' from DER, on centerline, up to 65' AGL/65' MSL. Tank 5904' from DER, 1453' left of centerline, 109' AGL/206' MSL.

Rwy 15R: Sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

Rwy 22L: Pole 394' from DER, on centerline, 15' AGL/31' MSL. Tower 3585' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3675' from DER, 439' right of centerline, 122' AGL/145' MSL. Ship rig 2440' from DER, 34' left of centerline, 176' AGL/176' MSL.

Rwy 22R: Ship rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks beginning 1.4 NM from DER, 2795' right of centerline, up to 320' AGL/335' MSL.

Rwy 27: Light pole and rod beginning 1690' from DER, 759' right of centerline, up to 60' AGL/100' MSL.

Rwy 33L: Electrical systems, buildings, chimney on building, and tank beginning 796' from DER, 603' left of centerline, up to 40' AGL/149' MSL. Sign, wind indicator on tower, and trees beginning 248' from DER, 51' right of centerline, up to 35' AGL/101' MSL. Bridge 1.4 NM from DER, 2568' left of centerline, 262' AGL/262' MSL.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

LBSTA FOUR DEPARTURE (RNAV)

SL-58 (FAA)

BOSTON, MASSACHUSETTS

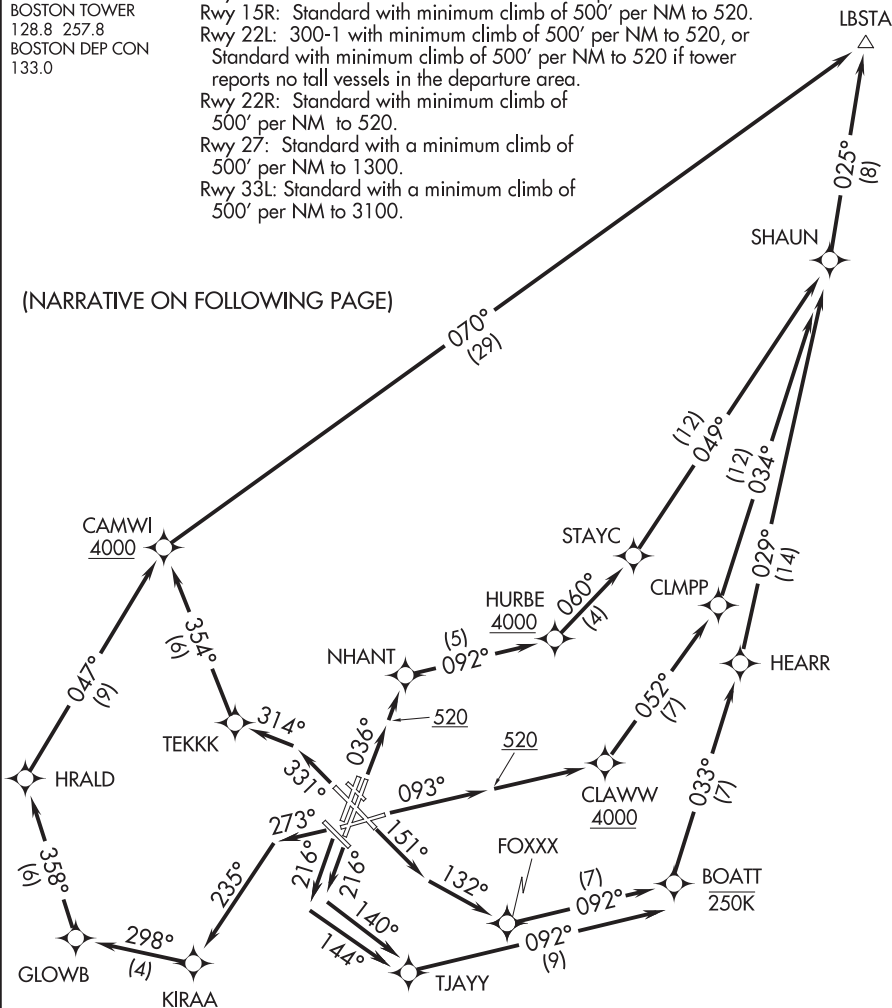
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 CLNC DEL  
 121.65 257.8  
 CPDLC  
 GND CON  
 121.9  
 BOSTON TOWER  
 128.8 257.8  
 BOSTON DEP CON  
 133.0

TAKEOFF MINIMUMS:

Rwys 4L, 14, 15L, 32, 33R: NA - ATC.  
 Rwy 4R: Standard with minimum climb of 500' per NM to 3600.  
 Rwy 9: Standard with minimum climb of 500' per NM to 4000.  
 Rwy 15R: Standard with minimum climb of 500' per NM to 520.  
 Rwy 22L: 300-1 with minimum climb of 500' per NM to 520, or  
 Standard with minimum climb of 500' per NM to 520 if tower  
 reports no tall vessels in the departure area.  
 Rwy 22R: Standard with minimum climb of  
 500' per NM to 520.  
 Rwy 27: Standard with a minimum climb of  
 500' per NM to 1300.  
 Rwy 33L: Standard with a minimum climb of  
 500' per NM to 3100.

**TOP ALTITUDE:  
 5000**

(NARRATIVE ON FOLLOWING PAGE)



- NOTE: DME/DME/IRU or GPS required.
- NOTE: Radar required for non-GPS equipped aircraft.
- NOTE: RNAV 1.
- NOTE: For Turbojets only.
- NOTE: Departure hdg/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.
- NOTE: Rwys 15R, 22L, 22R: Do not exceed 210K until 520' MSL.
- NOTE: At/Below 250K until BOATT.

NOTE: Chart not to scale.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb heading 036° to 520, then direct NHANT, then on track 092° to cross HURBE at or above 4000, thence....

TAKEOFF RUNWAY 9: Climb heading 093° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence....

TAKEOFF RUNWAY 15R: Climb heading 151° to intercept course 132° to FOXXX, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 22L: Climb heading 216° to intercept course 140° to TJAYY, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 22R: Climb heading 216° to intercept course 144° to TJAYY, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 27: Climb heading 273° to intercept course 235° to KIRAA, thence....

TAKEOFF RUNWAY 33L: Climb heading 331° to intercept course 314° to TEKKE, then on track 354° to cross CAMWI at or above 4000, thence....

....on depicted route to LBSTA. Maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

TAKEOFF OBSTACLES:

Rwy 4R: Ships beginning 579' from DER, on centerline, up to 50' AGL/50' MSL. Pole and trees beginning 1806' from DER, 403' left of centerline, up to 51' AGL/79' MSL.

Rwy 9: Ships 762' from DER, on centerline, up to 65' AGL/65' MSL. Tank 5904' from DER, 1453' left of centerline, 109' AGL/206' MSL

Rwy 15R: Sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

Rwy 22L: Pole 394' from DER, on centerline, 15' AGL/31' MSL. Tower 3585' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3675' from DER, 439' right of centerline, 122' AGL/145' MSL. Ship rig 2440' from DER, 34' left of centerline, 176' AGL/176' MSL.

Rwy 22R: Ship rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks beginning 1.4 NM from DER, 2795' right of centerline, up to 320' AGL/335' MSL.

Rwy 27: Light pole and rod beginning 1690' from DER, 759' right of centerline, up to 60' AGL/100' MSL.

Rwy 33L: Electrical systems, buildings, chimney on building, and tank beginning 796' from DER, 603' left of centerline, up to 40' AGL/149' MSL. Sign, wind indicator on tower, and trees beginning 248' from DER, 51' right of centerline, up to 35' AGL/101' MSL. Bridge 1.4 NM from DER, 2568' left of centerline, 262' AGL/262' MSL.

NE-1, 10 NOV 2016 to 05 JAN 2017

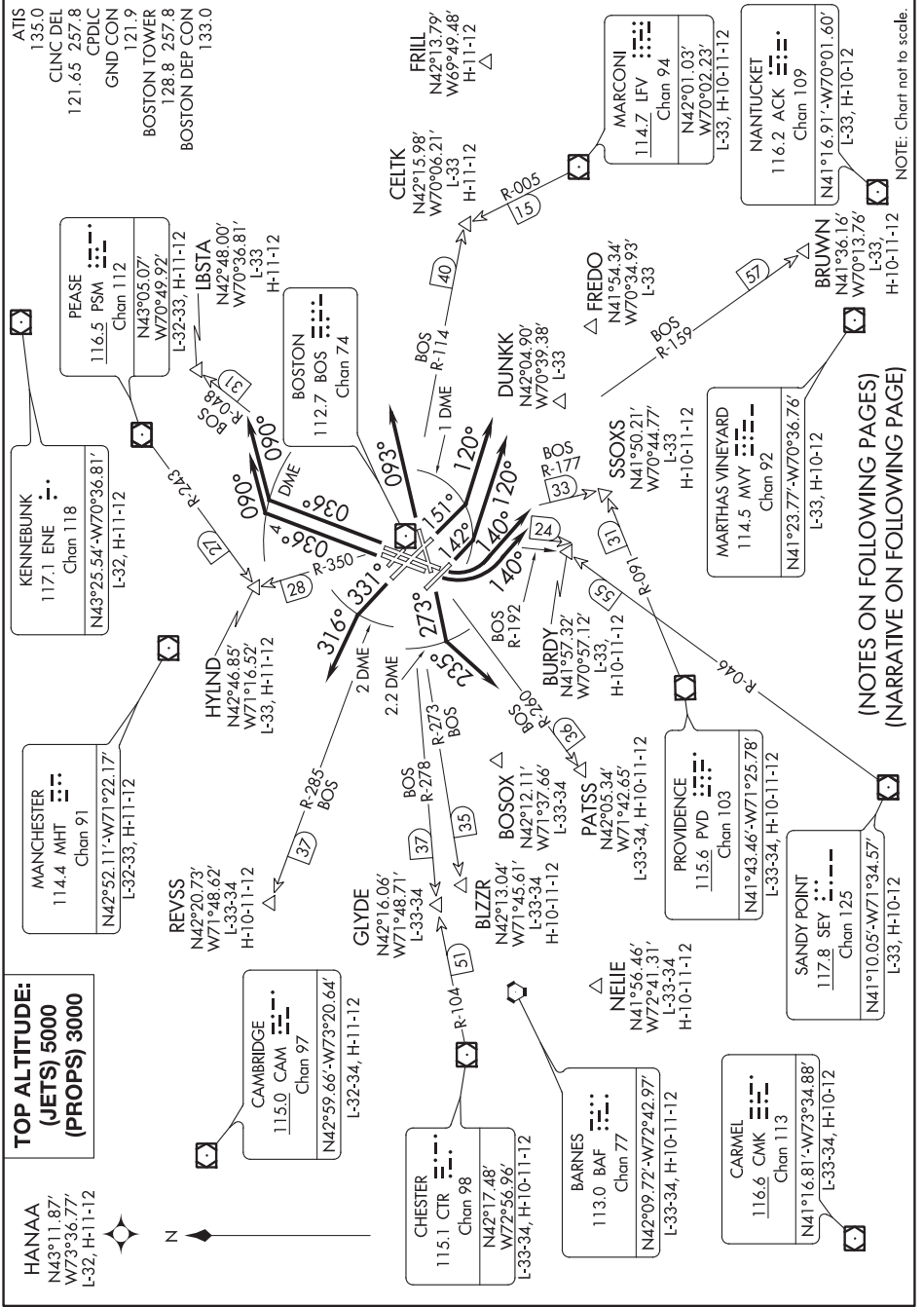
NE-1, 10 NOV 2016 to 05 JAN 2017

# LOGAN ONE DEPARTURE

SL-58 (FAA)

BOSTON, MASSACHUSETTS

NE-1, 10 NOV 2016 to 05 JAN 2017



# LOGAN ONE DEPARTURE

NE-1, 10 NOV 2016 to 05 JAN 2017

# LOGAN ONE DEPARTURE

LS-58 (FAA)

BOSTON, MASSACHUSETTS



## DEPARTURE ROUTE DESCRIPTION

### JET AIRCRAFT:

TAKEOFF RWYS 4L/4R: Climb heading 036° to BOS 4 DME, then turn right heading 090°, thence . . . .

TAKEOFF RWY 9: Climb heading 093°, thence. . . .

TAKEOFF RWY 14: Climb heading 142° to BOS 1 DME, then turn left heading 120°, thence . . . .

TAKEOFF RWY 15R: Climb heading 151° to BOS 1 DME, then turn left heading 120°, thence . . . .

TAKEOFF RWYS 22L/22R: Climbing left turn heading 140°, thence . . . .

TAKEOFF RWY 27: Climb heading 273° to BOS 2.2 DME, then left turn heading 235°, thence . . . .

TAKEOFF RWY 33L: Climb heading 331° to BOS 2 DME, then left turn heading 316°, thence . . . .

NON JET AIRCRAFT: Climb on assigned heading, thence . . . .

. . . .expect RADAR vectors to assigned route/navaid/fix. Jet aircraft maintain 5000 or lower assigned altitude. Non jet aircraft maintain 3000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

### TAKEOFF MINIMUMS:

Rwys 32, 33R: NA-Environmental.

Rwy 15L: NA-ATC.

Rwy 4R, 15R: Standard.

Rwy 4L: 300-1 or standard with a minimum climb of 358' per NM to 300.

Rwy 9: 300-1¼ or standard with a minimum climb of 272' per NM to 300.

Rwy 14: 300-1¼ or standard with a minimum climb of 225' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER.

Rwy 22L: 300-1 or standard if tower reports no tall vessels in the departure area.

Rwy 22R: 400-1¾ or standard with a minimum climb of 320' per NM to 500.

Rwy 27: Standard with a minimum climb of 477' per NM to 1300.

Rwy 33L: 300-1¾ or standard with minimum climb of 224' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

NOTE: RADAR required.

NOTE: DME required for jet aircraft departing Rwys 4L/R, 14, 15R, 27, 33L.

NOTE: Non RNAV equipped aircraft can expect vectors on assigned route.

NOTE: Jet aircraft departure headings/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities. Aircraft that are initially vectored over water can expect to cross the coastline above 6000 MSL before proceeding on course.

NOTE: BLZZR DEPARTURES expect vectors on BOS R-273, DME required.

NOTE: BRUWN DEPARTURES expect vectors on BOS R-159, DME required.

NOTE: CELTK DEPARTURES expect vectors on BOS R-114.

NOTE: HYLND DEPARTURES expect vectors on BOS R-350.

NOTE: PATSS DEPARTURES expect vectors on BOS R-260, DME required.

NOTE: REVSS DEPARTURES expect vectors on BOS R-285, DME required.

NOTE: SSOXS DEPARTURES expect vectors on BOS R-177, DME required.

(CONTINUED ON FOLLOWING PAGE)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

## (NOTES CONTINUED)

TAKEOFF OBSTACLE NOTES:

- Rwy 4L: Ships beginning 693' from DER, on centerline, up to 50' AGL/50' MSL. Tower and pole beginning 1803' from DER, 701' right of centerline, up to 56' AGL/68' MSL. Trees beginning 2278' from DER, 678' right of centerline, up to 57' AGL/77' MSL. Tree 2091' from DER, 91' left of centerline, 47' AGL/77' MSL. Building and trees beginning 3972' from DER, 543' left of centerline, up to 50' AGL/198' MSL.
- Rwy 4R: Ships beginning 578' from DER on centerline, up to 50' AGL/50' MSL. Trees, pole, and tower, beginning 1807' from DER, 382' left of centerline, up to 30' AGL/68' MSL. Trees beginning 2282' from DER, 691' left of centerline, up to 57' AGL/77' MSL.
- Rwy 9: Ships beginning 761' from DER on centerline, up to 65' AGL/65' MSL. Tank and obstacle light beginning 5883' from DER, 1453' left of centerline, up to 120' AGL/217' MSL.
- Rwy 14: Terrain 77' from DER, 454' left of centerline, 23' MSL. Building and ASR 462' from DER, 324' left of centerline, up to 36' AGL/73' MSL. Ship rig 5438' from DER, 1825' right of centerline, 176' AGL/176' MSL.
- Rwy 15R: Sign 45' from DER, 267' right of centerline, 15' AGL/16' MSL.
- Rwy 22L: Pole 394' from DER, on centerline, 15' AGL/31' MSL. Ship rig 2440' from DER, 34' left of centerline, 176' AGL/176' MSL. Tower and light 3585' from DER, 926' left of centerline, 114' AGL/128' MSL. Cranes beginning 3675' from DER, 439' right of centerline, up to 146' AGL/146' MSL.
- Rwy 22R: Ship rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stack 1.4 NM from DER, 2755' right of centerline, 250' AGL/265' MSL.
- Rwy 27: Light pole and rod beginning 1690' from DER, 750' right of centerline, up to 86' AGL/102' MSL. Buildings beginning 1.2 NM from DER, 126' left of centerline, up to 251' AGL/261' MSL. Buildings beginning 1.4 NM from DER, 1166' right of centerline up to 261' AGL/274' MSL. Building 1.6 NM from DER, 2654' right of centerline, 548' AGL/560' MSL. Buildings beginning 1.7 NM from DER, 1532' right of centerline, up to 620' AGL/643' MSL. Building beginning 1.9 NM from DER, 1507' right of centerline, up to 685' AGL/709' MSL.
- Rwy 33L: Tree 248' from DER, 377' right of centerline, 16' AGL/27' MSL. Wind indicator 1403' from DER, 322' right of centerline, 19' AGL/59' MSL. Light on building and rod on tank beginning 1677' from DER, 603' left of centerline, up to 58' AGL/73' MSL. Trees beginning 2072' from DER, 51' right of centerline, up to 72' AGL/94' MSL. Sign 3015' from DER, 1123' right of centerline, 73' AGL/101' MSL. Tree 4001' from DER, 578' left of centerline, 43' AGL/119' MSL. Building 4363' from DER, 1082' left of centerline, 64' AGL/129' MSL. Building 5080' from DER, 1494' left of centerline, 71' AGL/149' MSL. Light on bridge 1.4 NM from DER, 2566' left of centerline, 262' AGL/262' MSL.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

PATSS FOUR DEPARTURE (RNAV)

SL-58 (FAA)

BOSTON, MASSACHUSETTS

NE-1, 10 NOV 2016 to 05 JAN 2017

NOTE: DME/DME/IRU or GPS required.  
NOTE: Radar required for non-GPS equipped aircraft.  
NOTE: RNAV 1.

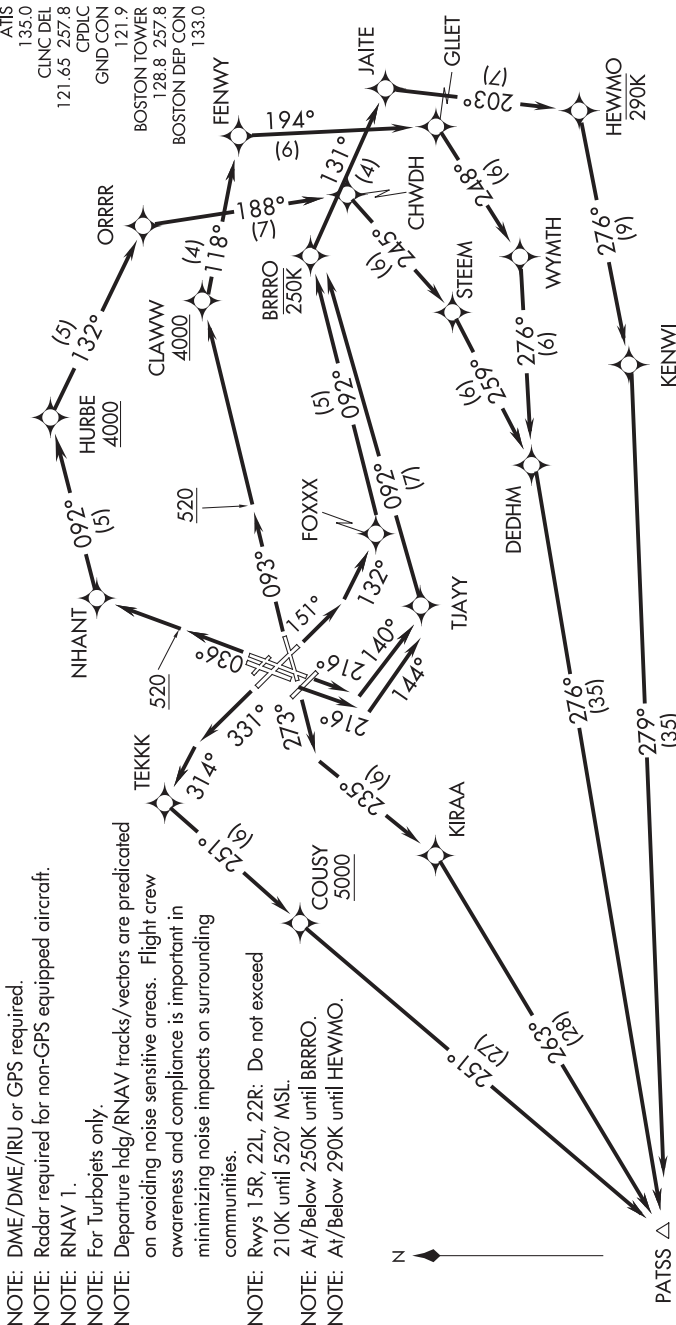
NOTE: For Turboprops only.

NOTE: Departure hdg/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

NOTE: Rwy 15R, 22L, 22R: Do not exceed 210K until 520' MSL.

NOTE: A1/Below 250K until BRRRO.

NOTE: A1/Below 290K until HEWMO.



TAKEOFF MINIMUMS:

- Rwys 4L, 14, 15L, 32, 33R: NA-ATC.
- Rwy 4R: Standard with minimum climb of 500' per NM to 3600.
- Rwy 9: Standard with minimum climb of 500' per NM to 4000.
- Rwy 15R: Standard with minimum climb of 500' per NM to 520.
- Rwy 22L: 300-1 with minimum climb of 500' per NM to 520, or Standard with minimum climb of 500' per NM to 520 if tower reports no tall vessels in the departure area.
- Rwy 22R: Standard with minimum climb of 500' per NM to 520.
- Rwy 27: Standard with a minimum climb of 500' per NM to 1300.
- Rwy 33L: Standard with a minimum climb of 500' per NM to 4900.

- △ NELIE
- ◻ CARMEL  
CMK

**TOP ALTITUDE:**  
**5000**

(NARRATIVE ON  
FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 10 NOV 2016 to 05 JAN 2017

PATSS FOUR DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4R: Climb heading 036° to 520, then direct NHANT, then on track 092° to cross HURBE at or above 4000, thence. . . .

TAKEOFF RWY 9: Climb heading 093° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence. . . .

TAKEOFF RWY 15R: Climb heading 151° to intercept course 132° to FOXXX, do not exceed 210K until 520 MSL, thence. . . .

TAKEOFF RWY 22L: Climb heading 216° to intercept course 140° to TJAYY, do not exceed 210K until 520 MSL, thence. . . .

TAKEOFF RWY 22R: Climb heading 216° to intercept course 144° to TJAYY, do not exceed 210K until 520 MSL, thence. . . .

TAKEOFF RWY 27: Climb heading 273° to intercept course 235° to KIRAA, thence. . . .

TAKEOFF RWY 33L: Climb heading 331° to intercept course 314° to TEKKE, then on track 251° to cross COUSY at or above 5000, thence. . . .

. . . .on depicted route to PATSS. Maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 4R: Ships beginning 579' from DER, on centerline, up to 50' AGL/50' MSL. Pole and trees beginning 1806' from DER, 403' left of centerline, up to 51' AGL/79' MSL.

Rwy 9: Ships 762' from DER, on centerline, up to 65' AGL/65' MSL. Tank 5904' from DER, 1453' left of centerline, 109' AGL/206' MSL.

Rwy 15R: Sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

Rwy 22L: Pole 394' from DER, on centerline, 15' AGL/31' MSL. Tower 3585' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3675' from DER, 439' right of centerline, 122' AGL/145' MSL. Ship rig 2440' from DER, 34' left of centerline, 176' AGL/176' MSL.

Rwy 22R: Ship rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks beginning 1.4 NM from DER, 2795' right of centerline, up to 320' AGL/335' MSL.

Rwy 27: Light pole and rod beginning 1690' from DER, 759' right of centerline, up to 60' AGL/100' MSL.

Rwy 33L: Electrical systems, buildings, chimney on building, and tank beginning 796' from DER, 603' left of centerline, up to 40' AGL/149' MSL. Sign, wind indicator on tower, and trees beginning 248' from DER, 51' right of centerline, up to 35' AGL/101' MSL. Bridge 1.4 NM from DER, 2568' left of centerline, 262' AGL/262' MSL.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

REVSS THREE DEPARTURE (RNAV)

SL-58 (FAA)

BOSTON, MASSACHUSETTS

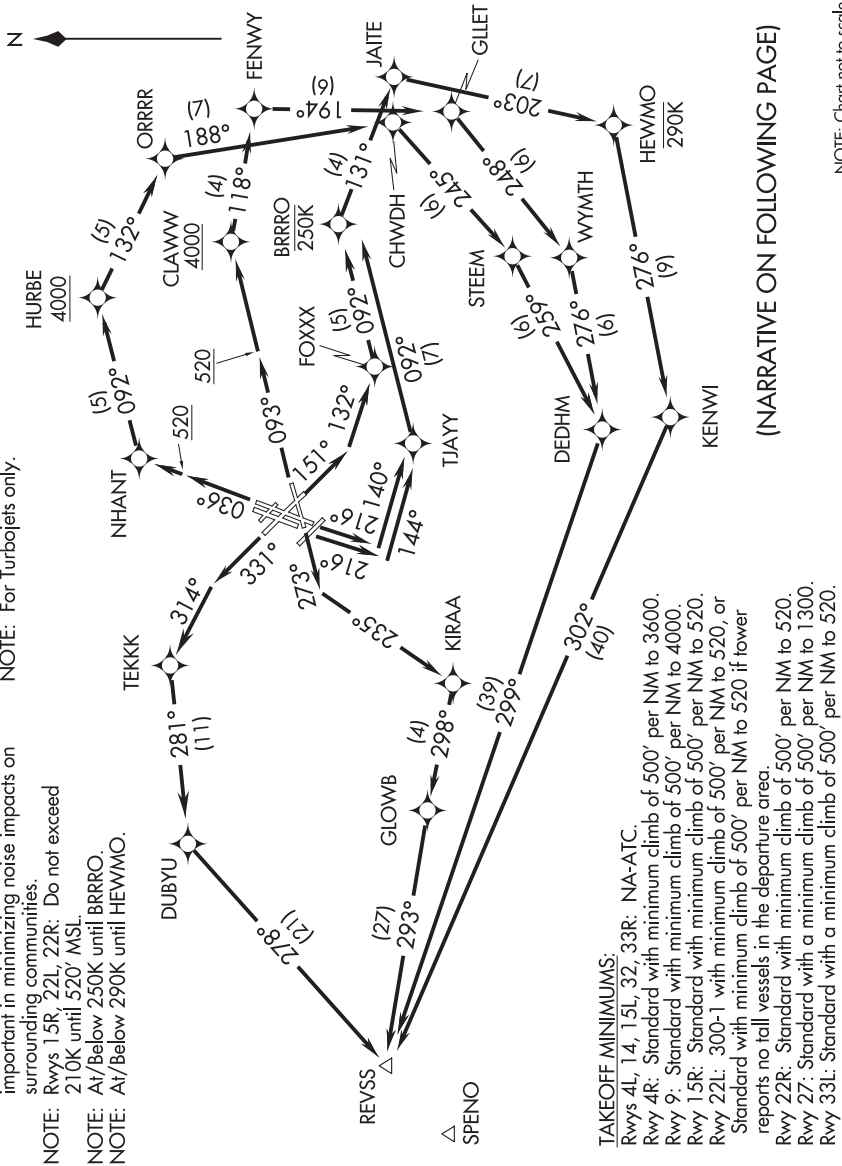
NE-1, 10 NOV 2016 to 05 JAN 2017

TOP ALTITUDE:  
5000

NOTE: DME/DME/IRU or GPS required.  
NOTE: Radar required for non-GPS equipped aircraft.  
NOTE: RNAV 1.  
NOTE: For Turbojets only.

NOTE: Departure hdg/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.  
NOTE: Rwy 15R, 22L, 22R: Do not exceed 210K until 520' MSL.  
NOTE: At/Below 250K until BRRRO.  
NOTE: At/Below 290K until HEWMO.

ATIS 135.0  
CLNC DEL 121.65 257.8  
CPDLC  
GND CON 121.9  
BOSTON TOWER 128.8 257.8  
BOSTON DEP CON 133.0



TAKEOFF MINIMUMS:  
Rwys 4L, 14, 15L, 32, 33R: NA-ATC.  
Rwy 4R: Standard with minimum climb of 500' per NM to 3600.  
Rwy 9: Standard with minimum climb of 500' per NM to 4000.  
Rwy 15R: Standard with minimum climb of 500' per NM to 520.  
Rwy 22L: 300-1 with minimum climb of 500' per NM to 520, or Standard with minimum climb of 500' per NM to 520 if tower reports no tall vessels in the departure area.  
Rwy 22R: Standard with minimum climb of 500' per NM to 520.  
Rwy 27: Standard with a minimum climb of 500' per NM to 1300.  
Rwy 33L: Standard with a minimum climb of 500' per NM to 520.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 10 NOV 2016 to 05 JAN 2017

REVSS THREE DEPARTURE (RNAV)





## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4R: Climb heading 036° to 520, then direct NHANT, then on track 092° to cross HURBE at or above 4000, thence....

TAKEOFF RWY 9: Climb heading 093° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence....

TAKEOFF RWY 15R: Climb heading 151° to intercept course 132° to FOXXX, do not exceed 210K until 520 MSL, thence....,

TAKEOFF RWY 22L: Climb heading 216° to intercept course 140° to TJAYY, do not exceed 210K until 520 MSL, thence....

TAKEOFF RWY 22R: Climb heading 216° to intercept course 144° to TJAYY, do not exceed 210K until 520 MSL, thence....

TAKEOFF RWY 27: Climb heading 273° to intercept course 235° to KIRAA, thence....

TAKEOFF RWY 33L: Climb heading 331° to intercept course 314° to TEKKE, thence....

...on depicted route to REVSS. Maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

TAKEOFF OBSTACLES NOTES:

Rwy 4R: Ships beginning 579' from DER, on centerline, up to 50' AGL/50' MSL.  
Pole and trees beginning 1806' from DER, 403' left of centerline, up to 51' AGL/79' MSL.

Rwy 9: Ships 762' from DER, on centerline, up to 65' AGL/65' MSL.  
Tank 5904' from DER, 1453' left of centerline, 109' AGL/206' MSL

Rwy 15R: Sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

Rwy 22L: Pole 394' from DER, on centerline, 15' AGL/31' MSL.  
Tower 3585' from DER, 926' left of centerline, 108' AGL/128' MSL.  
Mobile crane 3675' from DER, 439' right of centerline, 122' AGL/145' MSL.  
Ship rig 2440' from DER, 34' left of centerline, 176' AGL/176' MSL.

Rwy 22R: Ship rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL.  
Stacks beginning 1.4 NM from DER, 2795' right of centerline, up to 320' AGL/335' MSL.

Rwy 27: Light pole and rod beginning 1690' from DER, 759' right of centerline, up to 60' AGL/100' MSL.

Rwy 33L: Electrical systems, buildings, chimney on building, and tank beginning 796' from DER, 603' left of centerline, up to 40' AGL/149' MSL. Sign, wind indicator on tower, and trees beginning 248' from DER, 51' right of centerline, up to 35' AGL/101' MSL. Bridge 1.4 NM from DER, 2568' left of centerline, 262' AGL/262' MSL.



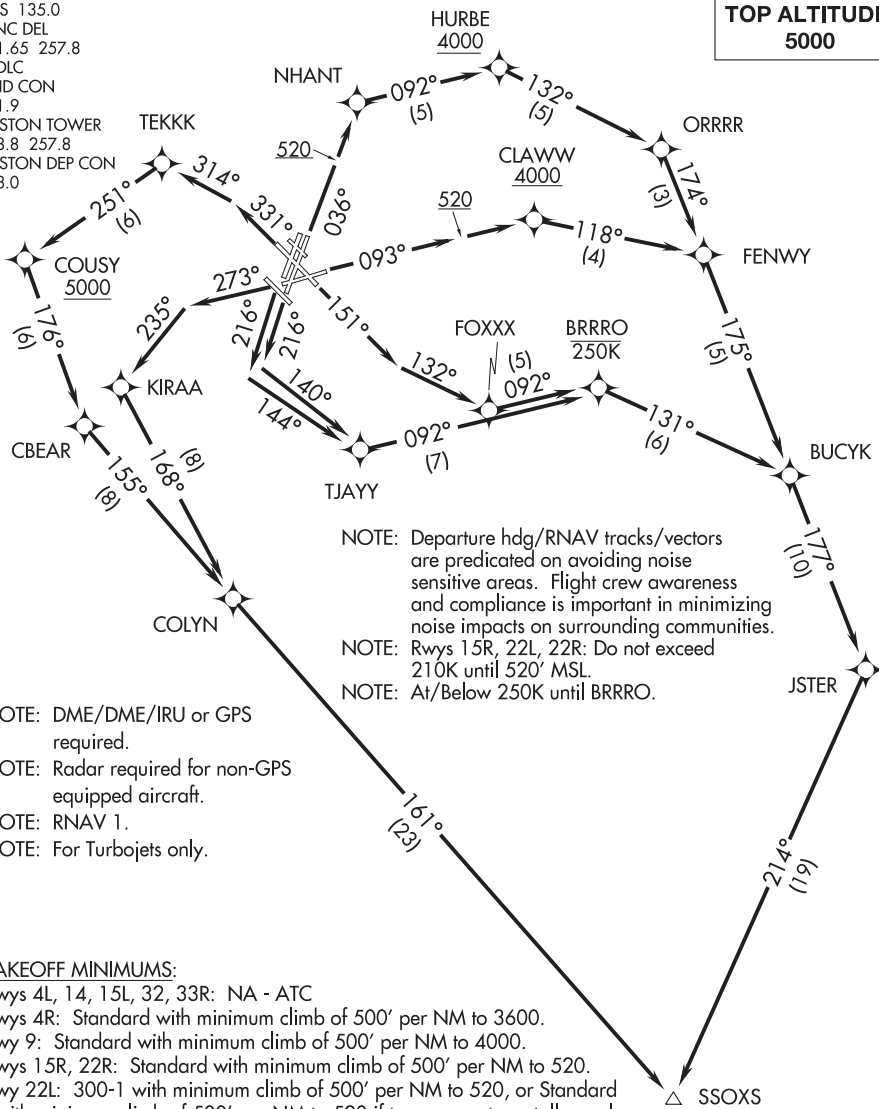
# SSOXS FOUR DEPARTURE (RNAV)

SL-58 (FAA)

BOSTON, MASSACHUSETTS

ATIS 135.0  
 CLNC DEL  
 121.65 257.8  
 CPDLC  
 GND CON  
 121.9  
 BOSTON TOWER  
 128.8 257.8  
 BOSTON DEP CON  
 133.0

**TOP ALTITUDE:  
5000**



NOTE: Departure hdg/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

NOTE: Rwys 15R, 22L, 22R: Do not exceed 210K until 520' MSL.

NOTE: At/Below 250K until BRRRO.

- NOTE: DME/DME/IRU or GPS required.
- NOTE: Radar required for non-GPS equipped aircraft.
- NOTE: RNAV 1.
- NOTE: For Turbojets only.

### TAKEOFF MINIMUMS:

- Rwys 4L, 14, 15L, 32, 33R: NA - ATC
- Rwys 4R: Standard with minimum climb of 500' per NM to 3600.
- Rwy 9: Standard with minimum climb of 500' per NM to 4000.
- Rwys 15R, 22R: Standard with minimum climb of 500' per NM to 520.
- Rwy 22L: 300-1 with minimum climb of 500' per NM to 520, or Standard with minimum climb of 500' per NM to 520 if tower reports no tall vessels in the departure area.
- Rwy 27: Standard with a minimum climb of 500' per NM to 1300.
- Rwy 33L: Standard with a minimum climb of 500' per NM to 4900.



BUZRD

SANDY POINT  
SEY

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# SSOXS FOUR DEPARTURE (RNAV)

BOSTON, MASSACHUSETTS

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb heading 036° to 520, then direct NHANT, then on track 092° to cross HURBE at or above 4000, thence....

TAKEOFF RUNWAY 9: Climb heading 093° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence....

TAKEOFF RUNWAY 15R: Climb heading 151° to intercept course 132° to FOXXX, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 22L: Climb heading 216° to intercept course 140° to TJAYY, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 22R: Climb heading 216° to intercept course 144° to TJAYY, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 27: Climb heading 273° to intercept course 235° to KIRAA, thence....

TAKEOFF RUNWAY 33L: Climb heading 331° to intercept course 314° to TEKKK, then on track 251° to cross COUSY at or above 5000, thence....

...on depicted route to SSOXS. Maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 4R: Ships beginning 579' from DER, on centerline, up to 50' AGL/50' MSL. Pole and trees beginning 1806' from DER, 403' left of centerline, up to 51' AGL/79' MSL.

Rwy 9: Ships 762' from DER, on centerline, up to 65' AGL/65' MSL. Tank 5904' from DER, 1453' left of centerline, 109' AGL/206' MSL

Rwy 15R: Sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

Rwy 22L: Pole 394' from DER, on centerline, 15' AGL/31' MSL. Tower 3585' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3675' from DER, 439' right of centerline, 122' AGL/145' MSL. Ship rig 2440' from DER, 34' left of centerline, 176' AGL/176' MSL.

Rwy 22R: Ship rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks beginning 1.4 NM from DER, 2795' right of centerline, up to 320' AGL/335' MSL.

Rwy 27: Light pole and rod beginning 1690' from DER, 759' right of centerline, up to 60' AGL/100' MSL.

Rwy 33L: Electrical systems, buildings, chimney on building, and tank beginning 796' from DER, 603' left of centerline, up to 40' AGL/149' MSL. Sign, wind indicator on tower, and trees beginning 248' from DER, 51' right of centerline, up to 35' AGL/101' MSL. Bridge 1.4 NM from DER, 2568' left of centerline, 262' AGL/262' MSL.

WYLYY TWO DEPARTURE (RNAV)

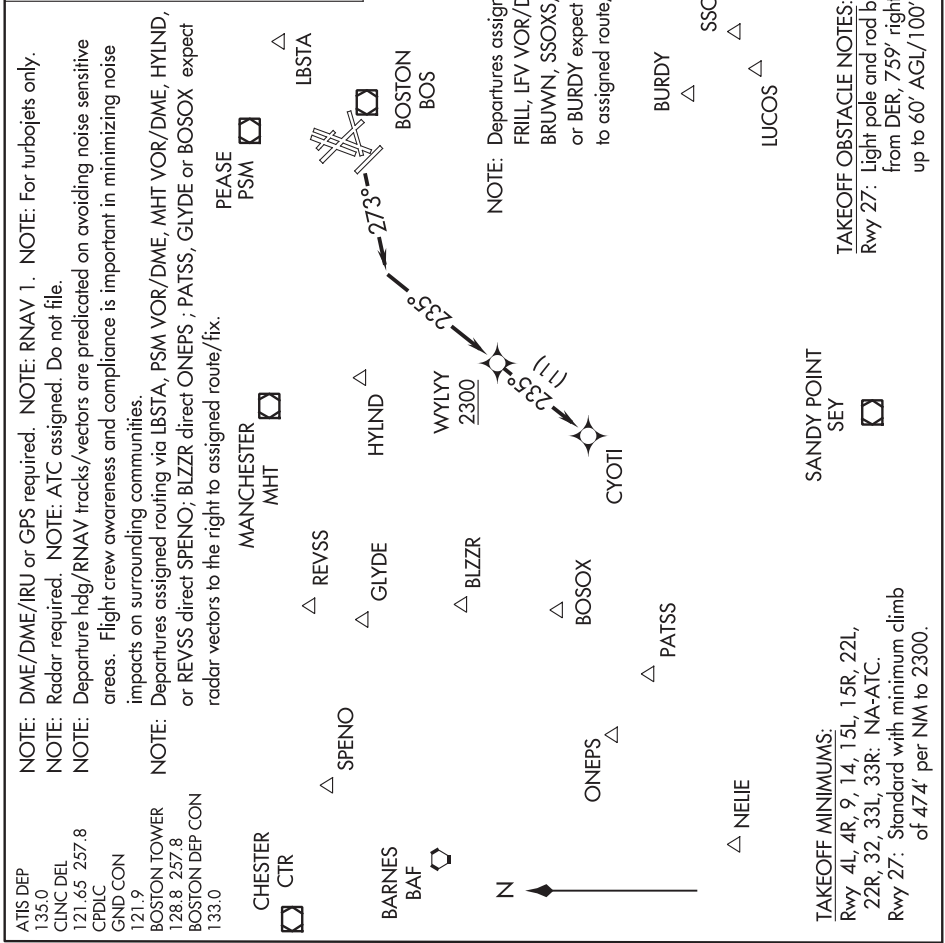
SL-58 (FAA)

BOSTON, MASSACHUSETTS

NE-1, 10 NOV 2016 to 05 JAN 2017

**DEPARTURE ROUTE DESCRIPTION**  
**TAKEOFF RWY 27:** Climb heading 273° to intercept course 235° to cross WYLYY at or above 2300, then on depicted route to CYOTI, thence. . . . .  
 . . . . .expect vectors to assigned fix/NAVAID (see notes). Maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

**TOP ALTITUDE:**  
**5000**



WYLYY TWO DEPARTURE (RNAV)

BOSTON, MASSACHUSETTS

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

NE-1, 10 NOV 2016 to 05 JAN 2017

BRIDGEPORT, CONNECTICUT

AL-621 (FAA)

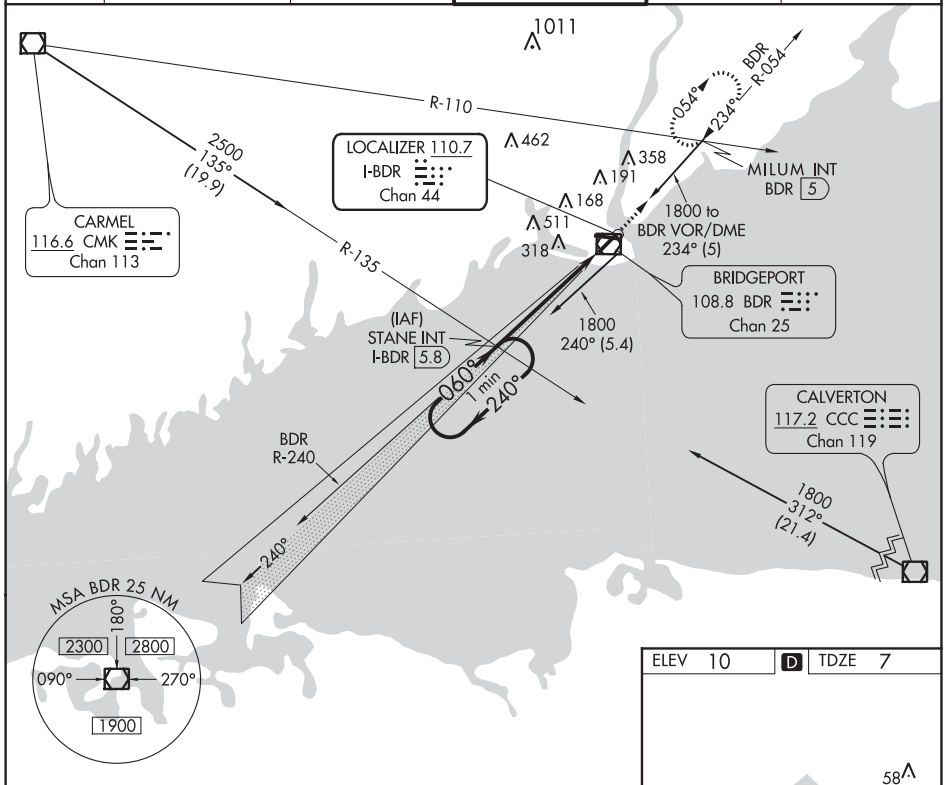
16035

LOC/DME I-BDR <b>110.7</b> Chan <b>44</b>	APP CRS <b>060°</b>	Rwy Idg <b>4677</b> TDZE <b>7</b> Apt Elev <b>10</b>
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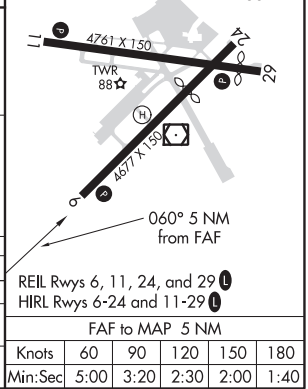
# ILS RWY 6

IGOR I. SIKORSKY MEMORIAL (BDR)

ATIS <b>119.15</b>	NEW YORK APP CON <b>124.075 343.65</b>	BRIDGEPORT RADIO <b>122.2</b>	BRIDGEPORT TOWER* <b>120.90</b> (CTAF) <b>257.8</b>	GND CON <b>121.75 257.8</b>	CLNC DEL <b>121.75 *124.075</b> *when tower closed
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	ELEV 10	TDZE 7		
CATEGORY	A	B	C	D
S-ILS 6		307-1	300 (300-1)	
S-LOC 6		380-1	373 (400-1)	380-1½ 373 (400-1½)
CIRCLING	420-1 410 (500-1)	620-1 610 (700-1)	620-1¾ 610 (700-1¾)	820-2½ 810 (900-2½)



BRIDGEPORT, CONNECTICUT  
Amdt 9A 06SEP01

41°10'N-73°08'W

# ILS RWY 6

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>060°</b>	Rwy Idg TDZE Apt Elev	<b>4677</b> <b>7</b> <b>10</b>
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# RNAV (GPS) RWY 6

IGOR I. SIKORSKY MEMORIAL (BDR)

<b>▽</b> GPS or RNP-0.3 required.	MISSED APPROACH: Climb to 1800 direct MILUM WP and hold.	
<b>▲</b> NA	DME/DME RNP-0.3 NA.	

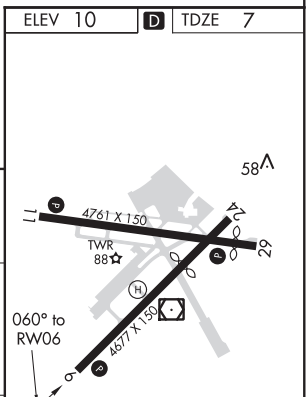
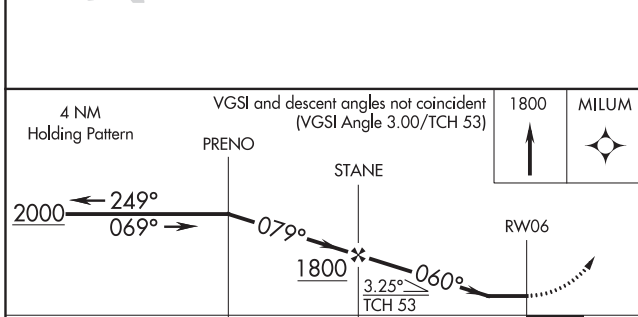
ATIS <b>119.15</b>	NEW YORK APP CON <b>124.075 343.65</b>	BRIDGEPORT RADIO <b>122.2</b>	BRIDGEPORT TOWER* <b>120.90</b> (CTAF) <b>257.8</b>	GND CON <b>121.75 257.8</b>	CLNC DEL <b>121.75 *124.075</b> *when tower closed
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 10	<b>D</b> TDZE 7
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CATEGORY	A	B	C	D
LNVA MDA	400-1	393 (400-1)	400-1½	393 (400-1½)
CIRCLING	420-1 410 (500-1)	620-1 610 (700-1)	620-1¾ 610 (700-1¾)	820-2½ 810 (900-2½)

REIL Rwy 6, 11, 24, and 29 **L**  
HIRL Rwy 6-24 and 11-29 **L**

BRIDGEPORT, CONNECTICUT

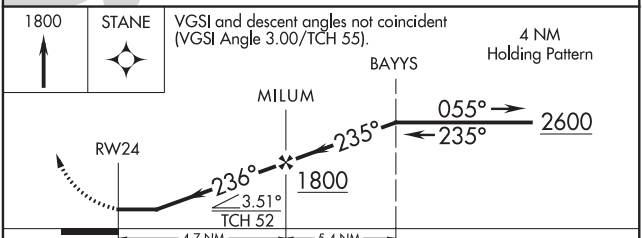
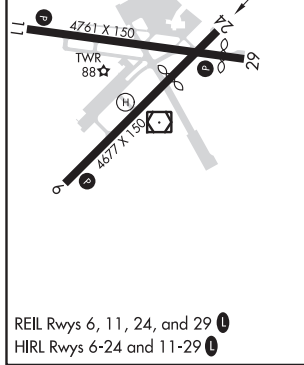
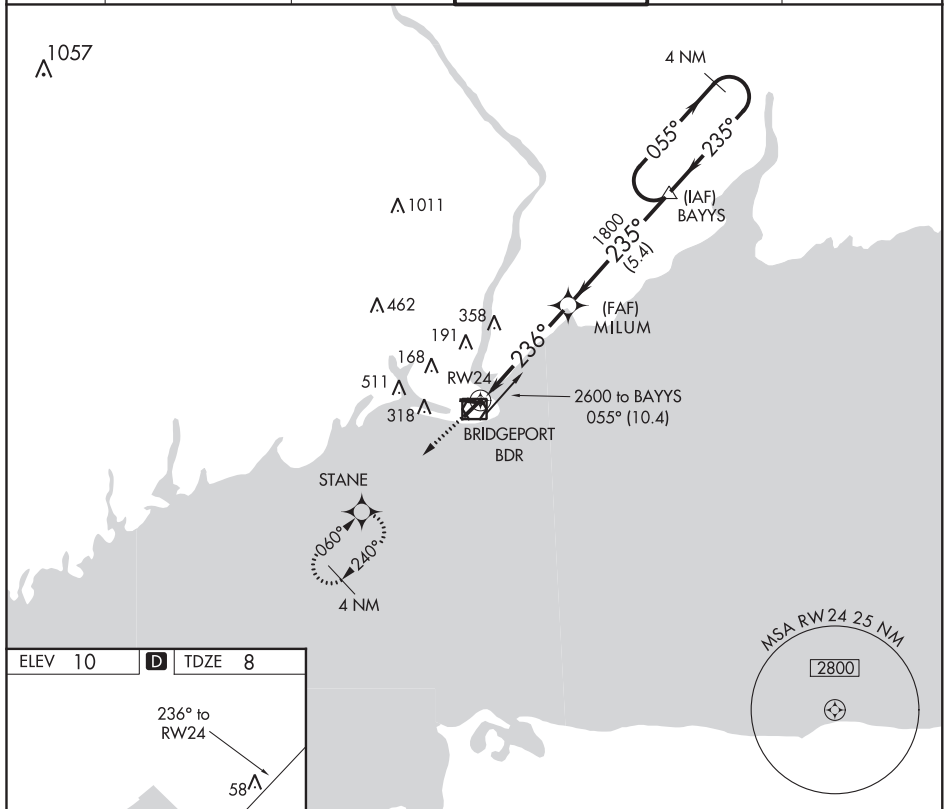
AL-621 (FAA)

16035

APP CRS <b>236°</b>	Rwy Idg TDZE Apt Elev	<b>3220</b> <b>8</b> <b>10</b>
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**RNAV (GPS) RWY 24**  
IGOR I. SIKORSKY MEMORIAL (BDR)

DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 1800 direct STANE WP and hold.		
ATIS <b>119.15</b>	NEW YORK APP CON <b>124.075 343.65</b>	BRIDGEPORT RADIO <b>122.2</b>	BRIDGEPORT TOWER* <b>120.9</b> (CTAF) <b>257.8</b>	GND CON <b>121.75 257.8</b>
				CLNC DEL <b>121.75 *124.075</b> *when tower closed



CATEGORY	A	B	C	D
LNAV MDA	460-1	452 (500-1)	460-1¼ 452 (500-1¼)	460-1½ 452 (500-1½)
CIRCLING	460-1 450 (500-1)	620-1 610 (700-1)	620-1¾ 610 (700-1¾)	820-2½ 810 (900-2½)

BRIDGEPORT, CONNECTICUT  
Orig-A 25JUN15

41°10'N-73°08'W

IGOR I. SIKORSKY MEMORIAL (BDR)  
**RNAV (GPS) RWY 24**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

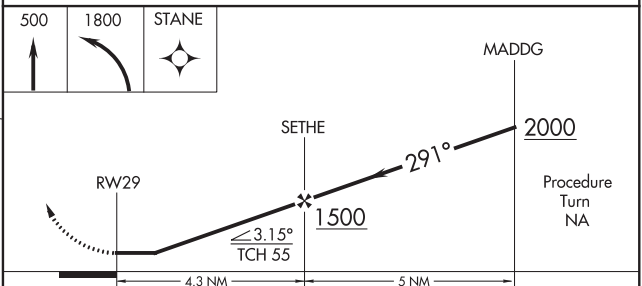
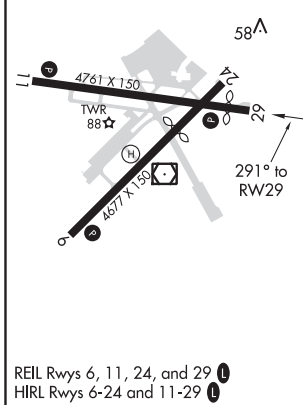
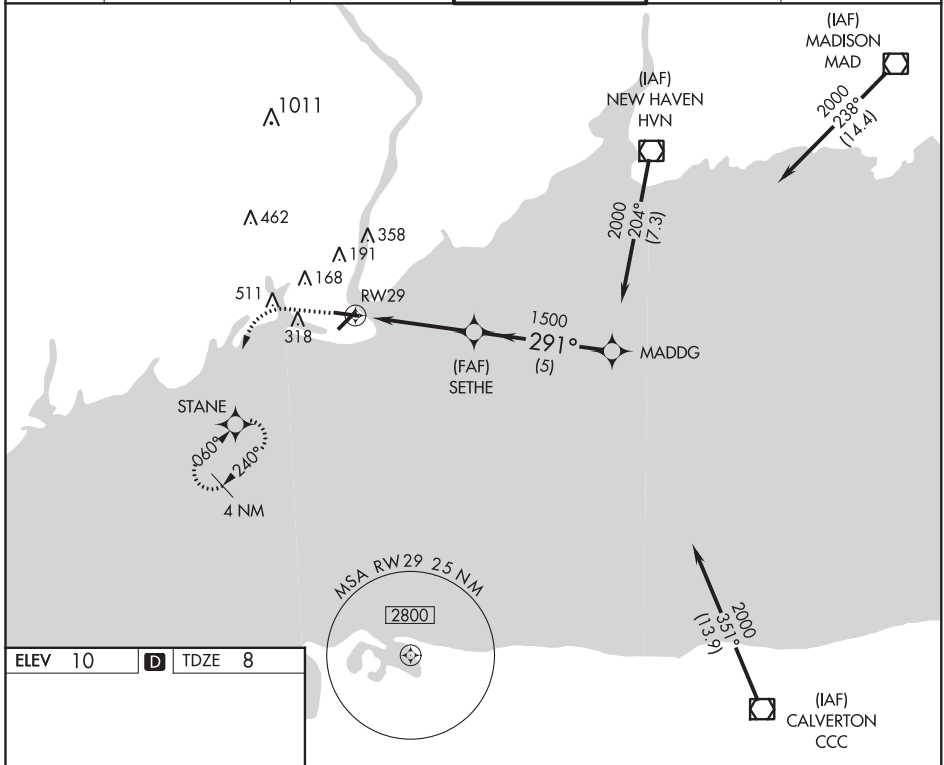
APP CRS <b>291°</b>	Rwy Idg TDZE Apt Elev	<b>4397</b> <b>8</b> <b>10</b>
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# RNAV (GPS) RWY 29

IGOR I. SIKORSKY MEMORIAL (B.D.R.)

<b>▽</b> GPS or RNP-0.3 required.	MISSED APPROACH: Climb to 500, then climbing left turn to 1800 direct STANE WP and hold.
<b>▲</b> NA	DME/DME RNP-0.3 NA.

ATIS <b>119.15</b>	NEW YORK APP CON <b>124.075 343.65</b>	BRIDGEPORT RADIO <b>122.2</b>	BRIDGEPORT TOWER* <b>120.9</b> (CTAF) <b>257.8</b>	GND CON <b>121.75 257.8</b>	CLNC DEL <b>121.75 *124.075</b> *when tower closed
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CATEGORY	A	B	C	D
LNAV MDA	380-1 372 (400-1)			380-1 ¼ 372 (400-1 ¼)
CIRCLING	420-1 410 (500-1)	620-1 610 (700-1)	620-1 ¾ 610 (700-1 ¾)	820-2 ½ 810 (900-2 ½)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

BRIDGEPORT, CONNECTICUT

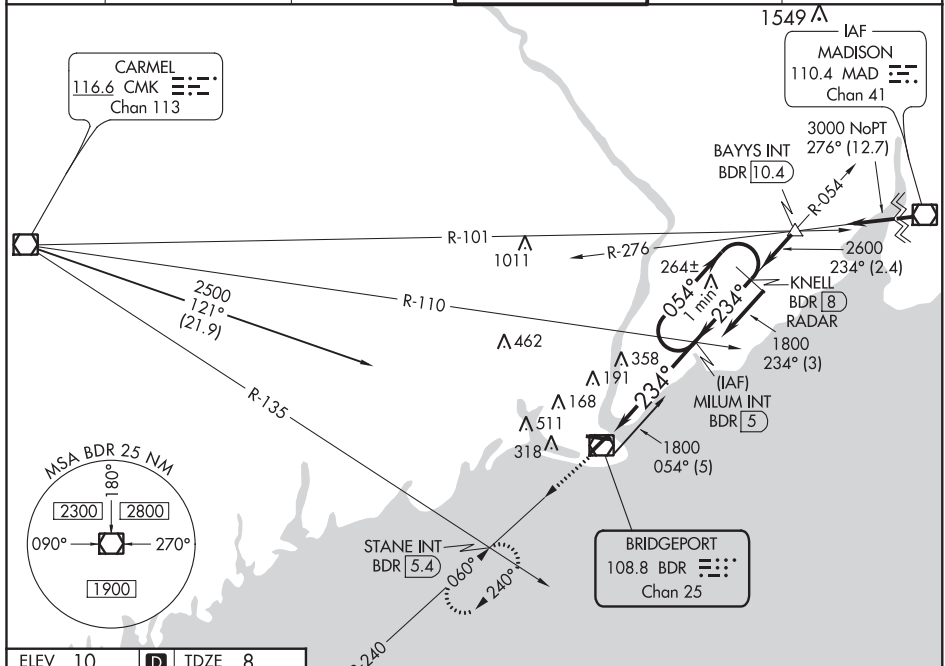
AL-621 (FAA)

16035

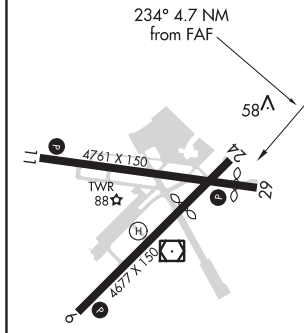
VOR/DME BDR <b>108.8</b> Chan 25	APP CRS <b>234°</b>	Rwy Idg <b>3220</b> TDZE <b>8</b> Apt Elev <b>10</b>
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**VOR RWY 24**  
IGOR I. SIKORSKY MEMORIAL (BDR)

<p><b>ATIS 119.15</b></p>		<p><b>NEW YORK APP CON 124.075 343.65</b></p>		<p><b>BRIDGEPORT RADIO 122.2</b></p>		<p><b>BRIDGEPORT TOWER* 120.9 (CTAF) 257.8</b></p>		<p><b>GND CON 121.75 257.8</b></p>		<p><b>CLNC DEL 121.75 *124.075</b> *when tower closed</p>	
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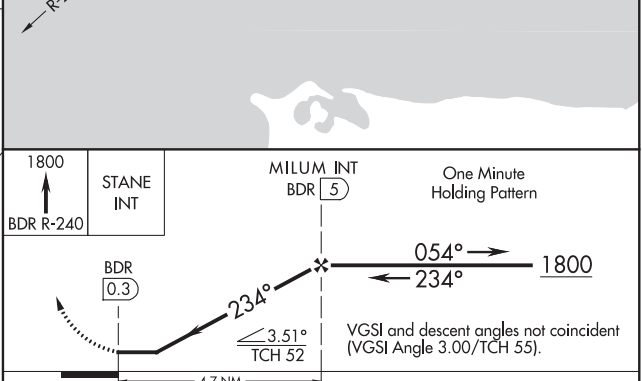
ELEV 10	<b>D</b>	TDZE 8
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REIL Rwy's 6, 11, 24, and 29  
HIRL Rwy's 6-24 and 11-29

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-24	500-1	492 (500-1)	500-1¼ 492 (500-1¼)	500-1½ 492 (500-1½)
CIRCLING	500-1 490 (500-1)	620-1 610 (700-1)	620-1¾ 610 (700-1¾)	820-2½ 810 (900-2½)

BRIDGEPORT, CONNECTICUT  
Amdt 16 06SEP01

41°10'N-73°08'W

IGOR I. SIKORSKY MEMORIAL (BDR)  
**VOR RWY 24**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



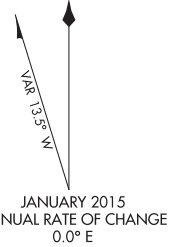
16035  
**AIRPORT DIAGRAM**

AL-621 (FAA)

**IGOR I. SIKORSKY MEMORIAL (B.D.R.)**  
 BRIDGEPORT, CONNECTICUT

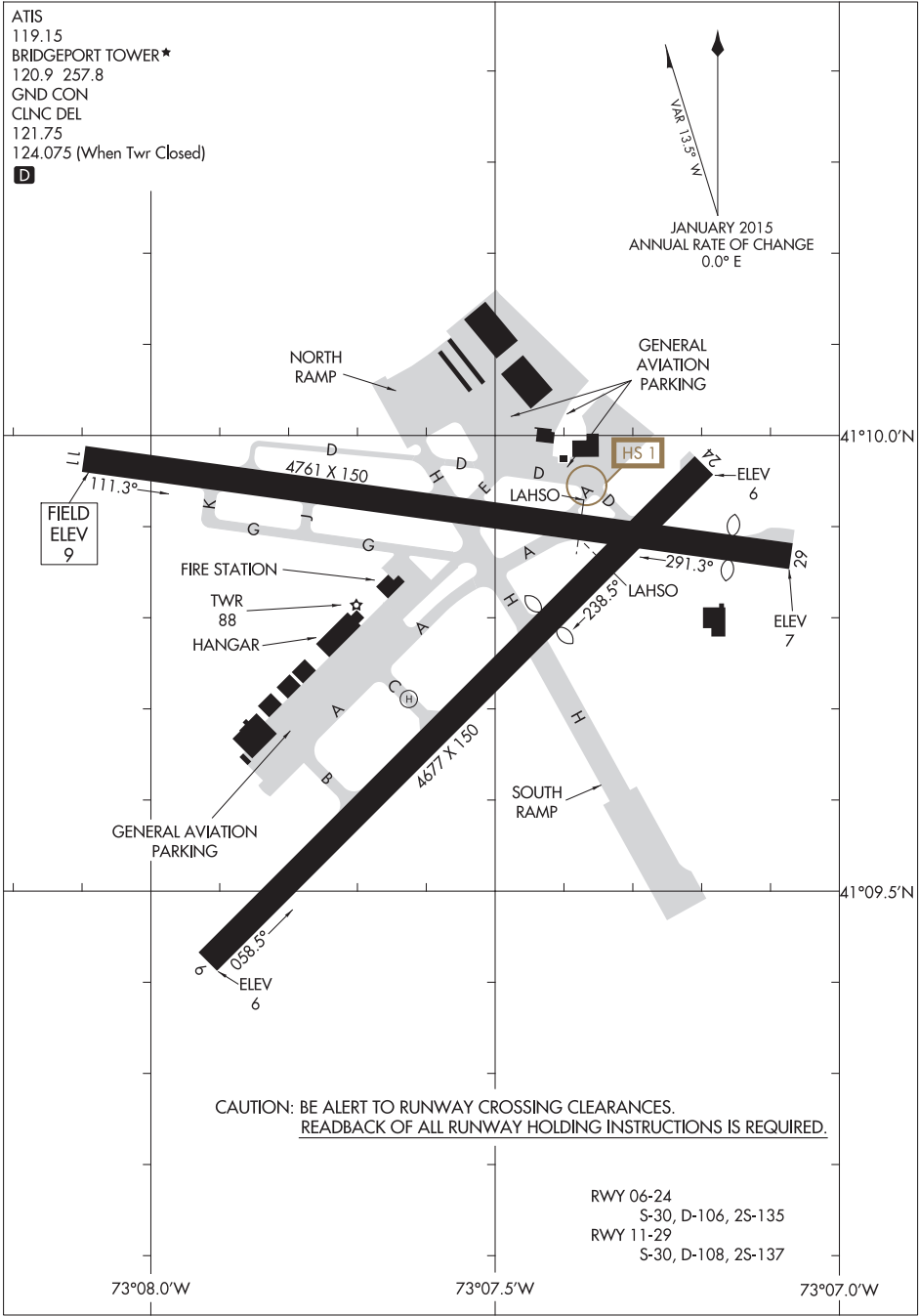
ATIS  
 119.15  
 BRIDGEPORT TOWER★  
 120.9 257.8  
 GND CON  
 CLNC DEL  
 121.75  
 124.075 (When Twr Closed)

**D**



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.**  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 06-24  
 S-30, D-106, 2S-135  
 RWY 11-29  
 S-30, D-108, 2S-137

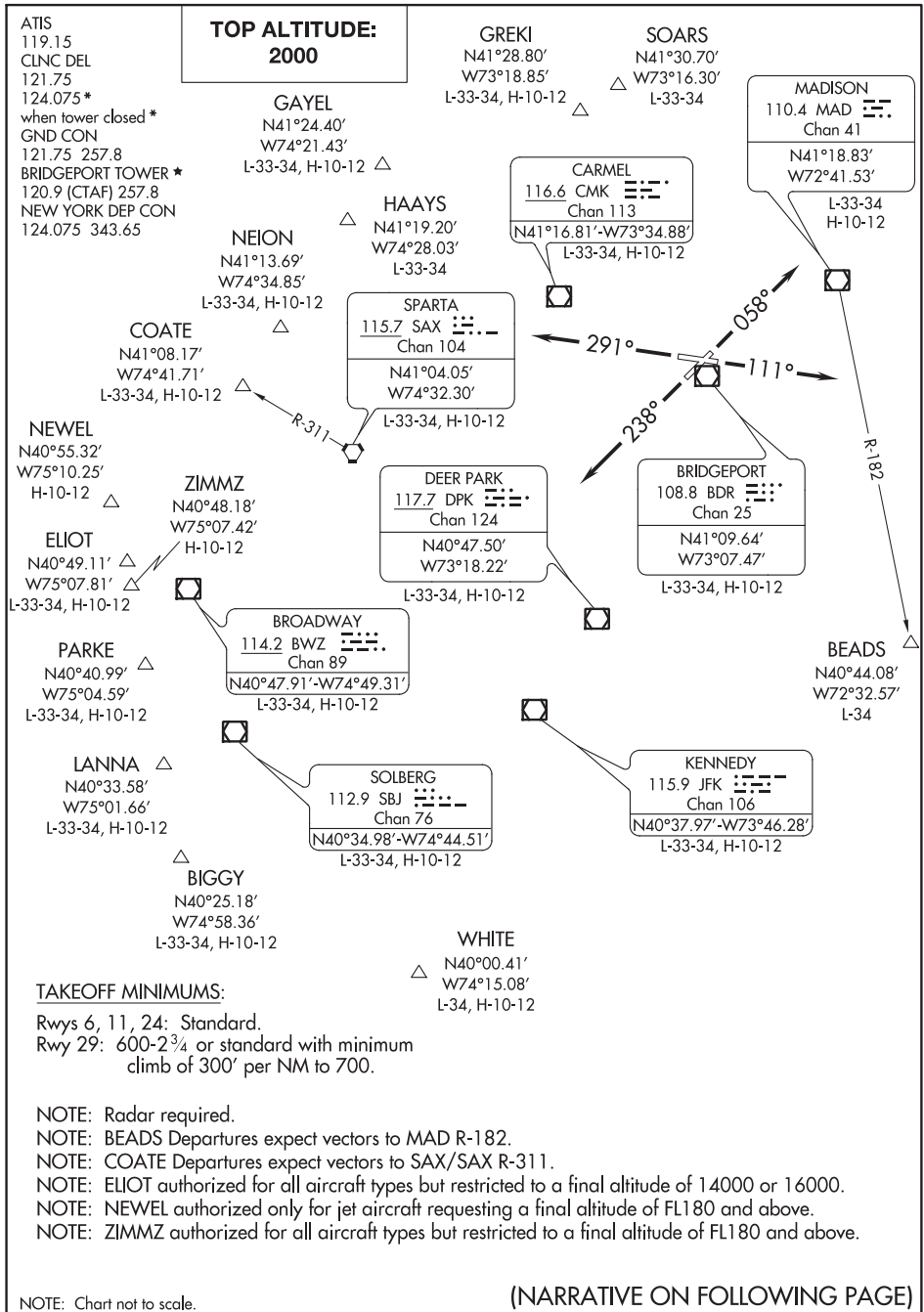
16035  
**AIRPORT DIAGRAM**

**IGOR I. SIKORSKY MEMORIAL (B.D.R.)**  
 BRIDGEPORT, CONNECTICUT

# BRIDGEHAVEN NINE DEPARTURE

SL-621 (FAA)

BRIDGEPORT, CONNECTICUT



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

### TAKEOFF MINIMUMS:

Rwys 6, 11, 24: Standard.  
 Rwy 29: 600-2¾ or standard with minimum climb of 300' per NM to 700.

NOTE: Radar required.

NOTE: BEADS Departures expect vectors to MAD R-182.

NOTE: COATE Departures expect vectors to SAX/SAX R-311.

NOTE: ELIOT authorized for all aircraft types but restricted to a final altitude of 14000 or 16000.

NOTE: NEWEL authorized only for jet aircraft requesting a final altitude of FL180 and above.

NOTE: ZIMMZ authorized for all aircraft types but restricted to a final altitude of FL180 and above.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# BRIDGEHAVEN NINE DEPARTURE

BRIDGEPORT, CONNECTICUT



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 058°, thence. . . .

TAKEOFF RUNWAY 11: Climb heading 111°, thence. . . .

TAKEOFF RUNWAY 24: Climb heading 238°, thence. . . .

TAKEOFF RUNWAY 29: Climb heading 291°, thence. . . .

. . . .Expect vectors to assigned route/fix. Maintain 2000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 6: Fence 14' from DER, 95' left of centerline, 17' AGL/18' MSL.

Vehicles on road beginning 79' from DER, 1' right of centerline, up to 15' AGL/25' MSL.

Rwy 11: Vehicles on road beginning 195' from DER, 127' left of centerline, up to 15' AGL/28' MSL.

Vehicles on road and poles beginning 207' from DER, 6' right of centerline, up to 73' AGL/73' MSL.

Rwy 24: Vehicles on road beginning 484' from DER, 537' right of centerline, up to 15' AGL/25' MSL.

Rwy 29: Building 555' from DER, 622' right of centerline, 57' AGL/59' MSL.

Stack 2.2 NM from DER, 275' left of centerline, 497' AGL/512' MSL.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-BXM <b>109.3</b> Chan 30	APP CRS <b>012°</b>	Rwy Idg <b>8000</b> TDZE <b>63</b> Apt Elev <b>75</b>
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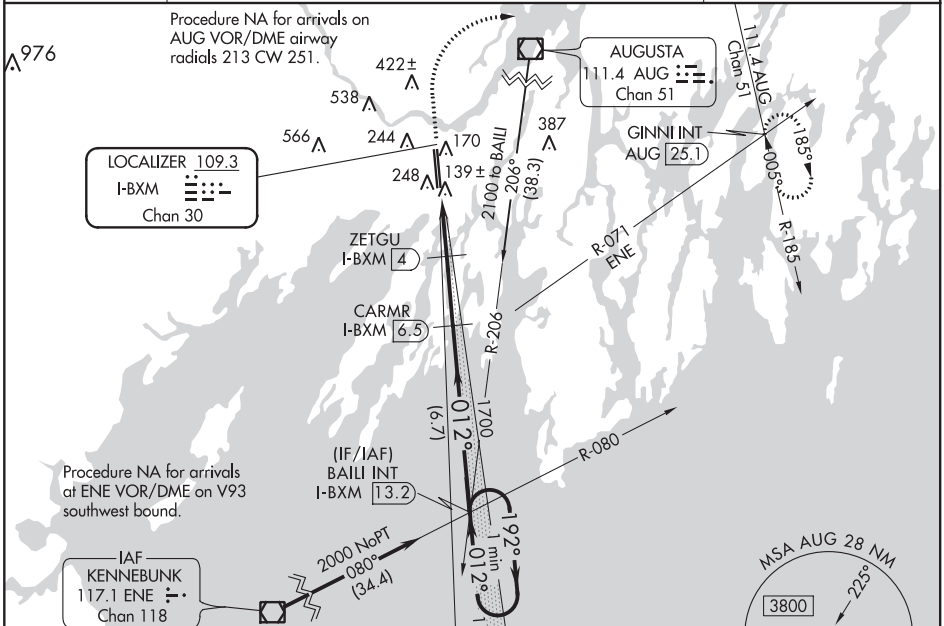
# ILS or LOC RWY 1R

BRUNSWICK EXECUTIVE (BXM)

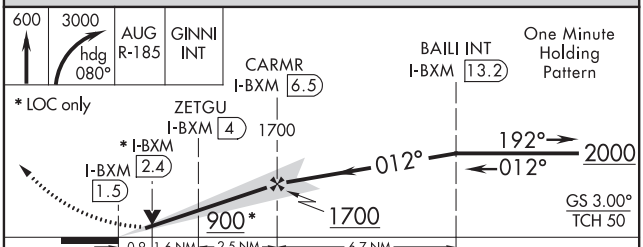
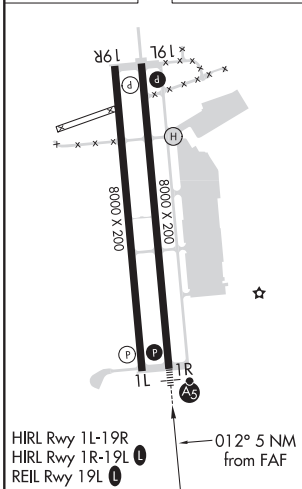
**NA** DME required. VDP NA when using Portland altimeter setting. When local altimeter setting not received, use Portland altimeter setting and increase S-ILS 1R DA to 314; increase all MDA 60 feet; increase S-LOC 1R Cats C/D visibilities 1/2 SM and Circling Cat C/D visibilities 1/4 SM.

**MALSR**  
**AS** MISSED APPROACH: Climb to 600 then climbing right turn to 3000 on heading 080° and AUG VOR/DME R-185 to GINNI INT/AUG 25.1 DME and hold.

AWOS-AV <b>134.875</b>	PORTLAND APP CON * (112°-292°) <b>119.75 381.2</b> (293°-111°) <b>120.4 299.2</b>	UNICOM <b>122.725 (CTAF)</b> <b>U</b>
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ELEV	75	TDZE	63
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CATEGORY	A	B	C	D
S-ILS 1R		263-1/2	200 (200-1/2)	
S-LOC 1R		400-1/2	337 (400-1/2)	
<b>C</b> CIRCLING	560-1	485 (500-1)	840-2 1/4 765 (800-2 1/4)	840-2 1/2 765 (800-2 1/2)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>69415</b> <b>W01A</b>	APP CRS <b>013°</b>	Rwy Idg <b>8000</b> TDZE <b>63</b> Apt Elev <b>75</b>
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# RNAV (GPS) RWY 1R

BRUNSWICK EXECUTIVE (BXM)

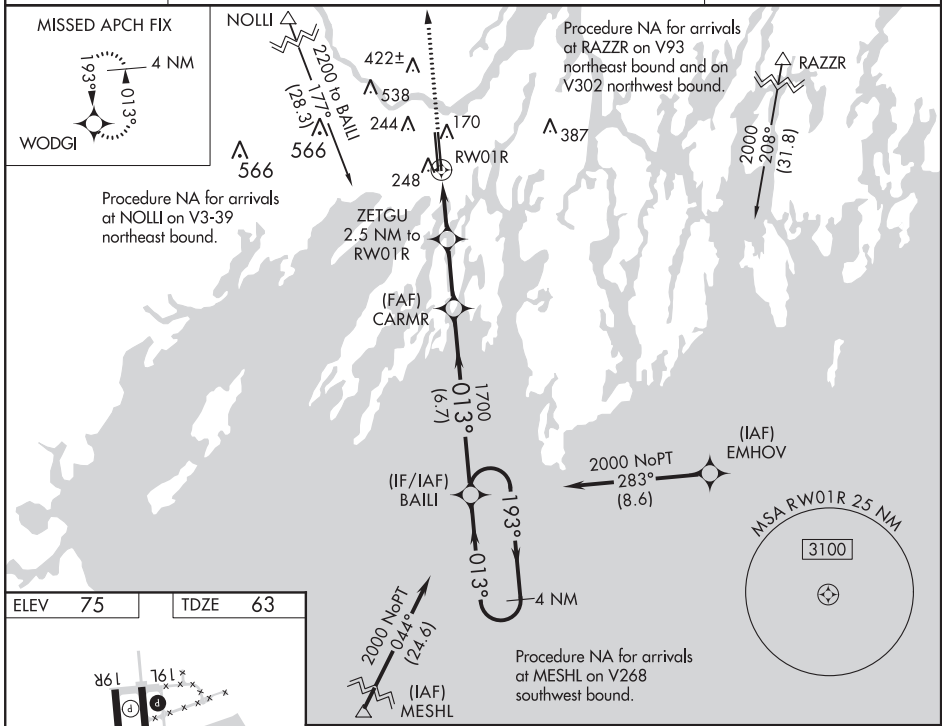
**⚠** Baro-VNAV NA when using Portland altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°F (5°F) or above 54°F (130°F). DME/DME RNP-0.3 NA. VDP NA when using Portland altimeter setting. When local altimeter setting not received, use Portland altimeter setting and increase LPV DA to 314, LNAV/VNAV DA to 461 and all LNAV/VNAV visibilities ¼ SM; increase all MDA 60 feet and LNAV Cat C/D visibilities ¼ SM and Circling Cat C/D visibilities ¼ SM. For inop ALS when using Portland altimeter setting, increase LNAV Cat C/D visibility to 1 ⅜ SM.

MALSR

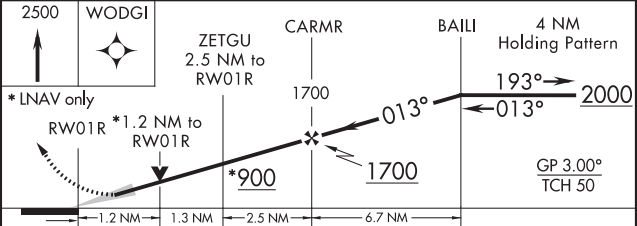
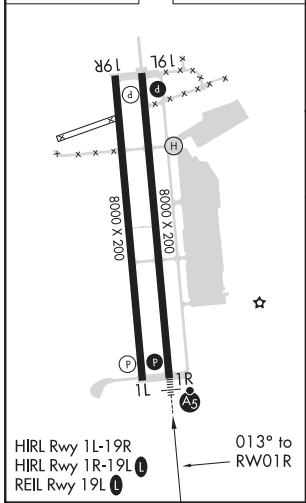


**MISSED APPROACH:**  
Climb to 2500 direct WODGI and hold.

AWOS-AV <b>134.875</b>	PORTLAND APP CON ★ (112°-292°) <b>119.75 381.2</b> (293°-111°) <b>120.4 299.2</b>	UNICOM <b>122.725</b> (CTAF) <b>0</b>
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ELEV 75	TDZE 63
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CATEGORY	A	B	C	D
LPV DA		263-½	200 (200-½)	
LNAV/VNAV DA		410-⅝	347 (400-⅝)	
LNAV MDA	500-½	437 (500-½)	500-¾	437 (500-¾)
<b>C</b> CIRCLING	560-1	485 (500-1)	840-2¼ 765 (800-2¼)	840-2½ 765 (800-2½)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>72815</b> <b>W19A</b>	APP CRS <b>193°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>74</b> <b>75</b>
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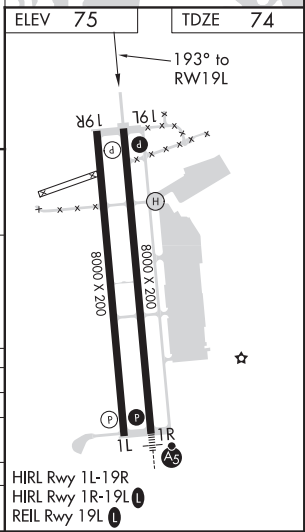
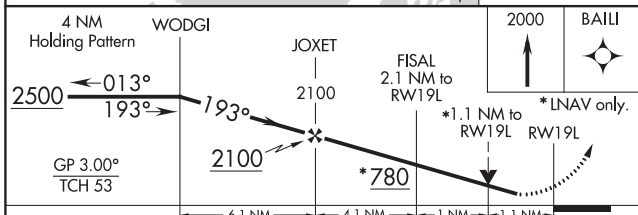
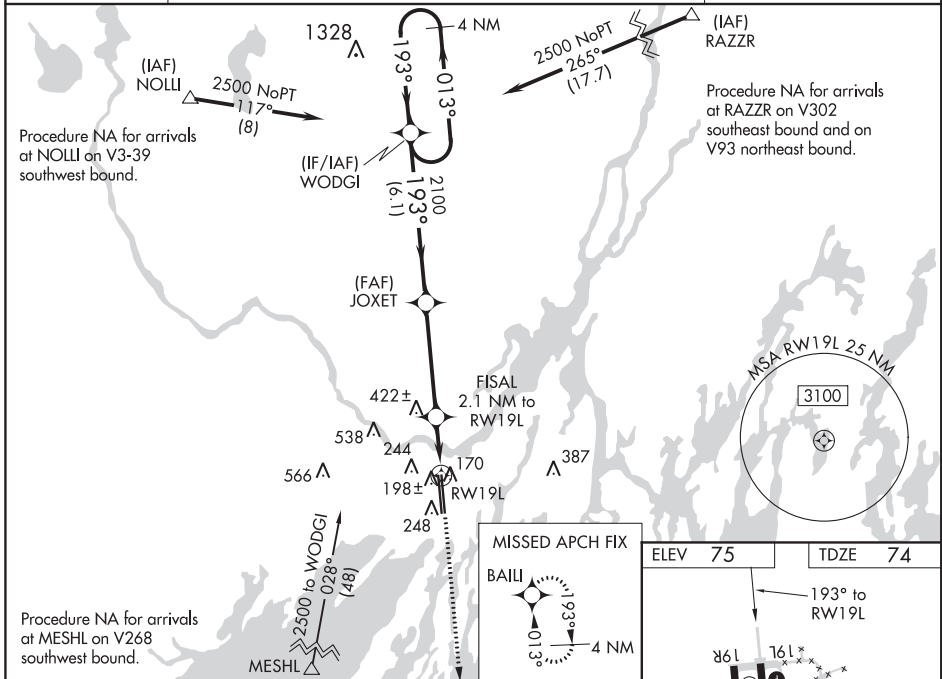
# RNAV (GPS) RWY 19L

BRUNSWICK EXECUTIVE (BXM)

**NA** When VGSI inop, Circling Rwy 1L NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). Inop table does not apply to LPV all Cats. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA with Portland altimeter setting. When local altimeter setting not received, use Portland altimeter setting and increase all DA 51 feet and all MDA 60 feet and increase LNAV Cats C and D visibility 1/8 mile. For inop ALSF-1, increase LNAV/VNAV all Cats visibility to 3/8, LNAV Cats A and B visibility to 1 and LNAV Cats C and D visibility to 1 1/8. For inop ALSF-1 when using Portland altimeter setting, increase LNAV/VNAV all Cats visibility to 1/8 and LNAV Cats A and B visibility to 1.

**MISSED APPROACH:**  
Climb to 2000 direct BAILI and hold.

AWOS-AV <b>134.875</b>	PORTLAND APP CON * (112°-292°) <b>119.75 381.2</b> (293°-111°) <b>120.4 299.2</b>	UNICOM <b>122.725</b> (CTAF) <b>1</b>
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CATEGORY	A	B	C	D
LPV DA		331-3/4	257 (300-3/4)	
LNAV/VNAV DA		359-3/4	285 (300-3/4)	
LNAV MDA		460-3/4	386 (400-3/4)	
CIRCLING	560-1	485 (500-1)	560-1 1/2 485 (500-1 1/2)	640-2 565 (600-2)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

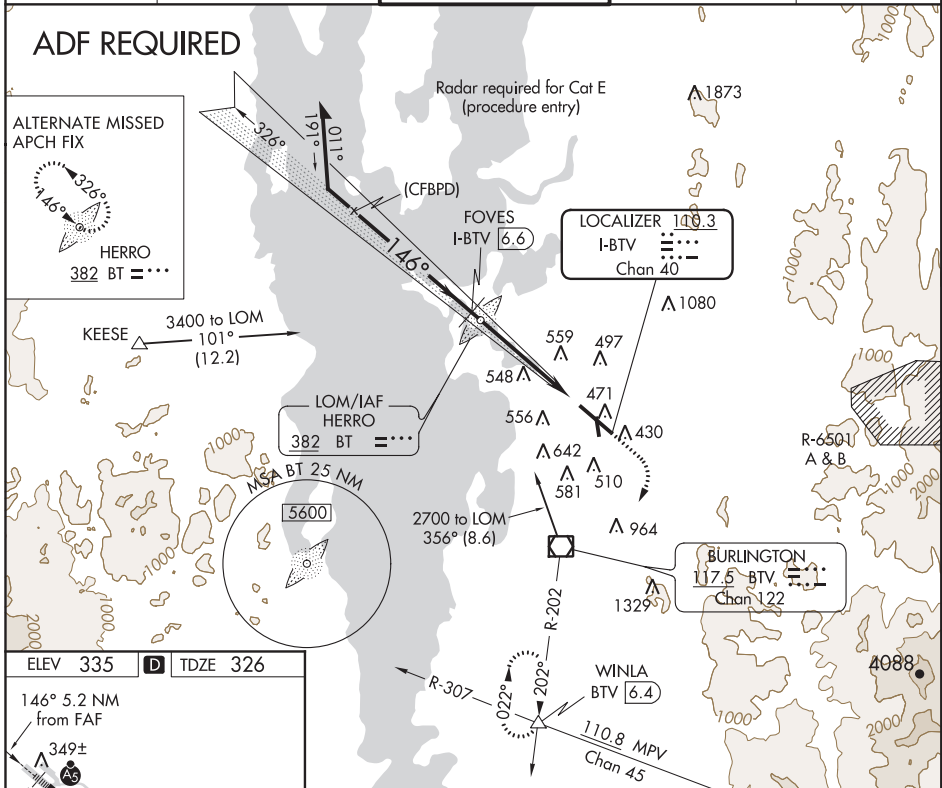
LOC/DME I-BTV <b>110.3</b> Chan <b>40</b>	APP CRS <b>146°</b>	Rwy Idg TDZE Apt Elev <b>7820</b> <b>326</b> <b>335</b>
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# ILS or LOC/DME RWY 15

BURLINGTON INTL (BTV)

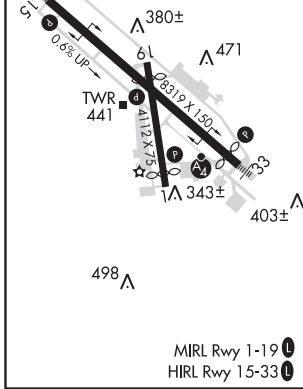
<p><b>▲</b> For inop MALSR, increase S-LOC 15 Cat C, D, and E visibility to RVR 5000. Night landing: Rwy 1 NA. DME required.</p> <p><b>⚠</b> * RVR 1800 authorized with the use of FD or AP or HUD to DA.</p>	<p><b>MALSR</b> <b>AS</b></p>	<p><b>MISSED APPROACH:</b> Climb to 800 then climbing right turn to 3000 direct BTV VOR/DME on BTV VOR/DME R-202 to WINLA INT/BTV 6.4 DME and hold.</p>
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ATIS <b>123.8 269.9</b>	BURLINGTON APP CON * <b>121.1 278.8</b>	BURLINGTON TOWER * <b>118.3 (CTAF) 0 257.8</b>	BURLINGTON RADIO <b>122.6 255.4</b>	GND CON <b>126.3 348.6</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



<p>Remain within 10 NM</p> <p>BT LOM 2400</p> <p>800 3000 BTV BTV WINLA</p> <p>↑ ↷ □ △</p> <p>* LOC only. * I-BTV 2.5 Procedure turn NA for Cat E.</p>
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CATEGORY	A	B	C	D	E
S-ILS 15	* 526/24 200 (200-½)				
S-LOC 15	700/24	374 (400-½)	700/35 374 (400-¾)		
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	1200-2½ 865 (900-2½)	1380-3	1045 (1100-3)

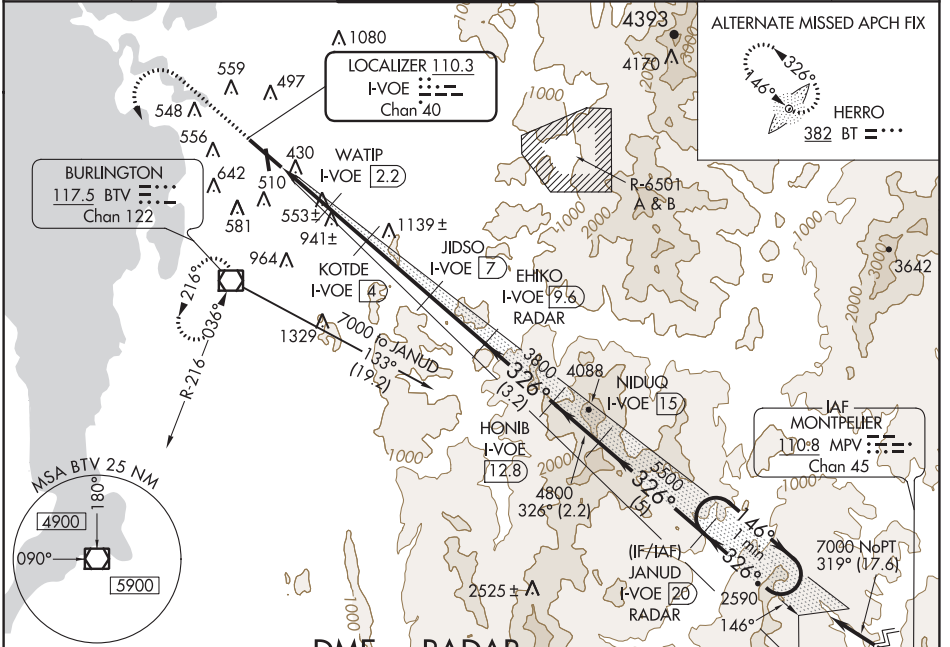
LOC/DME I-VOE <b>110.3</b> Chan 40	APP CRS <b>326°</b>	Rwy Idg TDZE Apt Elev <b>7819</b> <b>335</b> <b>335</b>
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# ILS or LOC/DME RWY 33

BURLINGTON INTL (BTV)

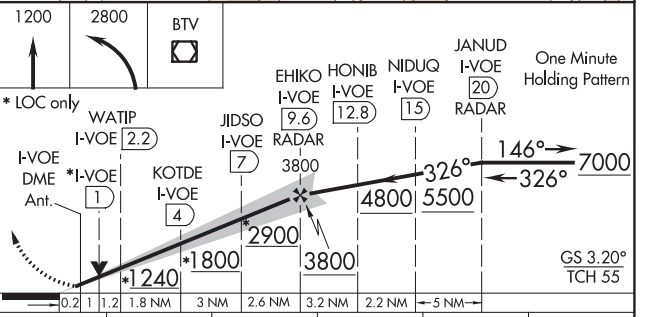
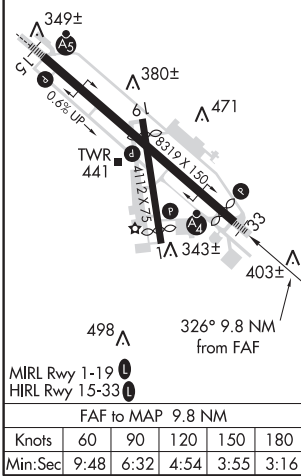
<b>⚠</b> Circling to Rwy 1 NA at night. Inoperative table does not apply to S-LOC 33 Cats C, D, and E. Inoperative table does not apply to S-ILS all Cats. Autopilot coupled approaches NA.	<b>MALSF</b> 	<b>MISSED APPROACH:</b> Climb to 1200 then climbing left turn to 2800 direct BTV VOR/DME and hold, continue climb-in-hold to 2800.
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<b>ATIS</b> <b>123.8 269.9</b>	<b>BURLINGTON APP CON *</b> <b>121.1 278.8</b>	<b>BURLINGTON TOWER *</b> <b>118.3 (CTAF) 0 257.8</b>	<b>BURLINGTON RADIO</b> <b>122.6 255.4</b>	<b>GND CON</b> <b>126.3 348.6</b>	<b>CLNC DEL</b> <b>119.15</b>
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ELEV 335	<b>D</b>	TDZE 335
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## DME or RADAR REQUIRED



CATEGORY	A	B	C	D	E
S-ILS 33	535/40 200 (200-34)		585/50 250 (300-1)		NA
S-LOC 33	820/40 485 (500-34)		820/60 485 (500-1 1/4) 485 (500-1 1/2)	820-1 1/2	820-1 3/4 485 (500-1 3/4)
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	860-1 1/2 525 (600-1 1/2)	1000-2 665 (700-2)	1280-3 945 (1000-3)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



APP CRS	Rwy Idg	<b>3386</b>
<b>018°</b>	TDZE	<b>333</b>
	Apt Elev	<b>335</b>

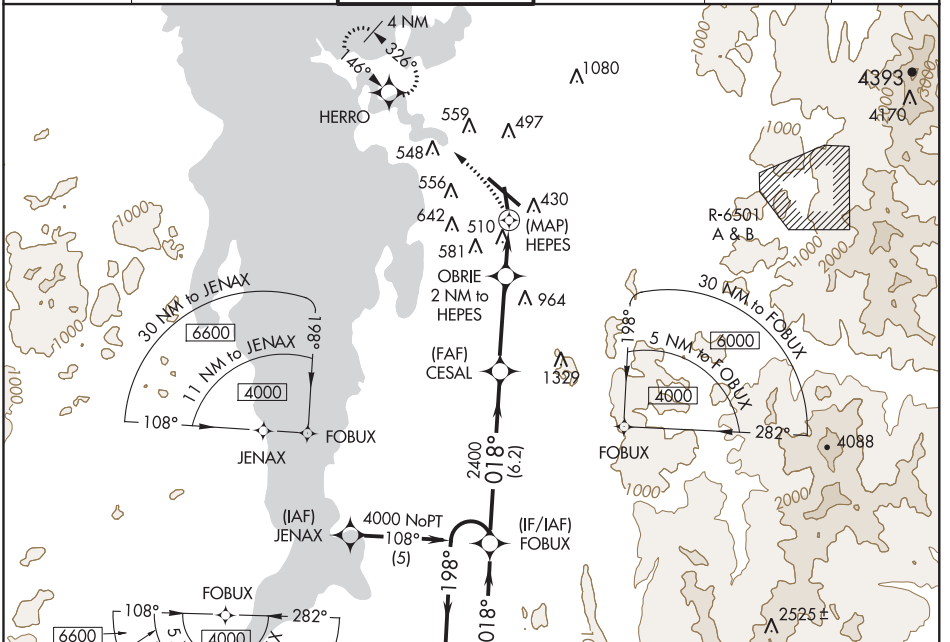
# RNAV (GPS) RWY 1

BURLINGTON INTL (BTV)

**NA** Rwy 1 Straight-in and Circling minimums NA at night.  
 Helicopter visibility reduction below 1SM NA.  
 DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climbing left turn to 3000 direct HERRO WP and hold.

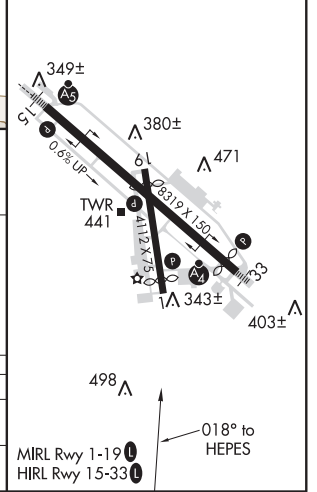
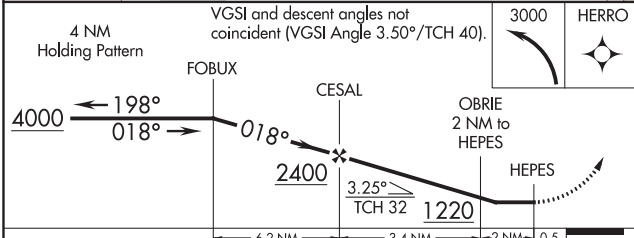
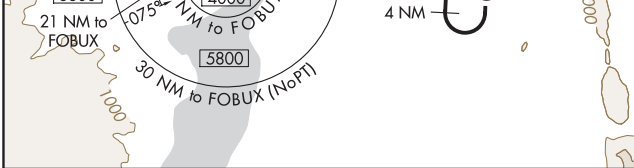
ATIS	BURLINGTON APP CON *	BURLINGTON TOWER *	BURLINGTON RADIO	GND CON	CLNC DEL
<b>123.8 269.9</b>	<b>121.1 278.8</b>	<b>118.3 (CTAF) 257.8</b>	<b>122.6 255.4</b>	<b>126.3 348.6</b>	<b>119.15</b>



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 335	<b>D</b> TDZE 333
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CATEGORY	A	B	C	D
LNVA MDA	760-1	426 (500-1)	760-1½ 426 (500-1½)	NA
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	860-1½ 525 (600-1½)	1000-2 665 (700-2)

BURLINGTON, VERMONT

AL-70 (FAA)

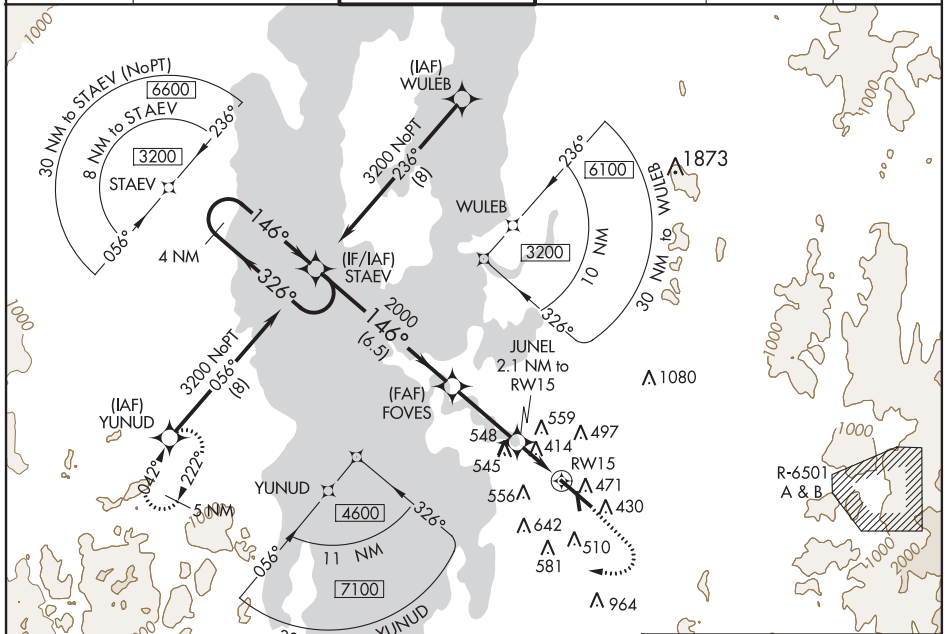
16203

WAAS CH <b>72736</b> <b>W15A</b>	APP CRS <b>146°</b>	Rwy Idg TDZE Apt Elev	<b>7820</b> <b>326</b> <b>335</b>
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# RNAV (GPS) RWY 15

BURLINGTON INTL (BTV)

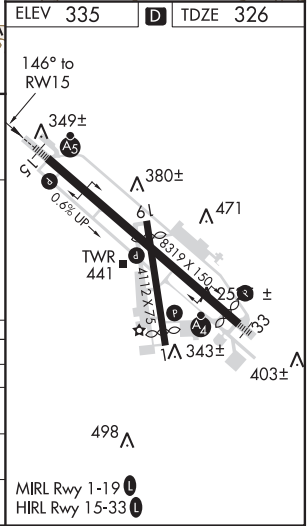
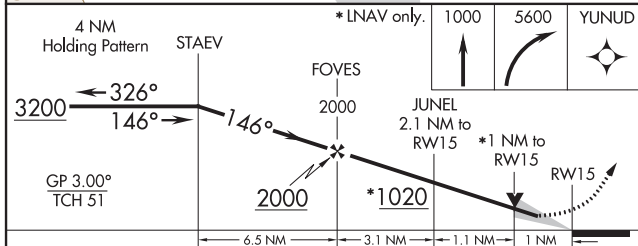
-1.4°C/7°F	For uncompensated Baro-VNAV systems, procedure NA below -19°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Night landing; Rwy 1 NA.	MALSR	MISSED APPROACH: Climb to 1000 then climbing right turn to 5600 direct YUNUD and hold. Continue climb-in-hold to 5600.
ATIS <b>123.8 269.9</b>	BURLINGTON APP CON * <b>121.1 278.8</b>	BURLINGTON TOWER * <b>118.3 (CTAF) 257.8</b>	BURLINGTON RADIO <b>122.6 255.4</b>
GND CON <b>126.3 348.6</b>		CLNC DEL <b>119.15</b>	



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 335	TDZE 326
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CATEGORY	A	B	C	D
LPV DA		526/24	200 (200-½)	
LNAV/VNAV DA		645/30	319 (400-¾)	
LNAV MDA	680/24	354 (400-½)	680/30	354 (400-¾)
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	1200-2½ 865 (900-2½)	1380-3 1045 (1100-3)

BURLINGTON, VERMONT  
Amdt 1 30APR15

44°28'N-73°09'W

# RNAV (GPS) RWY 15

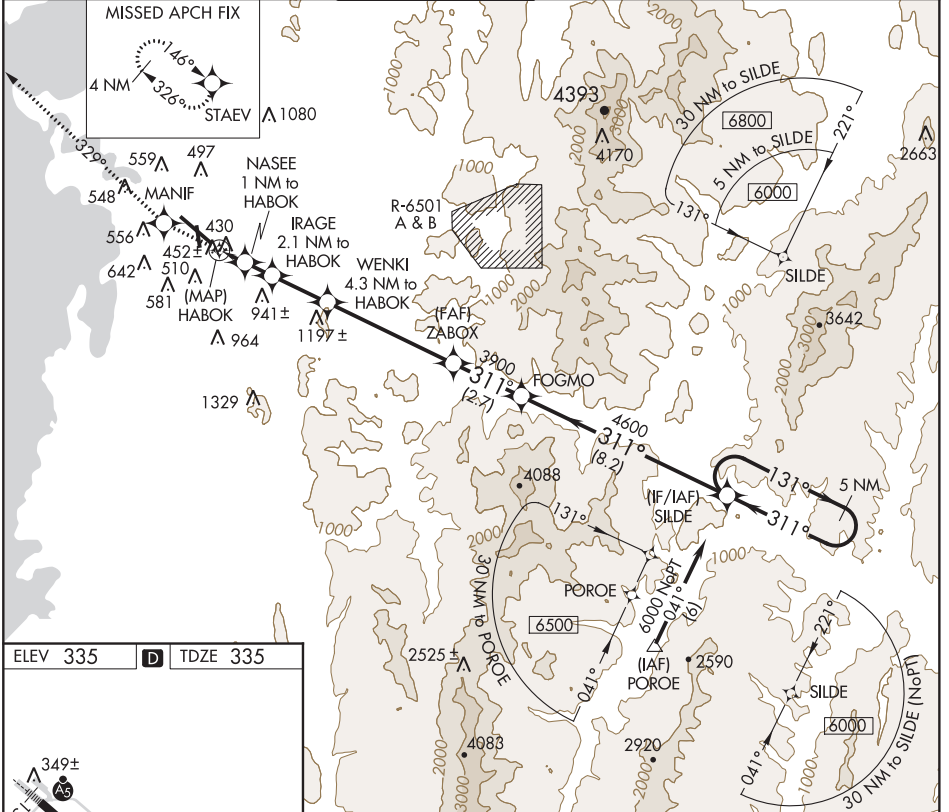
APP CRS	Rwy Idg	<b>7819</b>
<b>311°</b>	TDZE	<b>335</b>
	Apt Elev	<b>335</b>

# RNAV (GPS) Y RWY 33

BURLINGTON INTL (BTV)

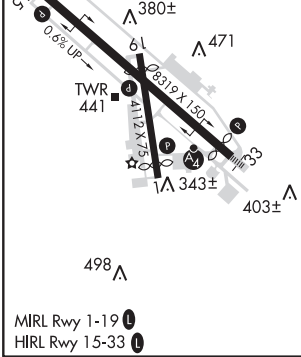
Circling to Rwy 1 NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. -14°C/7°F	MALS	MISSED APPROACH: Climb to 3000 direct MANIF and via track 329° to STAEV and hold.
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ATIS	BURLINGTON APP CON *	BURLINGTON TOWER *	BURLINGTON RADIO	GND CON	CLNC DEL
<b>123.8 269.9</b>	<b>121.1 278.8</b>	<b>118.3 (CTAF) 0 257.8</b>	<b>122.6 255.4</b>	<b>126.3 348.6</b>	<b>119.15</b>



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 335	<b>D</b>	TDZE 335
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3000	MANIF	tr 329°	STAEV	WENKI 4.3 NM to HABOK	ZABOX	FOGMO	SILDE	5 NM Holding Pattern
				IRAGE 2.1 NM to HABOK				
				NASEE HABOK 1 NM to HABOK				
				HABOK HABOK				
				3.47° TCH 53	940	1320	2120	3900
								4600
								311° 131° 6000
								VGSI and descent angles not coincident. (VGSI Angle 3.20/TCH 53).
								0.5 1 NM 1.1 NM 2.2 NM 5 NM 2.7 NM 8.2 NM
CATEGORY	A	B	C	D	E			
LNAV MDA	720/40	385 (400-3/4)	720/60	385 (400-1/4)				
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	860-1 1/2 525 (600-1 1/2)	1000-2 665 (700-2)	1280-3 945 (1000-3)			

BURLINGTON, VERMONT

AL-70 (FAA)

16203

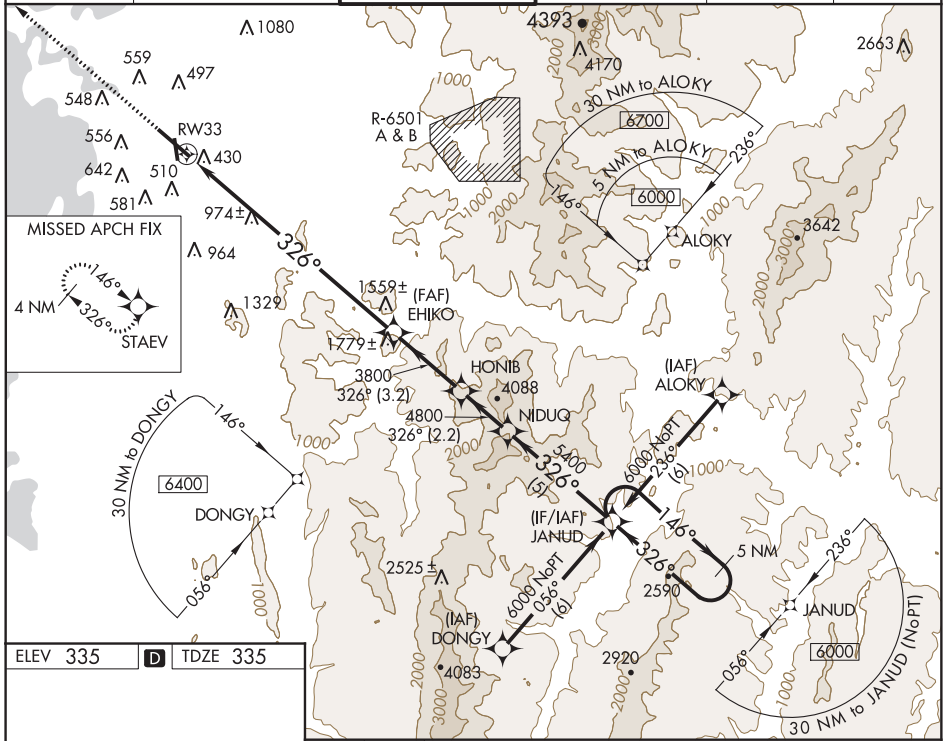
WAAS CH <b>65812</b> <b>W33A</b>	APP CRS <b>326°</b>	Rwy Idg <b>7819</b> TDZE <b>335</b> Apt Elev <b>335</b>
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# RNAV (GPS) Z RWY 33

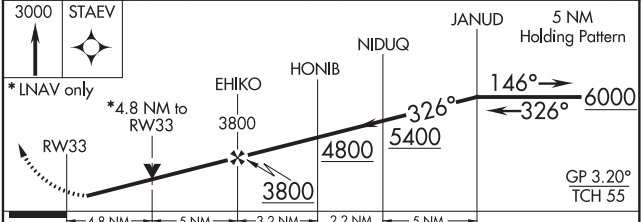
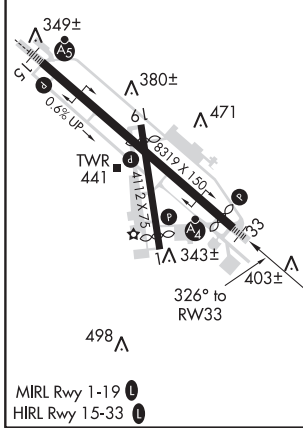
BURLINGTON INTL (BTV)

		<b>MISSED APPROACH:</b> Climb to 3000 direct STAEV and hold.

BURLINGTON APP CON *	BURLINGTON TOWER *	BURLINGTON RADIO	GND CON	CLNC DEL
<b>121.1 278.8</b>	<b>118.3 (CTAF) 257.8</b>	<b>122.6 255.4</b>	<b>126.3 348.6</b>	<b>119.15</b>



ELEV 335	<b>D</b>	TDZE 335
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CATEGORY	A	B	C	D	E
LPV DA	535/40	200 (200-3/4)	585/50	250 (300-1)	
LNAV/VNAV DA	1782-5 1447 (1500-5)				
LNAV MDA	2000/60 1665 (1700-1 1/4)	2000-1 1/2 1665 (1700-1 1/2)	2000-3	1665 (1700-3)	
CIRCLING	2000-1 1/4 1665 (1700-1 1/4)	2000-1 1/2 1665 (1700-1 1/2)	2000-3	1665 (1700-3)	

BURLINGTON, VERMONT  
Orig-A 15NOV12

44°28'N-73°09'W

# RNAV (GPS) Z RWY 33

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

VOR/DME BTV <b>117.5</b> Chan <b>122</b>	APP CRS <b>036°</b>	Rwy Idg TDZE <b>334</b> Apt Elev <b>335</b>
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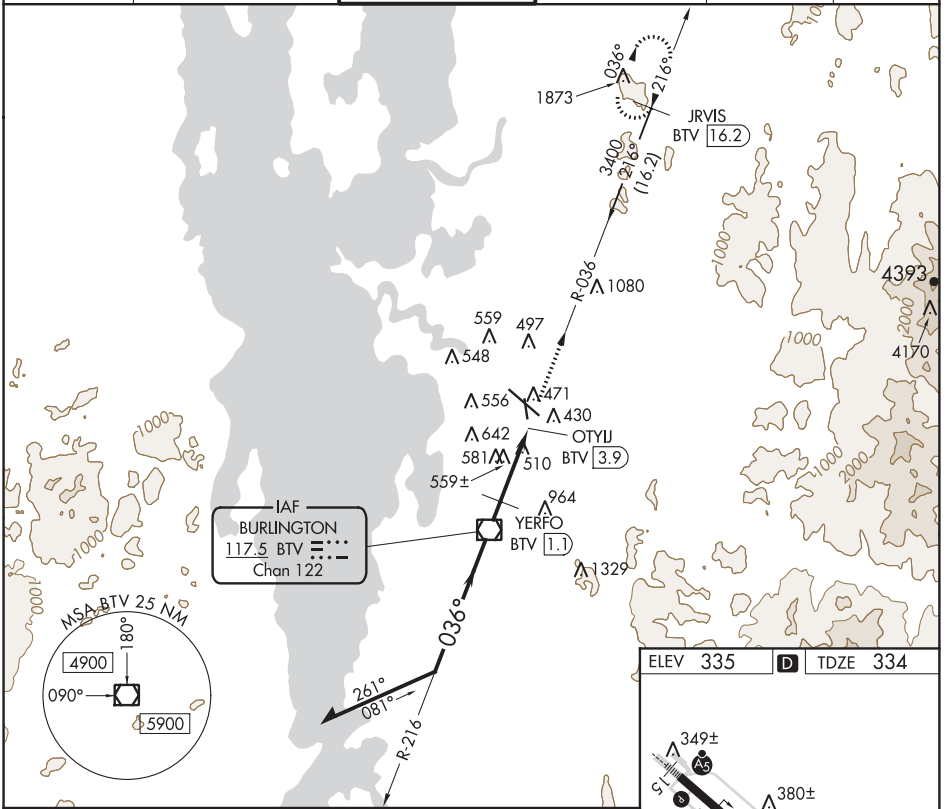
# VOR/DME RWY 1

BURLINGTON INTL (BTV)

**⚠** Helicopter visibility reduction below 1 SM NA.  
**❄** -14°C/7°F Night landing: Rwy 1 NA.

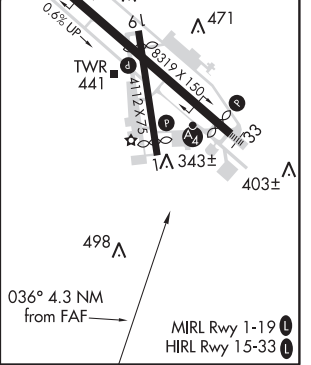
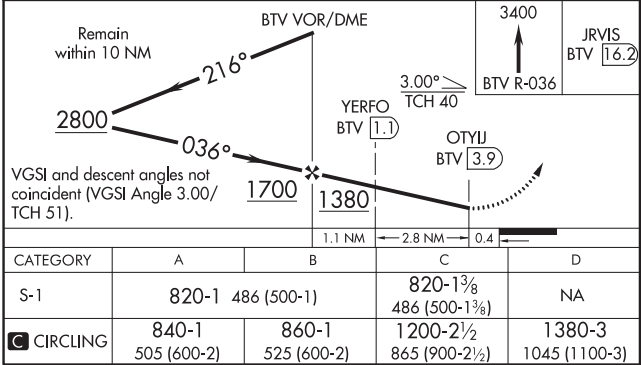
MISSED APPROACH: Climb to 3400 on BTV VOR/DME R-036 to JRVIS 16.2 DME and hold.

ATIS <b>123.8 269.9</b>	BURLINGTON APP CON * <b>121.1 278.8</b>	BURLINGTON TOWER * <b>118.3</b> (CTAF) <b>257.8</b>	BURLINGTON RADIO <b>122.6 255.4</b>	GND CON <b>126.3 348.6</b>	CLNC DEL <b>119.15</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



BURLINGTON, VERMONT  
 Orig 30APR15

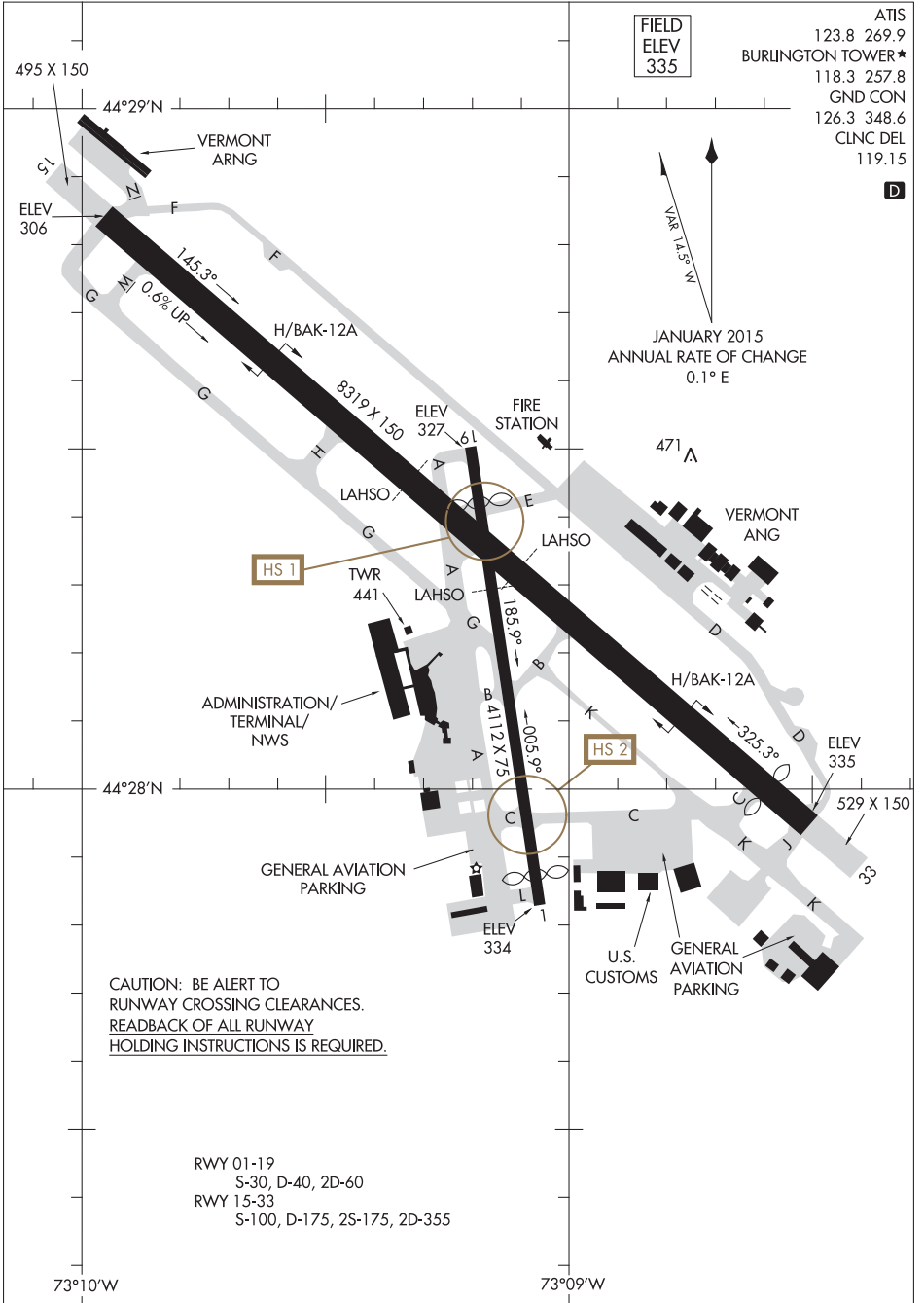
44°28'N-73°09'W  
 117

# BURLINGTON INTL (BTV) VOR/DME RWY 1

# AIRPORT DIAGRAM

AL-70 (FAA)

BURLINGTON INTL (BTV)  
BURLINGTON, VERMONT



CAUTION: BE ALERT TO  
RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY  
HOLDING INSTRUCTIONS IS REQUIRED.

RWY 01-19  
S-30, D-40, 2D-60  
RWY 15-33  
S-100, D-175, 2S-175, 2D-355

FIELD  
ELEV  
335

ATIS  
123.8 269.9  
BURLINGTON TOWER★  
118.3 257.8  
GND CON  
126.3 348.6  
CLNC DEL  
119.15

VAR 11.5° M  
JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.1° E

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM


16203


BURLINGTON, VERMONT  
BURLINGTON INTL (BTV)


# BURLINGTON EIGHT DEPARTURE


ATIS  
123.8 269.9  
BURLINGTON GND CON  
126.3 348.6  
BOSTON CENTER  
120.35 342.25  
BURLINGTON TOWER ★  
118.3 257.8  
BURLINGTON DEP CON  
121.1 278.8  
BURLINGTON RADIO  
122.6 255.4


**TOP ALTITUDE:  
10000**


ST JEAN  
115.8 YJN   
Chan 105  
N45°15.35'-W73°19.28'  
L-32, H-12


SHERBROOKE  
113.2 YSC   
Chan 79  
N45°18.99'-W71°47.29'  
L-32, H-11


BANGOR  
114.8 BGR   
Chan 95  
N44°50.51'-W68°52.44'  
L-32, H-11


MASSENA  
114.1 MSS   
Chan 88  
N44°54.87'-W74°43.36'  
L-32, H-11-12


BERLIN  
110.4 BML   
Chan 41  
N44°38.00'-W71°11.17'  
L-32


MONTPELIER  
110.8 MPV   
Chan 45  
N44°05.13'-W72°26.96'  
L-32


SARANAC LAKE  
109.2 SLK   
Chan 29  
N44°23.07'-W74°12.27'  
L-32


BURLINGTON  
117.5 BTV   
Chan 122  
N44°23.83'-W73°10.96'  
L-32, H-11-12


LEBANON  
113.7 LEB   
Chan 84  
N43°40.73'-W72°12.96'  
L-32


WATERTOWN  
109.8 ART   
Chan 35  
N43°57.13'-W76°03.88'  
L-32, H-11-12

GLENS FALLS  
110.2 GFL   
Chan 39  
N43°20.50'-W73°36.71'  
L-32

KEENE  
109.4 EEN   
Chan 31  
N42°47.66'-W72°17.51'  
L-32-33,  
H-11-12

SYRACUSE  
117.0 SYR   
Chan 117  
N43°09.63'-W76°12.27'  
L-32, H-11-12

ALBANY  
115.3 ALB   
Chan 100  
N42°44.84'-W73°48.19'  
L-32-33-34, H-10-11-12

CAMBRIDGE  
115.0 CAM   
Chan 97  
N42°59.66'-W73°20.64'  
L-32-34, H-11-12

### TAKEOFF MINIMUMS:

- Rwy 1: Standard with minimum climb of 360' per NM to 6000.
- Rwy 15: Standard with minimum climb of 375' per NM to 5900.
- Rwy 19: Standard with minimum climb of 345' per NM to 5900.
- Rwy 33: Standard with minimum climb of 340' per NM to 5900.

NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

# BURLINGTON EIGHT DEPARTURE

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# BURLINGTON EIGHT DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1, 15, 19, 33: Climb on assigned heading for vectors to filed navaid, fix, or airway to 10000 or assigned lower altitude. Expect filed altitude ten minutes after departure.

### TAKEOFF OBSTACLE NOTES:

- Rwy 1: Trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL.  
Trees beginning 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL.
- Rwy 15: Bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL.  
Trees beginning 1418' from DER, 358' right of centerline, up to 27' AGL/387' MSL.  
Hopper and trees beginning 1801' from DER, 377' left of centerline, up to 63' AGL/403' MSL. Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL.
- Rwy 19: Trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL.  
Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL.
- Rwy 33: Pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL.  
Trees beginning 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



WAAS CH <b>77539</b> <b>W01A</b>	APP CRS <b>004°</b>	Rwy Idg TDZE <b>620</b> Apt Elev <b>620</b>	<b>4003</b>
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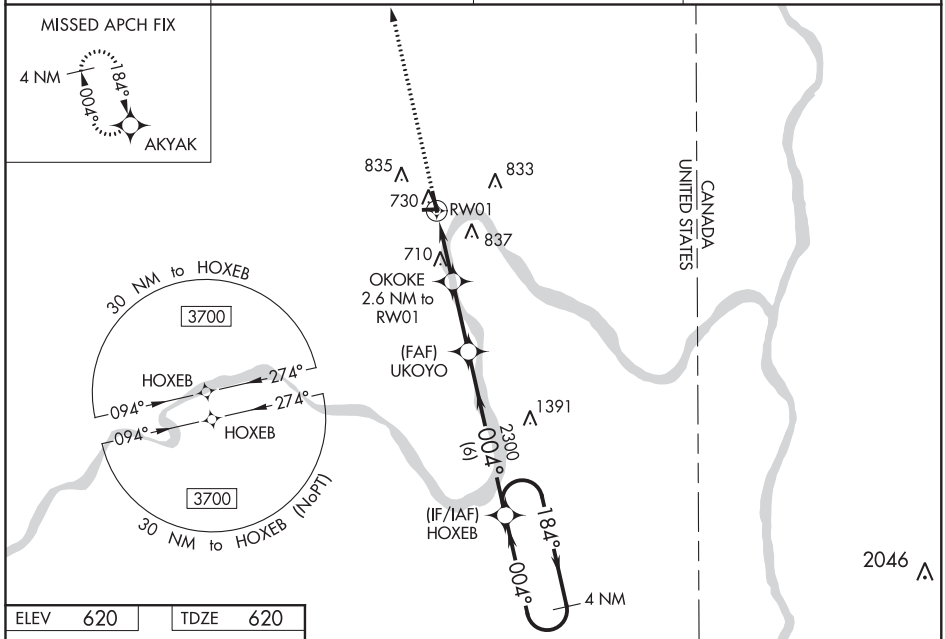
# RNAV (GPS) RWY 1

CARIBOU MUNI (CAR)

**NA** Baro-VNAV NA when using Presque Isle altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Presque Isle altimeter setting and increase all DA 38 feet and all MDA 40 feet. Increase Circling Cat D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 1, 11, 29 NA.

**MISSED APPROACH:** Climb to 3000 direct AKYAK and hold.

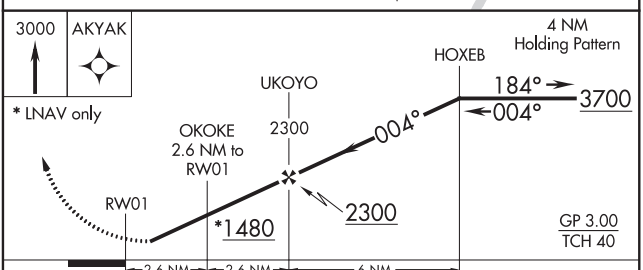
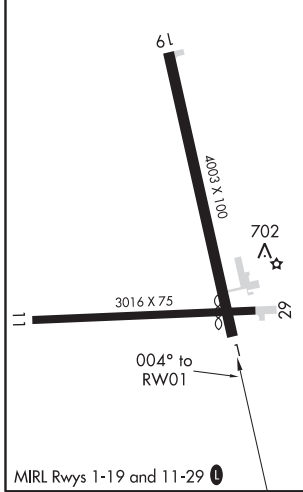
ASOS <b>135.125</b>	BOSTON CENTER <b>124.75 239.05</b>	CLNC DEL <b>124.75</b>	UNICOM <b>122.8 (CTAF) 0</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV <b>620</b>	TDZE <b>620</b>
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CATEGORY	A	B	C	D
LPV DA		870-1	250 (300-1)	
LNAV/VNAV DA		872-1	252 (300-1)	
LNAV MDA		960-1	340 (400-1)	
<b>C</b> CIRCLING	1140-1	520 (600-1)	1140-1½ 520 (600-1½)	1400-2½ 780 (800-2½)

WAAS CH <b>65639</b> W19A	APP CRS <b>184°</b>	Rwy Idg TDZE Apt Elev	<b>4003</b> <b>620</b> <b>620</b>
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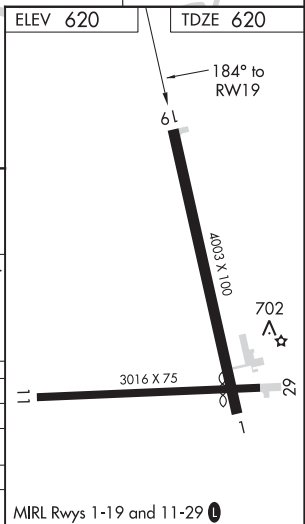
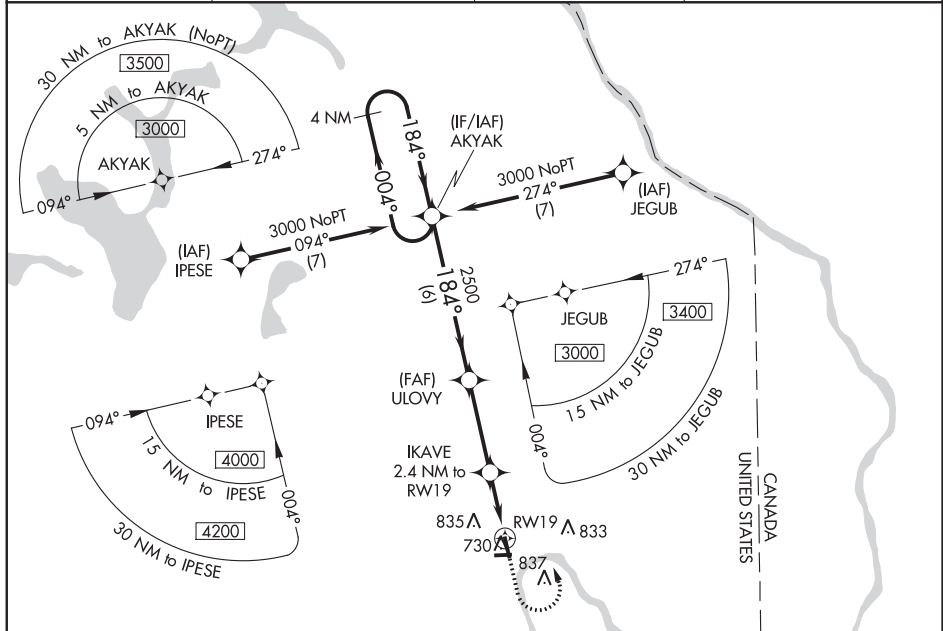
# RNAV (GPS) RWY 19

CARIBOU MUNI (CAR)

**NA** Baro-VNAV and VDP NA when using Presque Isle altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Presque Isle altimeter setting and increase all DA 38 feet and all MDA 40 feet. Increase LNAV Cats C,D visibility 1/8 mile and Circling Cat D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA. Night Landing: Rwy 1, 11, 29 NA.

**MISSED APPROACH:** Climb to 1300 then climbing left turn to 3000 direct AKYAK and hold.

ASOS <b>135.125</b>	BOSTON CENTER <b>124.75 239.05</b>	CLNC DEL <b>124.75</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4 NM Holding Pattern	AKYAK	ULOVY	IKAVE	3000	AKYAK
3000 ← 004°	← 184° →	184°	2500	↑ 1300	↻ 3000
GP 3.00° TCH 40		*1420	*1 NM to RW19	*LNAV only.	
	← 6 NM →	← 3.4 NM →	← 1.4 NM →	← 1 NM →	
CATEGORY	A	B	C	D	
LPV DA		870-1	250 (300-1)		
LNAV/VNAV DA		894-1	274 (300-1)		
LNAV MDA		980-1	360 (400-1)		
CIRCLING	1140-1	520 (600-1)	1140-1 1/2 520 (600-1 1/2)	1400-2 1/2 780 (800-2 1/2)	

CARIBOU, MAINE

AL-5033 (FAA)

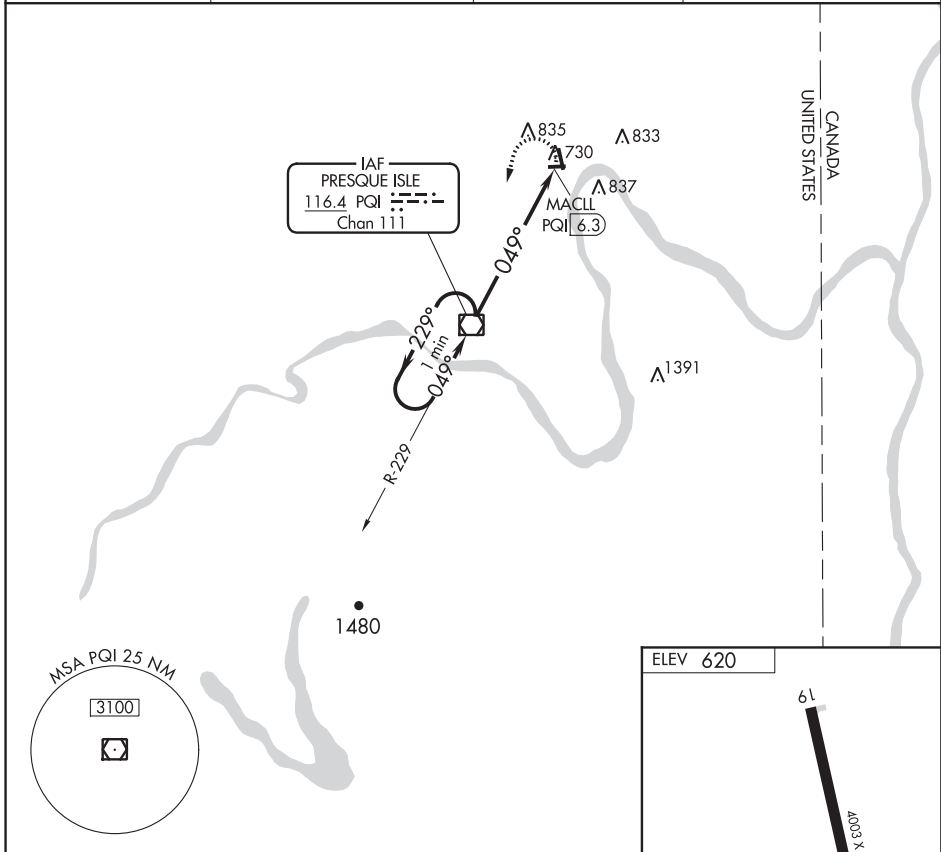
16315

VOR/DME PQI <b>116.4</b> Chan <b>111</b>	APP CRS <b>049°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>620</b>
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**VOR-A**  
CARIBOU MUNI (CAR)

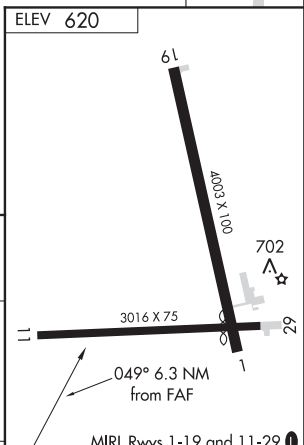
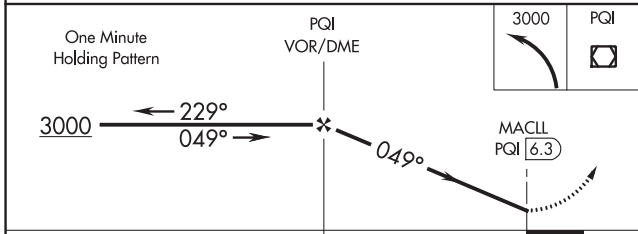
Circling to Rwy 11, 1, 29 NA at night. -27°C/-17°F Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climbing left turn to 3000 direct PQI VOR/DME and hold.
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ASOS <b>135.125</b>	BOSTON CENTER <b>124.75 239.05</b>	CLNC DEL <b>124.75</b>	UNICOM <b>122.8 (CTAF)</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	FAF to MAP 6.3 NM					
CIRCLING	1140-1	520 (600-1)	1140-1½ 520 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	6:18	4:12	3:09	2:31	2:06

CARIBOU, MAINE  
Amdt 11A 06FEB14

46°52'N-68°01'W  
123

CARIBOU MUNI (CAR)  
**VOR-A**

CHATHAM, MASSACHUSETTS

AL-5247 (FAA)

14261

APP CRS <b>240°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>64</b>
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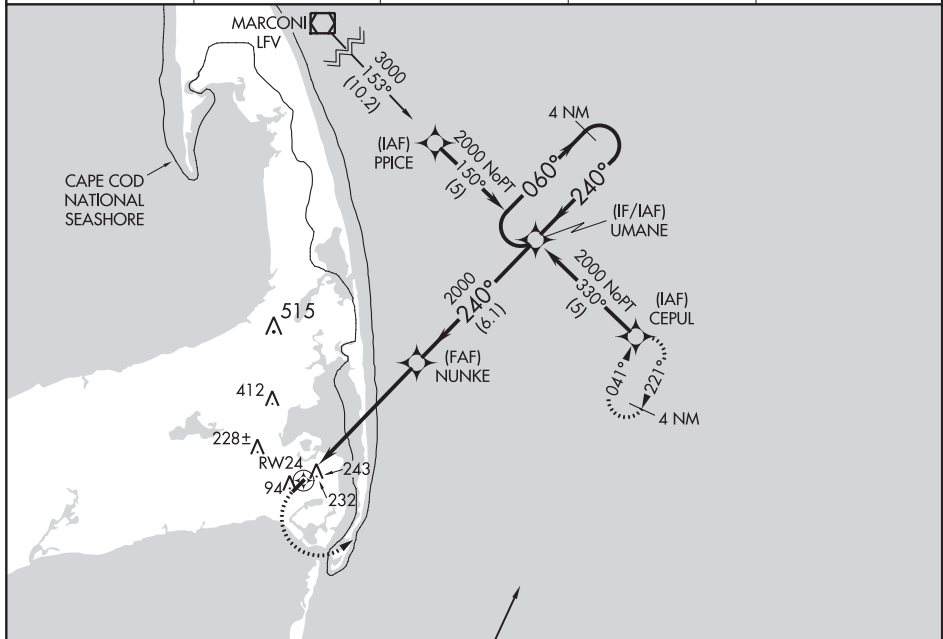
# RNAV (GPS)-B

CHATHAM MUNI (CQX)

**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 40 feet. When VGSI inop, procedure NA at night. Helicopter visibility reduction below 1 SM NA.

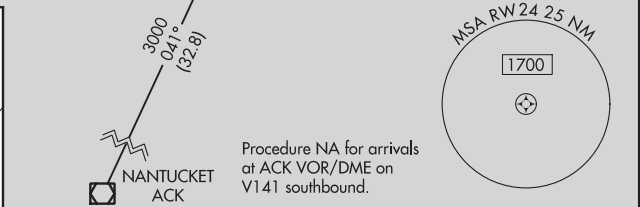
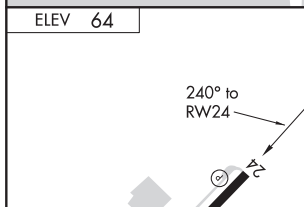
**⚠** MISSED APPROACH: Climbing left turn to 3000 direct CEPUL and hold.

ASOS <b>135.875</b>	CAPE APP CON * <b>118.2</b>	CLNC DEL <b>127.3</b>	UNICOM <b>122.8</b> (CTAF)	<b>122.95</b> <b>⓪</b>
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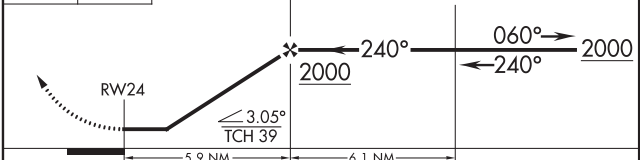


NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



3000 CEPUL VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 45). 4 NM Holding Pattern



CATEGORY	A	B	C	D
CIRCLING	600-1	536 (600-1)	680-1¾ 616 (700-1¾)	680-2 616 (700-2)

CHATHAM, MASSACHUSETTS  
Orig-B 18SEP14

41°41'N - 69°59'W

# CHATHAM MUNI (CQX)

## RNAV (GPS)-B

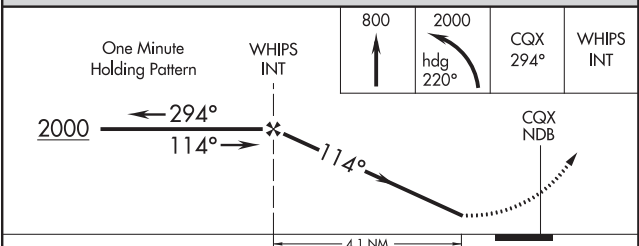
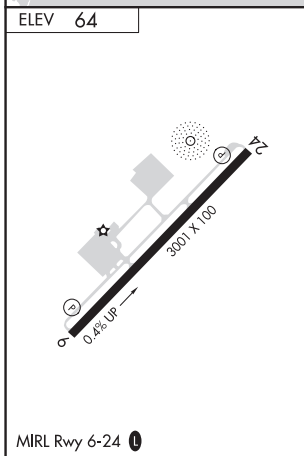
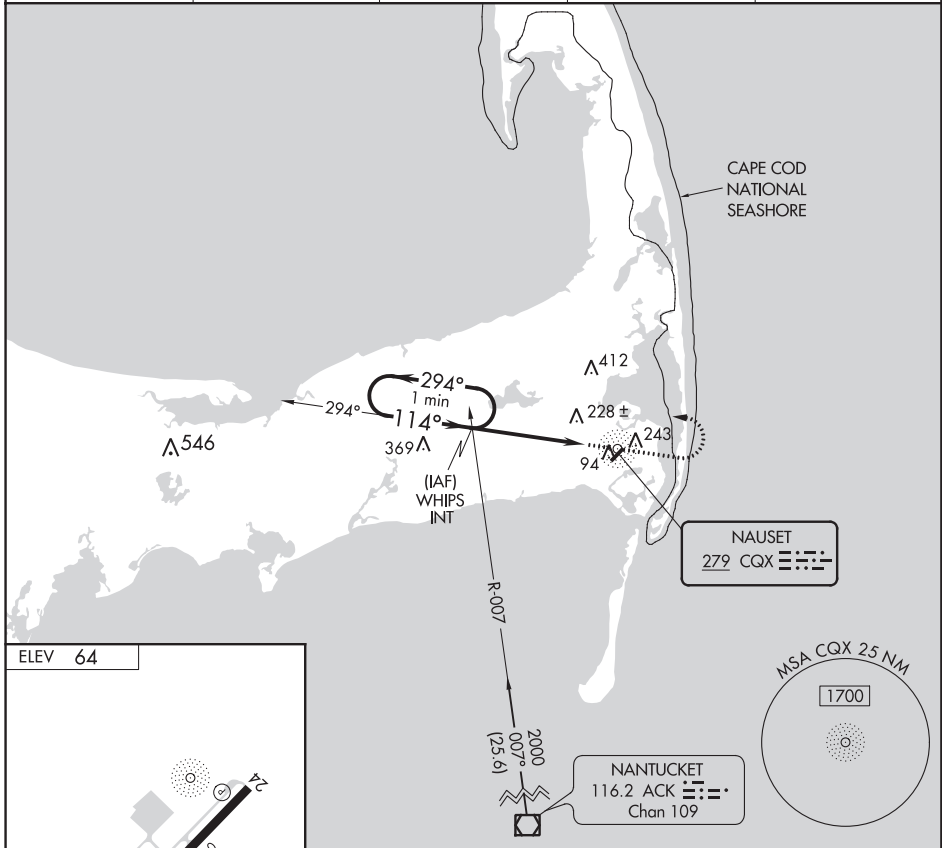
NDB CQX <b>279</b>	APP CRS <b>114°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>64</b>
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**NDB-A**  
CHATHAM MUNI (CQX)

**▼** When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 40 feet. When VGSI inop, procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**▲ NA** MISSED APPROACH: Climb to 800 then climbing left turn to 2000 heading 220° and 294° bearing from CQX NDB to WHIPS INT and hold.

ASOS <b>135.875</b>	CAPE APP CON * <b>118.2</b>	CLNC DEL <b>127.3</b>	UNICOM <b>122.8</b> (CTAF)	<b>122.95</b> <b>0</b>
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FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
CIRCLING	600-1½	536 (600-1½)	680-1¾ 616 (700-1¾)	680-2 616 (700-2)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>2163</b>
<b>174°</b>	TDZE	<b>416</b>
	Apt Elev	<b>416</b>

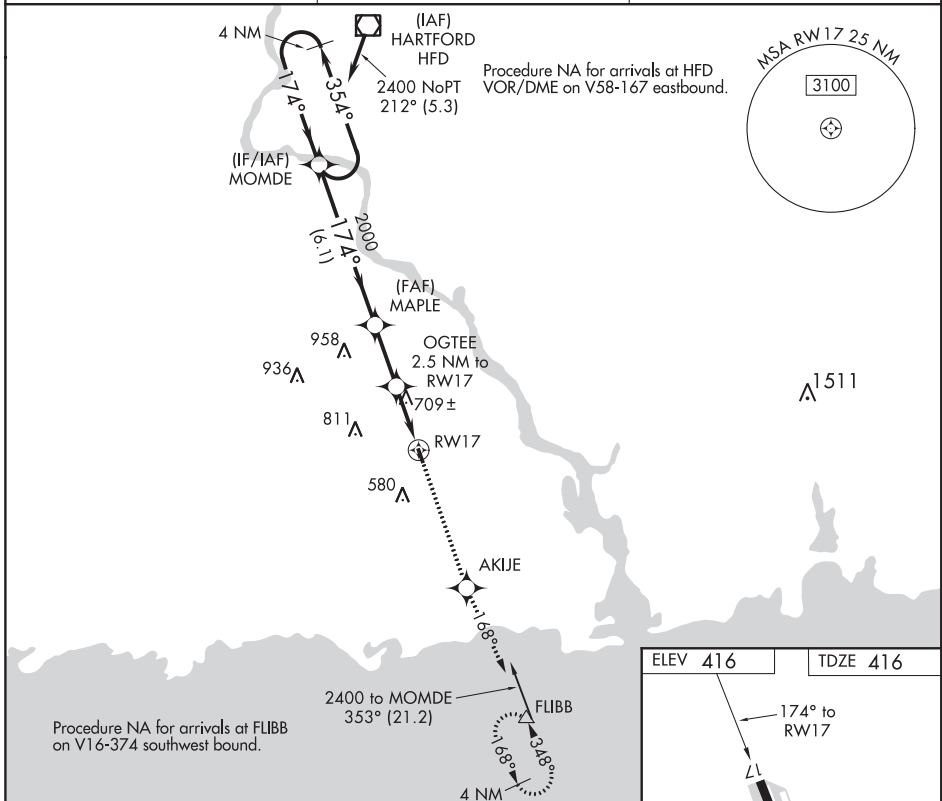
# RNAV (GPS) RWY 17

CHESTER (SNC)

**▼** DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.  
**▲** When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

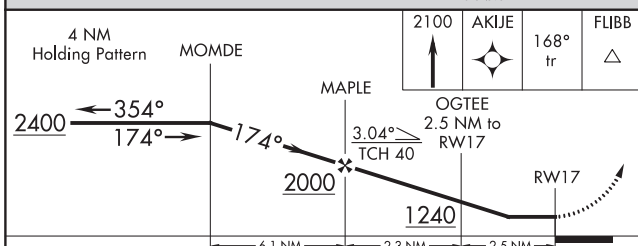
**MISSED APPROACH:** Climb to 2100 direct AKIJE and via track 168° to FLIBB and hold.

AWOS-3 <b>118.325</b>	NEW YORK APP CON <b>124.075 343.65</b>	UNICOM <b>122.725 (CTAF)</b>
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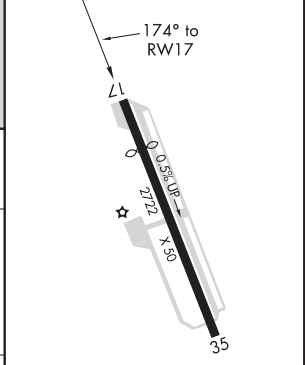


NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 416	TDZE 416
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CATEGORY	A	B	C	D
RNAV MDA	960-1	544 (600-1)		NA
CIRCLING	960-1	544 (600-1)		NA

REIL Rwy 17 and 35  
MIRL Rwy 17-35

APP CRS <b>354°</b>	Rwy Idg <b>2722</b>
	TDZE <b>416</b>
	Apt Elev <b>416</b>

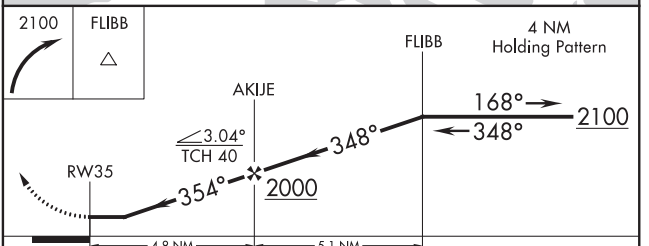
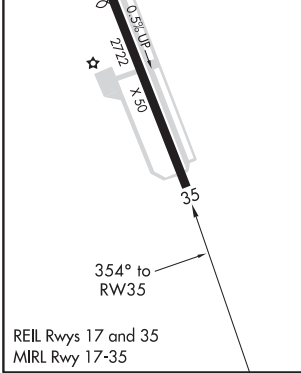
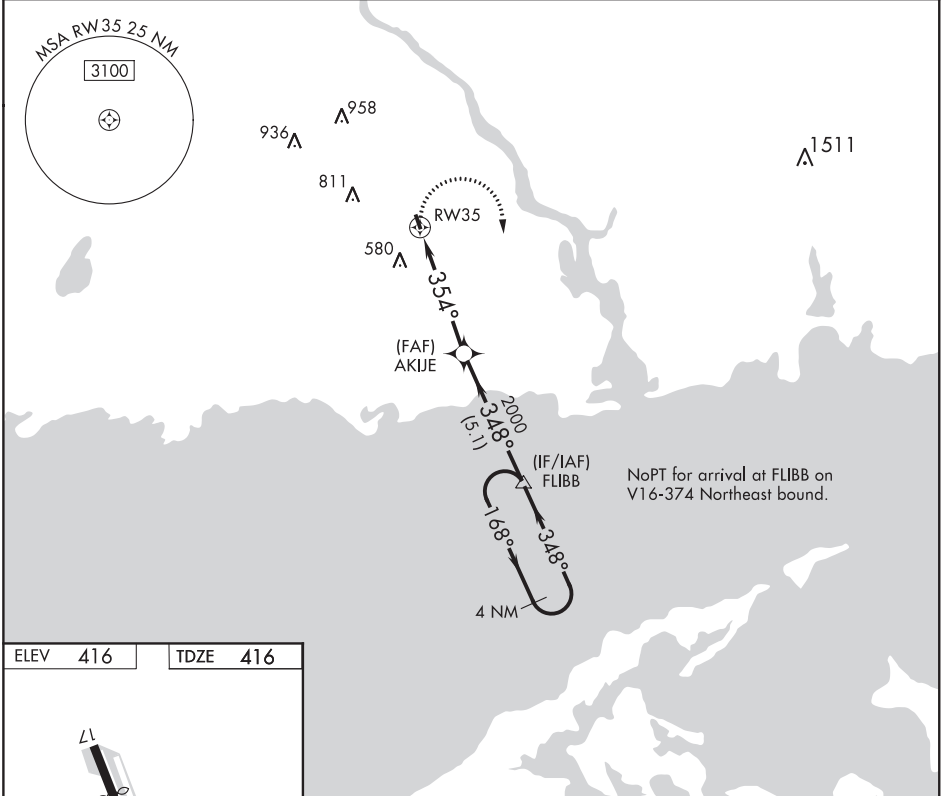
# RNAV (GPS) RWY 35

CHESTER (SNC)

**⚠** DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

**MISSED APPROACH:** Climbing right turn to 2100 direct FLIBB and hold.

AWOS-3 <b>118.325</b>	NEW YORK APP CON <b>124.075 343.65</b>	UNICOM <b>122.725</b> (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	820-1	404 (500-1)	NA	
CIRCLING	920-1	504 (600-1)	NA	

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

CHESTER, CONNECTICUT

AL-6356 (FAA)

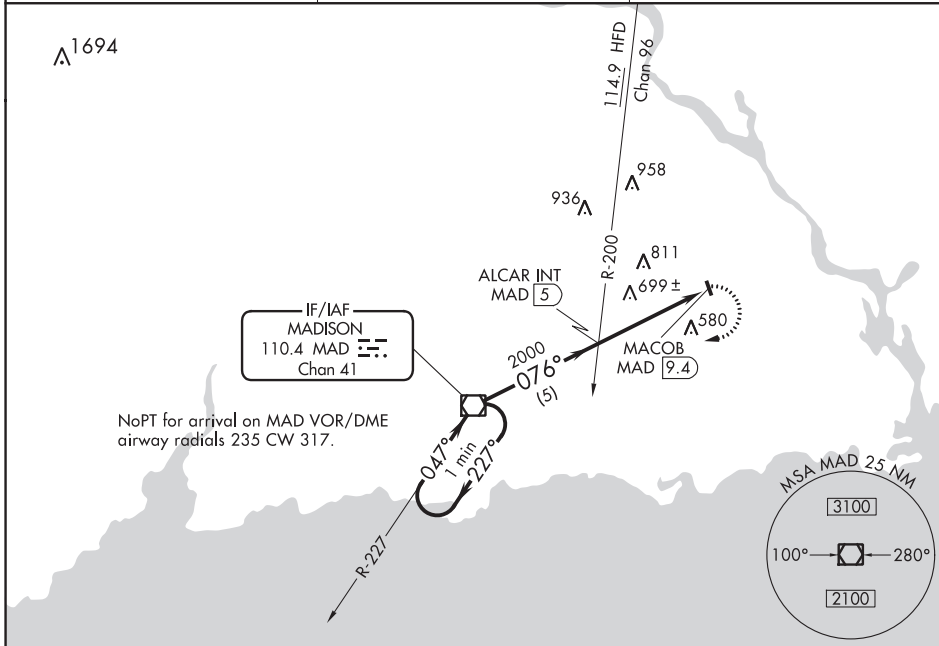
14093

VOR/DME MAD <b>110.4</b> Chan <b>41</b>	APP CRS <b>076°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>416</b>
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**VOR-A**  
CHESTER(SNC)

<p><b>▼</b> Procedure NA at night. Helicopter visibility reduction below 1 SM NA. <b>▲</b> When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.</p>	<p>MISSED APPROACH: Climbing right turn to 2100 direct MAD VOR/DME and hold.</p>
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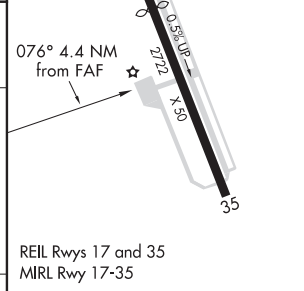
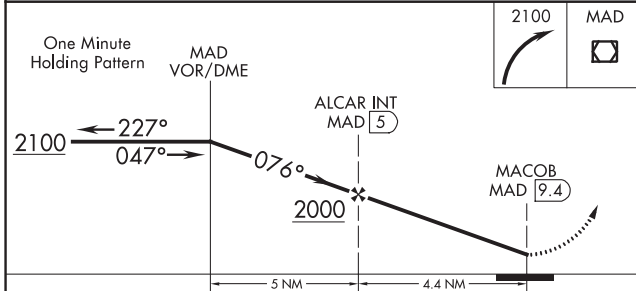
<p>AWOS-3 <b>118.325</b></p>	<p>NEW YORK APP CON <b>124.075 343.65</b></p>	<p>UNICOM <b>122.725</b> (CTAF)</p>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 416	
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CATEGORY	A	B	C	D	FAF to MAP 4.4 NM					
CIRCLING	960-1	544 (600-1)		NA	Knots	60	90	120	150	180
					Min:Sec	4:24	2:56	2:12	1:46	1:28

CHESTER, CONNECTICUT  
Amdt 4A 03APR14

41° 23'N-72° 30'W

CHESTER(SNC)  
**VOR-A**



APP CRS	Rwy Idg	<b>3098</b>
<b>289°</b>	THRE	<b>542</b>
	Apt Elev	<b>544</b>

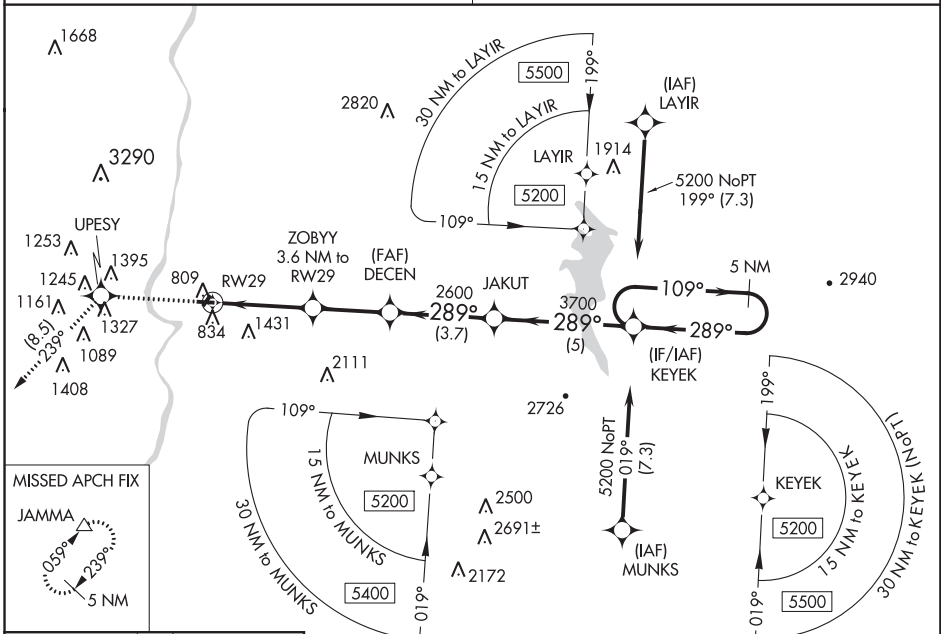
# RNAV (GPS) RWY 29

CLAREMONT MUNI (CNH)

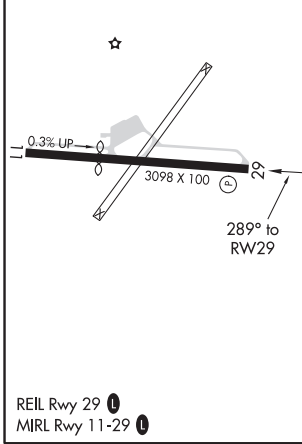
**NA** When local altimeter setting not received, use Harness State altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 3/4 SM not authorized.

**MISSED APPROACH:** Climb to 5400 direct UPESY and on track 239° to JAMMA and hold, continue climb-in-hold to 5400.

BOSTON CENTER <b>134.7 381.4</b>	UNICOM <b>122.7 (CTAF)</b>
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ELEV <b>544</b>	THRE <b>542</b>
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5400	UPESY	tr 239°	JAMMA
↑	✦		△
Descent angle NA.			
CATEGORY	A	B	C
LNAV MDA	1520-1¼ 978 (1000-1¼)	1520-1½ 978 (1000-1½)	NA
CIRCLING	1520-1¼ 976 (1000-1¼)	1520-1½ 976 (1000-1½)	NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

CLAREMONT, NEW HAMPSHIRE

AL-5617 (FAA)

16091

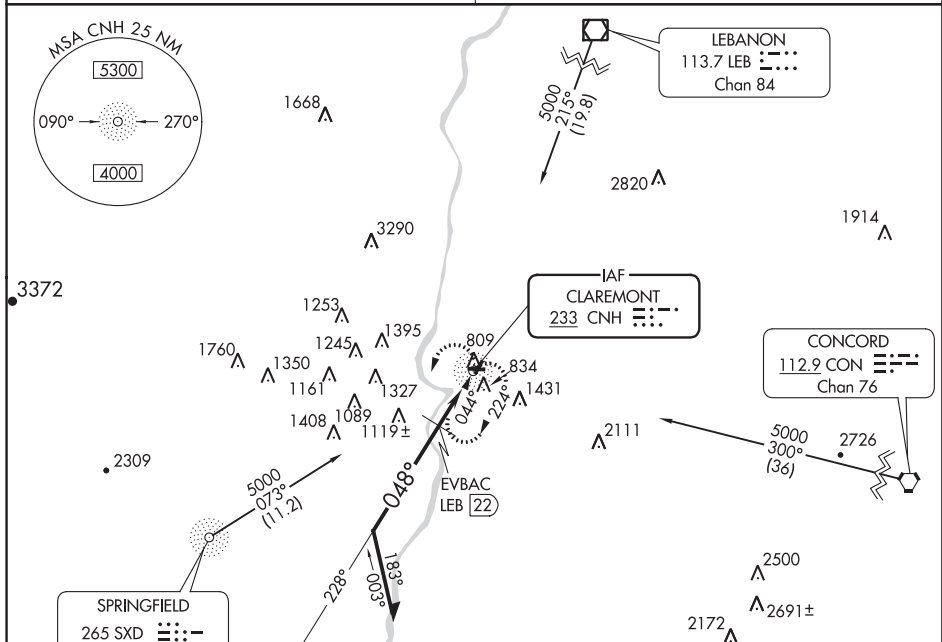
NDB CNH <b>233</b>	APP CRS <b>048°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>544</b>
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**NDB-A**

CLAREMONT MUNI (CNH)

<p>▼ ▲ NA -24°C/-11°F</p>	<p>Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting and increase all MDAs 20 feet. Procedure NA at night.</p>	<p>MISSED APPROACH: Climbing left turn to 3500 via CNH NDB 228° bearing outbound, then right turn direct CNH NDB and hold.</p>
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<p>BOSTON CENTER <b>134.7 381.4</b></p>	<p>UNICOM <b>122.7 (CTAF)</b></p>
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Remain within 10 NM

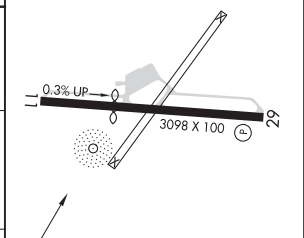
2800 → 228° → 3500 → CNH NDB †

2040\* → 048° → CNH NDB †

\* 2060 when using Springfield altimeter setting.

EVAC LEB 22

† Maintain 3500 or above until established outbound for procedure turn.



CATEGORY	A	B	C	D
CIRCLING	2040-1¼ 1496 (1500-1¼)	2040-1½ 1496 (1500-1½)		NA
EVAC DME MINIMUMS				
CIRCLING	1520-1¼ 976 (1000-1¼)	1600-1½ 1056 (1100-1½)		NA

ELEV 544

REIL Rwy 29

MIRL Rwy 11-29

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

CLAREMONT, NEW HAMPSHIRE  
Amdt 1A 31MAR16

43°22'N-72°22'W

CLAREMONT MUNI (CNH)  
**NDB-A**

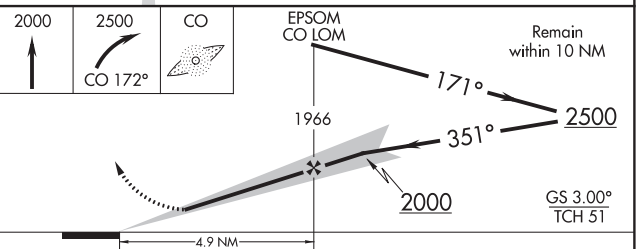
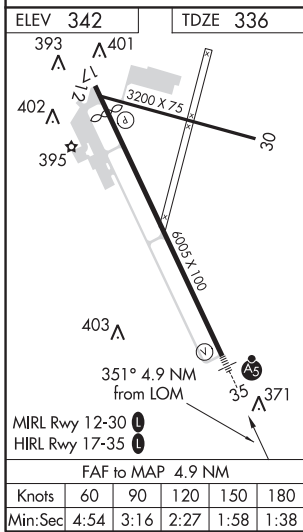
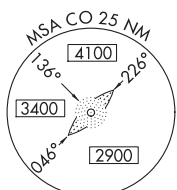
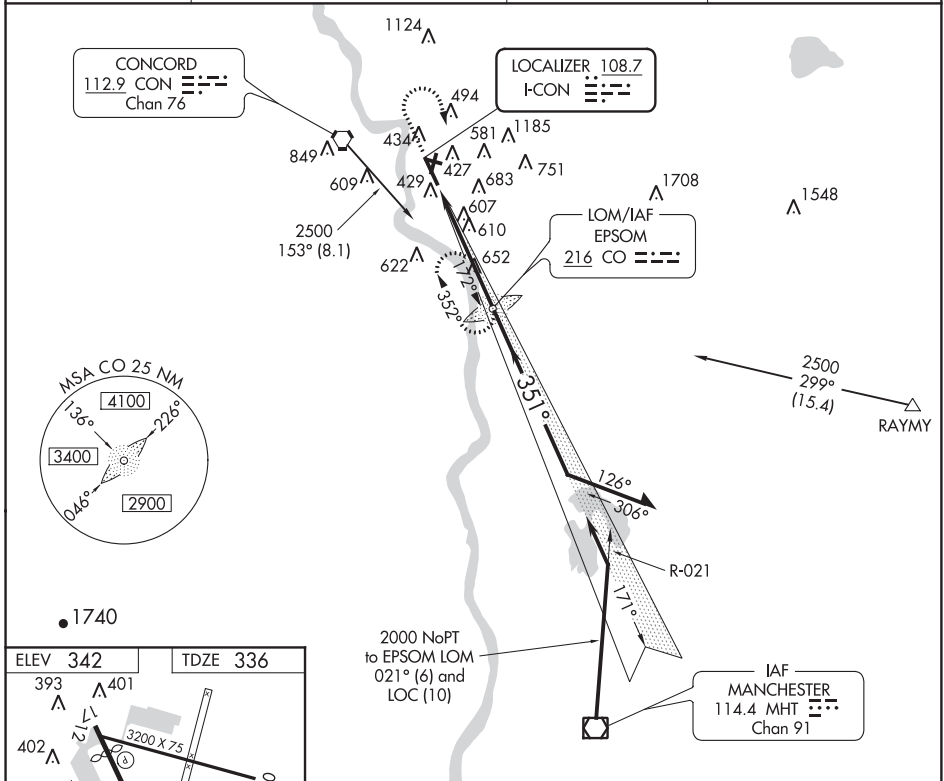
LOC I-CON <b>108.7</b>	APP CRS <b>351°</b>	Rwy Idg <b>6005</b>
		TDZE <b>336</b>
		Apt Elev <b>342</b>

# ILS or LOC RWY 35

CONCORD MUNI (CON)

	When VGSI inop, Circling Rwy 17 NA at night. Circling to Rwy 12 and Rwy 30 NA at night. ADF required.		MISSED APPROACH: Climb to 2000, then climbing right turn to 2500 via CO 172° course to EPSOM LOM and hold.

ASOS <b>132.32</b>	BOSTON APP CON <b>127.35 269.075</b>	CLNC DEL <b>133.65</b>	UNICOM <b>122.7 (CTAF)</b>
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CATEGORY	A	B	C	D
S-ILS 35	586-½ 250 (300-½) Remain within 10 NM			
S-LOC 35	920-½ 584 (600-½)	920-1 584 (600-1)	920-1¼ 584 (600-1¼)	
CIRCLING	920-1 578 (600-1)	1020-1 678 (700-1)	1020-2 678 (700-2)	1220-2¾ 878 (900-2¾)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>121°</b>	Rwy Idg <b>3200</b>
	THRE <b>340</b>
	Apt Elev <b>342</b>

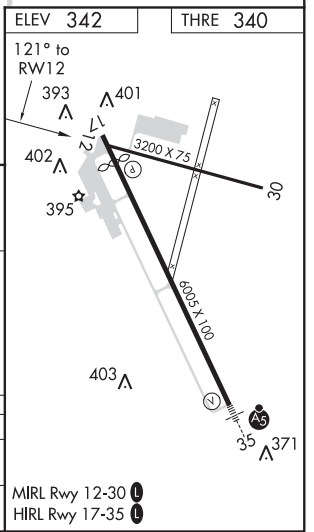
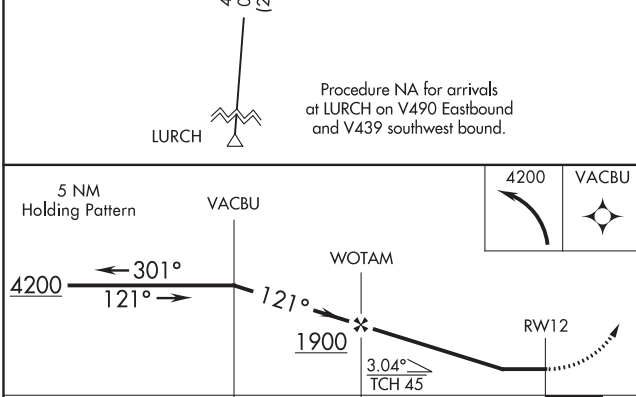
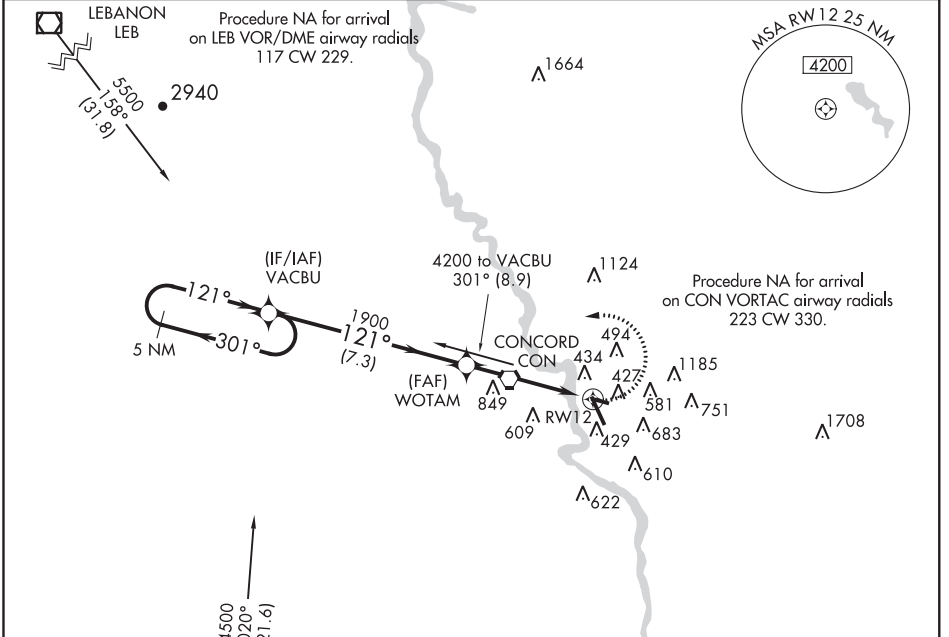
# RNAV (GPS) RWY 12

CONCORD MUNI (CON)

**⚠** Circling to Rwy 30 NA at night. When VGSI inop, Circling Rwy 17 NA at night. Straight-in/Circling Rwy 12 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**⚠** MISSED APPROACH: Climbing left turn to 4200 direct VACBU and hold, continue climb-in-hold to 4200.

ASOS <b>132.32</b>	BOSTON APP CON <b>127.35 269.075</b>	CLNC DEL <b>133.65</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
LNVA MDA	1160-1 820 (900-1)	1160-1¼ 820 (900-1¼)	1160-2½ 820 (900-2½)	1160-2¾ 820 (900-2¾)
CIRCLING	1160-1 818 (900-1)	1160-1¼ 818 (900-1¼)	1160-2½ 818 (900-2½)	1220-2¾ 878 (900-2¾)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>171°</b>	Rwy Idg <b>5364</b>
	THRE <b>339</b>
	Apt Elev <b>342</b>

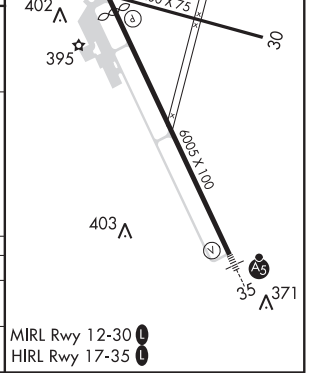
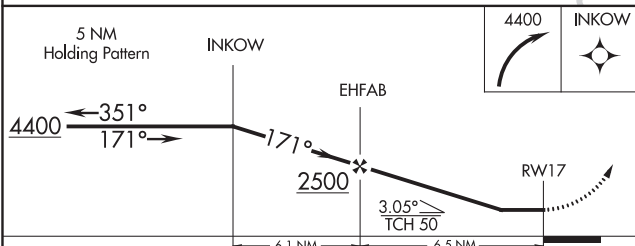
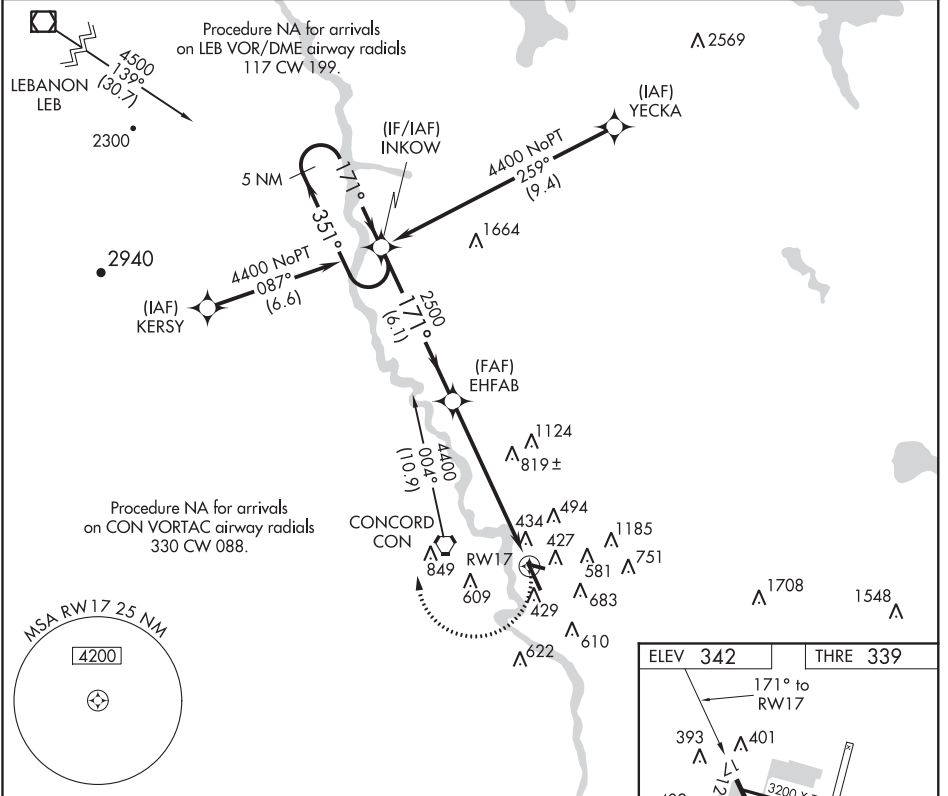
# RNAV (GPS) RWY 17

CONCORD MUNI (CON)

**⚠** Circling to Rwy 12/30 NA at night. When VGSI inop, straight-in/Circling Rwy 17 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**⚠** MISSED APPROACH: Climbing right turn to 4400 direct INKOW and hold, continue climb-in-hold to 4400.

ASOS <b>132.32</b>	BOSTON APP CON <b>127.35 269,075</b>	CLNC DEL <b>133.65</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
LNAV MDA	1020-1	681 (700-1)	1020-2 681 (700-2)	1020-2¾ 681 (700-2¾)
CIRCLING	1020-1	678 (700-1)	1020-2 678 (700-2)	1220-2¾ 878 (900-2¾)

MIRL Rwy 12-30 **0**  
HIRL Rwy 17-35 **0**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS Ch <b>90112</b> <b>W35A</b>	APP CRS <b>351°</b>	Rwy Idg THRE <b>331</b> Apt Elev <b>342</b>
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# RNAV (GPS) RWY 35

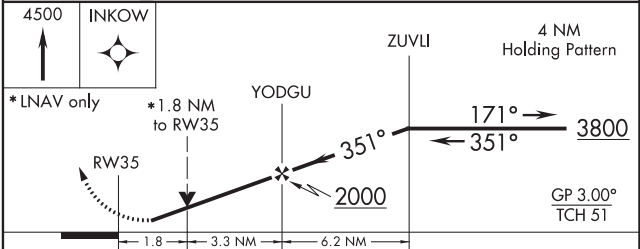
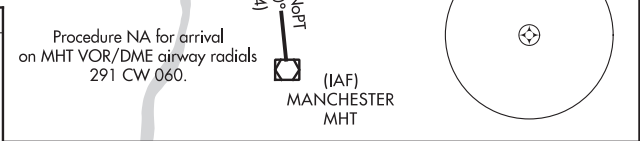
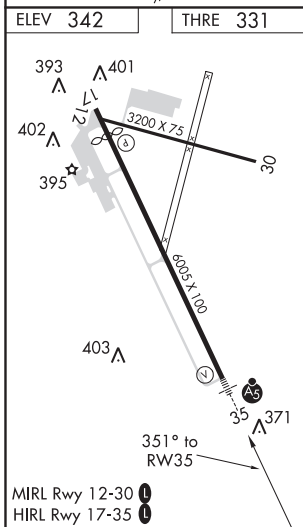
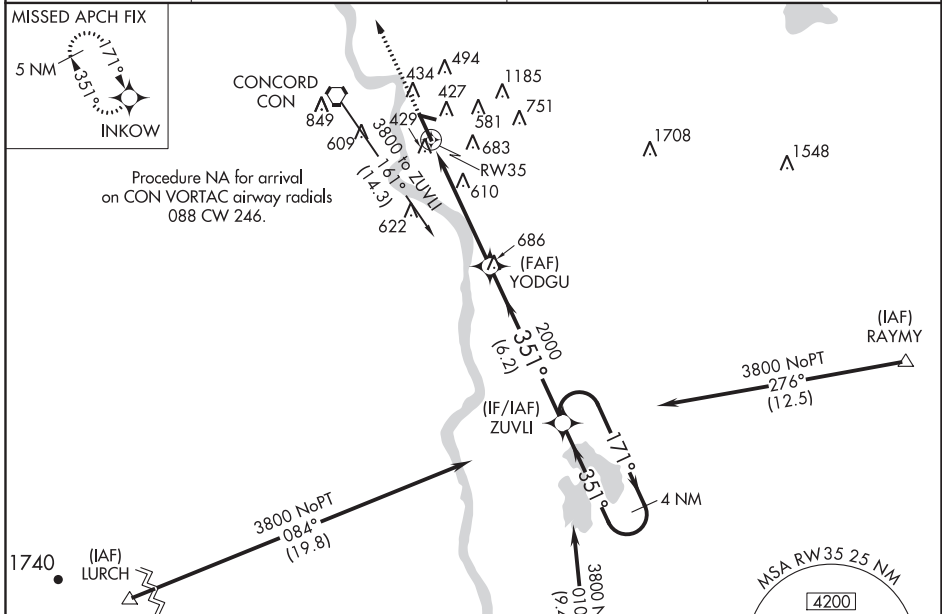
CONCORD MUNI (CON)

**⚠** Circling to Rwy 12/30 NA at night. When VGSI inop, Circling Rwy 17 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inop MALS, increase LPV all Cats visibility to 1/4 mile, increase LNAV Cats A/B to 1 mile.



**MISSED APPROACH:**  
Climb to 4500 direct INKOW and hold.

ASOS <b>132.32</b>	BOSTON APP CON <b>127.35 269.075</b>	CLNC DEL <b>133.65</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	668-3/4 337 (400-3/4)			
LNAV MDA	940-3/4	609 (600-3/4)	940-1 1/4 609 (600-1 1/4)	940-1 1/2 609 (600-1 1/2)
CIRCLING	940-1 598 (600-1)	1020-1 678 (700-1)	1020-2 678 (700-2)	1220-2 3/4 878 (900-2 3/4)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

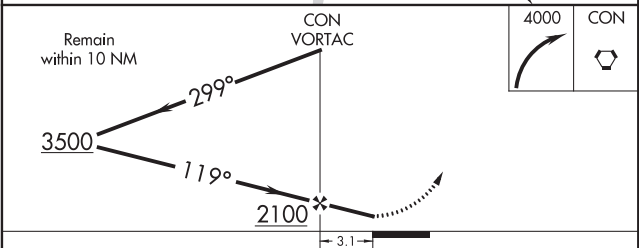
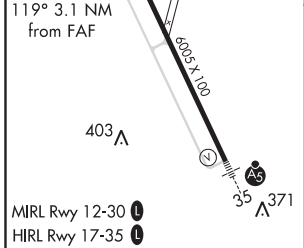
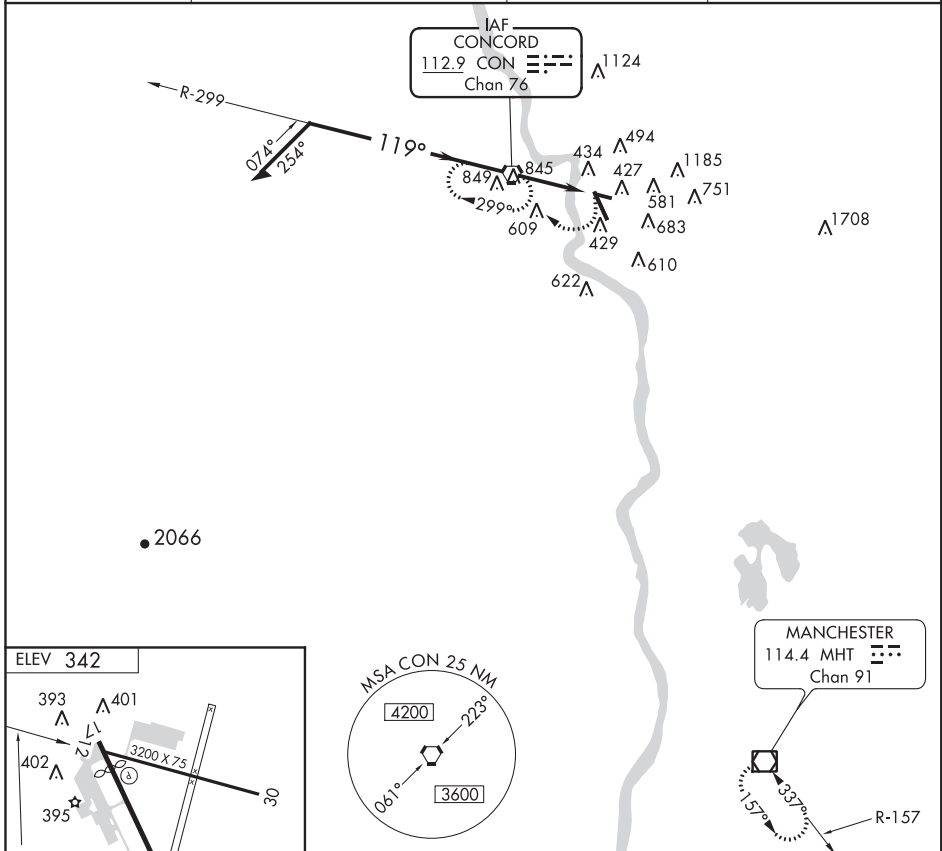
VORTAC CON <b>112.9</b> Chan <b>76</b>	APP CRS <b>119°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>342</b>
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**VOR-A**  
CONCORD MUNI (CON)

**⚠** When VGSI inop, Circling Rwy 17 NA at night. Visibility reduction by helicopters NA. Circling to Rwy 12 and Rwy 30 NA at night.

MISSED APPROACH: Climbing right turn to 4000 direct CON VORTAC and hold. Continue climb-in-hold to 4000.

ASOS <b>132.32</b>	BOSTON APP CON <b>127.35 269.075</b>	CLNC DEL <b>133.65</b>	UNICOM <b>122.7 (CTAF)</b>
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FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02
CATEGORY	A	B	C	D	
CIRCLING	1160-1 818 (900-1)	1160-1¼ 818 (900-1¼)	1160-2½ 818 (900-2½)	1220-2¾ 878 (900-2¾)	

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

DANBURY, CONNECTICUT

AL-5272 (FAA)

15008

APP CRS	Rwy Idg	<b>4054</b>
<b>084°</b>	TDZE	<b>457</b>
	Apt Elev	<b>458</b>

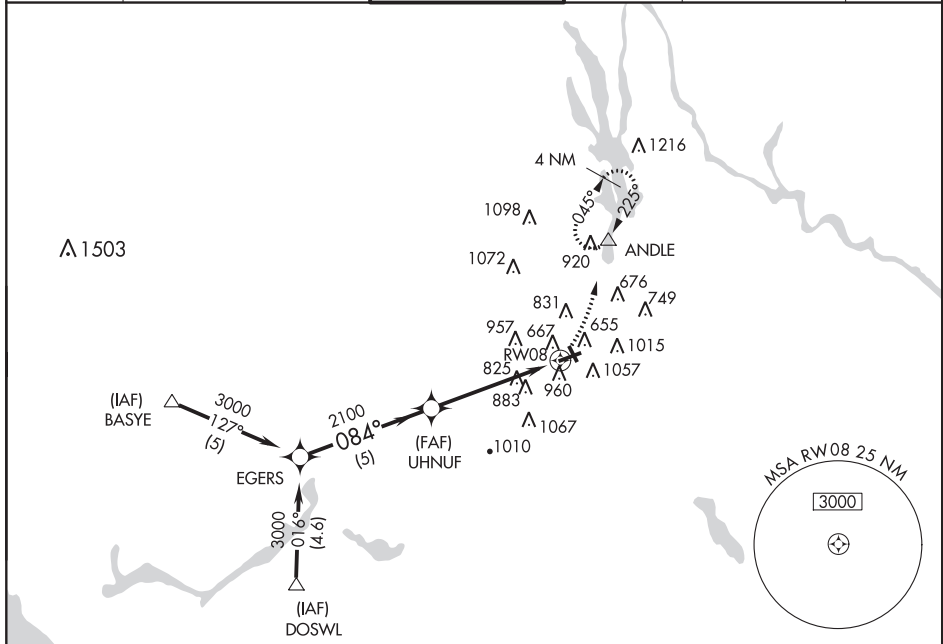
# GPS RWY 8

DANBURY MUNI (DXR)

**⚠** Circling not authorized south of Rwy 8-26. Visibility reduction by helicopters NA.

**⚠** MISSED APPROACH: Climbing left turn to 3000 direct ANDLE and hold, continue climb-in-hold to 3000.

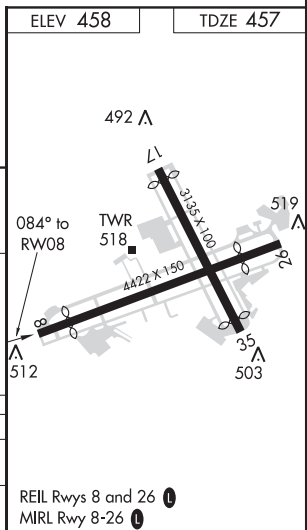
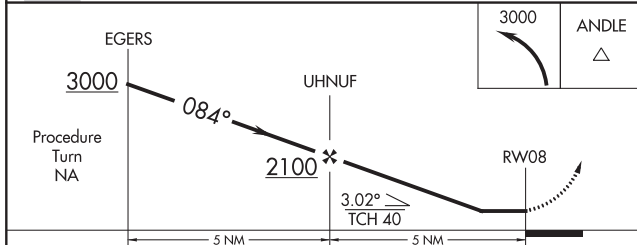
ATIS <b>127.75</b>	NEW YORK APP CON <b>126.4 257.65</b>	DANBURY TOWER ★ <b>119.4</b> (CTAF)	GND CON <b>121.6</b>	CLNC DEL <b>128.6</b> (When tower closed)	UNICOM <b>122.95</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 458	TDZE 457
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CATEGORY	A	B	C	D
S-8	1260-1 803 (900-1)	1260-1¼ 803 (900-1¼)	1260-2¼ 803 (900-2¼)	1260-2½ 803 (900-2½)
CIRCLING	1380-1¼	922 (1000-1¼)	1380-2¾ 922 (1000-2¾)	1380-3 922 (1000-3)

REIL Rwy 8 and 26 **Ⓛ**  
MIRL Rwy 8-26 **Ⓛ**

DANBURY, CONNECTICUT  
Amdt 1A 26AUG10

41°22'N-73°29'W

# DANBURY MUNI (DXR)

## GPS RWY 8





DANBURY, CONNECTICUT

AL-5272 (FAA)

15008

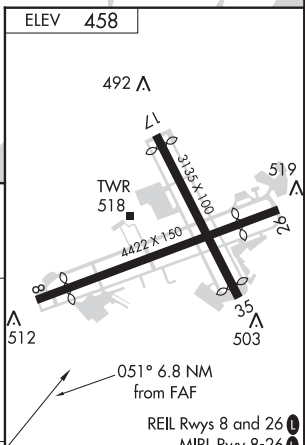
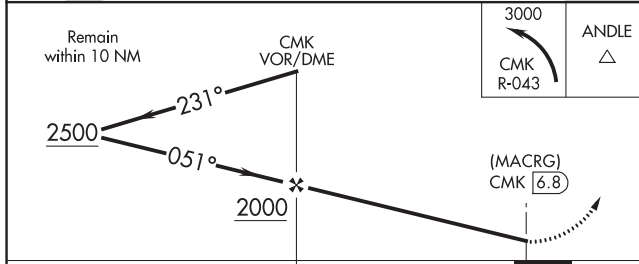
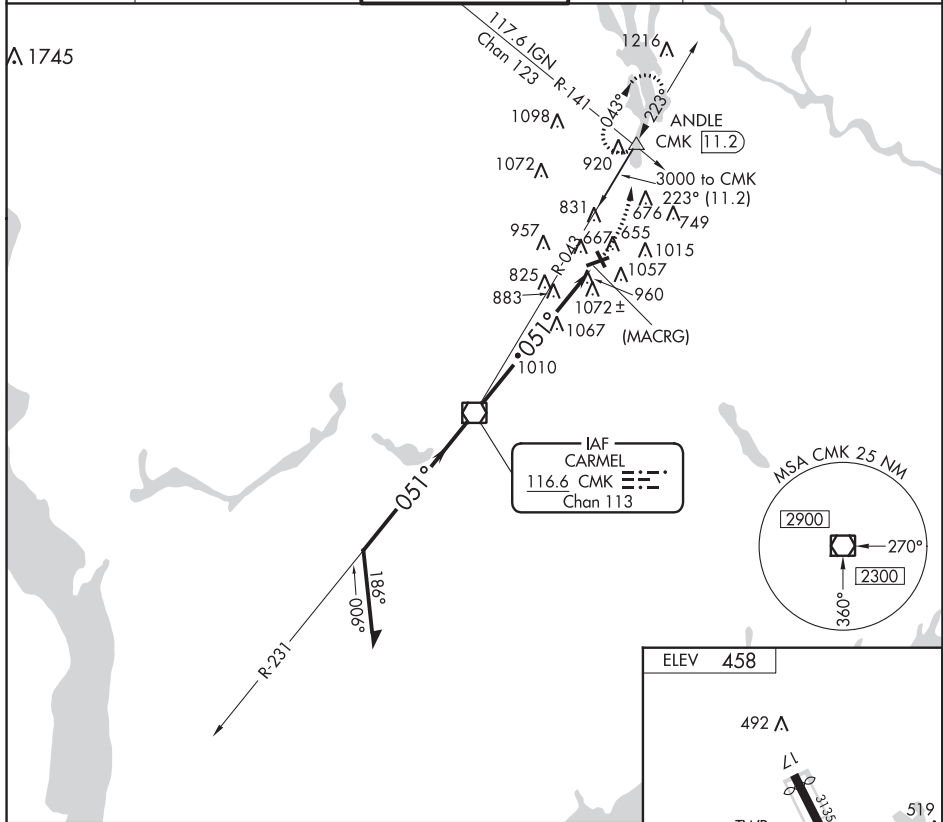
VOR/DME CMK <b>116.6</b> Chan <b>113</b>	APP CRS <b>051°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>458</b>
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# VOR or GPS-A

DANBURY MUNI (DXR)

<p><b>⚠</b> Circling not authorized south of Rwy 8-26.</p>		<p>MISSED APPROACH: Climbing left turn to 3000 via CMK VOR/DME R-043 to ANDLE INT/CMK 11.2 DME and hold.</p>			
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ATIS <b>127.75</b>	NEW YORK APP CON <b>126.4 257.65</b>	DANBURY TOWER * <b>119.4</b> (CTAF)	GND CON <b>121.6</b>	CLNC DEL <b>128.6</b> (When tower closed)	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	FAF to MAP 6.8 NM					
CIRCLING	1380-1¼	922 (1000-1¼)	1380-2¾ 922 (1000-2¾)	1380-3 922 (1000-3)	Knots	60	90	120	150	180
					Min:Sec	6:48	4:32	3:24	2:43	2:16

DANBURY, CONNECTICUT  
Amdt 9B 26AUG10

41°22'N-73°29'W

# DANBURY MUNI (DXR)

## VOR or GPS-A

NE-1, 10 NOV 2016 to 05 JAN 2017

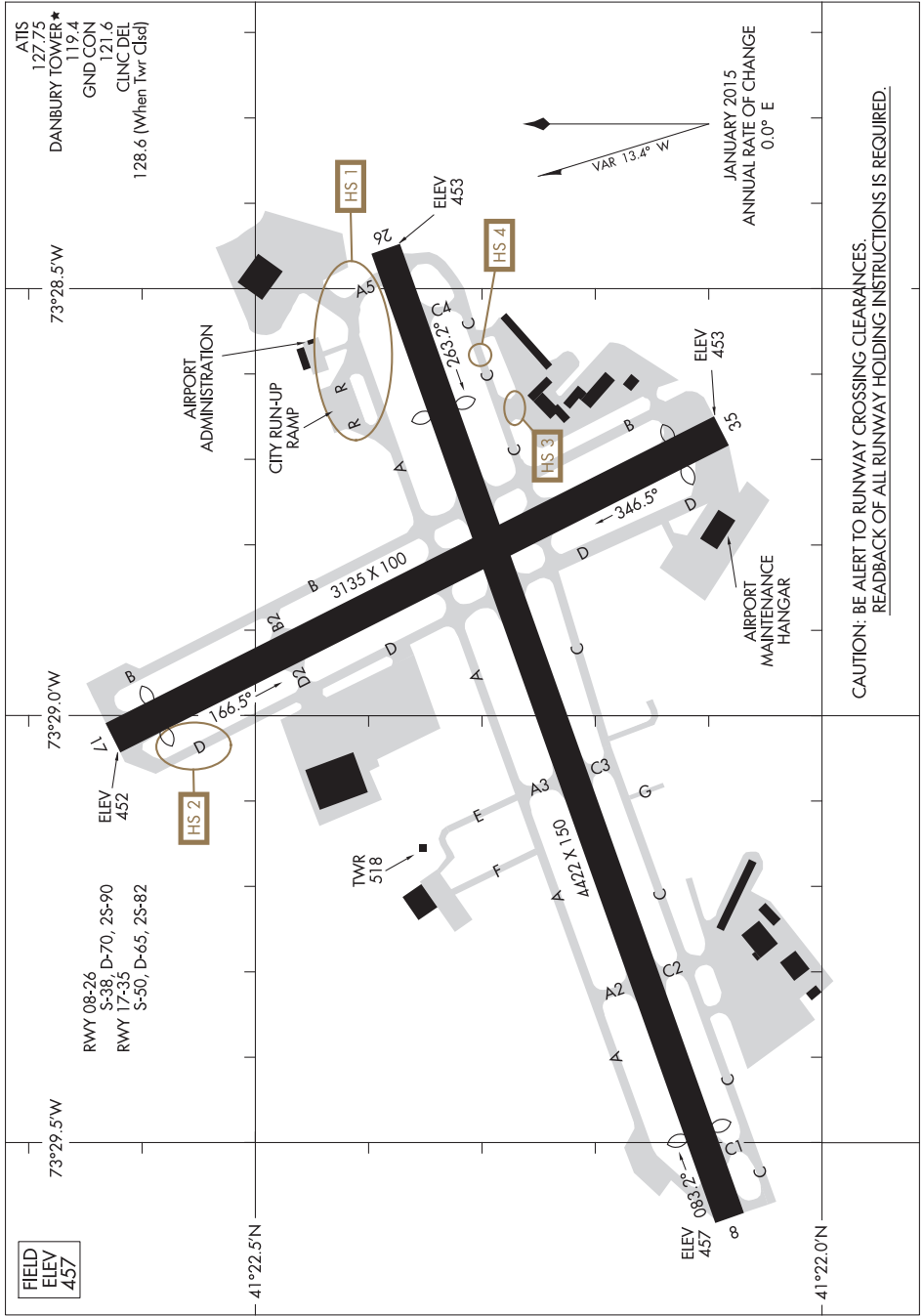
NE-1, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

AL-5272 (FAA)

DANBURY MUNI (D&R)  
DANBURY, CONNECTICUT

NE-1, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
REARBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-1, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

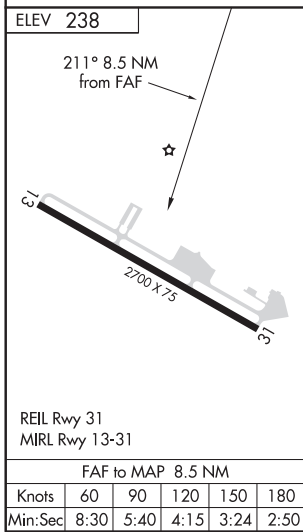
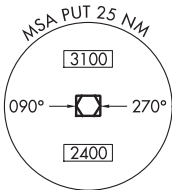
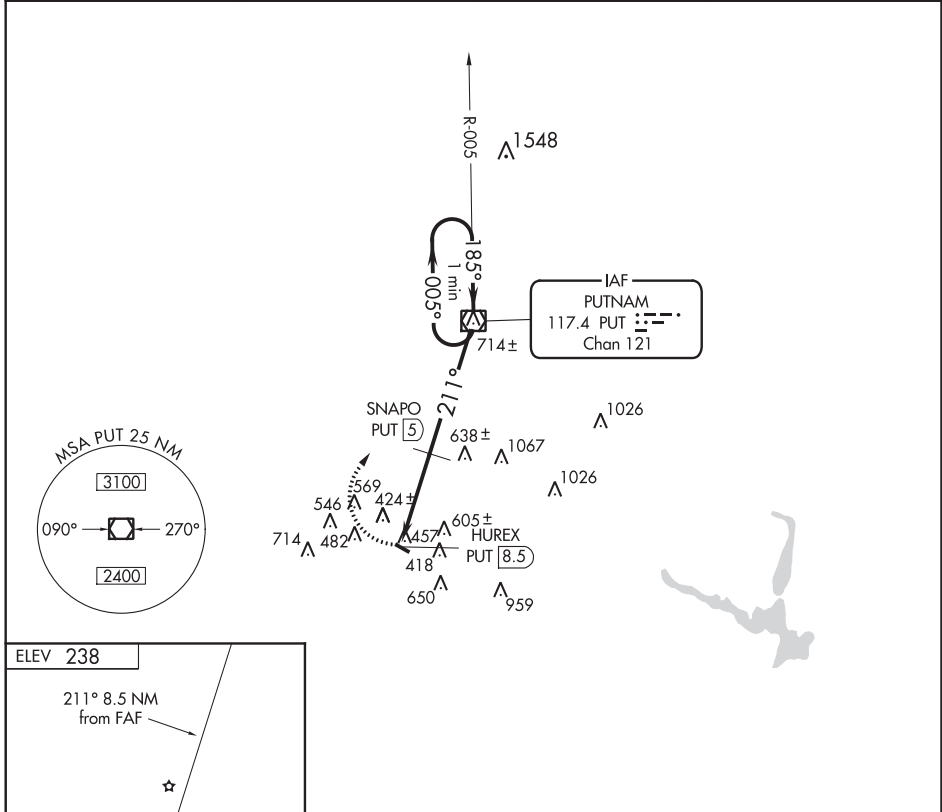
DANBURY, CONNECTICUT  
DANBURY MUNI (D&R)

VOR/DME PUT <b>117.4</b> Chan <b>121</b>	APP CRS <b>211°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>238</b>
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**VOR-A**  
DANIELSON (LZD)

<p><b>NA</b></p> <p>When local altimeter setting not received, use Willimantic altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climbing right turn to 2600 direct PUT VOR/DME and hold.</p>
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AWOS-3 <b>119.125</b>	WILLIMANTIC ASOS <b>133.675</b>	PROVIDENCE APP CON ★ <b>123.675 244.875</b>	UNICOM <b>123.0</b> (CTAF)
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2600	PUT	PUT VOR/DME	One Minute Holding Pattern
	SNAPO PUT 5		
	HUREX PUT 8.5		
	1120		
	3.5 NM	5 NM	
	005°	185°	2600
	211°		
CATEGORY	A	B	C D
CIRCLING	1120-1 1/4	882 (900-1 1/4)	NA
SNAPO FIX MINIMUMS			
CIRCLING	900-1 662 (700-1)	980-1 1/4 742 (800-1 1/4)	NA

DANIELSON, CONNECTICUT  
Amdt 6E 16OCT14

41°49'N-71°54'W

DANIELSON (LZD)  
**VOR-A**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>86923</b> <b>W16A</b>	APP CRS <b>157°</b>	Rwy Idg THRE <b>521</b> Apt Elev <b>533</b>
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# RNAV (GPS) RWY 16

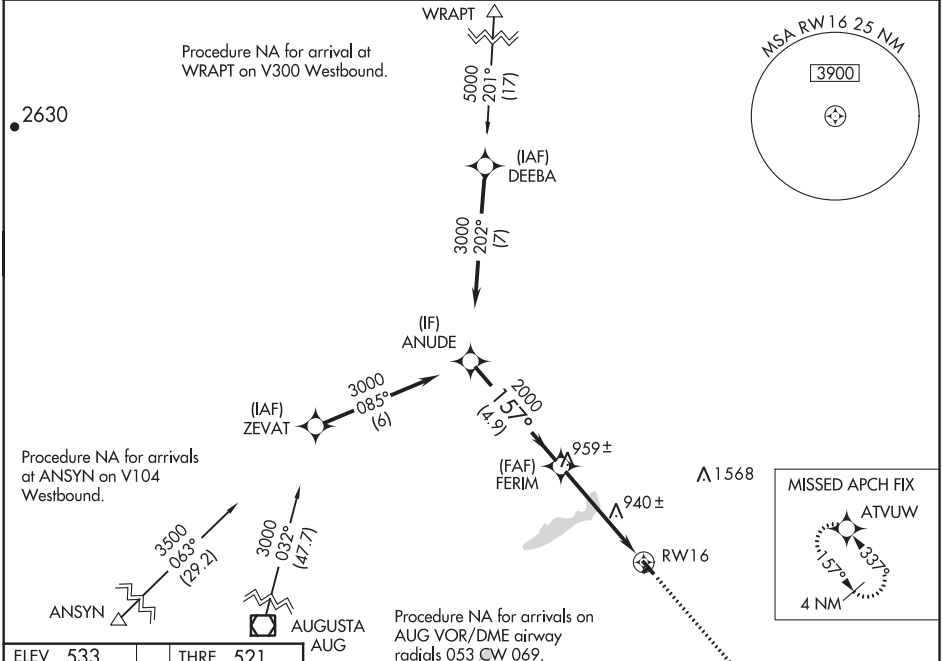
DEXTER RGNL (1B)

**NA** DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Bangor altimeter setting, when not received use Augusta altimeter setting and increase all MDA 40 feet.

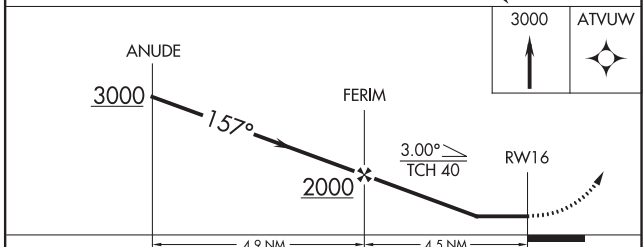
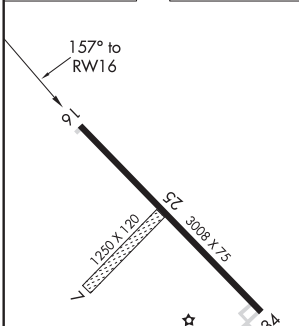
MISSED APPROACH: Climb to 3000 direct ATUVW and hold.

BANGOR APP CON  
**118.925 239.3**

UNICOM  
**122.8 (CTAF)**



ELEV 533 THRE 521



CATEGORY	A	B	C	D
LP MDA	1260-1	739 (800-1)		NA
LNAV MDA	1300-1 779 (800-1)	1300-1¼ 779 (800-1¼)		NA
CIRCLING	1300-1 767 (800-1)	1320-1¼ 787 (800-1¼)		NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

DEXTER, MAINE

AL-9232 (FAA)

11293

WAAS CH <b>65723</b> <b>W34A</b>	APP CRS <b>337°</b>	Rwy Idg THRE <b>524</b> Apt Elev <b>533</b>	<b>3008</b>
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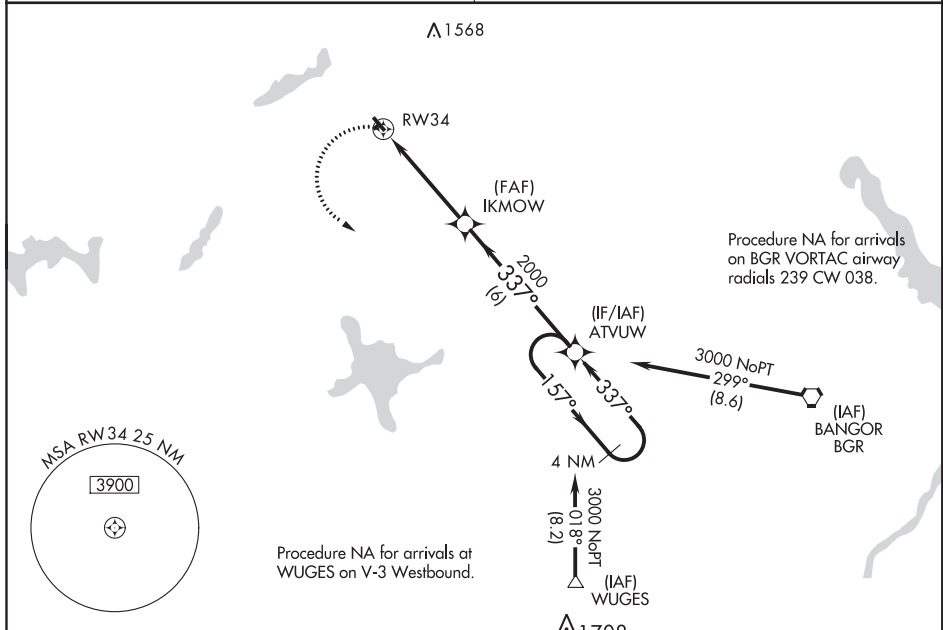
# RNAV (GPS) RWY 34

DEXTER RGNL (1B)

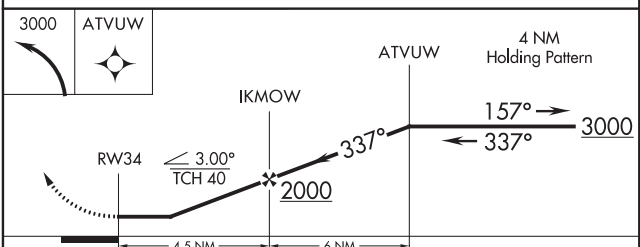
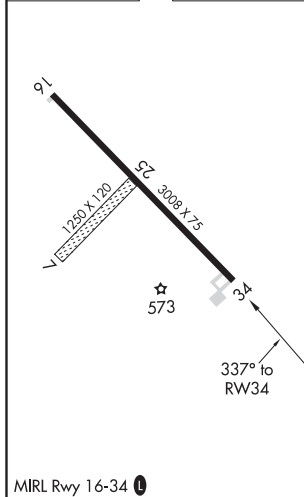
**NA** Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bangor altimeter setting, when not received, use Augusta altimeter setting and increase all MDA 40 feet, increase Circling Cat B visibility 1/4 mile.

MISSED APPROACH: Climbing left turn to 3000 direct ATVUW and hold.

BANGOR APP CON <b>118.925 239.3</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV 533	THRE 524
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CATEGORY	A	B	C	D
LP MDA	980-1	456 (500-1)	NA	
LNAV MDA	1140-1	616 (700-1)	NA	
CIRCLING	1220-1 687 (700-1)	1320-1 787 (800-1)	NA	

DEXTER, MAINE  
Orig 28JUL11

45°00'N - 69°14'W

# RNAV (GPS) RWY 34

DEXTER RGNL (1B)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>145°</b>	Rwy Idg <b>4002</b>
	TDZE <b>44</b>
	Apt Elev <b>45</b>

# RNAV (GPS) RWY 15

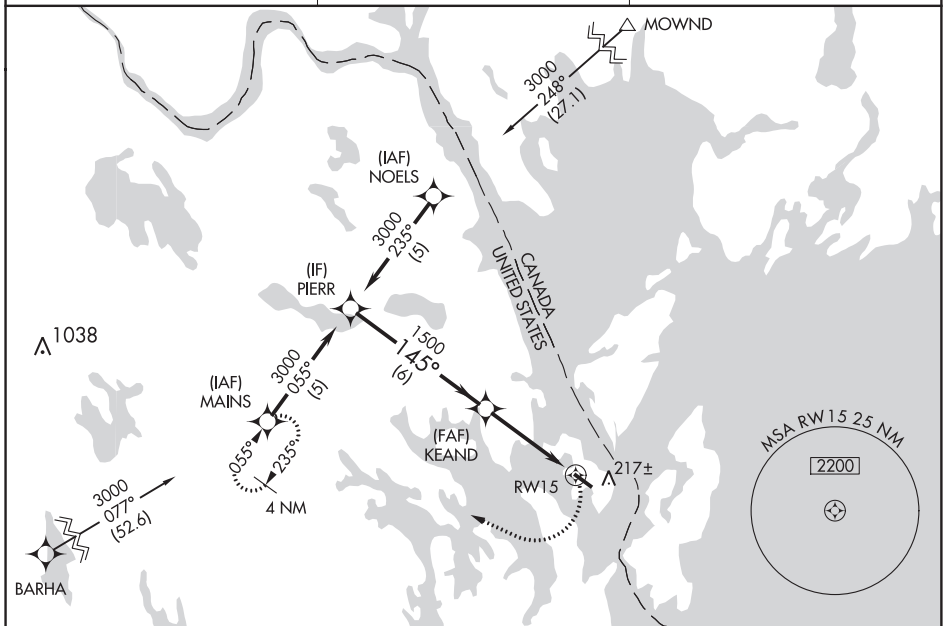
EASTPORT MUNI (EPM)

**▼** DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDA 160 feet, increase LNAV Cat C and Circling Cat C visibility ½ mile, increase LNAV Cat D and Circling Cat D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.

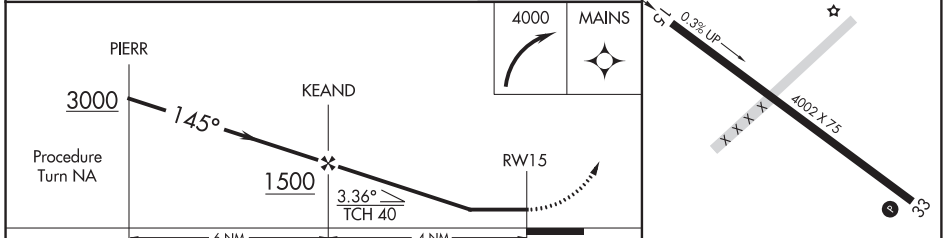
**▲ NA**

**MISSED APPROACH:**  
Climbing right turn to 4000 direct MAINS and hold.

<b>AWOS-AV</b> <b>122.8</b>	<b>BOSTON CENTER</b> <b>124.25 290.5</b>	<b>UNICOM</b> <b>122.8 (CTAF) 0</b>
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<b>ELEV</b> 45	<b>TDZE</b> 44
<b>A 250±</b>	



CATEGORY	A	B	C	D
LNAV MDA	540-1	496 (500-1)	540-1½ 496 (500-1½)	540-1½ 496 (500-1½)
CIRCLING	580-1	535 (600-1)	580-1½ 535 (600-1½)	600-2 555 (600-2)

MIRL Rwy 15-33 0  
REIL Rwy 15 and 33

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

EASTPORT, MAINE

AL-9125 (FAA)

15176

APP CRS <b>326°</b>	Rwy Idg <b>4002</b>
	TDZE <b>45</b>
	Apt Elev <b>45</b>

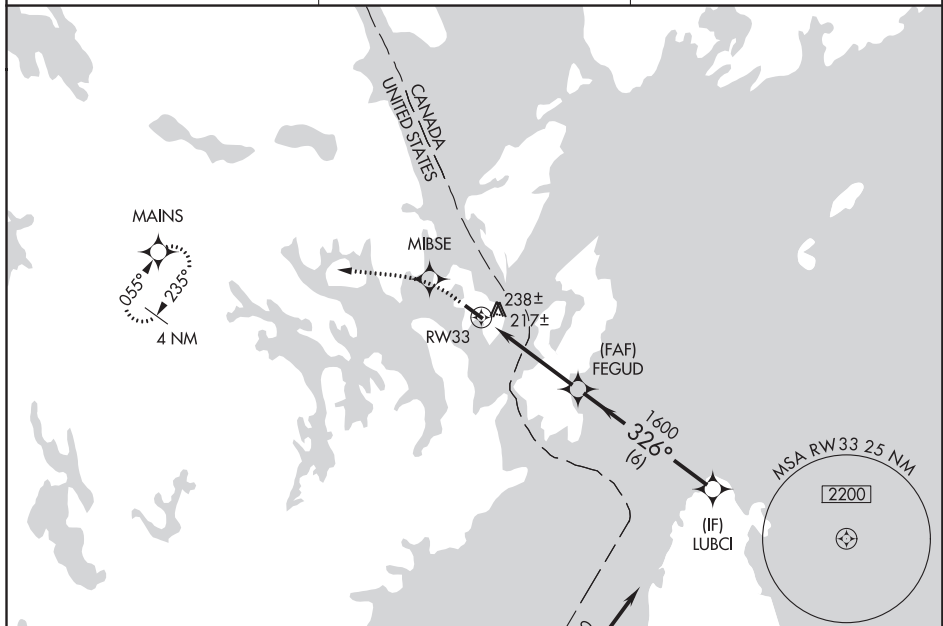
# RNAV (GPS) RWY 33

EASTPORT MUNI (EPM)

**▼** DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDA 160 feet, increase LNAV Cat C and Circling Cat C visibility ½ mile, increase LNAV Cat D and Circling Cat D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.

**▲ NA** MISSED APPROACH: Climb to 4000 direct MIBSE and via 295° track to MAINS and hold.

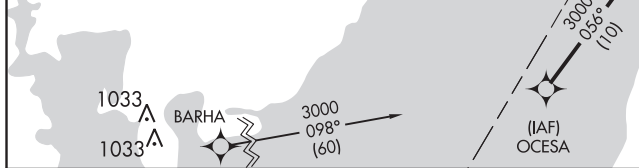
AWOS-AV <b>122.8</b>	BOSTON CENTER <b>124.25 290.5</b>	UNICOM <b>122.8 (CTAF)</b>
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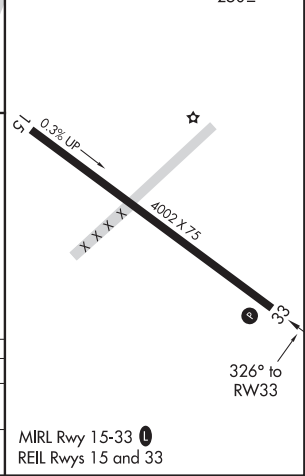
NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 45	TDZE 45
▲ 250±	



4000	MIBSE	MAINS	VGSI and descent angles not coincident (VGSI Angel 3.28/TCH 44).	
↑	tr 295°		LUBCI	
			FEGUD	
			3000	Procedure Turn NA
			1600	
			326°	
			3.32°	
			TCH 40	
			4.3 NM	6 NM



CATEGORY	A	B	C	D
LNAV MDA	520-1	475 (500-1)	520-1¼ 475 (500-1¼)	520-1½ 475 (500-1½)
CIRCLING	580-1	535 (600-1)	580-1½ 535 (600-1½)	600-2 555 (600-2)

MIRL Rwy 15-33  
REIL Rwy 15 and 33

EASTPORT, MAINE  
Orig-A 03APR14

44°55'N-67°01'W

# EASTPORT MUNI (EPM)

## RNAV (GPS) RWY 33



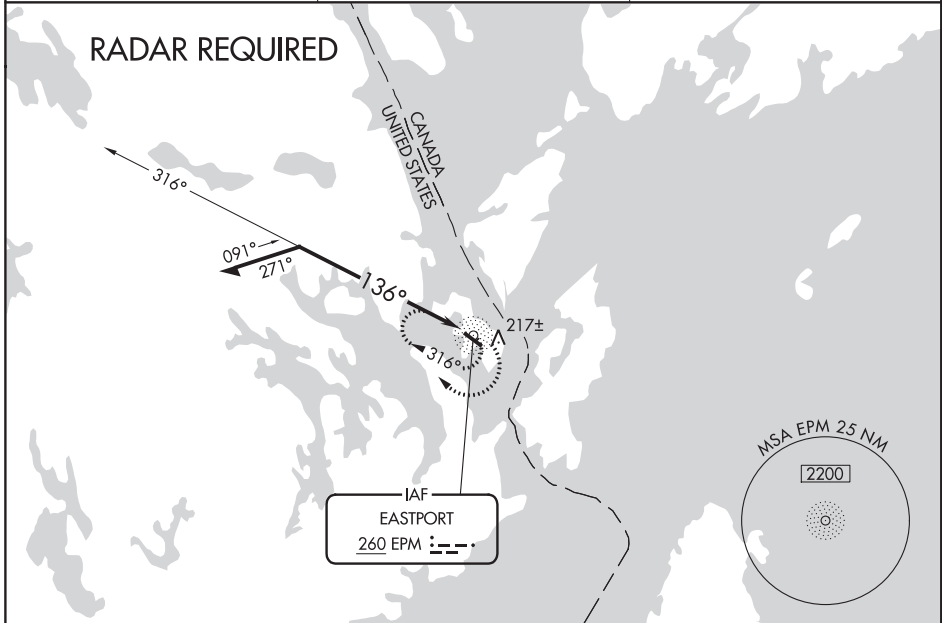
NDB EPM <b>260</b>	APP CRS <b>136°</b>	Rwy Idg TDZE Apt Elev	<b>4002</b> <b>44</b> <b>45</b>
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**NDB RWY 15**  
EASTPORT MUNI (EPM)

**Procedure NA at night.** Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDA 160 feet, increase S-33 Cat C and Circling Cat C visibility ½ mile, increase S-33 Cat D and Circling Cat D visibility ¼ mile.

**MISSED APPROACH:**  
Climbing right turn to 4000 in EPM NDB holding pattern.

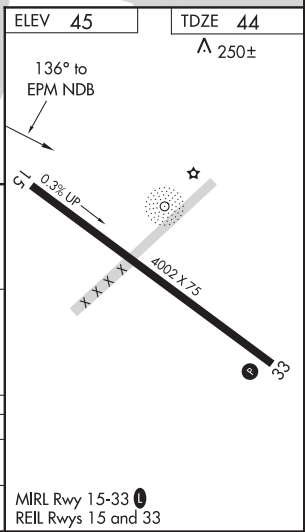
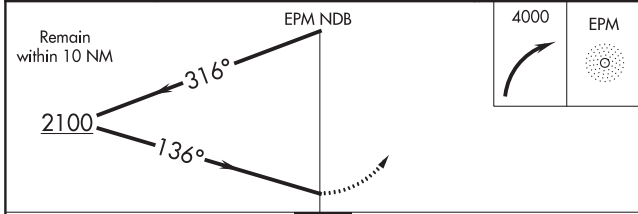
AWOS-AV <b>122.8</b>	BOSTON CENTER <b>124.25 290.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 45	TDZE 44
	△ 250±



CATEGORY	A	B	C	D
S-15	740-1 696 (700-1)		740-2 696 (700-2)	740-2 ½ 696 (700-2 ½)
CIRCLING	740-1 695 (700-1)		740-2 695 (700-2)	740-2 ½ 695 (700-2 ½)

EASTPORT, MAINE

AL-9125 (FAA)

15176

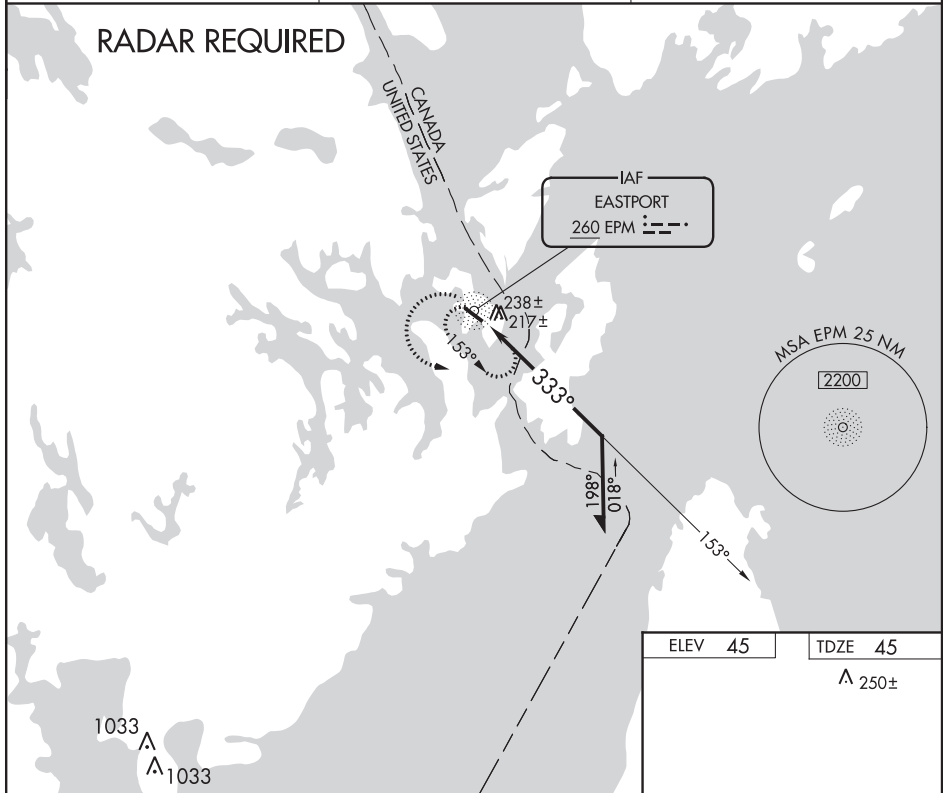
NDB EPM <b>260</b>	APP CRS <b>333°</b>	Rwy Idg <b>4002</b> TDZE <b>45</b> Apt Elev <b>45</b>
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**NDB RWY 33**  
EASTPORT MUNI (EPM)

▼ Procedure NA at night. When local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDA 160 feet, increase S-33 Cat C and Circling Cat C visibility ½ mile, increase S-33 Cat D and Circling Cat D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.

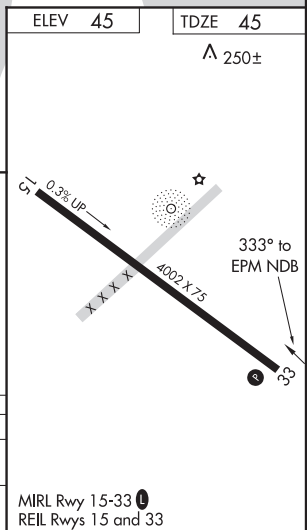
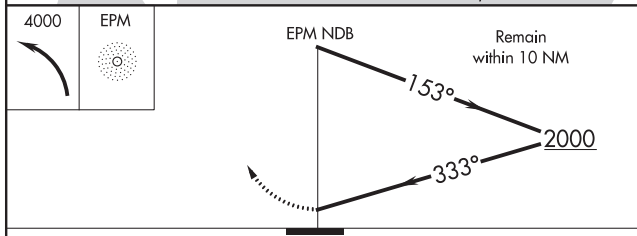
▲ NA MISSED APPROACH: Climbing left turn to 4000 in EPM NDB holding pattern.

AWOS-AV <b>122.8</b>	BOSTON CENTER <b>124.25 290.5</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 45	TDZE 45	▲ 250±																
<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>S-33</td> <td>600-1</td> <td>555 (600-1)</td> <td>600-1½ 555 (600-1½)</td> <td>600-1¾ 555 (600-1¾)</td> </tr> <tr> <td>CIRCLING</td> <td>600-1</td> <td>555 (600-1)</td> <td>600-1½ 555 (600-1½)</td> <td>600-2 555 (600-2)</td> </tr> </tbody> </table>				CATEGORY	A	B	C	D	S-33	600-1	555 (600-1)	600-1½ 555 (600-1½)	600-1¾ 555 (600-1¾)	CIRCLING	600-1	555 (600-1)	600-1½ 555 (600-1½)	600-2 555 (600-2)
CATEGORY	A	B	C	D														
S-33	600-1	555 (600-1)	600-1½ 555 (600-1½)	600-1¾ 555 (600-1¾)														
CIRCLING	600-1	555 (600-1)	600-1½ 555 (600-1½)	600-2 555 (600-2)														

MIRL Rwy 15-33 **0**  
REIL Rwys 15 and 33

EASTPORT, MAINE  
Amdt 1A 03APR14

44°55'N-67°01'W

EASTPORT MUNI (EPM)  
**NDB RWY 33**

APP CRS	Rwy Idg	<b>2615</b>
<b>306°</b>	TDZE	<b>125</b>
	Apt Elev	<b>125</b>

# RNAV (GPS) RWY 30

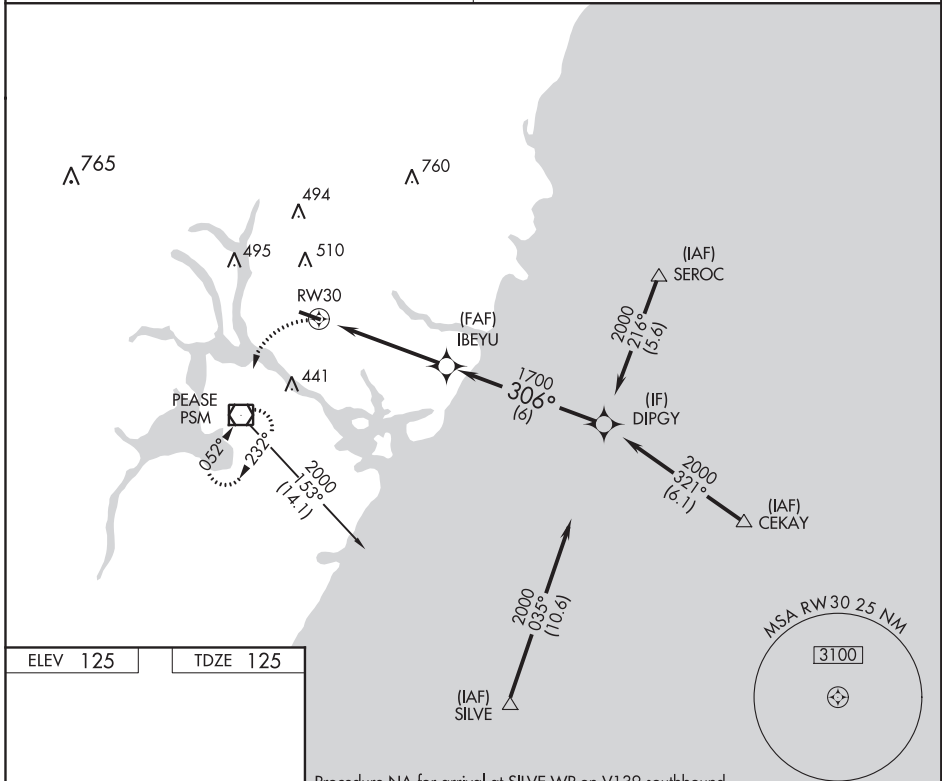
LITTLEBROOK AIR PARK (3B4)

**Procedure NA at night.**  
 Use Portsmouth, NH, altimeter setting.  
 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

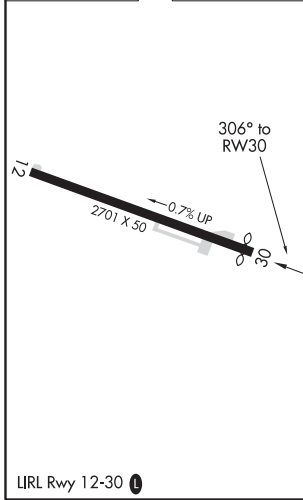
**MISSED APPROACH:** Climbing left turn to 2000 direct PSM VOR/DME and hold.

BOSTON APP CON  
**125.05 269.4**

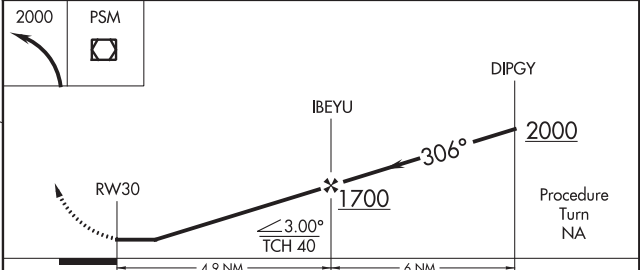
UNICOM  
**122.9 (CTAF)**



ELEV 125	TDZE 125
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Procedure NA for arrival at SILVE WP on V139 southbound, at SEROC on V167 northbound, and at CEKAY on V167 southbound.



CATEGORY	A	B	C	D
LNAV MDA	580-1	455 (500-1)		NA
CIRCLING	680-1	555 (600-1)		NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELIOT, MAINE

AL-6723 (FAA)

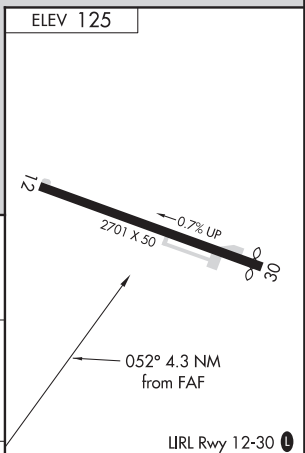
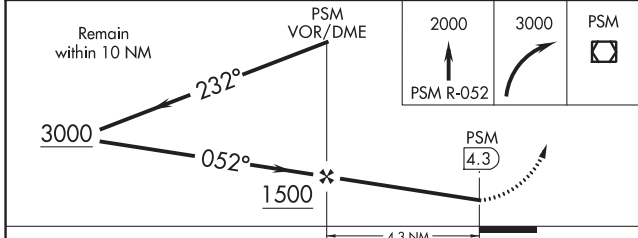
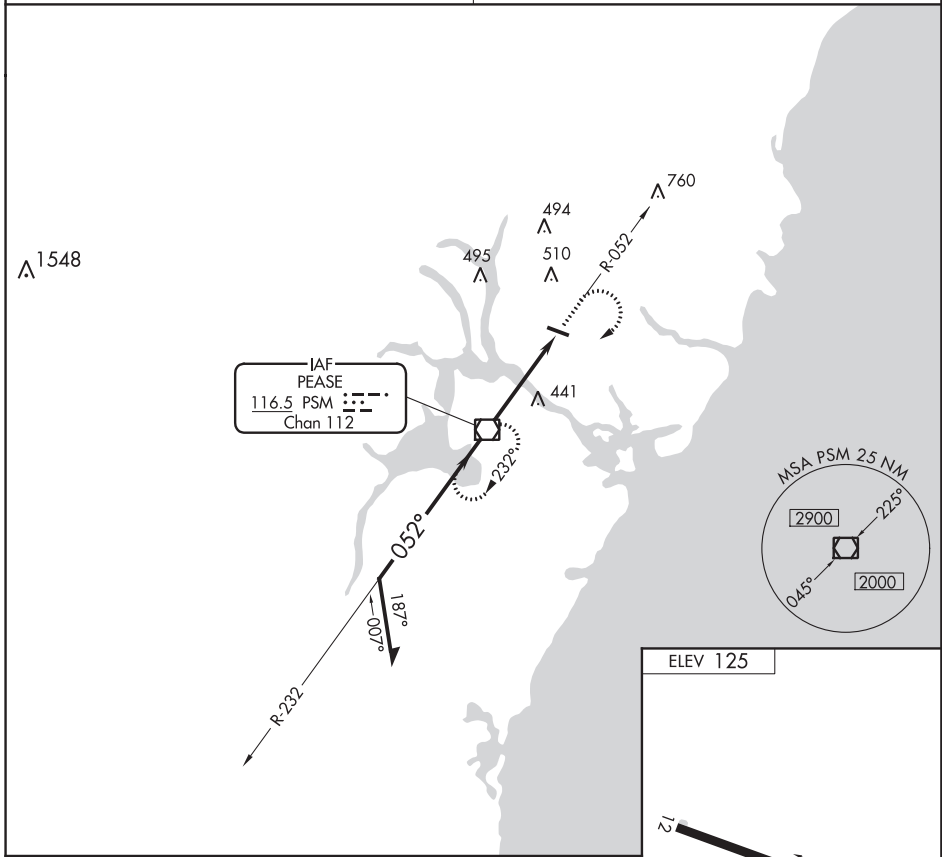
15344

VOR/DME PSM <b>116.5</b> Chan <b>112</b>	APP CRS <b>052°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>125</b>
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**VOR-A**

LITTLEBROOK AIR PARK (3B4)

<p>▼ Use Portsmouth, NH altimeter setting. ▲ NA Procedure NA at night.</p>	<p>MISSED APPROACH: Climb to 2000 via PSM R-052 then climbing right turn to 3000 direct PSM VOR/DME and hold.</p>
<p>BOSTON APP CON <b>125.05 269.4</b></p>	<p>UNICOM <b>122.9</b> (CTAF) <b>①</b></p>



CATEGORY	A	B	C	D	FAF to MAP 4.3 NM					
CIRCLING	720-1	595 (600-1)	NA		Knots	60	90	120	150	180
					Min:Sec	4:18	2:52	2:09	1:43	1:26

ELIOT, MAINE

Amtd 2 04SEP03

43°09'N-70°46'W

LITTLEBROOK AIR PARK (3B4)

**VOR-A**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



LOC/DME I-BNX <b>110.75</b> Chan 44(Y)	APP CRS <b>322°</b>	Rwy Idg <b>9501</b> TDZE <b>116</b> Apt Elev <b>130</b>
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# ILS or LOC RWY 32

CAPE COD COAST GUARD AIR STATION (F'MH)

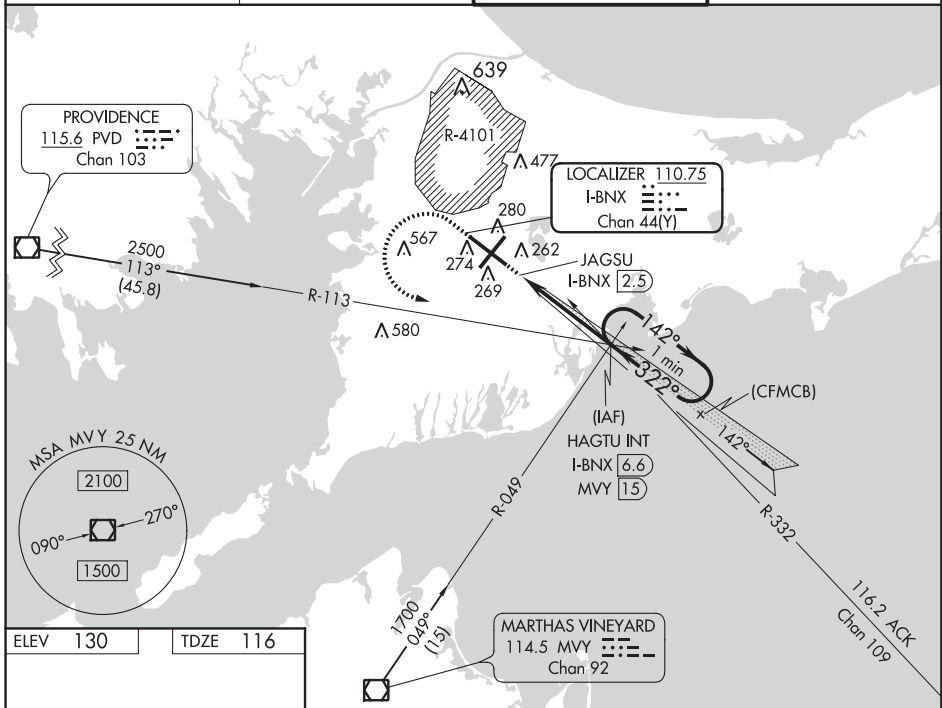
Circling NA northeast of Rwy 14 and northwest of Rwy 23.  
\*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR



MISSED APPROACH: Climb to 1400 then climbing left turn to 2000 on heading 112° and I-BNX localizer SE course to HAGTU INT/I-BNX 6.6 DME and hold.

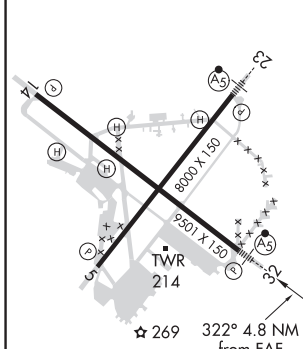
ATIS <b>120.475 236.825</b>	CAPE APP CON ★ <b>118.2 284.6</b>	COAST GUARD TOWER <b>128.425</b>	GND CON <b>124.15 275.8</b>
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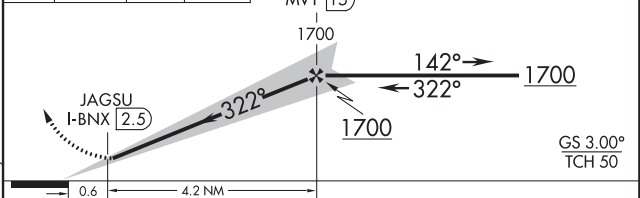
NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 130	TDZE 116
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1400	2000	I-BNX SE crs	HAGTU INT	HAGTU INT I-BNX 6.6 MVY 15	One Minute Holding Pattern
↑	hdg 112°				



REIL Rws 5, 14, 23 and 32 HIRL Rws 5-23 and 14-32
FAF to MAP 4.2 NM
Knots 60 90 120 150 180 Min:Sec 4:12 2:48 2:06 1:41 1:24

CATEGORY	A	B	C	D
S-ILS 32	* 316/24 200 (200-½)			
S-LOC 32	520/24	404 (400-½)	520/40	404 (400-¾)
CIRCLING	580-1 450 (500-1)	640-1 510 (600-1)	640-1½ 510 (600-1½)	680-2 550 (600-2)

WAAS CH <b>81837</b> <b>W05A</b>	APP CRS <b>054°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>117</b> <b>130</b>
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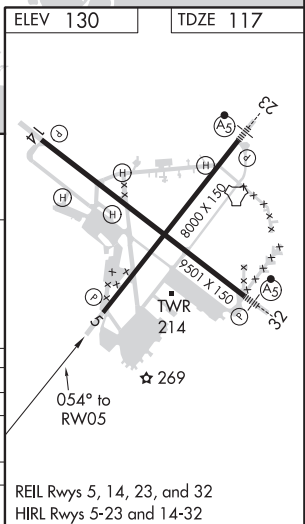
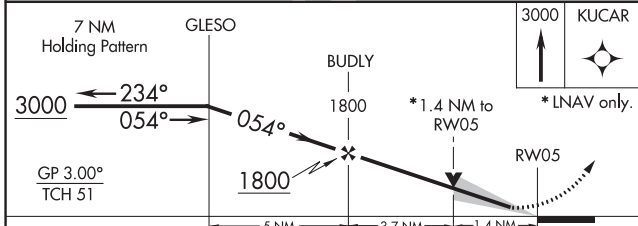
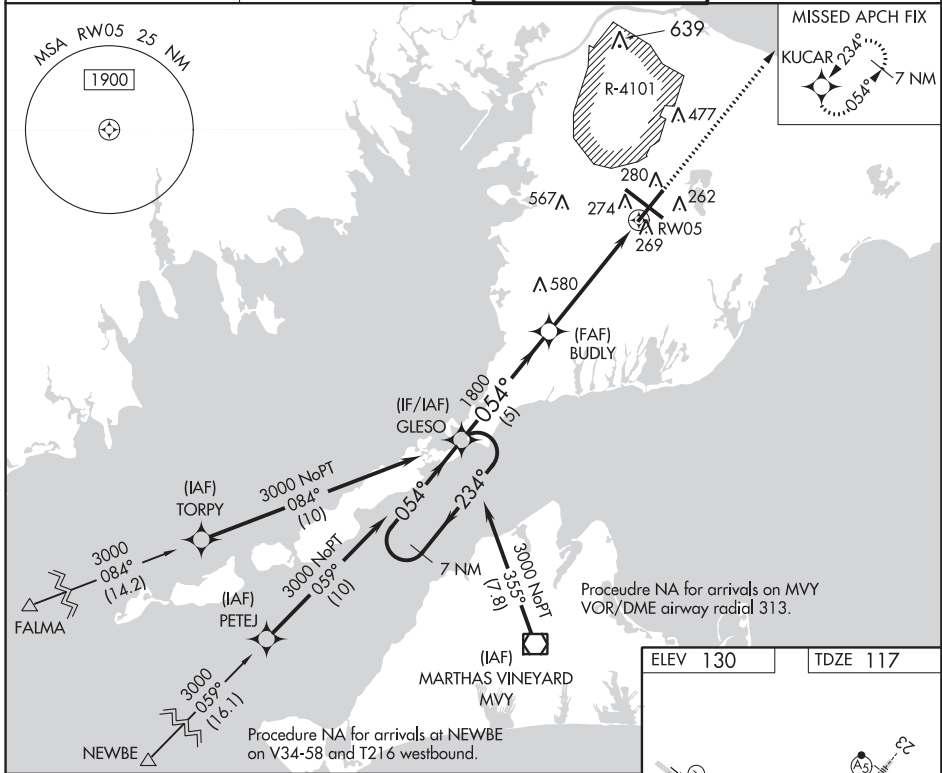
# RNAV (GPS) RWY 5

CAPE COD COAST GUARD AIR STATION (F.M.H.)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA NE of Rwy 14 and NW of Rwy 23.

MISSED APPROACH: Climb to 3000 direct KUCAR and hold.

ATIS <b>120.475 236.825</b>	CAPE APP CON ★ <b>118.2 284.6</b>	COAST GUARD TOWER <b>128.425 291.1</b>	GND CON <b>124.15 275.8</b>
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CATEGORY	A	B	C	D
LPV DA		317-3/4	200 (200-3/4)	
LNAV/DA VNAV		456-1/8	339 (400-1/8)	
LNAV MDA	540-1	423 (500-1)	540-1 1/4	423 (500-1 1/4)
CIRCLING	580-1 450 (500-1)	640-1 510 (600-1)	900-2 1/4 770 (800-2 1/4)	900-2 1/2 770 (800-2 1/2)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>86736</b> <b>W14A</b>	APP CRS <b>142°</b>	Rwy Idg TDZE Apt Elev	<b>9501</b> <b>130</b> <b>130</b>
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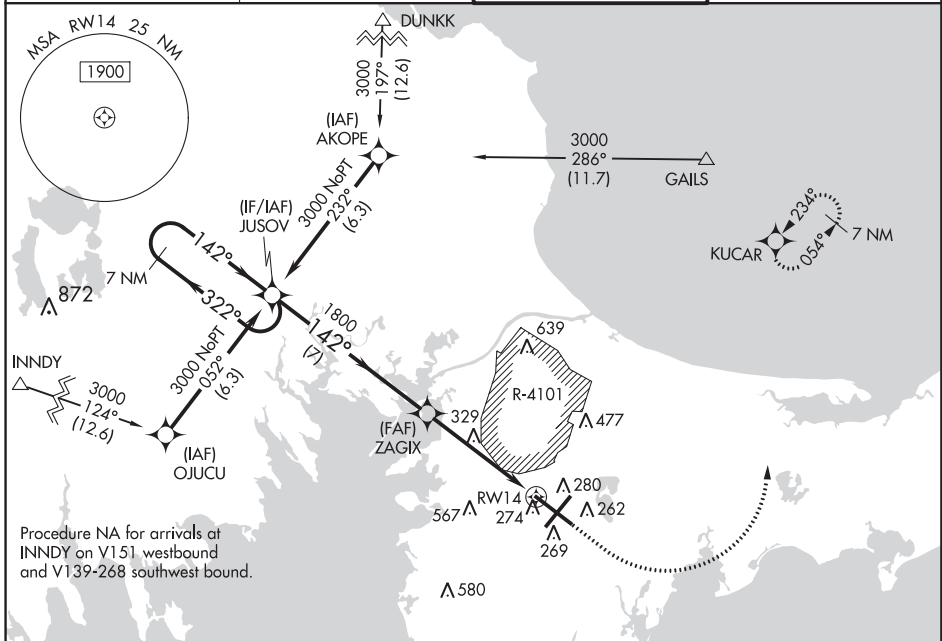
# RNAV (GPS) RWY 14

CAPE COD COAST GUARD AIR STATION (F'MH)

**A** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA NE of Rwy 14 and NW of Rwy 23. Helicopter visibility reduction below 3/4 SM NA.

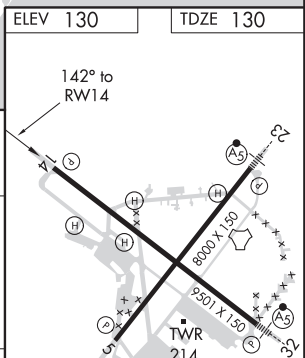
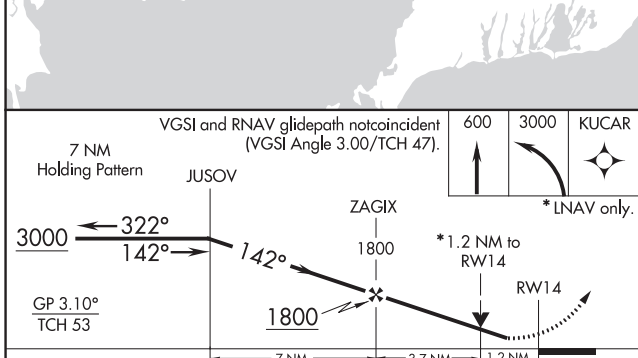
MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct KUCAR and hold.

ATIS <b>120.475 236.825</b>	CAPE APP CON ★ <b>118.2 284.6</b>	COAST GUARD TOWER <b>128.425 291.1</b>	GND CON <b>124.15 275.8</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		330-3/4	200 (200-3/4)	
LNAV/VNAV DA		563-13/8	433 (500-13/8)	
LNAV MDA	580-1	450 (500-1)	580-13/8	450 (500-13/8)
CIRCLING	580-1 450 (500-1)	640-1 510 (600-1)	900-2 1/4 770 (800-2 1/4)	900-2 1/2 770 (800-2 1/2)

ELEV 130 TDZE 130

REIL Rwy 5, 14, 23, and 32  
HIRL Rwy 5-23 and 14-32



WAAS CH <b>97337</b> <b>W23A</b>	APP CRS <b>234°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>126</b> <b>130</b>
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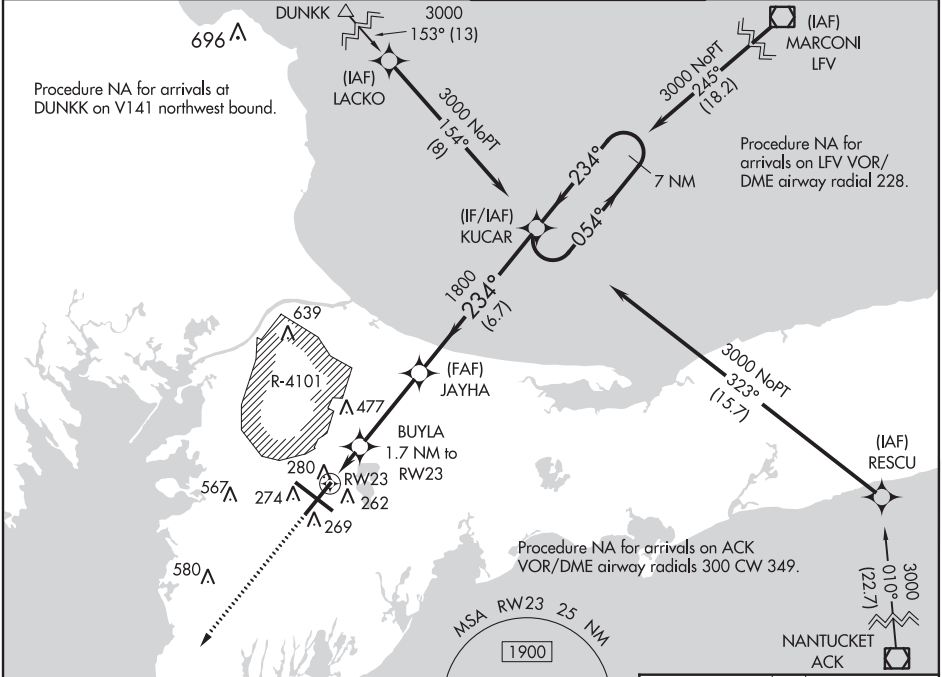
# RNAV (GPS) RWY 23

CAPE COD COAST GUARD AIR STATION (F/MH)

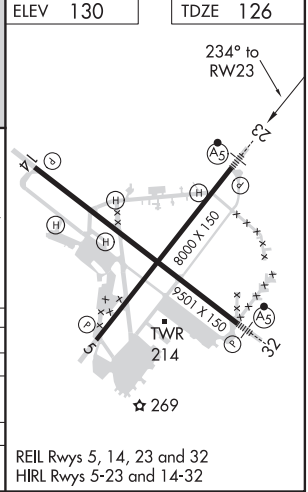
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).  
DME/DME RNP-0.3 NA. Circling NA NE of Rwy 14 and NW of Rwy 23. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C and D visibility to RVR 6000.

**MISSED APPROACH:** Climb to 3000 direct GLESO and hold.

ATIS <b>120.475 236.825</b>	CAPE APP CON ★ <b>118.2 284.6</b>	COAST GUARD TOWER <b>128.425 291.1</b>	GND CON <b>124.15 275.8</b>
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ELEV 130	TDZE 126			
3000	GLESO *LNAV only.	KUCAR 7 NM Holding Pattern		
CATEGORY LPV DA LNAV/VNAV DA LNAV MDA CIRCLING	A 540/24 450 (500-1)	B 326/24 441/26 414 (500-1/2) 640-1 510 (600-1)	C 200 (200-1/2) 315 (400-3/8) 540/40 770 (800-2/4)	D 414 (500-3/4) 900-2 1/4 770 (800-2 1/2)



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

FALMOUTH, MASSACHUSETTS

AL-10362 (FAA)

16035

WAAS CH <b>42536</b> <b>W32A</b>	APP CRS <b>323°</b>	Rwy Idg TDZE <b>116</b> Apt Elev <b>130</b>	<b>9501</b>
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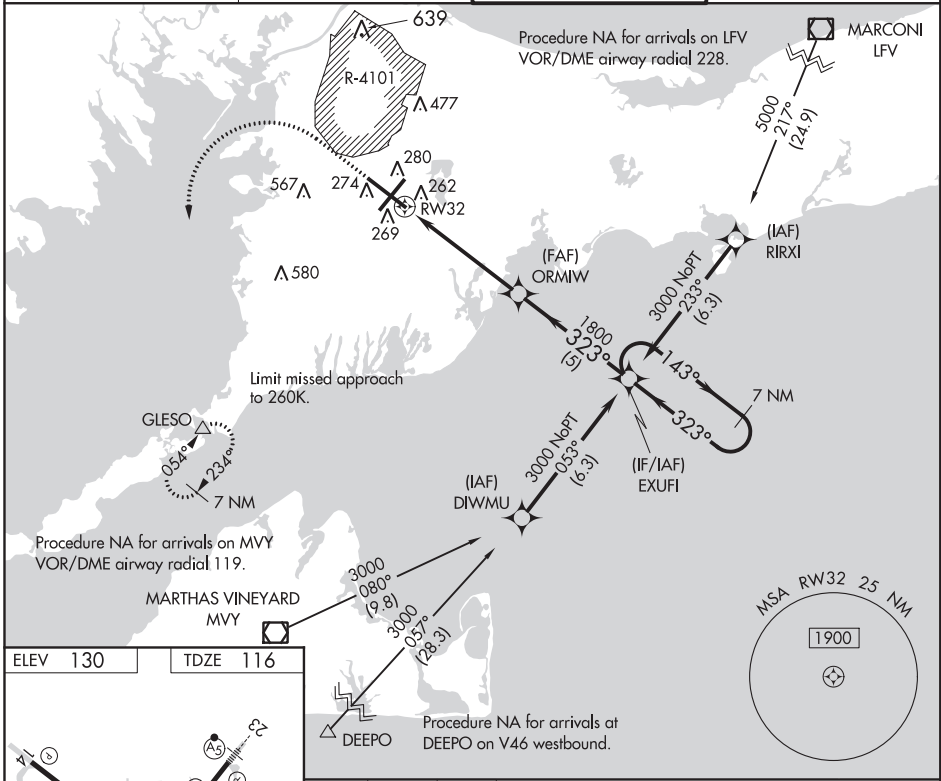
# RNAV (GPS) RWY 32

CAPE COD COAST GUARD AIR STATION (F'MH)

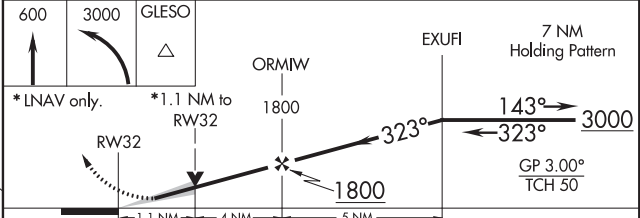
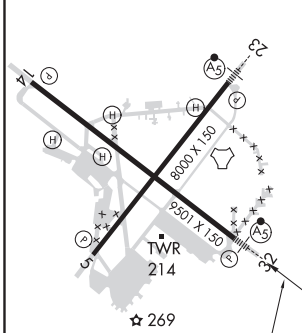
**A** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA NE of Rwy 14 and NW of Rwy 23.

**MISSED APPROACH:** Climb to 600 then climbing left turn to 3000 direct GLESO and hold, continue climb-in-hold to 3000.

ATIS <b>120.475 236.825</b>	CAPE APP CON ★ <b>118.2 284.6</b>	COAST GUARD TOWER <b>128.425 291.1</b>	GND CON <b>124.15 275.8</b>
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ELEV 130	TDZE 116
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CATEGORY	A	B	C	D
LPV DA		316/24	200 (200-½)	
LNAV/VNAV DA		429/26	313 (300-¾)	
LNAV MDA	520/24	404 (400-½)	520/40	404 (400-¾)
<b>C</b> CIRCLING	580-1 450 (500-1)	640-1 510 (600-1)	900-2¼ 770 (800-2¼)	900-2½ 770 (800-2½)

FALMOUTH, MASSACHUSETTS  
Orig 24JUL14

CAPE COD COAST GUARD AIR STATION (F'MH)  
RNAV (GPS) RWY 32  
41°40'N-70°31'W

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

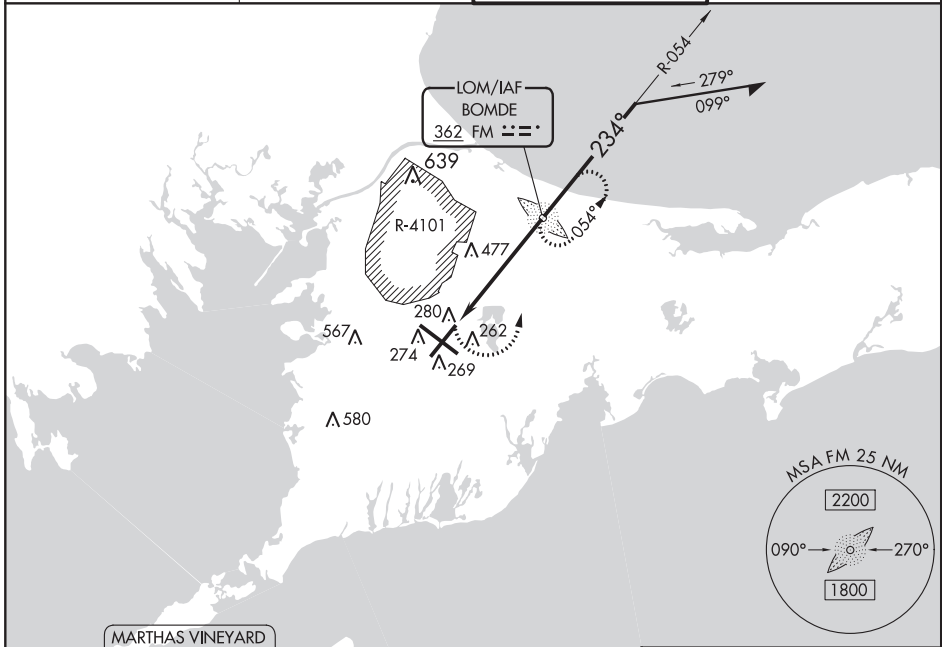
NDB FM	APP CRS	Rwy Idg	<b>8000</b>
<b>362</b>	<b>234°</b>	TDZE	<b>125</b>
		Apt Elev	<b>130</b>

# NDB RWY 23

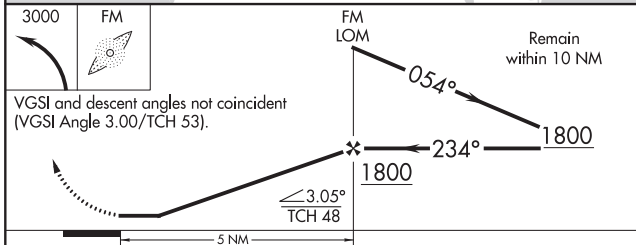
CAPE COD COAST GUARD AIR STATION (F'MH)

Circling NA northeast of Rwy 14 and northwest of Rwy 23.		MALSR 	MISSED APPROACH: Climbing left turn to 3000 direct FM LOM and hold.
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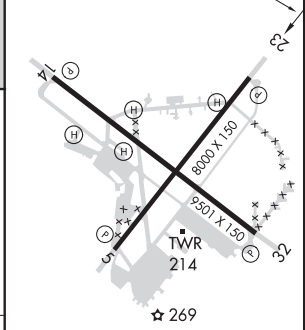
ATIS <b>120.475 236.825</b>	CAPE APP CON * <b>118.2 284.6</b>	COAST GUARD TOWER <b>128.425 291.1</b>	GND CON <b>124.15 275.8</b>
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MARTHAS VINEYARD  
114.5 MVY  
Chan 92



ELEV 130	TDZE 125
	234° 5 NM from FAF



CATEGORY	A	B	C	D
S-23	780/40 655 (700-3/4)		780/60 655 (700-1 1/4)	780-1 3/4 655 (700-1 3/4)
CIRCLING	780-1 650 (700-1)		780-1 3/4 650 (700-1 3/4)	780-2 650 (700-2)

REIL Rws 5, 14, 23, and 32					
HIRL Rws 5-23 and 14-32					
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

# NDB RWY 23

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-FMH <b>109.55</b> Chan <b>32(Y)</b>	APP CRS <b>234°</b>	Rwy Idg TDZE <b>126</b> Apt Elev <b>130</b>	<b>8000</b>
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# COPTER ILS or LOC RWY 23

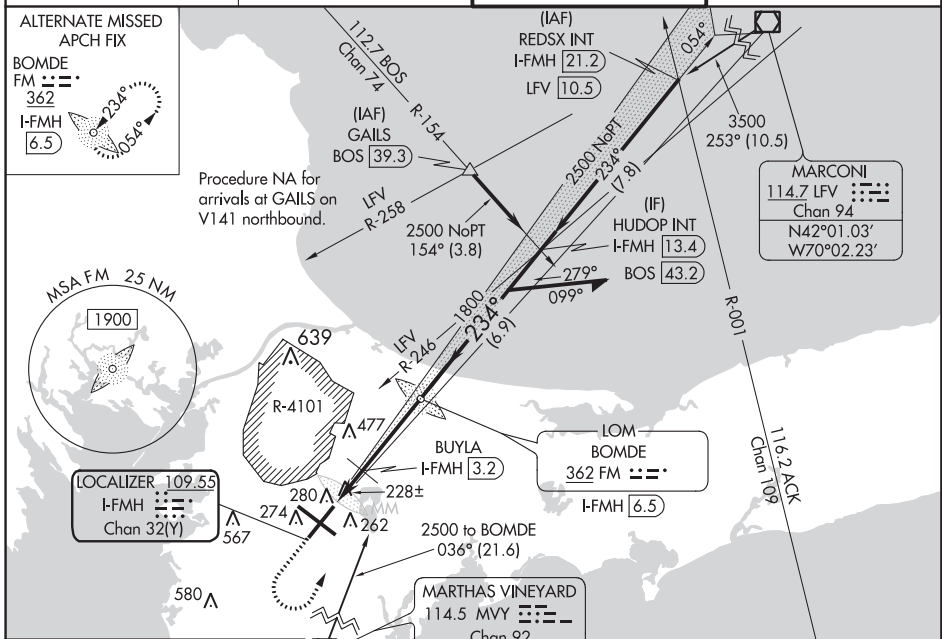
CAPE COD COAST GUARD AIR STATION (F/MH)

ADF required. For inoperative MALSR, increase H-ILS and H-LOC 23 visibility to RVR 2400. BUYLA fix minimums: For inoperative MALSR, increase H-LOC 23 visibility to RVR 2400.

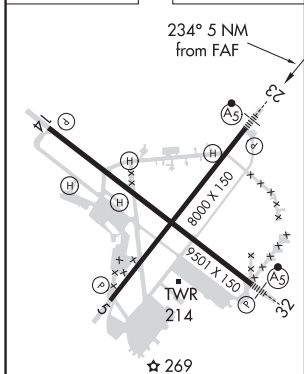


MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 on 032° course to BOMDE LOM and hold.

ATIS <b>120.475 236.825</b>	CAPE APP CON ★ <b>118.2 284.6</b>	COAST GUARD TOWER <b>128.425 291.1</b>	GND CON <b>124.15 275.8</b>
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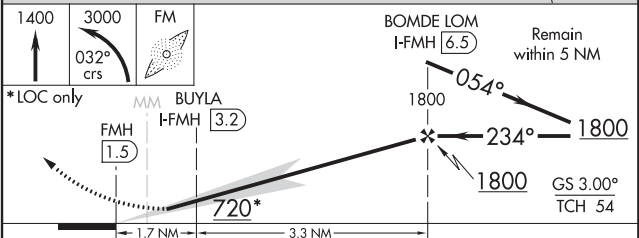
ELEV 130	TDZE 126
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REIL Rwy 5, 14, 23, and 32  
HIRL Rwy 5-23 and 14-32  
FAF to MAP 5 NM

Knots	45	60	75	90	105
Min:Sec	6:40	5:00	4:00	3:20	2:51

**NOT FOR CIVIL USE  
UNITED STATES COAST  
GUARD USE ONLY**



CATEGORY	COPTER	
H-ILS 23	226/12	100 (100-¼)
H-LOC 23	720/12	594 (600-¼)
BUYLA FIX MINIMUMS		
H-LOC 23	480/12	354 (400-¼)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

15120

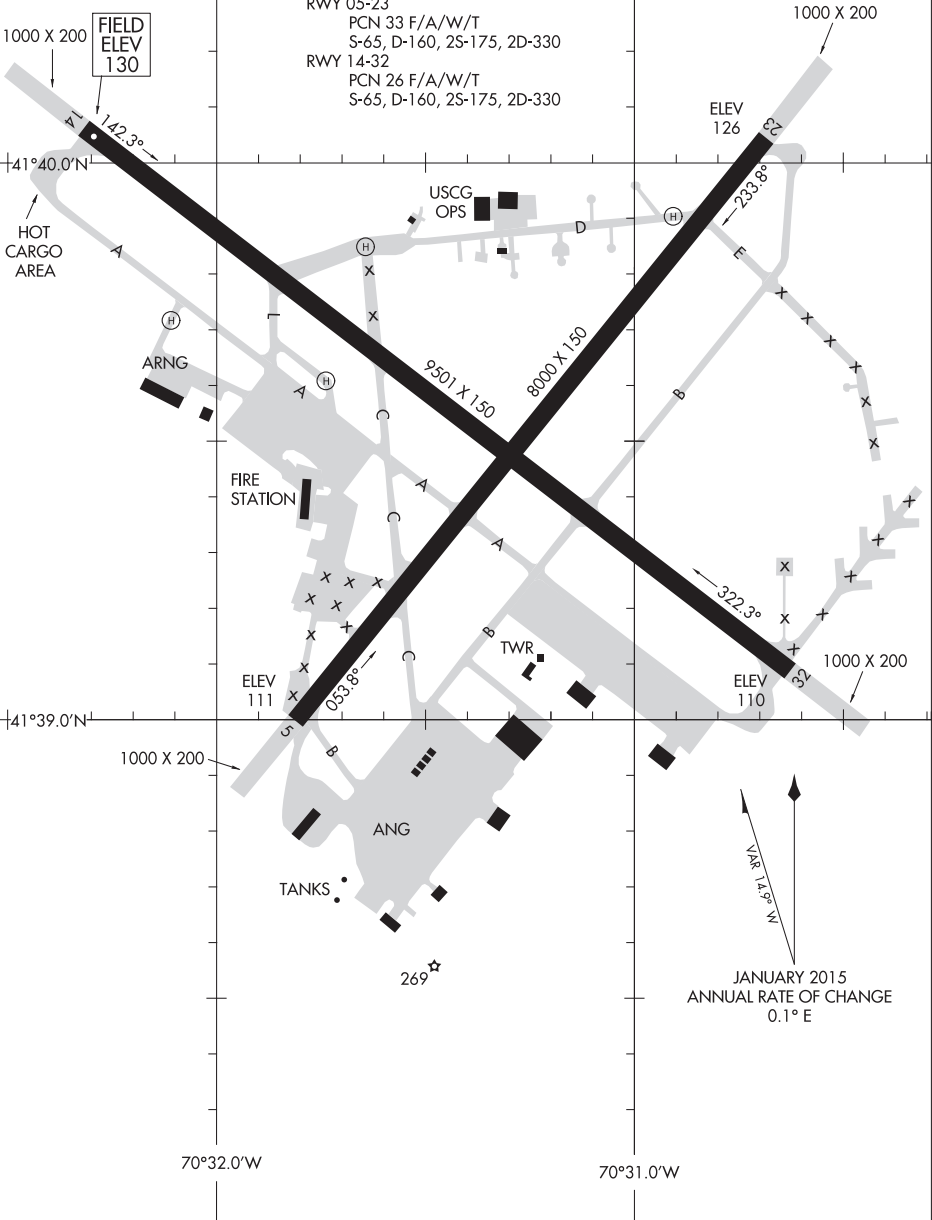
# AIRPORT DIAGRAM

CAPE COD COAST GUARD AIR STATION (F/MH)  
AL-10362 (FAA) FALMOUTH, MASSACHUSETTS

ATIS  
120.475 236.825  
COAST GUARD TOWER  
128.425 291.1  
GND CON  
124.15 275.8

**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.**

RWY 05-23  
PCN 33 F/A/W/T  
S-65, D-160, 2S-175, 2D-330  
RWY 14-32  
PCN 26 F/A/W/T  
S-65, D-160, 2S-175, 2D-330



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

15120

FALMOUTH, MASSACHUSETTS  
CAPE COD COAST GUARD AIR STATION (F/MH)

APP CRS	Rwy Idg	<b>4510</b>
<b>158°</b>	TDZE	<b>340</b>
	Apt Elev	<b>348</b>

# RNAV (GPS) RWY 14

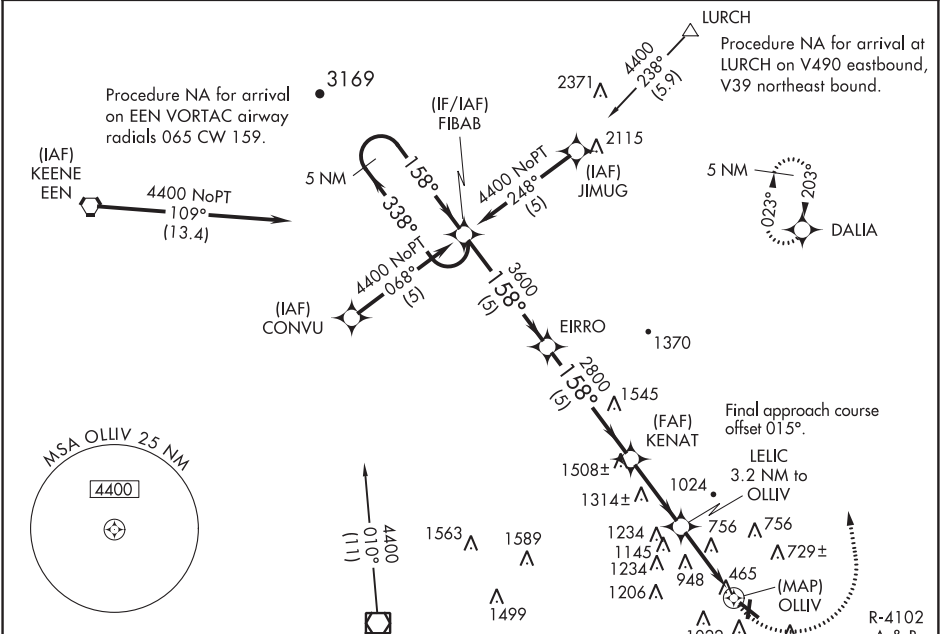
FITCHBURG MUNI (FIT)

**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

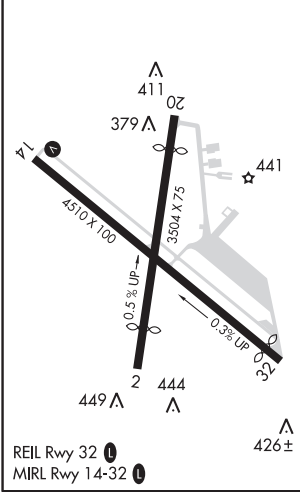
**⚠** MISSED APPROACH: Climbing left turn to 3500 direct DALIA and hold.

**⚠** -25°C

ASOS <b>135.175</b>	BOSTON APP CON <b>124.4 279.6</b>	UNICOM <b>122.7</b> (CTAF)	<b>123.0</b> <b>0</b>
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ELEV <b>348</b>	TDZE <b>340</b>
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5 NM Holding Pattern	FIBAB	Visual segment - obstacles.	3500	DALIA
4400	338°	158°	3600	2800
		KENAT	LELIC 3.2 NM to OLLIV	OLLIV
		5 NM	3 NM	0.3

CATEGORY	A	B	C	D
RNAV MDA	1320-1¼ 980 (1000-1¼)	1320-1½ 980 (1000-1½)	1320-3 980 (1000-3)	NA
CIRCLING	1320-1¼ 972 (1000-1¼)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

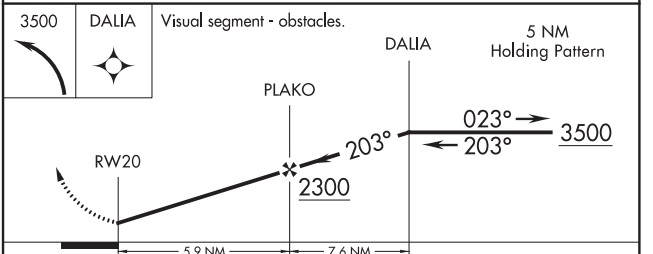
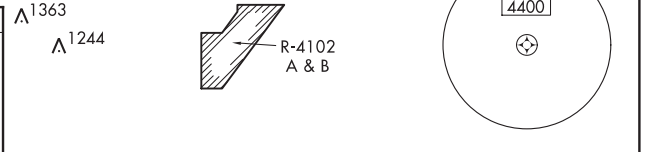
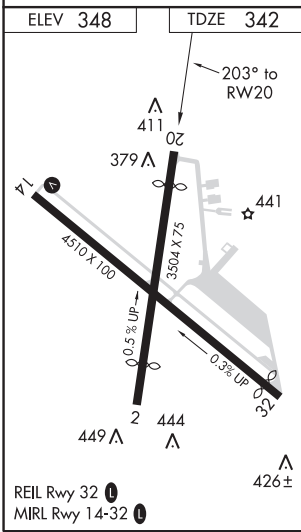
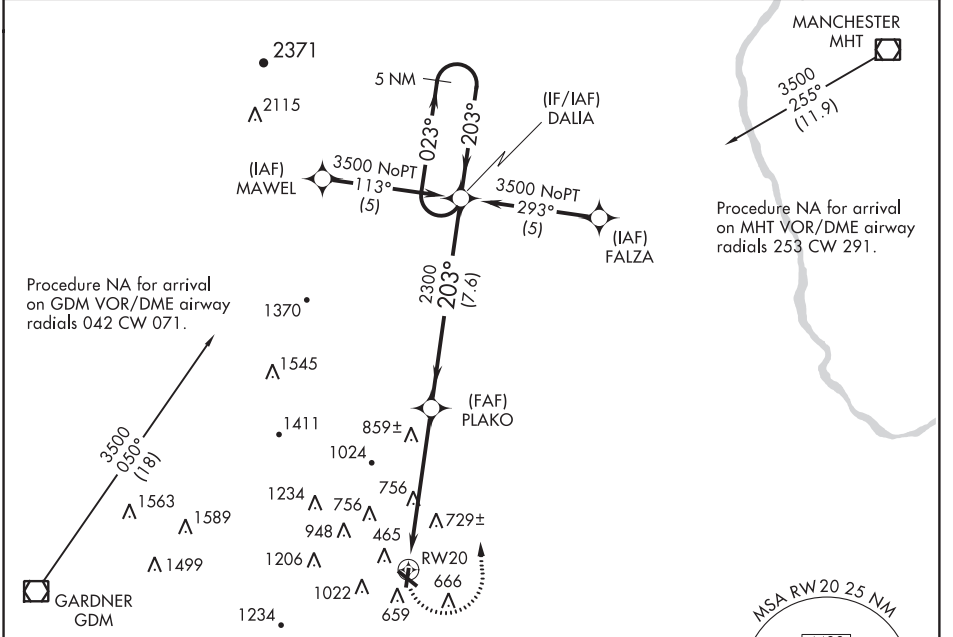
APP CRS	Rwy Idg	<b>3043</b>
<b>203°</b>	TDZE	<b>342</b>
	Apt Elev	<b>348</b>

# RNAV (GPS) RWY 20

FITCHBURG MUNI (FIT)

<p>DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. -25°C</p>	<p>MISSED APPROACH: Climbing left turn to 3500 direct DALIA and hold.</p>
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ASOS <b>135.175</b>	BOSTON APP CON <b>124.4 279.6</b>	UNICOM <b>122.7 (CTAF)</b>	<b>123.0</b>
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CATEGORY	A	B	C	D
LNVA MDA	1120-1 778 (800-1)	1120-1¼ 778 (800-1¼)	1120-2½ 778 (800-2½)	NA
CIRCLING	1120-1 772 (800-1)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

NE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>324°</b>	Rwy Idg TDZE Apt Elev	<b>4269</b> <b>335</b> <b>348</b>
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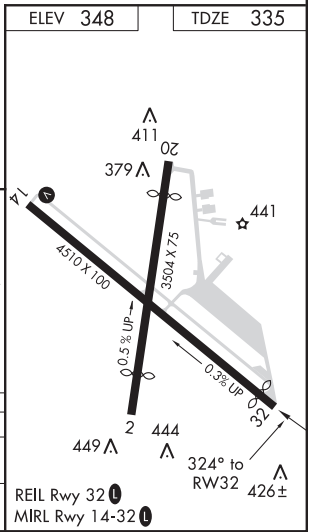
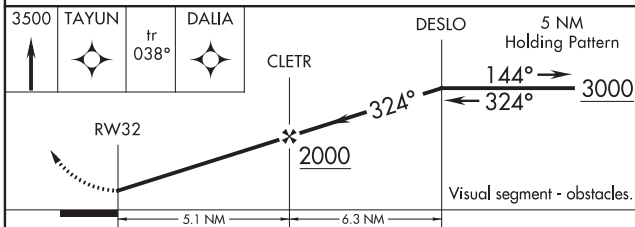
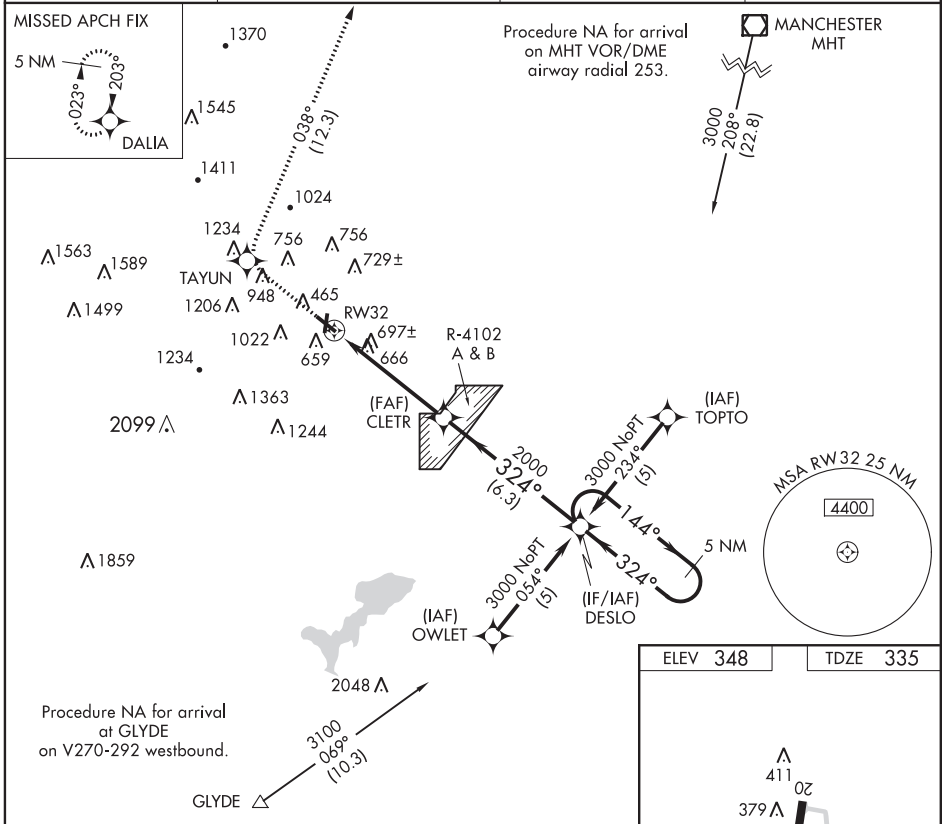
# RNAV (GPS) RWY 32

FITCHBURG MUNI (FIT)

**DME/DME RNP-0.3 NA.** Procedure NA when R-4102 A & B are active. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

**MISSED APPROACH:** Climb to 3500 direct TAYUN and on track 038° to DALIA and hold.

<b>ASOS</b> <b>135.175</b>	<b>BOSTON APP CON</b> <b>124.4 279.6</b>	<b>UNICOM</b> <b>122.7 (CTAF)</b>	<b>123.0</b>
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CATEGORY	A	B	C	D
LNNAV MDA	1120-1 785 (800-1)	1120-1 1/4 785 (800-1 1/4)	1120-2 1/2 785 (800-2 1/2)	NA
CIRCLING	1120-1 772 (800-1)	1320-1 1/2 972 (1000-1 1/2)	1340-3 992 (1000-3)	NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



**NDB-A**

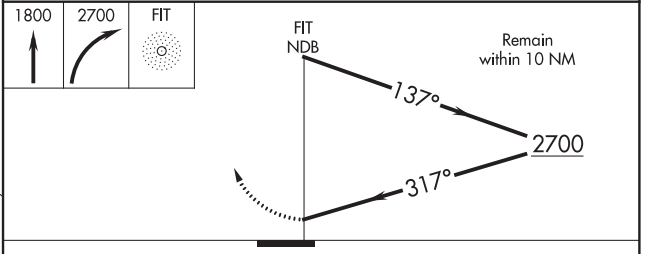
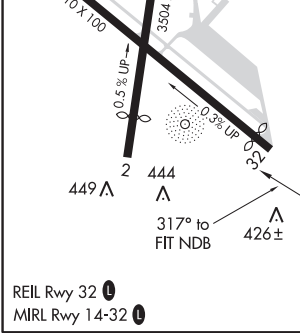
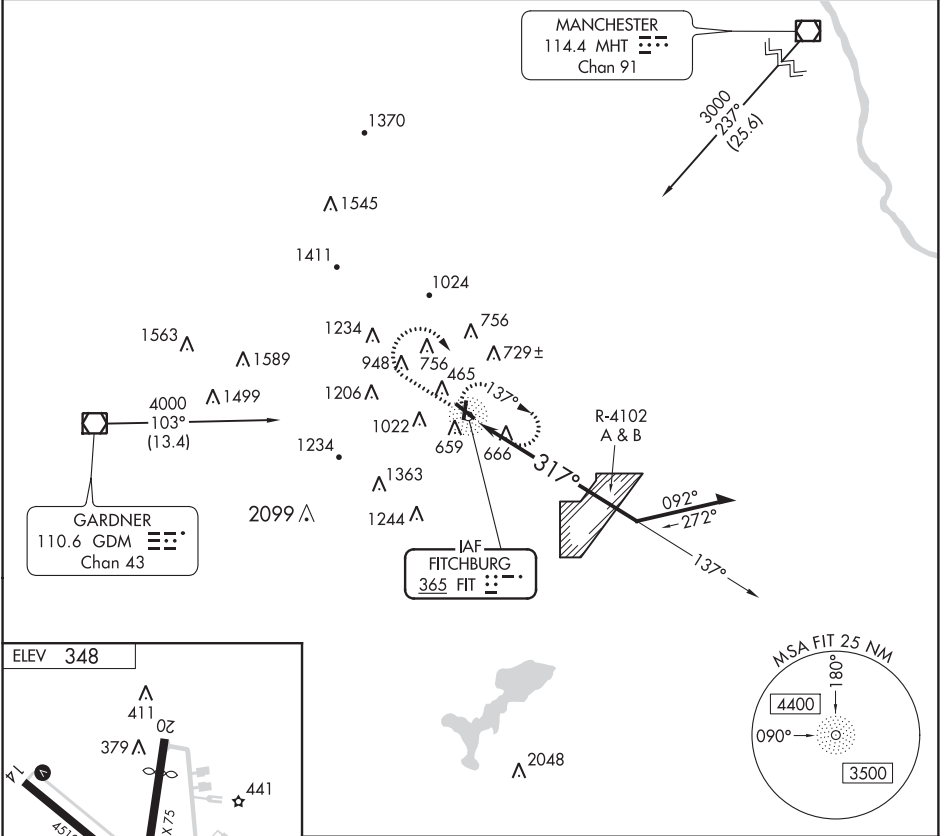
FITCHBURG MUNI (FIT)

NDB FIT <b>365</b>	APP CRS <b>317°</b>	Rwy Ldg TDZE Apt Elev <b>N/A</b> <b>348</b>
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Procedure NA at night. When local altimeter setting not received, use Nashua altimeter setting and increase all MDA 60 feet. Visibility reduction by helicopters NA. Procedure NA when R-4102 A & B are active.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct FIT NDB and hold.

ASOS <b>135.175</b>	BOSTON APP CON <b>124.4 279.6</b>	UNICOM <b>122.7 (CTAF)</b>	<b>123.0</b>
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CATEGORY	A	B	C	D
CIRCLING	1240-1¼ 892 (900-1¼)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

**NDB-A**

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FRENCHVILLE, MAINE

AL-6195 (FAA)

16315

WAAS CH <b>93917</b> <b>W14A</b>	APP CRS <b>133°</b>	Rwy Idg TDZE Apt Elev	<b>4600</b> <b>984</b> <b>987</b>
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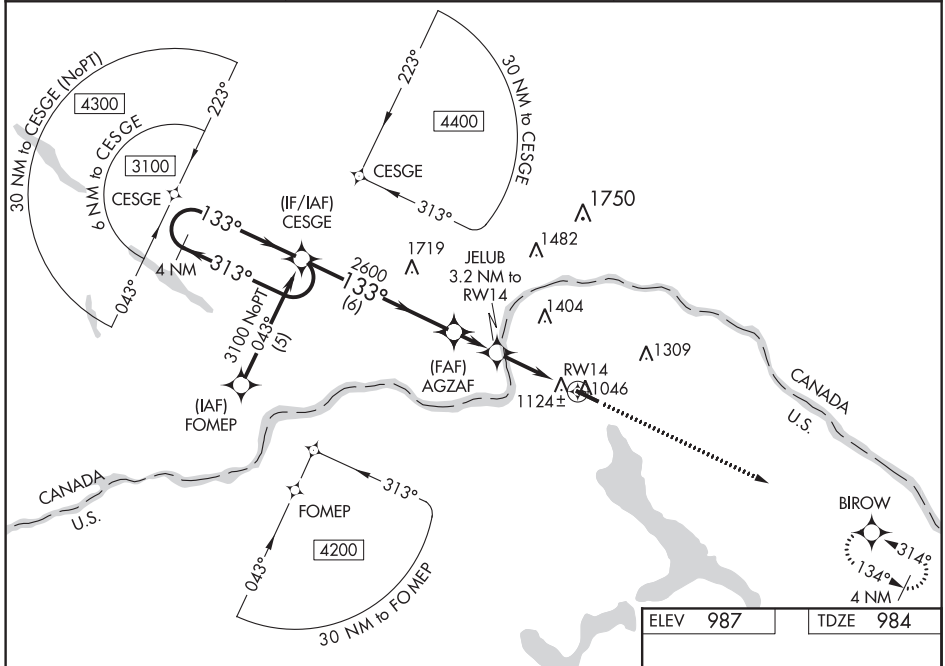
# RNAV (GPS) RWY 14

NORTHERN AROOSTOOK RGNL (FVE)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Caribou altimeter setting. When local altimeter setting not received, use Caribou altimeter setting and increase all DA 115 feet and all MDA 120 feet, increase LPV all Cats, Circling Cats C, D visibility ½ mile, increase LNAV/VNAV all Cats, LNAV Cats C, D visibility ¼ mile.

**⚠** MISSED APPROACH: Climb to 3000 direct BIROW and hold.

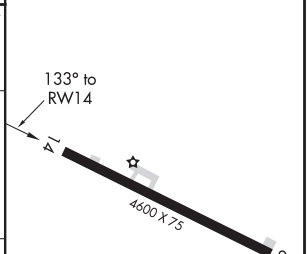
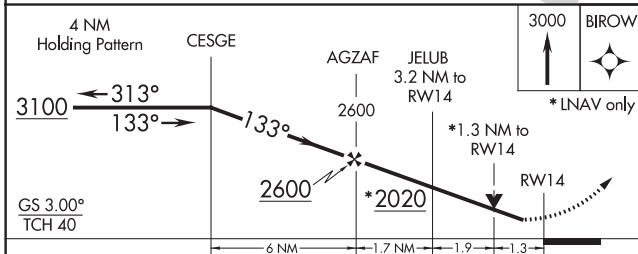
ASOS <b>135.725</b>	BOSTON CENTER <b>124.75 239.5</b>	UNICOM <b>122.7 (CTAF) 0</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 987	TDZE 984
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CATEGORY	A	B	C	D
LPV DA		1270-1	286 (300-1)	
LNAV/VNAV DA		1519-2	535 (600-2)	
LNAV MDA	1440-1	456 (500-1)	1440-1½ 456 (500-1½)	1440-1½ 456 (500-1½)
CIRCLING	1520-1 533 (600-1)	1540-1 553 (600-1)	1620-1¾ 633 (700-1¾)	1620-2 633 (700-2)

REIL Rwy 14 and 32 0  
MIRL Rwy 14-32 0

FRENCHVILLE, MAINE  
Amdt1 23SEP10

47°17'N - 68°19'W

# NORTHERN AROOSTOOK RGNL (FVE)

## RNAV (GPS) RWY 14

APP CRS <b>314°</b>	Rwy ldg TDZE Apt Elev	<b>4600</b> <b>987</b> <b>987</b>
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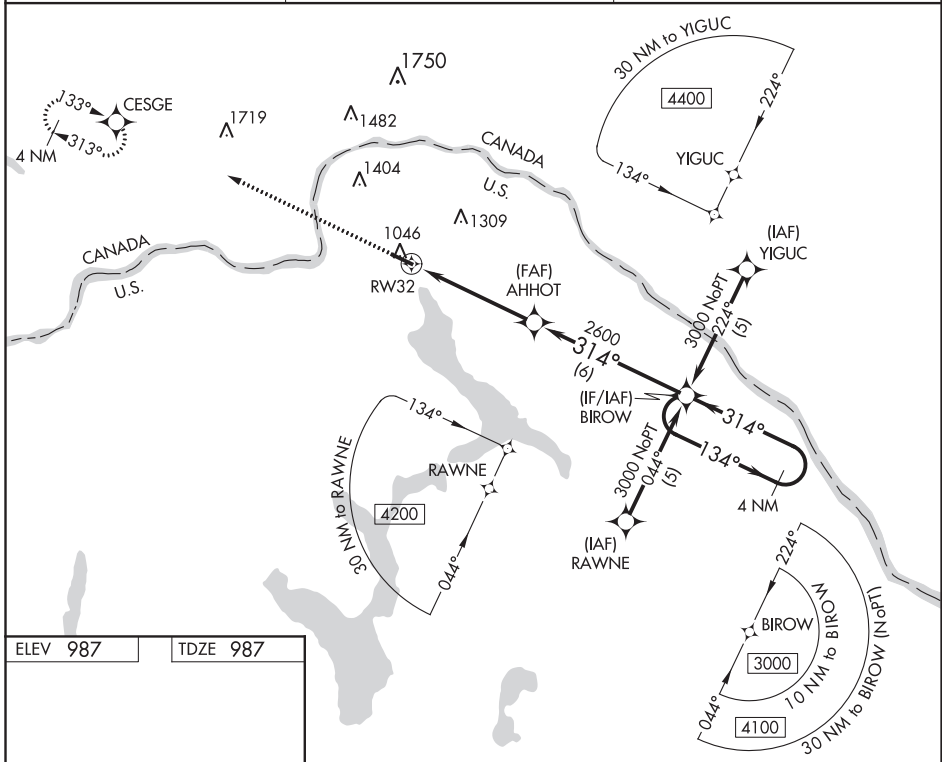
# RNAV (GPS) RWY 32

NORTHERN AROOSTOOK RGNL (FVE)

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Caribou altimeter setting and increase all MDA 120 feet, increase LNAV and Circling Cats C, D visibility 1/2 mile.

**MISSED APPROACH:** Climb to 3100 direct CEGSE and hold.

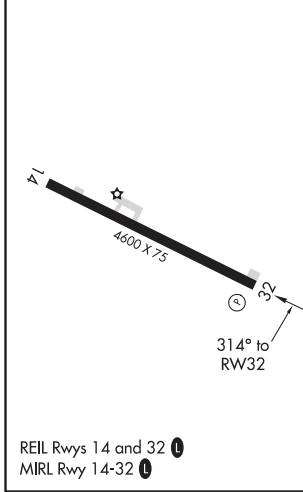
ASOS <b>135.725</b>	BOSTON CENTER <b>124.75 239.5</b>	UNICOM <b>122.7 (CTAF)</b>
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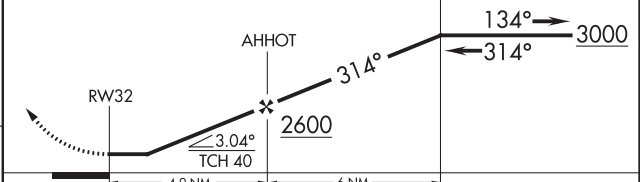
NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 987	TDZE 987
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REIL Rwy 14 and 32 **Ⓛ**  
MIRL Rwy 14-32 **Ⓛ**



CATEGORY	A	B	C	D
LNAV MDA	1480-1	493 (500-1)	1480-1¼ 493 (500-1¼)	1480-1½ 493 (500-1½)
CIRCLING	1520-1 533 (600-1)	1540-1 553 (600-1)	1620-1¾ 633 (700-1¾)	1620-2 633 (700-2)

WAAS CH <b>93635</b> <b>W32A</b>	APP CRS <b>324°</b>	Rwy Idg TDZE <b>448</b> Apt Elev <b>455</b>
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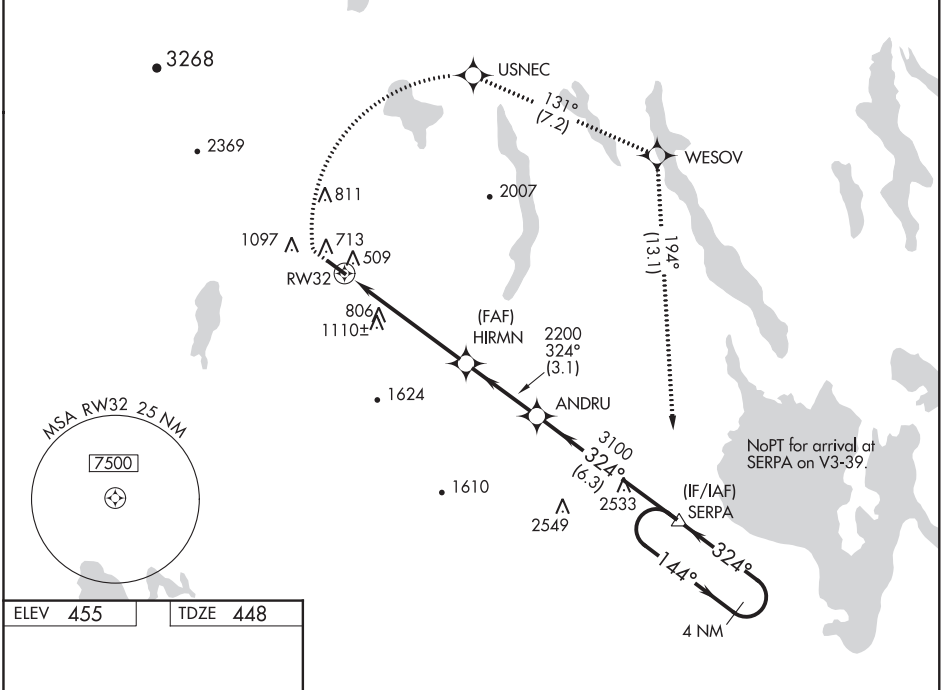
# RNAV (GPS) RWY 32

EASTERN SLOPES RGNL (IZG)

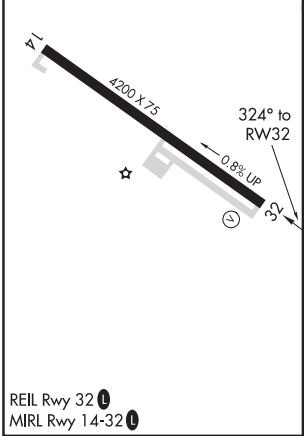
**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Auburn/Lewiston altimeter setting and increase all DA 91 feet and all MDA 100 feet, and increase LPV all Cats visibility  $\frac{3}{8}$  mile, LNAV Cat B visibility  $\frac{1}{4}$  mile and Cat C visibility  $\frac{1}{2}$  mile, and increase Circling Cat B visibility  $\frac{1}{4}$  mile. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. VDP NA when using Auburn/Lewiston altimeter setting. Circling to Rwy 14 NA at night.

**MISSED APPROACH:** Climb to 900 then climbing right turn to 3600 direct USNEC and on track 131° to WESOV and on track 194° to SERPA and on track 194° to SERPA and hold.

ASOS <b>135.775</b>	PORTLAND APP CON * <b>119.75 381.2</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV <b>455</b>	TDZE <b>448</b>
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900	3600	USNEC	tr 131°	WESOV	tr 194°	SERPA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 17).
*LNAV only.							4 NM
ANDRU							SERPA Holding Pattern
144° → 3600 ← 324°							
2200 3100 324°							GS 3.00° TCH 51
2.2 NM → 3.2 NM → 3.1 NM → 6.3 NM							
CATEGORY	A		B		C		D
LPV DA	864-1 $\frac{3}{8}$		416 (500-1 $\frac{3}{8}$ )				NA
LNAV MDA	1140-1		692 (700-1)		1140-2		NA
	885 (900-1 $\frac{1}{4}$ )		945 (1000-1 $\frac{1}{4}$ )		1560-3		NA
<b>C</b> CIRCLING	1340-1 $\frac{1}{4}$		1400-1 $\frac{1}{4}$		1560-3		NA

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APP CRS <b>179°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>955</b>
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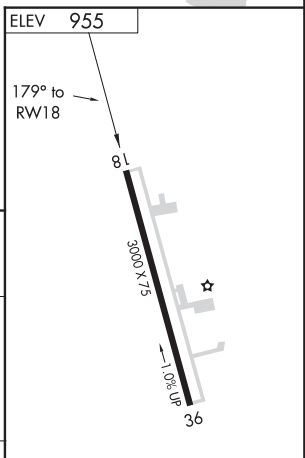
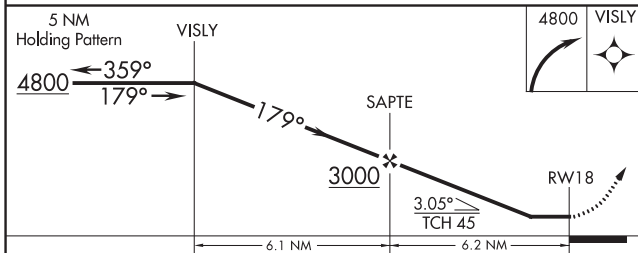
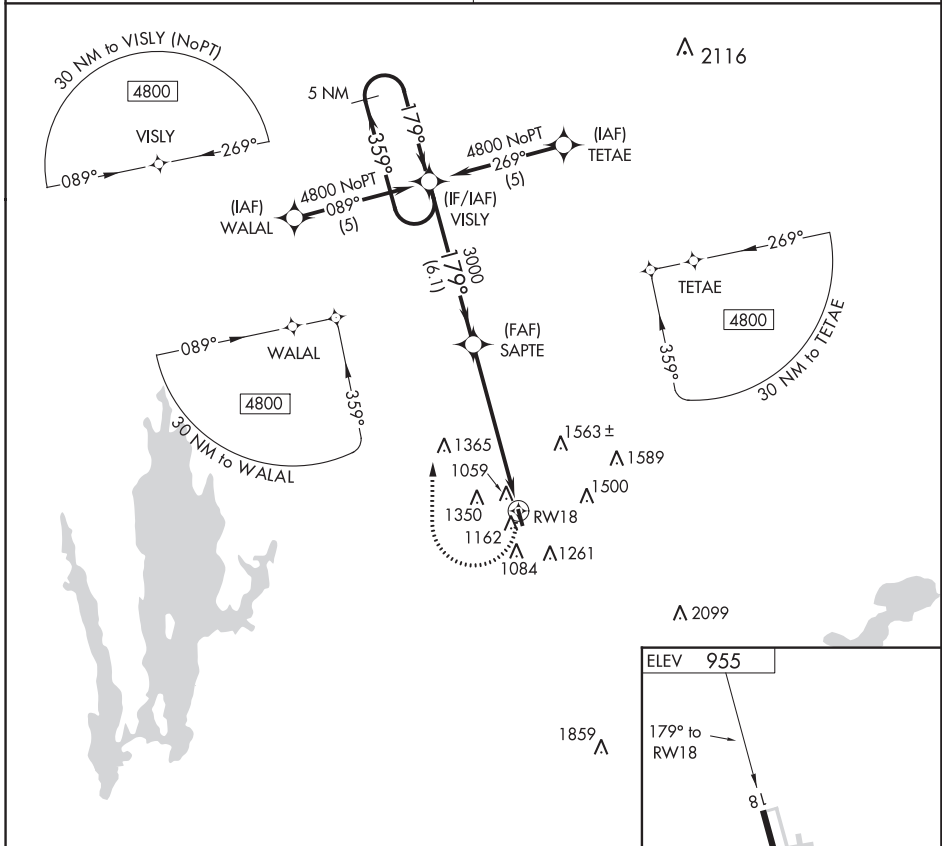
# RNAV (GPS)-B

GARDNER MUNI (GDM)

**▼** DME/DME RNP-0.3 NA. Use Worcester altimeter setting, when not received use Orange Muni altimeter setting and increase all MDA 40 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM not authorized.

**MISSED APPROACH:** Climbing right turn to 4800 direct VISLY and hold, continue climb-in-hold 4800.

BOSTON CENTER <b>123.75 338.2</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
CIRCLING	1800-1 845 (900-1)	1800-1¼ 845 (900-1¼)	1840-2¾ 885 (900-2¾)	1860-3 905 (1000-3)

MIRL Rwy 18-36 **Ⓛ**

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GARDNER, MASSACHUSETTS

AL-5289 (FAA)

14149

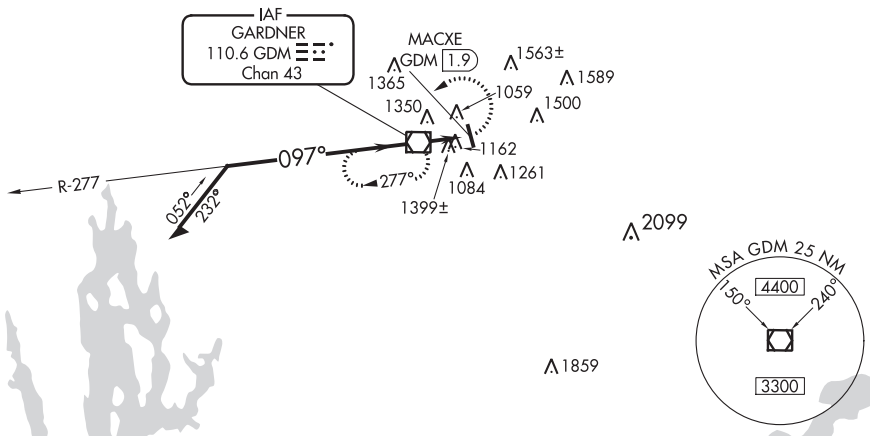
VOR/DME GDM <b>110.6</b> Chan <b>43</b>	APP CRS <b>097°</b>	Rwy Idg TDZE Apt Elev <b>955</b>	<b>N/A</b> <b>N/A</b> <b>955</b>
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**VOR-A**  
GARDNER MUNI (GDM)

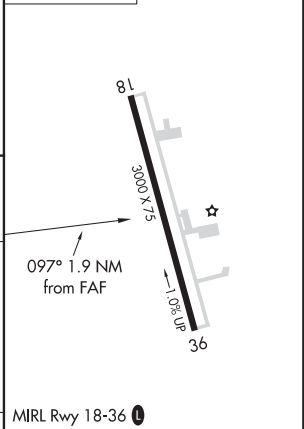
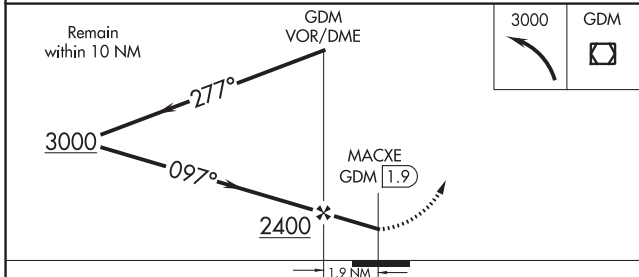
<p><b>▼</b> Use Worcester altimeter setting; when not received use Orange Muni altimeter setting and increase all MDA 40 feet. Procedure NA at night.</p> <p><b>▲ NA</b> Helicopter visibility reduction below 1 SM not authorized.</p>	<p><b>MISSED APPROACH:</b> Climbing left turn to 3000 direct GDM VOR/DME and hold, continue climb-in-hold to 3000.</p>
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BOSTON CENTER  
**123.75 338.2**

UNICOM  
**122.8 (CTAF)**



ELEV **955**



MIRL Rwy 18-36

CATEGORY	FAF to MAP 1.9 NM			
	A	B	C	D
CIRCLING	1760-1 805 (900-1)	1760-1¼ 805 (900-1¼)	1840-2¾ 885 (900-2¾)	1860-3 905 (1000-3)
	Knots 60	90	120	150
	Min:Sec 1:54	1:16	0:57	0:46
		180	0:38	

GARDNER, MASSACHUSETTS  
Amdt 6A 07MAR13

42° 33'N-72° 01'W

GARDNER MUNI (GDM)  
**VOR-A**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>58123</b> <b>W11A</b>	APP CRS <b>110°</b>	Rwy Idg TDZE Apt Elev	<b>2409</b> <b>739</b> <b>739</b>
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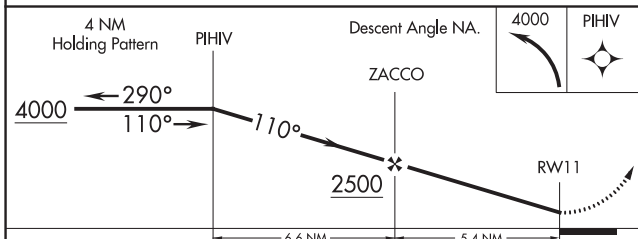
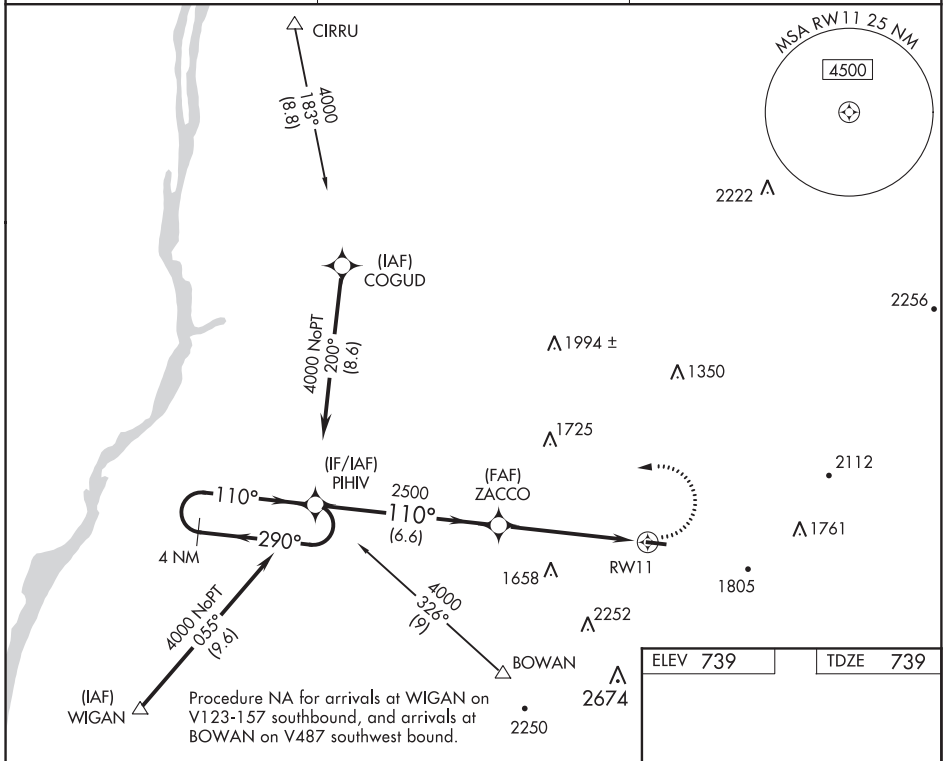
# RNAV (GPS) RWY 11

WALTER J KOLADZA (GBR)

**NA** Obtain local altimeter setting on CTAF; when not received, use Pittsfield altimeter setting and increase all MDA 100 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

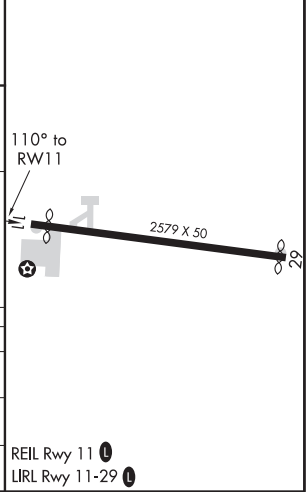
**MISSED APPROACH:**  
Climbing left turn to 4000 direct PIIHV and hold.

ALBANY APP CON <b>132.825 307.2</b>	UNICOM <b>122.8 (CTAF)</b>	<b>121.6 0</b>
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CATEGORY	A	B	C	D
LP MDA	1840-1¼ 1101 (1200-1¼)	1840-1½ 1101 (1200-1½)		NA
LNAV MDA	1840-1¼ 1101 (1200-1¼)	1840-1½ 1101 (1200-1½)		NA
CIRCLING	1840-1¼ 1101 (1200-1¼)	1840-1½ 1101 (1200-1½)		NA

ELEV 739	TDZE 739
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

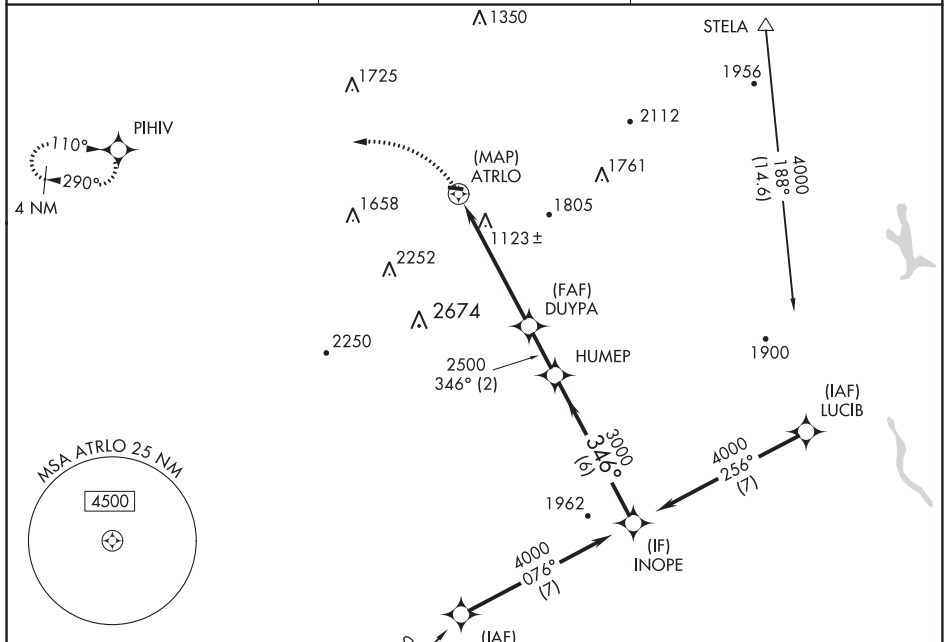
APP CRS <b>346°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>739</b>
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# RNAV (GPS)-B

WALTER J KOLADZA (GBR)

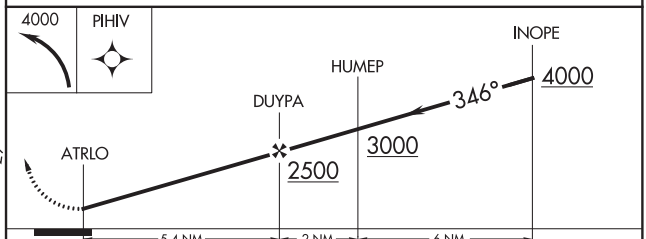
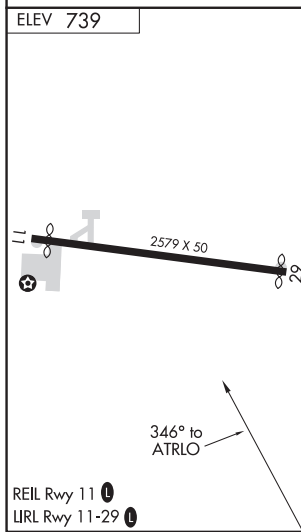
<p>▼</p> <p>▲ NA</p> <p>☄ -21°C/-6°F</p>	<p>Obtain local altimeter setting on CTAF; when not received, use Pittsfield altimeter setting. DME/DME RNP-0.3 NA.</p> <p>Procedure NA at night. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climbing left turn to 4000 direct PIHIV and hold.</p>
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ALBANY APP CON <b>132.825 307.2</b>	UNICOM <b>122.8 (CTAF)</b>	<b>121.6 0</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	1500-1 761 (800-1)	1500-1 ¼ 761 (800-1¼)	NA	
PITTSFIELD ALTIMETER SETTING MINIMUMS				
CIRCLING	1600-1¼	861 (900-1¼)	NA	



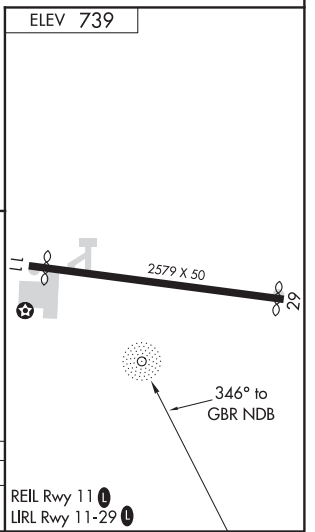
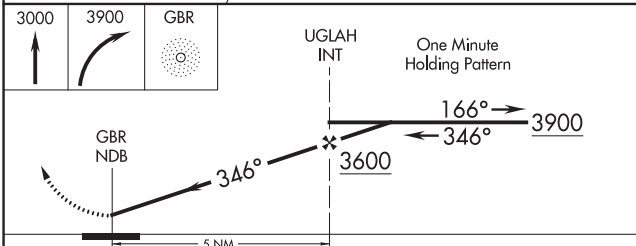
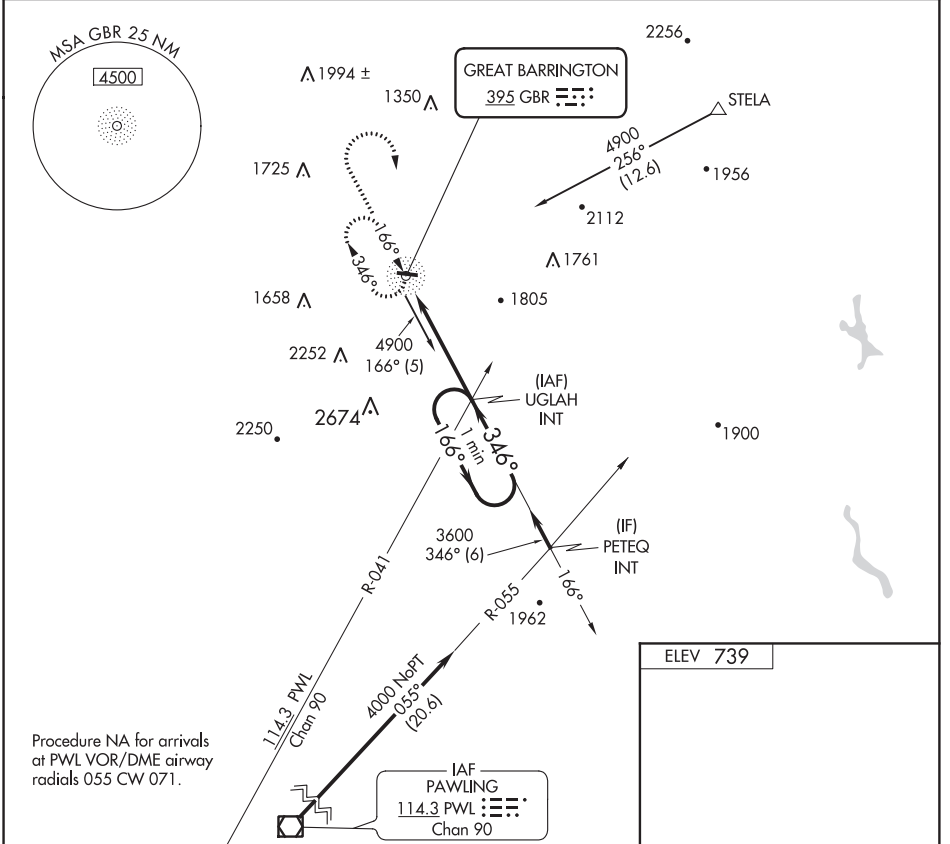
NDB GBR <b>395</b>	APP CRS <b>346°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>739</b>
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# NDB-A

WALTER J KOLADZA (GBR)

<p><b>NA</b> -21°C/-6°F</p>	<p>Obtain local altimeter setting on CTAF; when not received, use Pittsfield altimeter setting and increase all MDA 100 feet. Procedure NA at night. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 3000 then climbing right turn to 3900 direct GBR NDB and hold.</p>
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ALBANY APP CON <b>132.825 307.2</b>	UNICOM <b>122.8</b> (CTAF)	<b>121.6</b>
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CATEGORY	A	B	C	D
CIRCLING	1840-1¼ 1101 (1200-1¼)	1840-1½ 1101 (1200-1½)	NA	

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

GREENVILLE, MAINE

AL-5918 (FAA)

16315

WAAS CH <b>60940</b> <b>W14A</b>	APP CRS <b>135°</b>	Rwy Idg <b>4000</b> TDZE <b>1392</b> Apt Elev <b>1402</b>
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# RNAV (GPS) RWY 14

GREENVILLE MUNI (3B1)

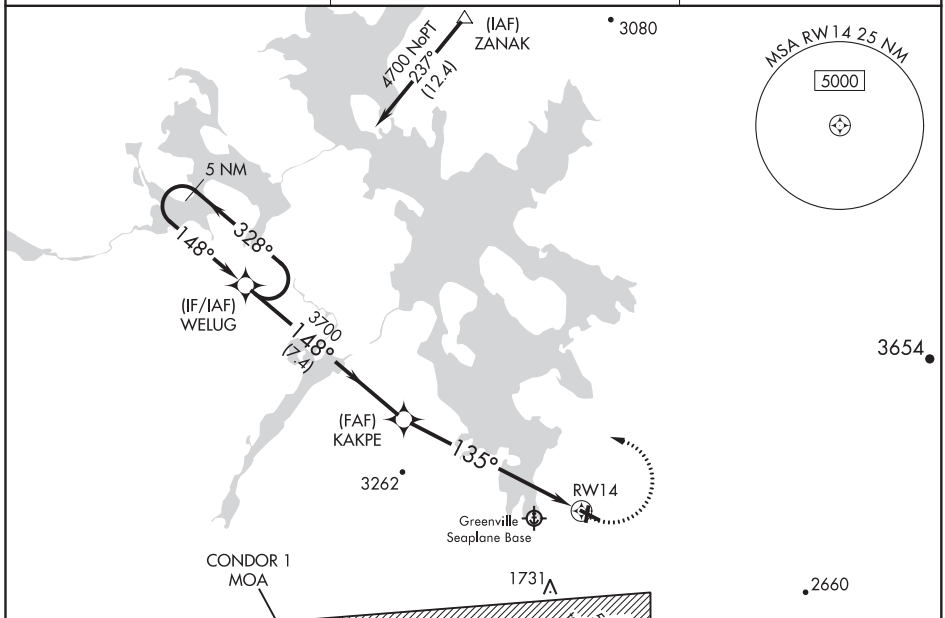
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.  
**⚠** Night landing: Rwy 3, 21, 32 NA.  
**❄** -21°C/-6°F \*\* Missed approach requires minimum climb of 215 feet per NM to 4200.

**MISSED APPROACH:** Climb to 2800 then climbing left turn to 5000 direct WELUG and hold.

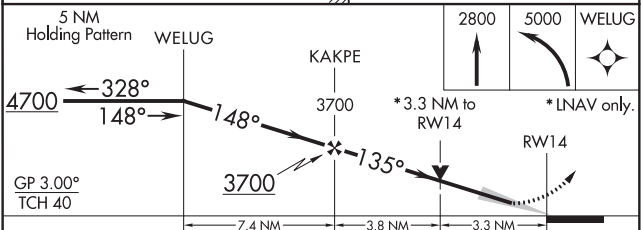
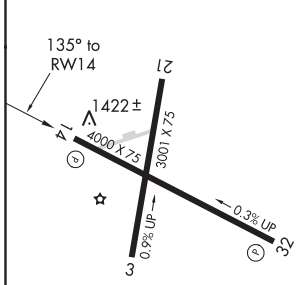
BOSTON CENTER  
**120.25 346.4**

CLNC DEL  
**122.3**

UNICOM  
**122.8 (CTAF) 0**



ELEV <b>1402</b>	TDZE <b>1392</b>
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CATEGORY	A	B	C	D
LPV DA		**1667-1	275 (300-1)	
LPV DA		2205-3	813 (900-3)	
LNAV/VNAV DA		2310-4	918 (1000-4)	
LNAV MDA	2500-1¼ 1108 (1100-1¼)	2500-1½ 1108 (1100-1½)	2500-3	1108 (1100-3)
<b>C</b> CIRCLING	2500-1¼ 1098 (1100-1¼)	2500-1½ 1098 (1100-1½)	2500-3 1098 (1100-3)	2660-3 1258 (1300-3)

GREENVILLE, MAINE  
Amdt 1 21JUL16

45°28'N-69°33'W

# GREENVILLE MUNI (3B1)

## RNAV (GPS) RWY 14

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	N/A
163°	TDZE	N/A
	Apt Elev	1028

# RNAV (GPS)-B

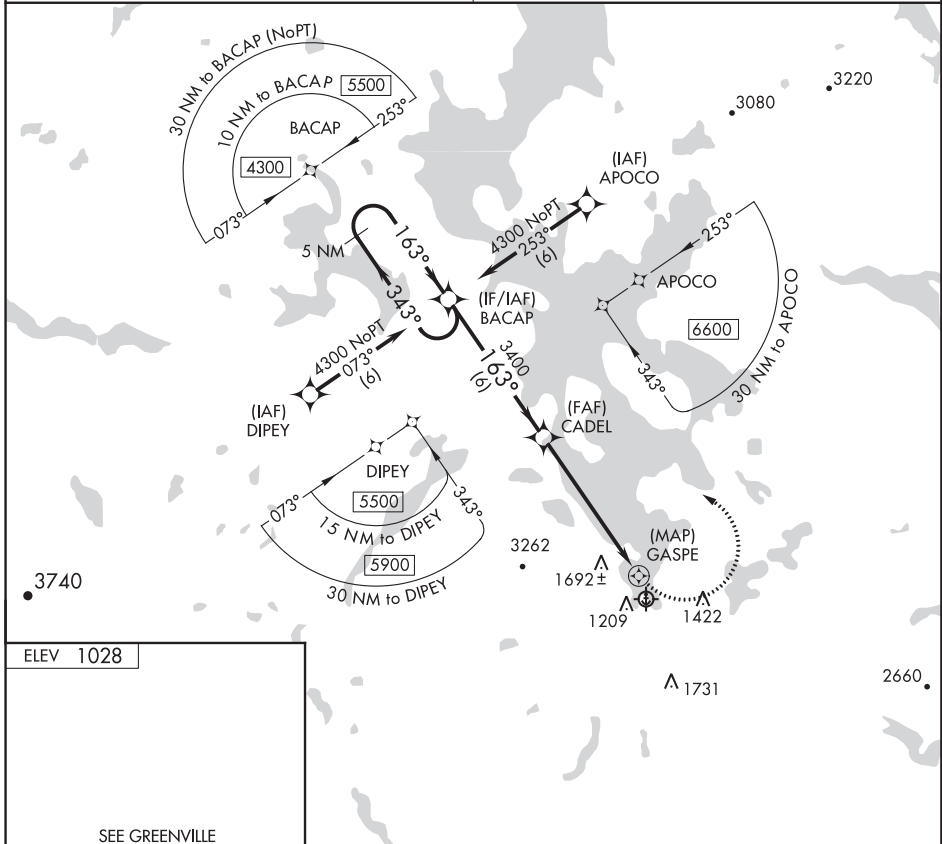
GREENVILLE SEAPLANE BASE (52B)

**⚠** DME/DME RNP-0.3 NA. Procedure NA at night.  
**⚠** NA Use Greenville Muni altimeter setting; when not received, use Bangor altimeter setting and increase all MDA 240 feet.

MISSED APPROACH: Climbing left turn to 4300 direct BACAP and hold.

BOSTON CENTER  
**120.25 346.4**

CTAF  
**122.9**

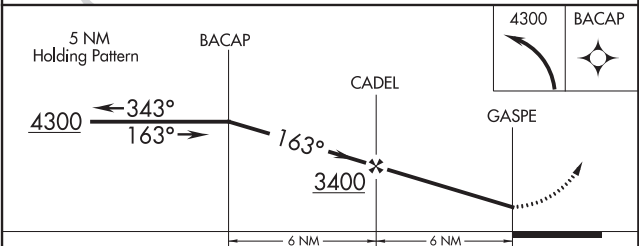


NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1028

SEE GREENVILLE SEAPLANE BASE LANDING CHART

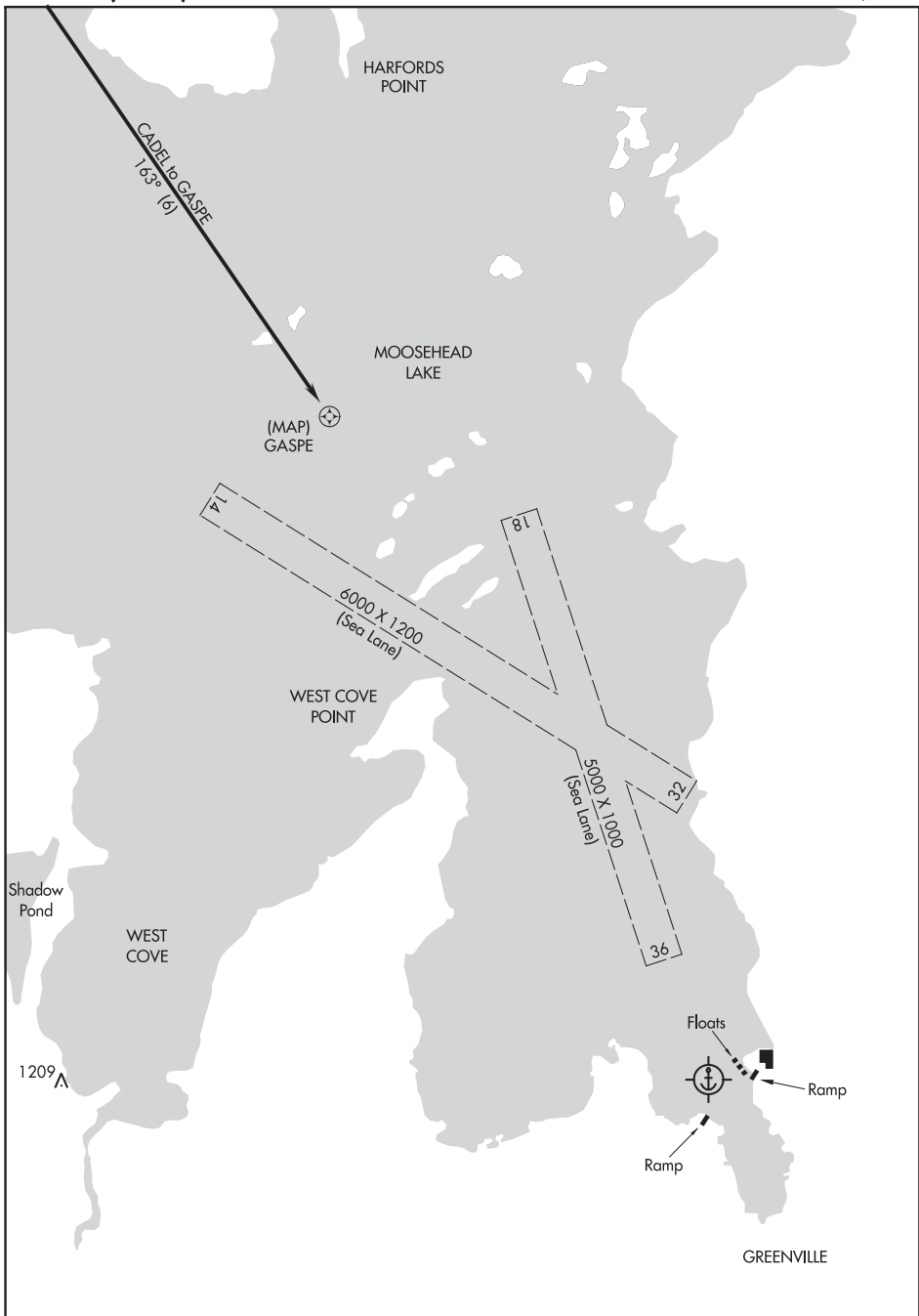


CATEGORY	A	B	C	D
CIRCLING	2140-1¼ 1112 (1200-1¼)	2280-1½ 1252 (1300-1½)	2300-3 1272 (1300-3)	NA

# RNAV (GPS)-B LANDING

AL-5935 (FAA)

GREENVILLE SEAPLANE BASE (52B)  
GREENVILLE, MAINE



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# RNAV (GPS)-B LANDING

45°28'N-69°36'W

GREENVILLE, MAINE  
GREENVILLE SEAPLANE BASE (52B)

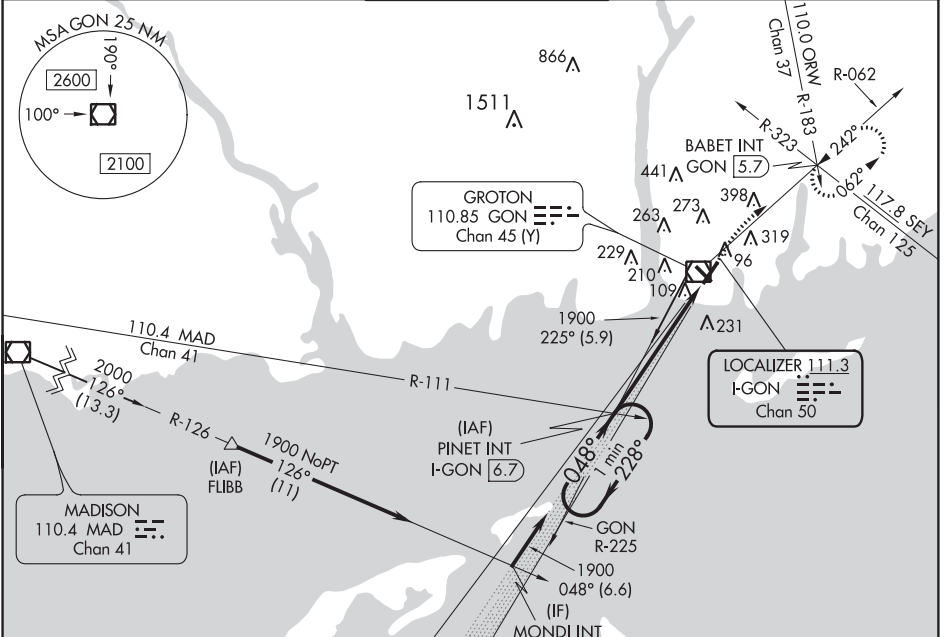
LOC/DME I-GON <b>111.3</b> Chan <b>50</b>	APP CRS <b>048°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>8</b> <b>9</b>
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# ILS or LOC RWY 5

GROTON-NEW LONDON (GON)

<p><b>N</b> Night landing: Rwy 15 NA. For inoperative MALSR, increase S-LOC 5 Cat C/D visibility to 1 3/8.</p> <p><b>A</b> **RVR 1800 authorized with the use of FD or AP or HUD to DA.</p>	<p><b>MALSR</b></p>	<p><b>MISSED APPROACH:</b> Climbing right turn to 2000 on GON VOR/DME R-062 to BABET Int and hold, continue climb-in-hold to 2000.</p>
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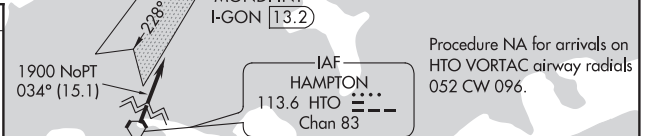
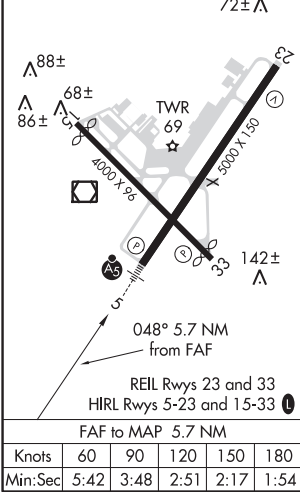
ATIS <b>127.0</b>	PROVIDENCE APP CON * <b>125.75 319.2</b>	GROTON TOWER * <b>125.6 (CTAF) 236.775</b>	GND CON <b>121.65 236.775</b>	CLNC DEL * <b>119.85</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 9	<b>D</b>	TDZE 8
		72± A



One Minute Holding Pattern	PINET INT I-GON [6.7]	2000	BABET INT
1900 ← 228° → 1900	1900	GON R-062	
GS 3.00° TCH 42		*I-GON [2.4]	I-GON [0.9]
		* LOC only.	

CATEGORY	A	B	C	D
S-ILS 5		**208/24 200 (200-1/2)		
S-LOC 5	500/24	492 (500-1/2)	500/50	492 (500-1)
CIRCLING	580-1 571 (600-1)	620-1 611 (700-1)	620-1 3/4 611 (700-1 3/4)	620-2 611 (700-2)

GROTON (NEW LONDON), CONNECTICUT

AL-5049 (FAA)

16091

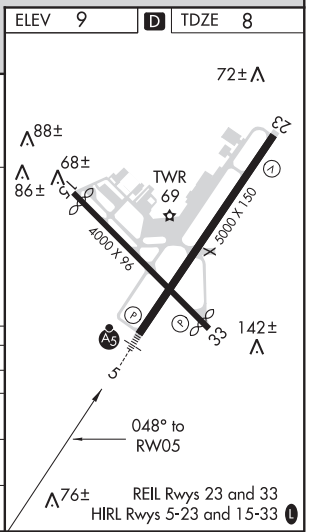
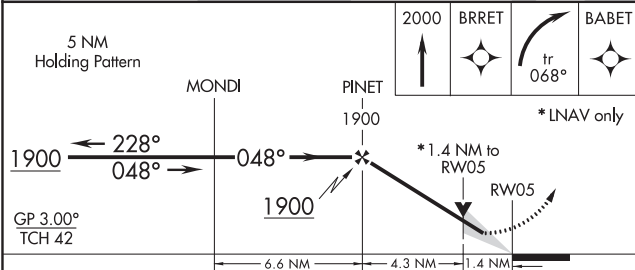
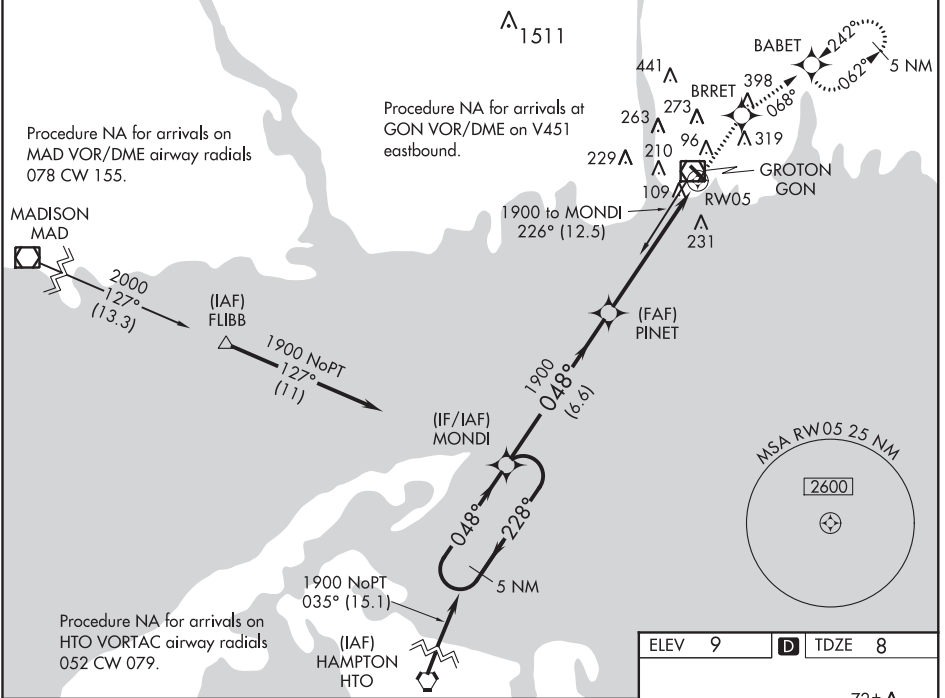
WAAS CH <b>45521</b> <b>W05A</b>	APP CRS <b>048°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>8</b> <b>9</b>
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# RNAV (GPS) RWY 5

## GROTON-NEW LONDON (GON)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Night landing: Rwy 15 NA. For inop MALS, increase LPV all Cats visibility to RVR 5000 and LNAV Cat C/D visibility to 1 1/8.	MALS 	MISSED APPROACH: Climb to 2000 direct BRRET and on track 068° to BABET and hold, continue climb-in-hold to 2000.

ATIS <b>127.0</b>	PROVIDENCE APP CON * <b>125.75 319.2</b>	GROTON TOWER * <b>125.6 (CTAF) 0 236.775</b>	GND CON <b>121.65 236.775</b>	CLNC DEL * <b>119.85</b>
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CATEGORY	A	B	C	D
LPV DA		292/24	284 (300-1/2)	
LNAV/VNAV DA		533-1 3/8	525 (600-1 1/8)	
LNAV MDA	500/24	492 (500-1/2)	500/50	492 (500-1)
CIRCLING	580-1 571 (600-1)	620-1 611 (700-1)	620-1 3/4 611 (700-1 3/4)	620-2 611 (700-2)

GROTON (NEW LONDON), CONNECTICUT  
Orig-D 31MAR16

41°20' N - 72°03' W

GROTON-NEW LONDON (GON)  
RNAV (GPS) RWY 5

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

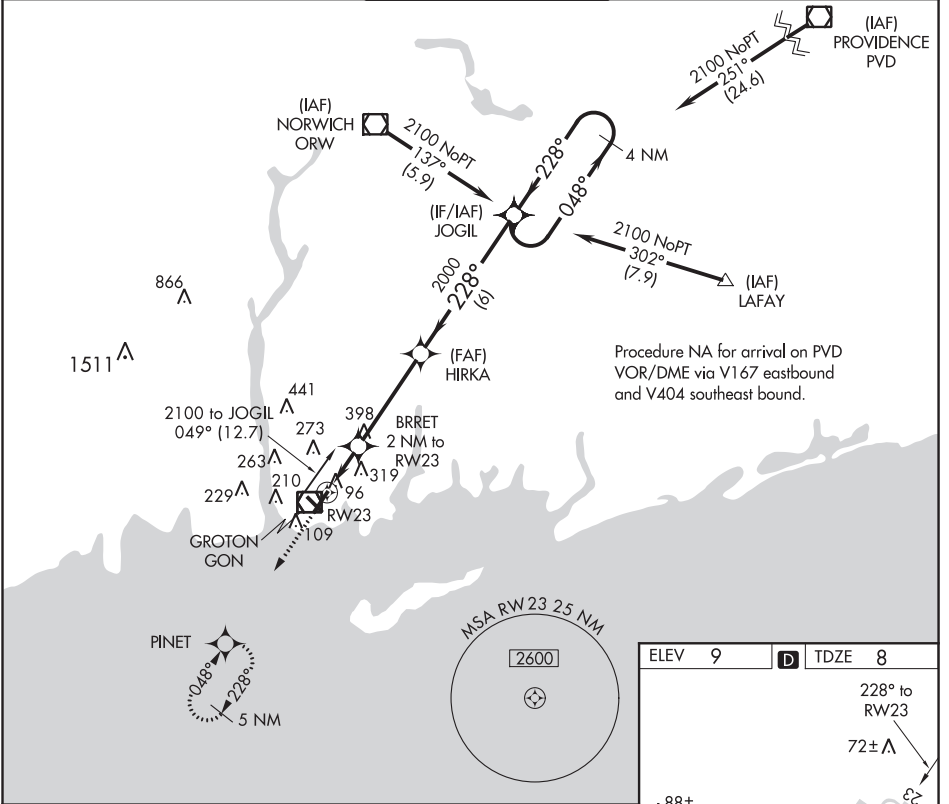
APP CRS	Rwy Idg	<b>5000</b>
<b>228°</b>	TDZE	<b>8</b>
	Apt Elev	<b>9</b>

# RNAV (GPS) RWY 23

GROTON-NEW LONDON (GON)

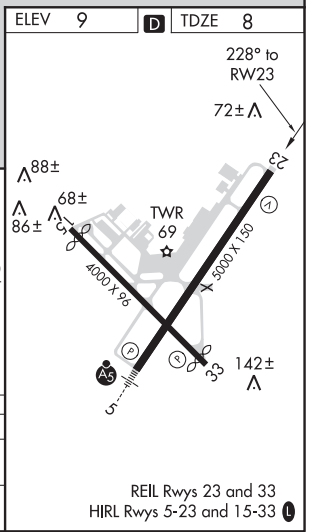
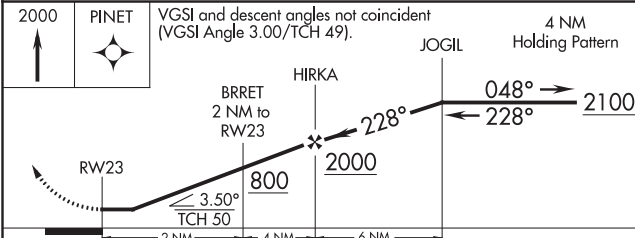
<p><b>▼</b> DME/DME RNP-0.3 NA. Night landing: Rwy 15 NA. Helicopter visibility reduction below 1 SM NA.</p>		<p>MISSED APPROACH: Climb to 2000 direct PINET and hold.</p>		
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ATIS <b>127.0</b>	PROVIDENCE APP CON * <b>125.75 319.2</b>	GROTON TOWER * <b>125.6 (CTAF) 236.775</b>	GND CON <b>121.65 236.775</b>	CLNC DEL * <b>119.85</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNVA MDA	560-1	552 (600-1)	560-1½ 552 (600-1½)	560-1¾ 552 (600-1¾)
CIRCLING	580-1 571 (600-1)	620-1 611 (700-1)	620-1¾ 611 (700-1¾)	620-2 611 (700-2)

GROTON (NEW LONDON), CONNECTICUT

AL-5049 (FAA)

16091

APP CRS	Rwy Idg	<b>3666</b>
<b>329°</b>	TDZE	<b>8</b>
	Api Elev	<b>9</b>

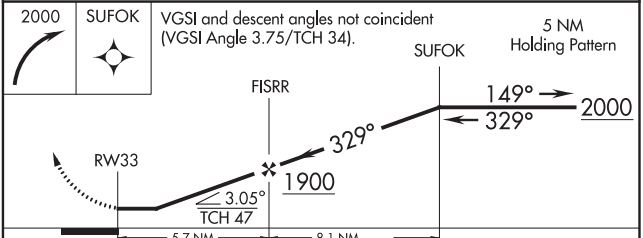
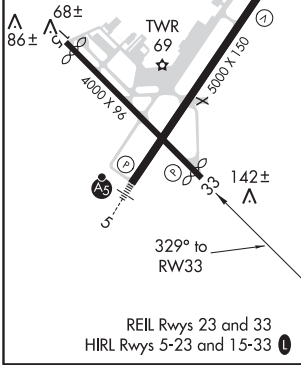
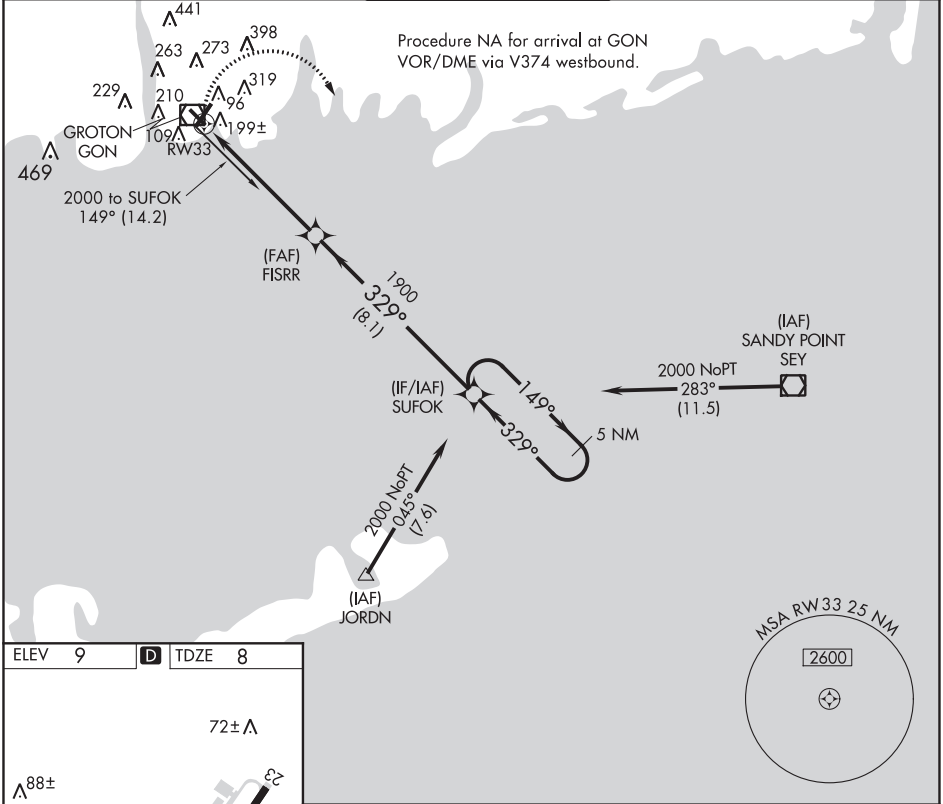
# RNAV (GPS) RWY 33

GROTON-NEW LONDON (GON)

**▼** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 15 NA.

MISSED APPROACH: Climbing right turn to 2000 direct SUFOK and hold.

ATIS <b>127.0</b>	PROVIDENCE APP CON * <b>125.75 319.2</b>	GROTON TOWER * <b>125.6 (CTAF) 236.775</b>	GND CON <b>121.65 236.775</b>	CLNC DEL * <b>119.85</b>
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CATEGORY	A	B	C	D
RNAV MDA	460-1	452 (500-1)	460-1 1/4 452 (500-1 1/4)	460-1 1/2 452 (500-1 1/2)
CIRCLING	580-1 571 (600-1)	620-1 611 (700-1)	620-1 3/4 611 (700-1 3/4)	620-2 611 (700-2)

GROTON (NEW LONDON), CONNECTICUT  
Orig-B 31MAR16

41°20' N - 72°03' W

# GROTON-NEW LONDON (GON)

## RNAV (GPS) RWY 33

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



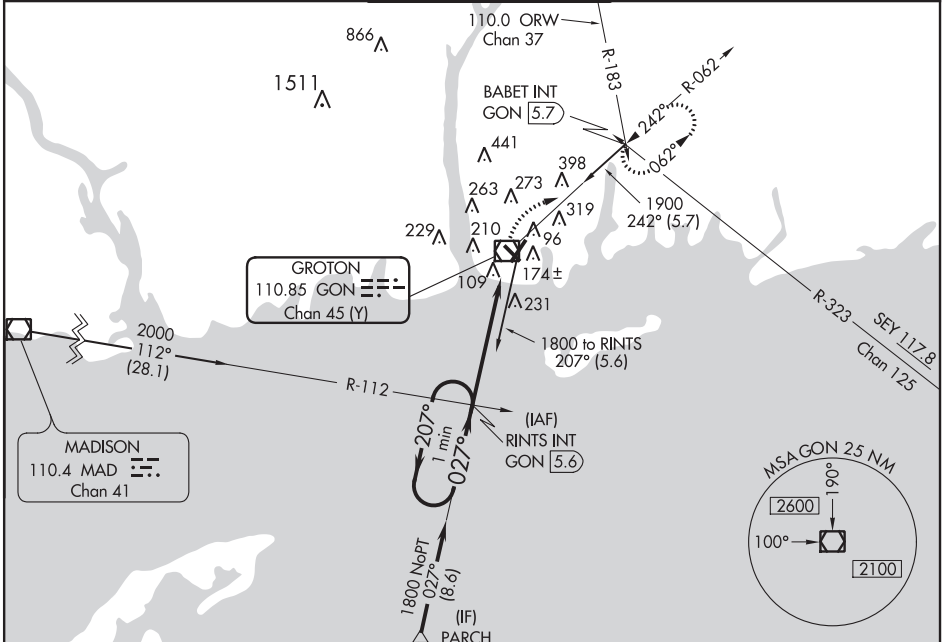
VOR/DME GON <b>110.85</b> Chan 45 (Y)	APP CRS <b>027°</b>	Rwy Idg TDZE Apt Elev <b>5000</b> <b>8</b> <b>9</b>
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# VOR RWY 5

GROTON-NEW LONDON (GON)

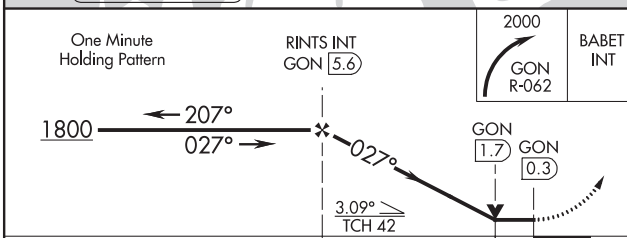
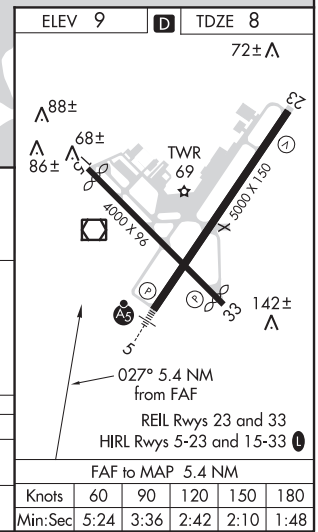
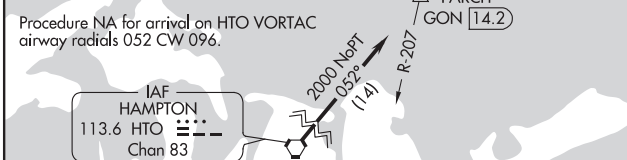
<p>Inoperative table does not apply to Cat D. Night landing: Rwy 15 NA at night.</p>	<p>MALS R</p>	<p>MISSED APPROACH: Climbing right turn to 2000 via GON R-062 to BABET Int/GON 5.7 DME and hold, continue climb-in-hold to 2000.</p>		
			<p>ATIS <b>127.0</b></p>	<p>PROVIDENCE APP CON * <b>125.75 319.2</b></p>

ATIS <b>127.0</b>	PROVIDENCE APP CON * <b>125.75 319.2</b>	GROTON TOWER * <b>125.6 (CTAF) 236.775</b>	GND CON <b>121.65 236.775</b>	CLNC DEL * <b>119.85</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-5	500/24	492 (500-½)	500/40 492 (500-¾)	500-1½ 492 (500-1½)
CIRCLING	580-1 571 (600-1)	620-1 611 (700-1)	620-1¾ 611 (700-¾)	620-2 611 (700-2)

VOR/DME GON <b>110.85</b> Chan 45 (Y)	APP CRS <b>242°</b>	Rwy Idg TDZE Apt Elev <b>5000</b> <b>8</b> <b>9</b>
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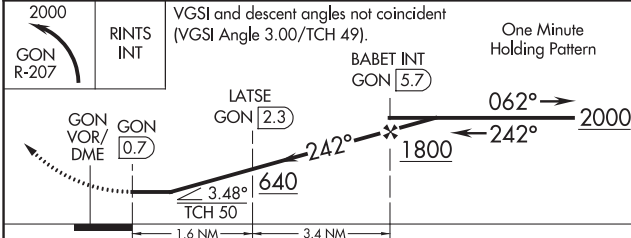
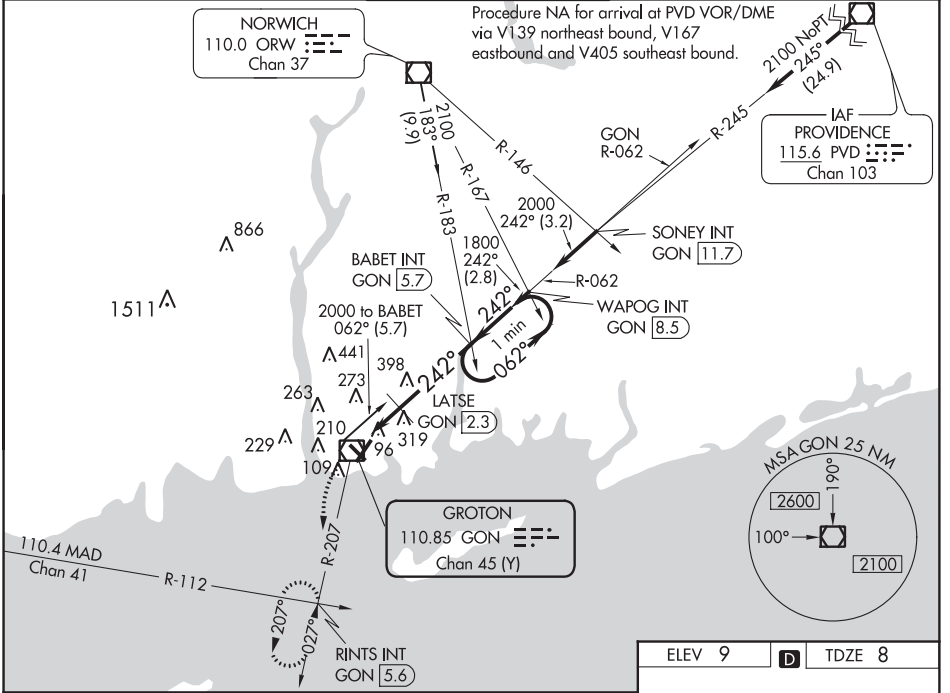
# VOR RWY 23

GROTON-NEW LONDON (GON)

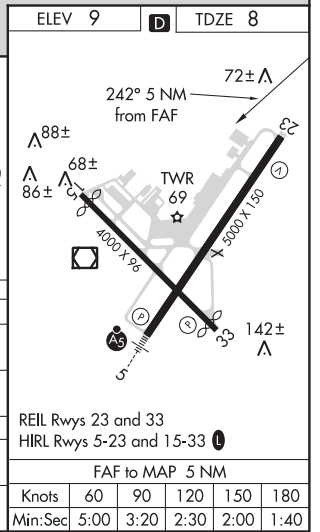
**Night landing: Rwy 15 NA.**  
Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH: Climbing left turn to 2000 via GON R-207 to RINTS Int/GON 5.6 DME and hold.**

ATIS <b>127.0</b>	PROVIDENCE APP CON * <b>125.75 319.2</b>	GROTON TOWER * <b>125.6 (CTAF) 236.775</b>	GND CON <b>121.65 236.775</b>	CLNC DEL * <b>119.85</b>
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CATEGORY	A	B	C	D
S-23	640-1	632 (700-1)	640-1 <sup>3</sup> / <sub>4</sub> 632 (700-1 <sup>3</sup> / <sub>4</sub> )	640-2 632 (700-2)
CIRCLING	640-1	631 (700-1)	640-1 <sup>3</sup> / <sub>4</sub> 631 (700-1 <sup>3</sup> / <sub>4</sub> )	640-2 631 (700-2)
LATSE FIX MINIMUMS				
S-23	580-1	572 (600-1)	580-1 <sup>1</sup> / <sub>2</sub> 572 (600-1 <sup>1</sup> / <sub>2</sub> )	580-1 <sup>3</sup> / <sub>4</sub> 572 (600-1 <sup>3</sup> / <sub>4</sub> )
CIRCLING	580-1 571 (600-1)	620-1 611 (700-1)	620-1 <sup>3</sup> / <sub>4</sub> 611 (700-1 <sup>3</sup> / <sub>4</sub> )	620-2 611 (700-2)



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

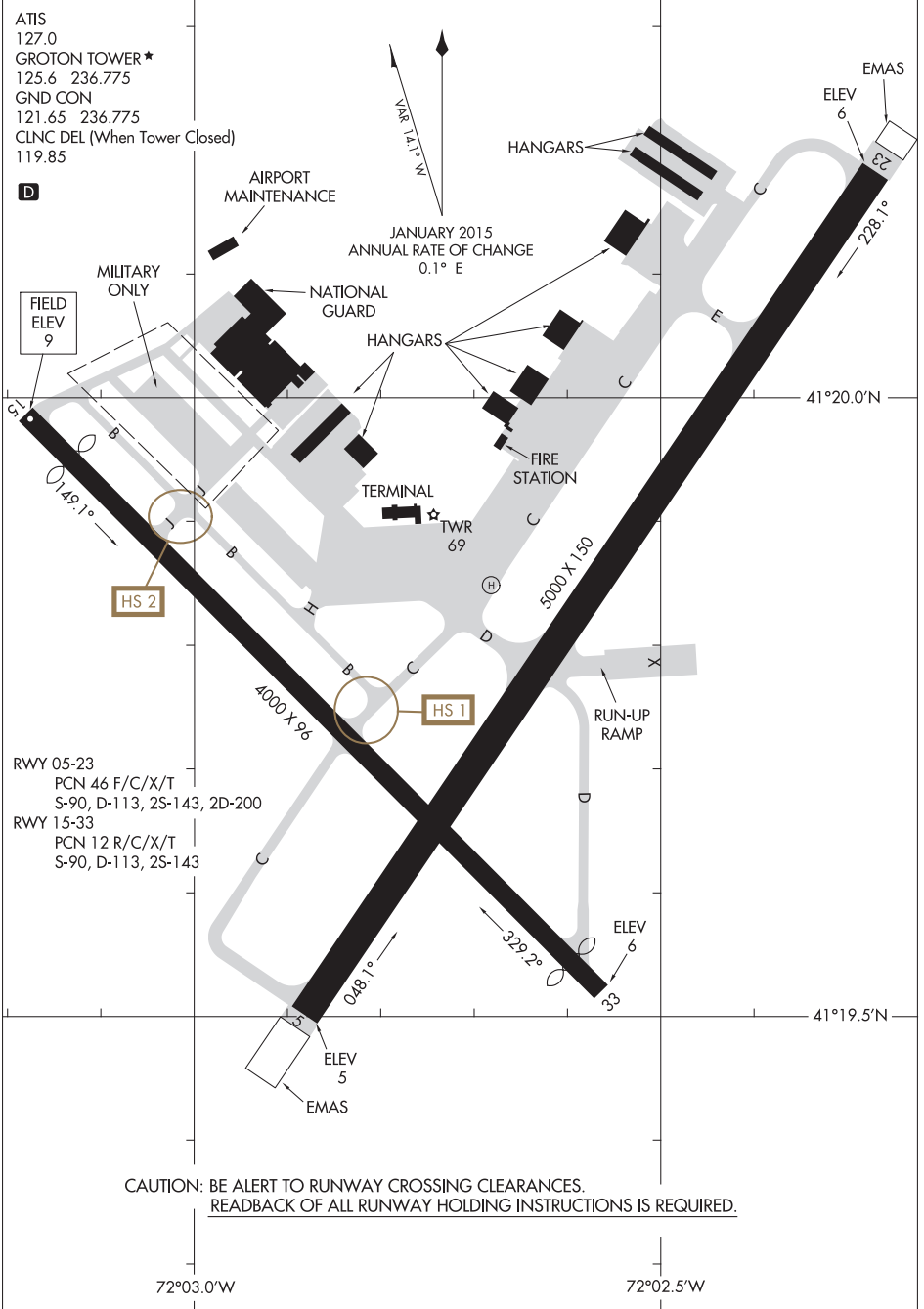
# AIRPORT DIAGRAM

AL-5049 (FAA)

GROTON-NEW LONDON (GON)  
GROTON (NEW LONDON), CONNECTICUT

ATIS  
 127.0  
 GROTON TOWER\*  
 125.6 236.775  
 GND CON  
 121.65 236.775  
 CLNC DEL (When Tower Closed)  
 119.85

**D**



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

GROTON (NEW LONDON), CONNECTICUT  
GROTON-NEW LONDON (GON)

APP CRS <b>002°</b>	Rwy Idg <b>4006</b>
	TDZE <b>17</b>
	Apt Elev <b>18</b>

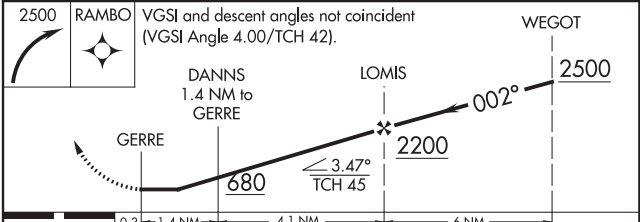
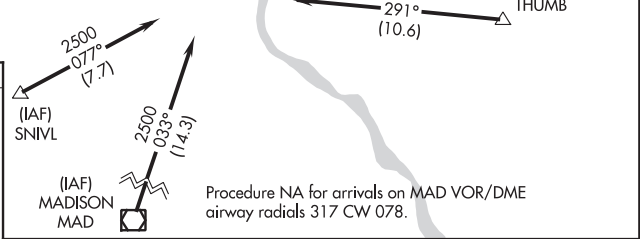
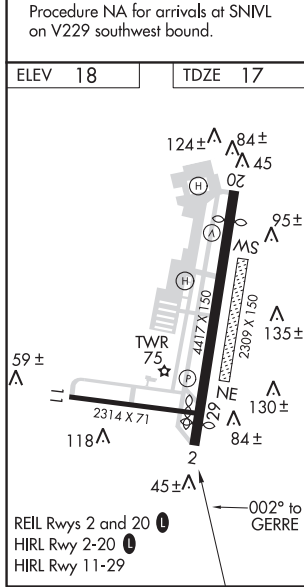
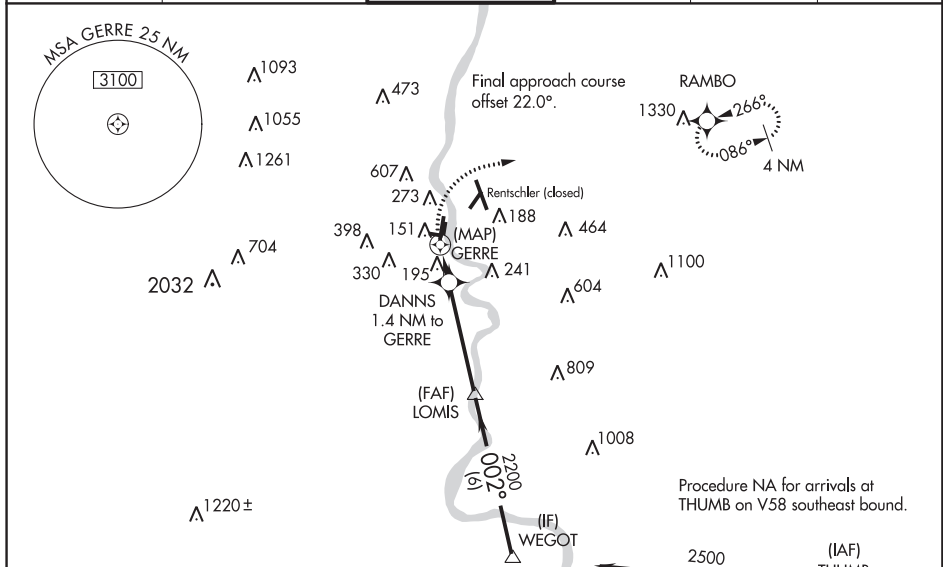
# RNAV (GPS) RWY 2

## HARTFORD-BRAINARD (HFD)

**▽** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.  
**▲** Night landing Rwy 11, 20, 29 NA. Night landing Rwy 2 operational  
 VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climbing right turn to 2500 direct RAMBO and hold.

ATIS <b>126.45</b>	BRADLEY APP CON <b>127.8 269.325</b>	<b>BRAINARD TOWER ★</b> <b>119.6 (CTAF) 0 248.2</b>	GND CON <b>121.6</b>	CLNC DEL <b>121.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LNAV MDA	460-1	443 (500-1)	460-1 3/8	443 (500-1 1/8)
CIRCLING	580-1	562 (600-1)	900-2 3/4 882 (900-2 3/4)	920-3 902 (1000-3)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

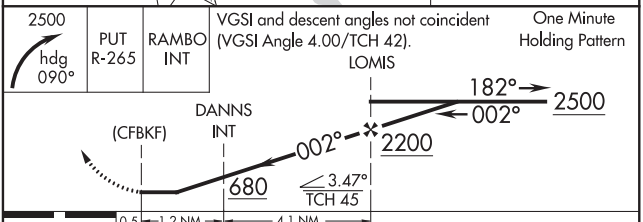
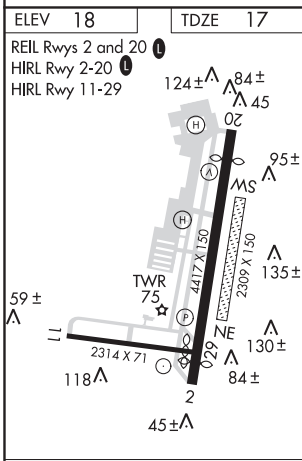
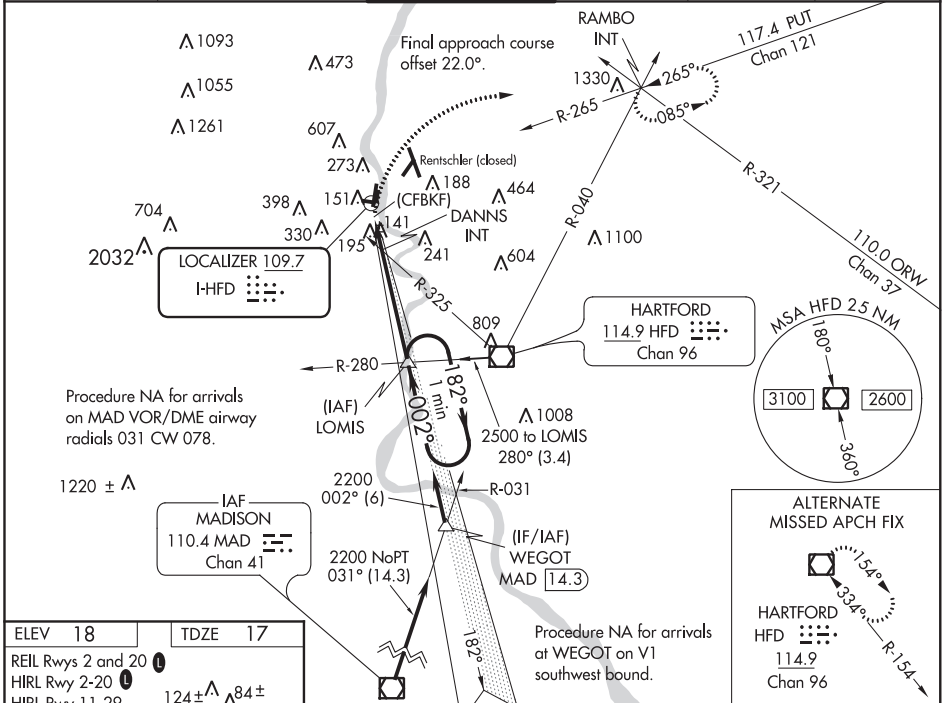
LOC I-HFD <b>109.7</b>	APP CRS <b>002°</b>	Rwy Idg TDZE Apt Elev	<b>4006</b> <b>17</b> <b>18</b>
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**LDA RWY 2**  
HARTFORD-BRAINARD (HFD)

**▼** Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 11, 20, 29 NA. Night landing: Rwy 2 operational VGSI required, remain on or above VGSI glidepath until threshold.

**MISSED APPROACH:** Climbing right turn to 2500 on heading 090° and PUT VOR/DME R-265 to RAMBO INT and hold.

ATIS <b>126.45</b>	BRADLEY APP CON <b>127.8 269.325</b>	<b>BRAINARD TOWER ★</b> <b>119.6 (CTAF) 0 248.2</b>	GND CON <b>121.6</b>	CLNC DEL <b>121.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-2	680-1	663 (700-1)	680-1 7/8	663 (700-1 7/8)
CIRCLING	680-1	662 (700-1)	900-2 3/4 882 (900-2 3/4)	920-3 902 (1000-3)
<b>DANNS FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)</b>				
S-2	460-1	443 (500-1)	460-1 3/4	443 (500-1 3/4)
CIRCLING	580-1	562 (600-1)	900-2 3/4 882 (900-2 3/4)	920-3 902 (1000-3)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

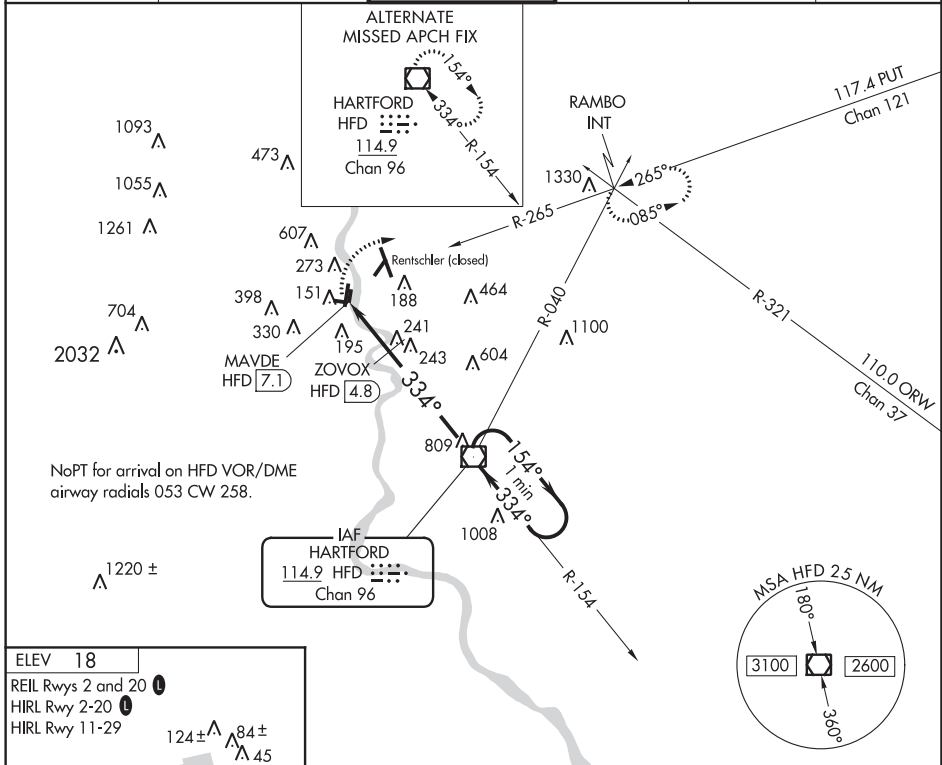
VOR/DME HFD <b>114.9</b> Chan <b>96</b>	APP CRS <b>334°</b>	Rwy Idg TDZE Apt Elev <b>18</b>	N/A N/A <b>18</b>
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**VOR-A**  
HARTFORD-BRAINARD (HFD)

**▼** Helicopter visibility reduction below 1 SM NA. When Rwy 2 VGSJ inop, Circling to Rwy 2 NA at night. Circling to Rwy 11 and 29 NA at night. When Rwy 20 VGSJ inop, Circling to Rwy 20 NA at night.

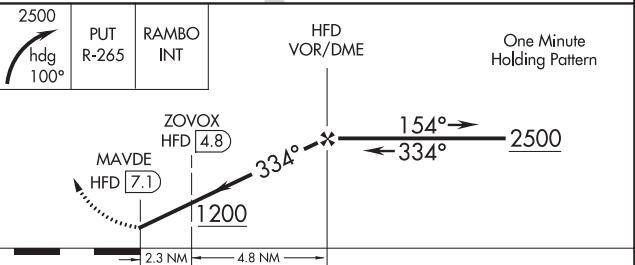
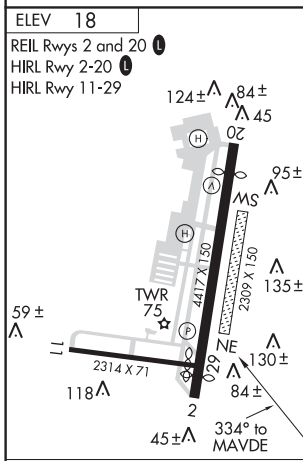
**▲** MISSED APPROACH: Climbing right turn to 2500 on heading 100° and PUT VOR/DME R-265 to RAMBO INT and hold.

ATIS <b>126.45</b>	BRADLEY APP CON <b>127.8 269.325</b>	<b>BRAINARD TOWER ★</b> <b>119.6 (CTAF) 0 248.2</b>	GND CON <b>121.6</b>	CLNC DEL <b>121.6</b>	UNICOM <b>122.95</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	1200-1¼ 1182 (1200-1¼)	1200-1½ 1182 (1200-1½)	1200-3	1182 (1200-3)
ZOVOX FIX MINIMUMS (DME REQUIRED)				
CIRCLING	580-1	562 (600-1)	900-2¾ 882 (900-2¾)	920-3 902 (1000-3)

# RIVER VISUAL RWY 2

AL-189 (FAA)

HARTFORD-BRAINARD (HFD)  
HARTFORD, CONNECTICUT

ATIS  
126.45  
BRADLEY APP CON  
127.8 269.325  
BRAINARD TOWER ★  
119.6 (CTAF) 248.2  
GND CON  
121.6  
CLNC DEL  
121.6

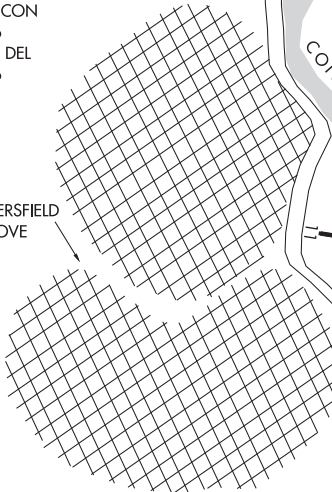
## RADAR REQUIRED

RENTSCHLER  
AIRPORT  
(CLOSED)



CAUTION: Rentschler  
Airport (closed) 1.5 NM  
northeast of Hartford-Brainard

WETHERSFIELD  
COVE



NOISE  
SENSITIVE  
AREA

NOTE: This procedure will be utilized  
for aircraft arriving from west of  
Connecticut River and south  
of the city of Hartford.  
NOTE: Procedure NA when  
tower closed.

Vertical Guidance  
Navaid and Angle:  
RWY 2 PAPI 4.00°

Maintain 2500 until  
abeam LOMIS INT

LOCALIZER 109.7  
HFD




HARTFORD-BRAINARD  
AIRPORT

PUTNAM  
BRIDGE

Weather minimums:  
3000 foot ceiling  
and 5 mile visibility

HARTFORD  
114.9 HFD  
Chan 96



LOMIS  
N41°38.27'  
W72°37.33'

R-280

810



1 NM	2	3	4	5	6	7	8
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Enter upwind or base leg as directed by Brainard Tower.

# RIVER VISUAL RWY 2

41°44'N-72°39'W

HARTFORD, CONNECTICUT  
HARTFORD-BRAINARD (HFD)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

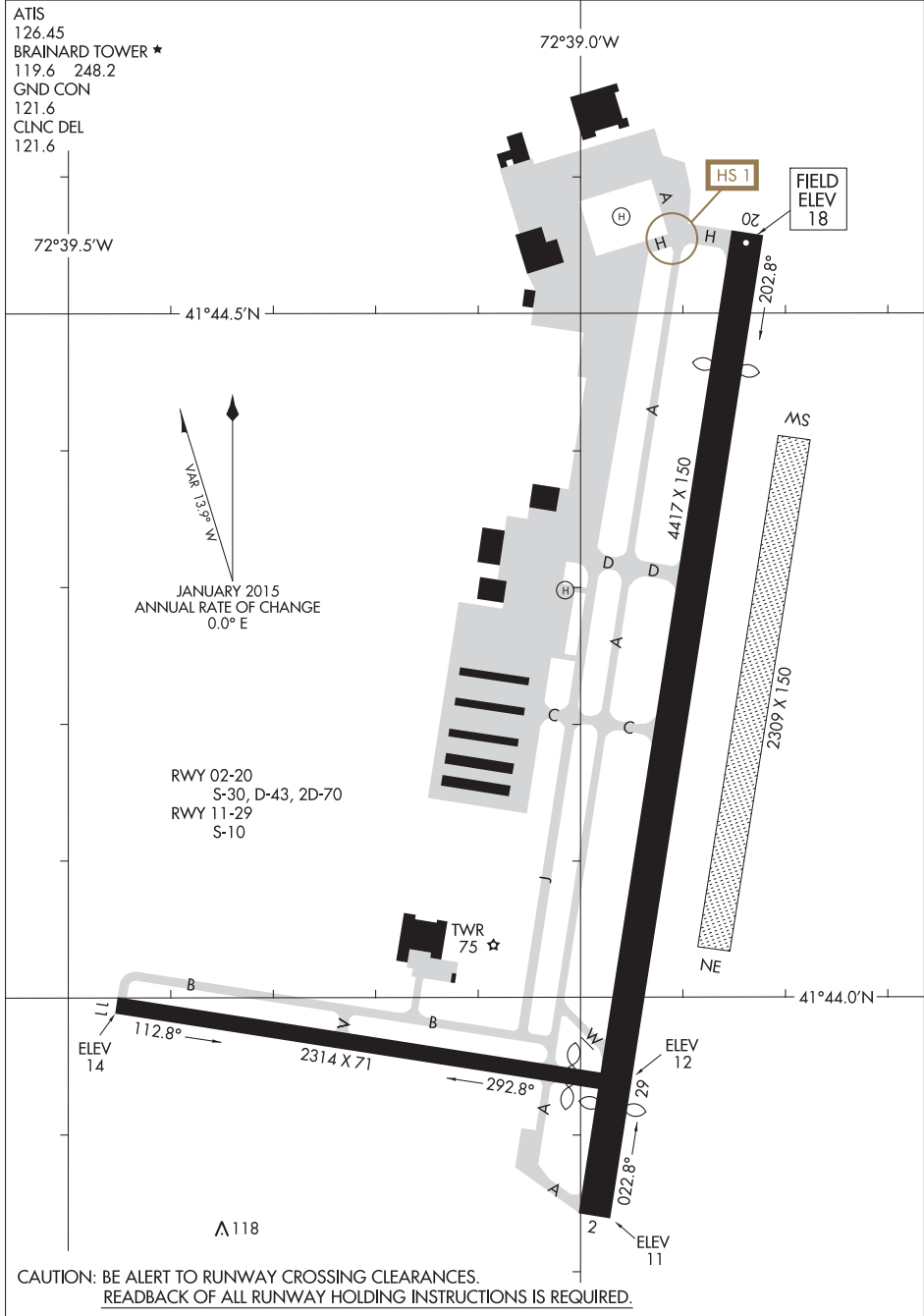
15232

# AIRPORT DIAGRAM

AL-189 (FAA)

HARTFORD-BRAINARD (HFD)  
HARTFORD, CONNECTICUT

ATIS  
 126.45  
 BRAINARD TOWER ★  
 119.6 248.2  
 GND CON  
 121.6  
 CLNC DEL  
 121.6



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

JAN 13.5° N  
 JANUARY 2015  
 ANNUAL RATE OF CHANGE  
 0.0° E

RWY 02-20  
 S-30, D-43, 2D-70  
 RWY 11-29  
 S-10

TWR  
 75 ★

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

# AIRPORT DIAGRAM

15232

HARTFORD, CONNECTICUT  
HARTFORD-BRAINARD (HFD)



ATIS 126.45  
BRAINARD TOWER★  
119.6 (CTAF) 248.2  
GND CON  
121.6  
BRADLEY DEP CON  
127.8 269.325

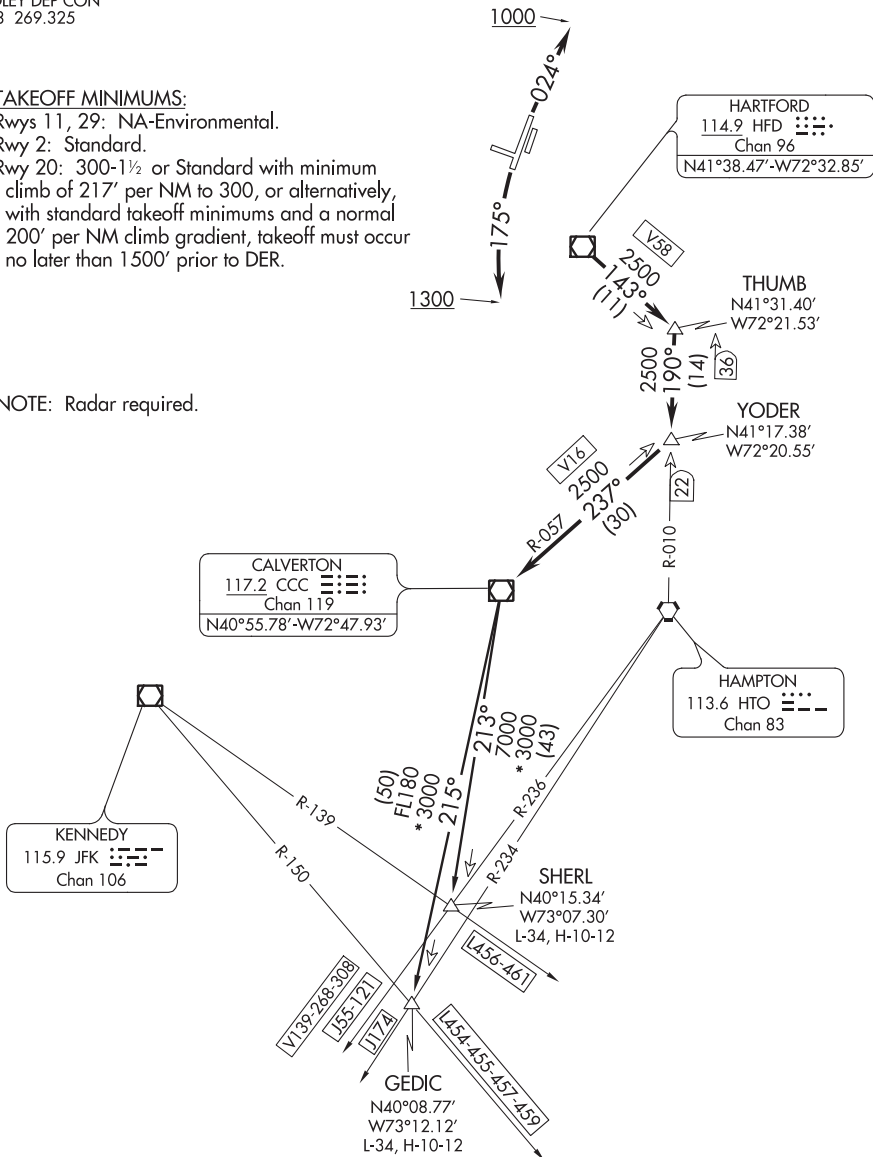
**TAKEOFF MINIMUMS:**

Rwys 11, 29: NA-Environmental.

Rwy 2: Standard.

Rwy 20: 300-1½ or Standard with minimum climb of 217' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

NOTE: Radar required.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

## COASTAL SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

NOTE: Initial departure headings are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

TAKEOFF RWY 2: Climb heading 024° to 1000 or as assigned for radar vectors to HFD VOR/DME, thence....

TAKEOFF RWY 20: Climbing left turn heading 175° to 1300 or as assigned for radar vectors to HFD VOR/DME, thence....

....From over HFD VOR/DME proceed via HFD R-143 to THUMB INT. Then proceed via HTO R-010 to YODER INT. Then proceed via CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Maintain assigned altitude. Expect clearance to requested flight level ten minutes after departure.

GEDIC TRANSITION (CSTL6.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC.

SHERL TRANSITION (CSTL6.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL.

TAKEOFF OBSTACLES NOTES:

Rwy 2: Building 377' from DER, 593' left of centerline, 25' AGL/57' MSL.

Bushes beginning 587' from DER, 186' left of centerline, up to 12' AGL/54' MSL.

Trees beginning 765' from DER, 60' left of centerline, up to 122' AGL/134' MSL.

Trees beginning 57' from DER, 47' right of centerline, up to 100' AGL/125' MSL.

Dam 453' from DER, on centerline to 154' right of centerline, up to 10' AGL/45' MSL.

Rwy 20: Dam beginning 56' from DER, 53' left of centerline, up to 24' AGL/45' MSL.

Trees beginning 160' from DER, 118' left of centerline, up to 100' AGL/119' MSL.

Pole 493' DER, 277' left of centerline, 27' AGL/45' MSL.

Spires 1.12 NM from DER, 403' left of centerline, 150' AGL/195' MSL.

OL on poles beginning 196' from DER, 405' right of centerline, up to 12' AGL/42' MSL.

Trees beginning 799' from DER, 28' right of centerline, up to 119' AGL/138' MSL.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>2511</b>
<b>188°</b>	TDZE	<b>582</b>
	Apt Elev	<b>582</b>

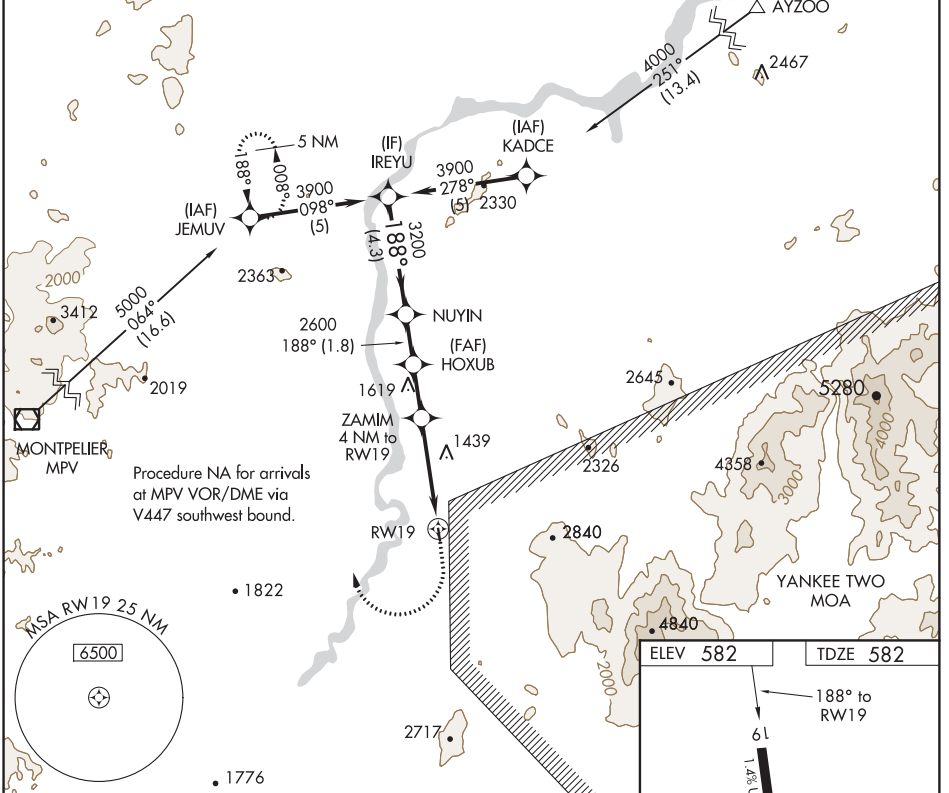
# RNAV (GPS) RWY 19

DEAN MEMORIAL (5B9)

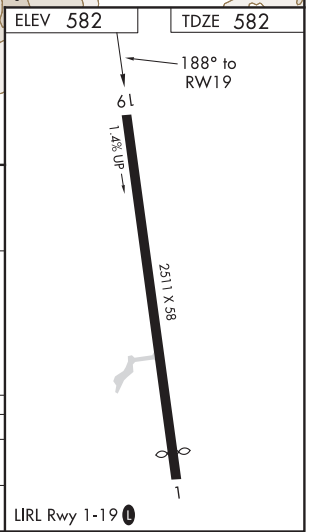
**NA** DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Lebanon altimeter setting; if not received, use Barre-Montpelier, VT altimeter setting and increase all MDAs 80 feet.

**MISSED APPROACH:** Climbing right turn to 4000 direct JEMUV and hold.

LEBANON ASOS **118.65** UNICOM **122.8** (CTAF) **0**



	IREYU	NUYIN	HOXUB	ZAMIM 4 NM to RWY19	RWY 19
Procedure Turn NA	3900	3200	2600	2020	
	4.3 NM	1.8 NM	1.9 NM	4 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1780-1¼ 1198 (1200-1¼)	1780-1½ 1198 (1200-1½)	NA	NA	
CIRCLING	1780-1¼ 1198 (1200-1¼)	2060-1½ 1478 (1500-1½)	NA	NA	



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

HIGHGATE, VERMONT

AL-6141 (FAA)

14345

WAAS CH <b>48900</b> <b>W01A</b>	APP CRS <b>005°</b>	Rwy Idg TDZE <b>228</b> Apt Elev <b>228</b>	<b>3000</b>
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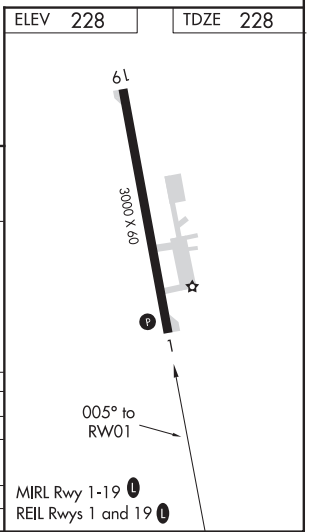
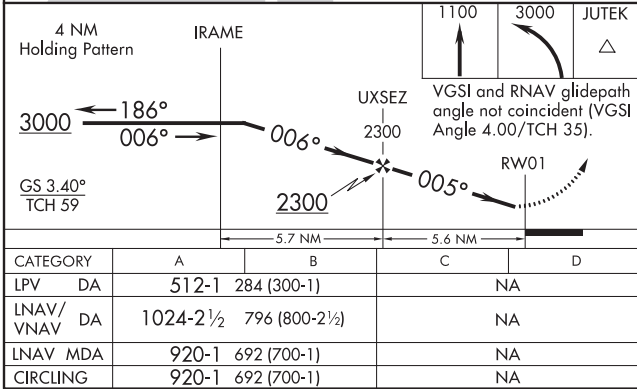
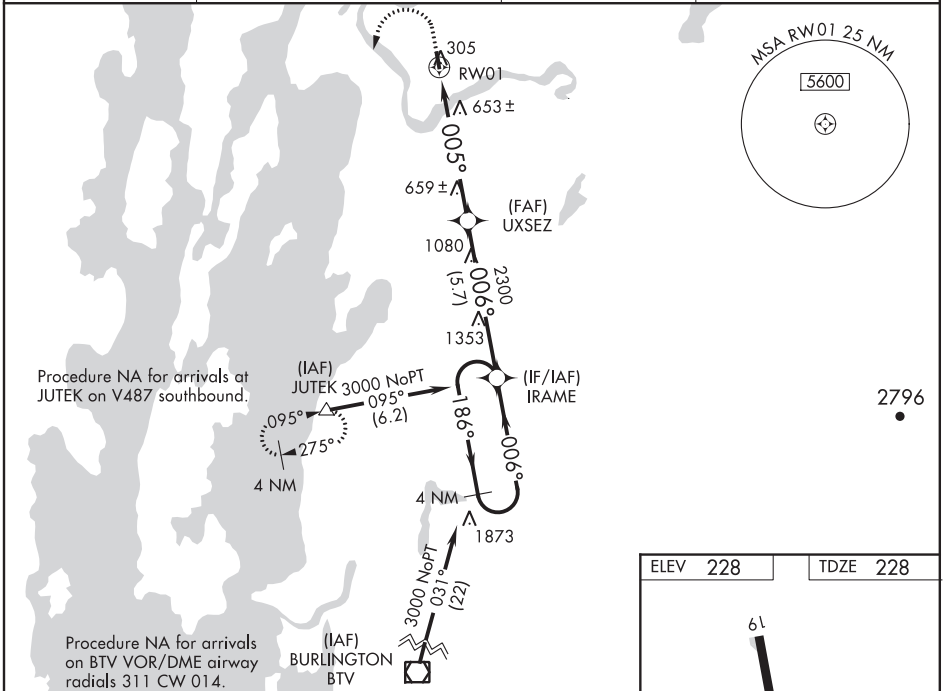
# RNAV (GPS) RWY 1

FRANKLIN COUNTY STATE (F'SO)

**⚠** Circling to Rwy 19 NA at night. Baro-VNAV NA when using Plattsburgh altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).  
**⚠** When VGSi inop, Straight-in/Circling Rwy 1 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Plattsburgh altimeter setting and increase all DA 55 feet and all MDA 60 feet: increase LNAV/VNAV all Cats and LNAV and Circling Cat B visibilities 1/4 mile.

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct JUTEK and hold.

AWOS-3 <b>119.025</b>	BURLINGTON APP CON* <b>121.1</b> (EAST) <b>278.8</b> (WEST) <b>360.8</b>	GCO <b>121.725</b>	UNICOM <b>122.8</b> (CTAF) <b>1</b>
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HIGHGATE, VERMONT  
Amdt 3A 11DEC14

44°56'N-73°06'W

FRANKLIN COUNTY STATE (F'SO)  
**RNAV (GPS) RWY 1**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>78122</b> W19A	APP CRS <b>185°</b>	Rwy Idg <b>3000</b> TDZE <b>228</b> Apt Elev <b>228</b>
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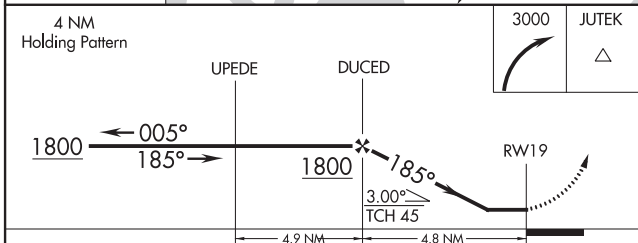
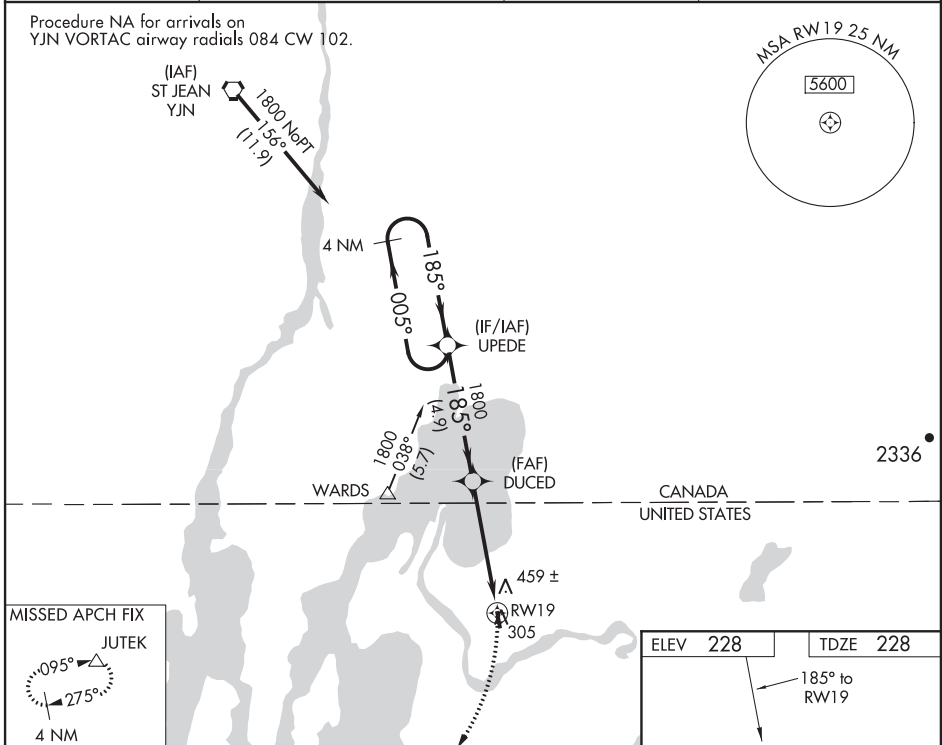
# RNAV (GPS) RWY 19

FRANKLIN COUNTY STATE (F'SO)

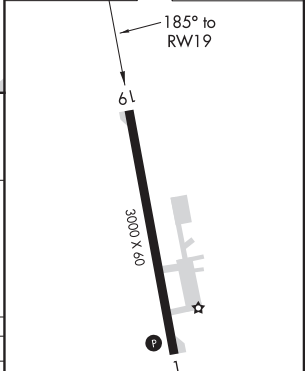
**⚠** When VGSi inop, Straight-in/Circling Rwy 19 NA at night.  
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopter NA.  
 Straight-in/Circling Rwy 19 procedure NA at night. When local altimeter setting not received, use Plattsburgh altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 3000 direct JUTEK and hold.

AWOS-3 <b>119.025</b>	BURLINGTON APP CON* (EAST) <b>278.8</b> (WEST) <b>360.8</b>	GCO <b>121.725</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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ELEV <b>228</b>	TDZE <b>228</b>
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CATEGORY	A	B	C	D
LP MDA	660-1	432 (500-1)		NA
LNAV MDA	720-1	492 (500-1)		NA
CIRCLING	780-1 552 (600-1)	820-1 592 (600-1)		NA

MIRL Rwy 1-19 **0**  
 REIL Rwy 1 and 19 **0**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

HIGHGATE, VERMONT

AL-6141 (FAA)

14345

VORTAC YJN	APP CRS	Rwy Idg	3000
115.8	169°	TDZE	228
Chan 105		Apt Elev	228

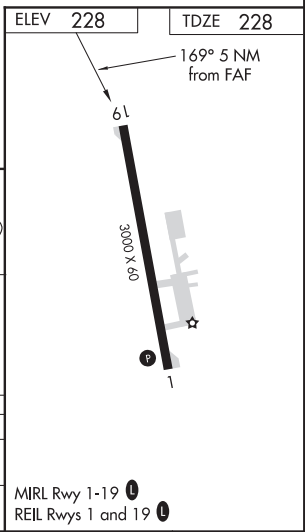
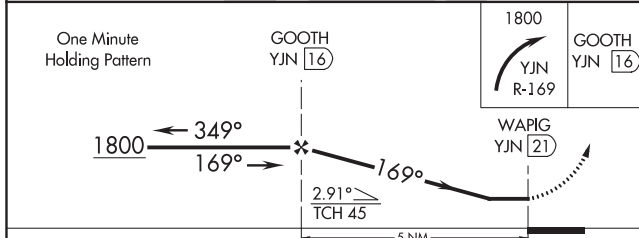
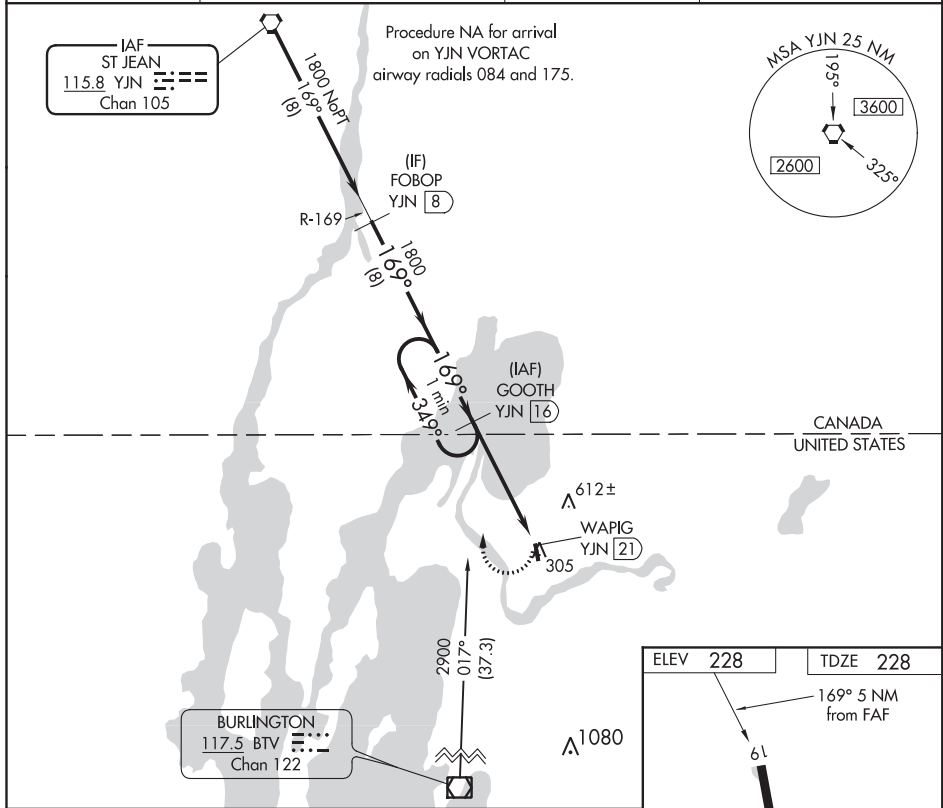
# VOR/DME RWY 19

FRANKLIN COUNTY STATE (F'SO)

**NA** When VGSI inop, Circling Rwy 1 NA at night. Visibility reduction by helicopters NA. MISSED APPROACH: Climbing right turn to 1800 via YJN R-169 to GOOTH/YJN 16 DME and hold.

When local altimeter setting not received, use Plattsburgh altimeter setting and increase all MDA 60 feet. Straight-in/Circling Rwy 19 procedure NA at night.

AWOS-3 <b>119.025</b>	BURLINGTON APP CON* (EAST) <b>278.8</b> (WEST) <b>360.8</b>	GCO <b>121.725</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
S-19	880-1	652 (700-1)		NA
CIRCLING	880-1 652 (700-1)	880-1¼ 652 (700-1¼)		NA

HIGHGATE, VERMONT  
Amdt 5A 11DEC14

44°56'N-73°06'W

# FRANKLIN COUNTY STATE (F'SO)

## VOR/DME RWY 19

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>3172</b>
<b>182°</b>	TDZE	<b>N/A</b>
	Apt Elev	<b>269</b>

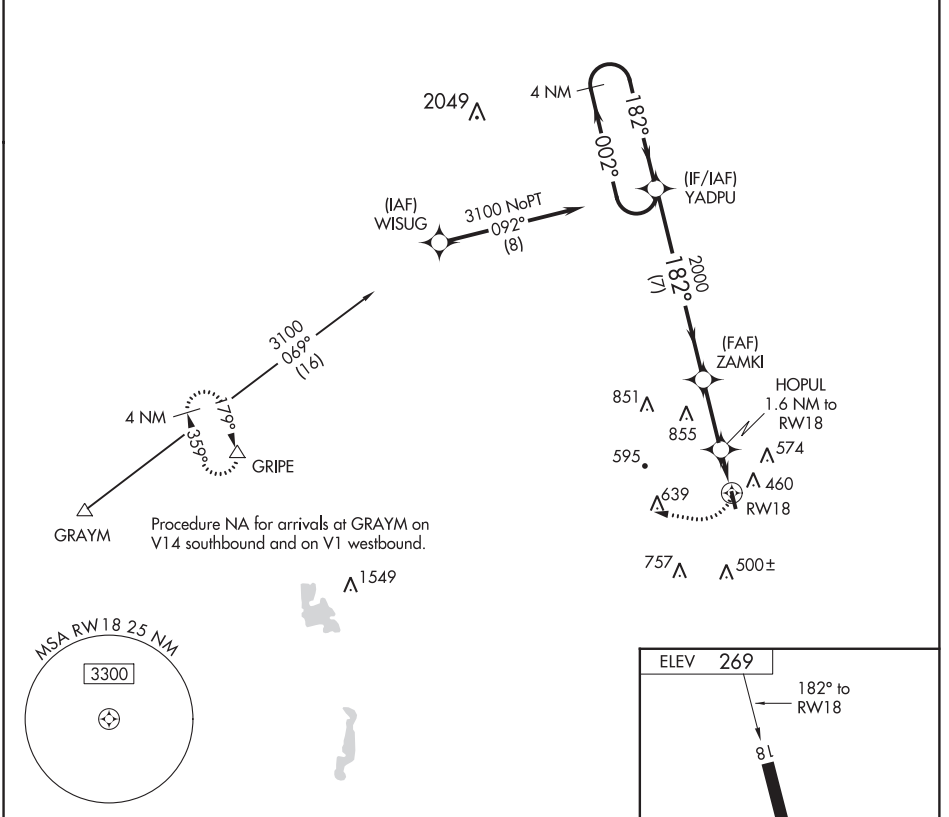
# RNAV (GPS)-A

HOPEDALE INDUSTRIAL PARK (1B6)

**▼** Use Pawtucket altimeter setting; when not received, procedure NA.  
**▲** NA DME/DME RNP-0.3 NA. Procedure NA at night.  
 Helicopter visibility reduction below 1 SM NA.

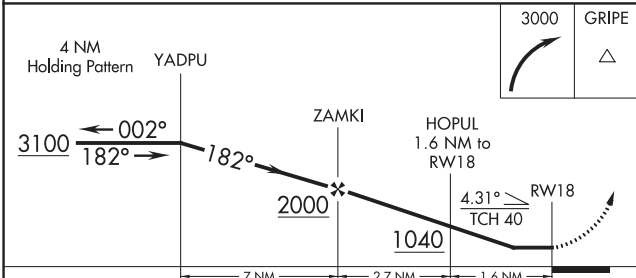
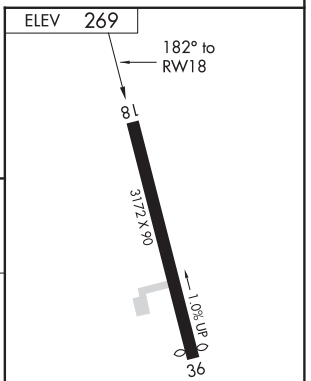
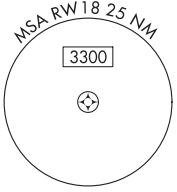
MISSED APPROACH: Climbing right turn to 3000 direct GRIPE and hold.

PAWTUCKET AWOS-3 <b>120.025</b>	BRADLEY APP CON <b>119.0</b>	UNICOM <b>122.8</b> (CTAF)
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	880-1 611 (700-1)	920-1 651 (700-1)	1000-2 731 (800-2)	NA

LIRL Rwy 18-36

HOULTON, MAINE

AL-196 (FAA)

16315

WAAS CH <b>62924</b> <b>W05A</b>	APP CRS <b>049°</b>	Rwy Idg TDZE <b>483</b> Apt Elev <b>489</b>	<b>5015</b>
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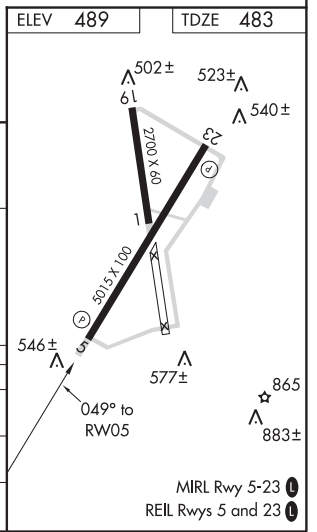
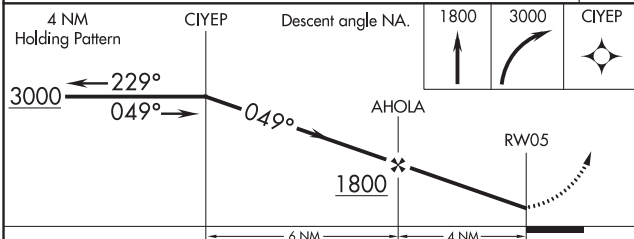
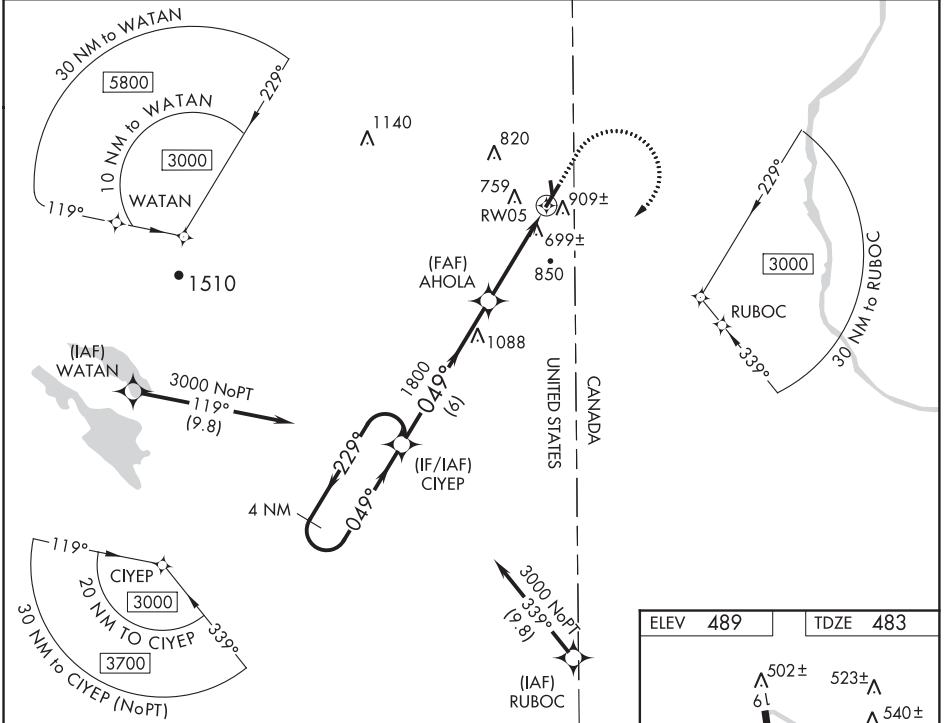
# RNAV (GPS) RWY 5

HOULTON INTL (HUL)

**⚠** When local altimeter setting not received, use Presque Isle altimeter setting increase all MDA 100 feet; increase LP Cat C, LNAV Cat B and Circling Cat B visibility ¼ mile; increase LNAV Cat C visibility ⅓ mile; increase Circling Cat C visibility ⅔ mile. Circling NA southeast of Rwy 5-23. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:** Climb to 1800 then climbing right turn to 3000 direct CIYEP and hold.

ASOS <b>132.025</b>	BOSTON CENTER <b>120.25 346.4</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
LP MDA	960-1	477 (500-1)	960-1 ⅓ 477 (500-1 ⅓)	NA
LNAV MDA	1140-1	657 (700-1)	1140-1 ⅓ 657 (700-1 ⅓)	NA
CIRCLING	1140-1	651 (700-1)	1140-1 ⅓ 651 (700-1 ⅓)	NA

HOULTON, MAINE  
Orig-C 23JUN16

46°07'N-67°48'W

# HOULTON INTL (HUL) RNAV (GPS) RWY 5

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



APP CRS	Rwy Idg	N/A
168°	TDZE	N/A
	Apt Elev	490

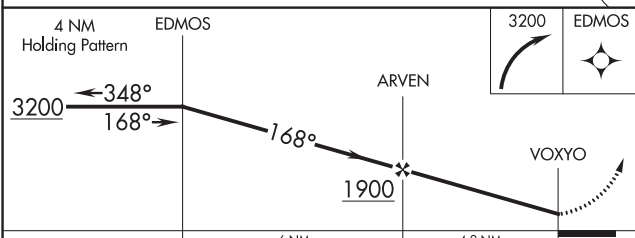
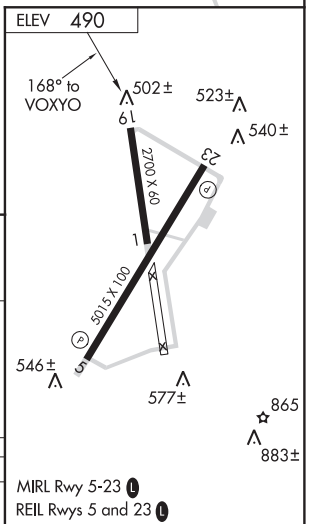
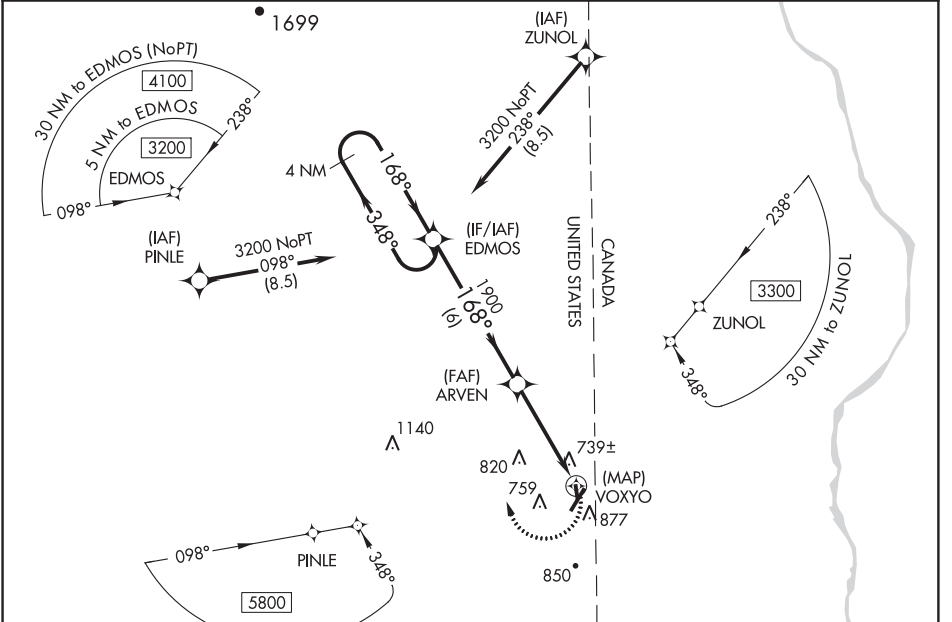
# RNAV (GPS)-A

HOULTON INTL (HUL)

**⚠** When local altimeter setting not received, use Presque Isle altimeter setting and increase all MDA 100 feet; increase visibility Cat C ½ mile.  
 Circling NA southeast of Rwy 5-23. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climbing right turn to 3200 direct EDMOS and hold.

ASOS <b>132.025</b>	BOSTON CENTER <b>120.25 346.4</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
CIRCLING	1080-1	590 (600-1)	1080-1½ 590 (600-1½)	NA

MIRL Rwy 5-23  
 REIL Rlys 5 and 23

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

HOULTON, MAINE

AL-196 (FAA)

16315

VOR/DME HUL <b>116.1</b> Chan <b>108</b>	APP CRS <b>039°</b>	Rwy Idg <b>5015</b> TDZE <b>483</b> Apt Elev <b>490</b>
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# VOR/DME RWY 5

HOULTON INTL (HUL)

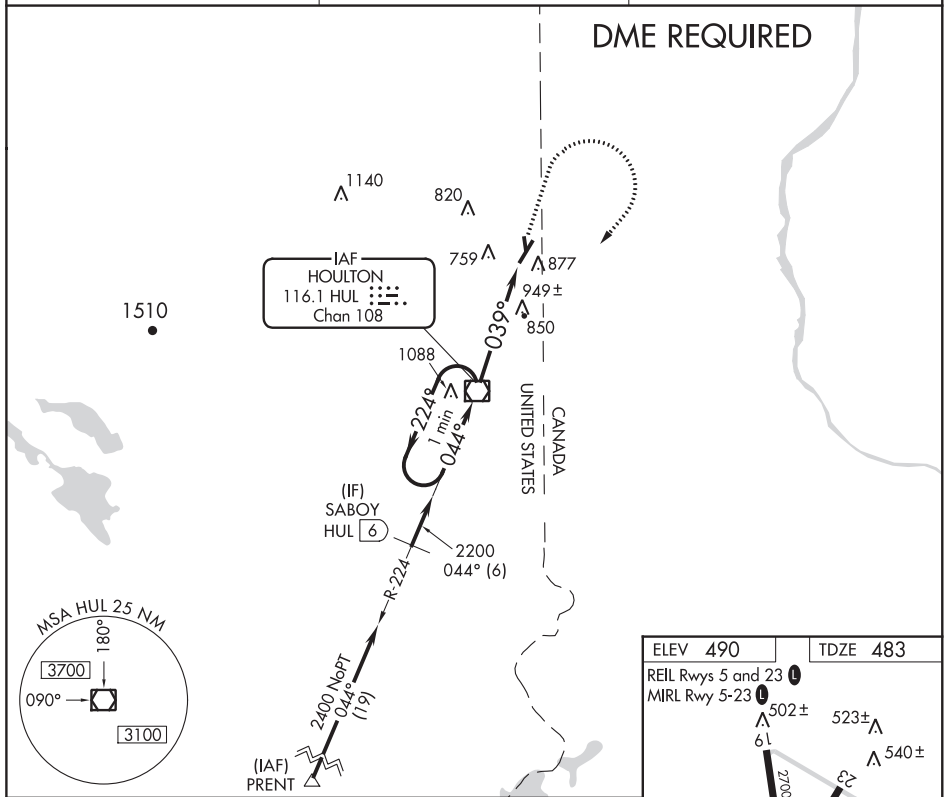
⚠ When local altimeter setting not received, use Presque Isle altimeter setting and increase all MDA 100 feet; increase S-5 and Circling visibility Cat B ¼ mile and Cat C ½ mile. Circling NA southeast of Rws 5 and 23. Helicopter visibility reduction below ¼ SM NA.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2200 direct HUL VOR/DME and hold.

ASOS  
**132.025**

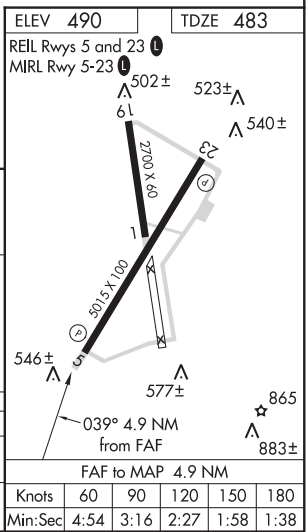
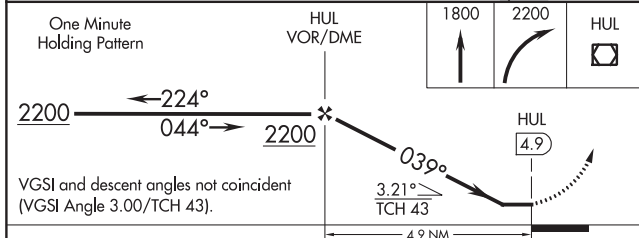
BOSTON CENTER  
**120.25 346.4**

UNICOM  
**122.8 (CTAF) 0**



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



HOULTON, MAINE  
Amdt 11B 23JUN16

46°07'N-67°48'W

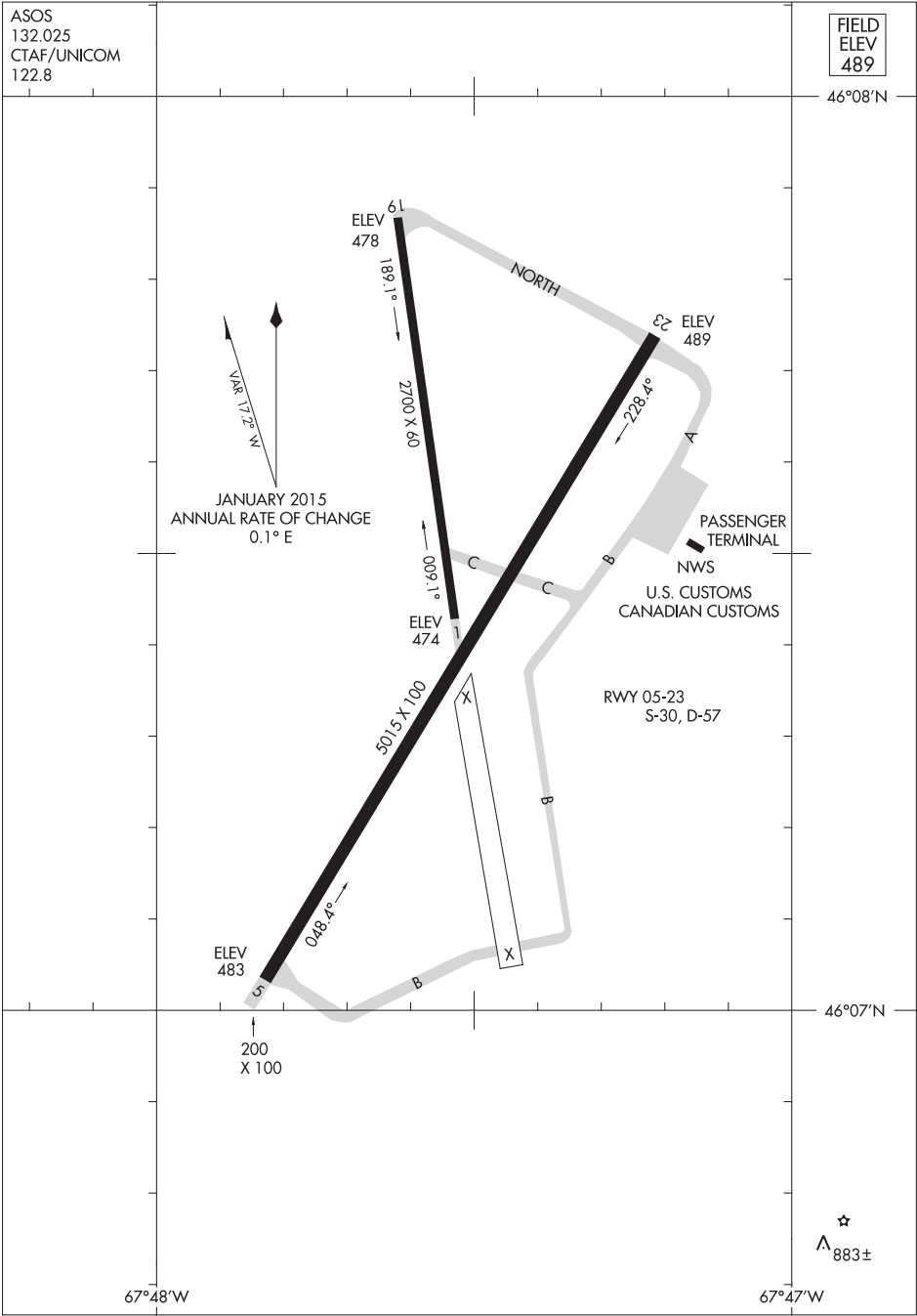
# HOULTON INTL (HUL) VOR/DME RWY 5

ASOS  
132.025  
CTAF/UNICOM  
122.8

FIELD  
ELEV  
489

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017







HYANNIS, MASSACHUSETTS

AL-675 (FAA)

16315

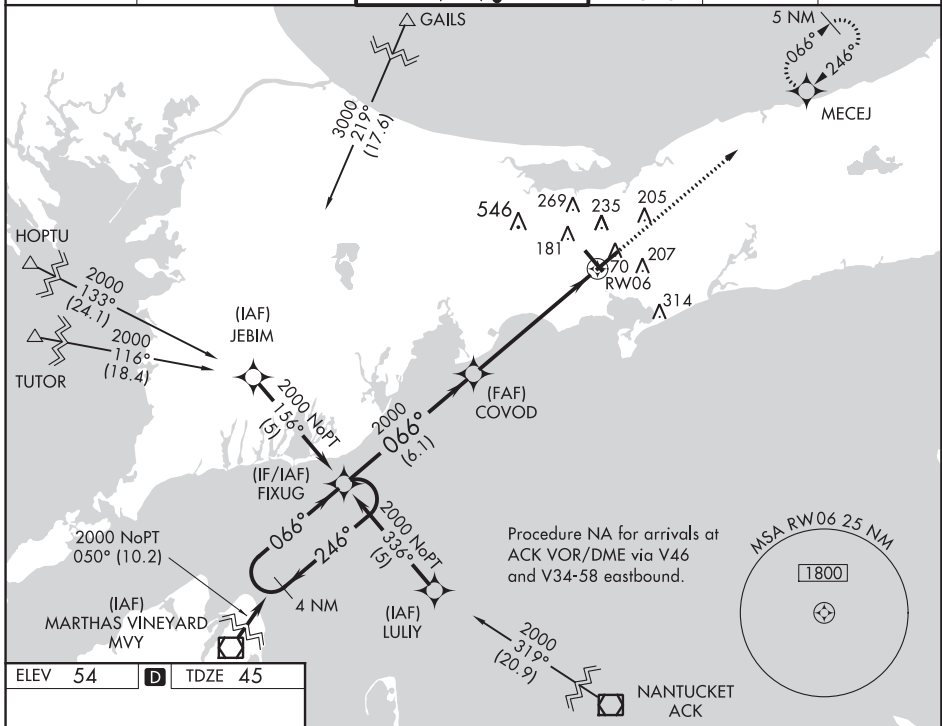
WAAS CH <b>45799</b> <b>W06A</b>	APP CRS <b>066°</b>	Rwy Idg TDZE <b>45</b> Apt Elev <b>54</b>	<b>5019</b>
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# RNAV (GPS) RWY 6

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HY A)

**V** DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Baro-VNAV NA when using Chatham altimeter setting. If local altimeter setting not received, use Chatham altimeter setting and increase all DAs/MDAs 40 feet.  
**A** MISSED APPROACH: Climb to 1700 direct MECEJ and hold.  
**W**

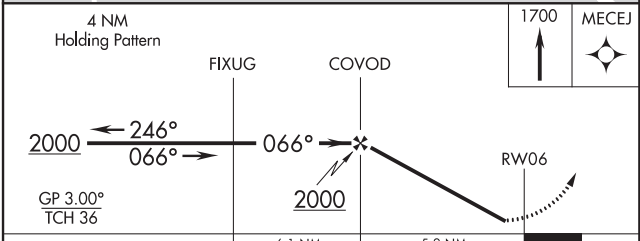
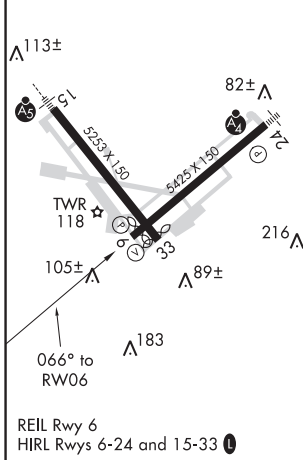
ATIS <b>123.8</b>	CAPE APP CON ★ <b>118.2 284.6</b>	HYANNIS TOWER ★ <b>119.5 (CTAF) 0 257.8</b>	GND CON <b>118.45</b>	CLNC DEL <b>125.15</b>	UNICOM <b>122.95</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 54	<b>D</b>	TDZE 45
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CATEGORY	A	B	C	D
LPV DA		316-1	271 (300-1)	
LNAV/VNAV DA		443-1½	398 (400-1½)	
LNAV MDA	480-1	435 (500-1)	480-1¼ 435 (500-1¼)	480-1½ 435 (500-1½)
CIRCLING	560-1½	506 (600-1½)	580-1½ 526 (600-1½)	620-2 566 (600-2)

HYANNIS, MASSACHUSETTS  
Orig-A 13APR06

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HY A)  
41°40'N-70°17'W

# RNAV (GPS) RWY 6



HYANNIS, MASSACHUSETTS

AL-675 (FAA)


16315

WAAS CH <b>77812</b> <b>W24A</b>	APP CRS <b>246°</b>	Rwy Idg <b>5425</b> TDZE <b>43</b> Apt Elev <b>54</b>
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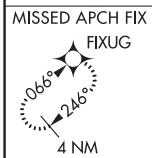
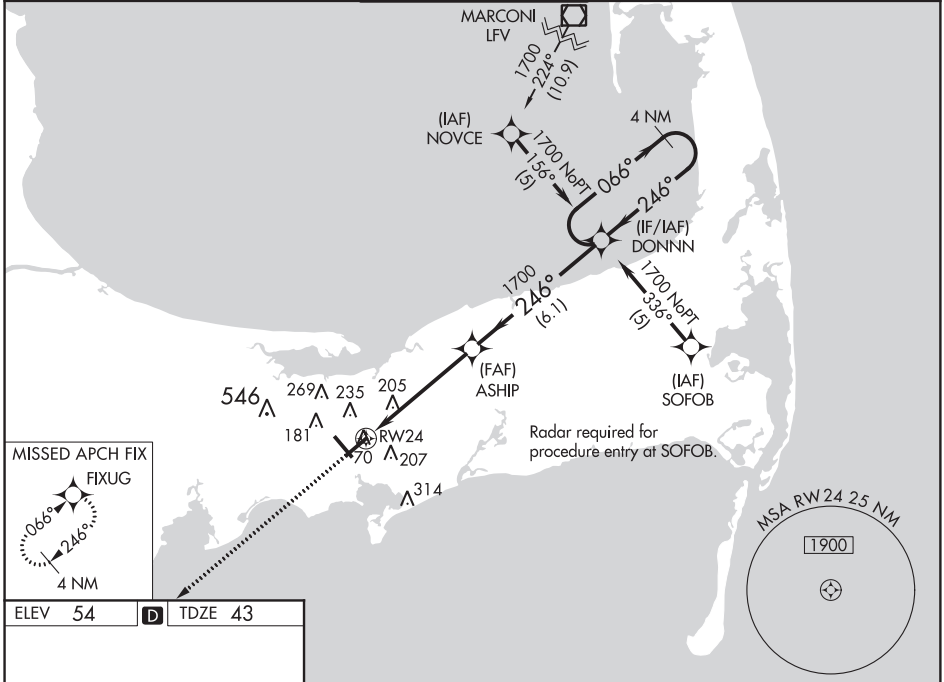
# RNAV (GPS) RWY 24

BARNSTABLE MUNI-BBOARDMAN/POLANDO FIELD (HYA)

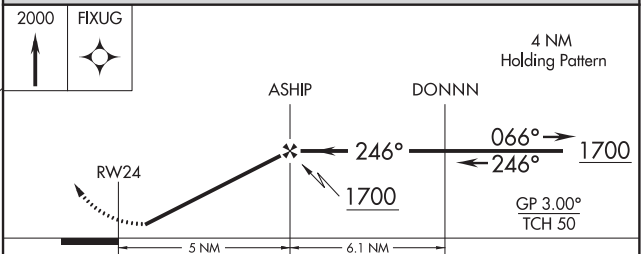
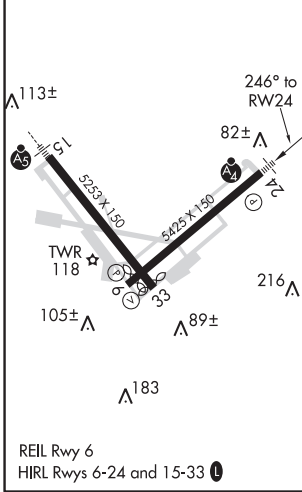
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.  
**⚠** When local altimeter setting not received, use Chatham altimeter setting and increase all DA 33 feet and all MDA 40 feet. Baro-VNAV NA when using Chatham Muni altimeter setting. For inoperative MALS, increase LNAV Cat C visibility to RVR 6000. Inoperative table does not apply to LPV all Cats, and LNAV Cats A and B.

**MALS**  
 MISSED APPROACH:  
 Climb to 2000 direct  
 FIXUG and hold.

ATIS <b>123.8</b>	CAPE APP CON ★ <b>118.2 284.6</b>	HYANNIS TOWER ★ <b>119.5 (CTAF) 257.8</b>	GND CON <b>118.45</b>	CLNC DEL <b>125.15</b>	UNICOM <b>122.95</b>
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ELEV 54	<b>D</b>	TDZE 43
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CATEGORY	A	B	C	D
LPV DA		318/50	275 (300-1)	
LNAV/VNAV DA		441/50	398 (400-1)	
LNAV MDA		500/50	457 (500-1)	
CIRCLING	560-1	506 (600-1)	580-1½ 526 (600-1½)	620-2 566 (600-2)

HYANNIS, MASSACHUSETTS  
 Amdt 1 02JUL09

BARNSTABLE MUNI-BBOARDMAN/POLANDO FIELD (HYA)  
 41°40'N-70°17'W

# RNAV (GPS) RWY 24

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



WAAS CH <b>99423</b> <b>W33A</b>	APP CRS <b>336°</b>	Rwy Idg <b>5103</b> TDZE <b>50</b> Apt Elev <b>54</b>
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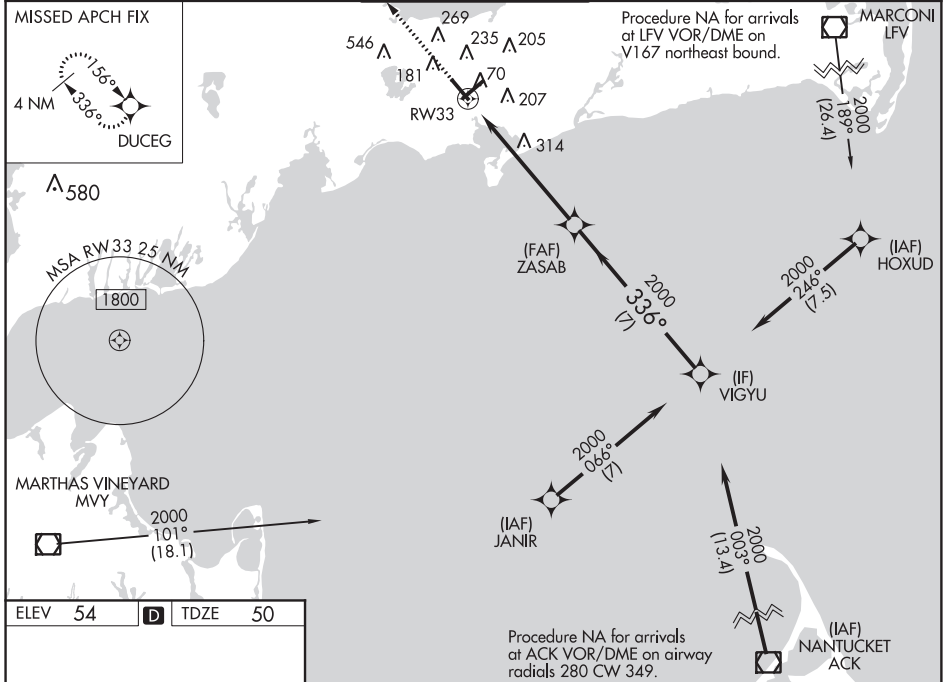
# RNAV (GPS) RWY 33

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

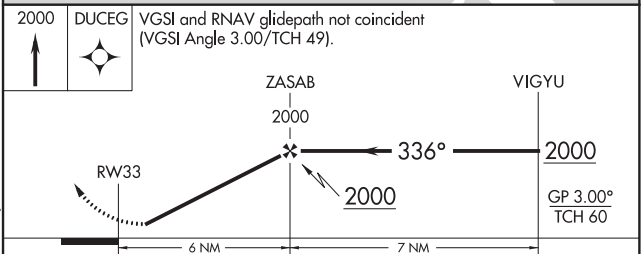
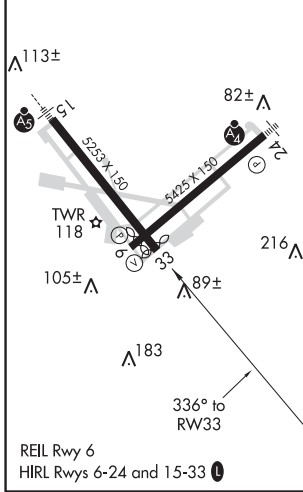
**⚠** Baro-VNAV NA when using Chatham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chatham altimeter setting and increase all DA 32 feet, and all MDA 40 feet; increase LNAV/VNAV all Cats, LNAV Cat C and D, and Circling Cat C visibility ½ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:  
Climb to 2000 direct  
DUCEG and hold.

ATIS <b>123.8</b>	CAPE APP CON ★ <b>118.2 284.6</b>	HYANNIS TOWER ★ <b>119.5 (CTAF) 257.8</b>	GND CON <b>118.45</b>	CLNC DEL <b>125.15</b>	UNICOM <b>122.95</b>
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ELEV 54	<b>D</b>	TDZE 50
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CATEGORY	A	B	C	D
LPV DA		300-1	250 (300-1)	
LNAV/VNAV DA		361-1	311 (300-1)	
LNAV MDA	620-1	570 (600-1)	620-1½ 570 (600-1½)	570 (600-1½)
CIRCLING	620-1	566 (600-1)	620-1½ 566 (600-1½)	620-2 566 (600-2)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

HYANNIS, MASSACHUSETTS

AL-675 (FAA)

16315

VOR/DME M <sup>VY</sup>	APP CRS	Rwy Idg	<b>5019</b>
<b>114.5</b>	<b>058°</b>	TDZE	<b>45</b>
Chan <b>92</b>		Apt Elev	<b>54</b>

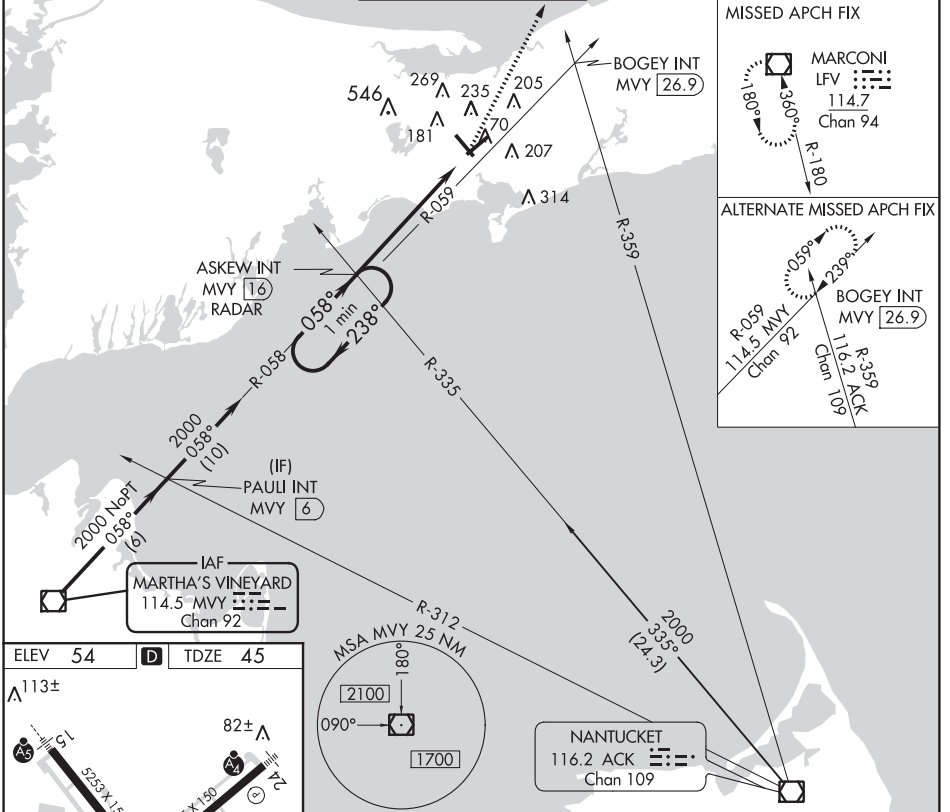
# VOR RWY 6

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

**⚠** When local altimeter setting not received, use Chatham altimeter setting and increase all MDA's 40 feet and increase Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct LFV VOR/DME and hold, continue climb-in-hold to 3000.

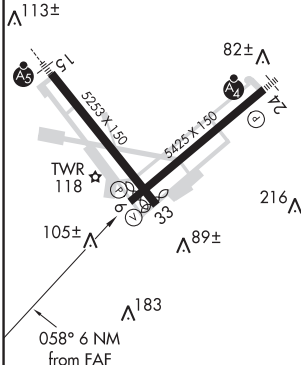
ATIS	CAPE APP CON ★	HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
<b>123.8</b>	<b>118.2 284.6</b>	<b>119.5 (CTAF) 0 257.8</b>	<b>118.45</b>	<b>125.15</b>	<b>122.95</b>



NE-1, 10 NOV 2016 to 05 JAN 2017

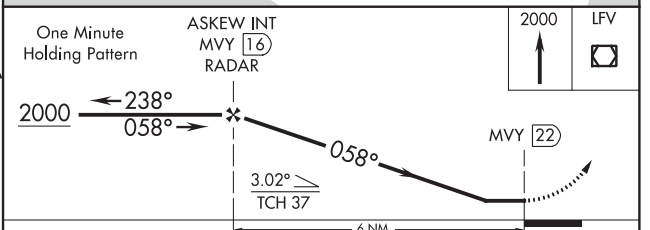
NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 54	<b>D</b>	TDZE 45
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REIL Rwy 6  
HIRL Rwys 6-24 and 15-33  
FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-6	900-1 855 (900-1)	900-1¼ 855 (900-1¼)	900-2½ 855 (900-2½)	855 (900-2½)
<b>C</b> CIRCLING	900-1¼	846 (900-1¼)	900-2½ 846 (900-2½)	900-2¾ 846 (900-2¾)

HYANNIS, MASSACHUSETTS  
Amdt 10 10NOV16

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)  
41°40'N-70°17'W

# VOR RWY 6

# AIRPORT DIAGRAM

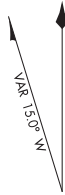
## BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

AL-675 (FAA)

HYANNIS, MASSACHUSETTS

ATIS  
 123.8  
 HYANNIS TOWER ★  
 119.5 257.8  
 GND CON  
 118.45  
 CLNC DEL  
 125.15

D

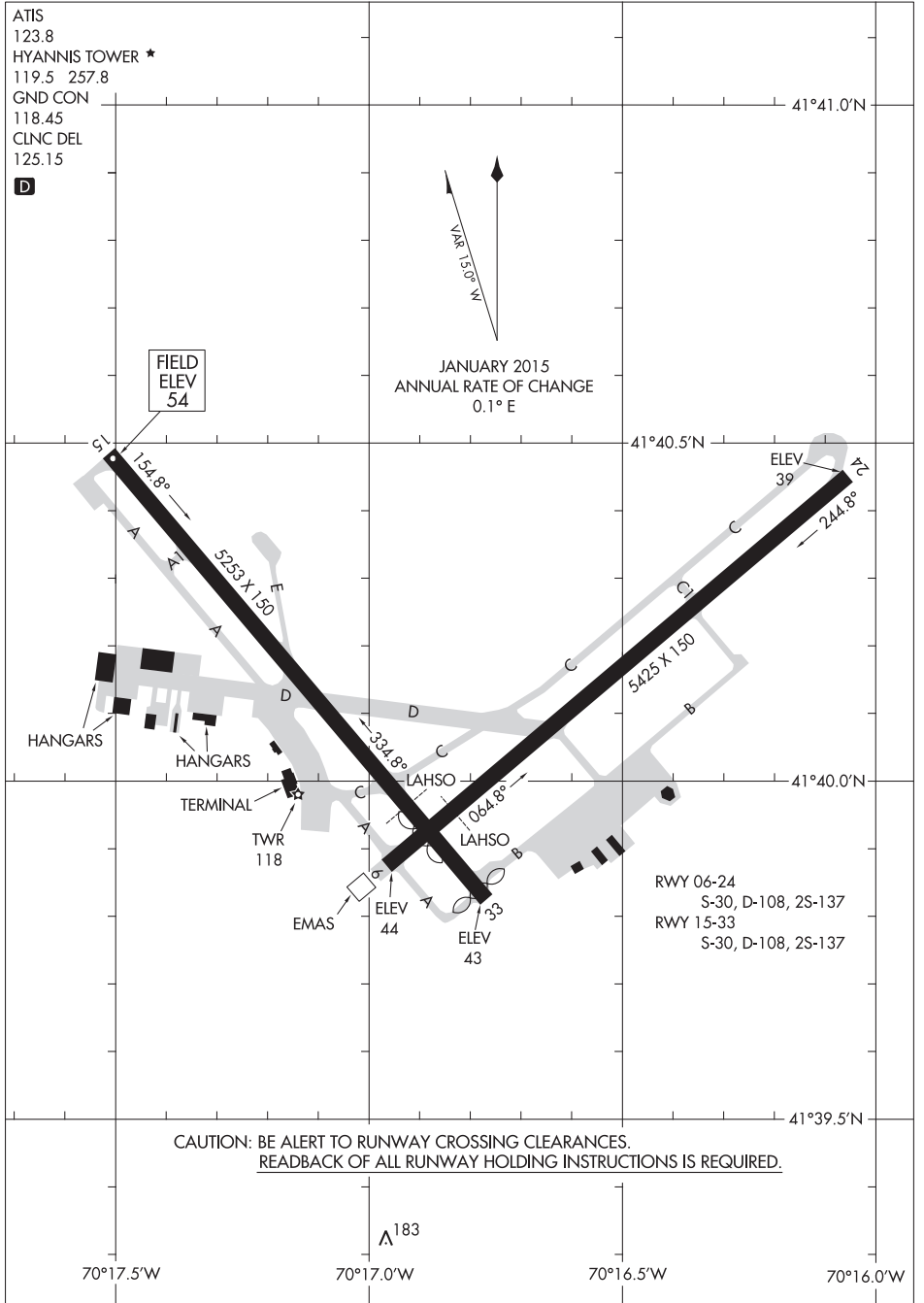


JANUARY 2015  
 ANNUAL RATE OF CHANGE  
 0.1° E

FIELD  
 ELEV  
 54

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



# AIRPORT DIAGRAM

## BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

HYANNIS, MASSACHUSETTS

JAFFREY, NEW HAMPSHIRE

AL-5335 (FAA)

14149

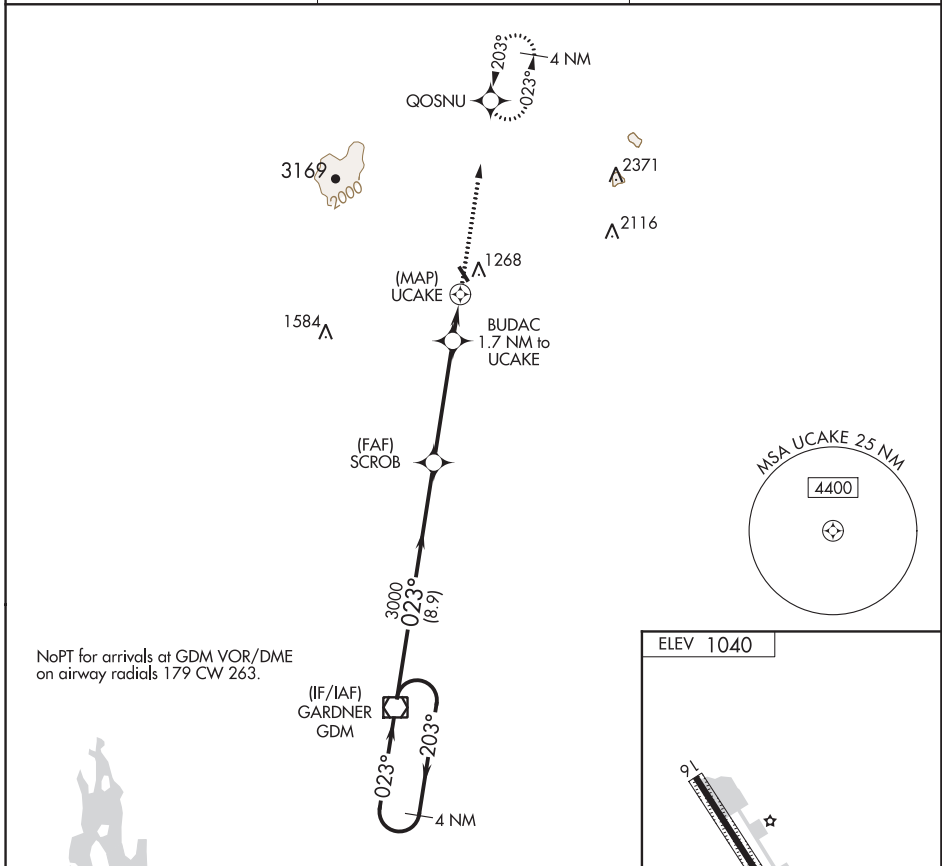
APP CRS <b>023°</b>	Rwy Idg <b>N/A</b>	TDZE <b>N/A</b>	Apt Elev <b>1040</b>
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**RNAV (GPS)-B**  
JAFFREY AIRPORT-SILVER RANCH (A/FN)

**⚠** When local altimeter setting not received, use Keene altimeter setting and increase all MDA 120 feet and all Cats visibility ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

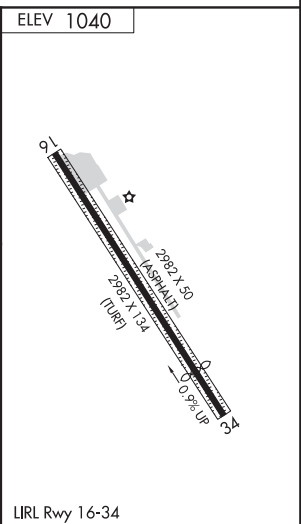
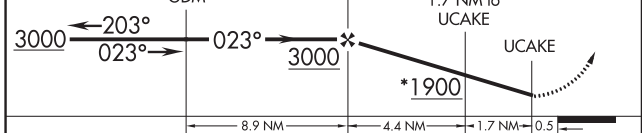
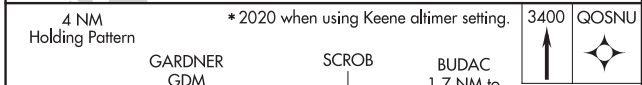
**MISSED APPROACH:** Climb to 3400 direct QOSNU and hold.

ASOS <b>135.875</b>	BOSTON CENTER <b>123.75 338.2</b>	UNICOM <b>122.8 (CTAF)</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	1760-1	720 (800-1)	NA	NA

JAFFREY, NEW HAMPSHIRE  
Orig 29MAY14

42°48'N-72°00'W

JAFFREY AIRPORT-SILVER RANCH (A/FN)  
**RNAV (GPS)-B**

APP CRS <b>203°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1040</b>
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**RNAV (GPS)-C**  
JAFFREY AIRPORT-SILVER RANCH (A/FN)

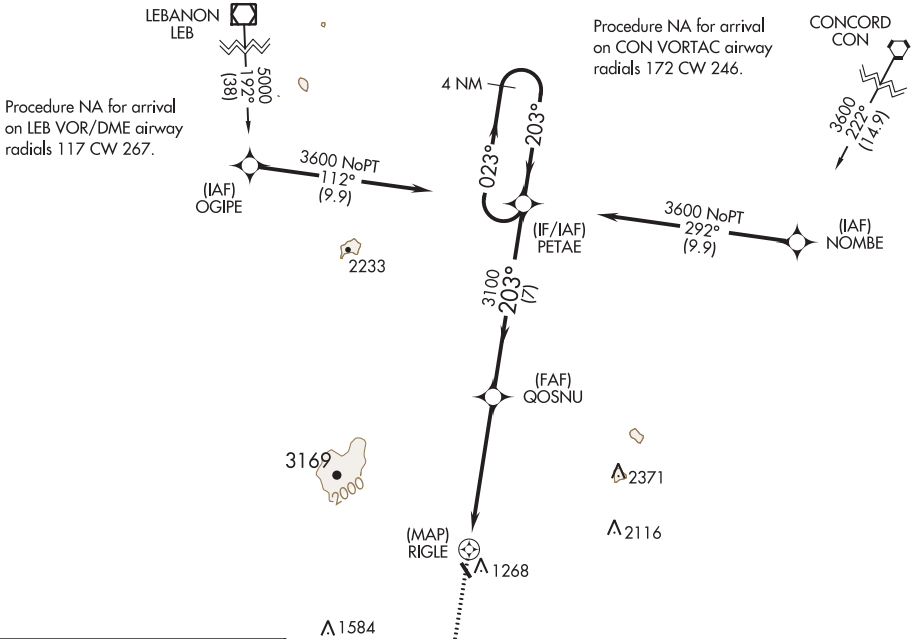
**⚠** When local altimeter setting not received, use Keene altimeter setting and increase all MDA 120 feet. Procedure NA at night.  
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct SCROB and hold.

ASOS  
**135.875**

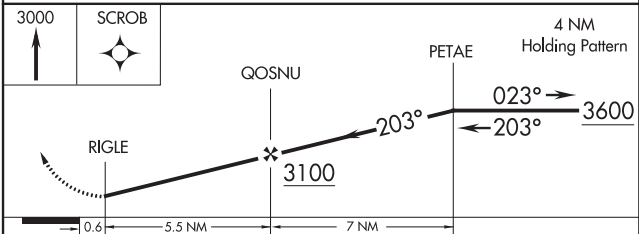
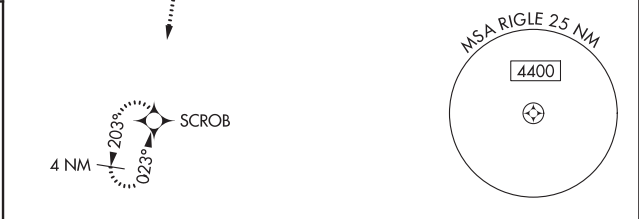
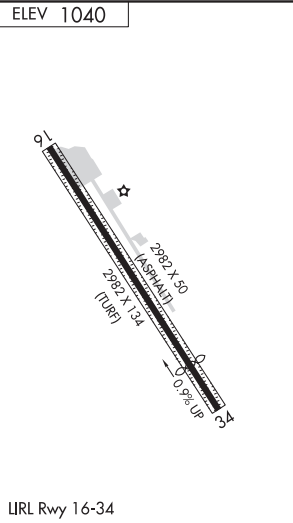
BOSTON CENTER  
**123.75 338.2**

UNICOM  
**122.8 (CTAF)**



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	1700-1	660 (700-1)	NA	

JAFFREY, NEW HAMPSHIRE

AL-5335 (FAA)

14149

VOR/DME GDM <b>110.6</b> Chan <b>43</b>	APP CRS <b>023°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1040</b>
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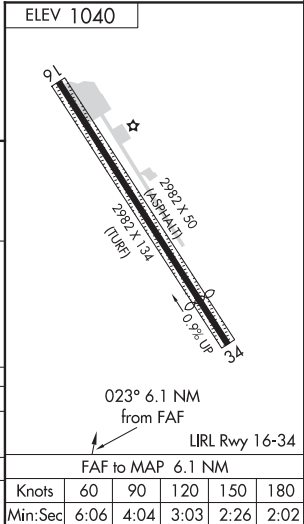
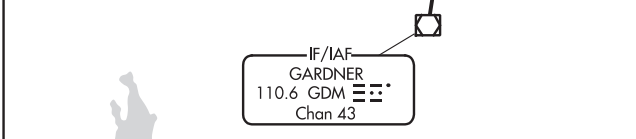
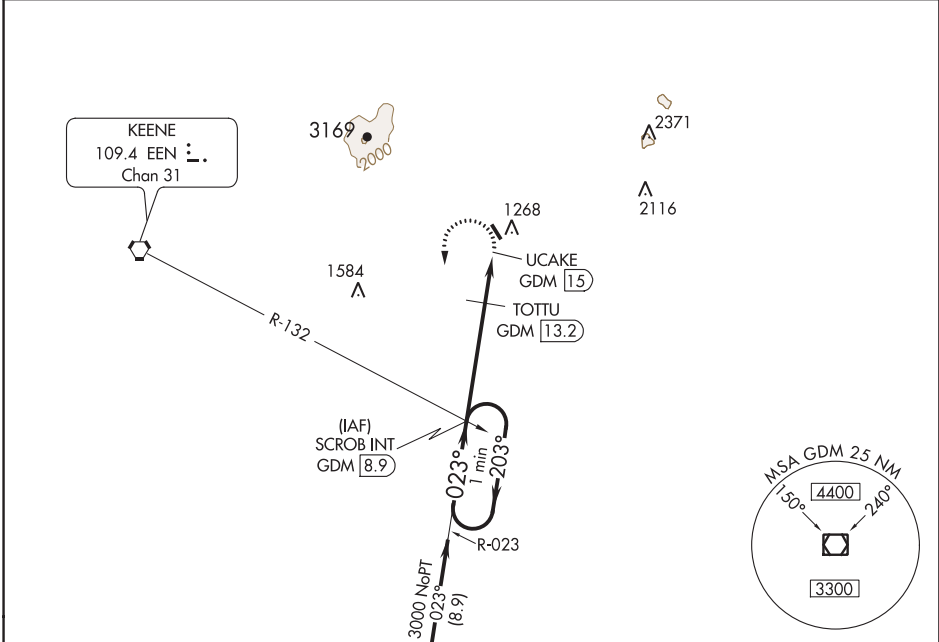
**VOR-A**

JAFFREY AIRPORT-SILVER RANCH (A/FN)

**⚠** Visibility reduction by helicopters NA. When local altimeter setting not received, use KEENE altimeter setting and increase all MDA 120 feet; increase Cat B and TOTTU fix minimums all Cats visibility 1/4 mile. Procedure NA at night.

**⚠** MISSED APPROACH: Climbing left turn to 3000 on GDM VOR/DME R-023 to SCROB INT/GDM 8.9 DME and hold.

ASOS <b>135.875</b>	BOSTON CENTER <b>123.75 338.2</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
CIRCLING	1900-1 1/4	860 (900-1 1/4)		NA
TOTTU FIX MINIMUMS				
CIRCLING	1780-1	740 (800-1)		NA

CATEGORY	A	B	C	D
CIRCLING	1900-1 1/4	860 (900-1 1/4)		NA
TOTTU FIX MINIMUMS				
CIRCLING	1780-1	740 (800-1)		NA

JAFFREY, NEW HAMPSHIRE  
Amdt 8 29MAY14

42°48'N-72°00'W

JAFFREY AIRPORT-SILVER RANCH (A/FN)

**VOR-A**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

LOC I-EEN	APP CRS	Rwy Idg	<b>6201</b>
<b>108.9</b>	<b>018°</b>	TDZE	<b>488</b>
		Apt Elev	<b>488</b>

# ILS or LOC RWY 2

DILLANT-HOPKINS (EEN)

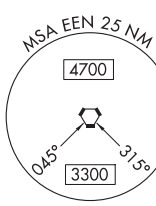
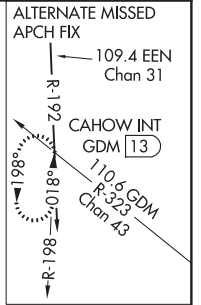
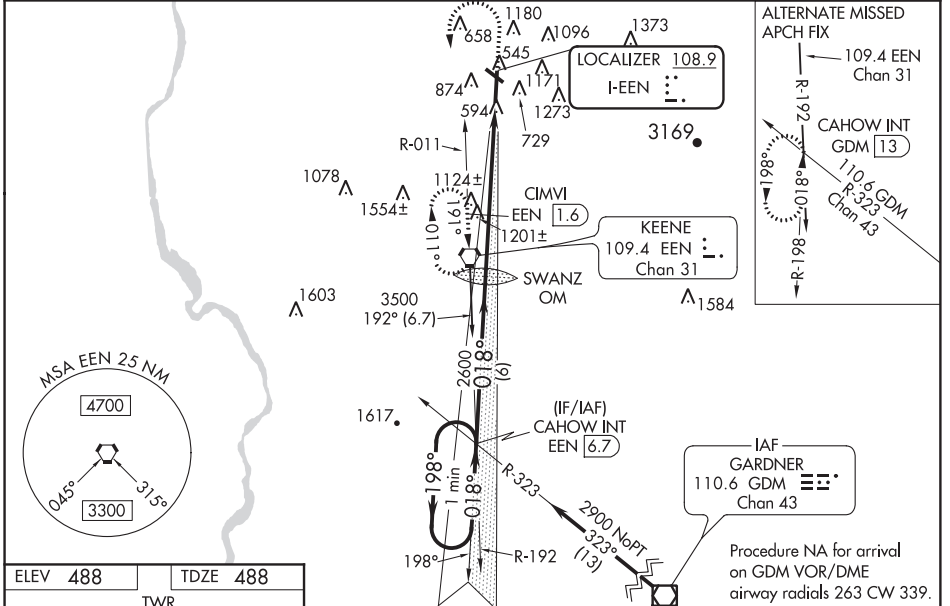
**NA** Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange altimeter setting and increase all DA 55 feet and all MDA 60 feet, and increase CIMVI FIX minimums S-LOC Cats C and D visibility 1/4 mile. For inoperative MALSR when using Orange altimeter setting, increase S-ILS all Cats visibility to 1 1/2 mile, and increase S-LOC Cat B visibility to 1 1/2 mile. Inoperative table does not apply to S-LOC Cat A. For inoperative MALSR, increase S-LOC Cat B visibility to 1 1/2 mile. For CIMVI FIX minimums inoperative table does not apply to S-LOC Cat A. For inoperative MALSR when using CIMVI FIX minimums, increase S-LOC Cat B visibility to 1/4 mile. For CIMVI FIX minimums, for inoperative MALSR when using Orange altimeter setting, increase S-LOC Cat B visibility to 1/4 mile.

MALSR



MISSED APPROACH: Climb to 1600 then climbing left turn turn to 3000 direct EEN VORTAC and hold.

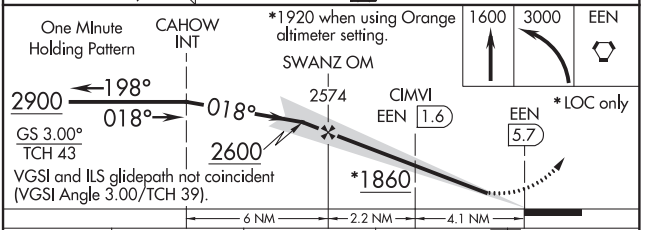
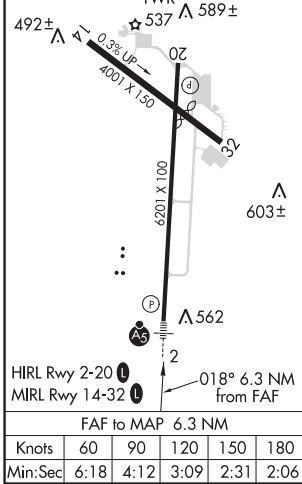
AWOS-3PT	BOSTON CENTER	UNICOM
<b>119.025</b>	<b>123.75 338.2</b>	<b>123.0 (CTAF) 0</b>



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 488	TDZE 488
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CATEGORY	A	B	C	D
S-ILS 2	859-1 371 (400-1)			
S-LOC 2	1860-1 1/4	1372 (1400-1 1/4)	1860-2 1/2	1372 (1400-2 1/2)
CIRCLING	1860-1 1/4 1372 (1400-1 1/4)	1860-1 1/2 1372 (1400-1 1/2)	1860-3	1372 (1400-3)
CIMVI FIX MINIMUMS				
S-LOC 2	1260-1	772 (800-1)	1260-1 3/4 772 (800-1 1/4)	1260-2 772 (800-2)
CIRCLING	1380-1 1/4 892 (900-1 1/4)	1500-1 1/2 1012 (1100-1 1/2)	1500-3 1012 (1100-3)	1680-3 1192 (1200-3)

WAAS CH <b>65708</b> W02A	APP CRS <b>018°</b>	Rwy Idg TDZE <b>488</b> Apt Elev <b>488</b>	<b>6201</b>
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# RNAV (GPS) RWY 2

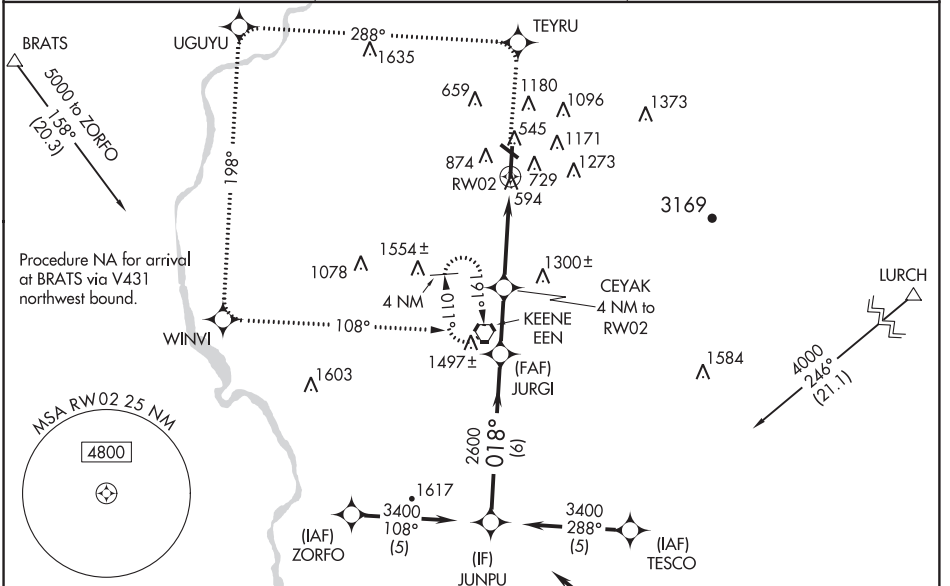
DILLANT-HOPKINS (EEN)

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Orange, MA altimeter setting and increase all DA 55 feet and all MDA 60 feet and LNAV Cat. C visibility 1/2 mile. For inoperative MALSRL, increase LPV visibility all Cats to 1/2 mile and LNAV Cats A and B visibilities to 1/4 mile. For inoperative MALSRL, when using Orange, MA altimeter setting, increase LPV visibility all Cats to 1/2 mile and LNAV Cat. A visibility to 1/4 mile.

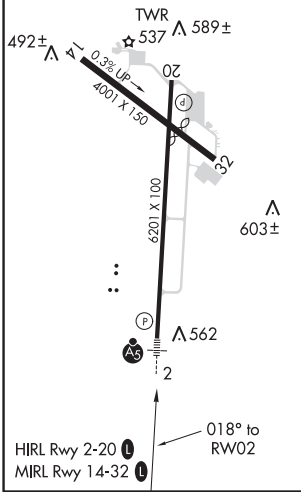
**MALSRL** 

**MISSED APPROACH:** Climb to 3000 direct TEYRU and via 288° track to UGUYU and via 198° track to WINVI and via 108° track to EEN VORTAC and hold.

AWOS-3PT <b>119.025</b>	BOSTON CENTER <b>123.75 338.2</b>	UNICOM <b>123.0 (CTAF) 0</b>
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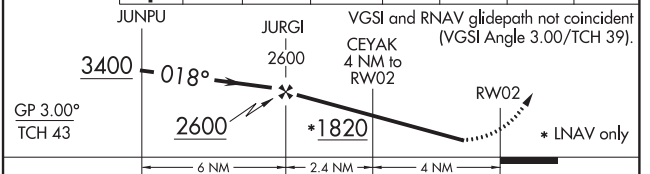


ELEV <b>488</b>	TDZE <b>488</b>
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Procedure NA for arrival on GDM VOR/DME airway radials 263 CW 339.

Procedure Turn NA	3000	TEYRU	288° track	UGUYU	198° track	WINVI	108° track	EEN
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CATEGORY	A	B	C	D
LPV DA	884-1 396 (400-1)			
LNAV MDA	1380-1	892 (900-1)	1380-2 1/2 892 (900-2 1/4)	1380-2 1/2 892 (900-2 1/2)
CIRCLING	1380-1 1/4 892 (900-1 1/4)	1480-1 1/2 992 (1000-1 1/2)	1480-3 992 (1000-3)	1640-3 1152 (1200-3)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



VORTAC EEN <b>109.4</b> Chan <b>31</b>	APP CRS <b>024°</b>	Rwy Idg TDZE <b>488</b> Apt Elev <b>488</b>	<b>6201</b>
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# VOR RWY 2

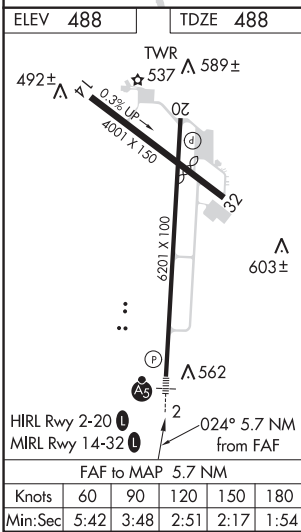
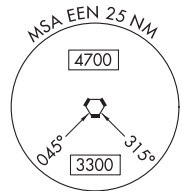
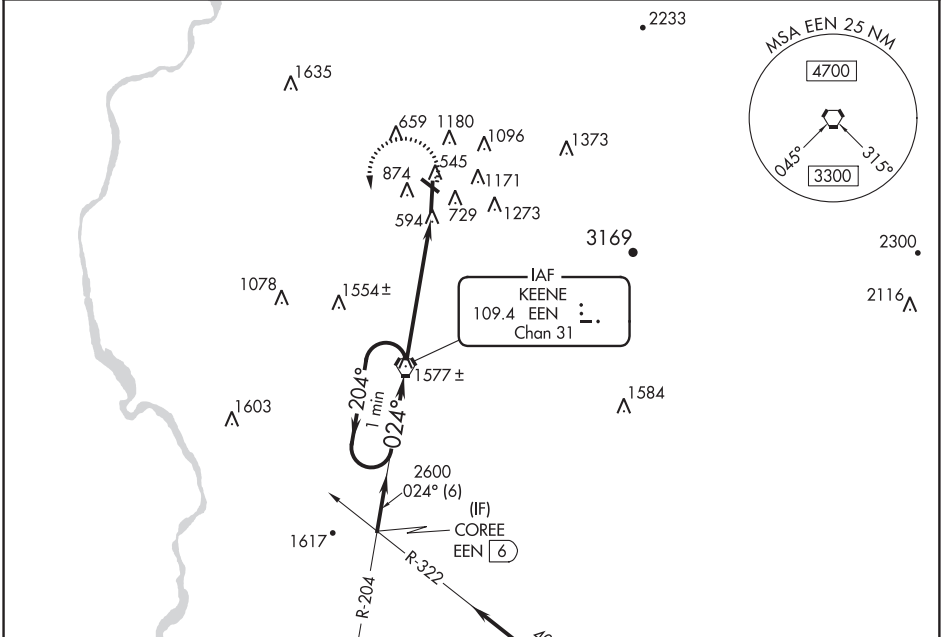
DILLANT-HOPKINS (EEN)

**⚠** Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter not received, use Orange altimeter setting and increase all MDA 60 feet.

**MALS**

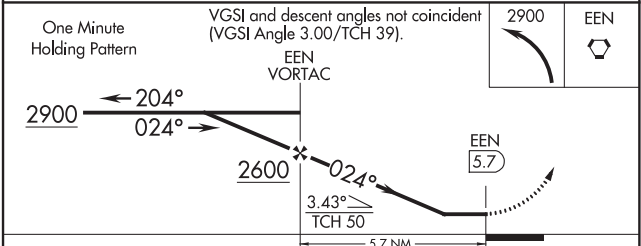
**MISSED APPROACH:** Climbing left turn to 2900 direct EEN VORTAC and hold.

AWOS-3PT <b>119.025</b>	BOSTON CENTER <b>123.75 338.2</b>	UNICOM <b>123.0 (CTAF)</b>
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Procedure NA for arrival on GDM VOR/DME airway radials 263 CW 339.

IAF GARDNER 110.6 GDM Chan 43



CATEGORY	A	B	C	D
S-2	2100-1¼ 1612 (1700-1¼)	2100-1½ 1612 (1700-1½)	2100-3	1612 (1700-3)
CIRCLING	2100-1¼ 1612 (1700-1¼)	2100-1½ 1612 (1700-1½)	2100-3	1612 (1700-3)

NE-1, 10 NOV 2016 to 05 JAN 2017

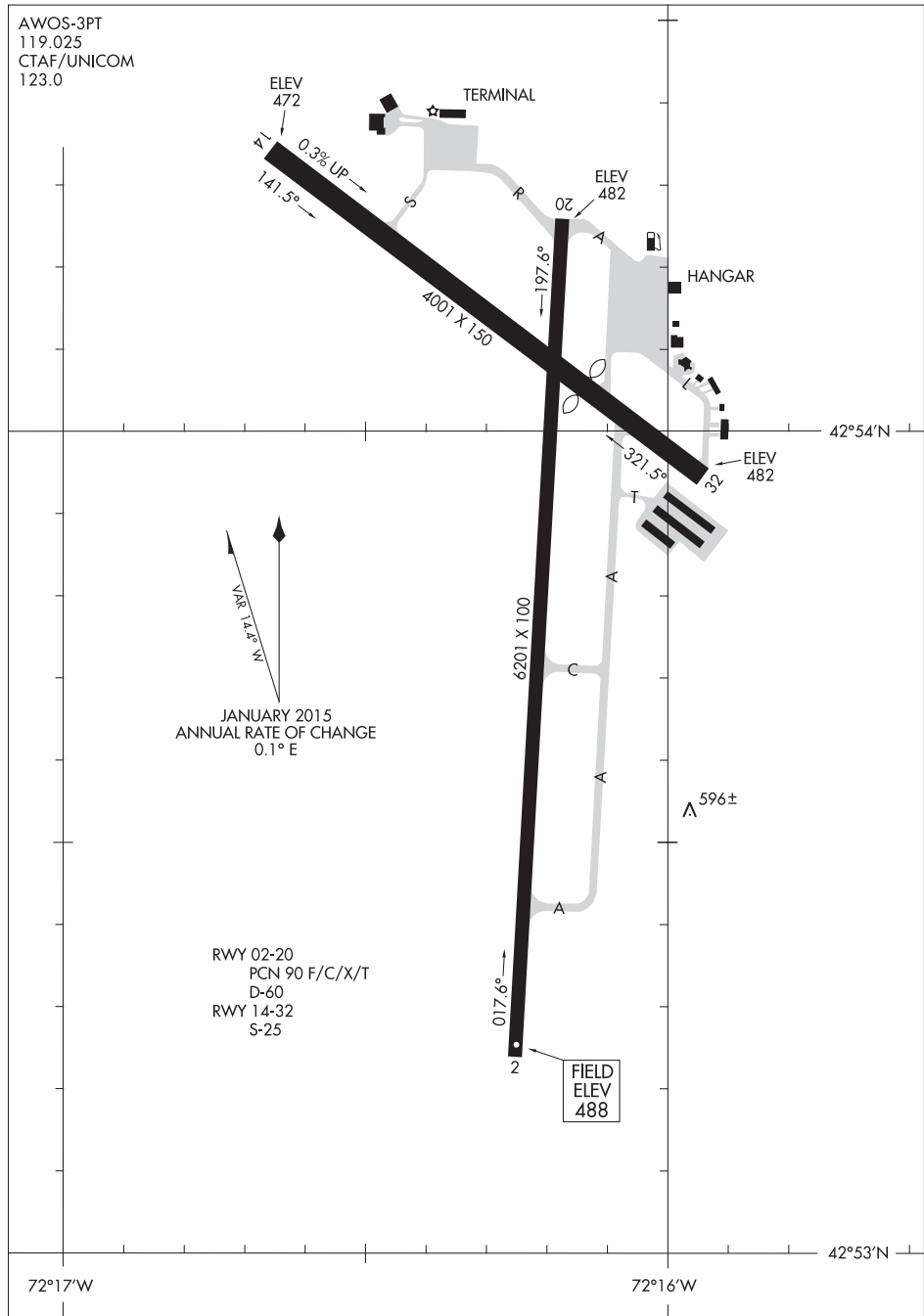
NE-1, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

AL-868 (FAA)

DILLANT-HOPKINS (EEN)  
KEENE, NEW HAMPSHIRE

AWOS-3PT  
119.025  
CTAF/UNICOM  
123.0



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

16315

KEENE, NEW HAMPSHIRE  
DILLANT-HOPKINS (EEN)

LOC/DME I-LCI <b>108.5</b> Chan 22	APP CRS <b>084°</b>	Rwy Idg TDZE Apt Elev	<b>5646</b> <b>545</b> <b>545</b>
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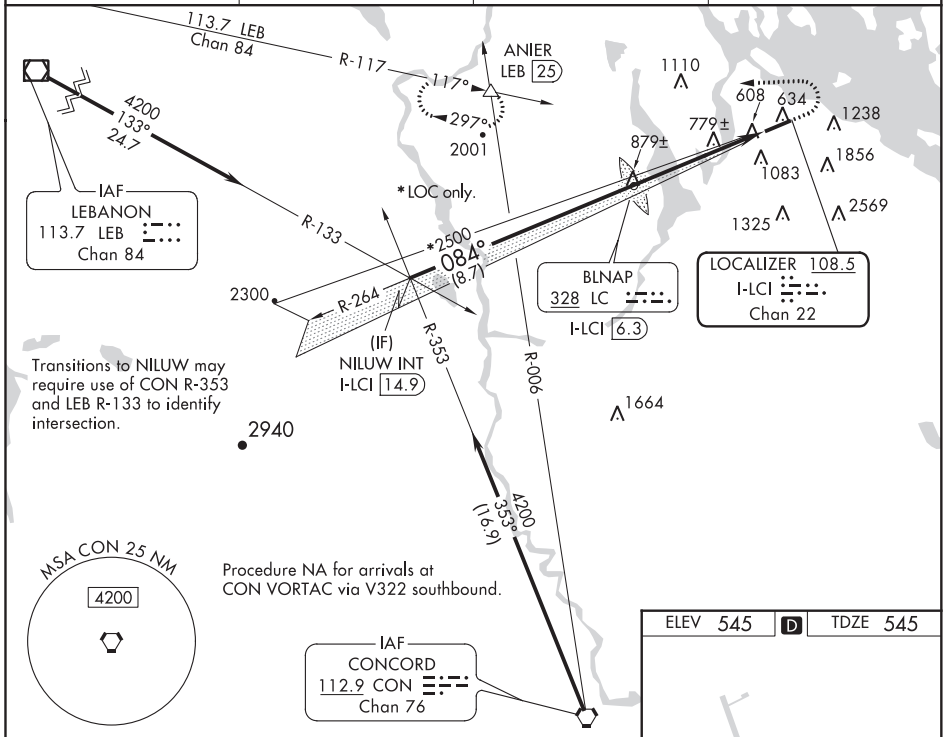
# ILS or LOC RWY 8

LACONIA MUNI (LCI)

**⚠** If local altimeter setting not received, use Concord altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Concord altimeter setting. For inoperative MALSR, increase S-ILS 8 all Cats visibility to 1 mile. Night landing: Rwy 26 NA.

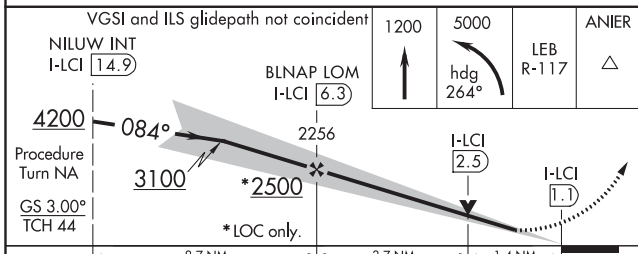
**MALSR** MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 via heading 264° and LEB VOR/DME R-117 to ANIER Int/LEB 25 DME and hold, continue climb-in-hold to 5000.

AWOS-3PT <b>133.525</b>	BOSTON APP CON <b>134.75 254.25</b>	CLNC DEL <b>119.85</b>	UNICOM <b>123.0 (CTAF)</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 545	TDZE 545
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REIL Rwy 26  
HIRL Rwy 8-26

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:10	3:26	2:35	2:04	1:43

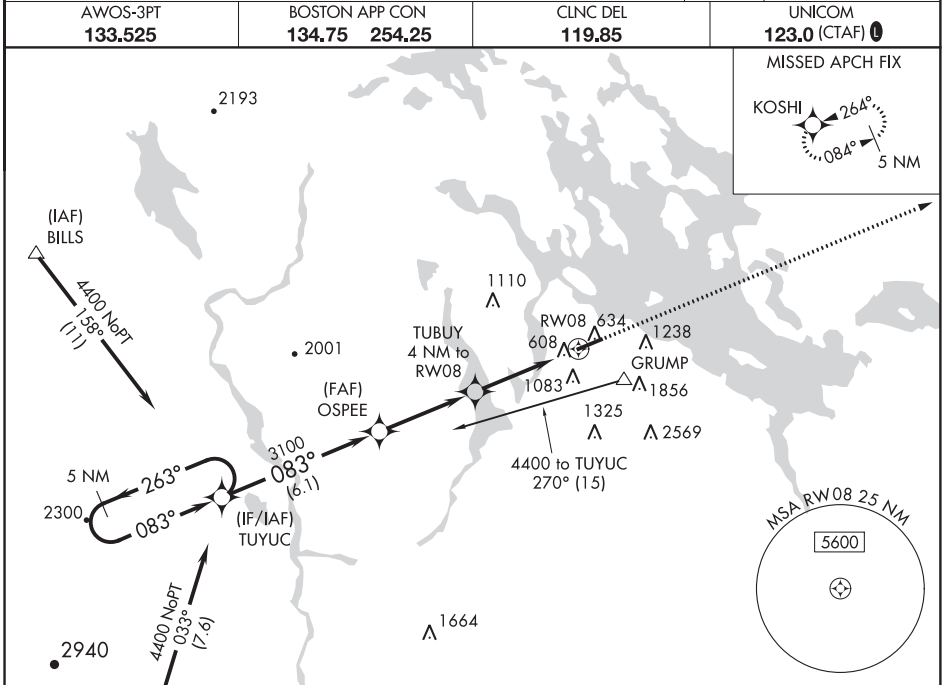
CATEGORY	A	B	C	D
S-ILS 8	825-1/2		280 (300-1/2)	
S-LOC 8	1040-1/2	495 (500-1/2)	1040-3/4 495 (500-3/4)	1040-1 495 (500-1)
CIRCLING	1420-1 875 (900-1)	1600-1 1/2 1055 (1100-1 1/2)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

WAAS CH <b>73003</b> <b>W08A</b>	APP CRS <b>083°</b>	Rwy Idg TDZE Apt Elev	<b>5646</b> <b>545</b> <b>545</b>
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# RNAV (GPS) RWY 8

LACONIA MUNI (LCI)

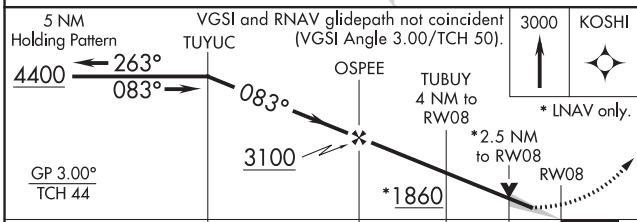
<p><b>▼</b> For inoperative MALSR, increase LPV all Cats visibility to 1½ miles.</p> <p><b>▲</b> If local altimeter setting not received, use Concord altimeter setting and increase all DAs/MDAs 80 feet. DME/DME RNP-0.3 NA. VDP NA when using Concord altimeter setting. Night landing: Rwy 26 NA.</p> <p><b>❄</b> -25C/-13F</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 3000 direct KOSHI and hold.</p>
	<p>AWOS-3PT <b>133.525</b></p> <p>BOSTON APP CON <b>134.75 254.25</b></p> <p>CLNC DEL <b>119.85</b></p> <p>UNICOM <b>123.0 (CTAF)</b></p>	



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 545	<b>D</b>	TDZE 545
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CATEGORY	A	B	C	D
LPV DA	978-1 433 (500-1)			
LNAV MDA	1380-½ 835 (900-½)	1380-¾ 835 (900-¾)	1380-2 835 (900-2)	1380-2¼ 835 (900-2¼)
CIRCLING	1420-1 875 (900-1)	1600-1½ 1055 (1100-1½)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

APP CRS <b>264°</b>	Rwy Idg <b>5286</b>
	TDZE <b>533</b>
	Apt Elev <b>545</b>

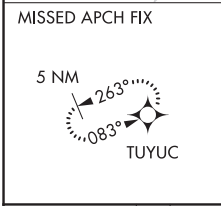
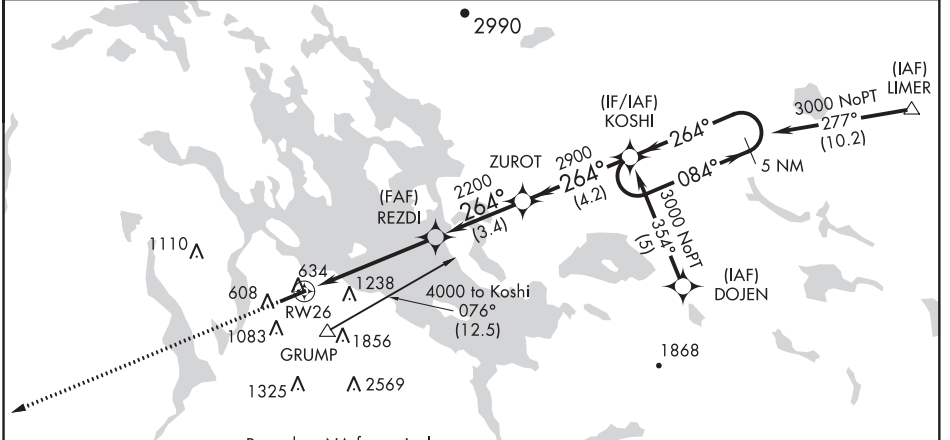
# RNAV (GPS) RWY 26

LACONIA MUNI (LCI)

**⚠** If local altimeter setting not received, use Concord altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 26 NA.

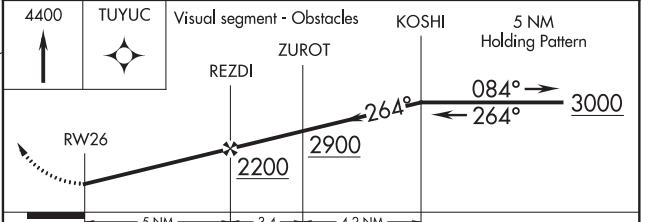
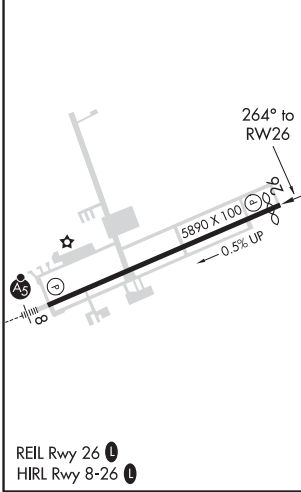
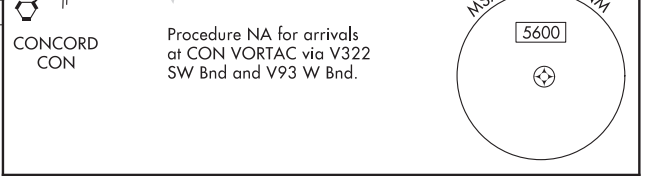
**✈** MISSED APPROACH: Climb to 4400 direct TUYUC and hold, continue climb-in-hold to 4400.

AWOS-3PT <b>133.525</b>	BOSTON APP CON <b>134.7 254.25</b>	CLNC DEL <b>119.85</b>	UNICOM <b>123.0 (CTAF)</b>
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Procedure NA for arrivals at GRUMP via V496 NW Bnd and V322 SW Bnd.

ELEV 545	<b>D</b>	TDZE 533
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CATEGORY	A	B	C	D
LNAV MDA	1420-1¼	887 (900-1¼)	1420-2¾ 887 (900-2¾)	1420-3 887 (900-3)
CIRCLING	1420-1¼ 875 (900-1¼)	1600-1½ 1055 (1100-1½)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

NE-1, 10 NOV 2016 to 05 JAN 2017


NE-1, 10 NOV 2016 to 05 JAN 2017

LOM LC <b>328</b>	APP CRS <b>083°</b>	Rwy Idg <b>5646</b>
		TDZE <b>545</b>
		Apt Elev <b>545</b>

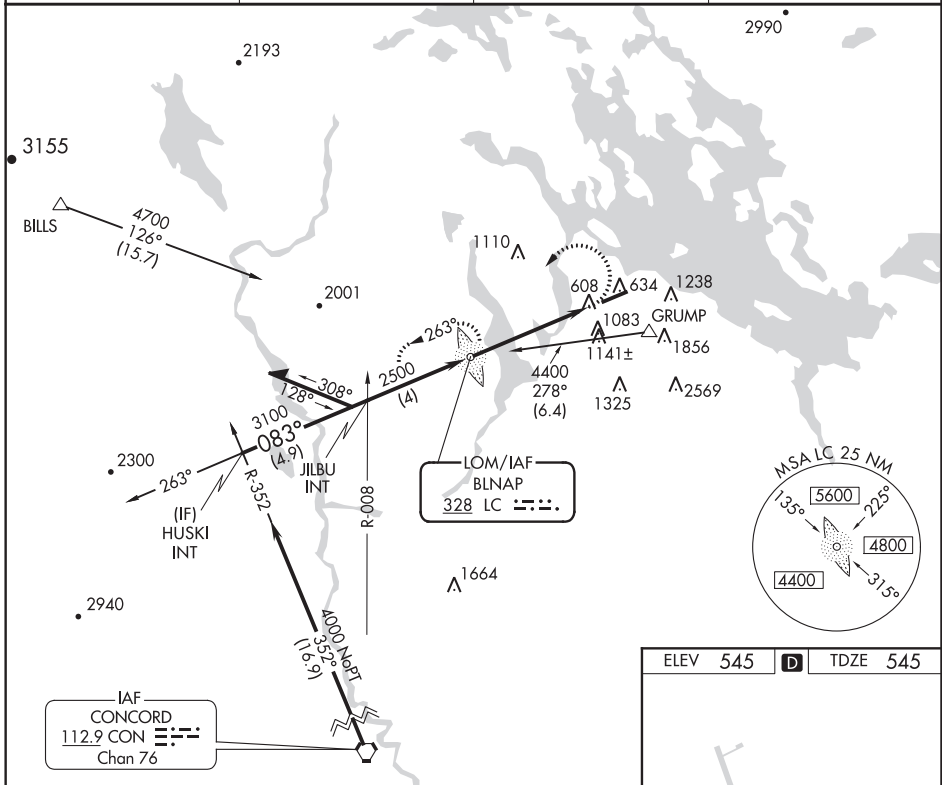
# NDB RWY 8

LACONIA MUNI (LCI)

**⚠** If local altimeter setting not received, use Concord altimeter setting and increase all MDAs 80 feet. For inoperative MALSR, increase S-8 Cats A/B visibility to 1 1/4. Night landing: Rwy 26 NA.

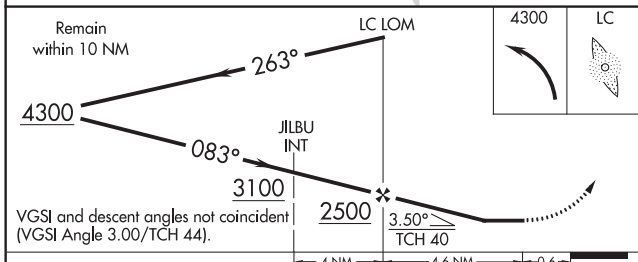
**MALSR**  MISSED APPROACH: Climbing left turn to 4300 direct LC LOM and hold, continue climb-in-hold to 4300.

AWOS-3PT <b>133.525</b>	BOSTON APP CON <b>134.75 254.25</b>	CLNC DEL <b>119.85</b>	UNICOM <b>123.0 (CTAF)</b>
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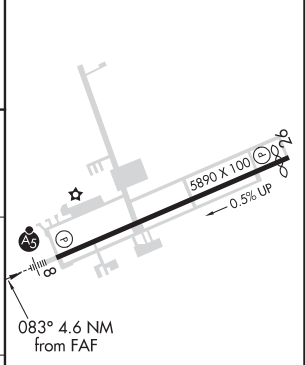


NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 545	<b>D</b>	TDZE 545
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CATEGORY	A	B	C	D
S-8	1460-3/4 915 (1000-3/4)		1460-2 1/4 915 (1000-2 1/4)	1460-2 3/4 915 (1000-2 3/4)
CIRCLING	1460-1 1/4 915 (1000-1 1/4)	1600-1 1/2 1055 (1100-1 1/2)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:34	3:03	2:17	1:50	1:31

LOC F-LWM	APP CRS	Rwy Idg	<b>5001</b>
<b>111.7</b>	<b>053°</b>	THRE	<b>134</b>
		Apt Elev	<b>148</b>

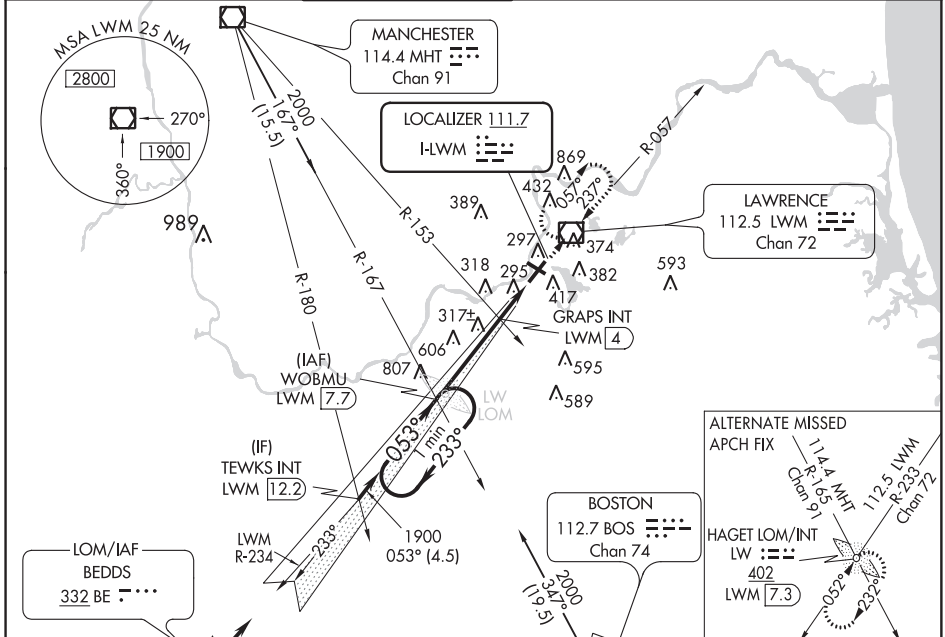
# ILS or LOC Y RWY 5

LAWRENCE MUNI (LWM)

**⚠** Circling to Rwy 32 NA at night.

MISSED APPROACH: Climb to 2000 direct LWM VOR/DME and hold, continue climb-in-hold 2000.

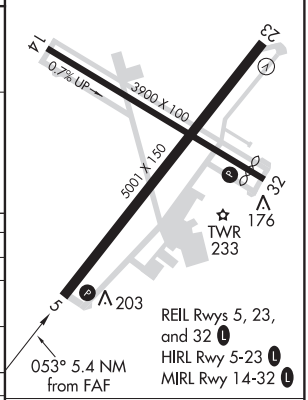
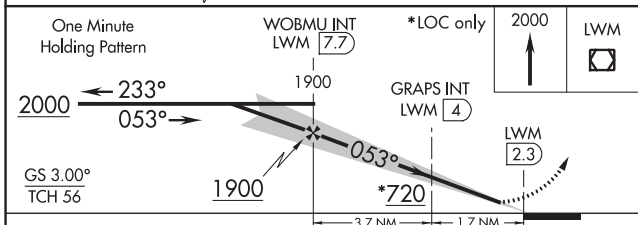
ATIS	BOSTON APP CON	LAWRENCE TOWER *	GND CON	CLNC DEL	UNICOM
<b>126.75</b>	<b>124.4 279.6</b>	<b>119.25 (CTAF) 0</b>	<b>124.3</b>	<b>124.3 *126.15</b> *when tower closed	<b>122.8</b>



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV	148	THRE	134
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CATEGORY	A	B	C	D
S-ILS 5		370-3/4	236 (300-3/4)	
S-LOC 5	720-1	586 (600-1)	720-1 3/4 586 (600-1 3/4)	720-1 3/4 586 (600-1 3/4)
CIRCLING	720-1	572 (600-1)	720-1 3/4 572 (600-1 3/4)	740-2 592 (600-2)
GRAPS FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 5	580-1	446 (500-1)	580-1 3/8	446 (500-1 3/8)
CIRCLING	720-1	572 (600-1)	720-1 1/2 572 (600-1 1/2)	740-2 592 (600-2)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

LOC I-LWM	APP CRS	Rwy Idg	<b>5001</b>
<b>111.7</b>	<b>053°</b>	THRE	<b>134</b>
		Apt Elev	<b>148</b>

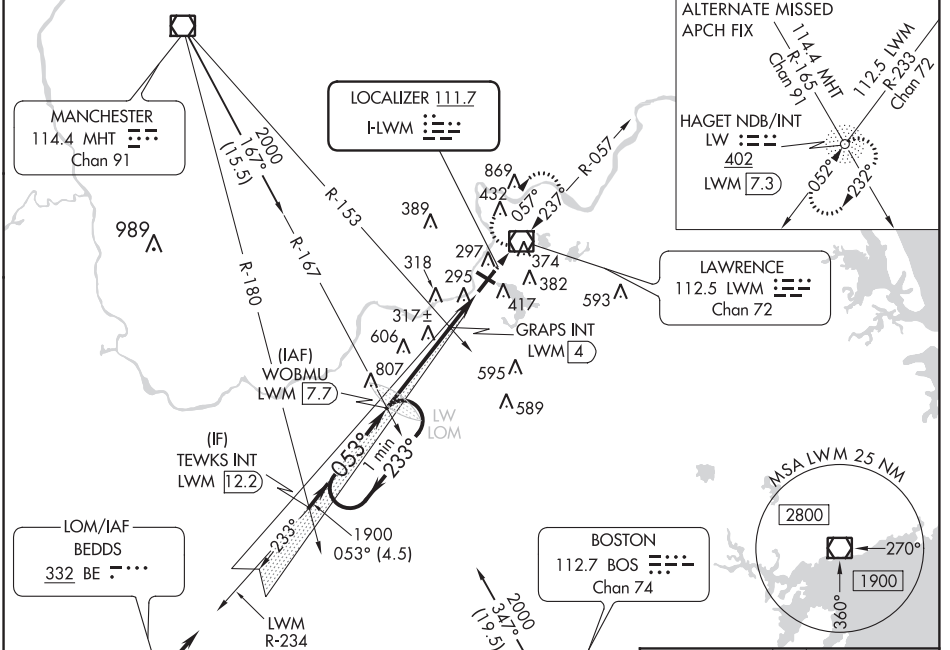
# ILS or LOC Z RWY 5

LAWRENCE MUNI (LWM)

**⚠** Circling to Rwy 32 NA at night.  
**⚠** \*\*Missed approach requires a minimum climb of 235 feet per NM to 1500. If unable to comply use ILS or LOC Y Rwy 5.

MISSED APPROACH: Climb to 2000 direct LWM VOR/DME and hold, continue climb-in-hold to 2000.

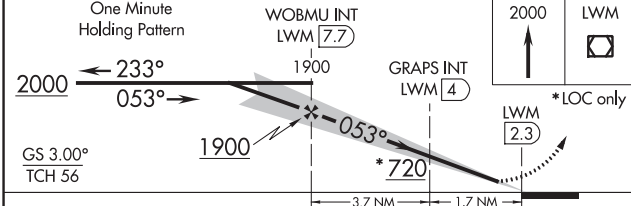
ATIS	BOSTON APP CON	LAWRENCE TOWER ★	GND CON	CLNC DEL	UNICOM
<b>126.75</b>	<b>124.4 279.6</b>	<b>119.25 (CTAF) 0</b>	<b>124.3</b>	<b>124.3 *126.15</b> *when tower closed	<b>122.8</b>



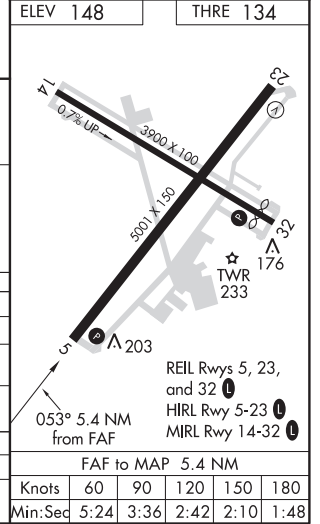
NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 148	THRE 134
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CATEGORY	A	B	C	D
S-ILS 5		**334-¾	200 (200-¾)	
S-LOC 5	720-1	586 (600-1)	720-1¾	586 (600-1¾)
CIRCLING	720-1	572 (600-1)	720-1¾	740-2
			572 (600-1¾)	592 (600-2)
GRAPS FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 5	**520-1	386 (400-1)	**520-1½	386 (400-1½)
CIRCLING	720-1	572 (600-1)	720-1½	740-2
			572 (600-1½)	592 (600-2)



LAWRENCE, MASSACHUSETTS  
 Orig-A 22SEP11

42°43'N - 71°07'W

# LAWRENCE MUNI (LWM)

## ILS or LOC Z RWY 5

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



WAAS CH <b>53322</b> <b>W05A</b>	APP CRS <b>053°</b>	Rwy Idg THRE Apt Elev	<b>5001</b> <b>134</b> <b>148</b>
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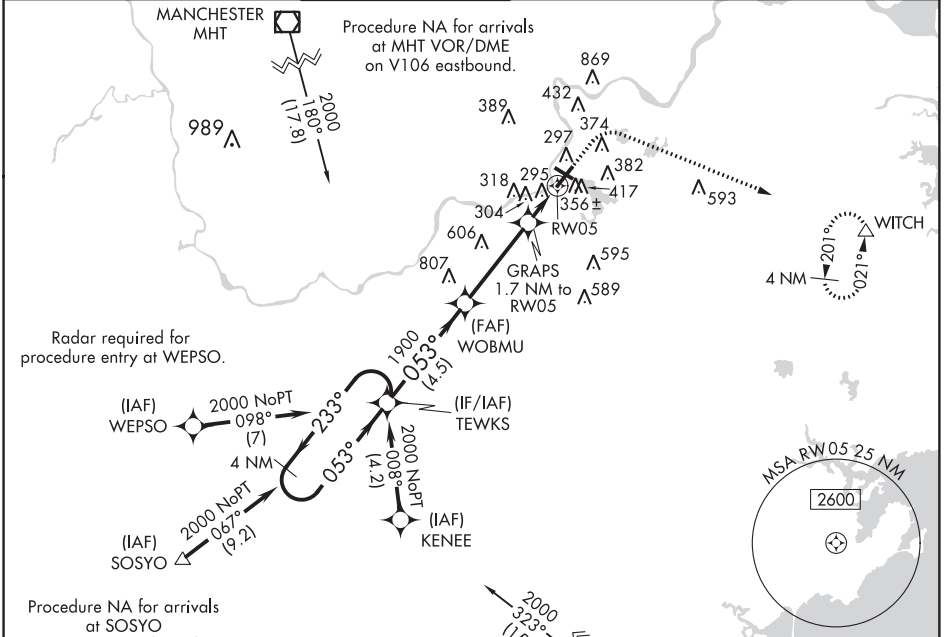
# RNAV (GPS) RWY 5

LAWRENCE MUNI (LWM)

**⚠** Circling to Rwy 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct WITCH and hold, continue climb-in-hold to 3000.

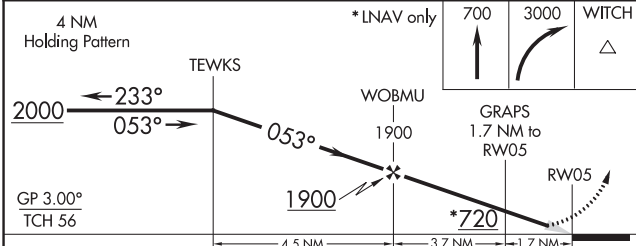
ATIS <b>126.75</b>	BOSTON APP CON <b>124.4 279.6</b>	LAWRENCE TOWER ★ <b>119.25 (CTAF) 0</b>	GND CON <b>124.3</b>	CLNC DEL <b>124.3 *126.15</b> *when tower closed	UNICOM <b>122.8</b>
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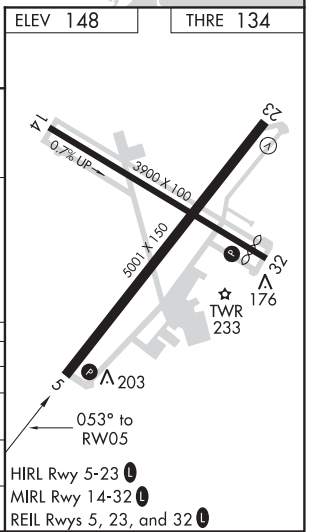
Procedure NA for arrivals at MHT VOR/DME on V106 eastbound.

Procedure NA for arrivals at SOSYO on V431 westbound.

Procedure NA for arrivals on BOS VOR/DME airway radials 240 CW 030.



CATEGORY	A	B	C	D
LPV DA		334-3/4	200 (200-3/4)	
LNAV/VNAV DA		591-1 1/2	457 (500-1 1/2)	
LNAV MDA	660-1	526 (600-1)	660-1 1/2	526 (600-1 1/2)
CIRCLING	720-1	572 (600-1)	720-1 1/2	740-2
			572 (600-1 1/2)	592 (600-2)



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>61022</b> <b>W23A</b>	APP CRS <b>233°</b>	Rwy Idg THRE <b>134</b> Apt Elev <b>148</b>	<b>5001</b>
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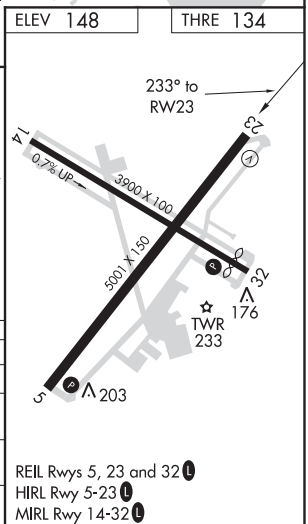
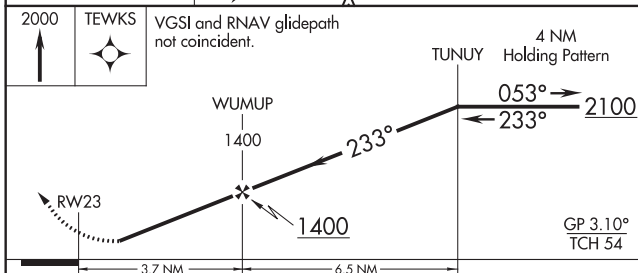
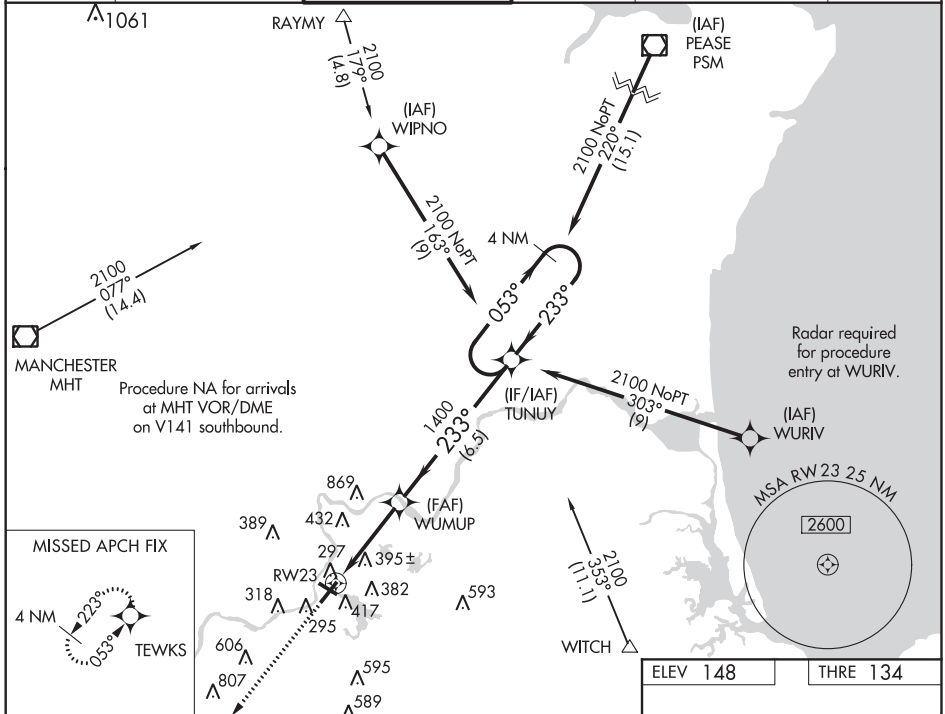
# RNAV (GPS) RWY 23

LAWRENCE MUNI (LWM)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (117°F), DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Rwy 23 Straight-in and Circling and Circling to Rwy 32 NA at night.

MISSED APPROACH: Climb to 2000 direct TEWKs and hold.

ATIS <b>126.75</b>	BOSTON APP CON <b>124.4 279.6</b>	LAWRENCE TOWER ★ <b>119.25</b> (CTAF) <b>0</b>	GND CON <b>124.3</b>	CLNC DEL <b>124.3 *126.15</b> *when tower closed	UNICOM <b>122.8</b>
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CATEGORY	A	B	C	D
LPV DA		548-1 <sup>3</sup> / <sub>8</sub>	414 (400-1 <sup>3</sup> / <sub>8</sub> )	
LNAV/VNAV DA		705-1 <sup>7</sup> / <sub>8</sub>	571 (600-1 <sup>7</sup> / <sub>8</sub> )	
LNAV MDA	660-1	526 (600-1)	660-1 <sup>1</sup> / <sub>2</sub>	526 (600-1 <sup>1</sup> / <sub>2</sub> )
CIRCLING	720-1	572 (600-1)	720-1 <sup>1</sup> / <sub>2</sub>	740-2 592 (600-2)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

VOR/DME LWM <b>112.5</b> Chan <b>72</b>	APP CRS <b>237°</b>	Rwy Idg THRE <b>134</b> Apt Elev <b>148</b>	<b>5001</b>
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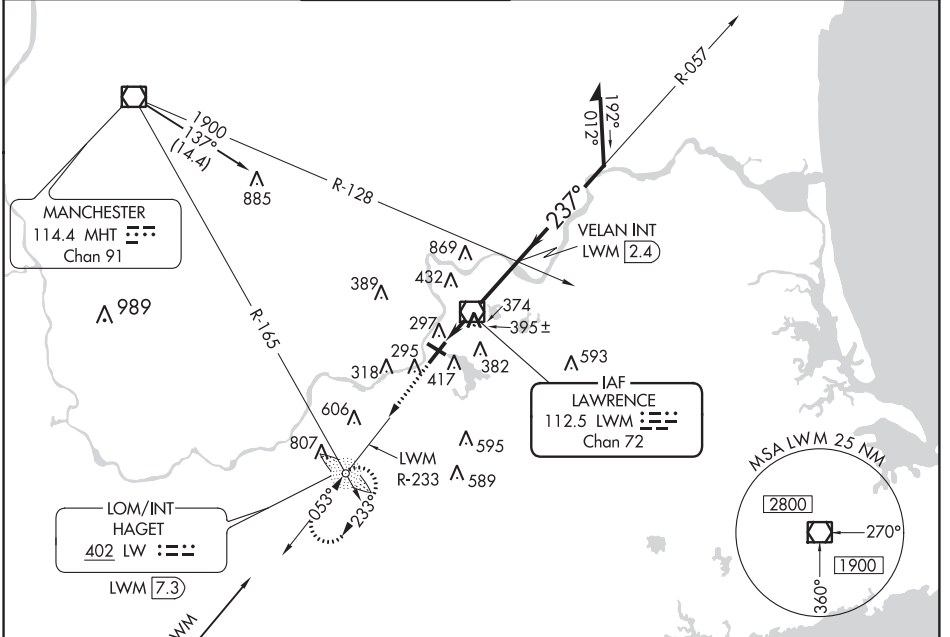
# VOR RWY 23

LAWRENCE MUNI (LWM)

**▼** Rwy 23 Straight-in and Circling and Circling to Rwy 32 NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 on LWM VOR/DME R-233 to HAGET LOM/INT/LWM 7.3 DME and hold.

ATIS <b>126.75</b>	BOSTON APP CON <b>124.4 279.6</b>	LAWRENCE TOWER ★ <b>119.25 (CTAF) 0</b>	GND CON <b>124.3</b>	CLNC DEL <b>124.3 *126.15</b> *when tower closed	UNICOM <b>122.8</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ALTERNATE MISSED APCH FIX

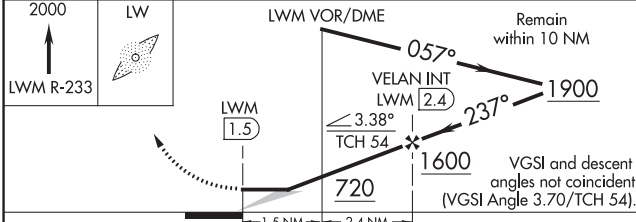
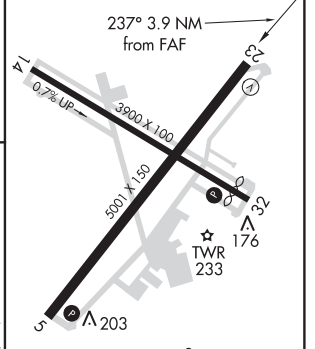
LAWRENCE LWM 112.5 Chan 72

LOM HAGET 402 LW LWM 7.3

LOM BEDDS 332 BE

2000 LWM R-233

ELEV 148	THRE 134
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CATEGORY	A	B	C	D
S-23	660-1	526 (600-1)	660-1½	526 (600-1½)
CIRCLING	720-1	572 (600-1)	720-1½	740-2
			572 (600-1½)	592 (600-2)

REIL Rwy 5, 23 and 32  
HIRL Rwy 5-23  
MIRL Rwy 14-32

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

# AIRPORT DIAGRAM

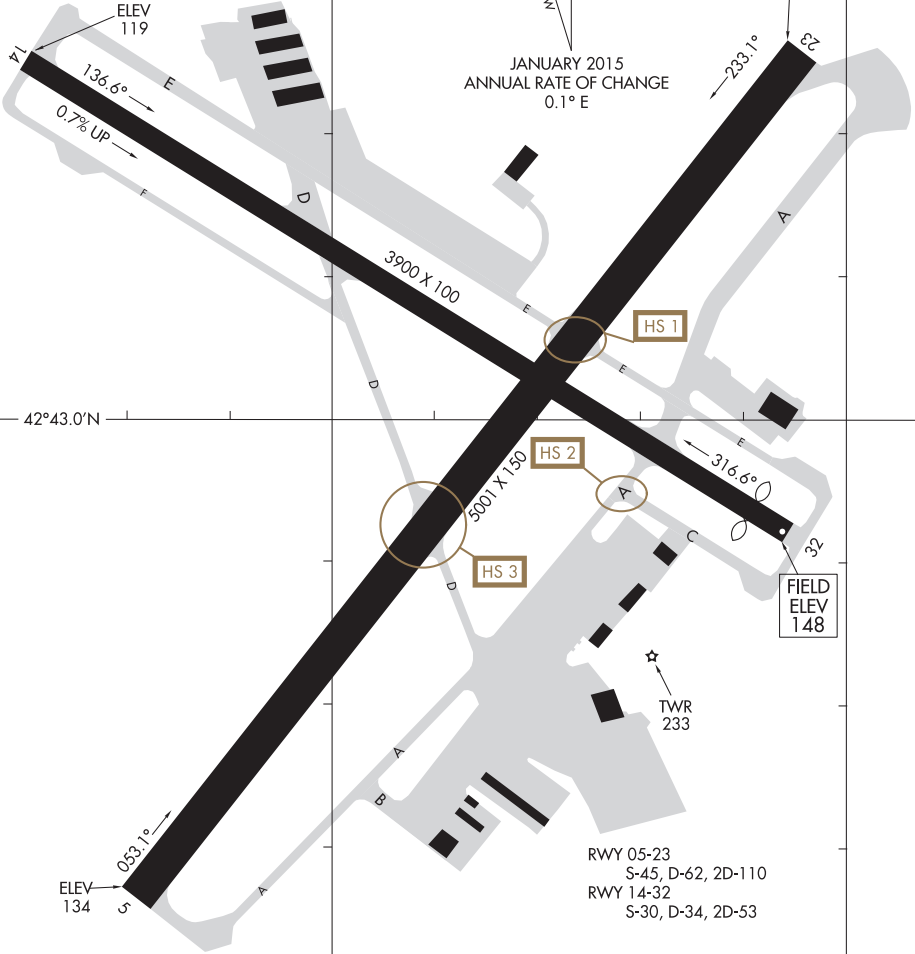
AL-654 (FAA)

LAWRENCE MUNI (LWM)  
LAWRENCE, MASSACHUSETTS

ATIS  
 126.75  
 LAWRENCE TOWER \*  
 119.25  
 GND CON  
 124.3  
 CLNC DEL  
 124.3  
 126.15 (When Tower Closed)

71°07.5'W

71°07.0'W



JANUARY 2015  
 ANNUAL RATE OF CHANGE  
 0.1° E

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

42°43.0'N

42°42.5'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

# AIRPORT DIAGRAM

16315

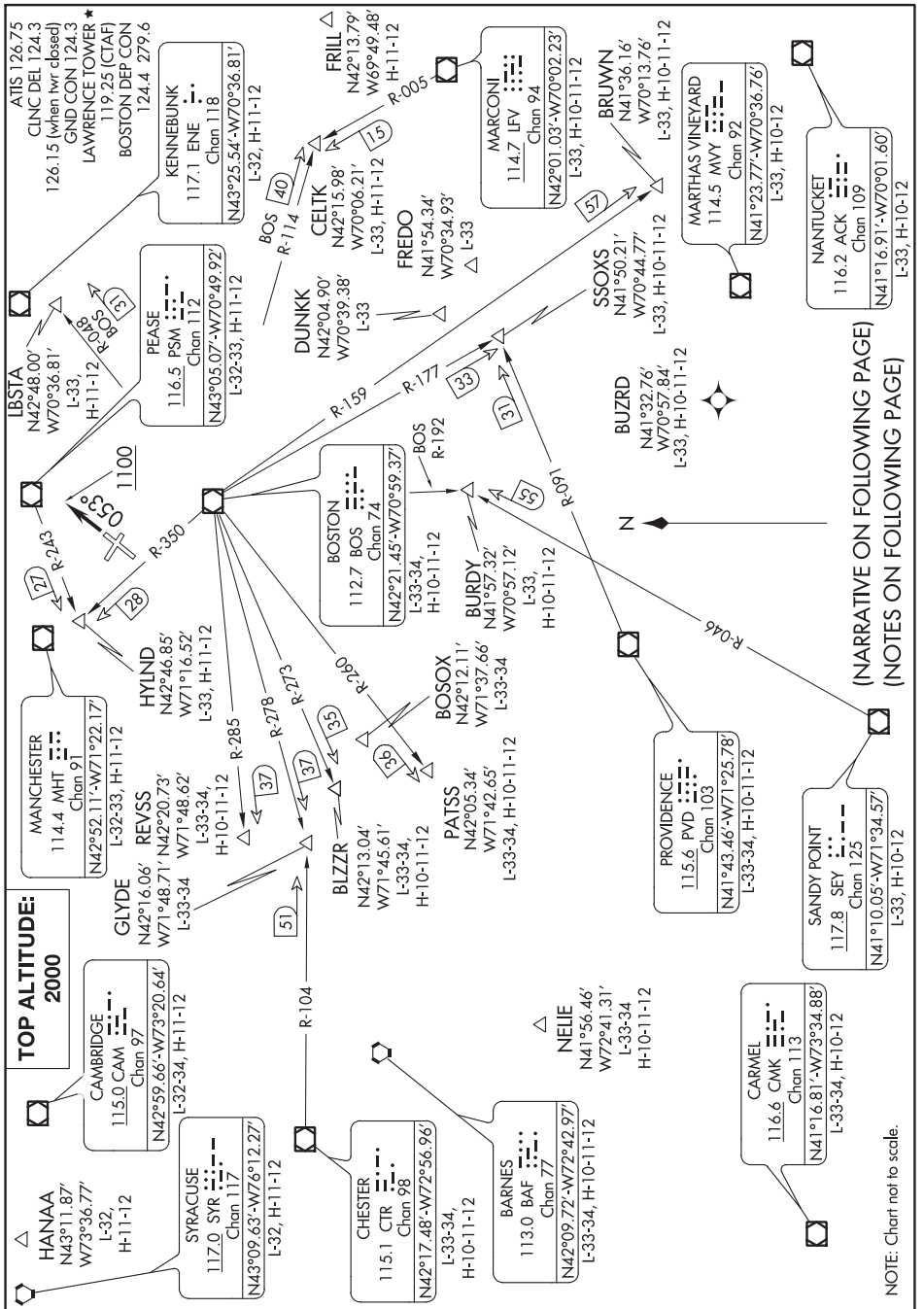
LAWRENCE, MASSACHUSETTS  
LAWRENCE MUNI (LWM)

# LAWRENCE EIGHT DEPARTURE

SL-654 (FAA)

LAWRENCE MUNI (LWM)  
LAWRENCE, MASSACHUSETTS

NE-1, 10 NOV 2016 to 05 JAN 2017



NE-1, 10 NOV 2016 to 05 JAN 2017

# LAWRENCE EIGHT DEPARTURE

LAWRENCE, MASSACHUSETTS  
LAWRENCE MUNI (LWM)

## LAWRENCE EIGHT DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 14, 23, 32: Climb heading as assigned by ATC, Thence . . . .

TAKEOFF RUNWAY 5: Climb heading 053° to 1100, then as assigned by ATC, Thence . . . .

. . . Expect RADAR vectors to assigned route/navaid/fix. Maintain 2000.  
Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

TAKEOFF MINIMUMS:

Rwy 5: 300-1½ or standard with minimum climb of 419' per NM to 500.

Rwy 14: 300-1 or standard with minimum climb of 601' per NM to 600.

Rwy 23: 300-1 or standard with minimum climb of 334' per NM to 400.

Rwy 32: Standard.

NOTE: RADAR required.

NOTE: Non RNAV equipped aircraft can expect vectors on assigned route.

NOTE: BLZZR DEPARTURES expect vectors on BOS R-273, DME required.

NOTE: BRUWN DEPARTURES expect vectors on BOS R-159, DME required.

NOTE: CELTK DEPARTURES expect vectors on BOS R-114.

NOTE: HYLND DEPARTURES expect vectors on BOS R-350.

NOTE: PATSS DEPARTURES expect vectors on BOS R-260, DME required.

NOTE: REVSS DEPARTURES expect vectors on BOS R-285, DME required.

NOTE: SSOXS DEPARTURES expect vectors on BOS R-177.

TAKEOFF OBSTACLE NOTES:

Rwy 5: Trees beginning 288' from DER, 44' left of centerline, up to 86' AGL/282' MSL. Poles and trees beginning 544' from DER, 403' right of centerline, up to 75' AGL/281' MSL. Trees beginning 3731' from DER, 1052' right of centerline, up to 86' AGL/331' MSL. Trees 1.2 NM from DER, 41' right of centerline, up to 89' AGL/354' MSL.

Rwy 14: Bush, pole, and trees beginning 150' from DER, 9' left of centerline, up to 59' AGL/186' MSL. Bush, poles, buildings, and trees beginning 102' from DER, 19' right of centerline, up to 94' AGL/290' MSL. Rod on pole 3473' from DER, 1391' right of centerline, 73' AGL/417' MSL.

Rwy 23: Bush and trees beginning 176' from DER, 464' left of centerline, up to 53' AGL/160' MSL. Bush 117' from DER, 183' right of centerline, 13' AGL/140' MSL. Stack 3768' from DER, 1310' right of centerline, 260' AGL/295' MSL.

Rwy 32: Trees beginning 159' from DER, 198' left of centerline, up to 54' AGL/141' MSL. Trees beginning 120' from DER, 156' right of centerline, up to 60' AGL/177' MSL.

## LAWRENCE EIGHT DEPARTURE

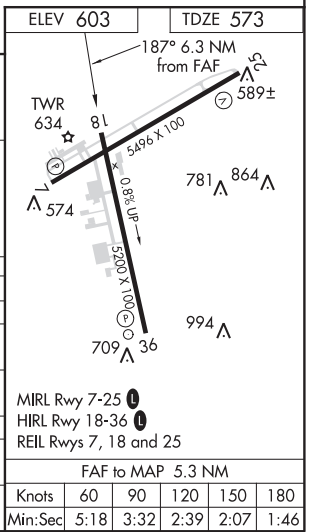
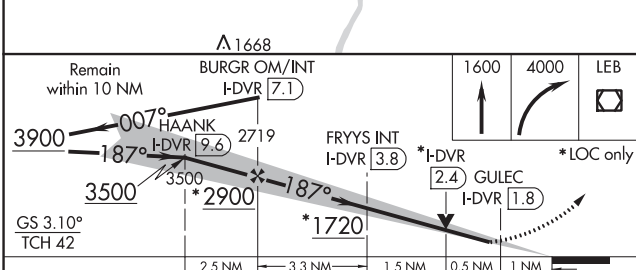
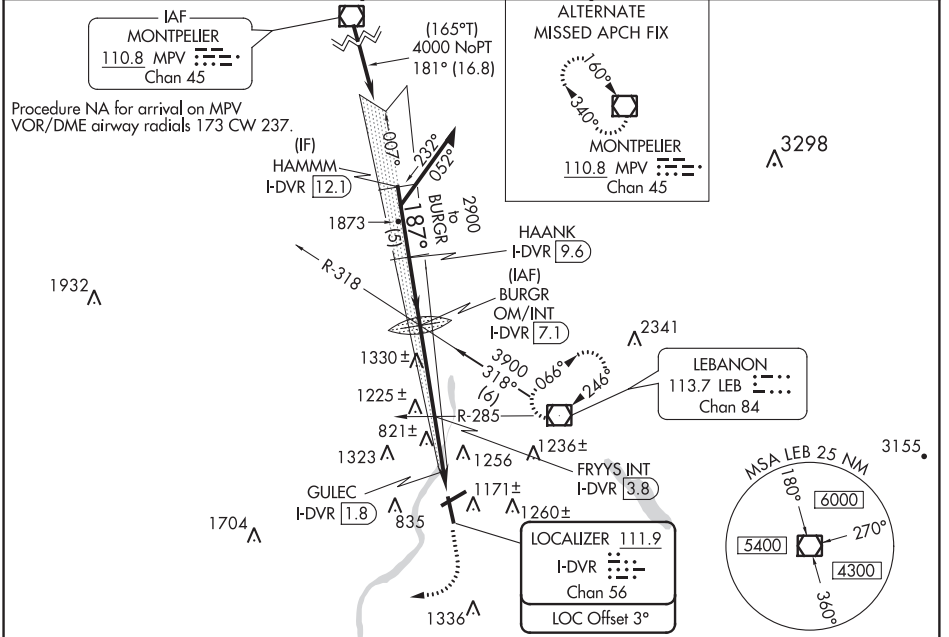
LOC/DME I-DVR <b>111.9</b> Chan <b>56</b>	APP CRS <b>187°</b>	Rwy Idg <b>5200</b> TDZE <b>573</b> Apt Elev <b>603</b>
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# ILS or LOC RWY 18

LEBANON MUNI (L/E/B)

**⚠ MISSED APPROACH:** Climb to 1600 then climbing right turn to 4000 direct LEB VOR/DME and hold, continue climb-in-hold to 4000.

ATIS <b>118.65</b>	BOSTON CENTER <b>134.7 381.4</b>	LEBANON TOWER ★ <b>125.95 (CTAF) 235.775</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 18	955-1¼ 382 (400-1¼)			
S-LOC 18	1720-1¼ 1147 (1200-1¼)	1720-1½ 1147 (1200-1½)	1720-3	1147 (1200-3)
<b>C</b> CIRCLING	1720-1¼ 1117 (1200-1¼)	1740-1½ 1137 (1200-1½)	1880-3 1277 (1300-3)	2020-3 1417 (1500-3)
FRYYS MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 18	1180-1¼ 607 (600-1¼)	1180-1¾ 607 (600-1¾)		
<b>C</b> CIRCLING	1640-1¼ 1037 (1100-1¼)	1740-1½ 1137 (1200-1½)	1880-3 1277 (1300-3)	2020-3 1417 (1500-3)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

LEBANON, NEW HAMPSHIRE

AL-859 (FAA)

15260

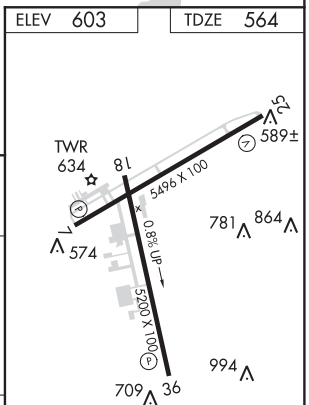
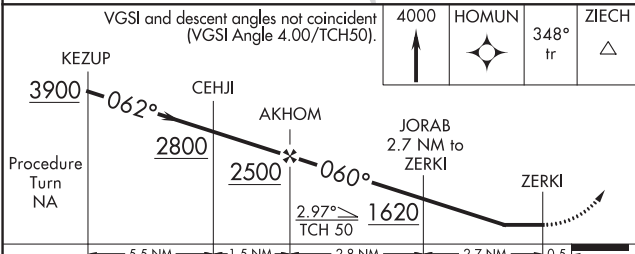
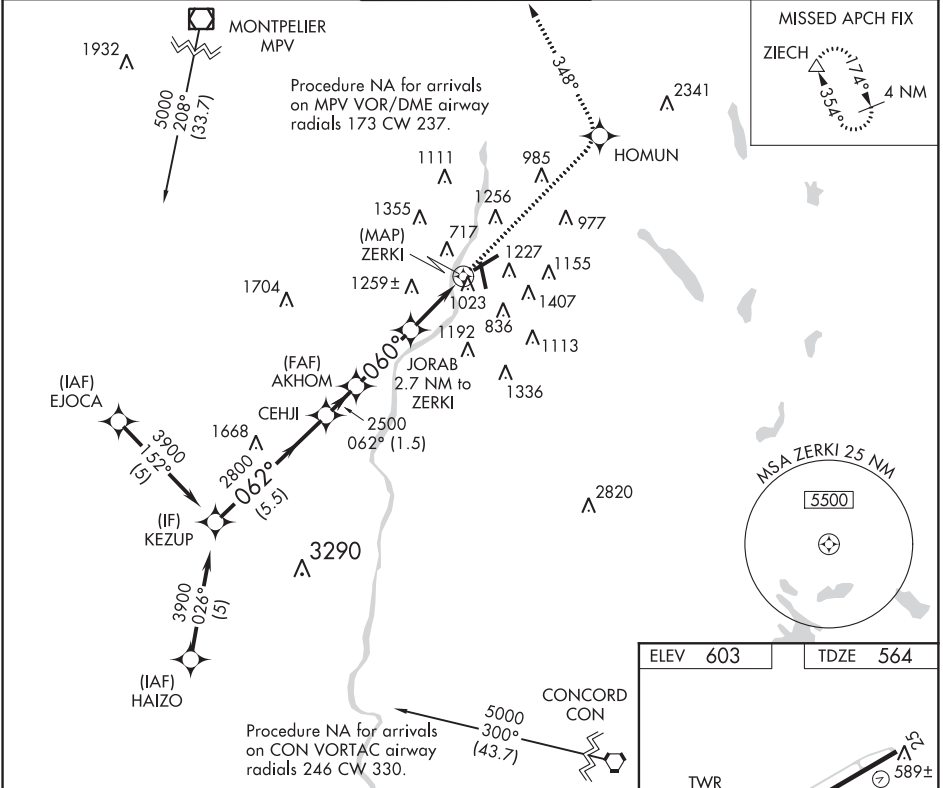
# RNAV (GPS) RWY 7

LEBANON MUNI (L.E.B)

APP CRS <b>060°</b>	Rwy Idg <b>5496</b>
	TDZE <b>564</b>
	Apt Elev <b>603</b>

<p>DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.</p> <p> -20°C/-4°F</p>	<p>MISSED APPROACH: Climb to 4000 direct HOMUN and via 348° track to ZIECH and hold.</p>
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ATIS <b>118.65</b>	BOSTON CENTER <b>134.7 381.4</b>	LEBANON TOWER ★ <b>125.95 (CTAF) 235.775</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LNVA MDA	1460-1¼ 896 (900-1¼)	1460-2¾ 896 (900-2¾)	1460-3 896 (900-3)	1460-3 896 (900-3)
CIRCLING	1640-1¼ 1037 (1100-1¼)	1720-1½ 1117 (1200-1½)	1740-3 1137 (1200-3)	1740-3 1137 (1200-3)

MIRL Rwy 7-25  
HIRL Rwy 18-36  
REIL Rwy 7, 18 and 25

LEBANON, NEW HAMPSHIRE  
Orig-D 17SEP15

43°38'N-72°18'W

# RNAV (GPS) RWY 7

LEBANON MUNI (L.E.B)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



WAAS CH <b>93710</b> <b>W18A</b>	APP CRS <b>184°</b>	Rwy Idg TDZE Apt Elev	<b>5200</b> <b>573</b> <b>603</b>
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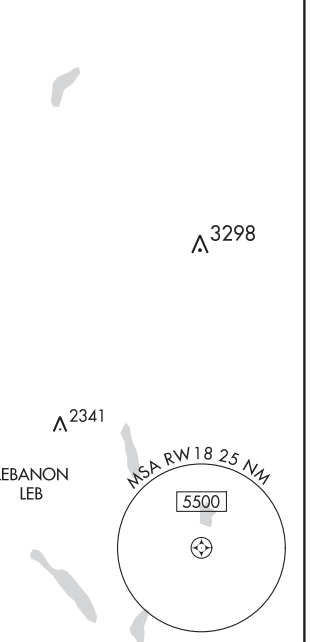
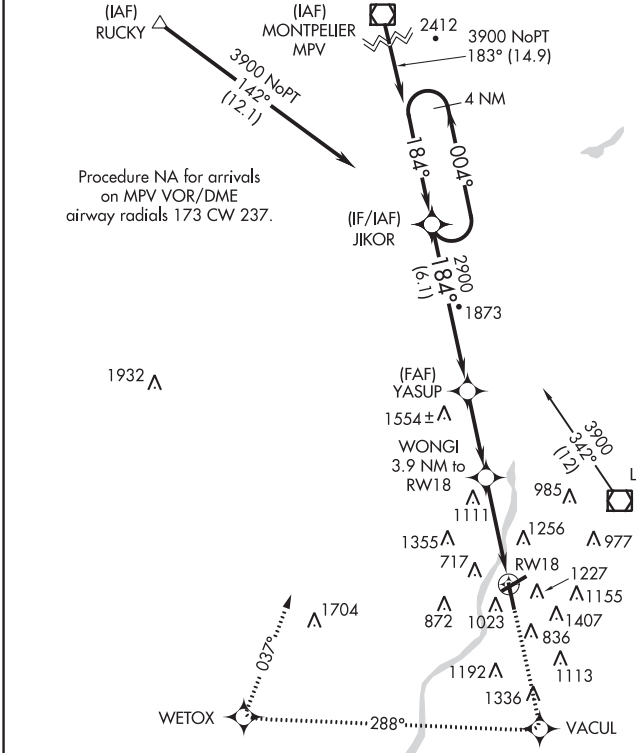
# RNAV (GPS) RWY 18

LEBANON MUNI(L.E.B)

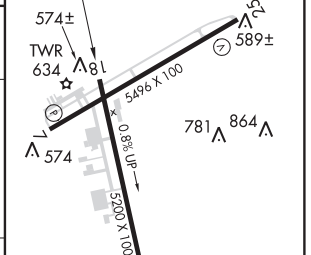
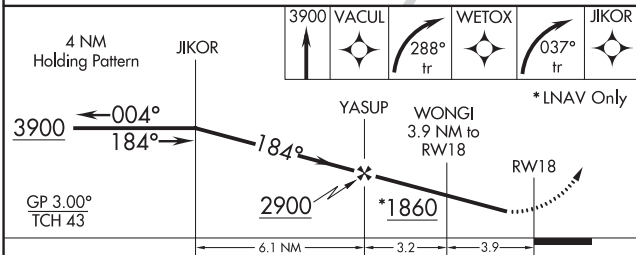
**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

**⚠** MISSED APPROACH: Climb to 3900 direct VACUL and right turn via 288° track to WETOX and right turn via 037° track to JIKOR and hold.

ATIS <b>118.65</b>	BOSTON CENTER <b>134.7 381.4</b>	LEBANON TOWER ★ <b>125.95 (CTAF) 235.775</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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ELEV <b>603</b>	TDZE <b>573</b>
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CATEGORY	A	B	C	D
LPV DA	1006-1½		433 (500-1½)	
LNAV MDA	1620-1¼ 1047 (1100-1¼)	1620-1½ 1047 (1100-1½)	1620-3	1047 (1100-3)
CIRCLING	1640-1¼ 1037 (1100-1¼)	1720-1½ 1117 (1200-1½)	1740-3	1137 (1200-3)

MIRL Rwy 7-25  
HIRL Rwy 18-36  
REIL Rws 7, 18 and 25

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

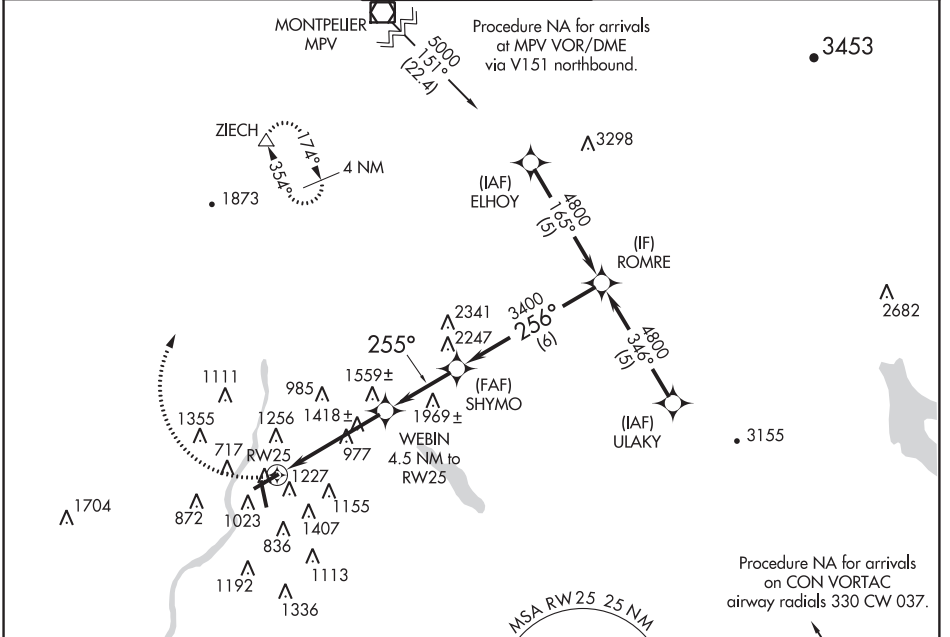
APP CRS <b>255°</b>	Rwy Idg TDZE Apt Elev	<b>5496</b> <b>574</b> <b>603</b>
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# RNAV (GPS) RWY 25

LEBANON MUNI (L/E/B)

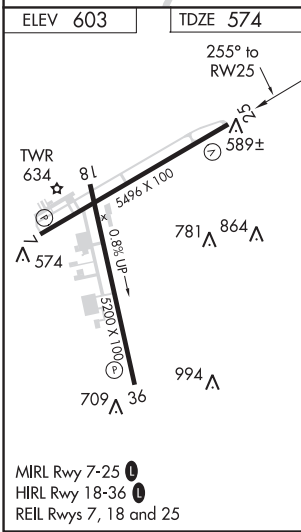
<p>-20°C/-4°F</p>	<p>DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.</p>	<p>MISSED APPROACH: Climbing right turn to 4000 direct ZIECH and hold.</p>
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ATIS <b>118.65</b>	BOSTON CENTER <b>134.7 381.4</b>	<b>LEBANON TOWER ★</b> <b>125.95 (CTAF) 235.775</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



4000	ZIECH	VGSI and descent angles not coincident (VGSI Angle 3.80/TCH 54).	ROMRE	
3400	SHYMO	4.5 NM to RW25	4800	
2300	WEBIN	4.5 NM to RW25	Procedure Turn NA	
255°	255°	256°		
4.5 NM	3 NM	6 NM		
CATEGORY	A	B	C	D
LNAV MDA	1680-1 1/4 1106 (1100-1 1/4)	1680-1 1/2 1106 (1100-1 1/2)	1680-3	1106 (1100-3)
CIRCLING	1680-1 1/4 1077 (1100-1 1/4)	1720-1 1/2 1117 (1200-1 1/2)	1740-3	1137 (1200-3)

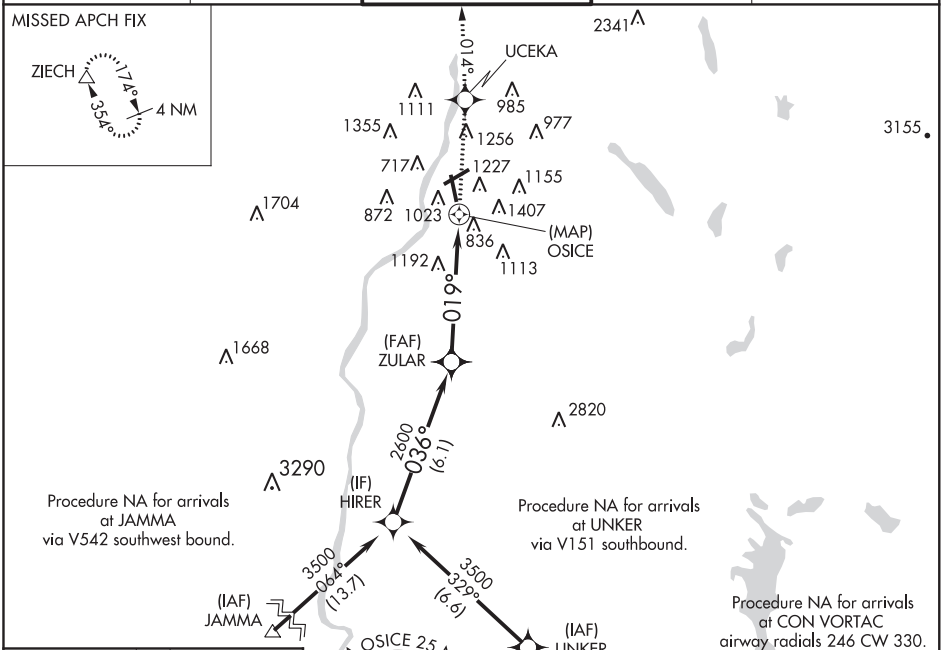
APP CRS	Rwy Idg	<b>5200</b>
<b>019°</b>	TDZE	<b>603</b>
	Apt Elev	<b>603</b>

# RNAV (GPS) RWY 36

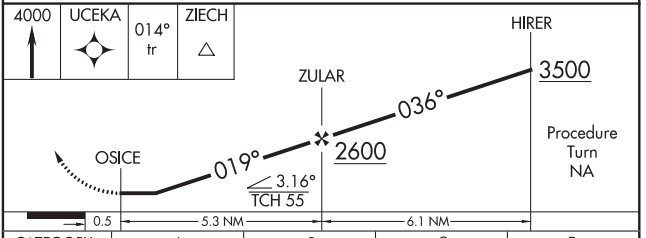
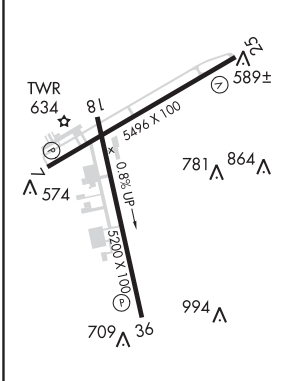
LEBANON MUNI (L.E.B)

**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. **MISSED APPROACH:** Climb to 4000 direct UCEKA and via 014° track to ZIECH and hold.

ATIS <b>118.65</b>	BOSTON CENTER <b>134.7 381.4</b>	<b>LEBANON TOWER ★</b> <b>125.95 (CTAF) 235.775</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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ELEV 603	TDZE 603
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CATEGORY	A	B	C	D
LNAV MDA	1740-1¼ 1137 (1200-1¼)	1740-1½ 1137 (1200-1½)	1740-3 1137 (1200-3)	
CIRCLING	1740-1¼ 1137 (1200-1¼)	1740-1½ 1137 (1200-1½)	1740-3 1137 (1200-3)	

MIRL Rwy 7-25  
HIRL Rwy 18-36  
REIL Rwy 7, 18 and 25

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

LEBANON, NEW HAMPSHIRE

AL-859 (FAA)

15260

VOR/DME LEB <b>113.7</b> Chan <b>84</b>	APP CRS <b>068°</b>	Rwy Idg <b>5496</b> TDZE <b>564</b> Apt Elev <b>604</b>
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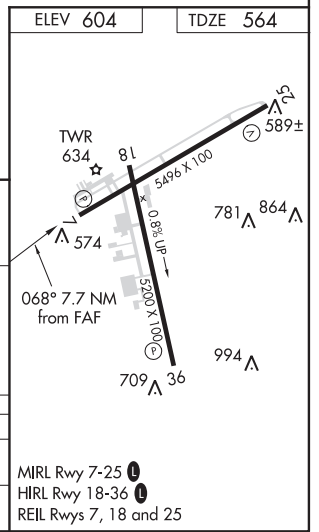
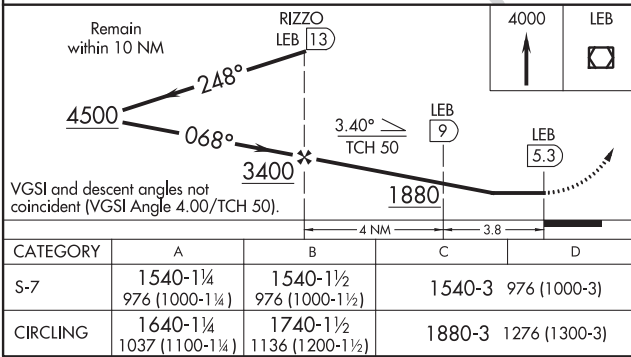
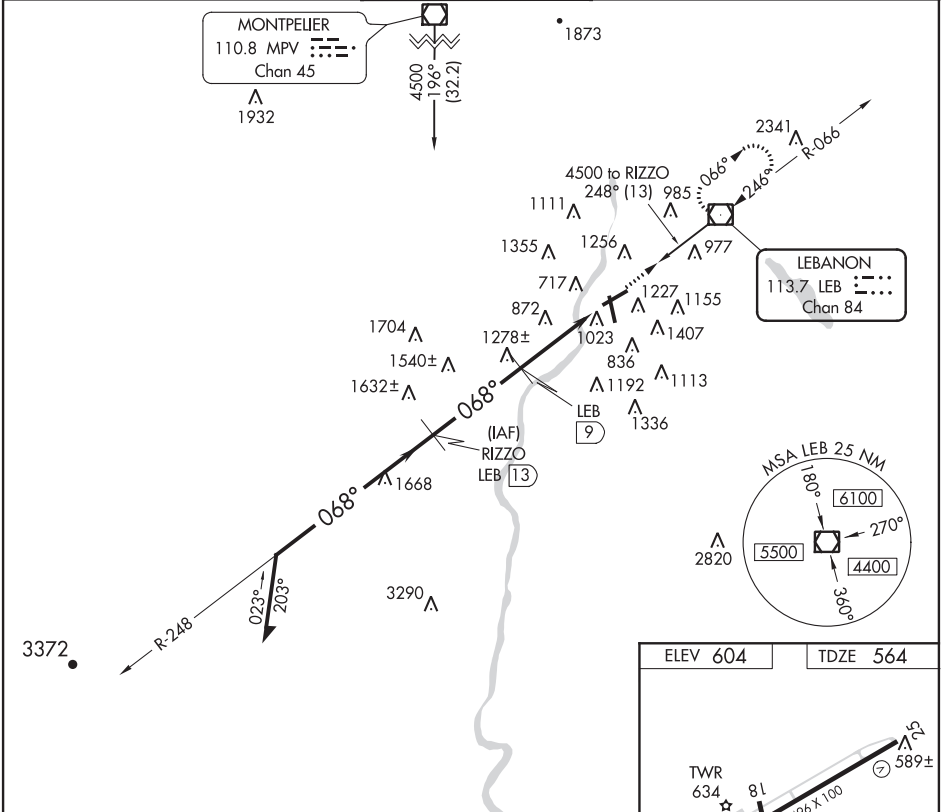
# VOR/DME RWY 7

LEBANON MUNI (L.E.B)

**Helicopter visibility reduction below 3/4 SM NA.**

**MISSED APPROACH:** Climb to 4000 direct LEB VOR/DME and hold.

ATIS <b>118.65</b>	BOSTON CENTER <b>134.7 381.4</b>	<b>LEBANON TOWER ★</b> <b>125.95 (CTAF) 235.775</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-7	1540-1¼ 976 (1000-1¼)	1540-1½ 976 (1000-1½)	1540-3	976 (1000-3)
CIRCLING	1640-1¼ 1037 (1100-1¼)	1740-1½ 1136 (1200-1½)	1880-3	1276 (1300-3)

LEBANON, NEW HAMPSHIRE  
Amdt 1D 17SEP15

43°38'N-72°18'W

# LEBANON MUNI (L.E.B)

## VOR/DME RWY 7

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

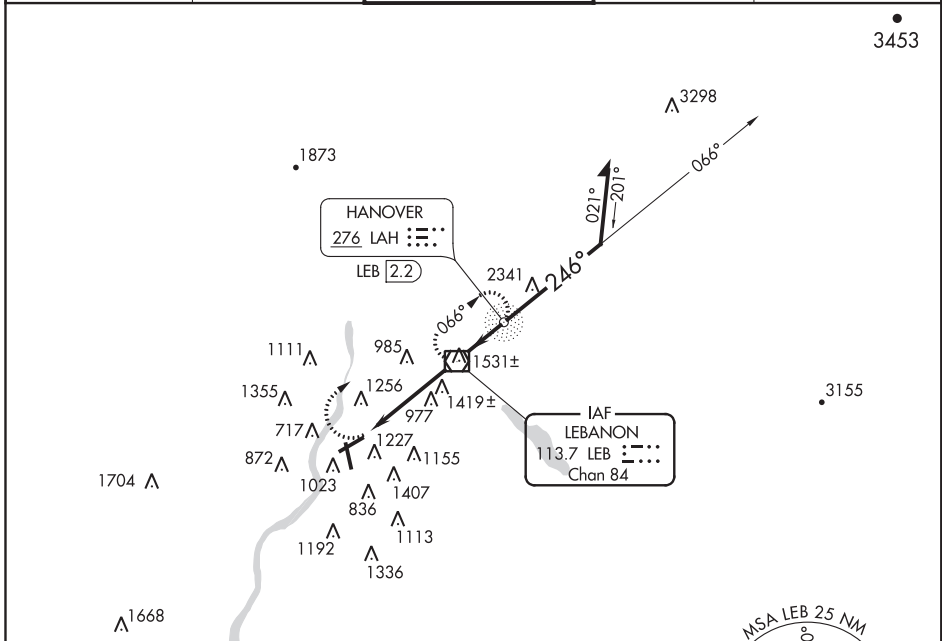
VOR/DME LEB <b>113.7</b> Chan <b>84</b>	APP CRS <b>246°</b>	Rwy Idg <b>5496</b> TDZE <b>574</b> Apt Elev <b>604</b>
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# VOR RWY 25

LEBANON MUNI (L.E.B)

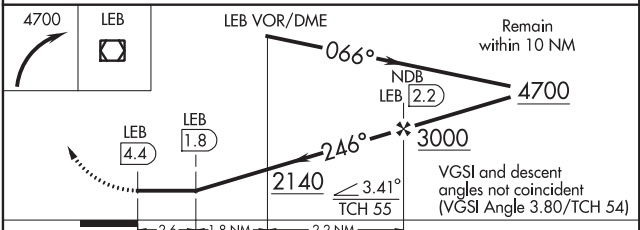
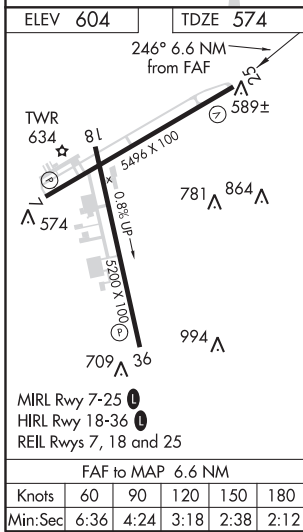
Helicopter visibility reduction below 3/4 SM NA. -20°C/-4°F	MISSED APPROACH: Climbing right turn to 4700 direct LEB VOR/DME and hold.
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ATIS <b>118.65</b>	BOSTON CENTER <b>134.7 381.4</b>	LEBANON TOWER ★ <b>125.95 (CTAF) 235.775</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

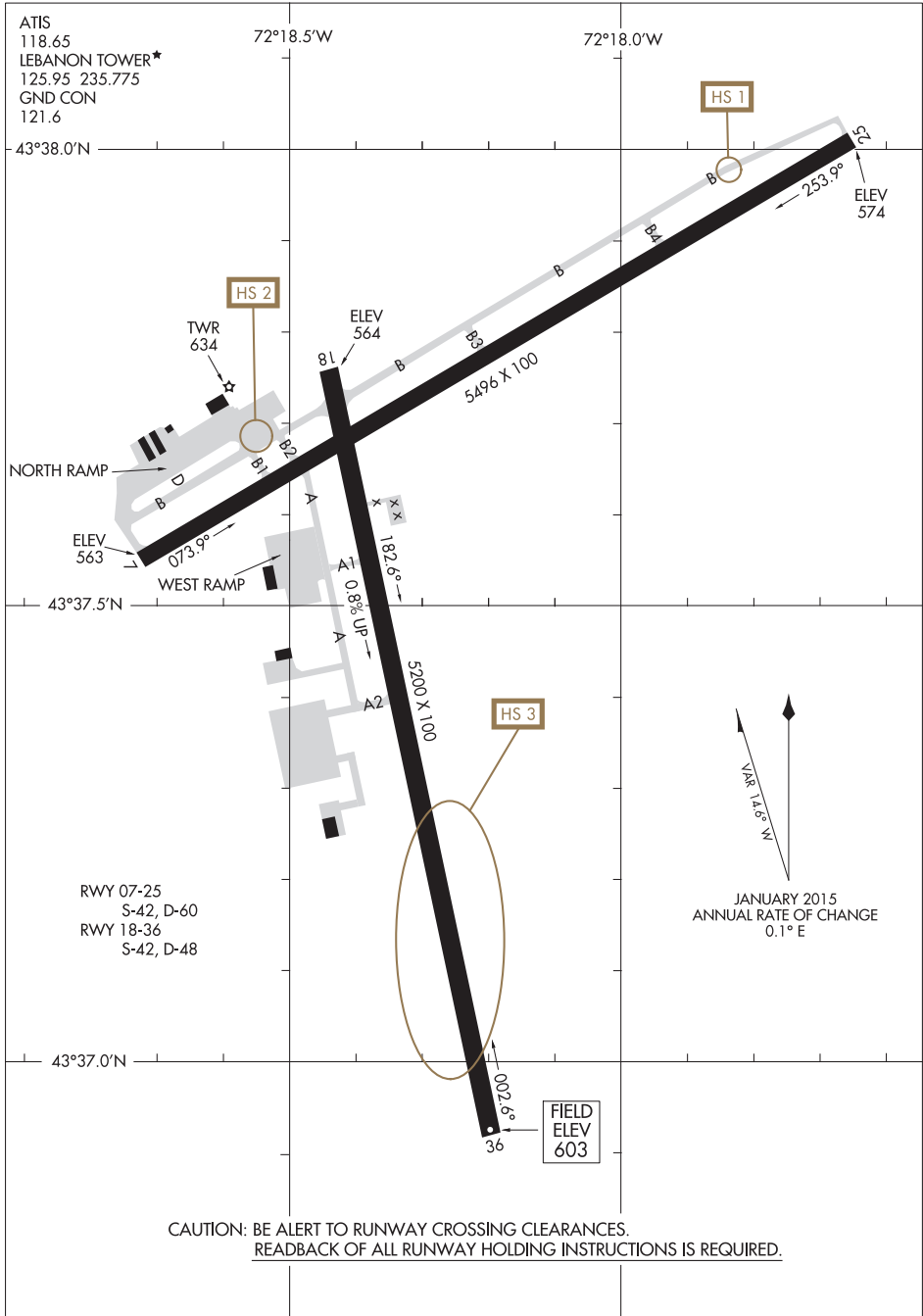


	A	B	C	D
S-25	1680-1¼ 1106 (1100-1¼)	1680-1½ 1106 (1100-1½)	1680-3	1106 (1100-3)
CIRCLING	1680-1¼ 1076 (1100-1¼)	1740-1½ 1136 (1200-1½)	1880-3	1276 (1300-3)

# AIRPORT DIAGRAM

AL-859 (FAA)

LEBANON MUNI (L/E/B)  
LEBANON, NEW HAMPSHIRE



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# AIRPORT DIAGRAM

LEBANON, NEW HAMPSHIRE  
LEBANON MUNI (L/E/B)

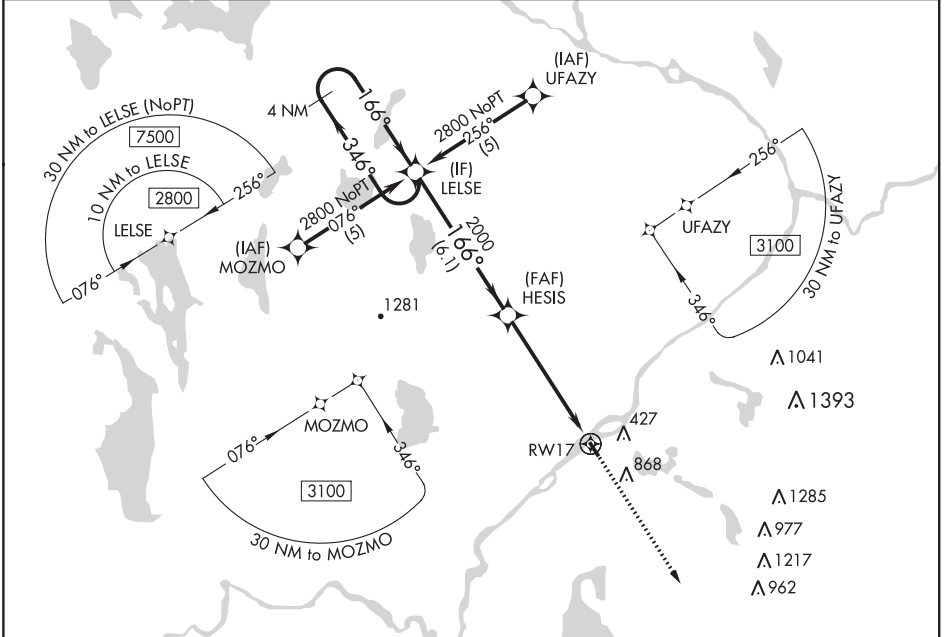
APP CRS	Rwy Idg	<b>2804</b>
<b>166°</b>	TDZE	<b>208</b>
	Apt Elev	<b>208</b>

# RNAV (GPS) RWY 17

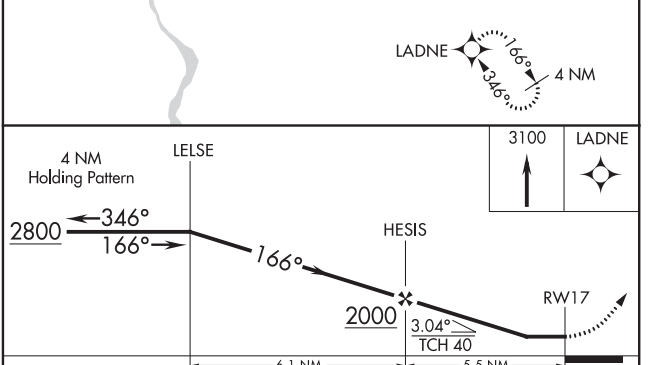
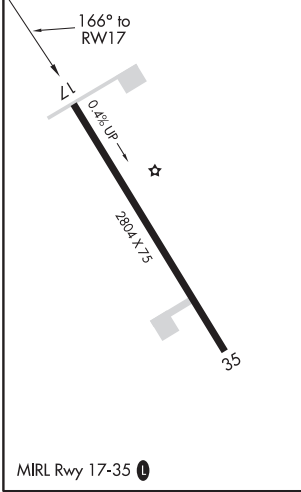
LINCOLN RGNL (L.R.G)

<p><b>⚠</b> DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Millinocket Muni altimeter setting, when not received use Bangor altimeter setting and increase all MDA 20 feet. Procedure NA at night.</p> <p><b>⚠</b> NA</p> <p><b>❄</b> -31°C/-24°F</p>	<p>MISSED APPROACH: Climb to 3100 direct LADNE and hold.</p>
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<p>BOSTON CENTER <b>124.25 290.5</b></p>	<p>UNICOM <b>122.8 (CTAF)</b></p>
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ELEV 208	TDZE 208
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CATEGORY	A	B	C	D
RNAV MDA	980-1 772 (800-1)	980-1¼ 772 (800-1¼)	NA	
CIRCLING	1240-1¼ 1032 (1100-1¼)	1240-1½ 1032 (1100-1½)	NA	

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LINCOLN, MAINE

AL-6774 (FAA)

16315

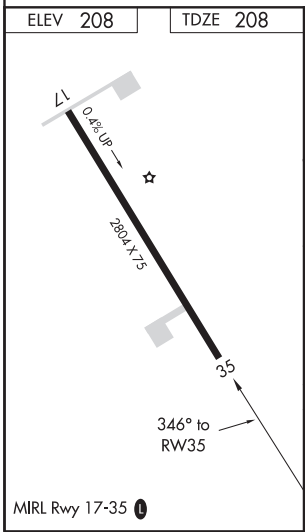
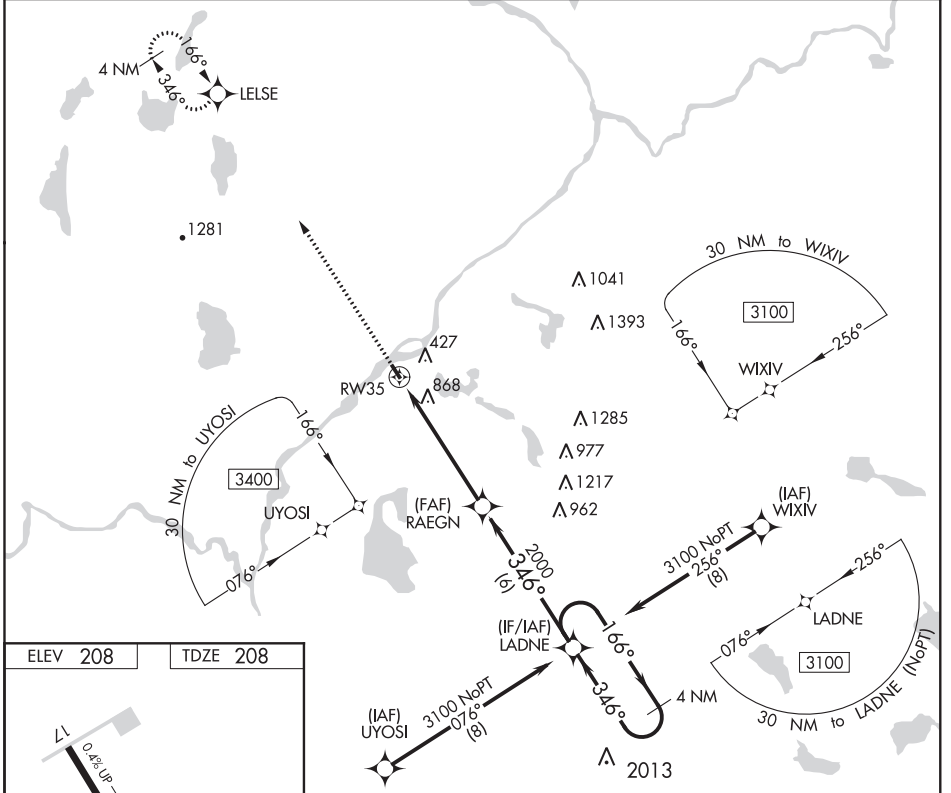
WAAS CH <b>45736</b> <b>W35A</b>	APP CRS <b>346°</b>	Rwy Idg TDZE Apt Elev	<b>2804</b> <b>208</b> <b>208</b>
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# RNAV (GPS) RWY 35

LINCOLN RGNL (L.R.G)

<p><b>⚠</b> DME/DME RNP-0.3 NA. Procedure NA at night. Use Millinocket altimeter setting; when not received, use Bangor Intl altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below 1 SM NA.</p> <p><b>⚠</b> NA</p> <p><b>⚠</b> -31°C/-24°F</p>	<p>MISSED APPROACH: Climb to 2800 direct LEISE and hold.</p>
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MILLINOCKET ASOS-3 <b>135.225</b>	BOSTON CENTER <b>124.25 290.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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2800	LEISE	LADNE	4 NM Holding Pattern	
↑	✧	↔	↔	
	RAEGN	2000	3100	
	↖ 3.00° TCH 40	↗ 166°	↖ 346°	
	↖ 346°	↖ 346°	↖ 346°	
	5.5 NM	6 NM		
CATEGORY	A	B	C	D
LP MDA	1120-1¼	912 (1000-1¼)		NA
LNAV MDA	1200-1¼ 992 (1000-1¼)	1200-1½ 992 (1000-1½)		NA
<b>C</b> CIRCLING	1240-1¼ 1032 (1100-1¼)	1240-1½ 1032 (1100-1½)		NA

LINCOLN, MAINE  
Amdt 1 16OCT14

45°22'N-68°32'W

# RNAV (GPS) RWY 35

LINCOLN RGNL (L.R.G)

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APP CRS <b>024°</b>	Rwy Idg <b>3302</b>
	TDZE <b>1185</b>
	Apt Elev <b>1188</b>

# RNAV (GPS) RWY 2

CALEDONIA COUNTY (CDA)

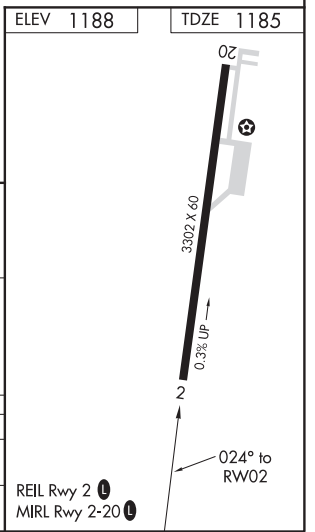
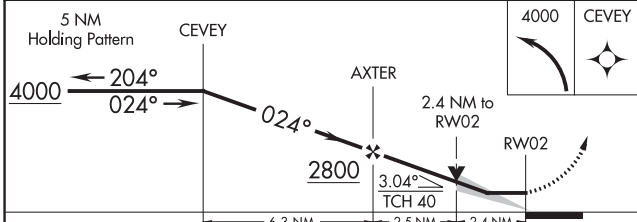
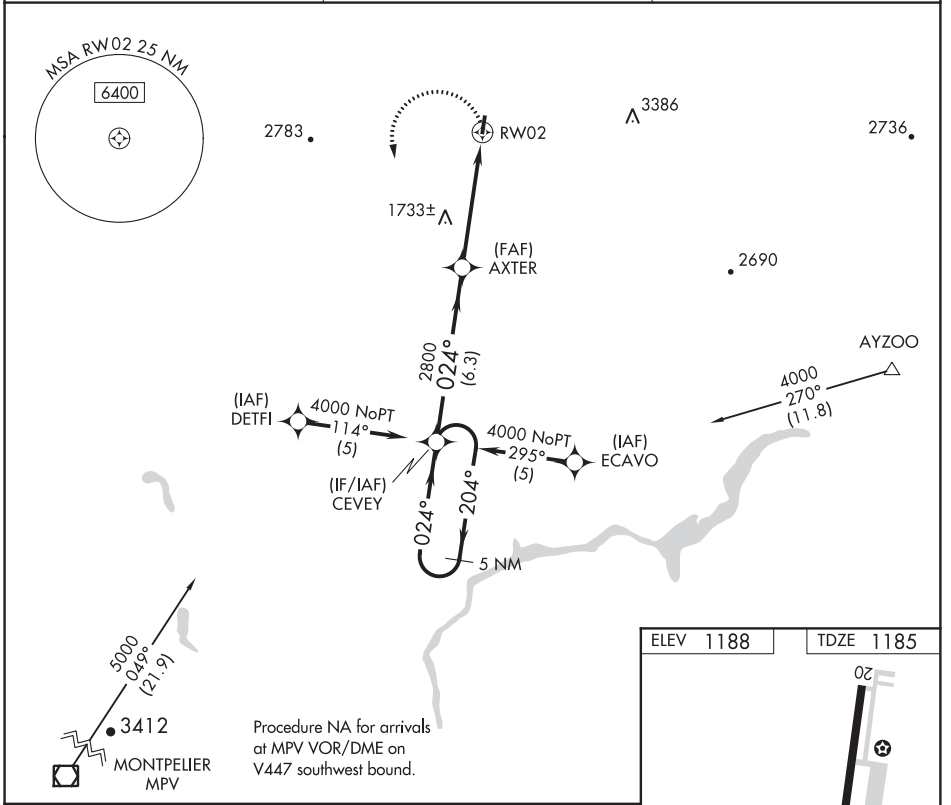
**⚠** DME/DME RNP-0.3 NA.  
**⚠** When local altimeter setting not received, use Whitefield, NH altimeter setting and increase all MDA 80 feet, and increase LNAV and Circling Cat A visibility ¼ mile. Night landing: Rwy 20 NA.

MISSED APPROACH: Climbing left turn to 4000 direct CEVEY and hold.

AWOS-3  
**119.275**

BOSTON CENTER  
**135.7 282.2**

UNICOM  
**122.8 (CTAF) 1**



CATEGORY	A	B	C	D
LNAV MDA	2000-1 815 (900-1)	2000-1 ¼ 815 (900-1 ¼)		NA
CIRCLING	2000-1 812 (900-1)	2000-1 ¼ 812 (900-1 ¼)		NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>356°</b>	Rwy Idg <b>2909</b>
	TDZE <b>96</b>
	Apt Elev <b>96</b>

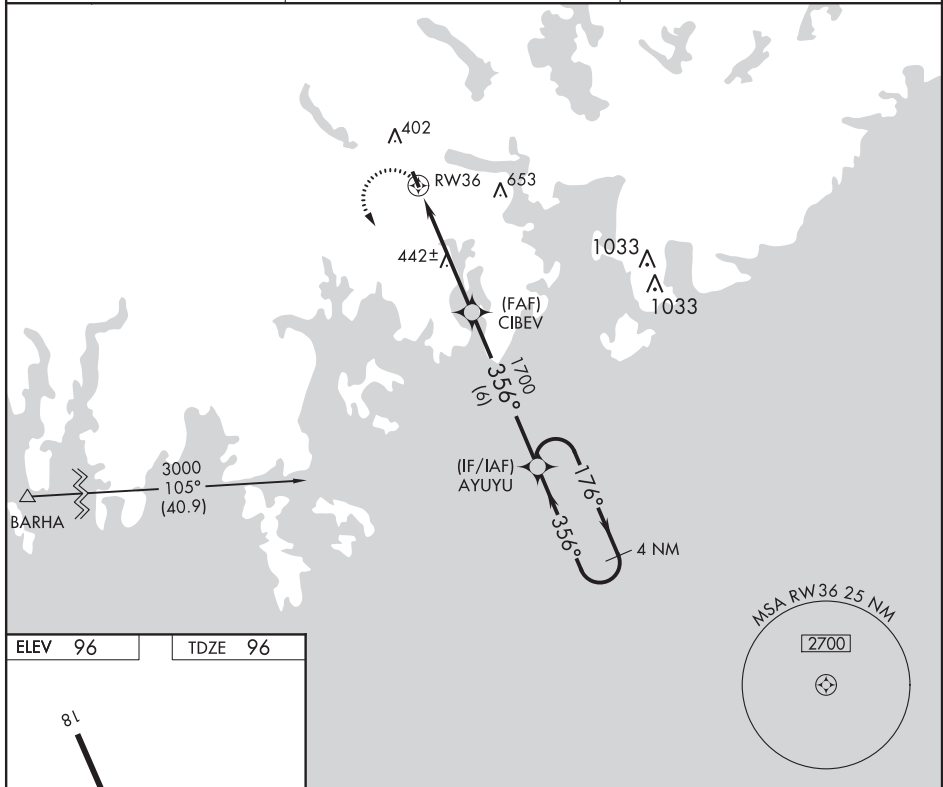
# RNAV (GPS) RWY 36

MACHIAS VALLEY (MVM)

**NA** Procedure NA at night. Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Use Bar Harbor altimeter setting, if not received, use Bangor altimeter setting and increase all MDAs 60 feet.

**MISSED APPROACH:** Climbing left turn to 3000 direct AYUYU and hold.

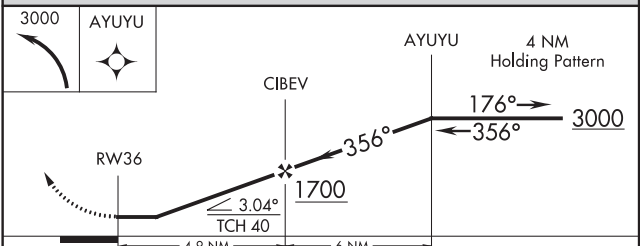
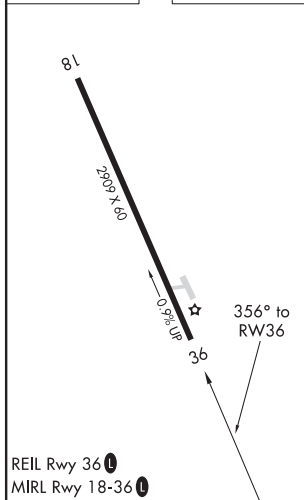
AWOS-3 <b>122.8</b>	BOSTON CENTER <b>124.25 290.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

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ELEV 96	TDZE 96
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CATEGORY	A	B	C	D
LNAV MDA	940-1 844 (900-1)	940-1½ 844 (900-1½)	NA	
CIRCLING	1100-1½ 1004 (1100-1½)	1100-1½ 1004 (1100-1½)	NA	

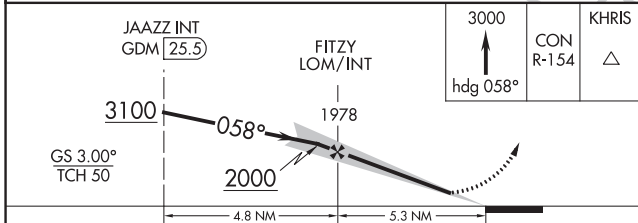
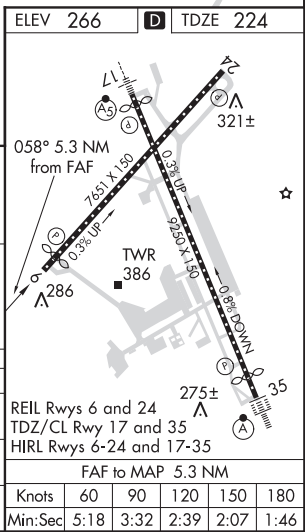
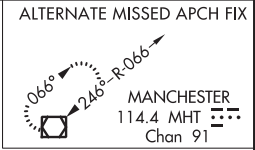
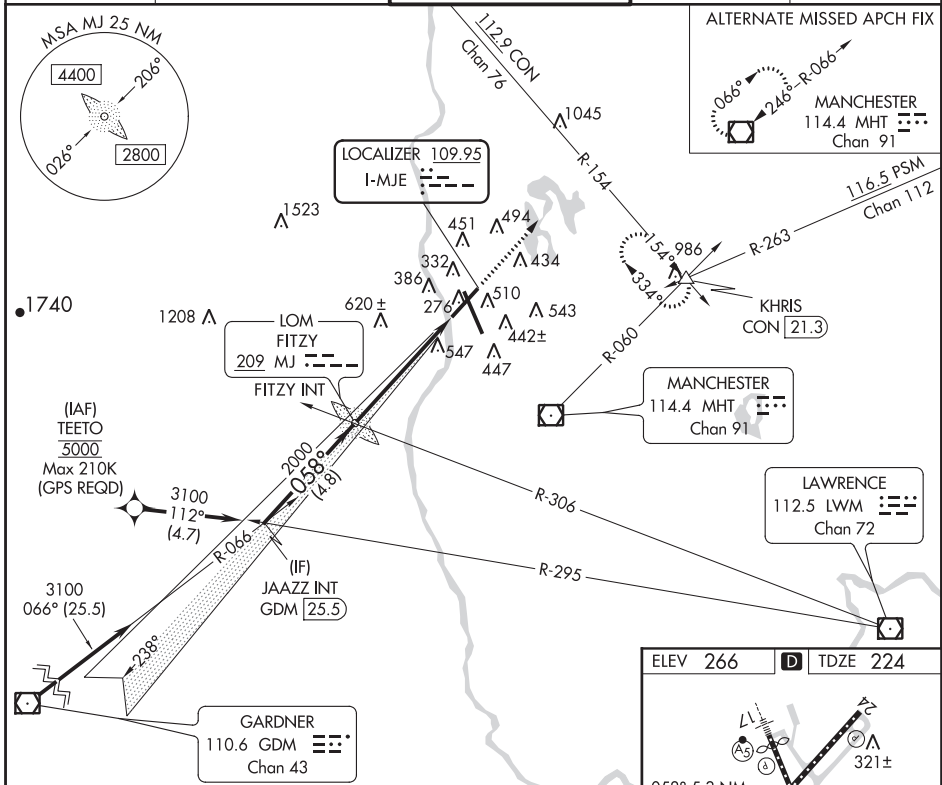
# ILS or LOC RWY 6 MANCHESTER (MHT)

LOC I-MJE <b>109.95</b>	APP CRS <b>058°</b>	Rwy Idg <b>7208</b> TDZE <b>224</b> Apt Elev <b>266</b>
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**⚠** When local altimeter setting not received, use Nashua altimeter setting: increase S-ILS 6 DA to 506 and all Cats visibility to RVR 4500; increase all MDA 40 feet and S-LOC 6 Cat C/D visibility 1/8 mile and Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:** Climb to 3000 on heading 058° and CON VORTAC R-154 to KHRIS INT/CON 21.3 DME and hold, continue climb-in-hold to 3000.

ATIS <b>119.55</b>	BOSTON APP CON <b>124.9 269.075</b>	MANCHESTER TOWER <b>121.3 239.025</b>	GND CON <b>121.9</b>	CLNC DEL <b>135.9</b>
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CATEGORY	A	B	C	D
S-ILS 6	474/40		250 (300-3/4)	
S-LOC 6	840/55	616 (600-1 1/4)	840-1 3/4	616 (600-1 3/4)
<b>C</b> CIRCLING	880-1	614 (700-1)	980-2 714 (800-2)	1100-2 3/4 834 (900-2 3/4)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-MHT <b>109.1</b> Chan 28	APP CRS <b>353°</b>	Rwy Idg 7650 TDZE 265 Apt Elev 266
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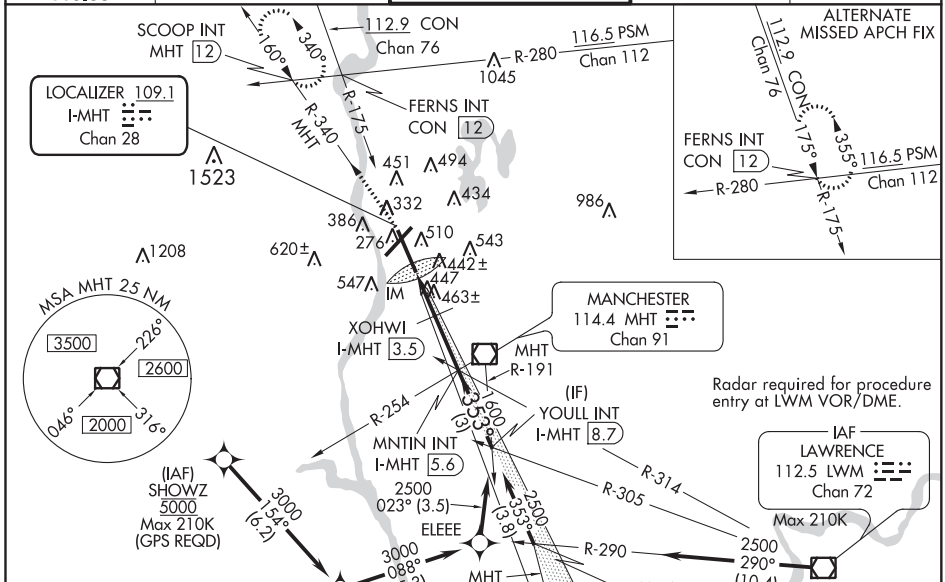
# ILS or LOC RWY 35

MANCHESTER (MHT)

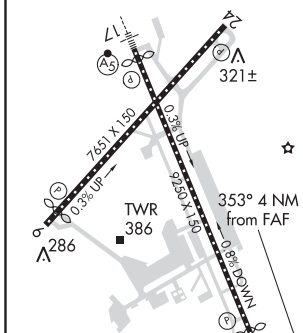
**⚠** For inop ALSF, increase S-LOC 35 Cats A/B and XOHWI fix minimums S-LOC 35 Cats A/B visibility to RVR 5000. When local altimeter setting not received, use Nashua altimeter setting: increase S-ILS 35 DA to 497 and all Cats visibility ¼ mile; increase all MDA 40 feet; increase Circling Cat C visibility ¼ mile; increase XOHWI fix minimums S-LOC 35 Cat C/D visibility ½ mile and XOHWI fix minimums Circling Cat C visibility ¼ mile. When using Nashua altimeter setting: inop table does not apply to S-LS 35; for inop ALSF, increase S-LOC 35 Cats A/B and XOHWI fix minimums S-LOC 35 Cats A/B visibility to RVR 5000.

**ALSF-2**  
MISSED APPROACH: Climb to 3500 on heading 353° and MHT VOR/DME R-340 to SCOOP INT/MHT 12 DME and hold, continue climb-in-hold to 3500.

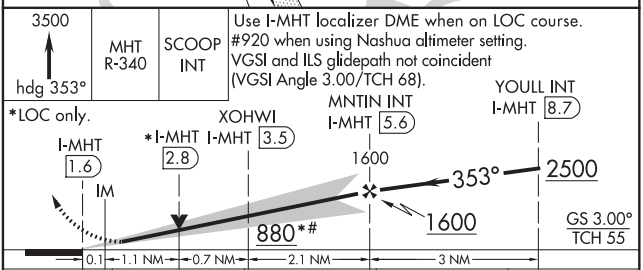
ATIS <b>119.55</b>	BOSTON APP CON <b>124.9 269.075</b>	MANCHESTER TOWER <b>121.3 239.025</b>	GND CON <b>121.9</b>	CLNC DEL <b>135.9</b>
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ELEV 266	<b>D</b>	TDZE 265
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REIL Rwy 6 and 24	275±
TDZ/CL Rwy 17 and 35	35
HIRL Rwy 6-24 and 17-35	
FAF to MAP 4 NM	
Knots	60 90 120 150 180
Min:Sec	4:00 2:40 2:00 1:36 1:20



CATEGORY	A	B	C	D
S-ILS 35	465/18 200 (200-½)			
S-LOC 35	880/40	615 (700-¾)	880-1½	615 (700-1½)
<b>C</b> CIRCLING	880-1	614 (700-1)	714 (800-2)	834 (900-2¾)
XOHWI FIX MINIMUMS (DME REQUIRED)				
S-LOC 35	720/40	455 (500-¾)	720/45	455 (500-¾)
<b>C</b> CIRCLING	880-1	614 (700-1)	714 (800-2)	834 (900-2¾)

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LOC/DME I-MNA <b>109.1</b> Chan 28	APP CRS <b>173°</b>	Rwy ldg <b>8914</b> TDZE <b>229</b> Apt Elev <b>266</b>
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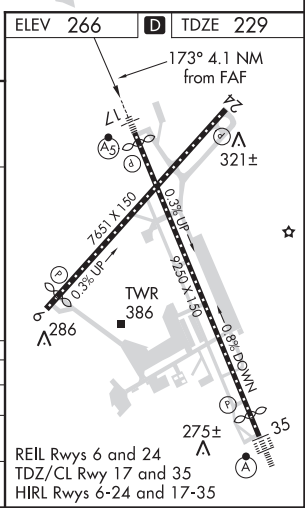
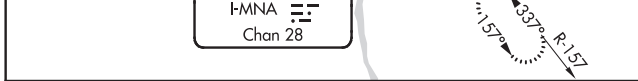
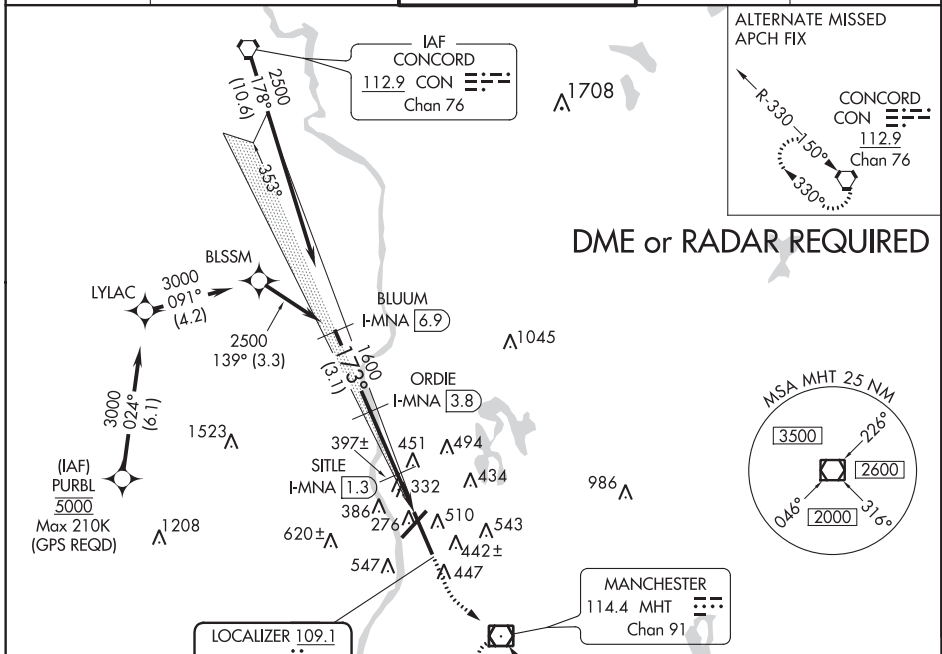
# ILS or LOC/DME RWY 17

MANCHESTER (MHT)

**⚠** When local altimeter setting not received, use Nashua altimeter setting:  
**⚠** increase S-ILS 17 DA to 461; increase MDA 40 feet and S-LOC Cat C/D visibility 1/8 mile and Circling Cat C visibility 1/4 mile. For inop MALSRR when using Nashua altimeter setting, increase S-LOC 17 Cat C/D visibility 1 1/8 mile.

**MALSRR**  
**MISSED APPROACH:** Climb to 800 then climbing left turn to 2000 direct MHT VOR/DME and hold.

ATIS <b>119.55</b>	BOSTON APP CON <b>124.9 269.075</b>	MANCHESTER TOWER <b>121.3 239.025</b>	GND CON <b>121.9</b>	CLNC DEL <b>135.9</b>
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800	2000	MHT		
↑	↻	☐		
*840 when using Nashua altimeter setting. *800				
CATEGORY	A	B	C	D
S-ILS 17	429/18		200 (200-1/2)	
S-LOC 17	660/24	431 (400-1/2)	660/45	431 (400-3/8)
<b>C</b> CIRCLING	880-1	614 (700-1)	980-2 714 (800-2)	1100-2 3/4 834 (900-2 3/4)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

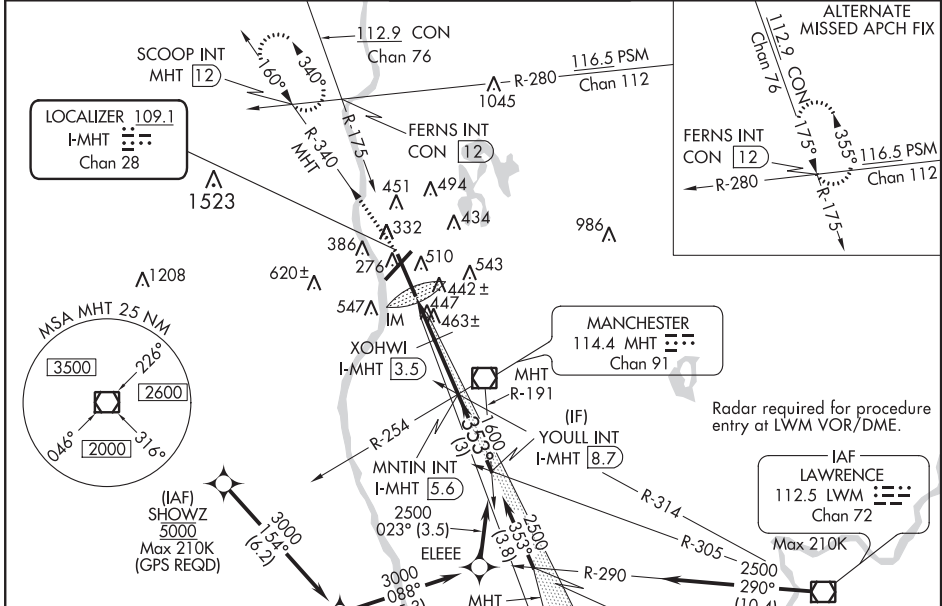
LOC/DME I-MHT <b>109.1</b> Chan 28	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>7650</b> <b>265</b> <b>266</b>
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# ILS RWY 35 (SA CAT I)

MANCHESTER (MHT)

<p>Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.</p>	ALSF-2 	MISSED APPROACH: Climb to 3500 on heading 353° and MHT VOR/DME R-340 to SCOOP INT/MHT 12 DME and hold, continue climb-in-hold to 3500.
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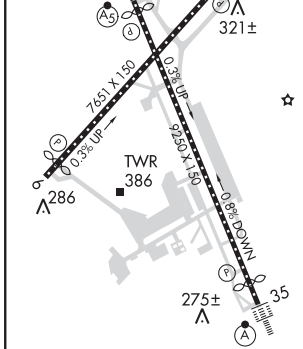
ATIS <b>119.55</b>	BOSTON APP CON <b>124.9 269.075</b>	MANCHESTER TOWER <b>121.3 239.025</b>	GND CON <b>121.9</b>	CLNC DEL <b>135.9</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

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ELEV 266	<b>D</b>	TDZE 265
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3500	MHT R-340	SCOOP INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).
hdg 353°			
Use I-MHT localizer DME when on LOC course.	MNTIN INT I-MHT 5.6	YOULL INT I-MHT 8.7	
	1600	2500	
	353°	1600	GS 3.00° TCH 55
	1222	4 NM	3 NM

CATEGORY	A	B	C	D
S-ILS 35	RA 138/14 150 DA 415			

## SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 6 and 24  
TDZ/CL Rwy 17 and 35  
HIRL Rwy 6-24 and 17-35

LOC/DME I-MHT <b>109.1</b> Chan 28	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>7650</b> <b>265</b> <b>266</b>
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# ILS RWY 35 (CAT II & III)

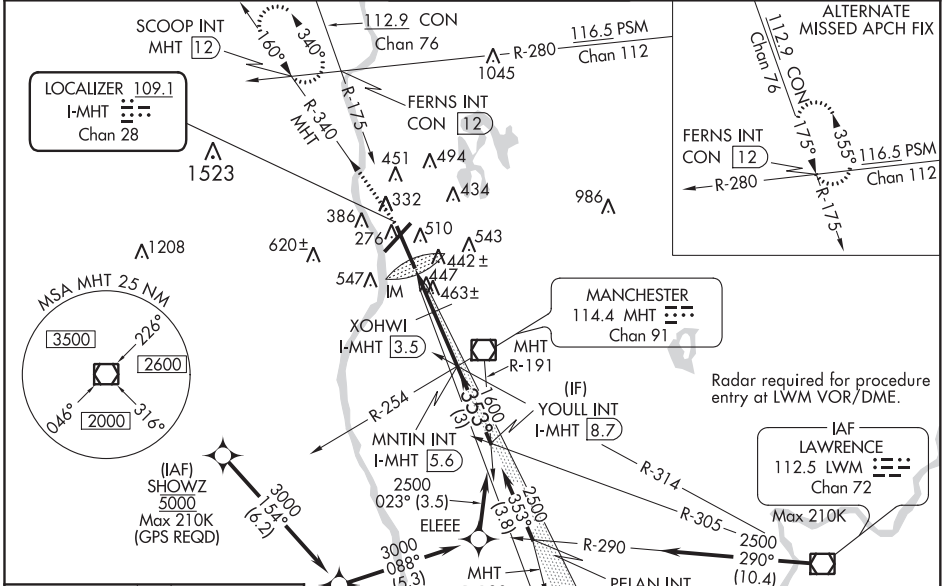
MANCHESTER (MHT)

**Procedure NA when control tower closed.**

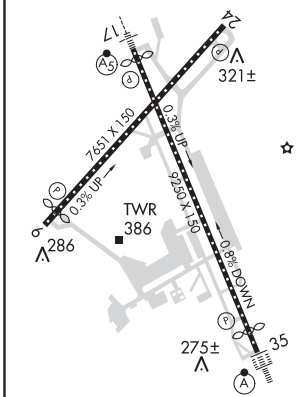
ALSIF-2

MISSED APPROACH: Climb to 3500 on heading 353° and MHT VOR/DME R-340 to SCOOP INT/MHT 12 DME and hold, continue climb-in-hold to 3500.

ATIS <b>119.55</b>	BOSTON APP CON <b>124.9 269.075</b>	MANCHESTER TOWER <b>121.3 239.025</b>	GND CON <b>121.9</b>	CLNC DEL <b>135.9</b>
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ELEV 266	<b>D</b>	TDZE 265
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3500 MHT R-340 SCOOP INT

hdg 353°

Use I-MHT localizer DME when on LOC course.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).

MNTN INT I-MHT 5.6 YOULL INT I-MHT 8.7

IM 410 1600 353° 2500 1600 GS 3.00° TCH 55

CATEGORY	A	B	C	D
S-ILS 35	CAT II RA 101/12 100 DA 365			
S-ILS 35	CAT III <sub>a</sub> RVR 07			
S-ILS 35	CAT III <sub>b</sub> RVR 06			
S-ILS 35	CAT III <sub>c</sub> NA			

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 6 and 24  
TDZ/CL Rwy 17 and 35  
HIRL Rwy 6-24 and 17-35

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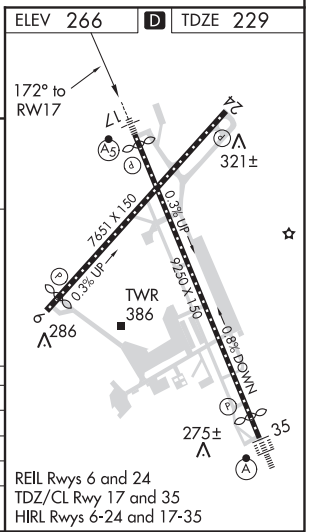
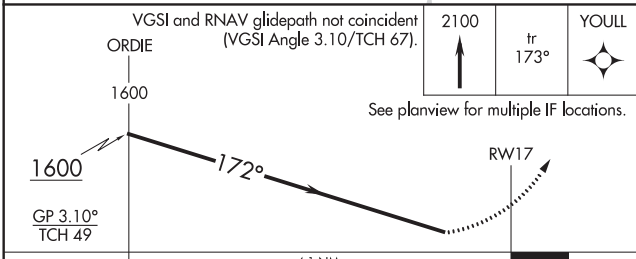
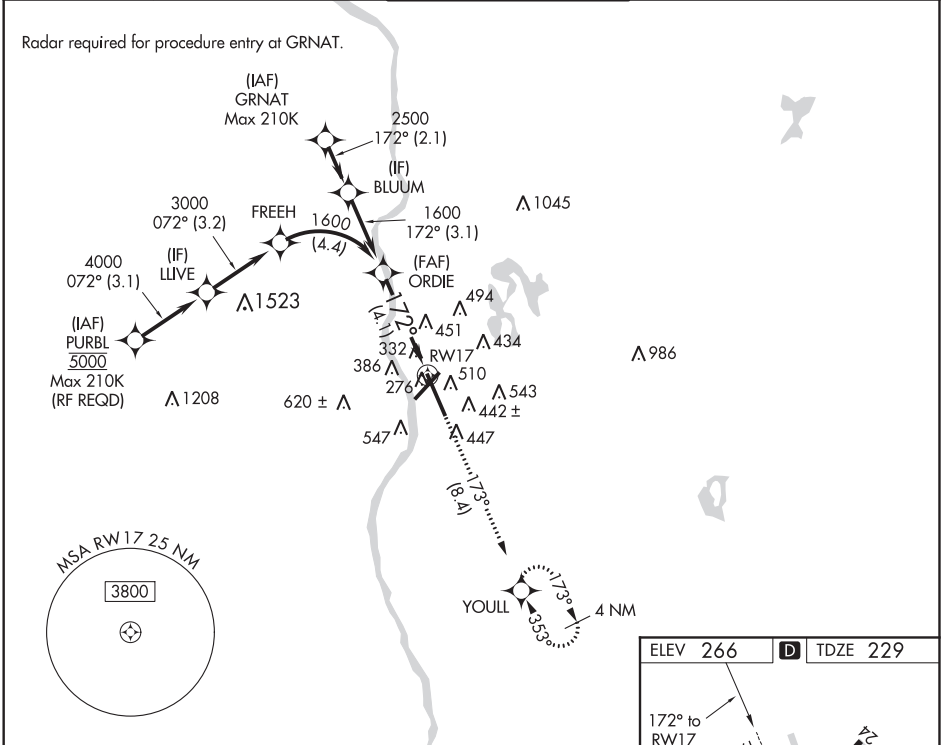
NE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>172°</b>	Rwy Idg <b>8914</b>
	TDZE <b>229</b>
	Apt Elev <b>266</b>

# RNAV (RNP) Z RWY 17

MANCHESTER (MHT)

<p><b>▽</b> For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 48°C (118°F). GPS required. When local altimeter setting not received, procedure NA. For inop MALS, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.26 all Cats visibility to 1¼ miles, and RNP 0.30 all Cats visibility to 2 miles.</p>		<p>MALS R</p>	<p>MISSED APPROACH: Climb to 2100 on track 173° to YOULL and hold.</p>	
ATIS <b>119,55</b>	BOSTON APP CON <b>124.9 269,075</b>	MANCHESTER TOWER <b>121.3 239,025</b>	GND CON <b>121.9</b>	CLNC DEL <b>135.9</b>



CATEGORY	A	B	C	D
RNP 0.11 DA		604/40	375 (400-¾)	
RNP 0.26 DA		761/60	532 (500-1¼)	
RNP 0.30 DA		835-1½	606 (600-1½)	

**AUTHORIZATION REQUIRED**

NE-1, 10 NOV 2016 to 05 JAN 2017

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# RNAV (RNP) Z RWY 35 MANCHESTER (MHT)

APP CRS	Rwy Idg	<b>7650</b>
<b>353°</b>	TDZE	<b>265</b>
	Apt Elev	<b>266</b>

**V** For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. When local altimeter setting not received, procedure NA. For inop ALSF, increase RNP 0.20 all Cats visibility to 1½ miles and RNP 0.30 all Cats visibility to 1¾ miles.

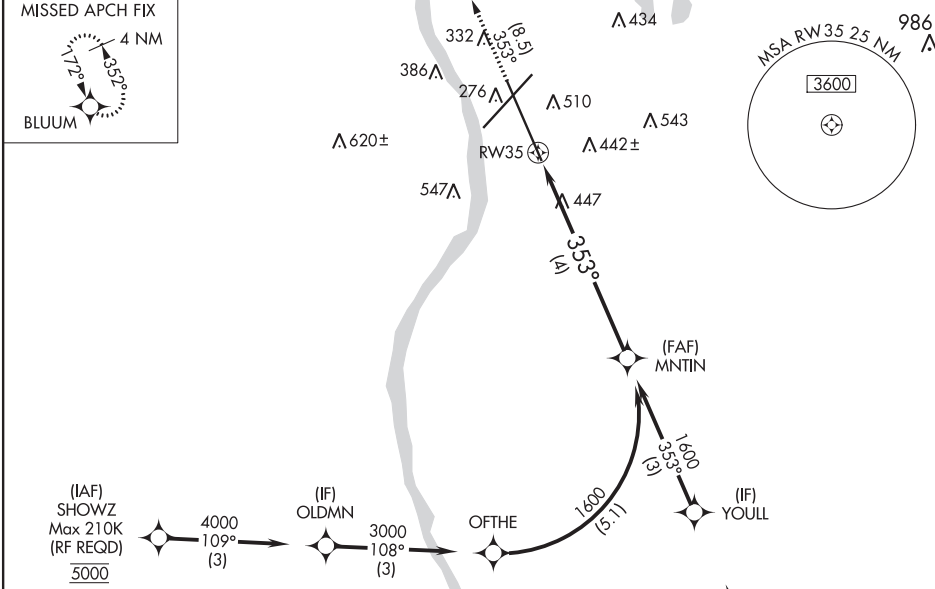
ALFS-2



**MISSED APPROACH:** Climb to 3000 on track 353° to BLUUM and hold, continue climb-in-hold to 3000.

ATIS <b>119.55</b>	BOSTON APP CON <b>124.9 269.075</b>	<b>MANCHESTER TOWER</b> <b>121.3 239.025</b>	GND CON <b>121.9</b>	CLNC DEL <b>135.9</b>
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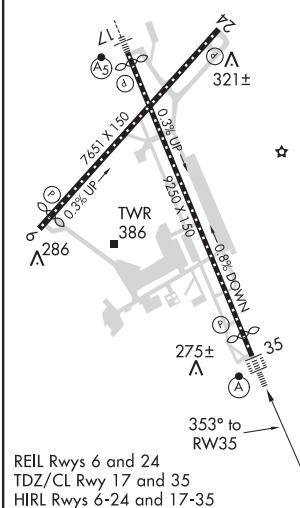
MISSED APCH FIX



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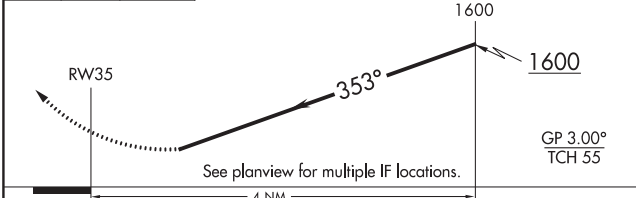
NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 266	<b>D</b>	TDZE 265
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REIL Rwy 6 and 24  
TDZ/CL Rwy 17 and 35  
HIRL Rwy 6-24 and 17-35

3000 tr 353° BLUUM VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 68).



CATEGORY	A	B	C	D
RNP 0.20 DA		755/60	490 (500-1¼)	
RNP 0.30 DA		802-1¾	537 (600-1¾)	

## AUTHORIZATION REQUIRED

MANCHESTER, NEW HAMPSHIRE

AL-246 (FAA)

16315

WAAS CH <b>58214</b> <b>W06A</b>	APP CRS <b>058°</b>	Rwy Idg TDZE Apt Elev	<b>7208</b> <b>224</b> <b>266</b>
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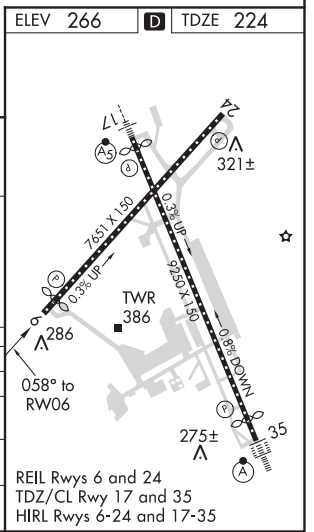
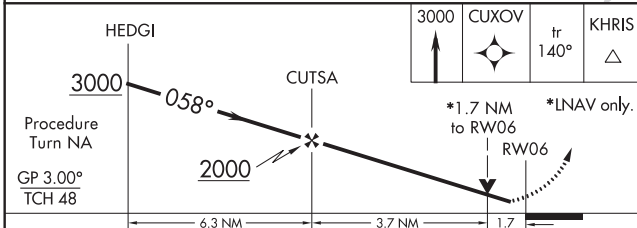
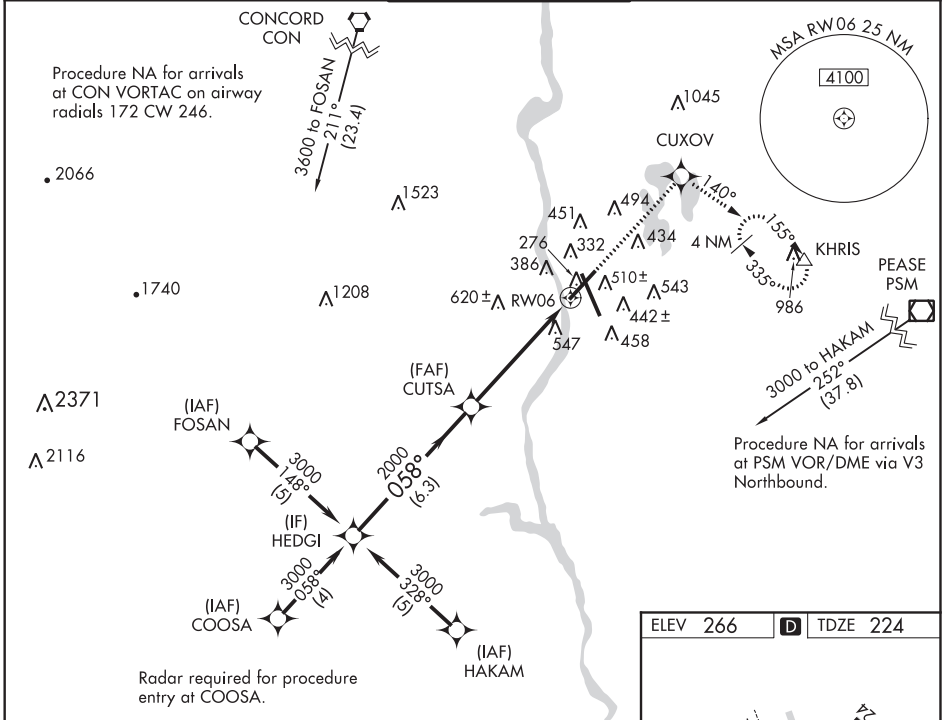
# RNAV (GPS) RWY 6

MANCHESTER (MHT)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Boire Field altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat. C and D visibilities ¼ mile, and Circling Cat. D visibility ¼ mile. VDP and Baro-VNAV NA when using Boire Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct CUXOV and via track 140° to KHRIS and hold, continue climb-in-hold to 3000.

ATIS <b>119.55</b>	BOSTON APP CON <b>124.9 269.075</b>	MANCHESTER TOWER <b>121.3 239.025</b>	GND CON <b>121.9</b>	CLNC DEL <b>135.9</b>
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CATEGORY	A	B	C	D
LPV DA	493/50 269 (300-1)			
LNAV/ VNAV DA	871-2¼ 647 (700-2¼)			
LNAV MDA	800/50 576 (600-1)	800-1½ 576 (600-1½)		800-1¾ 576 (600-1¾)
CIRCLING	880-1 614 (700-1)	880-1¾ 614 (700-1¾)		900-2 634 (700-2)

MANCHESTER, NEW HAMPSHIRE  
 Amdt 2 27AUG09

42°56'N-71°26'W

# MANCHESTER (MHT) RNAV (GPS) RWY 6

NE-1, 10 NOV 2016 to 05 JAN 2017

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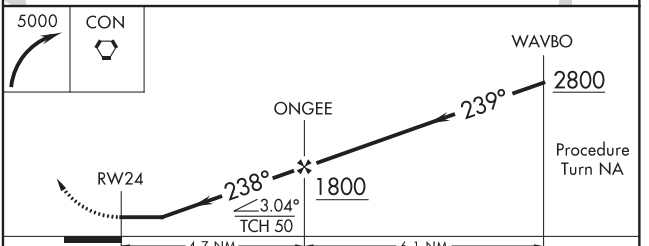
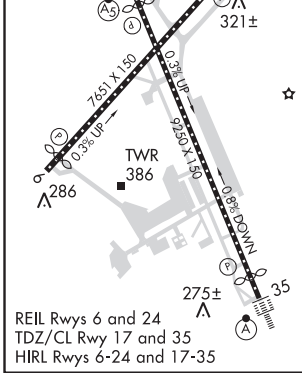
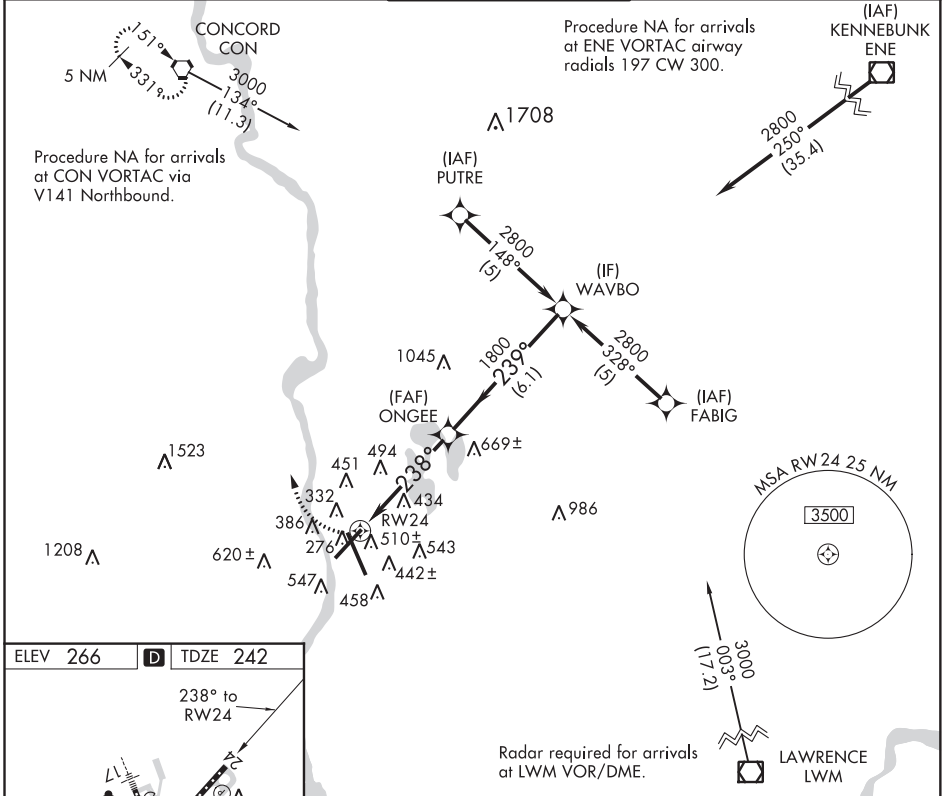
APP CRS <b>238°</b>	Rwy Idg TDZE Apt Elev	<b>6850</b> <b>242</b> <b>266</b>
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# RNAV (GPS) RWY 24

MANCHESTER (MHT)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.	MISSED APPROACH: Climbing right turn to 5000 direct CON VORTAC and hold, continue climb-in-hold to 5000.			
	ATIS <b>119.55</b>	BOSTON APP CON <b>124.9 269.075</b>	MANCHESTER TOWER <b>121.3 239.025</b>	GND CON <b>121.9</b>

ATIS <b>119.55</b>	BOSTON APP CON <b>124.9 269.075</b>	MANCHESTER TOWER <b>121.3 239.025</b>	GND CON <b>121.9</b>	CLNC DEL <b>135.9</b>
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CATEGORY	A	B	C	D
LNAV MDA	880/50	638 (700-1)	880-1 <sup>3</sup> / <sub>4</sub> 638 (700-1 <sup>3</sup> / <sub>4</sub> )	880-2 638 (700-2)
CIRCLING	880-1	614 (700-1)	880-1 <sup>3</sup> / <sub>4</sub> 614 (700-1 <sup>3</sup> / <sub>4</sub> )	880-2 614 (700-2)

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NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>93807</b> <b>W17A</b>	APP CRS <b>172°</b>	Rwy Idg <b>8914</b> TDZE <b>229</b> Apt Elev <b>266</b>
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# RNAV (GPS) Y RWY 17

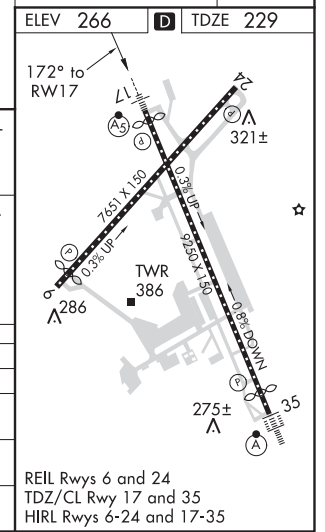
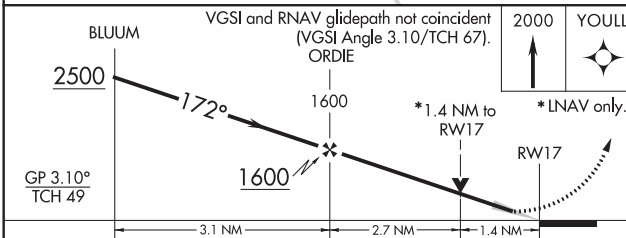
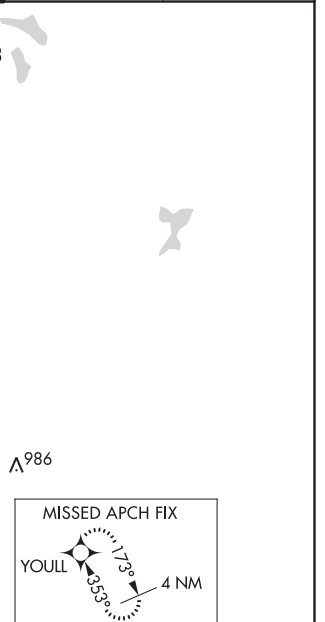
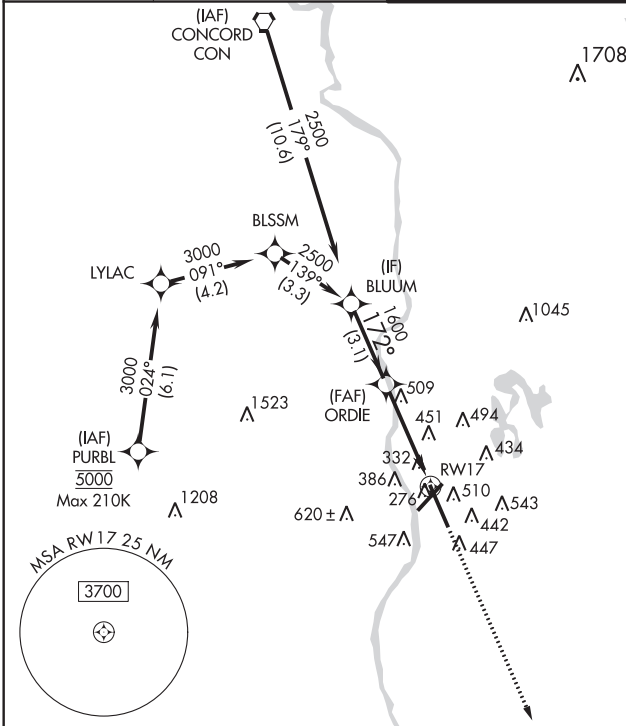
MANCHESTER (MHT)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashua altimeter setting: increase LPV DA to 461; increase LNAV/VNAV DA to 761; increase all MDA 40 feet and LNAV Cat C/D visibility 1/8 mile and Circling Cat C visibility 1/4 mile. VDP and Baro-VNAV NA when using Nashua altimeter setting.

**MALSR**

**MISSED APPROACH:**  
Climb to 2000 direct YOULL and hold.

ATIS <b>119.55</b>	BOSTON APP CON <b>124.9 269.075</b>	MANCHESTER TOWER <b>121.3 239.025</b>	GND CON <b>121.9</b>	CLNC DEL <b>135.9</b>
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CATEGORY	A	B	C	D
LPV DA		429/24	200 (200-1/2)	
LNAV/VNAV DA		729/60	500 (500-1 1/4)	
LNAV MDA	760/24	531 (500-1/2)	760/60	531 (500-1 1/4)
<b>C</b> CIRCLING	880-1	614 (700-1)	980-2 714 (800-2)	1100-2 3/4 834 (900-2 3/4)

REIL Rwy 6 and 24  
TDZ/CL Rwy 17 and 35  
HIRL Rwy 6-24 and 17-35

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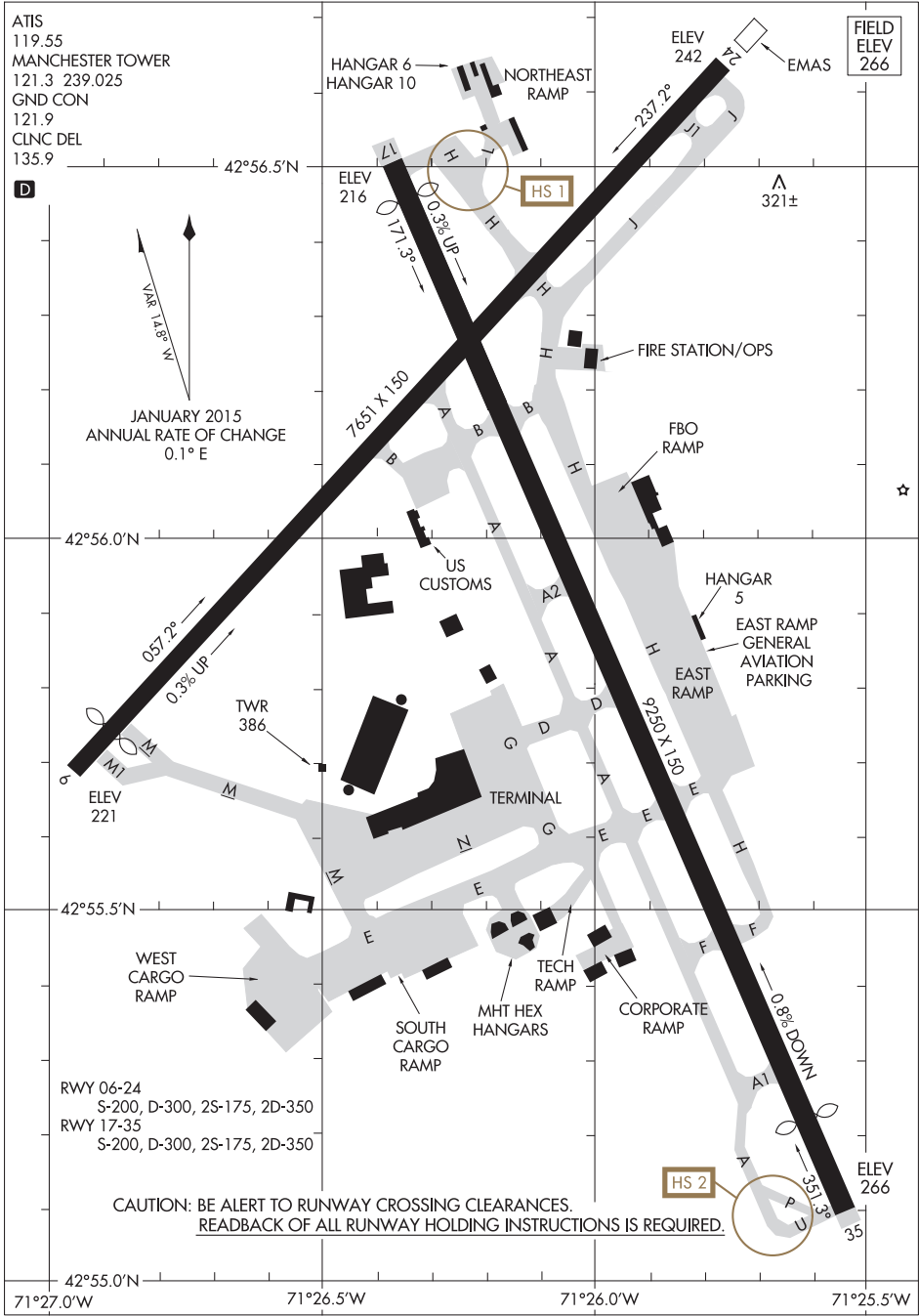
NE-1, 10 NOV 2016 to 05 JAN 2017



# AIRPORT DIAGRAM

AL-246 (FAA)

MANCHESTER (MHT)  
MANCHESTER, NEW HAMPSHIRE



NE-1, 10 NOV 2016 to 05 JAN 2017

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# AIRPORT DIAGRAM

MANCHESTER, NEW HAMPSHIRE  
MANCHESTER (MHT)

# MANCHESTER SEVEN DEPARTURE

ATIS 119.55  
 CLNC DEL 135.9  
 GND CON 121.9  
 MANCHESTER TOWER 121.3 239.025  
 BOSTON DEP CON 124.9 269.075

### TAKEOFF MINIMUMS:

Rwy 6: Standard with minimum climb of 206' per NM to 1000, or alternatively, with Standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.  
 Rwy 17: 300-1¼ or Standard with minimum climb of 277' per NM to 600.  
 Rwy 24: Standard with minimum climb of 321' per NM to 1200.  
 Rwy 35: Standard with minimum climb of 253' per NM to 2000.

**TOP ALTITUDE:**  
**3000**

KENNEBUNK  
 117.1 ENE  
 Chan 118  
 N43°25.54'-W70°36.81'

CAMBRIDGE  
 115.0 CAM  
 Chan 97  
 N42°59.66'-W73°20.64'  
 L-32-34, H-11-12

LEBANON  
 113.7 LEB  
 Chan 84  
 N43°40.73'-W72°12.96'

L-32, H-11-12

PEASE  
 116.5 PSM  
 Chan 112  
 N43°05.07'-W70°49.92'  
 L-32-33, H-11-12

CONCORD  
 112.9 CON  
 Chan 76  
 N43°13.19'-W71°34.53'  
 L-32

MANCHESTER  
 114.4 MHT  
 Chan 91  
 N42°52.11'-W71°22.17'  
 L-32-33, H-11-12

LAWRENCE  
 112.5 LWM  
 Chan 72  
 N42°44.42'-W71°05.69'  
 L-33

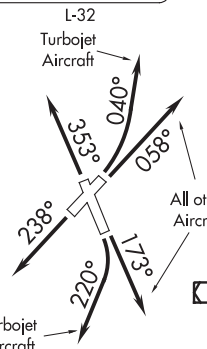
NOTE: Radar required.

KEENE  
 109.4 EEN  
 Chan 31  
 N42°47.66'-W72°17.51'  
 L-32-33, H-11-12

GARDNER  
 110.6 GDM  
 Chan 43  
 N42°32.76'-W72°03.49'  
 L-33-34, H-11-12

BEDDS  
 N42°28.78'  
 W71°23.34'

BOSTON  
 112.7 BOS  
 Chan 74  
 N42°21.45'-W70°59.37'  
 L-33-34, H-10-11-12



### TAKEOFF OBSTACLE NOTES:

- Rwy 6: Pole and trees beginning 67' from DER, 162' left of centerline, up to 107' AGL/313' MSL. Fences and trees beginning 6' from DER, 90' right of centerline, up to 72' AGL/272' MSL.
- Rwy 17: Buildings and trees beginning 1792' from DER, 54' left of centerline, up to 107' AGL/418' MSL. Transmission line tower, poles, buildings and trees beginning 761' from DER, 4' right of centerline, up to 90' AGL/418' MSL. Pole 5563' from DER, 92' left of centerline, 57' AGL/457' MSL.
- Rwy 24: Pole and trees beginning 221' from DER, 243' left of centerline, up to 119' AGL/293' MSL. Trees beginning 2556' from DER, 1041' right of centerline, up to 101' AGL/313' MSL.
- Rwy 35: Pole and trees beginning 891' from DER, 527' left of centerline, up to 76' AGL/320' MSL. Poles and trees beginning 719' from DER, 558' right of centerline, up to 44' AGL/281' MSL. Trees 5933' from DER, 1950' left of centerline, up to 76' AGL/409' MSL. Trees 1.0 NM from DER, 1581' left of centerline, up to 60' AGL/414' MSL. Trees 1.2 NM from DER, 1946' left of centerline, up to 85' AGL/407' MSL.

NOTE: Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 6:** TURBOJET AIRCRAFT - Climbing left turn heading 040°, thence . . . . ALL OTHER AIRCRAFT - Climb heading 058° or as assigned by ATC, thence . . . .
  - TAKEOFF RWY 17:** TURBOJET AIRCRAFT - Climbing right turn heading 220°, thence . . . . ALL OTHER AIRCRAFT - Climb heading 173° or as assigned by ATC, thence . . . .
  - TAKEOFF RWY 24:** Climb heading 238° or as assigned by ATC, thence . . . .
  - TAKEOFF RWY 35:** Climb heading 353° or as assigned by ATC, thence . . . .
- . . . . expect vectors to assigned Route/Navaid/Fix. Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level within five (5) minutes after departure.

# MANCHESTER SEVEN DEPARTURE

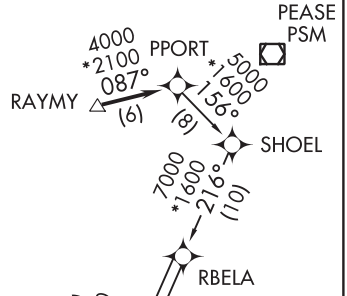
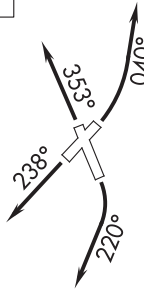
NE-1, 10 NOV 2016 to 05 JAN 2017

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# PPOINT TWO DEPARTURE (RNAV)

ATIS 119.55  
CLNC DEL  
135.9  
GND CON  
121.9  
MANCHESTER TOWER  
121.3 239.025  
BOSTON DEP CON  
124.9 269.075

**TOP ALTITUDE:  
3000**



**TAKEOFF MINIMUMS:**

Rwy 6: Standard with minimum  
climb of 321' per NM to 3000.  
Rwys 17, 24, 35: Standard with  
minimum climb of 320' per NM to 3000.

BARNES  
BAF

NELIE

NORWICH  
ORW

CALVERTON  
CCC

NOTE: For Turbojets only.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: Radar required.  
NOTE: RNAV 1.

(NOTES CONTINUED ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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PPORT TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climbing left turn heading 040°, Thence. . . .

TAKEOFF RWY 17: Climbing right turn heading 220°, Thence. . . .

TAKEOFF RWY 24: Climb heading 238°, Thence. . . .

TAKEOFF RWY 35: Climb heading 353°, Thence. . . .

. . . .Expect vectors to RAYMY, then on depicted route to PPOINT.  
Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level within five (5) minutes after departure.

BARNES TRANSITION (PPOINT2.BAF):

CALVERTON TRANSITION (PPOINT2.CCC):

NELIE TRANSITION (PPOINT2.NELIE):

TAKEOFF OBSTACLE NOTES:

Rwy 6: Pole and trees beginning 67' from DER, 162' left of centerline, up to 107' AGL/313' MSL.

Fence and trees beginning 6' from DER, 90' right of centerline, up to 72' AGL/272' MSL.

Rwy 17: Buildings and trees beginning 1792' from DER, 54' left of centerline, up to 107' AGL/418' MSL.

Transmission line tower, poles, buildings, and trees beginning 761' from DER, 4' right of centerline, up to 90' AGL/418' MSL.

Pole 5563' from DER, 92' left of centerline, 57' AGL/457' MSL.

Rwy 24: Pole and trees beginning 221' from DER, 243' left of centerline, up to 119' AGL/293' MSL.

Trees beginning 2556' from DER, 1041' right of centerline, up to 101' AGL/313' MSL.

Rwy 35: Pole and trees beginning 891' from DER, 527' left of centerline, up to 76' AGL/320' MSL.

Poles and trees beginning 719' from DER, 558' right of centerline, up to 44' AGL/281' MSL.

Trees 5933' from DER, 1950' left of centerline, up to 76' AGL/409' MSL.

Trees 1.0 NM from DER, 1581' left of centerline, up to 60' AGL/414' MSL.

Trees 1.2 NM from DER, 1946' left of centerline, up to 85' AGL/407' MSL.

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NE-1, 10 NOV 2016 to 05 JAN 2017

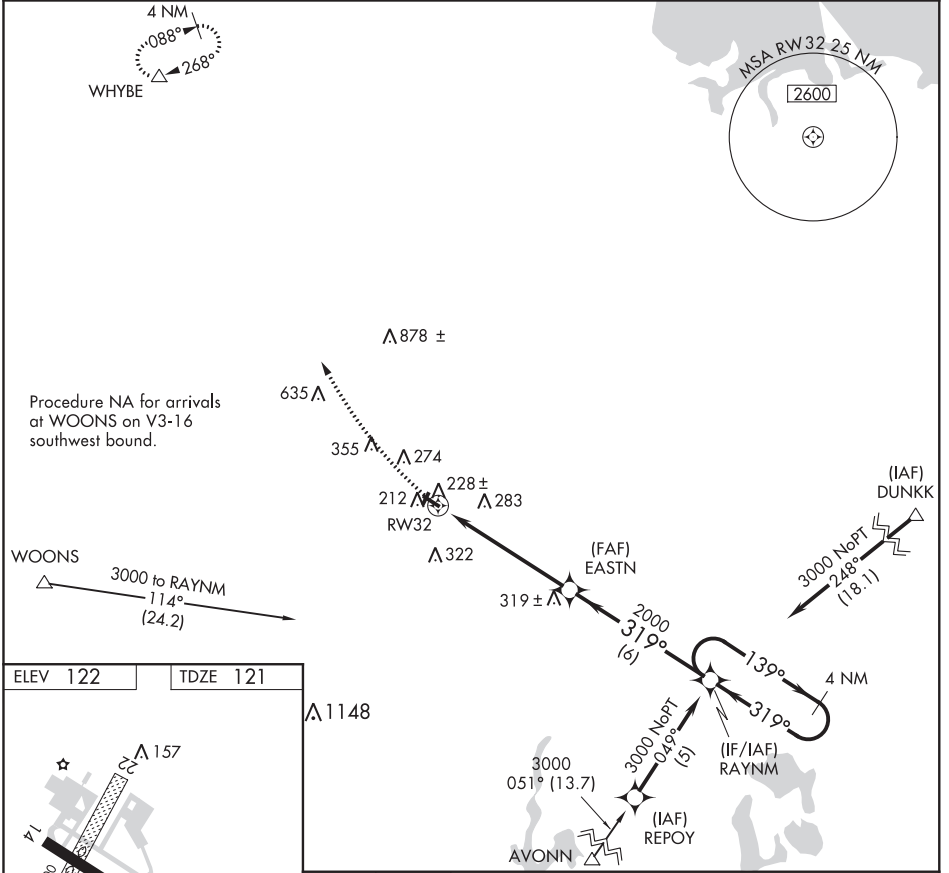
APP CRS <b>319°</b>	Rwy Idg <b>3266</b>
	TDZE <b>121</b>
	Apt Elev <b>122</b>

# RNAV (GPS) RWY 32

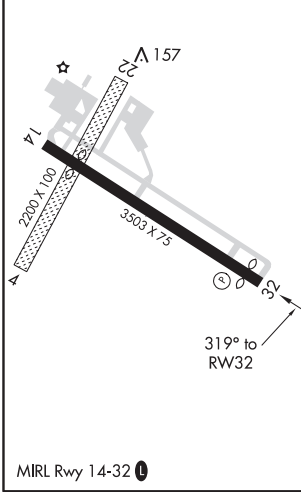
MANSFIELD MUNI (1B9)

**▼** Use Taunton altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.  
**▲ NA** MISSED APPROACH: Climbing right turn to 3000 direct WHYBE and hold.

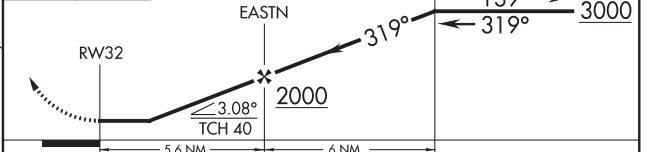
TAUNTON ASOS <b>132.675</b>	BOSTON APP CON <b>124.1 382.0</b>	UNICOM <b>123.0 (CTAF)</b>
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ELEV 122	TDZE 121
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3000 WHYBE  $\triangle$  VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 38). 4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	600-1	479 (500-1)	NA	NA
<b>ⓐ</b> CIRCLING	640-1	518 (600-1)	NA	NA

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WAAS CH <b>50237</b> <b>W06A</b>	APP CRS <b>062°</b>	Rwy Idg TDZE Apt Elev	<b>3300</b> <b>9</b> <b>9</b>
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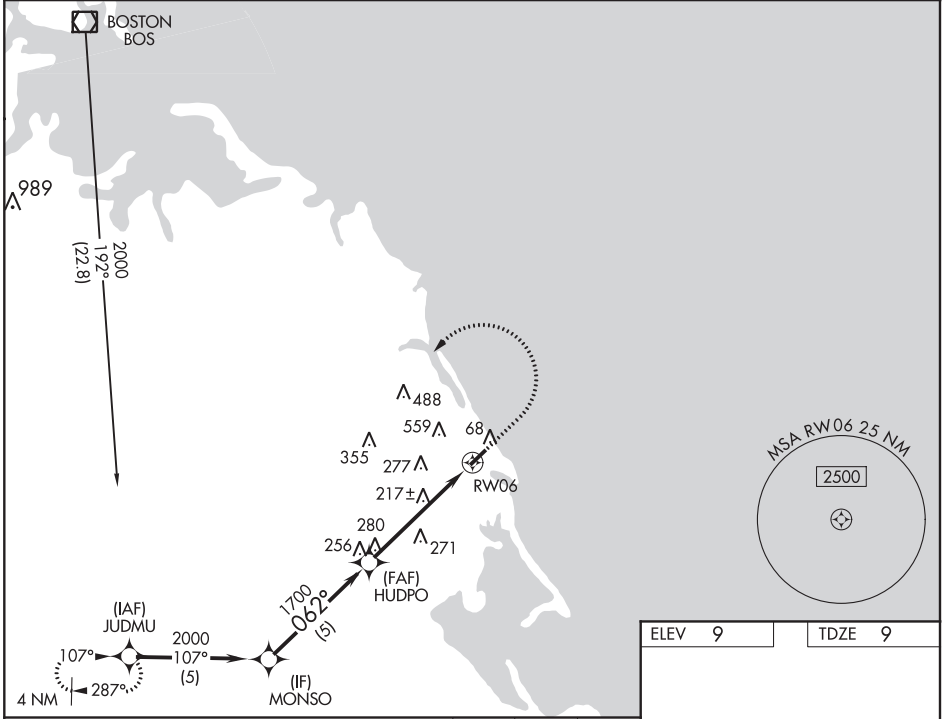
# RNAV (GPS) RWY 6

MARSHFIELD MUNI - GEORGE HARLOW FIELD (GHG)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro VNAV and VDP NA when using Plymouth altimeter setting. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Plymouth altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cts visibility ½ mile.

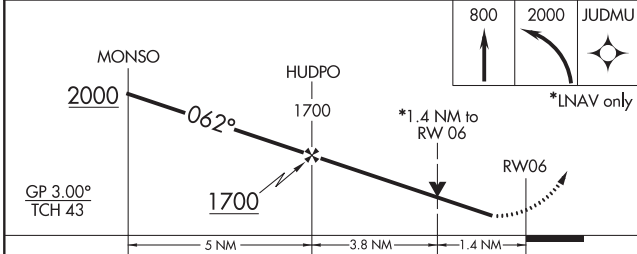
**MISSED APPROACH:** Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

AVOS-3 <b>120.0</b>	BOSTON APP CON <b>124.1</b>	UNICOM <b>122.8 (CTAF) 0</b>
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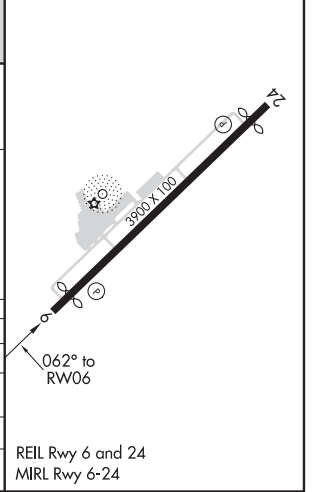


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ELEV 9	TDZE 9
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CATEGORY	A	B	C	D
LPV DA	282-7/8	273 (300-7/8)		NA
LNAV/VNAV DA	445-1½	436 (500-1½)		NA
LNAV MDA	480-1	471 (500-1)		NA
CIRCLING	500-1 491 (500-1)	880-1¼ 871 (900-1¼)		NA

WAAS CH <b>86337</b> <b>W24A</b>	APP CRS <b>242°</b>	Rwy Idg TDZE Apt Elev	<b>3300</b> <b>9</b> <b>9</b>
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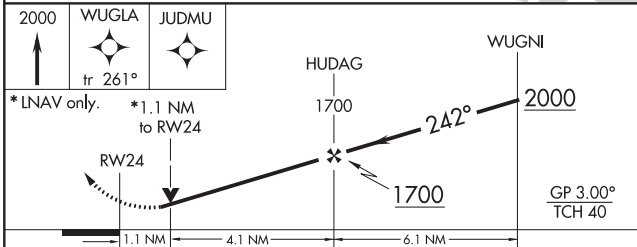
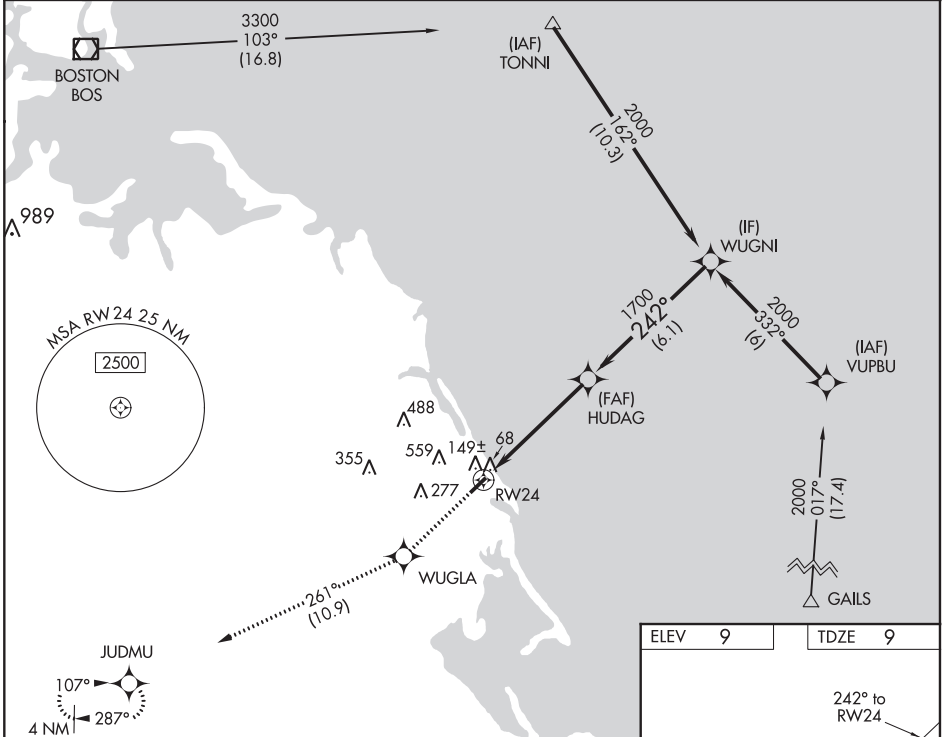
# RNAV (GPS) RWY 24

MARSHFIELD MUNI - GEORGE HARLOW FIELD (GHG)

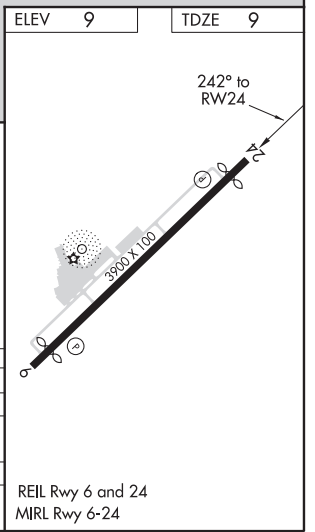
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Plymouth altimeter setting and increase all DA 47 feet, and all MDA 60 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ½ mile. Baro VNAV and VDP NA when using Plymouth altimeter setting. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:** Climb to 2000 direct WUGLA and on track 261° to JUDMU and hold.

AWOS-3 <b>120.0</b>	BOSTON APP CON <b>124.1</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA	359-1 1/8	350 (400-1 1/8)		NA
LNAV/VNAV DA	403-1 3/8	394 (400-1 3/8)		NA
LNAV MDA	400-1	391 (400-1)		NA
<b>C</b> CIRCLING	500-1 491 (500-1)	880-1 1/4 871 (900-1 1/4)		NA



# RNAV (GPS) RWY 24

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

NDB IMR <b>368</b>	APP CRS <b>249°</b>	Rwy Idg TDZE Apt Elev	<b>3300</b> <b>9</b> <b>9</b>
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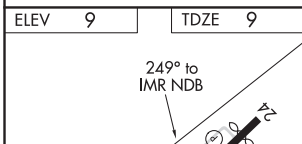
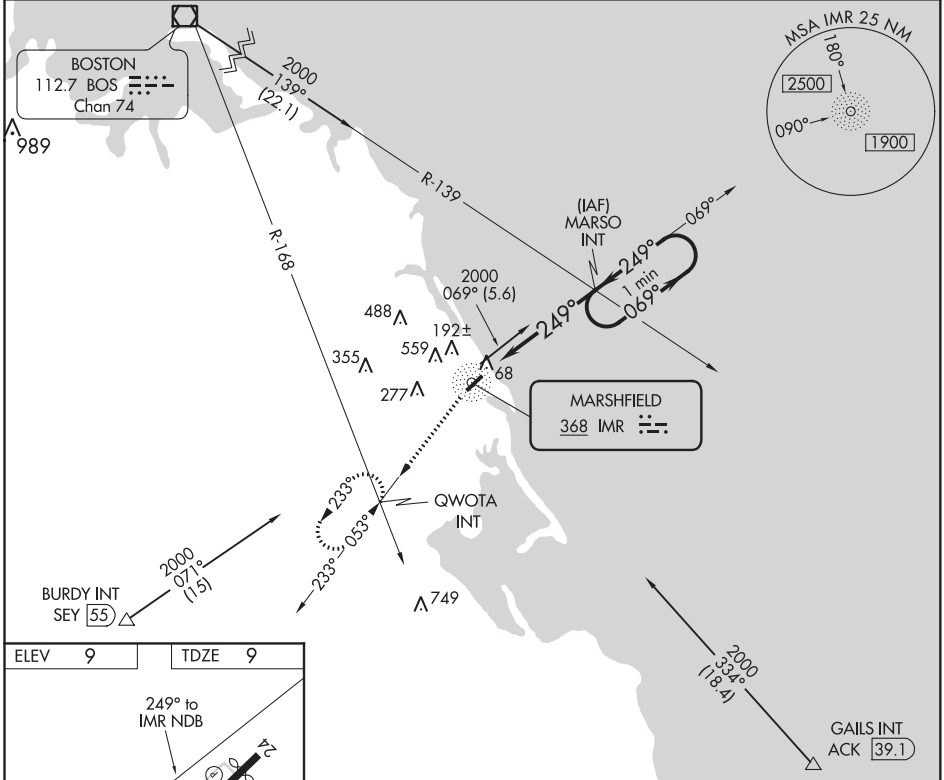
# NDB RWY 24

MARSHFIELD MUNI - GEORGE HARLOW FIELD (G:HG)

**NA** When local altimeter setting not received, use Plymouth altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:** Climb to 2000 on IMR NDB bearing 233° to QWOTA INT and hold, continue climb-in-hold to 2000.

AWOS-3 <b>120.0</b>	BOSTON APP CON <b>124.1</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV 9	TDZE 9
REIL Rwy 6 and 24 MIRL Rwy 6-24	
FAF to MAP 5.6 NM	
Knots	60 90 120 150 180
Min:Sec	5:36 3:44 2:48 2:14 1:52

2000 IMR brg 233°	QWOTA INT	MARSO INT	One Minute Holding Pattern	
IMR NDB		1700	069°	2000
≤ 3.00° TCH 40		5.2 NM		
CATEGORY	A	B	C	D
S-24	580-1	571 (600-1)	NA	
<b>CIRCLING</b>	580-1	880-1 1/4	NA	
	571 (600-1)	871 (900-1 1/4)		

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

MERIDEN, CONNECTICUT

AL-5493 (FAA)

14345

WAAS CH <b>81832</b> <b>W36A</b>	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>3100</b> <b>99</b> <b>103</b>
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# RNAV (GPS) RWY 36

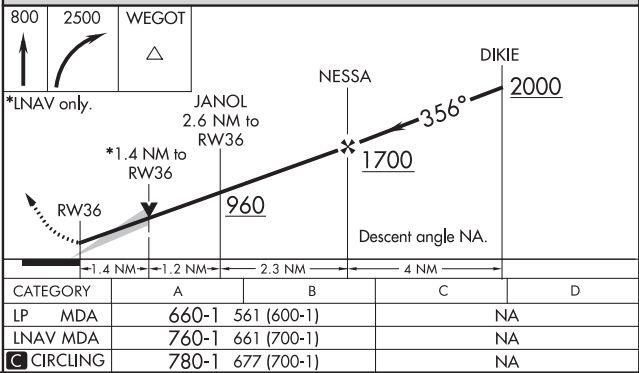
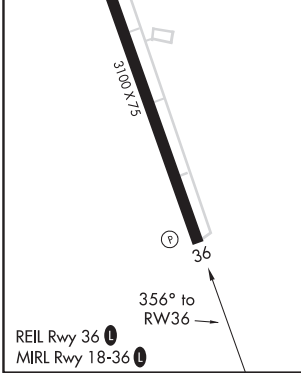
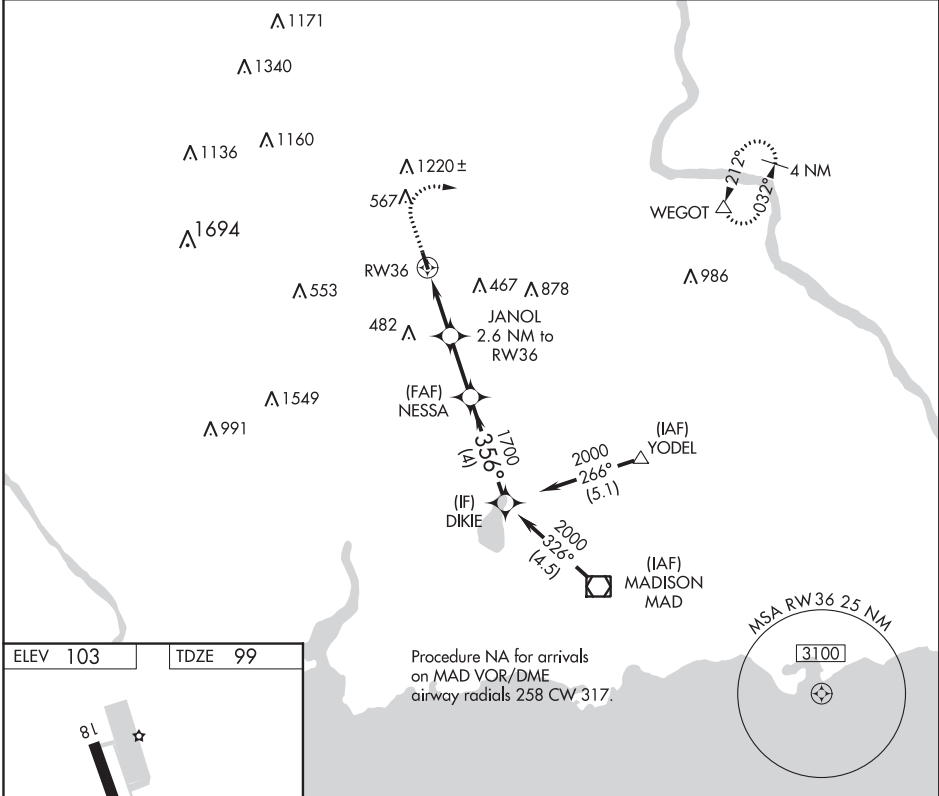
MERIDEN MARKHAM MUNI (MMK)



When local altimeter setting not received, use Hartford altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. VDP NA with Hartford altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 800 then climbing right turn to 2500 direct WEGOT and hold.

ASOS <b>134.925</b>	BRADLEY APP CON <b>127.8 269.325</b>	CLNC DEL <b>120.65</b>	UNICOM <b>123.05</b> (CTAF) <b>1</b>
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MERIDEN, CONNECTICUT  
Orig-C 11DEC14

41°31'N-72°50'W

# MERIDEN MARKHAM MUNI (MMK) RNAV (GPS) RWY 36

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

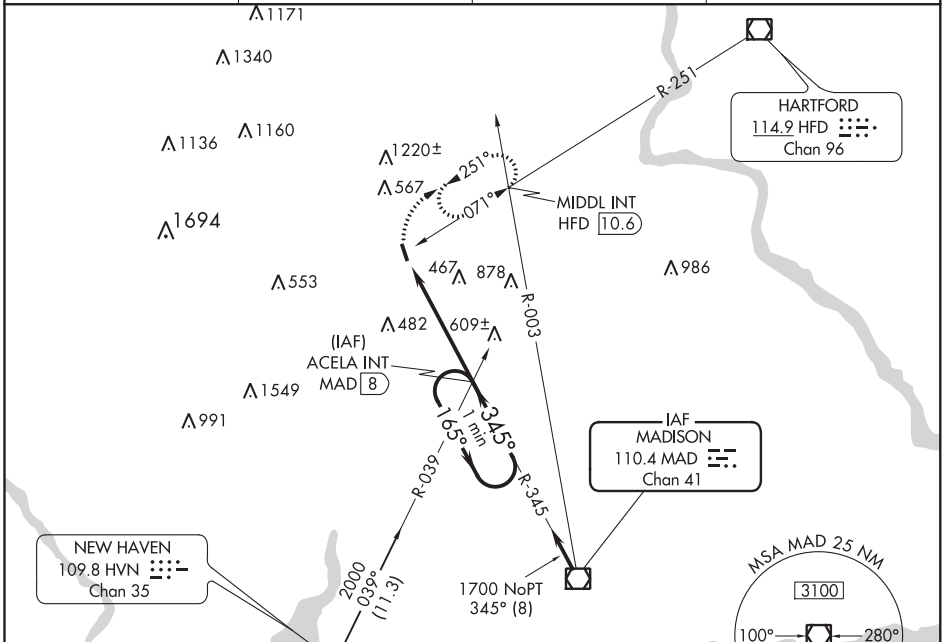
VOR/DME MAD	APP CRS	Rwy Idg TDZE	3100
110.4	345°	99	
Chan 41		Apt Elev	103

# VOR RWY 36

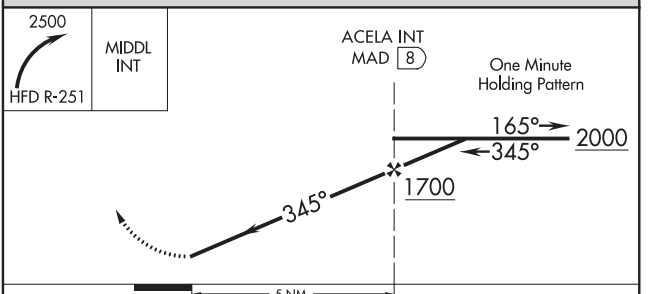
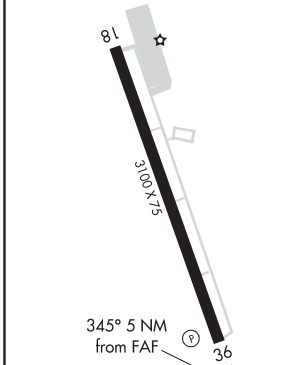
MERIDEN MARKHAM MUNI (MMK)

**Procedure NA at night.** MISSED APPROACH: Climbing right turn to 2500 via HFD VOR/DME R-251 to MIDL INT/HFD 10.6 DME and hold.

ASOS <b>134.925</b>	BRADLEY APP CON <b>127.8 269.325</b>	CLNC DEL <b>120.65</b>	UNICOM <b>123.05</b> (CTAF) <b>U</b>
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ELEV 103	TDZE 99
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CATEGORY	A	B	C	D
S-36	860-1 761 (800-1)	860-1¼ 761 (800-1¼)	NA	
CIRCLING	860-1 757 (800-1)	860-1¼ 757 (800-1¼)	NA	

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>78328</b> <b>W11A</b>	APP CRS <b>107°</b>	Rwy Idg TDZE Apt Elev	<b>4713</b> <b>408</b> <b>408</b>
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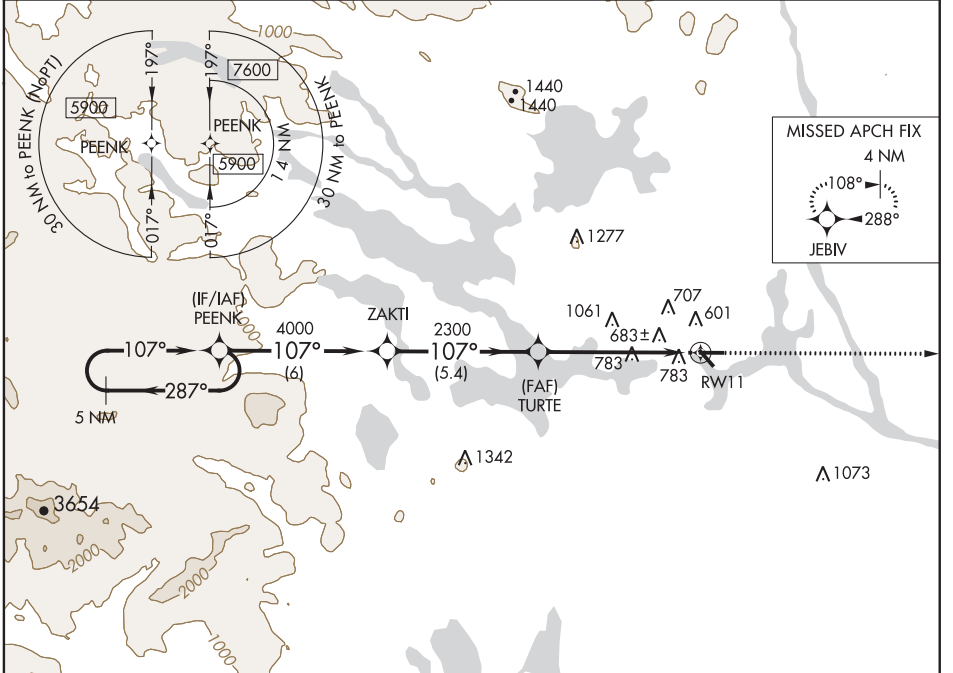
# RNAV (GPS) RWY 11

MILLINOCKET MUNI (MLT)

**⚠** Baro-VNAV NA when using Houlton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Houlton altimeter setting and increase all DA and MDA 120 feet; increase LPV and LNAV/VNAV visibility all Cats ½ mile, LNAV visibility Cat B ¼ mile and Cat C/D ½ mile; and Circling visibility Cat A/B ¼ mile and Cat C/D ½ mile. Procedure NA at night.

**⚠** MISSED APPROACH: Climb to 2300 direct JEBIV and hold.

ASOS <b>135.225</b>	BOSTON CENTER <b>120.25 346.4</b>	UNICOM <b>122.8 (CTAF) 0</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

5 NM Holding Pattern		ELEV 408		TDZE 408	
<p>PEENK</p> <p>5900 ← 287°</p> <p>← 107° →</p> <p>GP 3.00° TCH 51</p>		<p>ZAKTI</p> <p>4000</p>		<p>TURTE</p> <p>2300</p> <p>JEBIV</p> <p>2300</p>	
<p>6 NM</p>		<p>5.4 NM</p>		<p>5.8 NM</p>	
CATEGORY	A	B	C	D	
LPV DA		929-1¼	521 (600-1¼)		
LNAV/VNAV DA		1004-2	596 (600-2)		
LNAV MDA	1100-1	692 (700-1)	1100-2	692 (700-2)	
CIRCLING	1100-1	692 (700-1)	1100-2	1100-2¼	692 (700-2¼)
<p>REIL Rwy 29 0</p> <p>MIRL Rwy 11-29 0</p>					



WAAS CH <b>53628</b> <b>W29A</b>	APP CRS <b>287°</b>	Rwy Idg TDZE <b>408</b> Apt Elev <b>408</b>	<b>4713</b>
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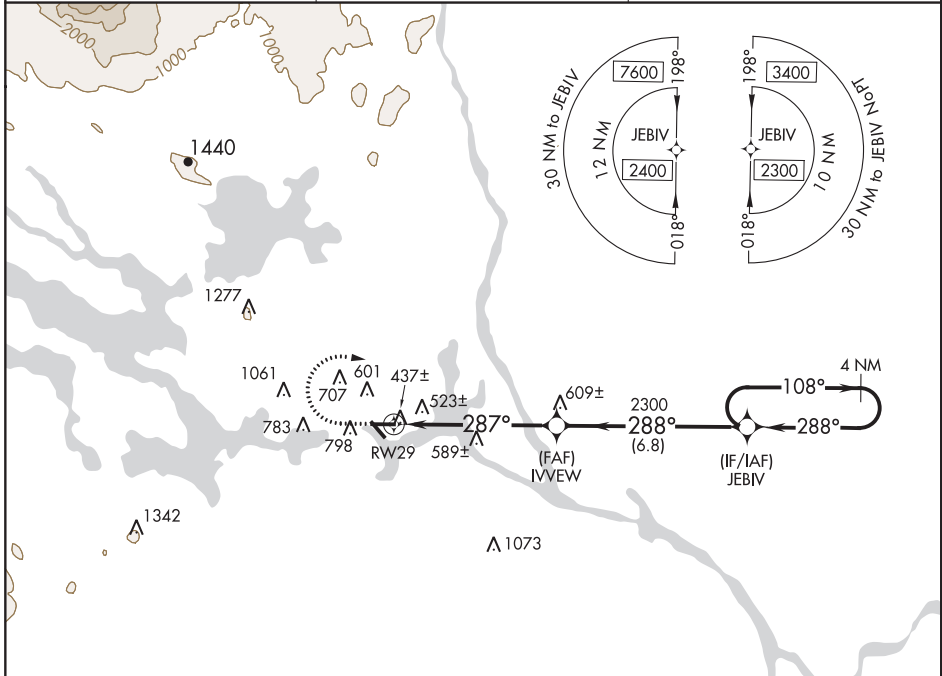
# RNAV (GPS) RWY 29

MILLINOCKET MUNI (MLT)

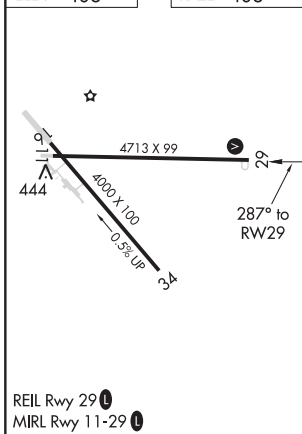
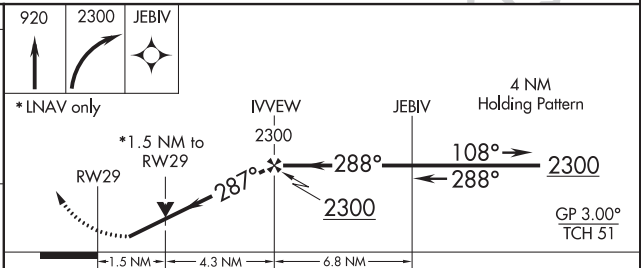
**⚠** Baro-VNAV NA when using Houlton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Houlton altimeter setting and increase all DA and all MDA 120 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility ¾ mile, and Circling Cat A/B visibility ¼ mile and Cat C/D visibility ½ mile. Night landing: Rwy 11, 34 NA.

**MISSED APPROACH:**  
Climb to 920 then climbing right turn to 2300 direct JEBIV and hold.

ASOS <b>135.225</b>	BOSTON CENTER <b>120.25 346.4</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 408	TDZE 408
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CATEGORY	A	B	C	D
LPV DA		697-1	289 (300-1)	
LNAV/VNAV DA		815-1 3/8	407 (400-1 3/8)	
LNAV MDA	920-1	512 (600-1)	920-1 1/2	512 (600-1 1/2)
CIRCLING	1100-1	692 (700-1)	1100-2 692 (700-2)	1100-2 1/4 692 (700-2 1/4)

MILLINOCKET, MAINE

AL-261 (FAA)

15232

VOR/DME MLT	APP CRS	Rwy Idg	<b>4713</b>
<b>117.9</b>	<b>319°</b>	TDZE	<b>408</b>
Chan <b>126</b>		Apt Elev	<b>408</b>

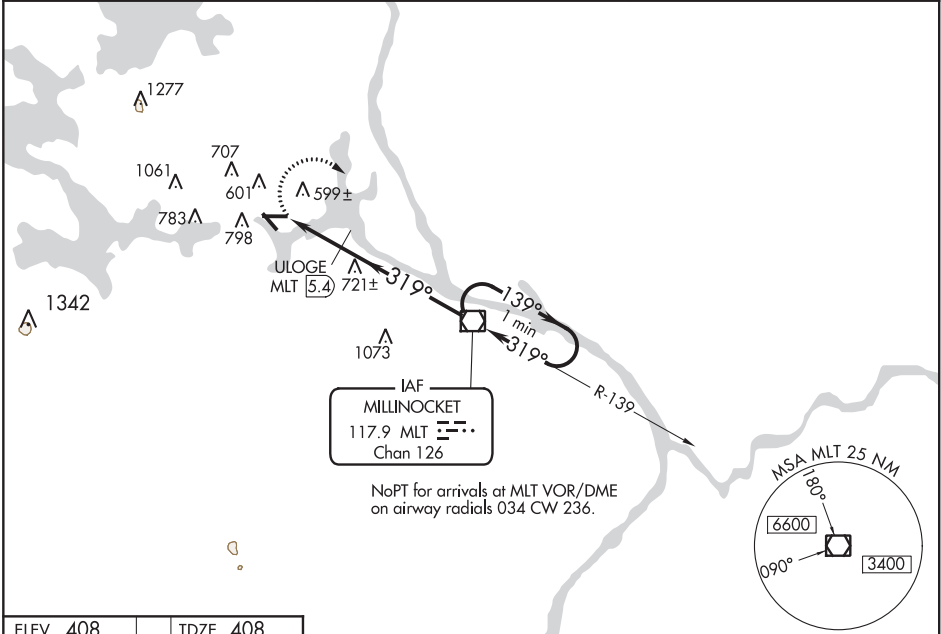
# VOR RWY 29

MILLINOCKET MUNI (MLT)

- ▼ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Houlton altimeter setting and increase all MDA 120 feet, increase S-29 and Circling Cat B visibility ¼ mile and Cat C and D visibility ½ mile. ULOGE Fix Minimums: Increase S-29 Cat C and D visibility ¼ mile, Circling Cat B visibility ¼ mile and Cat C and D visibility ½ mile. Procedure NA at night.
- ☼ -24°C/-11°F

**MISSED APPROACH:** Climbing right turn to 3000 direct MLT VOR/DME and hold, continue climb-in-hold to 3000.

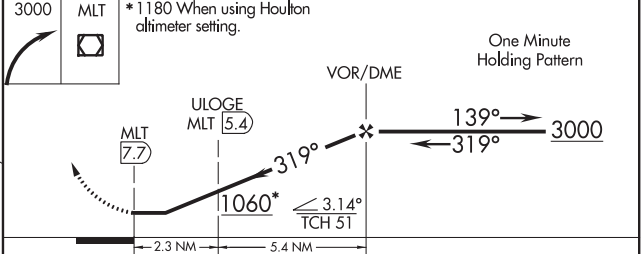
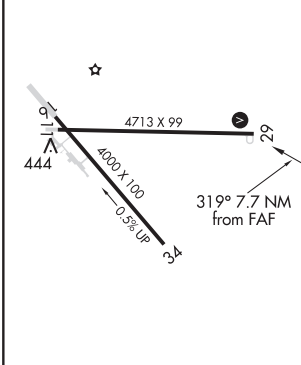
ASOS <b>135.225</b>	BOSTON CENTER <b>120.25 346.4</b>	UNICOM <b>122.8 (CTAF)</b> <b>📞</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV <b>408</b>	TDZE <b>408</b>
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CATEGORY	A		B		C		D	
	S-29	1060-1	652 (700-1)			1060-1¾ 652 (700-1¾)	1060-2 652 (700-2)	
CIRCLING	1100-1	692 (700-1)			1100-2 692 (700-2)	1100-2¼ 692 (700-2¼)		
ULOGE FIX MINIMUMS								
S-29	880-1	472 (500-1)			880-1¼ 472 (500-1¼)	880-1½ 472 (500-1½)		
CIRCLING	1100-1	692 (700-1)			1100-2 692 (700-2)	1100-2¼ 692 (700-2¼)		

REIL Rwy 29 **📞**  
MIRL Rwy 11-29 **📞**

FAF to MAP 7.7 NM

Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34

MILLINOCKET, MAINE  
Orig-B 30APR15

45°39'N-68°41'W

# MILLINOCKET MUNI (MLT) VOR RWY 29

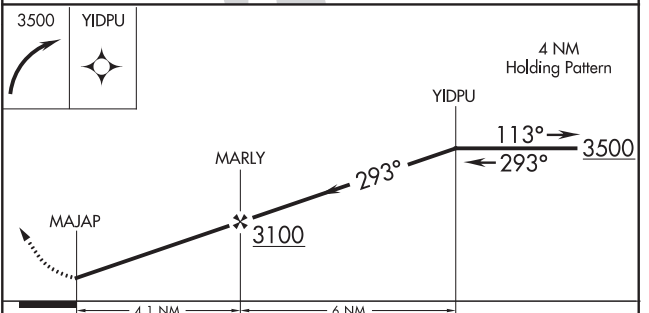
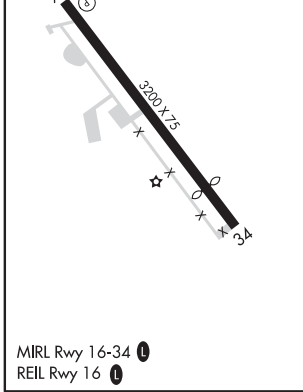
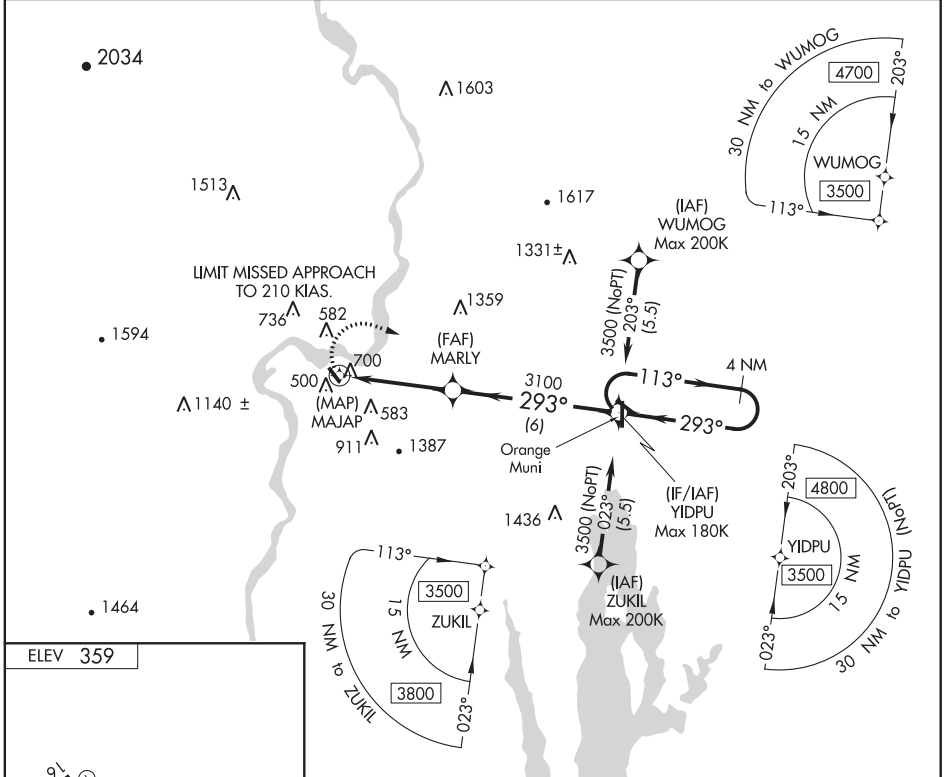
APP CRS <b>293°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>359</b>
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# RNAV (GPS)-B

TURNERS FALLS (ØB5)

**⚠** Obtain local altimeter setting on CTAF; when not received, use Orange altimeter setting and increase MDA 60 feet. Procedure NA at night.  
**⚠** NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.  
**⚠** MISSED APPROACH: Climbing right turn to 3500 direct YIDPU and hold.

BOSTON CENTER <b>123.75 338.2</b>	UNICOM <b>123.0</b> (CTAF) <b>Ⓛ</b>
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CATEGORY	A	B	C	D
CIRCLING	1480-1¼ 1121 (1200-1¼)	1480-1½ 1121 (1200-1½)	1480-3 1121 (1200-3)	NA

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NE-1, 10 NOV 2016 to 05 JAN 2017

VOR/DME GDM <b>110.6</b> Chan <b>43</b>	APP CRS <b>292°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>359</b>
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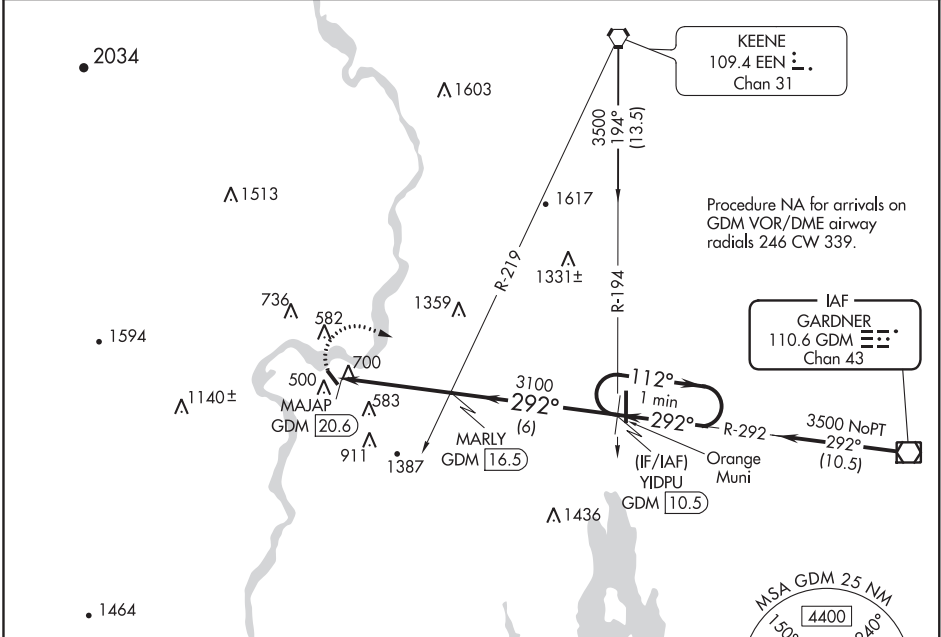
**VOR-A**  
TURNERS FALLS (ØB5)

Obtain local altimeter setting on CTAF; when not received, use Orange altimeter setting. Procedure NA at night.  
 Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3500 on GDM VOR/DME R-292 to YIPDU INT/GDM 10.5 DME and hold.

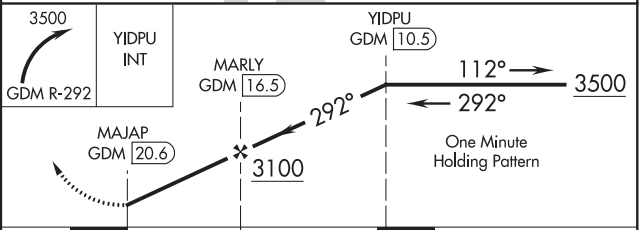
BOSTON CENTER  
**123.75 338.2**

UNICOM  
**123.0** (CTAF) **1**



NE-1, 10 NOV 2016 to 05 JAN 2017

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MRL Rwy 16-34 **1**  
REIL Rwy 16 **1**

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
CIRCLING	1660-1¼ 1301 (1400-1¼)	1660-1½ 1301 (1400-1½)	1660-3 1301 (1400-3)	NA
ORANGE ALTIMETER SETTING MINIMUMS				
CIRCLING	1720-1¼ 1361 (1400-1¼)	1720-1½ 1361 (1400-1½)	1720-3 1361 (1400-3)	NA

WAAS CH <b>72731</b> <b>W19A</b>	APP CRS <b>194°</b>	Rwy Idg TDZE Apt Elev	<b>3700</b> <b>733</b> <b>733</b>
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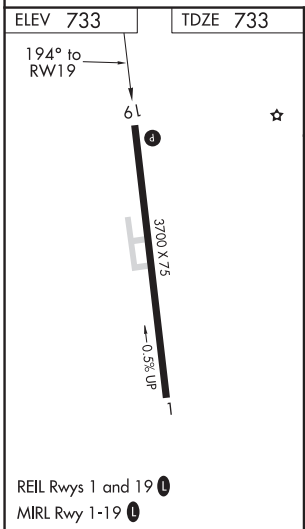
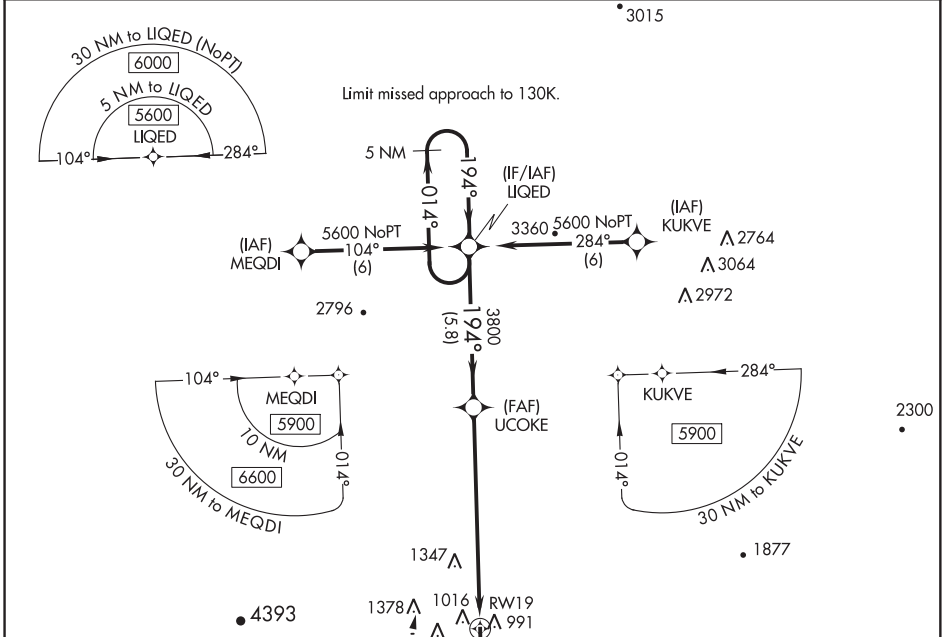
# RNAV (GPS) Y RWY 19

MORRISVILLE-STOWE STATE (MVL)

**⚠** When local altimeter setting not received, use Burlington altimeter setting and increase all MDA 120 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

**⚠** MISSED APPROACH: Climbing right turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600.

ASOS <b>135.625</b>	BOSTON CENTER <b>135.7 282.2</b>	UNICOM <b>122.8 (CTAF)</b> <b>⓪</b>
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ELEV 733	TDZE 733																				
<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>LP MDA</td> <td>1820-1¼ 1087 (1100-1¼)</td> <td>1820-1½ 1087 (1100-1½)</td> <td></td> <td>NA</td> </tr> <tr> <td>LNAV MDA</td> <td>2120-1¼ 1387 (1400-1¼)</td> <td>2120-1½ 1387 (1400-1½)</td> <td></td> <td>NA</td> </tr> <tr> <td><b>C</b> CIRCLING</td> <td>2120-1¼ 1387 (1400-1¼)</td> <td>2120-1½ 1387 (1400-1½)</td> <td></td> <td>NA</td> </tr> </tbody> </table>	CATEGORY	A	B	C	D	LP MDA	1820-1¼ 1087 (1100-1¼)	1820-1½ 1087 (1100-1½)		NA	LNAV MDA	2120-1¼ 1387 (1400-1¼)	2120-1½ 1387 (1400-1½)		NA	<b>C</b> CIRCLING	2120-1¼ 1387 (1400-1¼)	2120-1½ 1387 (1400-1½)		NA	
CATEGORY	A	B	C	D																	
LP MDA	1820-1¼ 1087 (1100-1¼)	1820-1½ 1087 (1100-1½)		NA																	
LNAV MDA	2120-1¼ 1387 (1400-1¼)	2120-1½ 1387 (1400-1½)		NA																	
<b>C</b> CIRCLING	2120-1¼ 1387 (1400-1¼)	2120-1½ 1387 (1400-1½)		NA																	

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

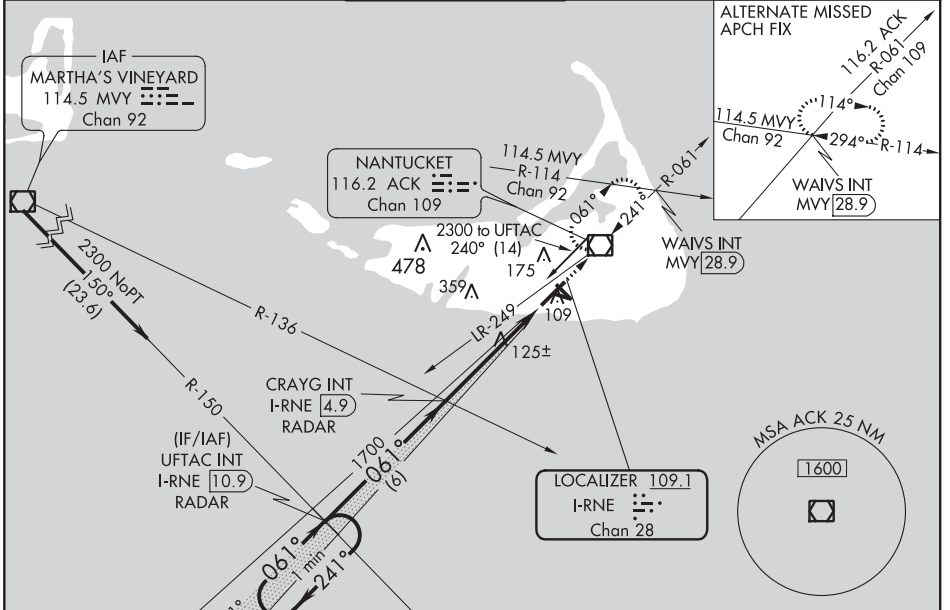


LOC/DME I-RNE <b>109.1</b> Chan <b>28</b>	APP CRS <b>061°</b>	Rwy Idg <b>5766</b> TDZE <b>38</b> Apt Elev <b>47</b>
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# ILS or LOC RWY 6

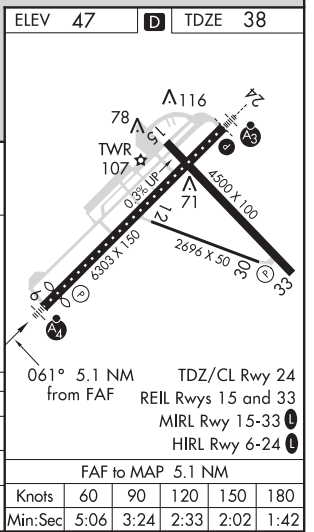
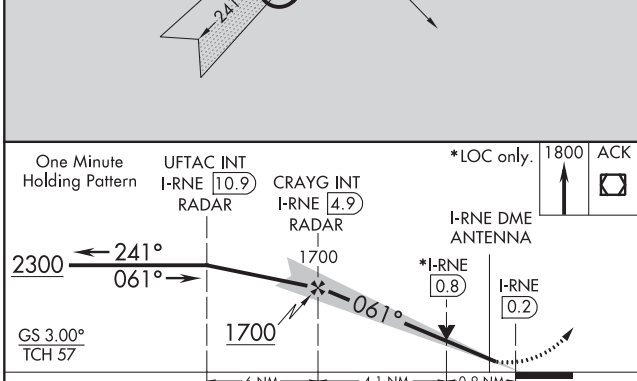
## NANTUCKET MEMORIAL (ACK)

When local altimeter not received, use Hyannis altimeter setting and increase DA to 301 and all MDA 80 feet; increase S-LOC 6 Cats, C/D visibility to RVR 5000 and Circling Cats C/D visibility 1/4 SM. Inop table does not apply to S-ILS 6. For inop ALS, increase S-LOC 6 Cat D visibility to RVR 5500. For inop ALS when using Hyannis altimeter setting, increase S-ILS 6 all Cats visibility to RVR 4500 and S-LOC 6 Cat D visibility to 1/4 SM. VDP NA when using Hyannis altimeter setting.			MALSF	MISSED APPROACH: Climb to 1800 direct ACK VOR/DME and hold, continue climb-in-hold to 1800.	
ATIS <b>127.5</b>	CAPE APP CON* <b>126.1 318.1</b>	NANTUCKET TOWER * <b>118.3 (CTAF) 0</b>	GND CON <b>132.5</b>	CLNC DEL <b>119.375</b>	UNICOM <b>122.95</b>



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 6		238/40	200 (200-3/4)	
S-LOC 6		380/40	342 (400-3/4)	
CIRCLING	480-1 433 (500-1)	500-1 453 (500-1)	720-2 673 (700-2)	720-2 1/4 673 (700-2 1/4)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NANTUCKET, MASSACHUSETTS

AL-659 (FAA)

16259

LOC/DME I-ACK <b>109.1</b> Chan <b>28</b>	APP CRS <b>241°</b>	Rwy Idg TDZE Apt Elev <b>6303</b> <b>47</b> <b>47</b>
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# ILS or LOC RWY 24

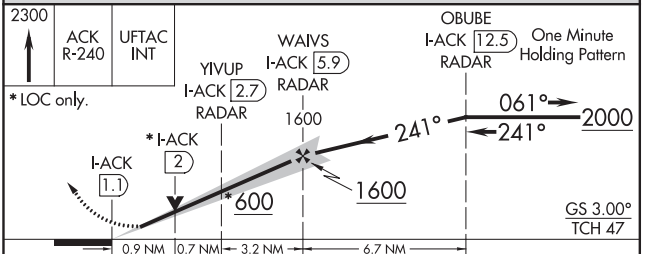
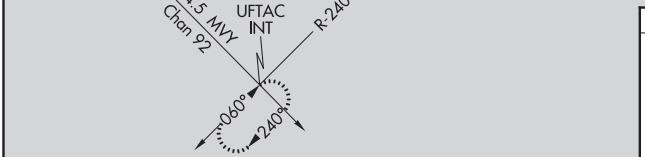
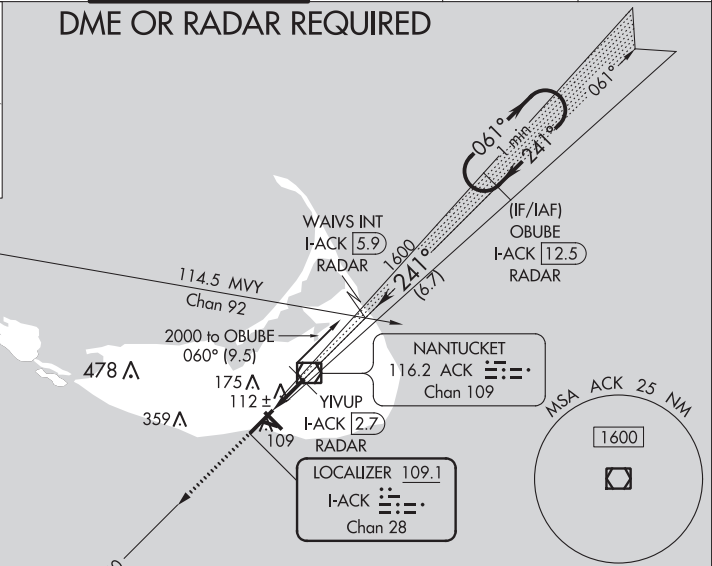
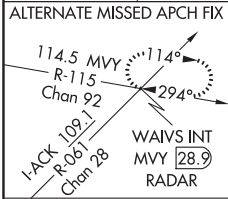
NANTUCKET MEMORIAL (ACK)

When local altimeter setting not received, use Hyannis altimeter setting and increase all DA to 310 and all MDA 80 feet. Increase S-ILS 24, all Cats, visibility to RVR 2000, S-LOC 24 Cats C/D visibility to RVR 4000 and increase Circling Cats C/D ¼ SM. VDP NA when using Hyannis altimeter setting. For inop SSALR when using the Hyannis altimeter setting, increase S-ILS 24, all Cats, visibility to RVR 4500 and increase S-LOC 24 Cats C/D visibility to RVR 6000.

**SSALR**

**MISSED APPROACH:**  
Climb to 2300 on ACK  
VOR/DME R-240 direct  
UFTAC INT and hold.

ATIS <b>127.5</b>	CAPE APP CON ★ <b>126.1 318.1</b>	NANTUCKET TOWER ★ <b>118.3 (CTAF) 0</b>	GND CON <b>132.5</b>	CLNC DEL <b>119.375</b>	UNICOM <b>122.95</b>
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ELEV 47	<b>D</b>	TDZE 47
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241° 4.7 NM from FAF  
A 116  
78 A 51  
TWR 107  
0.35 ILS  
A 71  
4500 X 100  
2696 X 50  
121  
150  
6303 X 150  
33

TDZ/CL Rwy 24  
HIRL Rwy 6-24  
MIRL Rwy 15-33  
REIL Rwys 15 and 33

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-ILS 24	247/18 200 (200-½)			
S-LOC 24	380/24	333 (400-½)	380/26	333 (400-¾)
<b>C</b> CIRCLING	480-1 433 (500-1)	500-1 453 (500-1)	720-2 673 (700-2)	720-2¼ 673 (700-2¼)

NANTUCKET, MASSACHUSETTS  
Amdt 16 15SEP16

41°15'N-70°04'W

# NANTUCKET MEMORIAL (ACK)

## ILS or LOC RWY 24

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



WAAS CH <b>81912</b> <b>W06A</b>	APP CRS <b>061°</b>	Rwy Idg TDZE Apt Elev	<b>5766</b> <b>38</b> <b>47</b>
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# RNAV (GPS) RWY 6

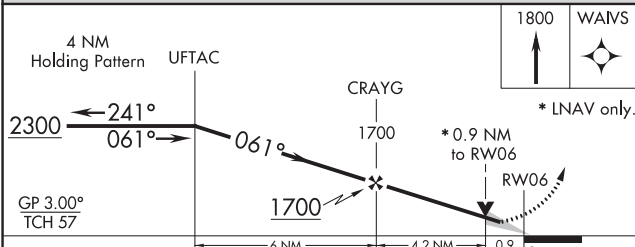
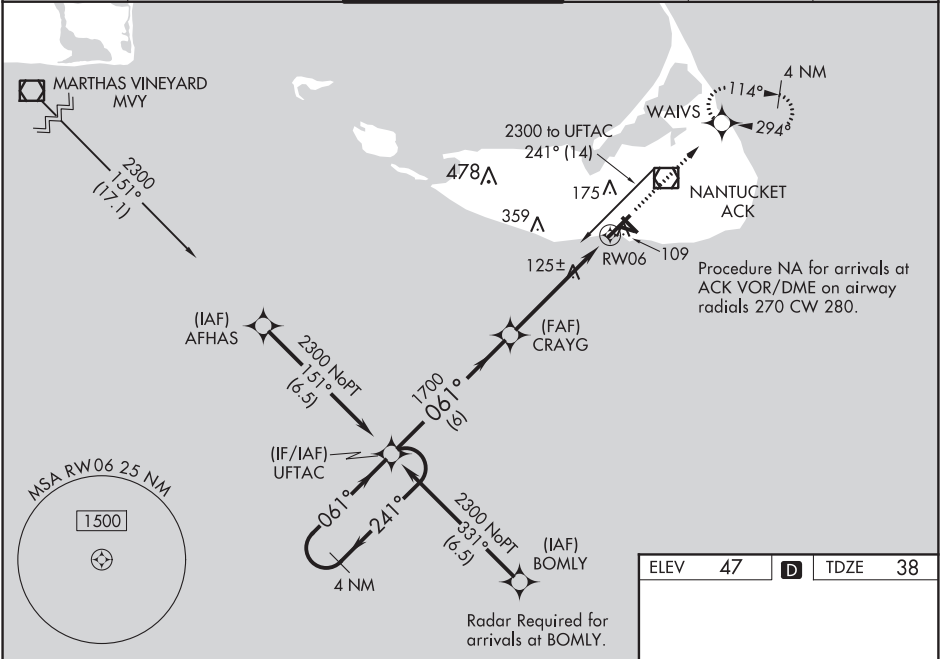
## NANTUCKET MEMORIAL (ACK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Hyannis altimeter setting. When local altimeter setting not received, use Hyannis altimeter setting and increase LPV DA to 301, LNAV/VNAV DA to 363 and all MDA 80 feet; increase LNAV Cats C/D visibility to RVR 5000 and Circling Cats C/D visibility ¼ SM. Inoperative table does not apply to LPV. For inoperative ALS increase LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cat D visibility to RVR 5500. For inoperative ALS when using Hyannis altimeter setting, increase LPV all Cats visibility to RVR 4500, increase LNAV/VNAV all Cats visibility to RVR 6000 and increase LNAV Cats C/D to 1¼ SM.

MALSF

MISSED APPROACH:  
Climb to 1800 direct  
WAIVS and hold.

ATIS <b>127.5</b>	CAPE APP CON ★ <b>126.1 318.1</b>	NANTUCKET TOWER ★ <b>118.3 (CTAF) 0</b>	GND CON <b>132.5</b>	CLNC DEL <b>119.375</b>	UNICOM <b>122.95</b>
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ELEV 47	<b>D</b>	TDZE 38
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TDZ/CL Rwy 24  
REIL Rws 15 and 33  
MIRL Rwy 15-33  
HIRL Rwy 6-24

CATEGORY	A	B	C	D
LPV DA		238/40	200 (200-¾)	
LNAV/VNAV DA		300/40	262 (300-¾)	
LNAV MDA		380/40	342 (400-¾)	
<b>C</b> CIRCLING	480-1 433 (500-1)	500-1 453 (500-1)	720-2 673 (700-2)	720-2¼ 673 (700-2¼)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>97623</b> <b>W15A</b>	APP CRS <b>151°</b>	Rwy Idg <b>4500</b> TDZE <b>45</b> Apt Elev <b>47</b>
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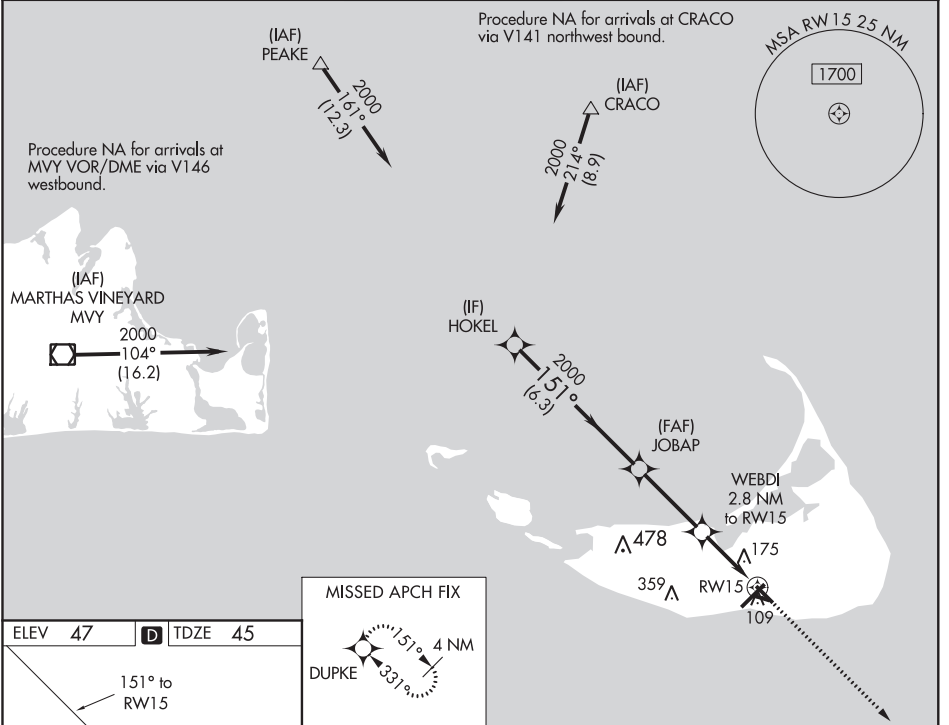
# RNAV (GPS) RWY 15

NANTUCKET MEMORIAL (ACK)

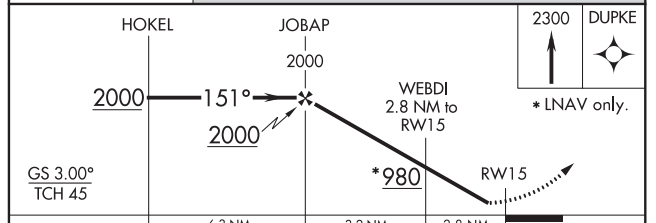
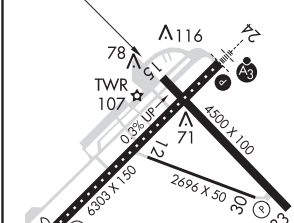
▼ Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA.  
 ▲ Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Hyannis altimeter setting and increase LPV DA to 358, LNAV/VNAV DA to 543, and all MDA 80 feet; increase LNAV/VNAV all Cats and LNAV Cats C and D visibility 1/4 mile.

MISSED APPROACH: Climb to 2300 direct DUPKE and hold.

ATIS <b>127.5</b>	CAPE APP CON * <b>126.1 318.1</b>	NANTUCKET TOWER * <b>118.3 (CTAF) 0</b>	GND CON <b>132.5</b>	CLNC DEL <b>119.375</b>	UNICOM <b>122.95</b>
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ELEV 47	<b>D</b>	TDZE 45
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CATEGORY	A	B	C	D
LPV DA		295-1	250 (300-1)	
LNAV/VNAV DA		480-1½	435 (500-1½)	
LNAV MDA	440-1	395 (400-1)	440-1½	395 (400-1½)
CIRCLING	480-1 433 (500-1)	500-1 453 (500-1)	500-1½ 453 (500-1½)	600-2 553 (600-2)

TDZ/CL Rwy 24  
 REIL Rwy 15 and 33  
 MIRL Rwy 15-33  
 HIRL Rwy 6-24

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>93612</b> <b>W24A</b>	APP CRS <b>241°</b>	Rwy Idg TDZE Apt Elev	<b>6303</b> <b>47</b> <b>47</b>
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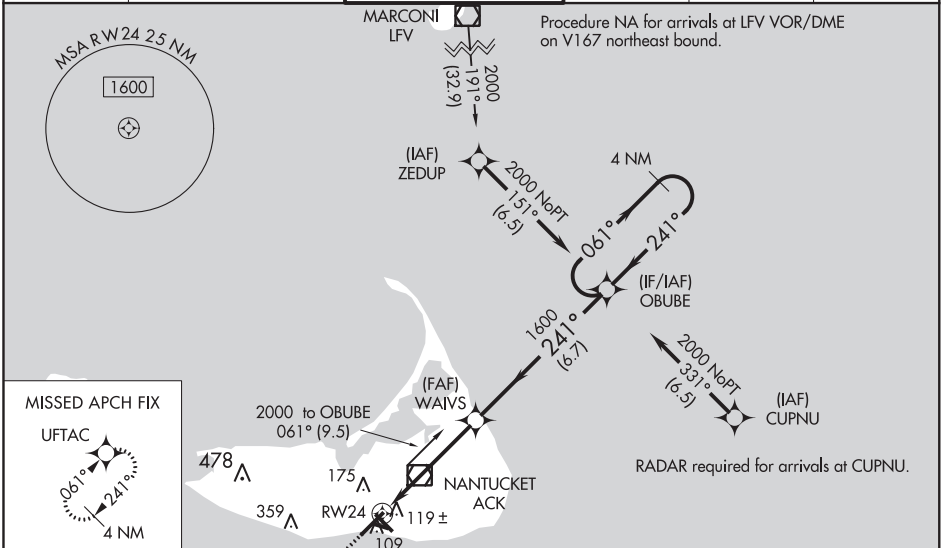
# RNAV (GPS) RWY 24

NANTUCKET MEMORIAL (ACK)

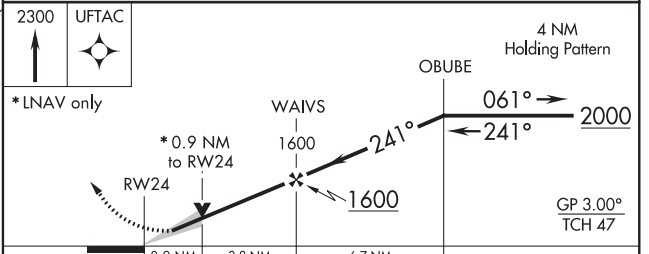
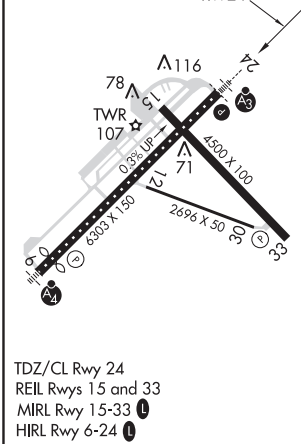
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Hyannis altimeter setting. When local altimeter setting not received, use Hyannis altimeter setting and increase LPV DA to 310 feet and LNAV/VNAV DA to 363 feet and all DA 80 feet, increase LNAV/VNAV all Cats visibility to RVR 3000 and LNAV Cats C/D visibility to RVR 4000 and Circling Cats C/D visibility ¼ SM. For inop SSALR increase LNAV/VNAV all Cats visibility to RVR 4000. For inop SSALR when using Hyannis altimeter setting, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats to RVR 5000, and LNAV Cats C/D to RVR 6000.

SSALR  
MISSED APPROACH:  
Climb to 2300 direct UFTAC and hold.

ATIS <b>127.5</b>	CAPE APP CON * <b>126.1 318.1</b>	NANTUCKET TOWER * <b>118.3 (CTAF) 0</b>	GND CON <b>132.5</b>	CLNC DEL <b>119.375</b>	UNICOM <b>122.95</b>
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ELEV 47	<b>D</b>	TDZE 47
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CATEGORY	A	B	C	D
LPV DA		247/24	200 (200-½)	
LNAV/VNAV DA		300/24	253 (300-½)	
LNAV MDA	380/24	333 (400-½)	380/26	333 (400-⅝)
<b>C</b> CIRCLING	480-1 433 (500-1)	500-1 453 (500-1)	720-2 673 (700-2)	720-2¼ 673 (700-2¼)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>77835</b> <b>W33A</b>	APP CRS <b>331°</b>	Rwy Idg TDZE Apt Elev	<b>4500</b> <b>41</b> <b>47</b>
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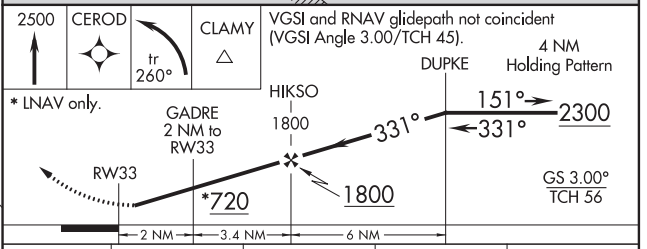
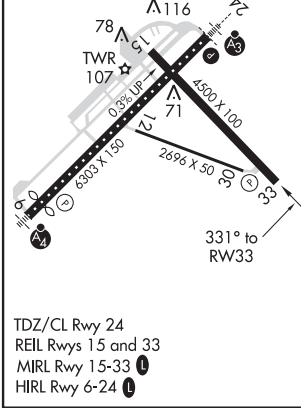
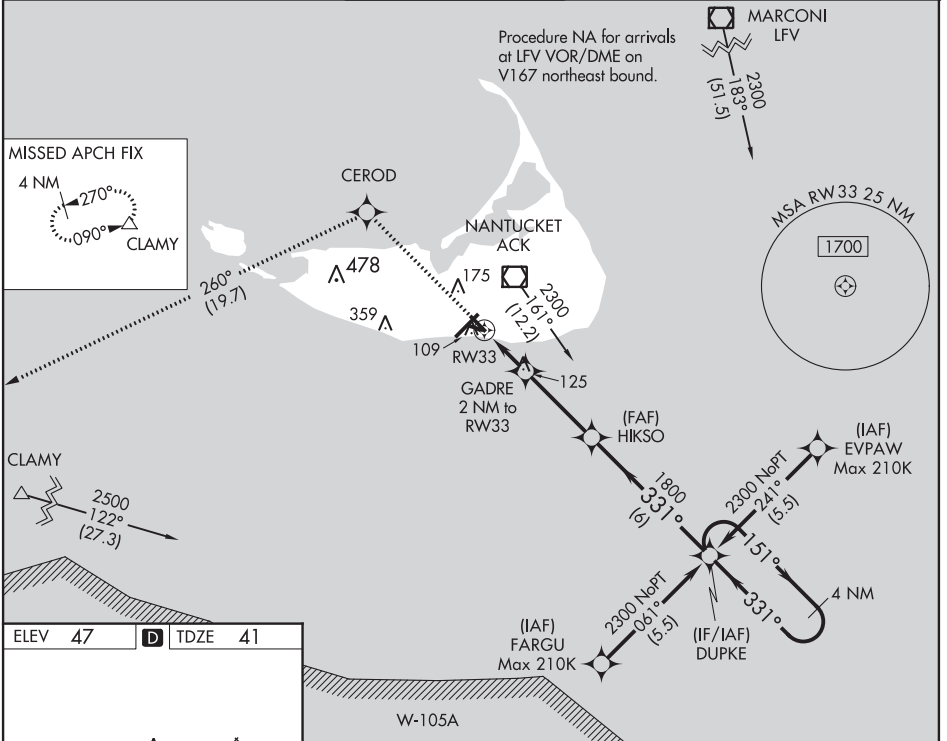
# RNAV (GPS) RWY 33

NANTUCKET MEMORIAL (ACK)

**Baro-VNAV NA** when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). When local altimeter setting not received, use Hyannis altimeter setting: increase all DA 63 feet and all MDA 80 feet; increase LNAV Cats C and D visibility 1/8 mile and Circling Cat C visibility 1/4 mile. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2500 direct CEROD and on track 260° to CLAMY and hold.

ATIS <b>127.5</b>	CAPE APP CON * <b>126.1 318.1</b>	NANTUCKET TOWER * <b>118.3 (CTAF)</b> <b>0</b>	GND CON <b>132.5</b>	CLNC DEL <b>119.375</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		291-1	250 (300-1)	
LNAV/VNAV DA		301-1	260 (300-1)	
LNAV MDA		380-1	339 (400-1)	
CIRCLING	480-1	500-1	720-2	1000-3
	433 (500-1)	453 (500-1)	673 (700-2)	953 (1000-3)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ACK VOR/DME <b>116.2</b> Chan <b>109</b>	APP CRS <b>240°</b>	Rwy Idg <b>6303</b> TDZE <b>48</b> Apt Elev <b>48</b>
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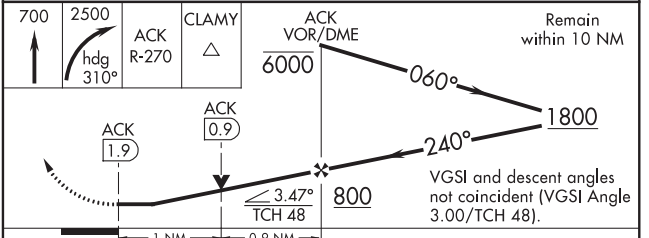
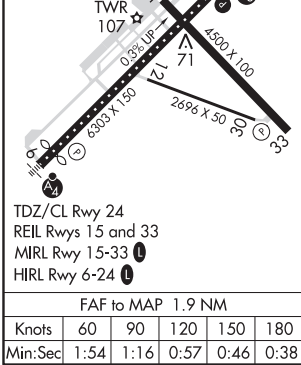
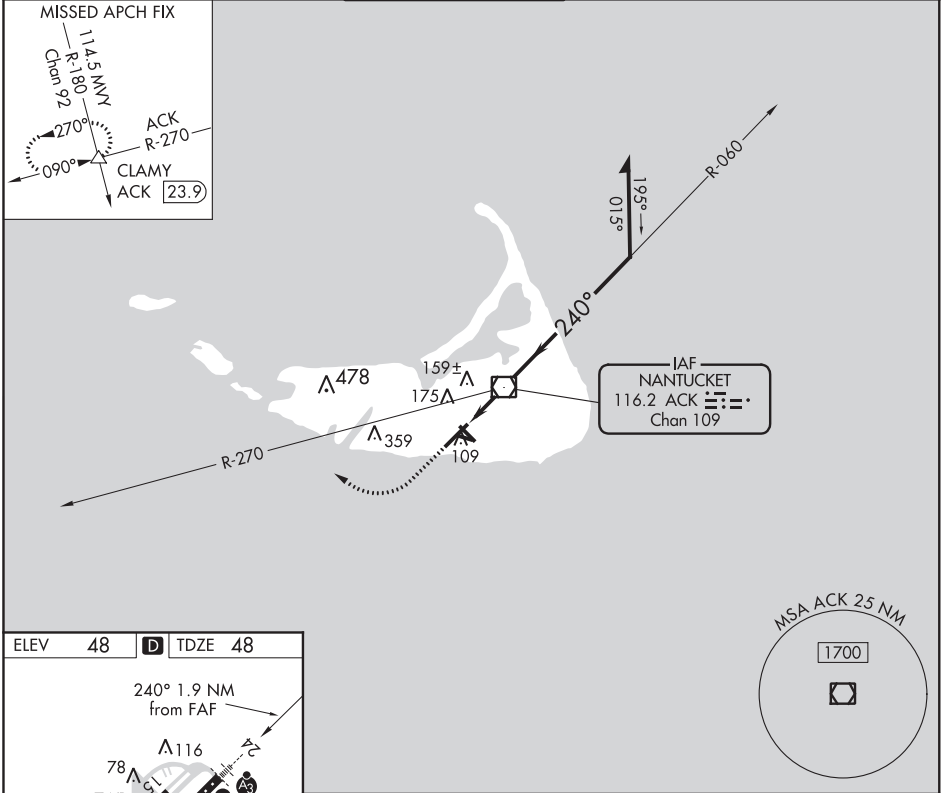
# VOR RWY 24

NANTUCKET MEMORIAL (ACK)

**⚠** When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 80 feet; increase S-24 Cat C visibility to RVR 4000. VDP NA when using Hyannis altimeter setting. For Inoperative SSALR, increase S-24 Cat D visibility to RVR 6000.

**SSALR** MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via heading 310° and ACK VOR/DME R-270 to CLAMY INT/ACK 23.9 DME and hold.

ATIS <b>127.5</b>	CAPE APP CON ★ <b>126.1 318.1</b>	NANTUCKET TOWER ★ <b>118.3 (CTAF) 0</b>	GND CON <b>132.5</b>	CLNC DEL <b>119.375</b>	UNICOM <b>122.95</b>
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NANTUCKET, MASSACHUSETTS  
Amdt 14A 20OCT11

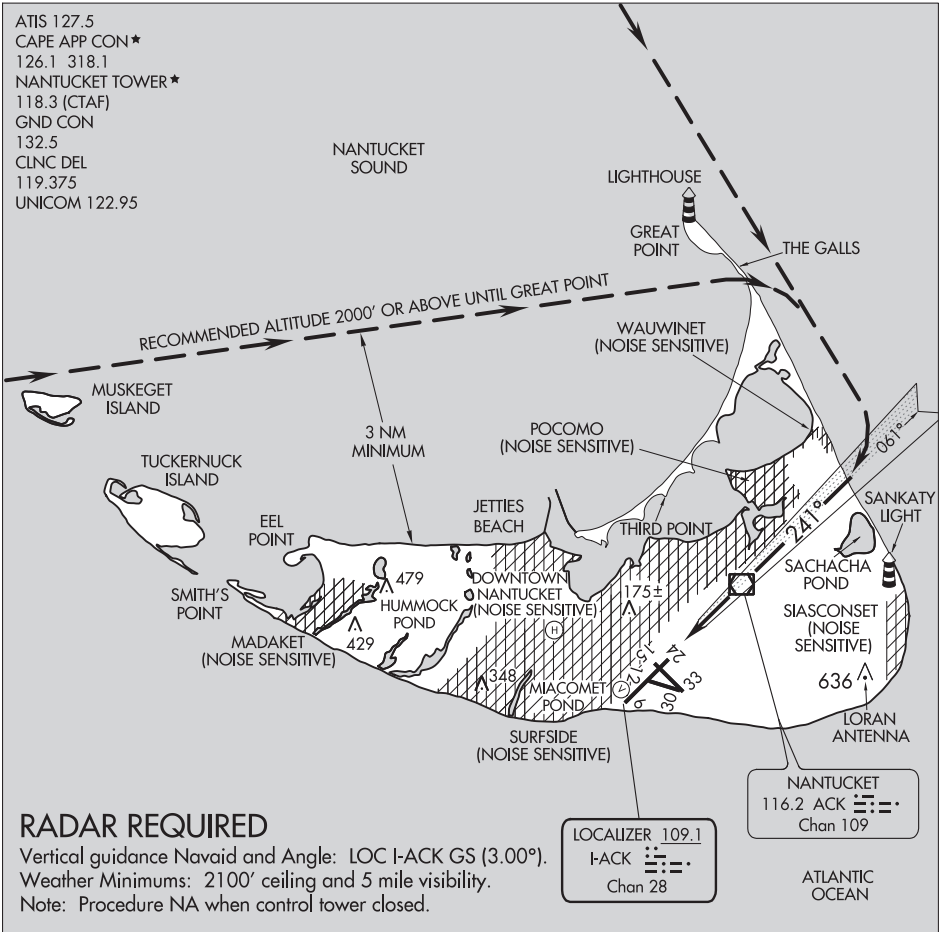
ELEV 48	<b>D</b>	TDZE 48																									
<table border="1"> <tr> <td>700</td> <td>2500</td> <td>CLAMY</td> <td>ACK VOR/DME</td> <td>Remain within 10 NM</td> </tr> <tr> <td>↑</td> <td>hdg 310°</td> <td>ACK R-270</td> <td>6000</td> <td></td> </tr> <tr> <td></td> <td></td> <td>ACK 1.9</td> <td>ACK 0.9</td> <td></td> </tr> <tr> <td></td> <td></td> <td>≤ 3.47° TCH 48</td> <td>800</td> <td></td> </tr> <tr> <td></td> <td></td> <td>1 NM</td> <td>0.9 NM</td> <td></td> </tr> </table>			700	2500	CLAMY	ACK VOR/DME	Remain within 10 NM	↑	hdg 310°	ACK R-270	6000				ACK 1.9	ACK 0.9				≤ 3.47° TCH 48	800				1 NM	0.9 NM	
700	2500	CLAMY	ACK VOR/DME	Remain within 10 NM																							
↑	hdg 310°	ACK R-270	6000																								
		ACK 1.9	ACK 0.9																								
		≤ 3.47° TCH 48	800																								
		1 NM	0.9 NM																								
CATEGORY	A	B	C	D																							
S-24	440/24 392 (400-½)			440/50 392 (400-1)																							
CIRCLING	480-1 432 (500-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)																							

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# GREAT POINT VISUAL RWY 24 AL-659 (FAA) NANTUCKET MEMORIAL (ACK) NANTUCKET, MASSACHUSETTS

ATIS 127.5  
 CAPE APP CON ★  
 126.1 318.1  
 NANTUCKET TOWER ★  
 118.3 (CTAF)  
 GND CON  
 132.5  
 CLNC DEL  
 119.375  
 UNICOM 122.95



## RADAR REQUIRED

Vertical guidance Navaid and Angle: LOC I-ACK GS (3.00°).  
 Weather Minimums: 2100' ceiling and 5 mile visibility.  
 Note: Procedure NA when control tower closed.

1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# TUCKERNUCK VISUAL RWY 6

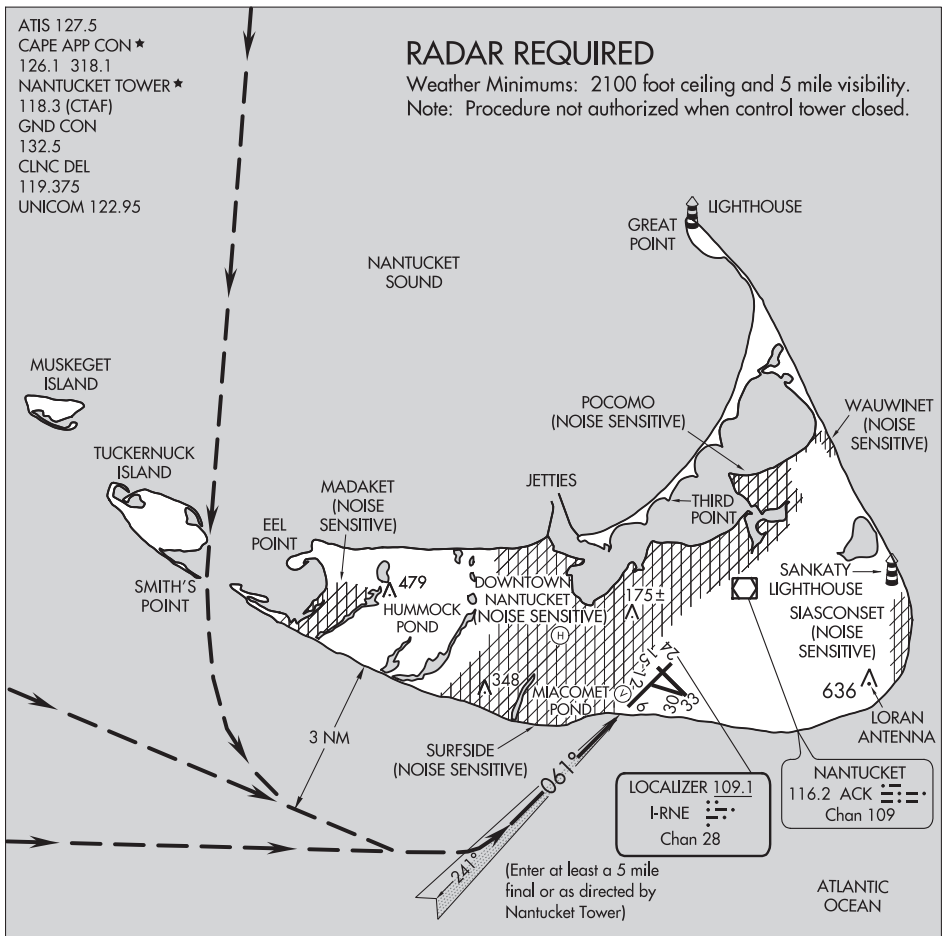
AL-659 (FAA)

NANTUCKET MEMORIAL (ACK)  
NANTUCKET, MASSACHUSETTS

ATIS 127.5  
 CAPE APP CON ★  
 126.1 318.1  
 NANTUCKET TOWER ★  
 118.3 (CTAF)  
 GND CON  
 132.5  
 CLNC DEL  
 119.375  
 UNICOM 122.95

## RADAR REQUIRED

Weather Minimums: 2100 foot ceiling and 5 mile visibility.  
 Note: Procedure not authorized when control tower closed.



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15
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# TUCKERNUCK VISUAL RWY 6

41°15'N-70°04'W

NANTUCKET, MASSACHUSETTS  
NANTUCKET MEMORIAL (ACK)

# AIRPORT DIAGRAM

AL-659 (FAA)

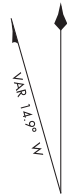
NANTUCKET MEMORIAL (ACK)  
NANTUCKET, MASSACHUSETTS

ATIS  
127.5  
NANTUCKET TOWER ★  
118.3  
GND CON  
132.5  
CLNC DEL  
119.375

FIELD  
ELEV  
47

41°16.0'N

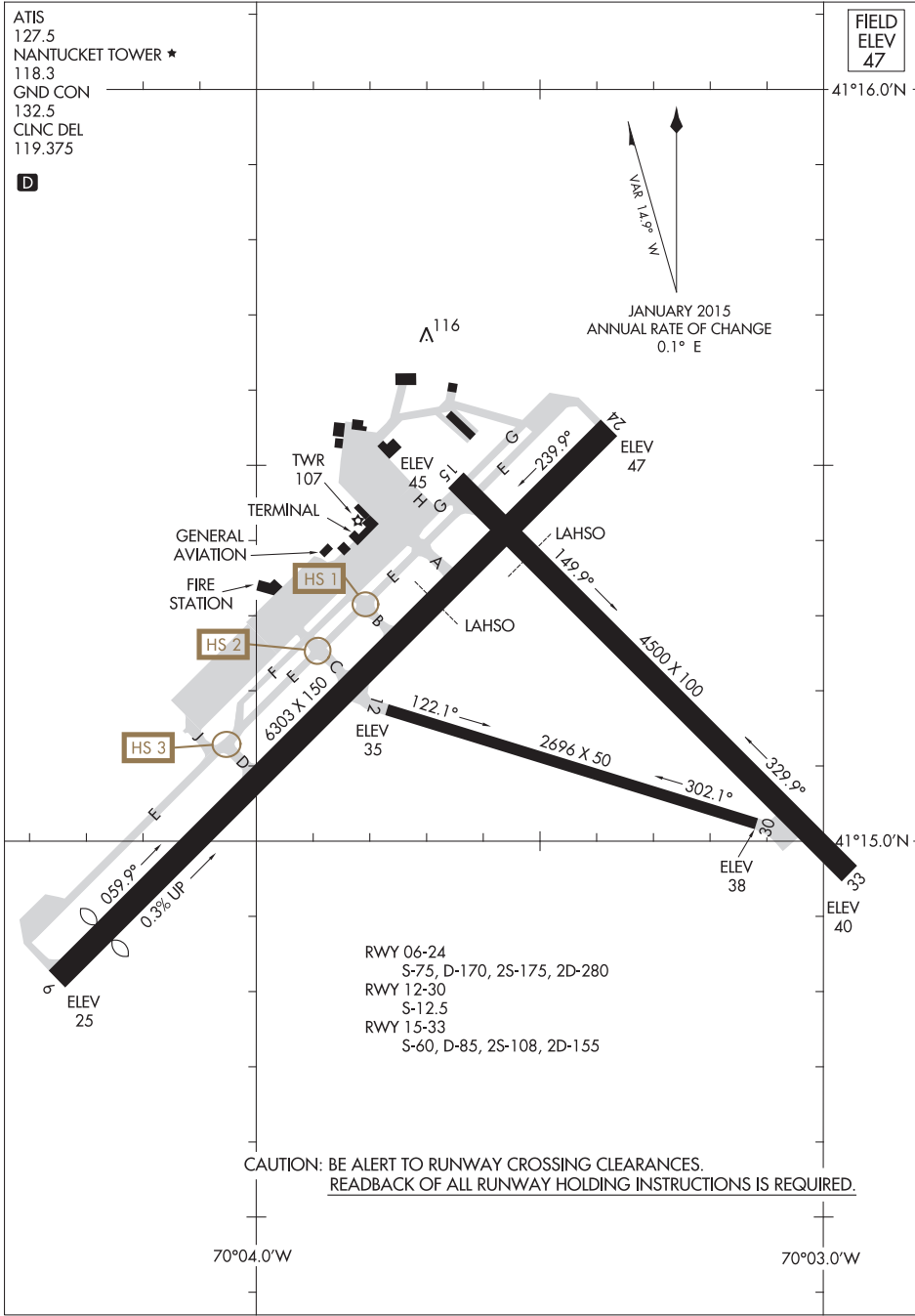
D



JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.1° E

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



RWY 06-24  
S-75, D-170, 2S-175, 2D-280  
RWY 12-30  
S-12.5  
RWY 15-33  
S-60, D-85, 2S-108, 2D-155

**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.**

70°04.0'W

70°03.0'W

41°15.0'N

# AIRPORT DIAGRAM

NANTUCKET, MASSACHUSETTS  
NANTUCKET MEMORIAL (ACK)




LOC I-ASH <b>109.7</b>	APP CRS <b>139°</b>	Rwy Idg TDZE Apt Elev	<b>5650</b> <b>200</b> <b>200</b>
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# ILS or LOC RWY 14

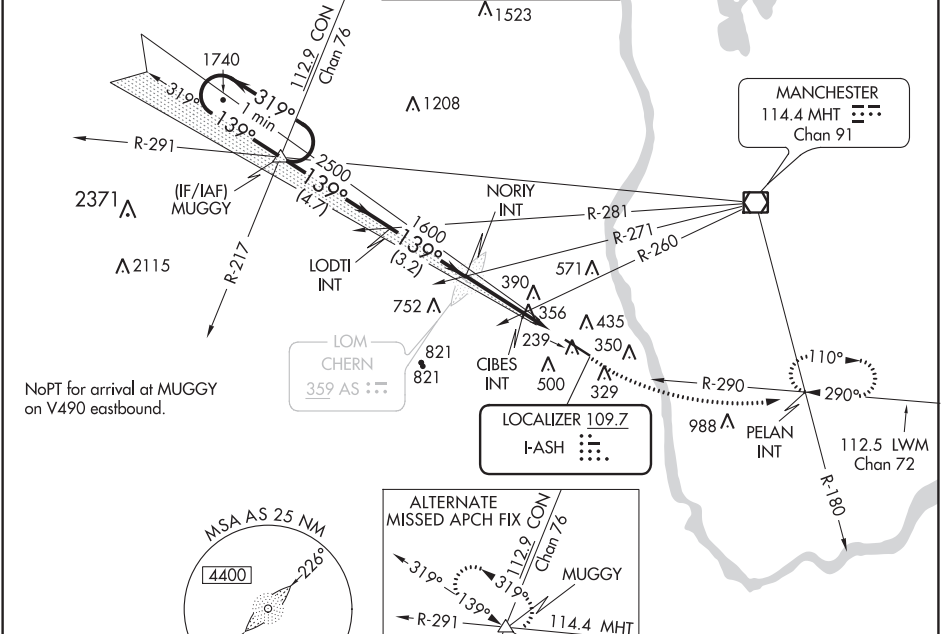
BOIRE FIELD (ASH)

**⚠** When local altimeter setting not received, use Manchester altimeter setting: increase all DA to 432 feet; increase all MDA 40 feet and all S-LOC 14 Cat C/D visibilities 1/8 mile and all Circling Cat D visibilities 1/4 mile. For inoperative MALSR when using Manchester altimeter setting, increase CIBES fix minimums S-LOC 14 Cat C/D visibility to 1 1/8 mile.

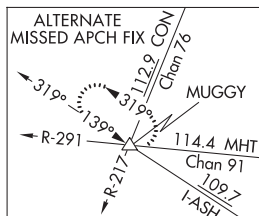
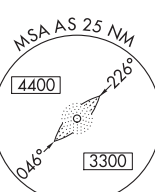
**MALSR** 

**MISSED APPROACH:** Climb to 800 then climbing left turn to 2000 on heading 130° and LWM VOR/DME R-290 to PELAN INT and hold.

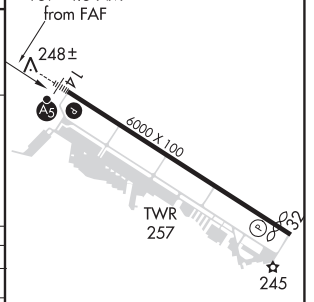
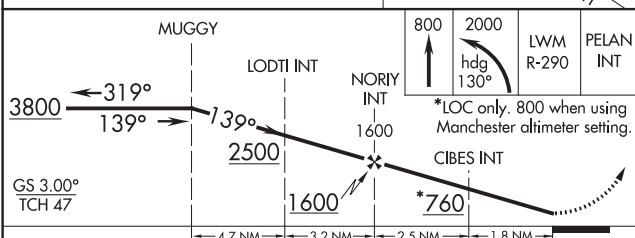
ATIS <b>125.1</b>	BOSTON APP CON <b>124.9 269.075</b>	NASHUA TOWER ★ <b>133.2 (CTAF) 0</b>	GND CON <b>121.8</b>	CLNC DEL <b>121.8</b>
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NoPT for arrival at MUGGY on V490 eastbound.



ELEV 200	<b>D</b>	TDZE 200
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CATEGORY	A	B	C	D
S-ILS 14	400-1/2 200 (200-1/2)			
S-LOC 14	760-1/2	560 (600-1/2)	760-1 1/8	560 (600-1 1/8)
<b>C</b> CIRCLING	820-1 620 (700-1)	840-1 640 (700-1)	900-2 700 (700-2)	1000-2 1/2 800 (800-2 1/2)
CIBES FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 14	660-1/2	460 (500-1/2)	660-7/8	460 (500-7/8)
<b>C</b> CIRCLING	820-1 620 (700-1)	840-1 640 (700-1)	900-2 700 (700-2)	1000-2 1/2 800 (800-2 1/2)

HIRL Rwy 14-32 <b>L</b>	REIL Rwy 32 <b>L</b>
FAF to MAP 4.3 NM	
Knots	60 90 120 150 180
Min:Sec	4:18 2:52 2:09 1:43 1:26

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

NASHUA, NEW HAMPSHIRE

AL-5036 (FAA)

16119


# RNAV (GPS) RWY 14

BOIRE FIELD (ASH)

WAAS CH <b>97730</b> <b>W14A</b>	APP CRS <b>139°</b>	Rwy Idg TDZE <b>200</b> Apt Elev <b>200</b>	<b>5650</b>
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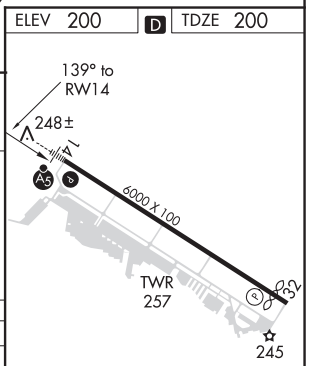
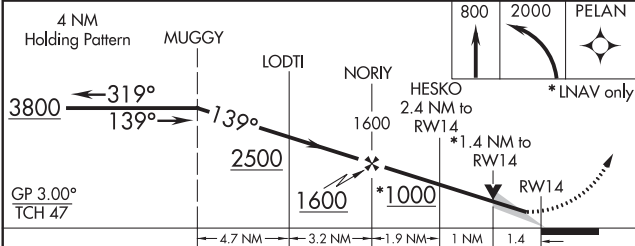
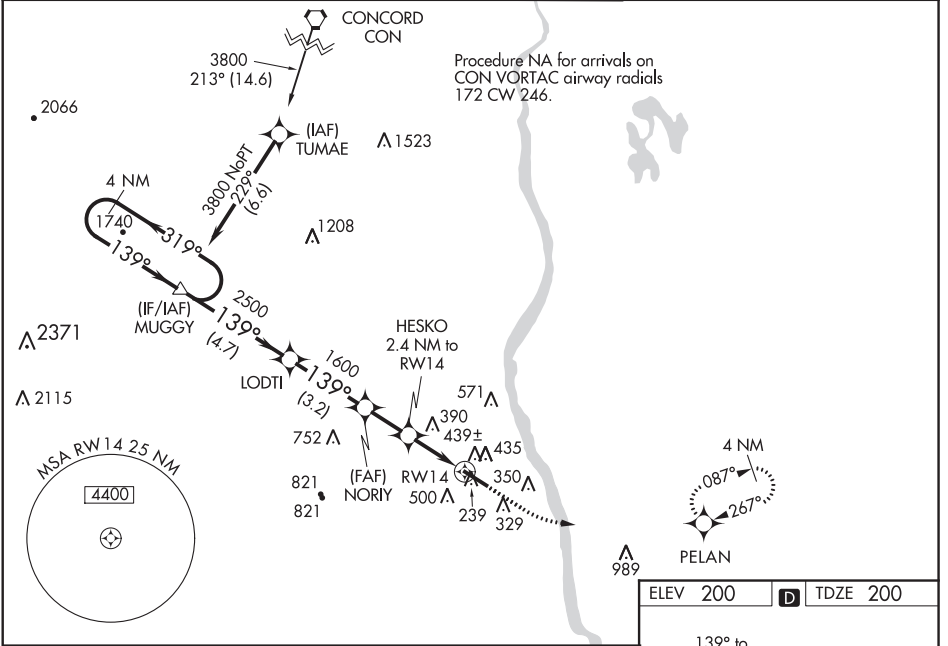
**⚠** Baro-VNAV and VDP NA when using Manchester altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Manchester altimeter setting: increase LPV all Cats DA to 432 feet, LNAV/VNAV all Cats DA to 652 feet and LNAV/VNAV all Cats visibility 1/8 mile; increase all MDA 40 feet and Circling Cat D visibility 1/4 mile. DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 3/8 mile. For inop MALSR when using Manchester altimeter setting, increase LNAV/VNAV all Cats visibility to 1 1/2 mile.

**MALSR**





**MISSED APPROACH:**  
Climb to 800 then climbing left turn to 2000 direct PELAN and hold.

ATIS <b>125.1</b>	BOSTON APP CON <b>124.9 269.075</b>	NASHUA TOWER * <b>133.2 (CTAF)</b> 	GND CON <b>121.8</b>	CLNC DEL <b>121.8</b>
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CATEGORY	A	B	C	D
LPV DA		400-1/2	200 (200-1/2)	
LNAV/VNAV DA		620-1	420 (500-1)	
LNAV MDA	700-1/2	500 (500-1/2)	700-1	500 (500-1)
<b>C</b> CIRCLING	820-1 620 (700-1)	840-1 640 (700-1)	900-2 700 (700-2)	1000-2 1/2 800 (800-2 1/2)

HIRL Rwy 14-32   
REIL Rwy 32 

NASHUA, NEW HAMPSHIRE  
Amdt 1B 28APR16

42°47'N-71°31'W

# BOIRE FIELD (ASH)

## RNAV (GPS) RWY 14

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>73030</b> W32A	APP CRS <b>319°</b>	Rwy Idg TDZE Apt Elev	<b>5650</b> <b>193</b> <b>200</b>
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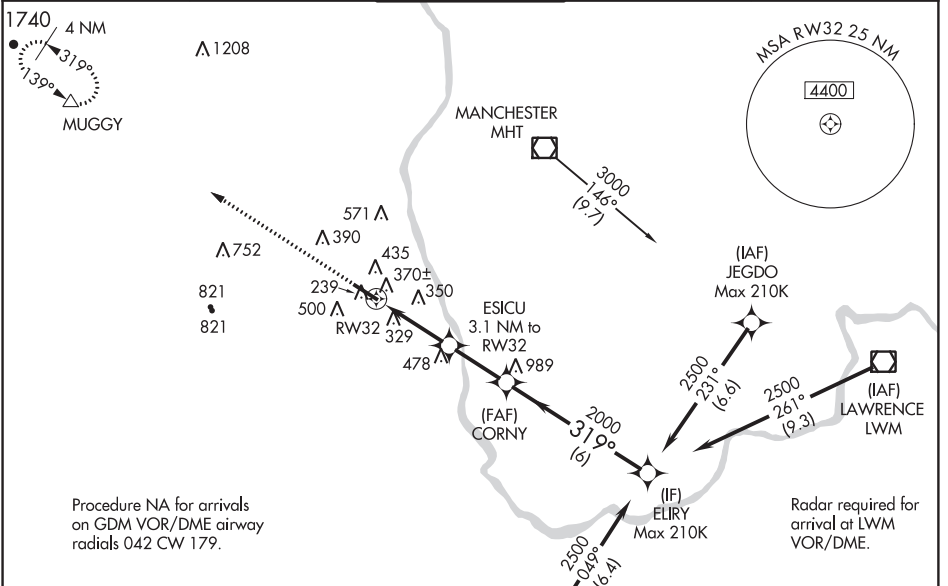
# RNAV (GPS) RWY 32

BOIRE FIELD (ASH)

**⚠** Baro-VNAV and VDP NA with Manchester altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Manchester altimeter setting: increase LPV all Cats DA to 513 feet, LNAV/VNAV all Cats DA to 666 feet and all visibilities ½ mile; increase all MDA 40 feet and increase LNAV Cat C/D visibility ½ mile and Circling Cat D ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:**  
Climb to 3800 direct MUGGY INT and hold, continue climb-in-hold to 3800.

ATIS <b>125.1</b>	BOSTON APP CON <b>124.9 269,075</b>	NASHUA TOWER ★ <b>133.2</b> (CTAF) <b>0</b>	GND CON <b>121.8</b>	CLNC DEL <b>121.8</b>
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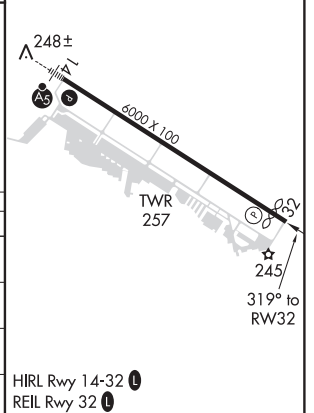
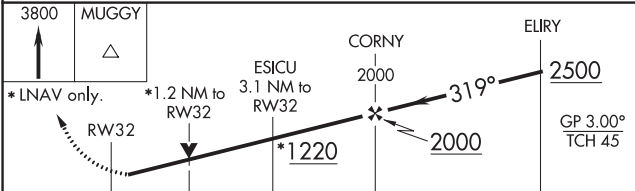


NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 200	<b>D</b> TDZE 193
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CATEGORY	A	B	C	D
LPV DA	481-1 288 (300-1)			
LNAV/VNAV DA	634-1½ 441 (500-1½)			
LNAV MDA	620-1 427 (500-1)	620-1¼ 427 (500-1¼)		
<b>C</b> CIRCLING	820-1¾ 620 (700-1)	840-1¾ 640 (700-1)	900-2 700 (700-2)	1000-2½ 800 (800-2½)

VOR/DME LWM <b>112.5</b> Chan <b>72</b>	APP CRS <b>292°</b>	Rwy Idg TDZE <b>193</b> Apt Elev <b>200</b>	<b>5650</b>
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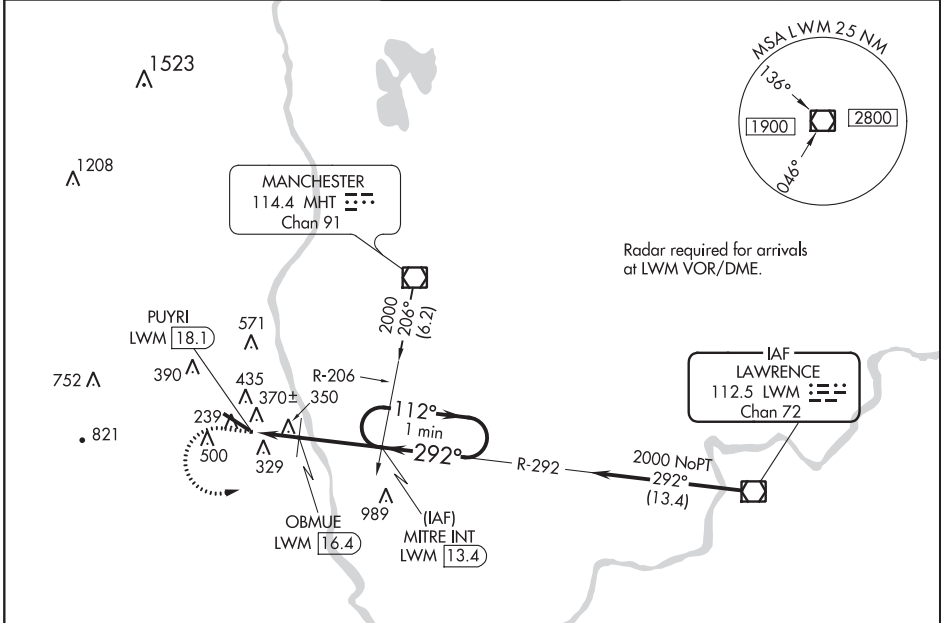
# VOR RWY 32

BOIRE FIELD (ASH)

**⚠** When local altimeter setting not received, use Manchester altimeter setting and increase all MDA 40 feet. Increase S-32 Cat B and Circling Cat B/C/D visibility ½ mile. OBMUE Fix minimums when using Manchester altimeter setting, increase Circling Cat C/D visibility ½ mile. Helicopter visibility reduction below 1 SM NA. Straight-in and Circling to Rwy 32 NA at night.

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 2000 on LWM VOR/DME R-292 to MITRE INT/13.4 DME and hold.

ATIS <b>125.1</b>	BOSTON APP CON <b>124.9 269.075</b>	NASHUA TOWER* <b>133.2 (CTAF) 0</b>	GND CON <b>121.8</b>	CLNC DEL <b>121.8</b>
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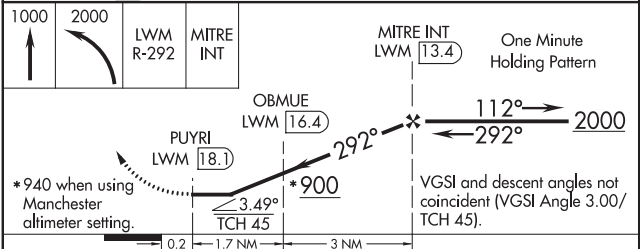
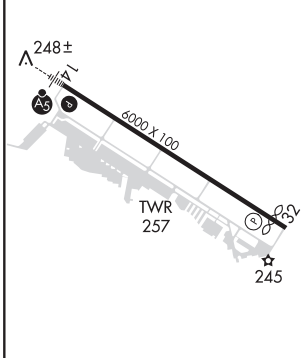


Radar required for arrivals at LWM VOR/DME.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV <b>200</b>	TDZE <b>193</b>
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CATEGORY	A	B	C	D
S-32	900-1 707 (700-1)		900-2 707 (700-2)	
<b>C</b> CIRCLING	900-1 700 (700-1)		900-2 700 (700-2)	1000-2½ 800 (800-2½)
OBMUE FIX MINIMUMS (DME REQUIRED)				
S-32	640-1 447 (500-1)		640-1½ 447 (500-1½)	
<b>C</b> CIRCLING	820-1 620 (700-1)	840-1 640 (700-1)	900-2 700 (700-2)	1000-2½ 800 (800-2½)

HIRL Rwy 14-32 <b>0</b>					
REIL Rwy 32 <b>0</b>					
FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

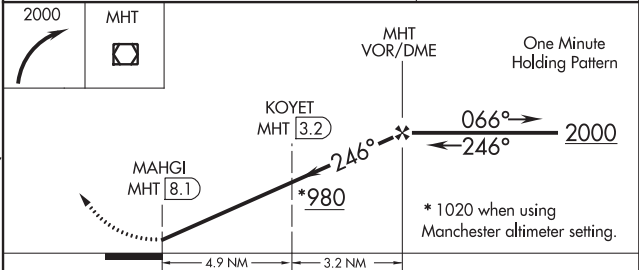
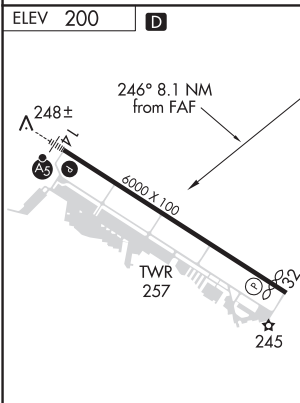
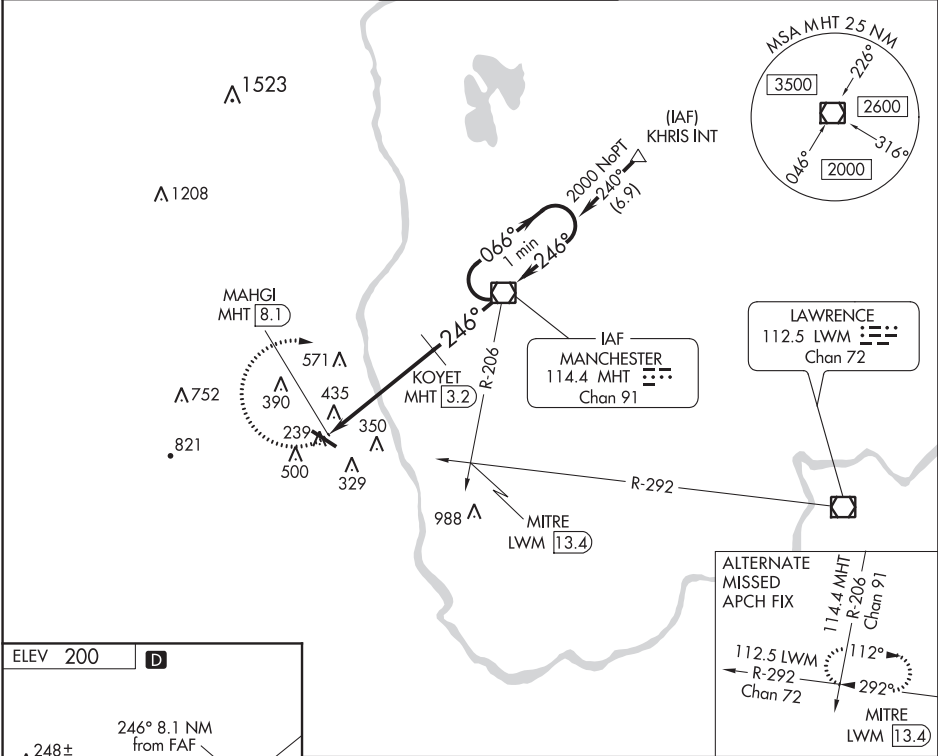
VOR/DME MHT <b>114.4</b> Chan <b>91</b>	APP CRS <b>246°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>200</b>
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**VOR-A**  
BOIRE FIELD (ASH)

⚠ When local altimeter not received, use Manchester altimeter setting and increase all MDA 40 feet and Circling all Cats visibilities ¼ mile and KOYET Fix Minimums Cat D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct MHT VOR/DME and hold.

ATIS <b>125.1</b>	BOSTON APP CON <b>124.9 269.075</b>	NASHUA TOWER ★ <b>133.2</b> (CTAF) <b>0</b>	GND CON <b>121.8</b>	CLNC DEL <b>121.8</b>
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HIRL Rwy 14-32 <b>0</b>					
REIL Rwy 32 <b>0</b>					
FAF to MAP 8.1 NM					
Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

CATEGORY	A	B	C	D
<b>C</b> CIRCLING	980-1	780 (800-1)	980-2½ 780 (800-2½)	1000-2½ 800 (800-2½)
KOYET FIX MINIMUMS				
<b>C</b> CIRCLING	840-1	640 (700-1)	900-2 700 (700-2)	1000-2 ½ 800 (800-2½)

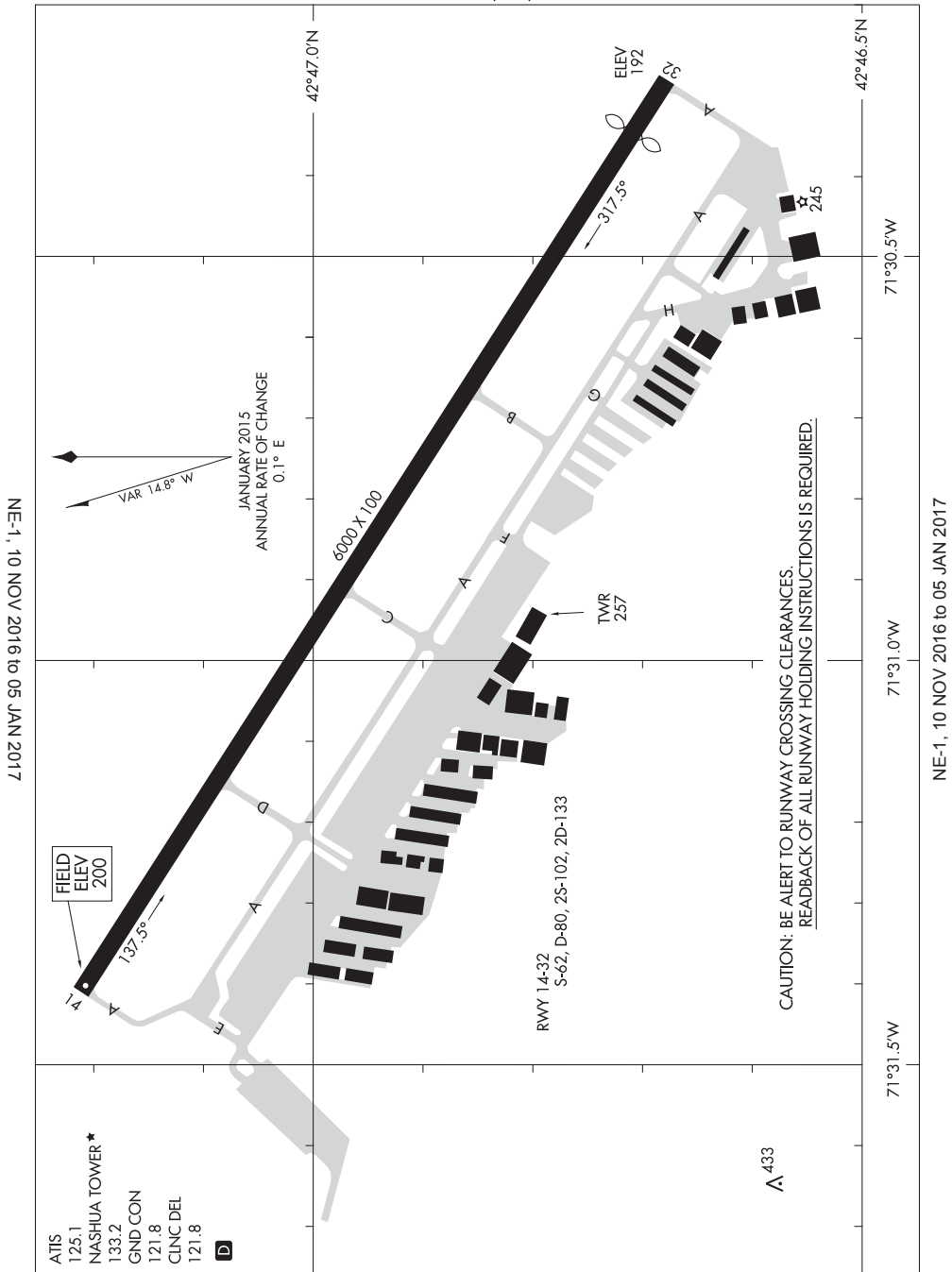
NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

AL-5036 (FAA)

BOIRE FIELD (ASH)  
NASHUA, NEW HAMPSHIRE



- ATIS 125.1
- NASHUA TOWER \*
- 133.2
- GND CON 121.8
- CLNC DEL 121.8
- D

# AIRPORT DIAGRAM

NASHUA, NEW HAMPSHIRE  
BOIRE FIELD (ASH)

LOC/DME I-EBW <b>109.7</b> Chan 34	APP CRS <b>054°</b>	Rwy Idg TDZE Apt Elev	<b>5400</b> <b>70</b> <b>79</b>
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# ILS or LOC RWY 5

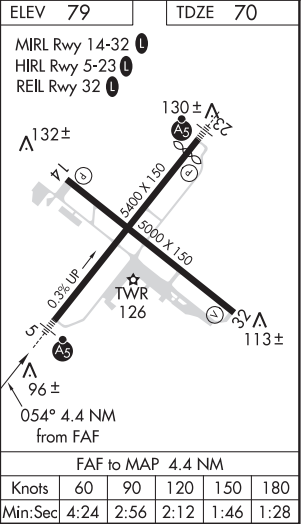
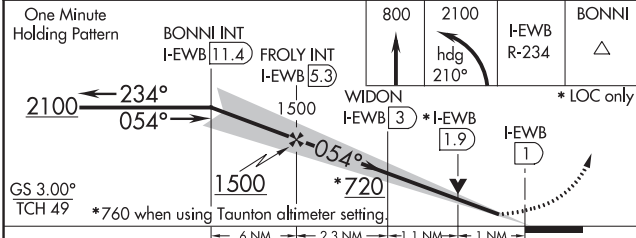
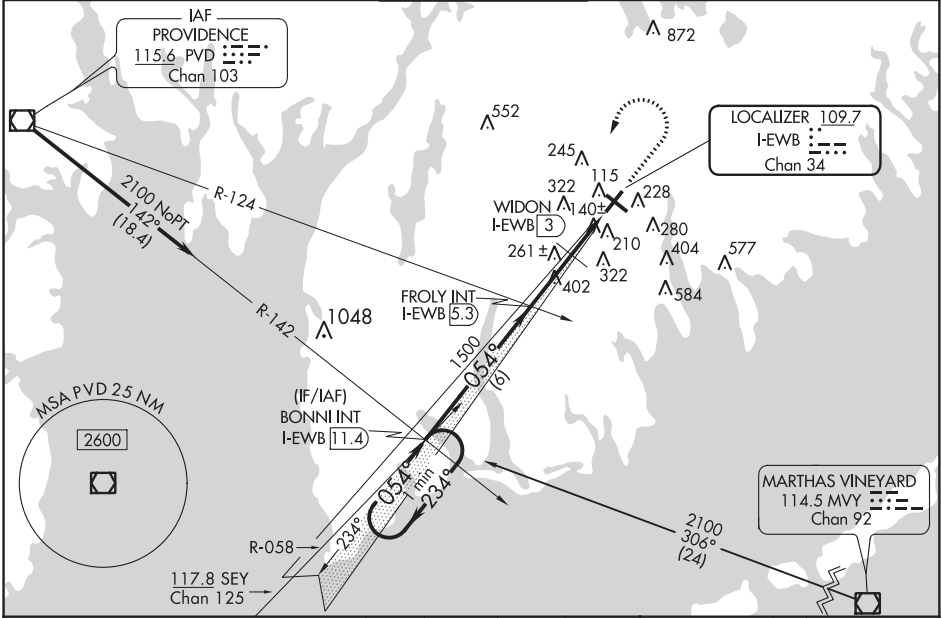
NEW BEDFORD RGNL (EWB)

**⚠** AutoPilot coupled approach NA below 470. DME required. VDP NA with Taunton altimeter setting. When local altimeter setting not received, use Taunton altimeter setting and increase all DA 34 feet and all MDA 40 feet. Increase S-LOC 5 Cat C/D and Circling Cat C visibility 1/8 mile and Circling Cat D visibility 1/4 mile. Increase WIDON fix minimums Circling Cat C/D visibility 1/4 mile. For Inop MALSRL, increase WIDON fix minimums S-LOC 5 Cat C/D visibility 1/4 mile. #RVR 1800 authorized with use of FD or AP or HUD to DA.

**MALSRL**  
A5

**MISSED APPROACH:** Climb to 800 then climbing left turn to 2100 on heading 210° and on I-EBW localizer SW course R-234 to BONNI INT/I-EBW 11.4 DME and hold.

ATIS <b>126.85</b>	PROVIDENCE APP CON* <b>128.7 269.525</b>	NEW BEDFORD TOWER* <b>118.1 (CTAF) 239.0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 5 #	270/24 200 (200-1/2)			
S-LOC 5	720/24	650 (700-1/2)	720-1 3/8	650 (700-1 3/8)
<b>C</b> CIRCLING	720-1	641 (700-1)	720-1 7/8 641 (700-1 7/8)	940-2 3/4 861 (900-2 3/4)
WIDON FIX MINIMUMS				
S-LOC 5	420/24	350 (400-1/2)	420/30	350 (400-5/8)
<b>C</b> CIRCLING	600-1 521 (600-1)	640-1 561 (600-1)	720-1 3/4 641 (700-1 3/4)	940-2 3/4 861 (900-2 3/4)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>60938</b> <b>W05A</b>	APP CRS <b>054°</b>	Rwy Idg TDZE <b>70</b> Apt Elev <b>79</b>	<b>5400</b>
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# RNAV (GPS) RWY 5

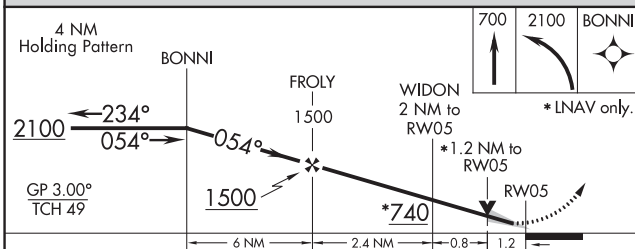
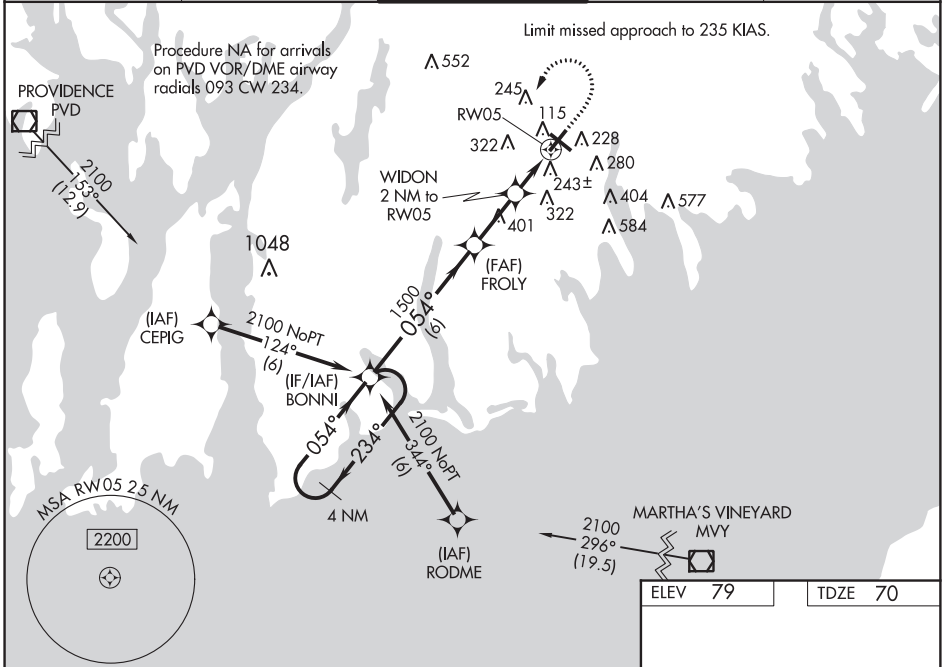
NEW BEDFORD RGNL (E.W.B)

**⚠** Baro-VNAV and VDP NA when using Taunton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Taunton altimeter setting and increase all DA 34 feet and all MDA 40 feet. Increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to RVR 5000. Increase Circling Cat D visibility to 3 miles. For inop MALSRS, when using Taunton altimeter setting, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 3/8 miles.

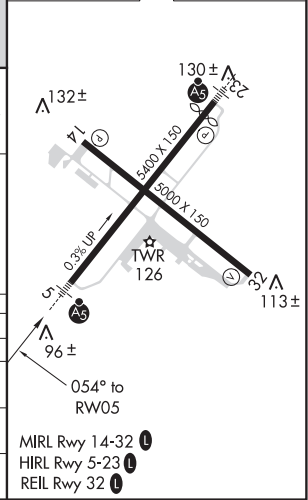
**MALSRS**

**MISSED APPROACH:**  
Climb to 700 then climbing left turn to 2100 direct BONNI and hold.

<b>ATIS</b> <b>126.85</b>	<b>PROVIDENCE APP CON*</b> <b>128.7 269.525</b>	<b>NEW BEDFORD TOWER*</b> <b>118.1 (CTAF) 239.0</b>	<b>GND CON</b> <b>121.9</b>	<b>UNICOM</b> <b>122.95</b>
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ELEV 79	TDZE 70
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CATEGORY	A	B	C	D
LPV DA		270/24	200 (200-1/2)	
LNAV/VNAV DA		453/45	383 (400-7/8)	
LNAV MDA	500/24	430 (500-1/2)	500/40	430 (500-3/4)
<b>C</b> CIRCLING	600-1 521 (600-1)	640-1 561 (600-1)	720-1 3/4 641 (700-1 3/4)	940-2 3/4 861 (900-2 3/4)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



WAAS CH <b>62927</b> <b>W14A</b>	APP CRS <b>144°</b>	Rwy Idg TDZE <b>76</b> Apt Elev <b>79</b>	<b>5000</b>
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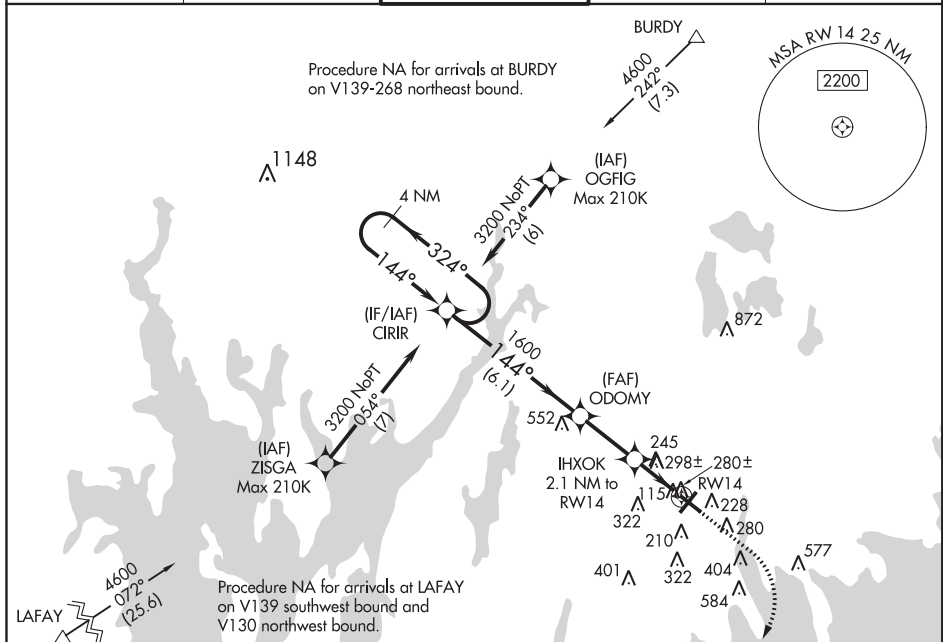
# RNAV (GPS) RWY 14

NEW BEDFORD RGNL (EWB)

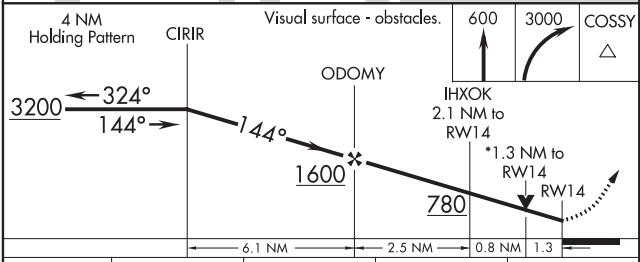
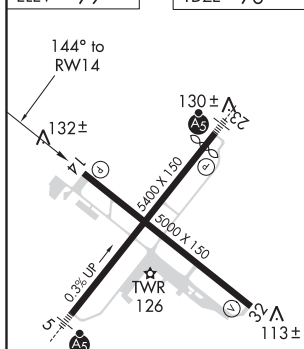
▼ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Taunton altimeter setting and increase all MDA 40 feet, and all visibilities 1/4 mile. VDP NA when using Taunton altimeter setting.

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct COSSY and hold.

ATIS <b>126.85</b>	PROVIDENCE APP CON* <b>128.7 269.525</b>	NEW BEDFORD TOWER* <b>118.1 (CTAF) 239.0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 79	TDZE 76
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CATEGORY	A	B	C	D
LP MDA	540-1	464 (500-1)	540-1 3/8 464 (500-1 3/8)	NA
LNVA MDA	560-1	484 (500-1)	560-1 3/8 484 (500-1 3/8)	NA
CIRCLING	620-1	541 (600-1)	640-1 1/2 561 (600-1 1/2)	NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>65638</b> <b>W23A</b>	APP CRS <b>235°</b>	Rwy Idg TDZE <b>78</b> Apt Elev <b>79</b>	<b>5000</b>
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# RNAV (GPS) RWY 23

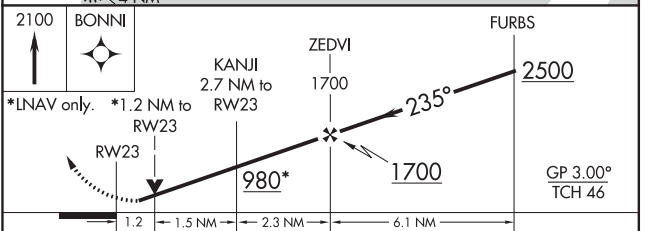
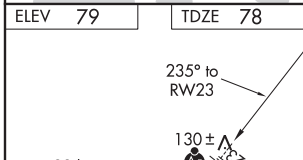
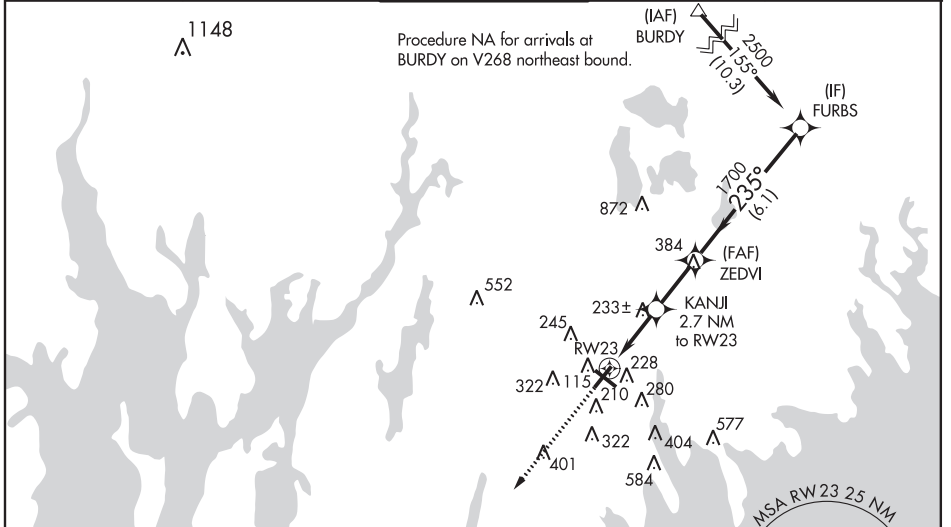
NEW BEDFORD RGNL (E/WB)

Baro-VNAV and VDP NA when using Taunton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Taunton altimeter setting and increase all DA 34 feet and all MDA 40 feet. Increase LNAV and Circling Cat C/D visibility 1/4 mile. For inop MALSRL, increase LPV all Cats visibility 1/8 mile, LNAV/VNAV and LNAV Cat A/B visibility 1/4 mile. For inop MALSRL, when using Taunton altimeter setting, increase LNAV/VNAV all Cats visibility 3/8 mile, LNAV Cat A/B visibility 1/4 mile and Cat C/D visibility 3/8 mile.



MALSRL  
MISSED APPROACH:  
Climb to 2100 direct  
BONNI and hold.

ATIS <b>126.85</b>	PROVIDENCE APP CON* <b>128.7 269.525</b>	NEW BEDFORD TOWER* <b>118.1 (CTAF) 0 239.0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		359-3/4	281 (300-3/4)	
LNAV/VNAV DA		378-3/4	300 (300-3/4)	
LNAV MDA		500-3/4	422 (500-3/4)	
<b>C</b> CIRCLING	600-1 521 (600-1)	640-1 561 (600-1)	720-1 3/4 641 (700-1 3/4)	940-2 3/4 861 (900-2 3/4)

- MIRL Rwy 14-32
- HIRL Rwy 5-23
- REIL Rwy 32

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>99427</b> <b>W32A</b>	APP CRS <b>325°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>68</b> <b>79</b>
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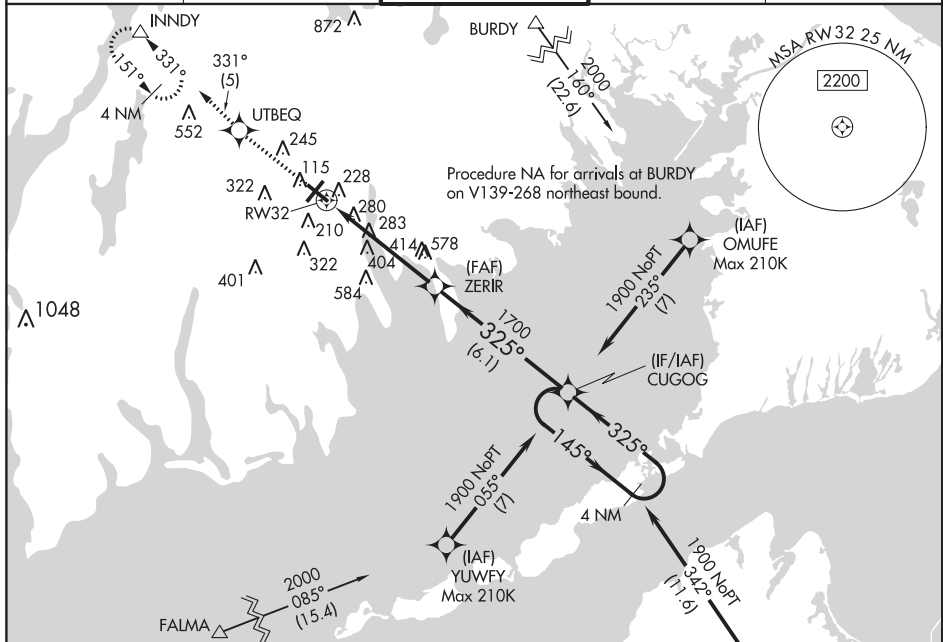
# RNAV (GPS) RWY 32

NEW BEDFORD RGNL (EWB)

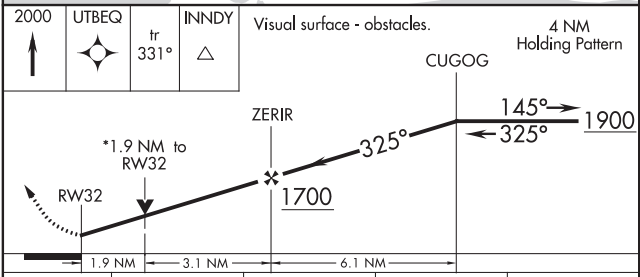
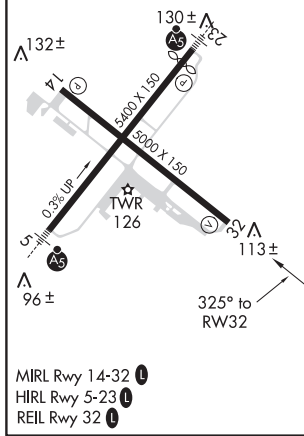
**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Taunton altimeter setting and increase all MDA 40 feet, and all visibilities ¼ mile. VDP NA when using Taunton altimeter setting.

**⚠** MISSED APPROACH: Climb to 2000 direct UTBEQ and on track 331° to INNDY and hold.

ATIS <b>126.85</b>	PROVIDENCE APP CON* <b>128.7 269.525</b>	NEW BEDFORD TOWER* <b>118.1 (CTAF) 239.0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 79	TDZE 68
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CATEGORY	A	B	C	D
LP MDA	720-1	652 (700-1)	720-1½	652 (700-1½)
LP MDA	880-1 812 (900-1)	880-1¼ 812 (900-1¼)	880-2½	812 (900-2½)
CIRCLING	880-1 801 (900-1)	880-1¼ 801 (900-1¼)	880-2½	801 (900-2½)

NE-1, 10 NOV 2016 to 05 JAN 2017


NE-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-EWB <b>109.7</b> Chan <b>34</b>	APP CRS <b>234°</b>	Rwy Idg TDZE <b>78</b> Apt Elev <b>79</b>	<b>5000</b>
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# LOC BC RWY 23

NEW BEDFORD RGNL (E-WB)

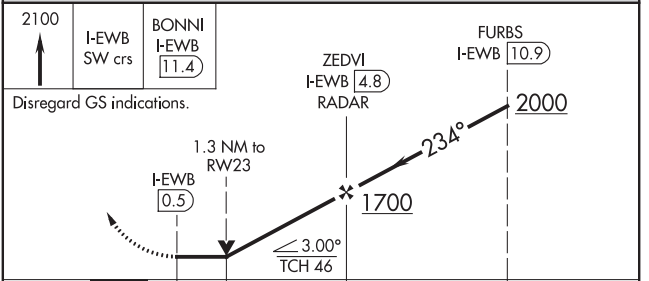
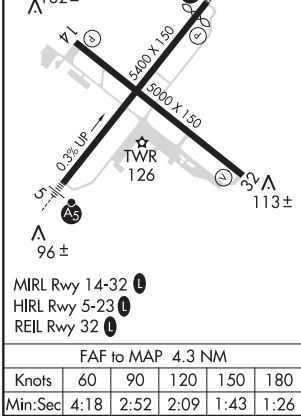
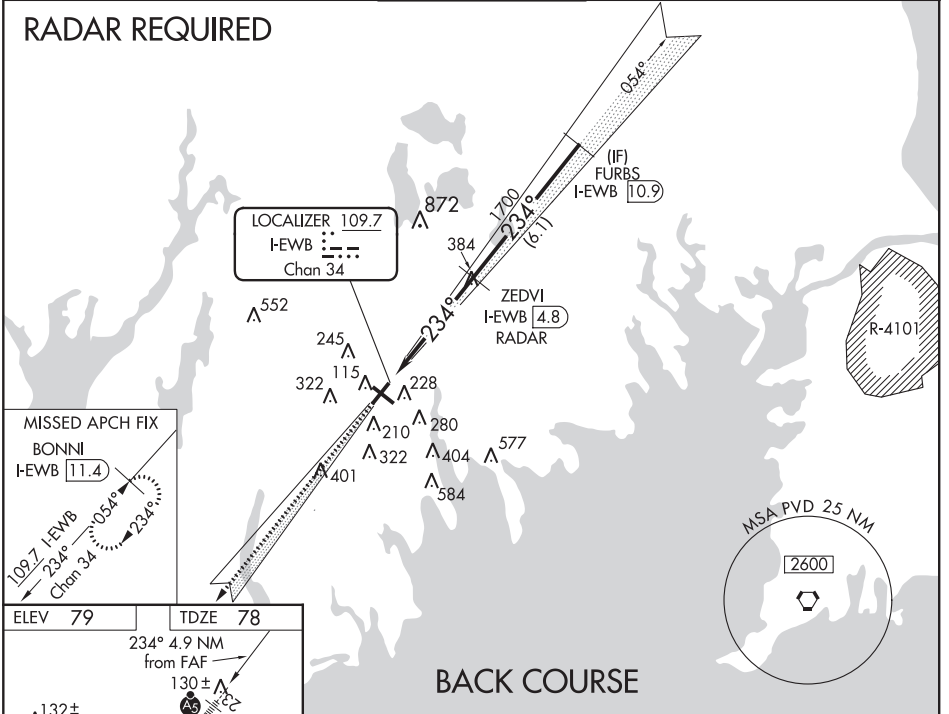
⚠ When local altimeter setting not received, use Taunton altimeter setting and increase all MDA 40 feet and increase S-23 Cat C/D visibility 1/8 mile and Circling Cat D visibility 1/4 mile. VDP NA with Taunton altimeter setting. Helicopter visibility reduction below 3/4 SM NA. For inop MALSRL increase S-23 Cat A/B visibility 1/4 mile and Cat C/D visibility 3/8 mile. For inop MALSRL, when using Taunton altimeter setting, increase S-23 Cat A/B visibility 1/4 mile.


MALSRL 

MISSED APPROACH:  
Climb to 2100 on I-EWB SW course to BONNI/I-EWB 11.4 DME and hold.

ATIS <b>126.85</b>	PROVIDENCE APP CON* <b>128.7 269.525</b>	NEW BEDFORD TOWER* <b>118.1 (CTAF) 0 239.0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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## RADAR REQUIRED



CATEGORY	A	B	C	D
S-23	580-3/4 502 (600-3/4)		580-1 502 (600-1)	
 CIRCLING	600-1 521 (600-1)	640-1 561 (600-1)	720-1 3/4 641 (700-1 3/4)	940-2 3/4 861 (900-2 3/4)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

15288

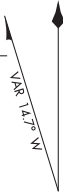
# AIRPORT DIAGRAM

AL-644 (FAA)

NEW BEDFORD RGNL (EWB)  
NEW BEDFORD, MASSACHUSETTS

ATIS  
126.85  
NEW BEDFORD TOWER\*  
118.1 239.0  
GND CON  
121.9

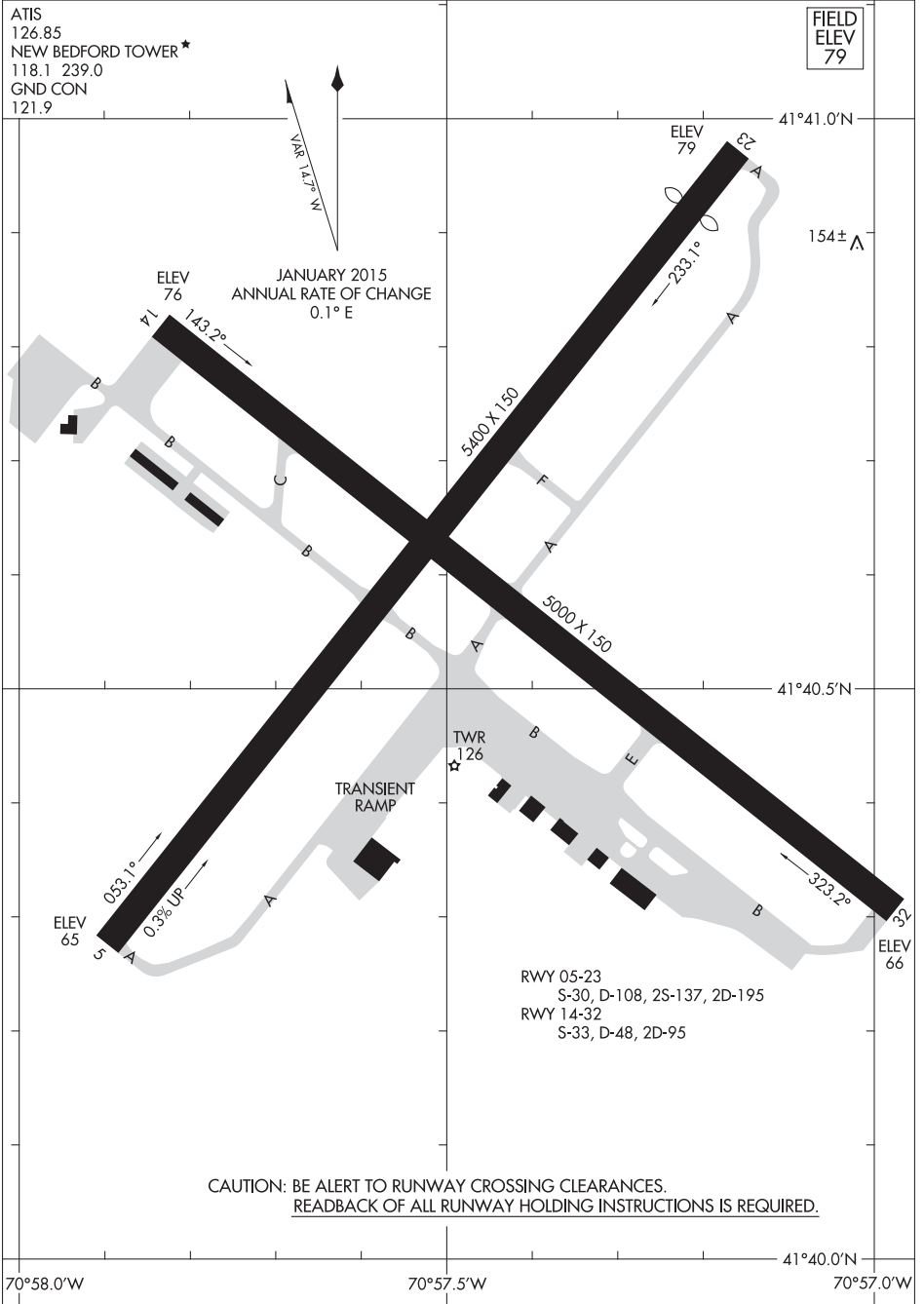
FIELD  
ELEV  
79



JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.1° E

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



RWY 05-23  
S-30, D-108, 2S-137, 2D-195  
RWY 14-32  
S-33, D-48, 2D-95

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

# AIRPORT DIAGRAM

15288

NEW BEDFORD, MASSACHUSETTS  
NEW BEDFORD RGNL (EWB)

LOC/DME I-HVN <b>109.1</b> Chan <b>28</b>	APP CRS <b>016°</b>	Rwy Idg <b>5600</b> TDZE <b>6</b> Apt Elev <b>12</b>
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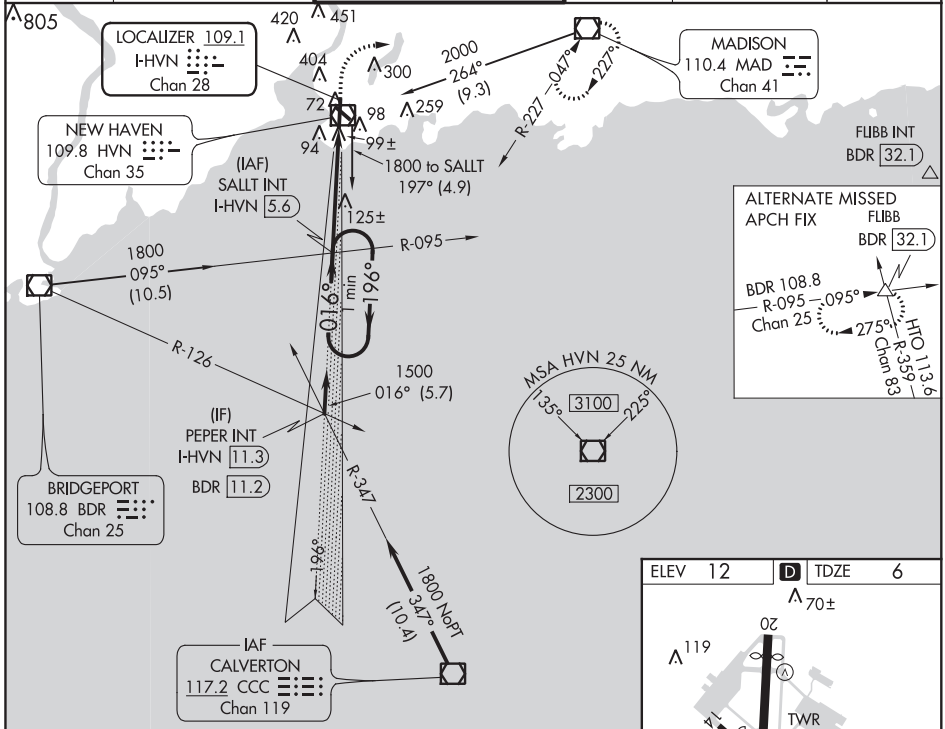
# ILS or LOC RWY 2

TWEED-NEW HAVEN (HVN)

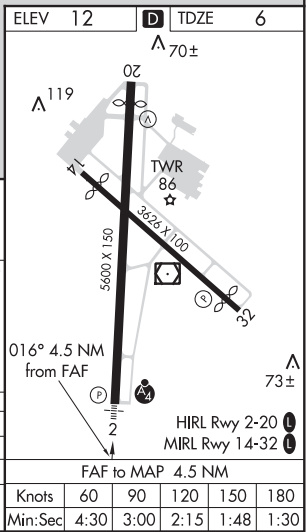
When local altimeter setting not received, use Long Island Mac Arthur setting and increase DA to 374 and visibility RVR to 5000; increase all MDAs 100 feet, S-LOC 02 Cat C and D to visibility RVR 6000 and Circling Cat C and D visibility ¼ mile. For inoperative MALSFS, increase S-ILS all Cats visibility to RVR 4500 and S-LOC 02 Cat C and D visibility to RVR 6000. VDP NA with Long Island Mac Arthur altimeter setting. Night landing: Rwy 14, 32 NA. Helicopter visibility reduction below RVR 4000 NA. For inoperative MALSFS when using Long Island Mac Arthur altimeter setting, increase S-ILS 02 visibility to 1¼ mile, all Cats and S-LOC 02 Cats C and D visibility to 1½ mile.

**MALSFS**  
MISSED APPROACH:  
Climb to 600 then climbing right turn to 2000 direct MAD VOR/DME and hold.

ATIS <b>133.65</b>	NEW YORK APP CON <b>124.075 343.65</b>	TWEED-NEW HAVEN TOWER ★ <b>124.8 (CTAF)</b>	GND CON <b>121.7</b>	CLNC DEL <b>*121.7</b> *when tower closed	UNICOM <b>122.95</b>
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One Minute Holding Pattern	SALT INT I-HVN 5.6	600	2000	MAD
1500 ← 196°	1500	*I-HVN 2.1	I-HVN 1.1	*LOC only
GS 3.00°	1500	3.5 NM	1.1 NM	
TCH 50				
CATEGORY	A	B	C	D
S-ILS 2		293/40	287 (300-¾)	
S-LOC 2	400/40	394 (400-¾)	400/45	394 (400-¾)
CIRCLING	720 - 1	708 (800-1)	780 - 2¼	880 - 2¾
			768 (800-2¼)	868 (900-2¾)



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>86999</b>	APP CRS <b>016°</b>	Rwy Idg TDZE Apt Elev	<b>5600</b> <b>6</b> <b>12</b>
<b>W02A</b>			

# RNAV (GPS) RWY 2

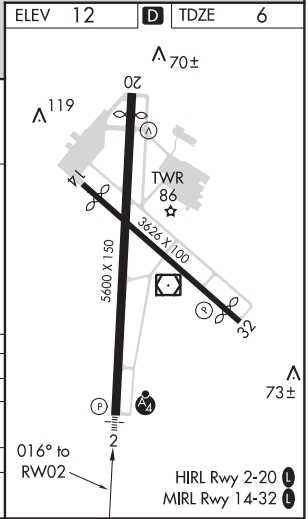
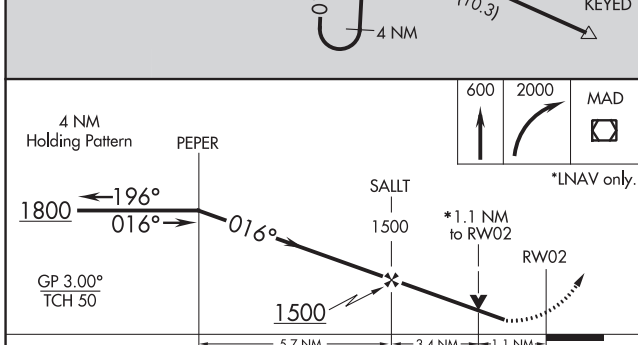
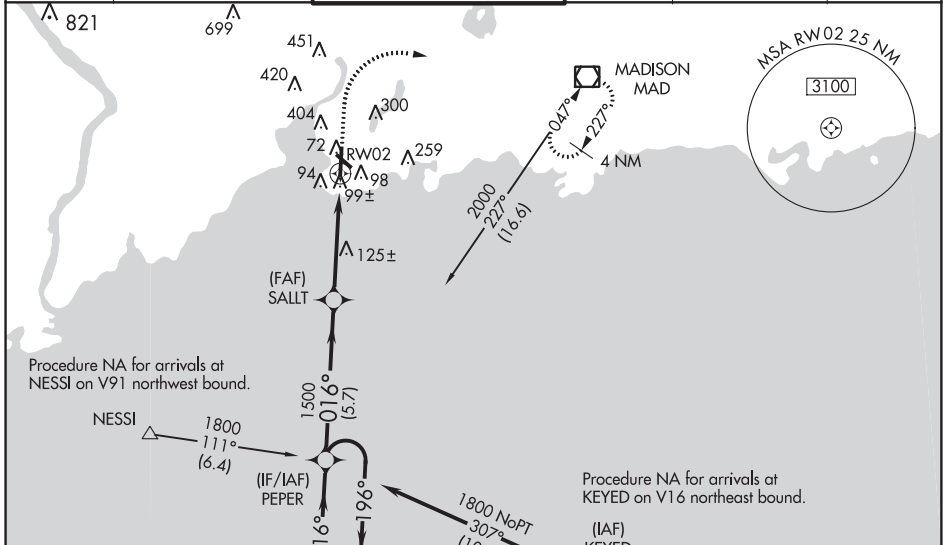
TWEED-NEW HAVEN (HVN)

**⚠** DME/DME RNP -0.3 NA. When local altimeter setting not received, use Long Island Mac Arthur altimeter setting; increase LPV all Cats DA to 374 feet and LNAV/VNAV all Cats DA to 415 feet and increase visibility LPV all Cats to RVR 5000, LNAV/VNAV to RVR 6000; increase all MDAs 100 feet, increase visibility LNAV Cat C and D to RVR 6000, and Circling Cat C to 2½ mile and Cat D to 3 mile. For inop MALSFS, increase LPV and LNAV/VNAV all Cats visibility to RVR 5000, LNAV Cats C and Cat D to RVR 6000. For inop MALSFS when using Long Island Mac Arthur altimeter setting, increase LPV visibility all Cats to 1¼ miles, increase LNAV/VNAV all Cats, and LNAV Cats C and D visibility to 1½ miles. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). Night landing: Rwy 14, 32 NA. Helicopter visibility reduction below RVR 4000 NA. VDP and Baro-VNAV NA with Long Island Mac Arthur altimeter setting.

**MALSFS**

**MISSED APPROACH:**  
Climb to 600 then climbing right turn to 2000 direct MAD VOR/DME and hold.

ATIS <b>133.65</b>	NEW YORK APP CON <b>124.075 343.65</b>	TWEED-NEW HAVEN TOWER ★ <b>124.8</b> (CTAF)	GND CON <b>121.7</b>	CLNC DEL <b>*121.7</b> <small>*when tower closed</small>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		293/40	287 (300-¾)	
LNAV/VNAV DA		309/40	303 (300-¾)	
LNAV MDA	400/40	394 (400-¾)	400/45	394 (400-¾)
<b>C</b> CIRCLING	720 - 1	708 (800-1)	780 - 2¼ 768 (800-2¼)	880 - 2¾ 868 (900-2¾)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>45937</b> <b>W20A</b>	APP CRS <b>196°</b>	Rwy Idg <b>5248</b> TDZE <b>10</b> Apt Elev <b>12</b>
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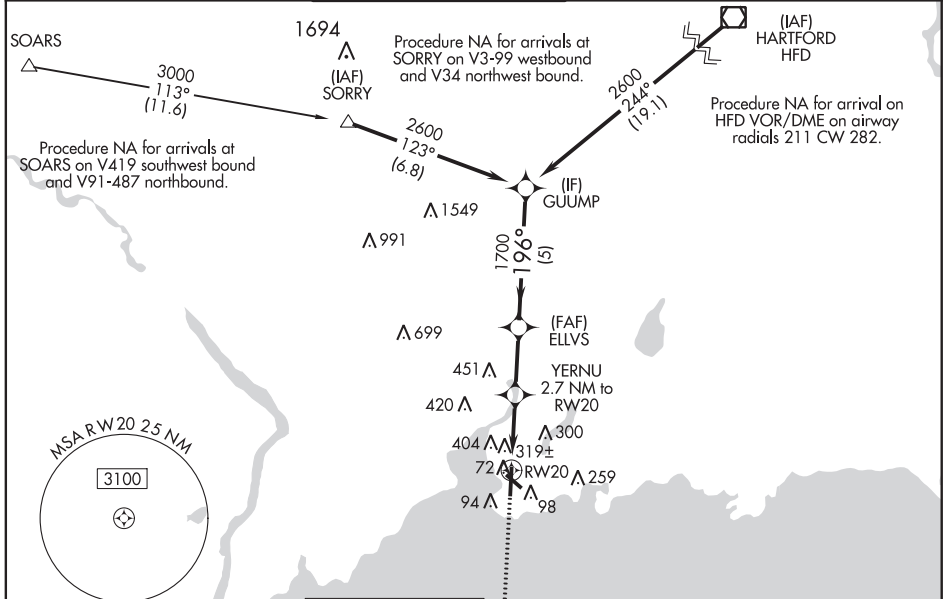
# RNAV (GPS) RWY 20

TWEED-NEW HAVEN (HVN)

**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Long Island Mac Arthur altimeter setting; increase all MDAs 100 feet and LNAV and Circling visibility Cat C and D ¼ mile. Night landing: Rwy 14, 32 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA with Long Island Mac Arthur altimeter setting.

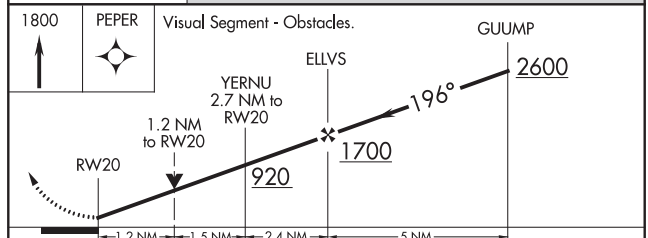
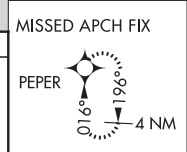
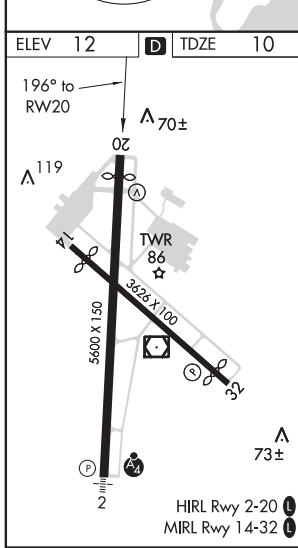
**MISSED APPROACH:** Climb to 1800 direct PEPER and hold.

ATIS <b>133.65</b>	NEW YORK APP CON <b>124.075 343.65</b>	TWEED-NEW HAVEN TOWER * <b>124.8</b> (CTAF) <b>0</b>	GND CON <b>121.7</b>	CLNC DEL <b>*121.7</b> *when tower closed	UNICOM <b>122.95</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY		A	B	C	D
LP	MDA	540-1	530 (600-1)	540-1½	530 (600-1½)
	LNAV MDA	580-1	570 (600-1)	580-1½	570 (600-1½)
<b>C</b>	CIRCLING	720-1	708 (800-1)	780-2¼ 768 (800-2¼)	880-2¾ 868 (900-2¾)

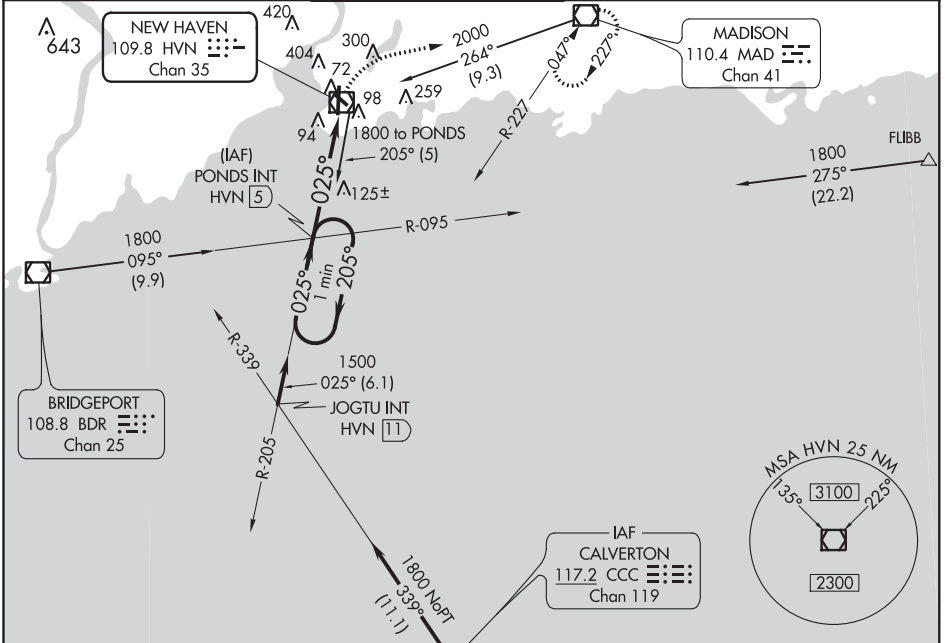


VOR/DME HVN <b>109.8</b> Chan 35	APP CRS <b>025°</b>	Rwy Idg <b>5600</b> TDZE <b>6</b> Apt Elev <b>12</b>
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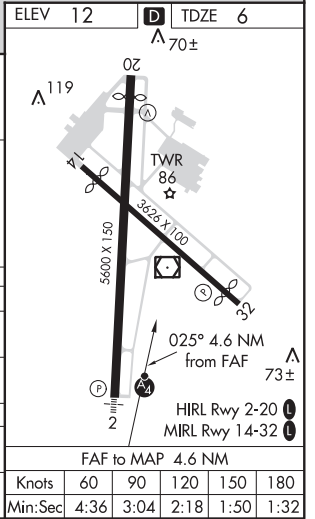
# VOR RWY 2

TWEED-NEW HAVEN (HVN)

<p><b>⚠</b> Inoperative table does not apply. When local altimeter setting not received, use Islip altimeter setting.</p>		<p><b>MALSF</b></p>	<p><b>MISSED APPROACH:</b> Climbing right turn to 2000 direct MAD VOR/DME and hold</p>		
<p>ATIS <b>133.65</b></p>	<p>NEW YORK APP CON <b>124.075 343.65</b></p>	<p><b>TWEED-NEW HAVEN TOWER ★</b> <b>124.8 (CTAF) ①</b></p>	<p>GND CON <b>121.7</b></p>	<p>CLNC DEL <b>*121.7</b> *when tower closed</p>	<p>UNICOM <b>122.95</b></p>



<p>One Minute Holding Pattern</p>		<p>2000 MAD</p>		
<p>1500 ← 205° / 025° →</p>		<p>HVN (0.4)</p>		
<p>2.99° TCH 50</p>		<p>4.6 NM</p>		
CATEGORY	A	B	C	D
S-2	420/50	414 (500-1)	420/60	414 (500-1½)
CIRCLING	720 - 1	708 (800-1)	720 - 2 708 (800-2)	720 - 2¼ 708 (800-2½)
ISLIP ALTIMETER SETTING MINIMUMS				
S-2	500/50	494 (500-1)	500/60 494 (500-1½)	500 - 1½ 494 (500-1½)
CIRCLING	800 - 1 788 (800-1)	800 - 1¼ 788 (800-1¼)	800 - 2¼ 788 (800-2¼)	800 - 2½ 788 (800-2½)



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

AL-671 (FAA)

TWEED-NEW HAVEN (HVN)  
NEW HAVEN, CONNECTICUT

ATIS  
133.65  
NEW HAVEN TOWER \*  
124.8  
GND CON  
121.7  
CLNC DEL  
121.7 (When Tower Closed)

**D**

A 185±

FIELD  
ELEV  
12

VAR 137°M  
JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.0° E

TERMINAL

WEST RAMP

GENERAL AVIATION  
PARKING

EAST RAMP

TWR  
91

41°16.0'N

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

522 X 100  
ELEV 5  
144.9°

5600 X 150

3626 X 100

RWY 02-20  
S-110, D-160, 2S-175  
RWY 14-32  
S-30, D-60

ELEV 5  
32  
324.9°

41°15.5'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING  
INSTRUCTIONS IS REQUIRED.

ELEV 6  
2  
016.6°

72°53.5'W

72°53.0'W

# AIRPORT DIAGRAM

15064

NEW HAVEN, CONNECTICUT  
TWEED-NEW HAVEN (HVN)

# BRIDGEHAVEN NINE DEPARTURE

NEW HAVEN, CONNECTICUT

ATIS  
133.65  
CLNC DEL  
121.7 \*  
when tower closed \*  
GND CON  
121.7  
TWEED-NEW HAVEN TOWER \*  
124.8 (CTAF)  
NEW YORK DEP CON  
124.075 343.65

**TOP ALTITUDE:  
2000**

GREKI  
N41°28.80'  
W73°18.85'  
L-33-34, H-10-12

SOARS  
N41°30.70'  
W73°16.30'  
L-33-34

MADISON  
110.4 MAD  
Chan 41  
N41°18.83'  
W72°41.53'  
L-33-34,  
H-10-12

GAYEL  
N41°24.40'  
W74°21.43'  
L-33-34, H-10-12

HAAYS  
N41°19.20'  
W74°28.03'  
L-33-34

NEION  
N41°13.69'  
W74°34.85'  
L-33-34, H-10-12

COATE  
N41°08.17'  
W74°41.71'  
L-33-34, H-10-12

CARMEL  
116.6 CMK  
Chan 113  
N41°16.81'-W73°34.88'  
L-33-34, H-10-12

NEWEL  
N40°55.32'  
W75°10.25'  
H-10-12

ZIMMZ  
N40°48.18'  
W75°07.42'  
H-10-12

SPARTA  
115.7 SAX  
Chan 104  
N41°04.05'  
W74°32.30'  
L-33-34, H-10-12

BRIDGEPORT  
108.8 BDR  
Chan 25  
N41°09.64'  
W73°07.47'  
L-33-34, H-10-12

ELIOT  
N40°49.11' Δ  
W75°07.81'  
L-33-34, H-10-12

BROADWAY  
114.2 BWZ  
Chan 89  
N40°47.91'-W74°49.31'  
L-33-34, H-10-12

PARKE Δ  
N40°40.99'  
W75°04.59'  
L-33-34, H-10-12

LANNA Δ  
N40°33.58'  
W75°01.66'  
L-33-34, H-10-12

SOLBERG  
112.9 SBJ  
Chan 76  
N40°34.98'-W74°44.51'  
L-33-34, H-10-12

DEER PARK  
117.7 DPK  
Chan 124  
N40°47.50'  
W73°18.22'  
L-33-34, H-10-12

BEADS Δ  
N40°44.08'  
W72°32.57'  
L-34

BIGGY Δ  
N40°25.18'  
W74°58.36'  
L-33-34, H-10-12

WHITE Δ  
N40°00.41'  
W74°15.08'  
L-34, H-10-12

### TAKEOFF MINIMUMS:

Rwys 14, 20: Standard.

Rwy 2: 300-1 with minimum climb of 340' per NM to 400.

Rwy 32: 400-1½ or standard with minimum climb of 465' per NM to 600.

NOTE: Radar required.

NOTE: BEADS Departures expect vectors to MAD R-182.

NOTE: COATE Departures expect vectors to SAX/SAX R-311.

NOTE: ELIOT authorized for all aircraft types but restricted to a final altitude of 14000 or 16000.

NOTE: NEWEL authorized only for jet aircraft requesting a final altitude of FL180 and above.

NOTE: ZIMMZ authorized for all aircraft types but restricted to a final altitude of FL180 and above.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# BRIDGEHAVEN NINE DEPARTURE

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# BRIDGEHAVEN NINE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016°, thence. . . .

TAKEOFF RUNWAY 14: Climb heading 144°, thence. . . .

TAKEOFF RUNWAY 20: Climb heading 196°, thence. . . .

TAKEOFF RUNWAY 32: Climb heading 324°, thence. . . .

. . . .Expect vectors to assigned route/fix. Maintain 2000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

### TAKEOFF OBSTACLE NOTES:

Rwy 2: Transmission line towers beginning 846' from DER, 356' left of centerline, up to 35' AGL/65' MSL.

Building 124' from DER, 525' right of centerline, 53' AGL/64' MSL.

Trees 1276' from DER, 817' left of centerline, up to 80' AGL/239' MSL.

Trees 3755' from DER, 1494' left of centerline, up to 80' AGL/289' MSL.

Rwy 14: Terrain, buildings, and poles beginning 777' from DER, 5' left of centerline, up to 31' AGL/69' MSL.

Terrain, vehicles on road, tower, buildings, and poles beginning 429' from DER, 143' right of centerline, up to 58' AGL/94' MSL.

Rwy 20: Pole 68' from DER, 498' right of centerline, 16' AGL/42' MSL.

Rwy 32: Pole and trees beginning 1121' from DER, 55' left of centerline, up to 80' AGL/149' MSL.

Control tower, poles, and trees beginning 617' from DER, 139' right of centerline, up to 80' AGL/149' MSL.

Trees 2777' from DER, 1143' right of centerline, up to 80' AGL/169' MSL.

Stack 1.1 NM from DER, 2227' right of centerline, 394' AGL/404' MSL.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>002°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>785</b>
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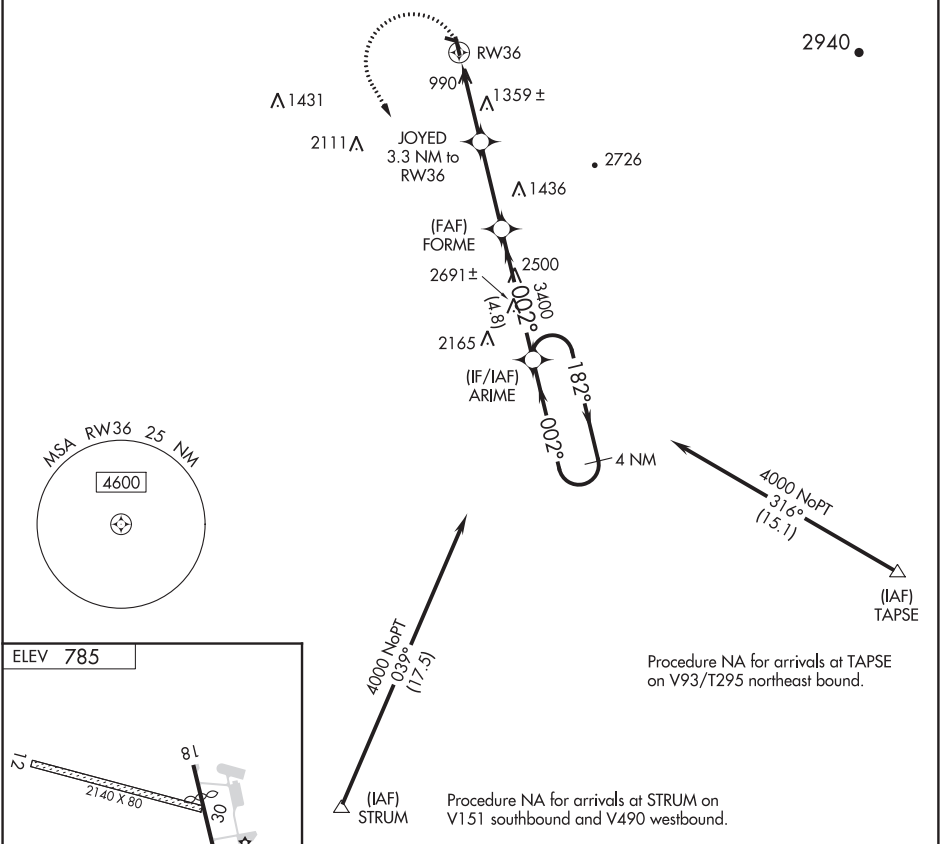
# RNAV (GPS)-A

PARLIN FIELD (2B3)

**▽** DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA to Rwy 12 and 30. Circling NA east of Rwy 18-36. Helicopter visibility reduction below 1 SM NA. Use Lebanon altimeter setting.

**△** NA MISSED APPROACH: Climbing left turn to 4000 direct ARIME and hold.

LEBANON ASOS <b>118.65</b>	BOSTON CENTER <b>134.7 269.475</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4000 3400 2120	ARIME	Visual segment - obstacles.	ARIME	4 NM Holding Pattern
	JOYED 3.3 NM to RW36	FORME	ARIME	4 NM Holding Pattern
RW36 3.3 NM 3.2 NM 4.8 NM	JOYED 3.3 NM to RW36 2120 3400	FORME 3400	ARIME 4000	182° 002°
CATEGORY <b>C</b> CIRCLING	A 1900-1 ¼ 1115 (1200-1 ¼)	B 1900-1 ½ 1115 (1200-1 ½)	C NA	D NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>166°</b>	Rwy Idg <b>2623</b>
	TDZE <b>162</b>
	Apt Elev <b>172</b>

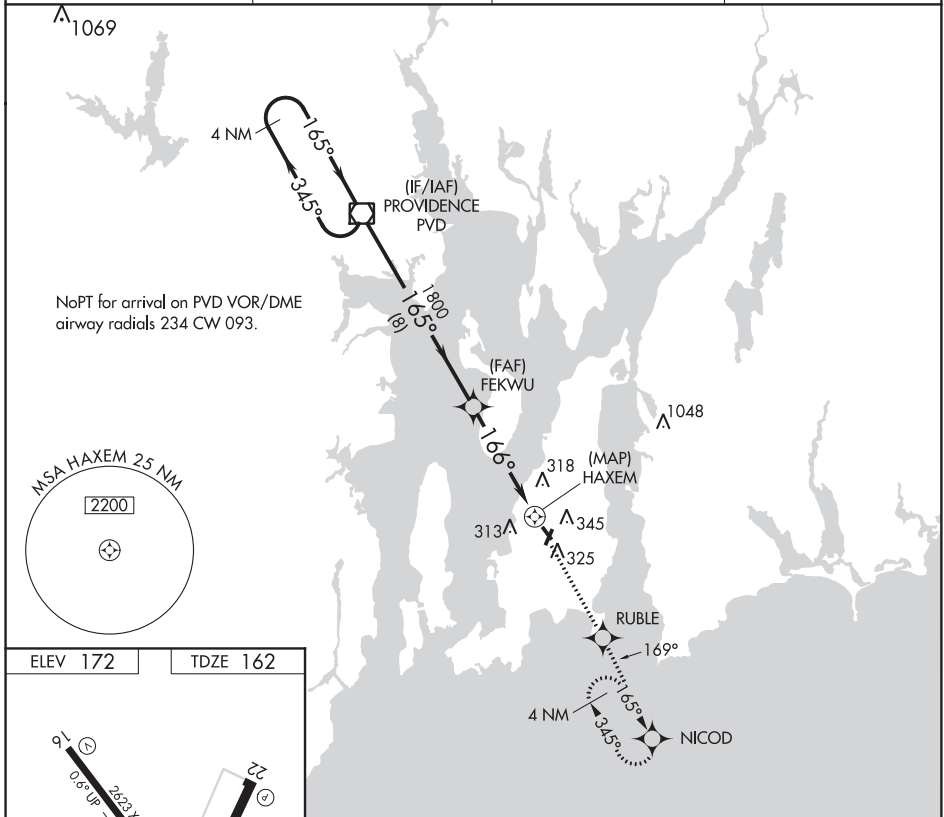
# RNAV (GPS) RWY 16

NEWPORT STATE (UUU)

**⚠** When local altimeter setting not received, use Providence altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.  
**⚠** Night landing: Rwy 34 NA.

MISSED APPROACH: Climb to 2100 direct RUBLE and via 169° track to NICOD and hold.

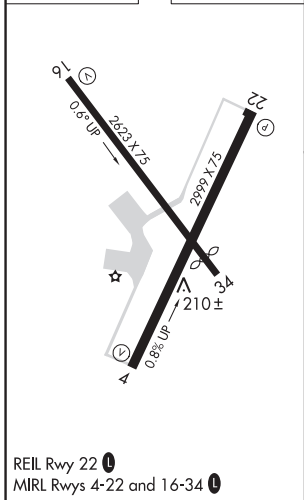
ASOS <b>132.075</b>	PROVIDENCE APP CON* <b>128.7 269.525</b>	CLNC DEL <b>127.25</b>	UNICOM <b>123.05 (CTAF)</b> <b>📻</b>
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NoPT for arrival on PVD VOR/DME  
airway radials 234 CW 093.



ELEV 172	TDZE 162
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REIL Rwy 22 **📻**  
MIRL Rwys 4-22 and 16-34 **📻**

4 NM Holding Pattern	PVD VOR/DME	2100	RUBLE	tr 169°	NICOD
3000	← 345°	↑	📻	↔	📻
	→ 165°				
VGSi and descent angles not coincident (VGSi Angle 3.75/TCH 40).					
	165°	FEKWU	3.04° TCH 40	HAXEM	
		1800			
		166°			
		8 NM	4.5 NM	0.5	
CATEGORY	A	B	C	D	
LNAV MDA	600-1	438 (500-1)	600-1¼ 438 (500-1¼)	NA	
CIRCLING	700-1	528 (600-1)	700-1½ 528 (600-1½)	NA	

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

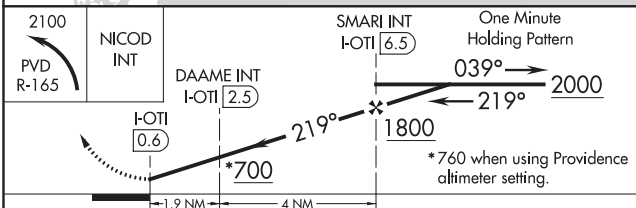
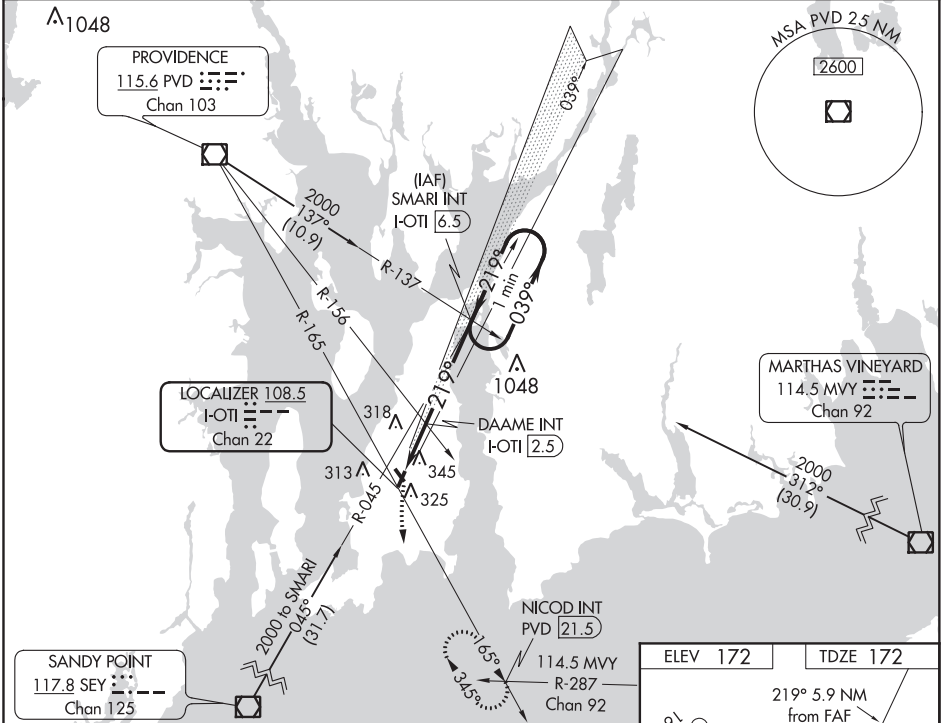
LOC/DME	I-OTI	APP CRS	Rwy Idg	2999
108.5		219°	TDZE	172
Chan 22			Apt Elev	172

# LOC RWY 22

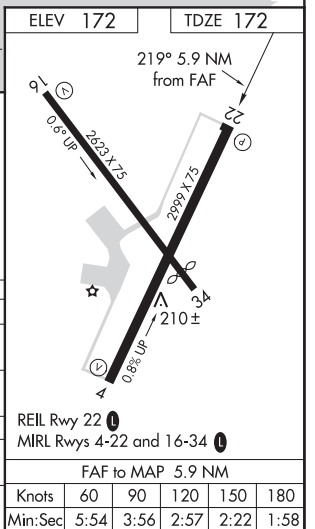
NEWPORT STATE (UUU)

When local altimeter setting not received, use Providence altimeter setting and increase all MDA 60 feet.  
 MISSED APPROACH: Climbing left turn to 2100 via PVD VOR/DME R-165 to NICOD INT/21.5 DME and hold.

ASOS <b>132.075</b>	PROVIDENCE APP CON * <b>128.7 269.525</b>	CLNC DEL <b>127.25</b>	UNICOM <b>123.05 (CTAF)</b>
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CATEGORY	A	B	C	D
S-22	700-1	528 (600-1)	700-1½ 528 (600-1½)	NA
CIRCLING	760-1	588 (600-1)	760-1½ 588 (600-1½)	NA
DAAME FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-22	640-1	468 (500-1)	640-1¼ 468 (500-1¼)	NA
CIRCLING	760-1	588 (600-1)	760-1½ 588 (600-1½)	NA



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

VOR/DME PVD <b>115.6</b> Chan <b>103</b>	APP CRS <b>164°</b>	Rwy Idg TDZE Apt Elev	<b>2623</b> <b>162</b> <b>172</b>
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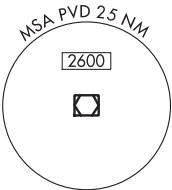
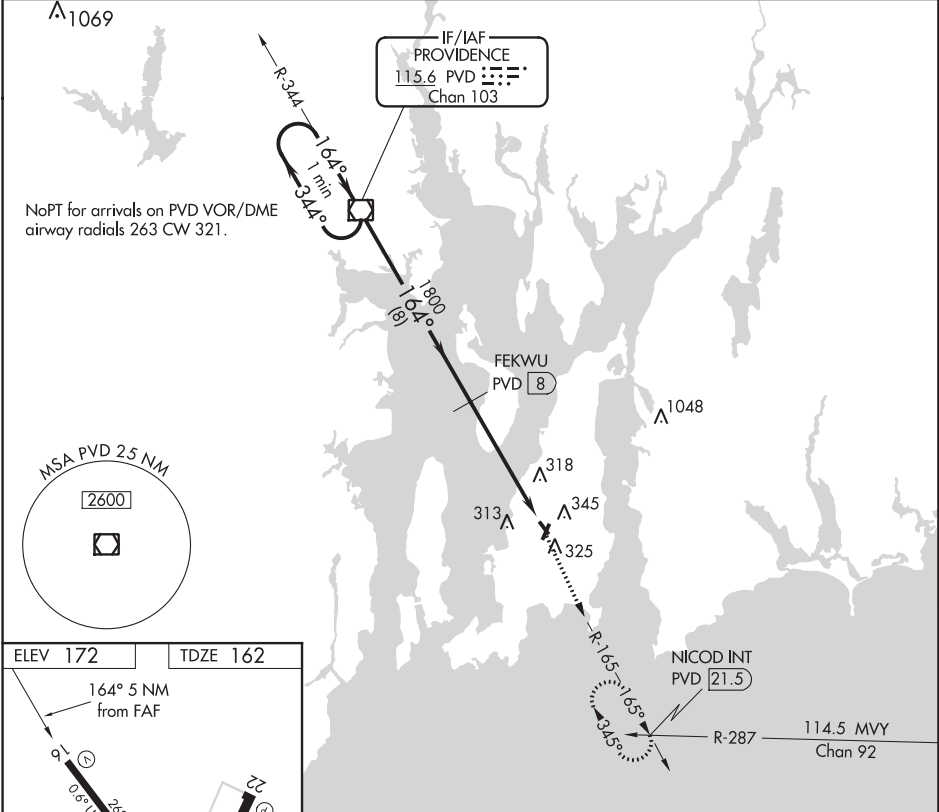
# VOR/DME RWY 16

NEWPORT STATE (UUU)

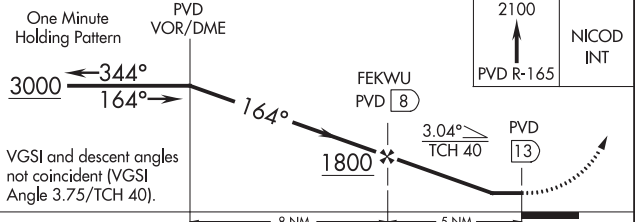
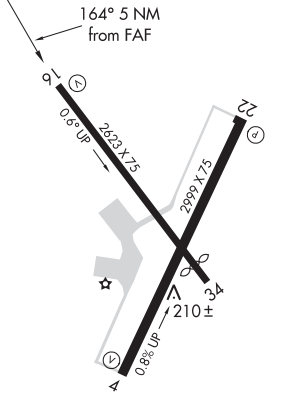
**⚠** When local altimeter setting not received, use Providence altimeter setting and increase all MDA 60 feet; increase S-16 Cat C visibility ¼ mile.  
**⚠** Night landing: Rwy 34 NA.

MISSED APPROACH: Climb to 2100 via PVD R-165 to NICOD INT/21.5 DME and hold.

ASOS <b>132.075</b>	PROVIDENCE APP CON * <b>128.7 269.525</b>	CLNC DEL <b>127.25</b>	UNICOM <b>123.05 (CTAF)</b>
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ELEV 172	TDZE 162
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CATEGORY	A	B	C	D
S-16	680-1	518 (600-1)	680-1½ 518 (600-1½)	NA
CIRCLING	700-1	528 (600-1)	700-1½ 528 (600-1½)	NA

REIL Rwy 22 **Ⓛ**  
 MIRL Rws 4-22 and 16-34 **Ⓛ**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



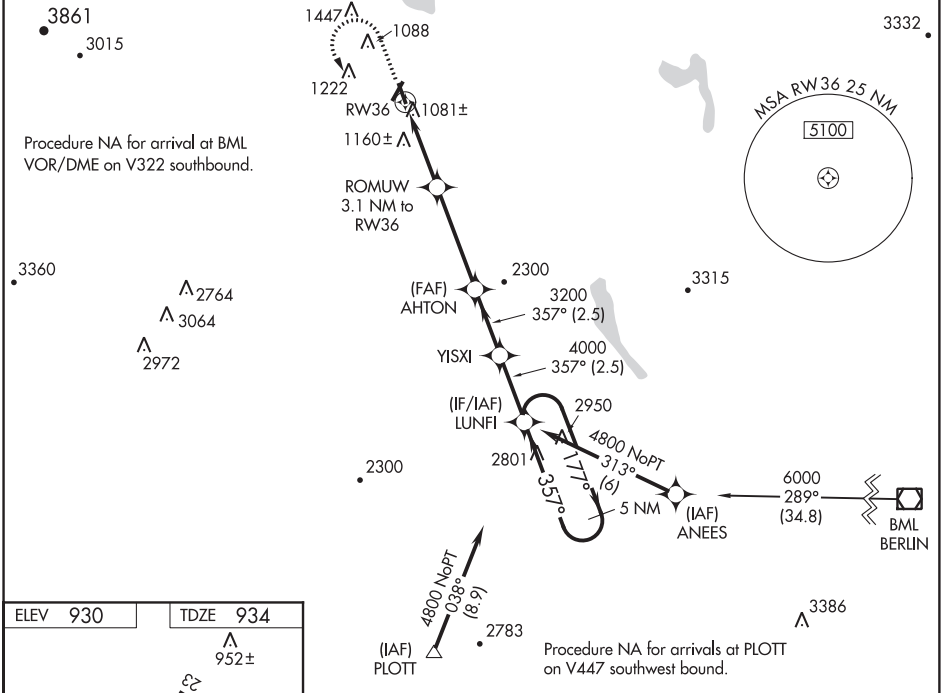
WAAS CH <b>82737</b> <b>W36A</b>	APP CRS <b>357°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>934</b> <b>930</b>
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# RNAV (GPS) RWY 36

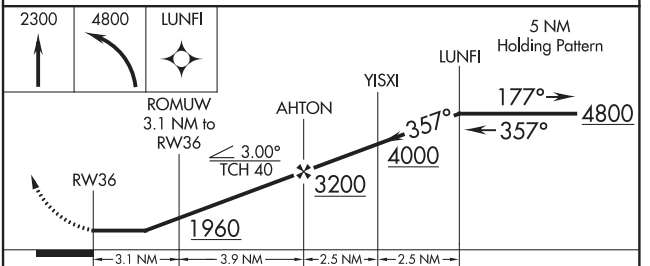
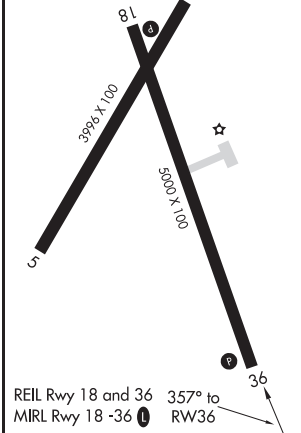
NEWPORT STATE (E,F,K)

	<p>DME/DME RNP-0.3 NA. When local altimeter setting not received, use Morrisville altimeter setting and increase all MDA 100 feet; increase LP Cat C visibility ¼ mile and LNAV Cat C visibility ⅜ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climb to 2300 then climbing left turn to 4800 direct LUNFI and hold, continue climb-in-hold to 4800.</p>
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AWOS-3 <b>118.275</b>	BURLINGTON RADIO <b>122.5 255.4</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 930	TDZE 934
	△ 952±



CATEGORY	A	B	C	D
LP MDA	1340-1	406 (500-1)	1340-1½ 406 (500-1½)	NA
LNAV MDA	1420-1	486 (500-1)	1420-1¾ 486 (500-1¾)	NA
CIRCLING	1440-1 510 (600-1)	1600-1 670 (700-1)	2020-3 1090 (1100-3)	NA

NE-1, 10 NOV 2016 to 05 JAN 2017

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NORRIDGEWOCK, MAINE

AL-6642 (FAA)

16147

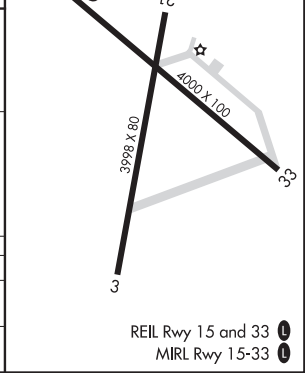
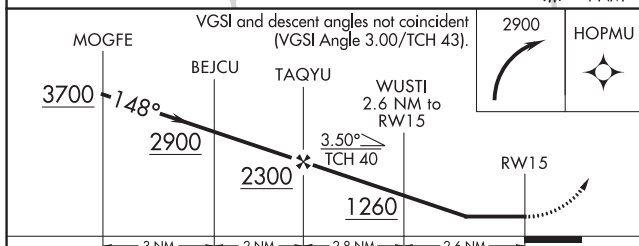
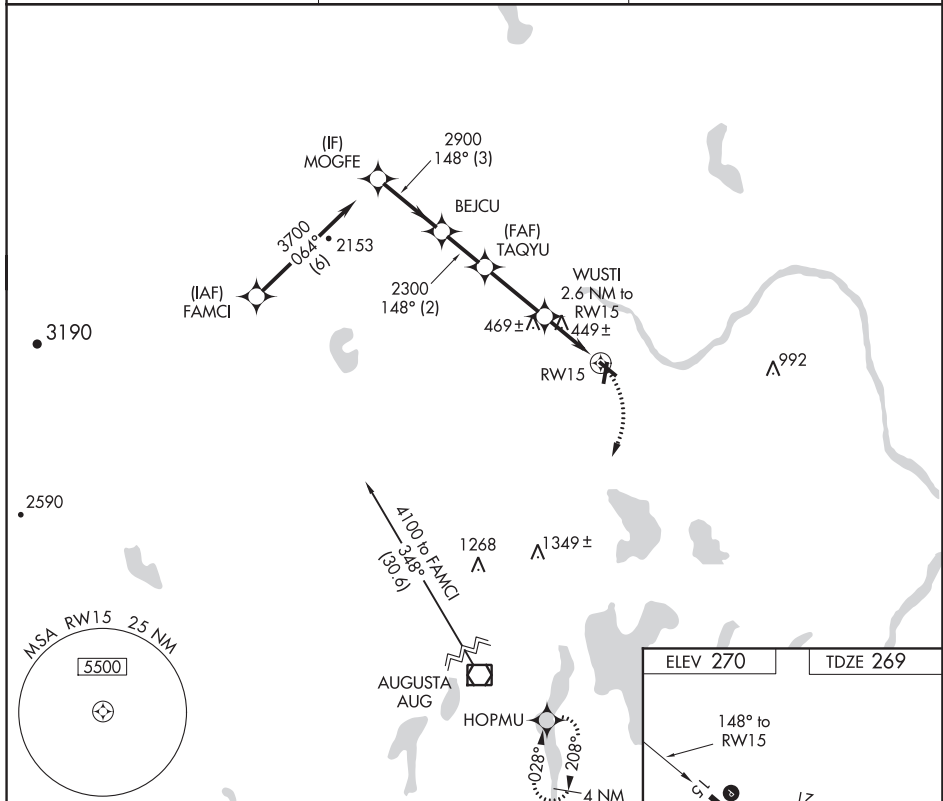
APP CRS <b>148°</b>	Rwy Idg <b>4000</b>
	TDZE <b>269</b>
	Apt Elev <b>270</b>

# RNAV (GPS) RWY 15

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)

<p><b>▽</b> DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Augusta State altimeter setting and increase all MDA 80 feet; increase LNAV Cat C and Circling Cat C visibility 1/2 mile.</p> <p><b>△</b> NA</p>	<p>MISSED APPROACH: Climbing right turn to 2900 direct HOPMU and hold.</p>
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<p>AWOS-AV <b>122.8</b></p>	<p>PORTLAND APP CON* <b>128.35 299.2</b></p>	<p>UNICOM <b>122.8 (CTAF)</b></p>
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CATEGORY	A	B	C	D
LNAV MDA	700-1	431 (500-1)	700-1 1/4 431 (500-1 1/4)	NA
<b>C</b> CIRCLING	800-1 530 (600-1)	960-1 690 (700-1)	1080-2 1/4 810 (900-2 1/4)	NA

NORRIDGEWOCK, MAINE  
Orig-A 26MAY16

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)  
44°43'N-69°52'W

# RNAV (GPS) RWY 15

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

REIL Rwy 15 and 33 **①**  
MIRL Rwy 15-33 **②**

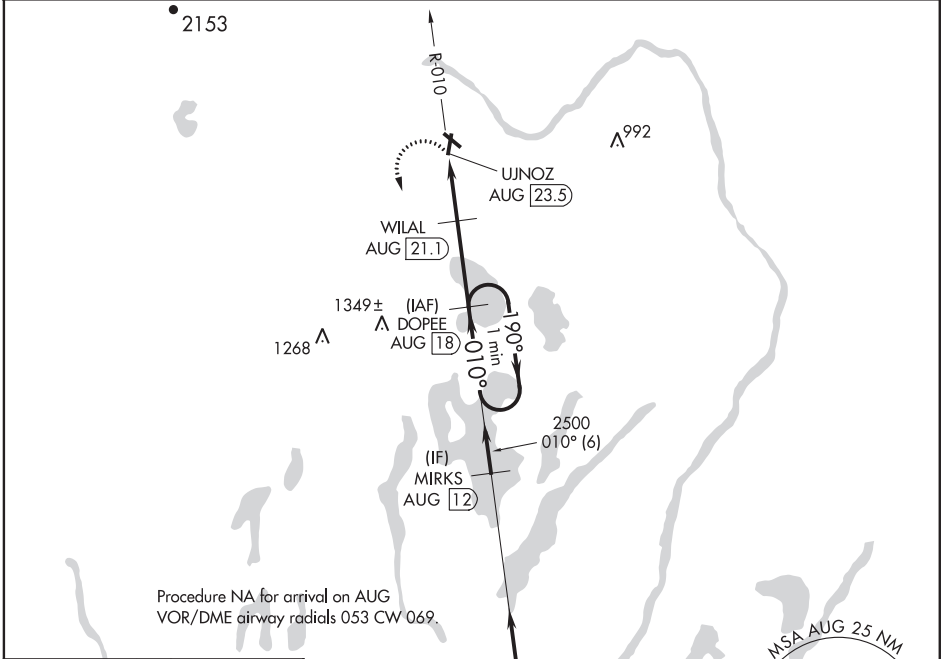
VOR/DME AUG <b>111.4</b> Chan <b>51</b>	APP CRS <b>010°</b>	Rwy Idg TDZE Apt Elev	<b>3998</b> <b>268</b> <b>270</b>
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**VOR/DME RWY 3**  
CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)

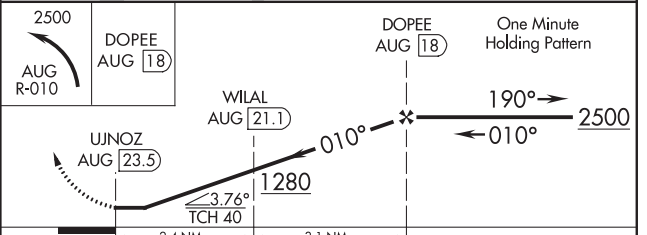
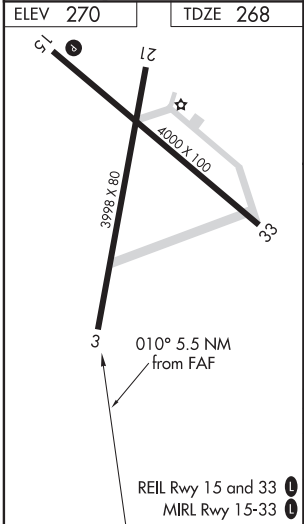
**⚠** When local altimeter setting not received, use Augusta State altimeter setting and increase all MDA 80 feet; increase S-03 Cat A visibility and Circling Cat C visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climbing left turn to 2500 on AUG VOR/DME R-010 to DOPEE/ AUG 18 DME and hold.

AWOS-AV <b>122.8</b>	PORTLAND APP CON ★ <b>128.35 299.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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Procedure NA for arrival on AUG VOR/DME airway radials 053 CW 069.



CATEGORY	A	B	C	D
S-3	1100-1 832 (900-1)	1100-1¼ 832 (900-1¼)	1100-2½ 832 (900-2½)	NA
<b>C</b> CIRCLING	1100-1¼	830 (900-1¼)	1100-2½ 830 (900-2½)	NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>3998</b>
<b>028°</b>	TDZE	<b>268</b>
	Apt Elev	<b>270</b>

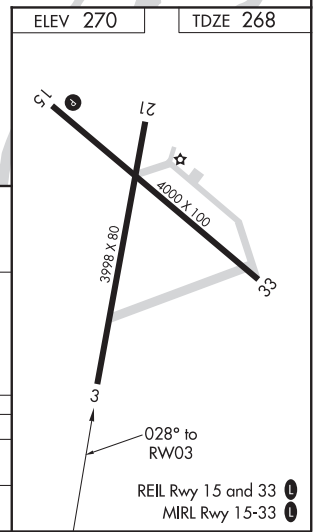
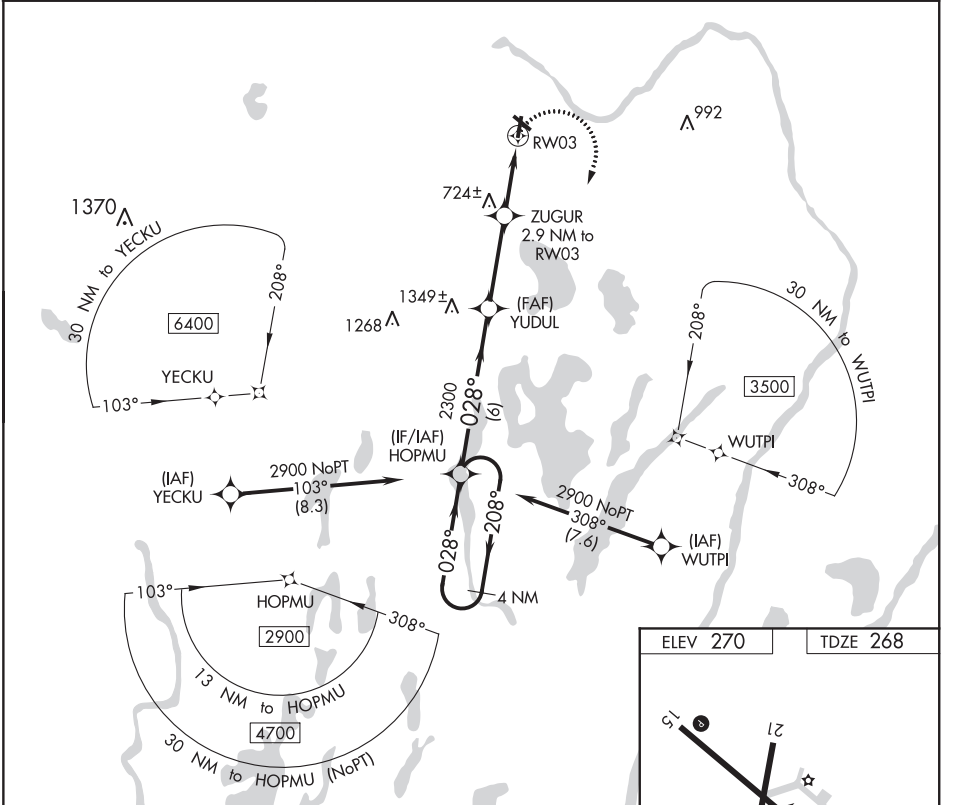
# RNAV (GPS) RWY 3

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)

**▽** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Augusta State altimeter setting and increase all MDA 80 feet; increase LNAV Cat B visibility ¼ mile and Cat C visibility ½ mile and Circling Cat B visibility ¼ mile and Cat C visibility ½ mile.  
**▲ NA** Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2900 direct HOPMU and hold.

AWOS-AV <b>122.8</b>	PORTLAND APP CON ★ <b>128.35 299.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4 NM Holding Pattern	HOPMU	Descent angle NA.	2900	HOPMU
2900	208°	028°	028°	
	2300	1220		
	6 NM	3.4 NM	2.9 NM	

CATEGORY	A	B	C	D
LNAV MDA	980-1	712 (800-1)	980-2 712 (800-2)	NA
<b>C</b> CIRCLING	980-1	710 (800-1)	1080-2¼ 810 (900-2¼)	NA

# RNAV (GPS) RWY 3

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	N/A
066°	TDZE	N/A
	Apt Elev	654

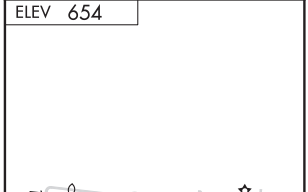
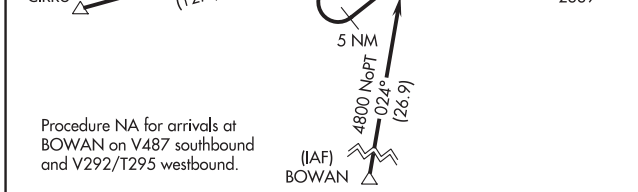
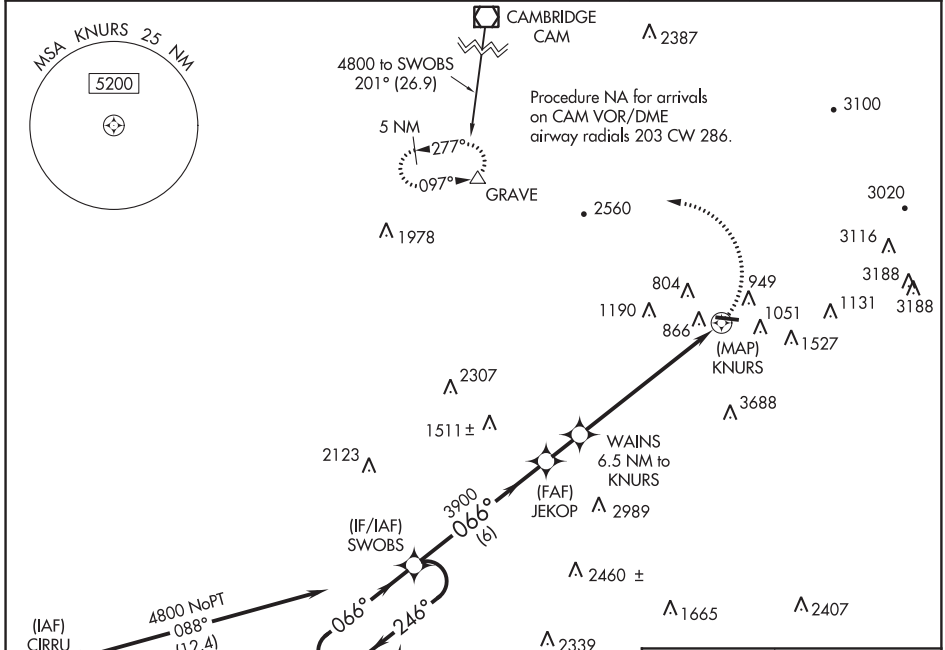
# RNAV (GPS)-A

## HARRIMAN-AND-WEST (A/QW)

When local altimeter setting not received, use Bennington altimeter setting and increase all MDA 60 feet. Circling NA south of Rwy 11-29. DME/DME RNP-0.3 NA. Procedure NA at night.

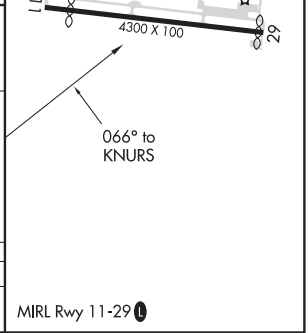
MISSED APPROACH: Climbing left turn to 5000 direct GRAVE and hold, continue climb-in-hold to 5000.

ASOS <b>134.775</b>	ALBANY APP CON <b>132.825 307.2</b>	UNICOM <b>122.8 (CTAF)</b>
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5 NM Holding Pattern	SWOBS	JEKOP	WAINS 6.5 NM to KNURS	KNURS
4800	246°	066°	3900	3280
	066°			
		6 NM	1.5 NM	6.5 NM

CATEGORY	A	B	C	D
CIRCLING	2740-1¼ 2086 (2100-1¼)	2740-1½ 2086 (2100-1½)	2780-3 2126 (2200-3)	NA



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LOC/DME I-QQU <b>109.5</b> Chan <b>32</b>	APP CRS <b>160°</b>	Rwy Idg <b>7100</b> TDZE <b>18</b> Apt Elev <b>18</b>
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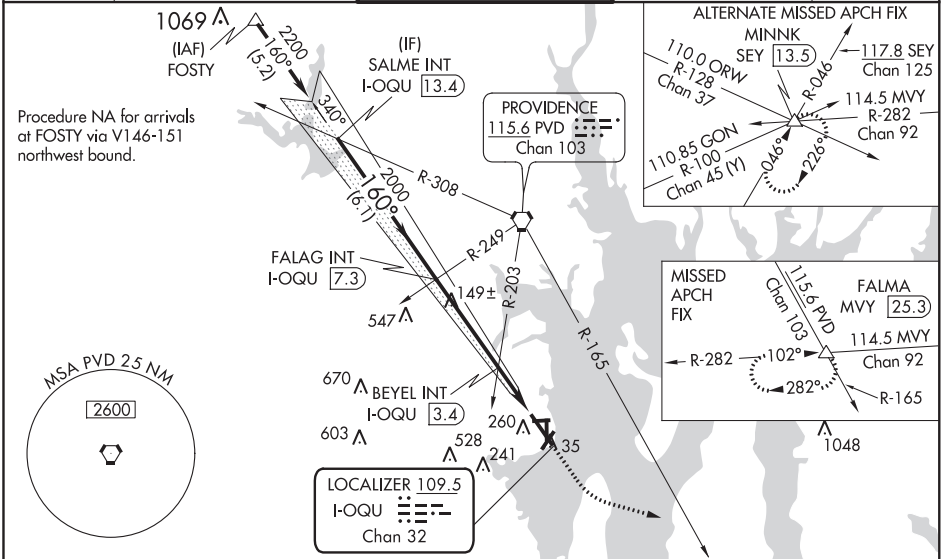
# ILS or LOC RWY 16

QUONSET STATE (OQU)

**⚠** Helicopter visibility reduction below 3/4 SM NA. VDP NA when using Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase all DA 23 feet and all MDA 40 feet, and S-LOC 16 Cats C and D and Circling Cats B, C, and D visibilities 1/4 mile, and BEYEL fix minimums Circling Cat C visibility 1/4 mile. Inoperative table does not apply to S-ILS 16. For inoperative MALSRS, increase S-LOC 16 Cats A and B visibilities to 1 mile. BEYEL fix minimums: For inoperative MALSRS, increase S-LOC 16 Cats A, B, and C visibilities to 1 mile. For inoperative MALSRS, when using Providence altimeter setting increase S-LOC 16 Cat A visibility to 1 mile. BEYEL fix minimums: For inoperative MALSRS, when using Providence altimeter setting increase S-LOC 16 Cats A and B visibilities to 1 mile. Night landing: Rwy 5 NA.

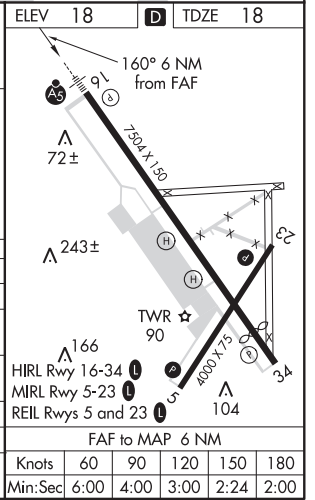
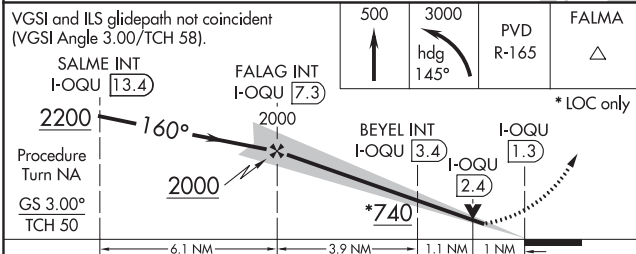
**MALSRS**  
  
**MISSED APPROACH:**  
 Climb to 500 then climbing left turn to 3000 via heading 145° and PVD VORTAC R-165 to FALMA INT/MVY 25.3 DME and hold.

ATIS* <b>118.6</b>	PROVIDENCE APP CON* <b>123.675 244.875</b>	QUONSET TOWER* <b>126.35 (CTAF) 0 252.9</b>	GND CON <b>134.5 275.8</b>	UNICOM <b>122.95</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 16	268-3/4 250 (300-3/4)			
S-LOC 16	740-3/4	722 (800-3/4)	740-1 1/2 722 (800-1 1/2)	740-1 3/4 722 (800-1 3/4)
CIRCLING	740-1	722 (800-1)	740-2 722 (800-2)	740-2 1/4 722 (800-2 1/4)
BEYEL FIX MINIMUMS				
S-LOC 16	400-3/4 382 (400-3/4)			
CIRCLING	620-1	602 (700-1)	620-1 3/4 602 (700-1 3/4)	620-2 602 (700-2)

WAAS CH <b>93705</b> <b>W16A</b>	APP CRS <b>160°</b>	Rwy Idg <b>7100</b> TDZE <b>18</b> Apt Elev <b>18</b>
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# RNAV (GPS) RWY 16

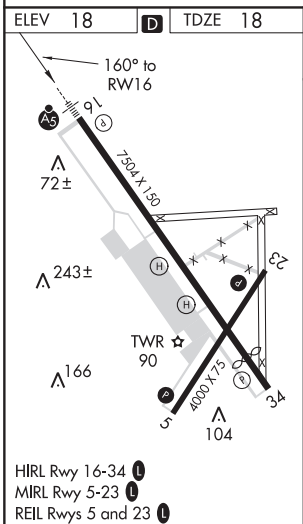
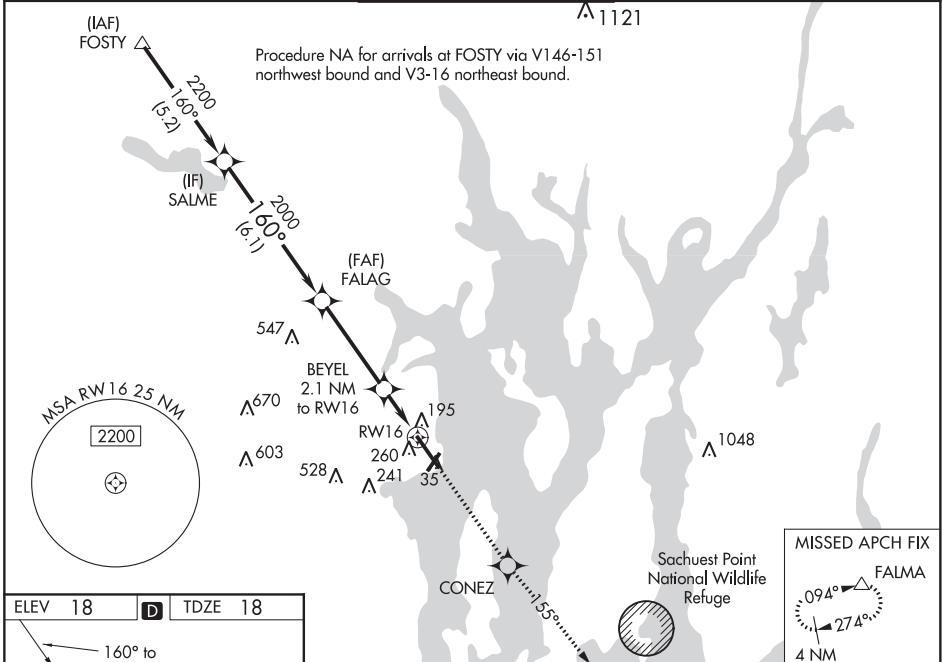
QUONSET STATE (OQU)

For inop MALS, increase LNAV Cat A and B visibility to 1 mile. Baro-VNAV NA when using Providence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. VDP NA when using Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase LPV DA to 343 feet, increase LNAV/VNAV DA to 468 feet; increase all MDAs 40 feet. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 5 NA.



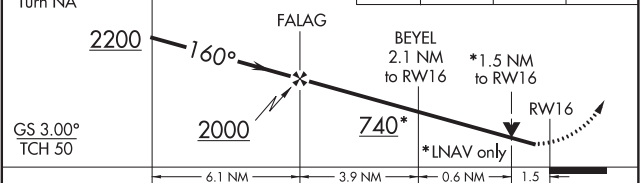
**MISSED APPROACH:**  
Climb to 3000 direct CONEZ and via 155° track to FALMA and hold.

ATIS* <b>118.6</b>	PROVIDENCE APP CON* <b>123.675 244.875</b>	QUONSET TOWER* <b>126.35 (CTAF) 252.9</b>	GND CON <b>134.5 275.8</b>	UNICOM <b>122.95</b>
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 58).

3000	↑	CONEZ	155° tr	FALMA
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CATEGORY	A	B	C	D
LPV DA	320-3/4 302 (400-3/4)			
LNAV/VNAV DA	445-1 427 (500-1)			
LNAV MDA	560-3/4	542 (600-3/4)	560-1 542 (600-1)	560-1 1/4 542 (600-1 1/4)
CIRCLING	620-1	602 (700-1)	620-1 3/4 602 (700-1 3/4)	620-2 602 (700-2)

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APP CRS	Rwy Idg	<b>7100</b>
<b>340°</b>	TDZE	<b>11</b>
	Apt Elev	<b>18</b>

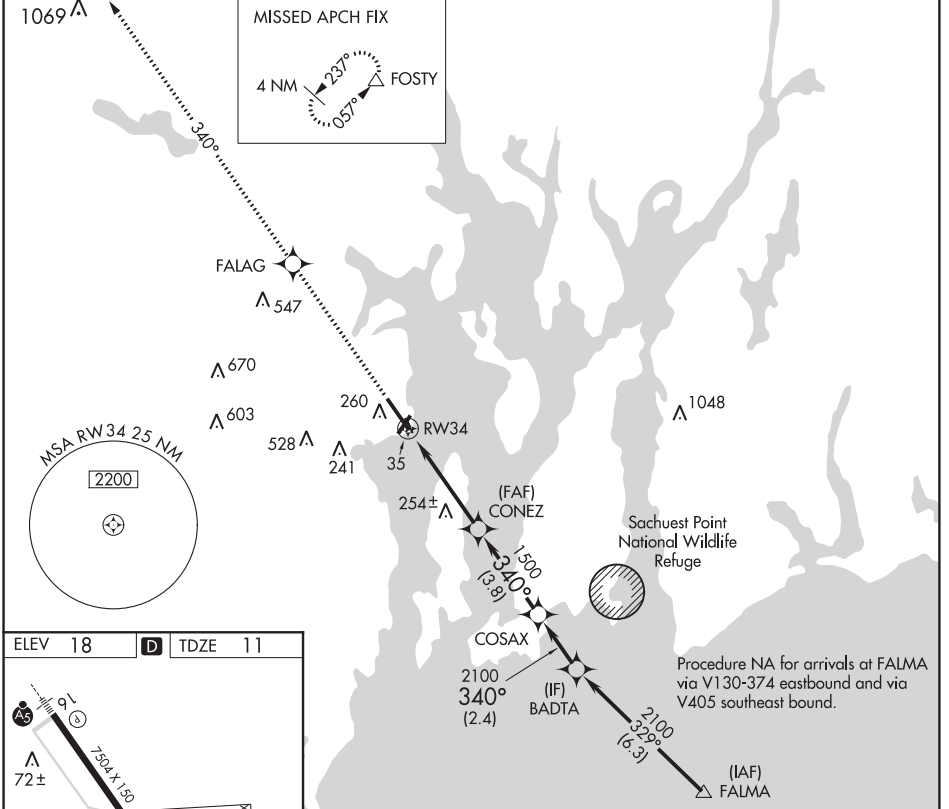
# RNAV (GPS) RWY 34

QUONSET STATE (OQU)

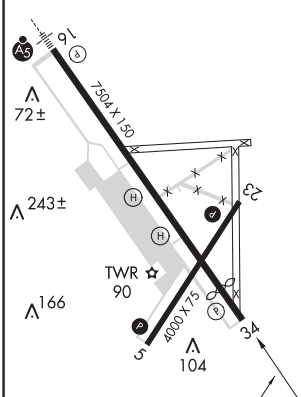
**⚠** DME/DME RNP-0.3 NA. VDP NA when using Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase all MDAs 40 feet, visibility Cat D ¼ mile, and circling visibility Cat C ¼ mile. Night landing: Rwy 5 NA.

**⚠** MISSED APPROACH: Climb to 2500 direct FALAG and via 340° track to FOSTY and hold.

ATIS ★	PROVIDENCE APP CON ★	QUONSET TOWER ★	GND CON	UNICOM
<b>118.6</b>	<b>123.675 244.875</b>	<b>126.35 (CTAF) 0 252.9</b>	<b>134.5 275.8</b>	<b>122.95</b>



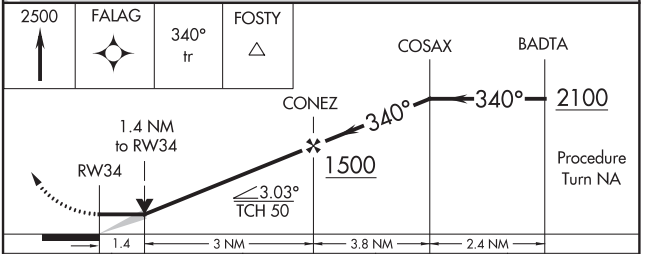
ELEV 18	<b>D</b>	TDZE 11
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HIRL Rwy 16-34 **(L)**

MIRL Rwy 5-23 **(L)**

REIL Rwy 5 and 23 **(L)**



CATEGORY	A	B	C	D
LNAV MDA	520-1	509 (600-1)	520-1½	509 (600-1½)
CIRCLING	620-1	602 (700-1)	620-1¾	602 (700-2)

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VOR/DME PVD <b>115.6</b>	APP CRS <b>006°</b>	Rwy Idg TDZE Apt Elev <b>7100</b> <b>12</b> <b>18</b>
Chan <b>103</b>		

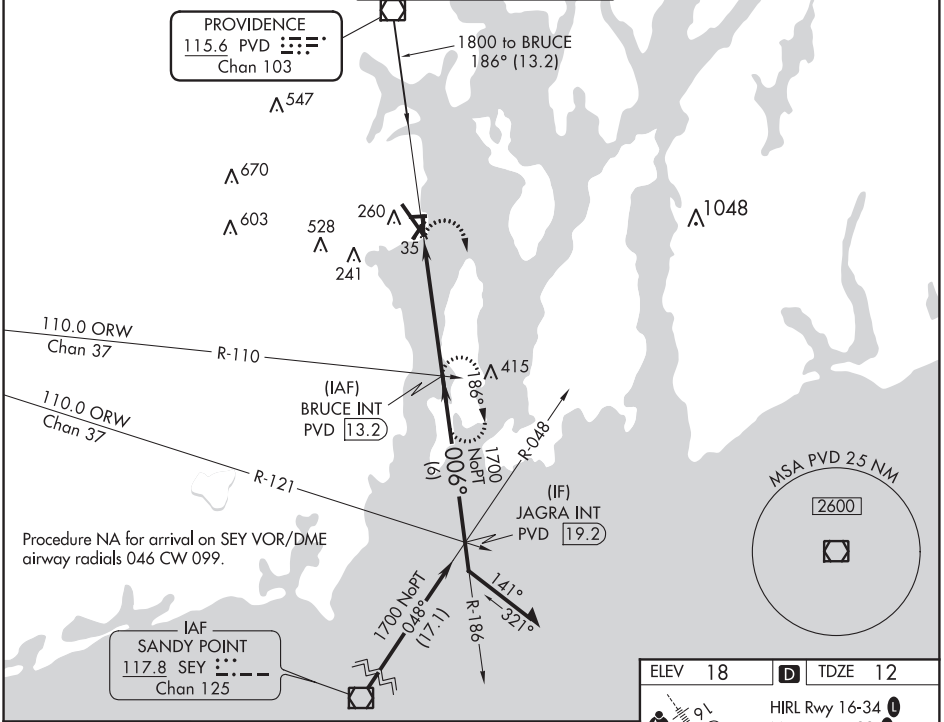
# VOR RWY 34

QUONSET STATE (OQU)

**⚠** When local altimeter setting not received, use Providence altimeter setting. Night landing: Rwy 5 NA. Helicopter visibility reduction below 3/4 SM NA.

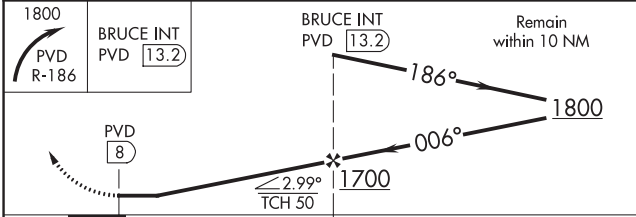
**MISSED APPROACH:** Climbing right turn to 1800 via PVD R-186 to BRUCE Int/PVD 13.2 DME and hold.

ATIS* <b>118.6</b>	PROVIDENCE APP CON* <b>123.675 244.875</b>	QUONSET TOWER* <b>126.35 (CTAF) 0 252.9</b>	GND CON <b>134.5 275.8</b>	UNICOM <b>122.95</b>
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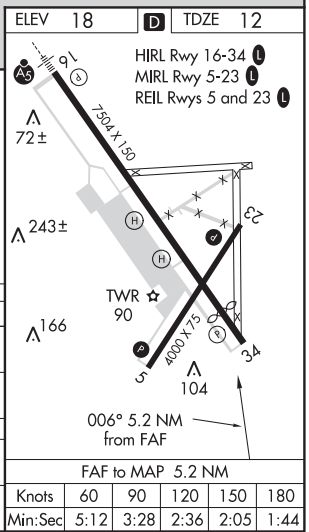


NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A		B		C		D	
	Alt	Dist	Alt	Dist	Alt	Dist	Alt	Dist
S-34	720-1	708 (800-1)	720-2	708 (800-2)	720-2 1/4	708 (800-2 1/4)	720-2 1/4	708 (800-2 1/4)
CIRCLING	720-1	702 (800-1)	720-2	702 (800-2)	720-2 1/4	702 (800-2 1/4)	720-2 1/4	702 (800-2 1/4)
PROVIDENCE ALTIMETER SETTING MINIMUMS								
S-34	740-1	728 (800-1)	740-2	728 (800-2)	740-2 1/4	728 (800-2 1/4)	740-2 1/4	728 (800-2 1/4)
CIRCLING	740-1	722 (800-1)	740-2	722 (800-2)	740-2 1/4	722 (800-2 1/4)	740-2 1/4	722 (800-2 1/4)

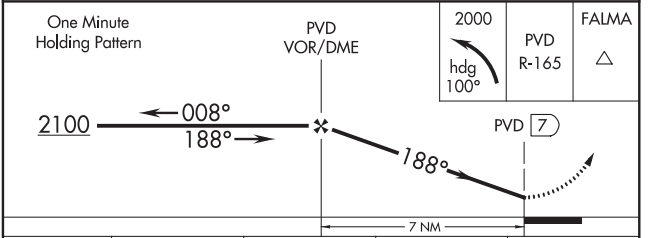
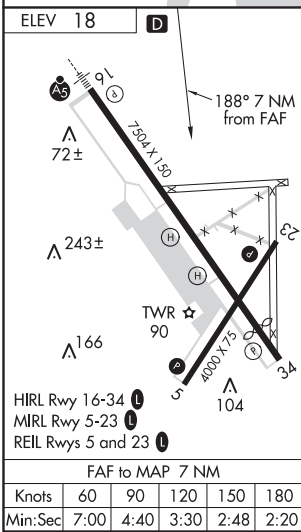
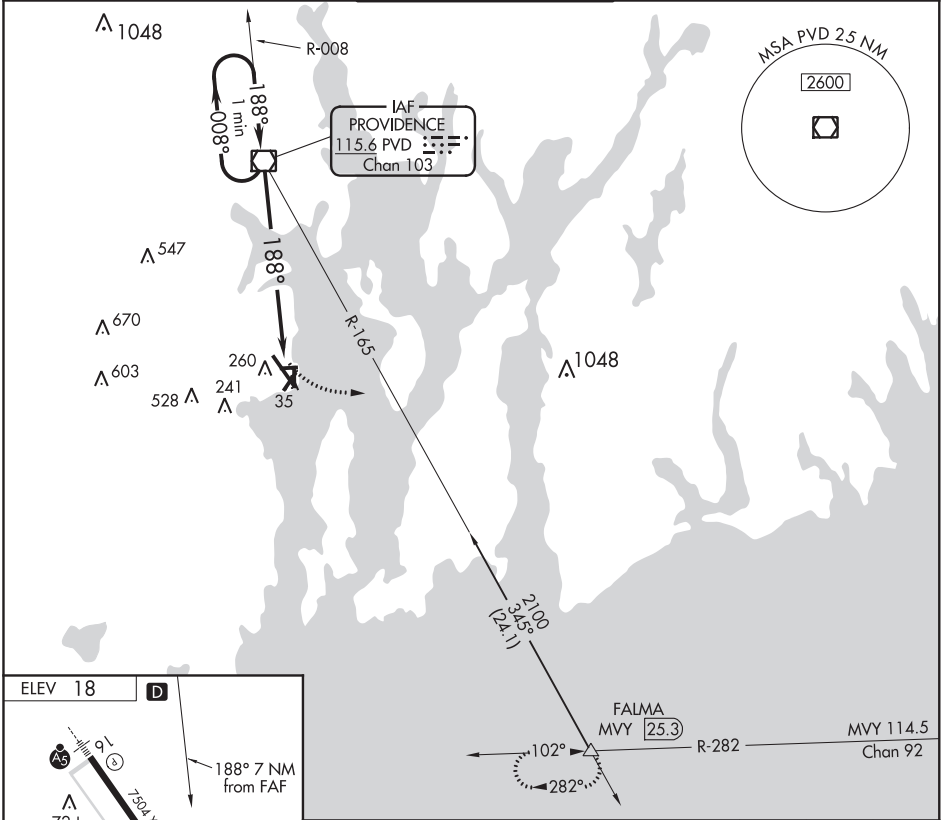


VOR/DME PVD <b>115.6</b> Chan <b>103</b>	APP CRS <b>188°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>18</b>
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**VOR-A**  
QUONSET STATE (OQU)

**▼** When local altimeter not received, use Providence altimeter setting.  
**▲** Night landing: Rwy 5 N/A. MISSED APPROACH: Climbing left turn to 2000 via heading 100° and PVD R-165 to FALMA Int and hold.

ATIS ★ <b>118.6</b>	PROVIDENCE APP CON ★ <b>123.675 244.875</b>	QUONSET TOWER ★ <b>126.35 (CTAF) 0 252.9</b>	GND CON <b>134.5 275.8</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
CIRCLING	600-1	582 (600-1)	600-1½ 582 (600-1½)	600-2 582 (600-2)
PROVIDENCE ALTIMETER SETTING MINIMUMS				
CIRCLING	640-1	622 (700-1)	640-1¾ 622 (700-1¾)	640-2 622 (700-2)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

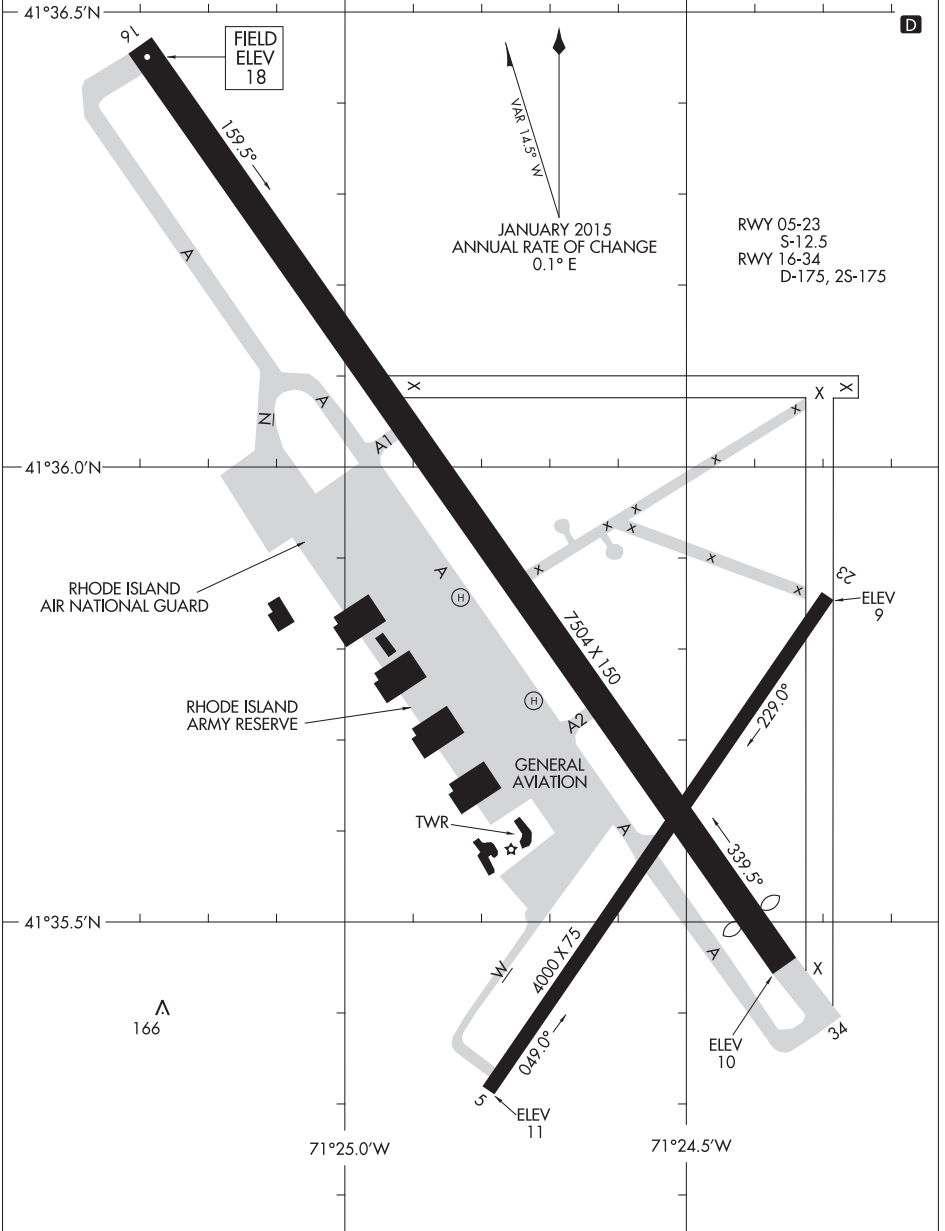
AL-338 (FAA)

QUONSET STATE (OQU)  
NORTH KINGSTOWN, RHODE ISLAND

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ATIS ★  
118.6  
QUONSET TOWER ★  
126.35 252.9  
GND CON  
134.5 275.8

D



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

NORTH KINGSTOWN, RHODE ISLAND  
QUONSET STATE (OQU)

APP CRS	Rwy Idg	<b>3335</b>
<b>143°</b>	TDZE	<b>121</b>
	Apt Elev	<b>121</b>

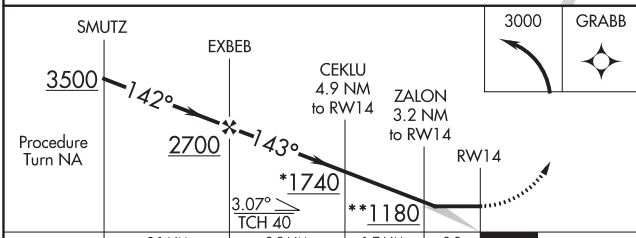
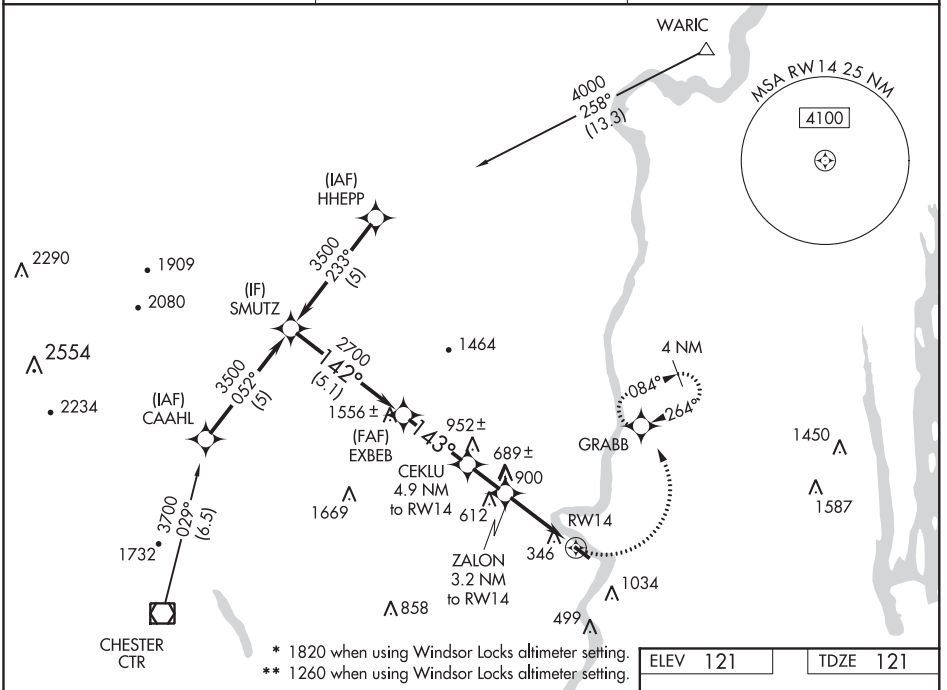
# RNAV (GPS) RWY 14

NORTHAMPTON (7B2)

**DME/DME RNP-0.3 NA.** Obtain local altimeter setting on CTAF; when not received, use **-24°C/-11°F** Windsor Locks altimeter setting.

**MISSED APPROACH:** Climbing left turn to 3000 direct GRABB and hold, continue climb-in-hold to 3000.

<b>BRADLEY APP CON</b> <b>125.35 281.5</b>	<b>CLNC DEL</b> <b>133.6</b>	<b>UNICOM</b> <b>122.7 (CTAF)</b>
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CATEGORY	A	B	C	D
LNAV MDA	940-1 819 (900-1)	940-1¼ 819 (900-1¼)		NA
CIRCLING	940-1 819 (900-1)	940-1¼ 819 (900-1¼)		NA
<b>WINDSOR LOCKS ALTIMETER SETTING MINIMUMS</b>				
LNAV MDA	1020-1¼	899 (900-1¼)		NA
CIRCLING	1020-1¼	899 (900-1¼)		NA

ELEV	121	TDZE	121
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MIRA RWY 14-32

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

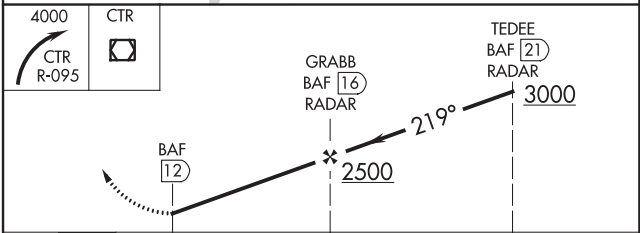
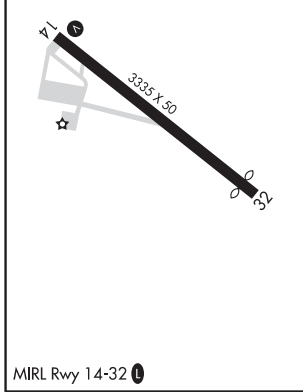
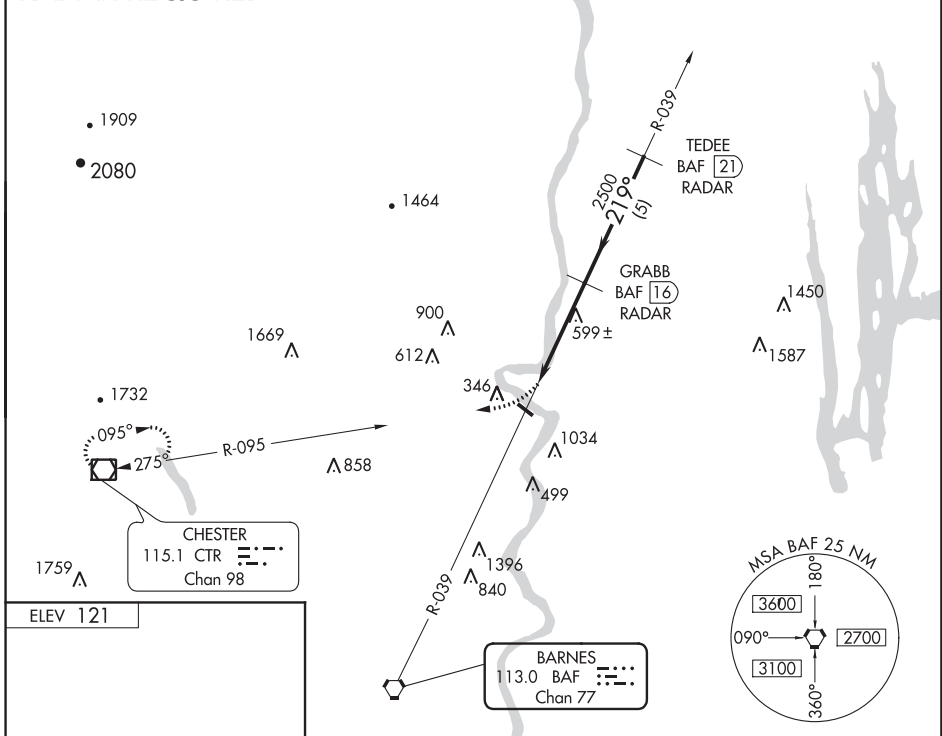
VORTAC BAF <b>113.0</b> Chan <b>77</b>	APP CRS <b>219°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>121</b>
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**VOR/DME-B**  
NORTHAMPTON (7B2)

⚠ NA Obtain local altimeter on CTAF; when not received, use Windsor Locks altimeter setting.
 MISSED APPROACH: Climbing right turn to 4000 via CTR R-095 to CTR VOR/DME and hold.

BRADLEY APP CON <b>125.35 281.5</b>	CLNC DEL <b>133.6</b>	UNICOM <b>122.7 (CTAF)</b> <span>⓪</span>
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**RADAR REQUIRED**



CATEGORY	A	B	C	D
CIRCLING	1300-1¼ 1179 (1200-1¼)	1300-1½ 1179 (1200-1½)	NA	
WINDSOR LOCKS ALTIMETER SETTING MINIMUMS				
CIRCLING	1360-1¼ 1239 (1300-1¼)	1360-1½ 1239 (1300-1½)	NA	

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>86400</b> <b>W35A</b>	APP CRS <b>350°</b>	Rwy Idg TDZE <b>49</b> Apt Elev <b>49</b>	<b>4008</b>
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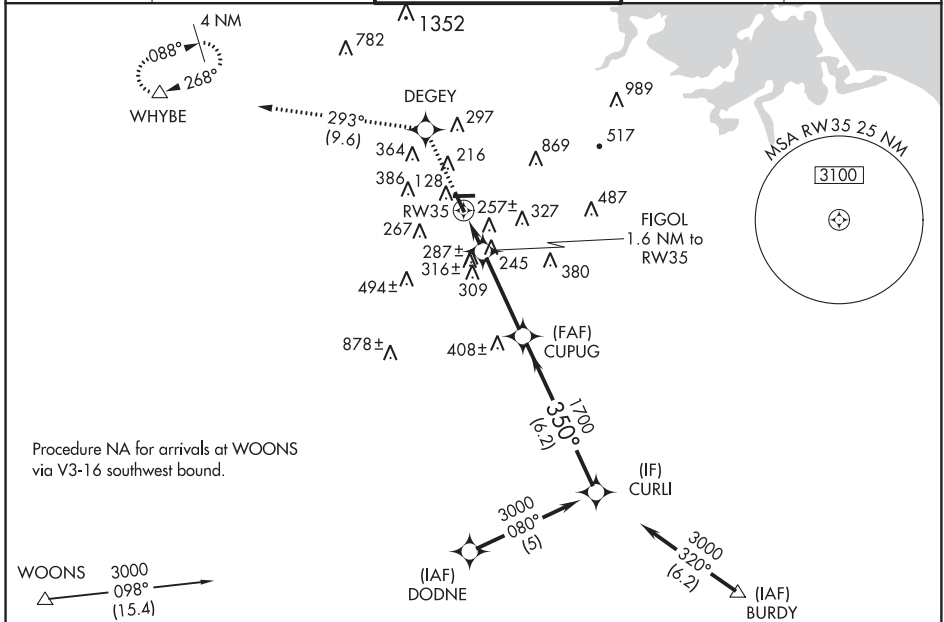
# RNAV (GPS) RWY 35

NORWOOD MEMORIAL (OWD)

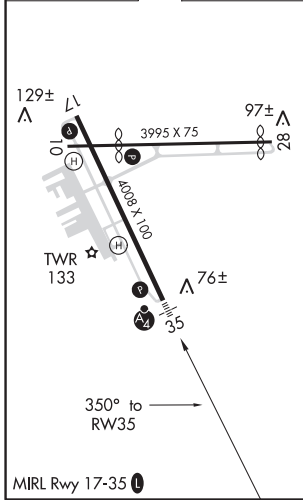
**▼** Night landing: Rwy 10, 28 NA. Inoperative table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). Helicopter visibility reduction below ¾ SM NA.

**MALSF** MISSED APPROACH: Climb to 3000 direct DEGEY WP and via 293° track to WHYBE WP and hold, continue climb-in-hold to 3000.

ATIS <b>119.95</b>	BOSTON APP CON <b>124.1 263.1</b>	NORWOOD TOWER ★ <b>126.0 (CTAF)</b>	GND CON <b>121.8</b>	CLNC DEL <b>121.8</b>
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ELEV 49	<b>D</b>	TDZE 49
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3000	DEGEY	tr 293°	WHYBE	Procedure Turn NA
	FIGOL 1.6 NM to RW35	CUPUG		
	RW35			
	600	1700		
	1.6	3.4 NM	6.2 NM	
				GP 3.00° TCH 40
CATEGORY	A	B	C	D
LPV DA		344-1	295 (300-1)	
LNAV/VNAV DA		594-2	545 (600-2)	
LNAV MDA	540-¾	491 (500-¾)	540-1¼ 491 (500-1¼)	540-1½ 491 (500-1½)
CIRCLING	600-1	551 (600-1)	700-1¾ 651 (700-1¾)	700-2 651 (700-2)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-OWD <b>108.3</b> Chan 20	APP CRS <b>350°</b>	Rwy Idg <b>4008</b> TDZE <b>49</b> Apt Elev <b>49</b>
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# LOC RWY 35

NORWOOD MEMORIAL (OWD)

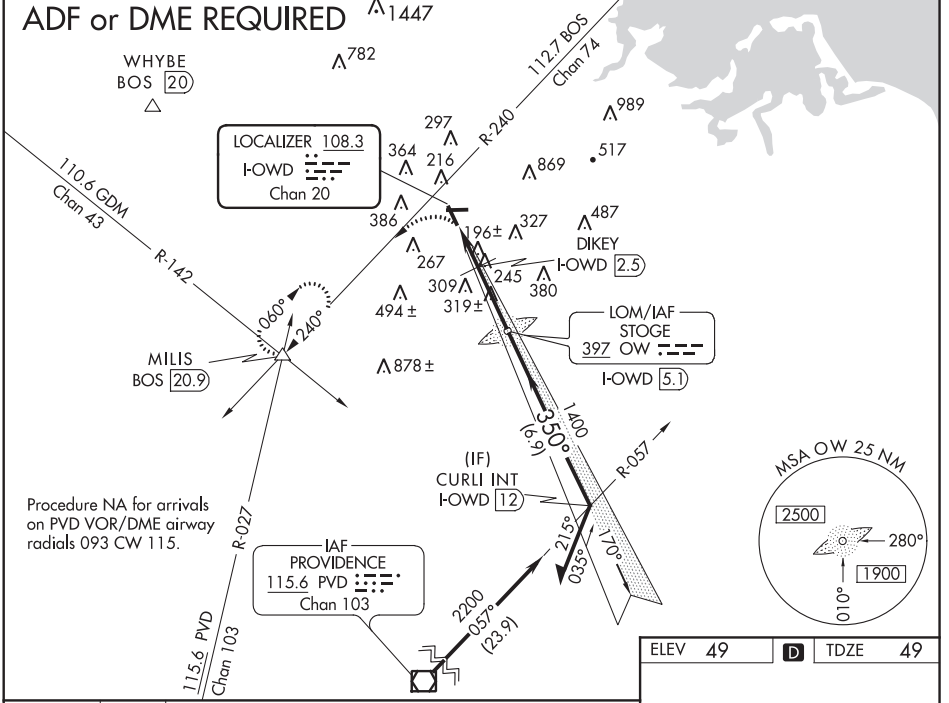
**⚠** Inoperative table does not apply to Cats A/B. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 10, 28 NA. For inop MALSf, increase Cats C/D visibility to 1 1/2 miles. For inop MALSf when using DIKEY fix minimums, increase Cats C/D visibility to 1 3/8 miles.

**MALSf**

**MISSED APPROACH:** Climbing left turn to 3000 and BOS VOR/DME R-240 to MILIS INT/20.9 DME and hold, continue climb-in-hold to 3000.

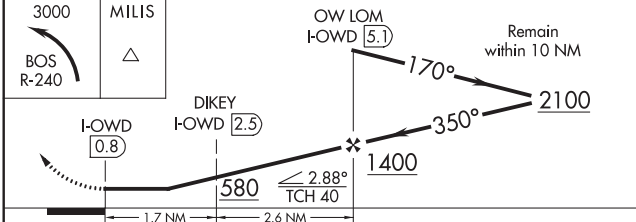
ATIS <b>119.95</b>	BOSTON APP CON <b>124.1 263.1</b>	NORWOOD TOWER ★ <b>126.0 (CTAF) 0</b>	GND CON <b>121.8</b>	CLNC DEL <b>121.8</b>
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## ADF or DME REQUIRED

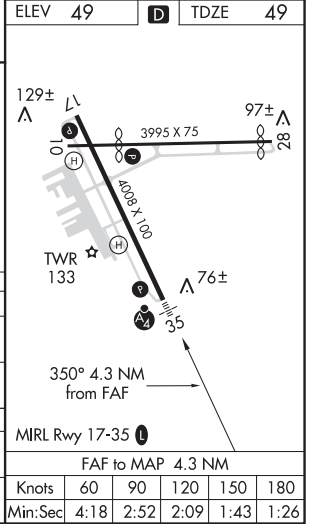


NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-35	580-3/4	531 (600-3/4)	580-1 1/4	531 (600-1 1/4)
<b>C</b> CIRCLING	600-1 551 (600-1)	700-1 651 (700-1)	1220-3	1171 (1200-3)
DIKEY FIX MINIMUMS				
S-35	500-3/4	451 (500-3/4)	500-1	451 (500-1)
<b>C</b> CIRCLING	600-1 551 (600-1)	700-1 651 (700-1)	1220-3	1171 (1200-3)



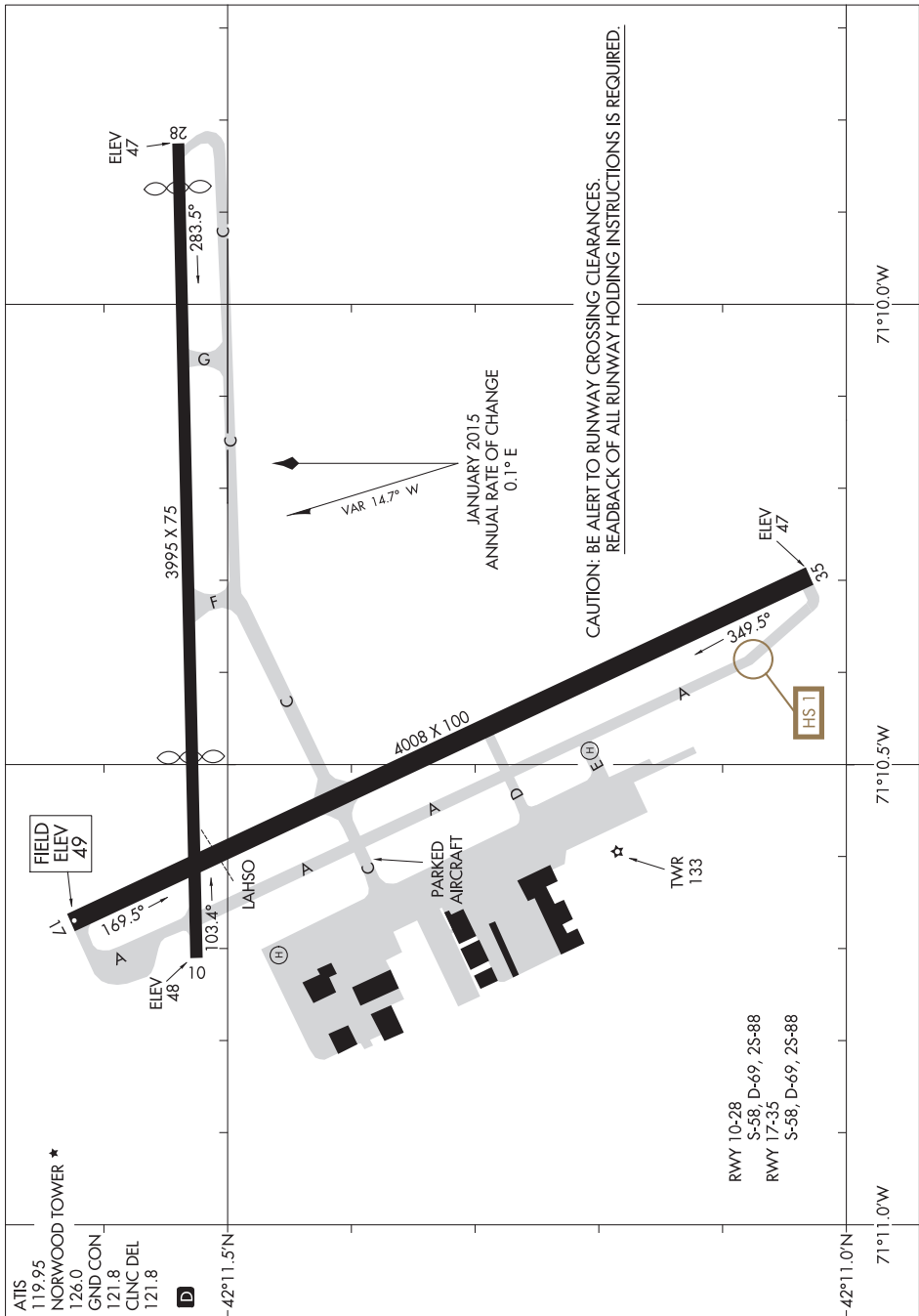
# AIRPORT DIAGRAM

AL-725 (FAA)

NORWOOD MEMORIAL (OWD)  
NORWOOD, MASSACHUSETTS

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



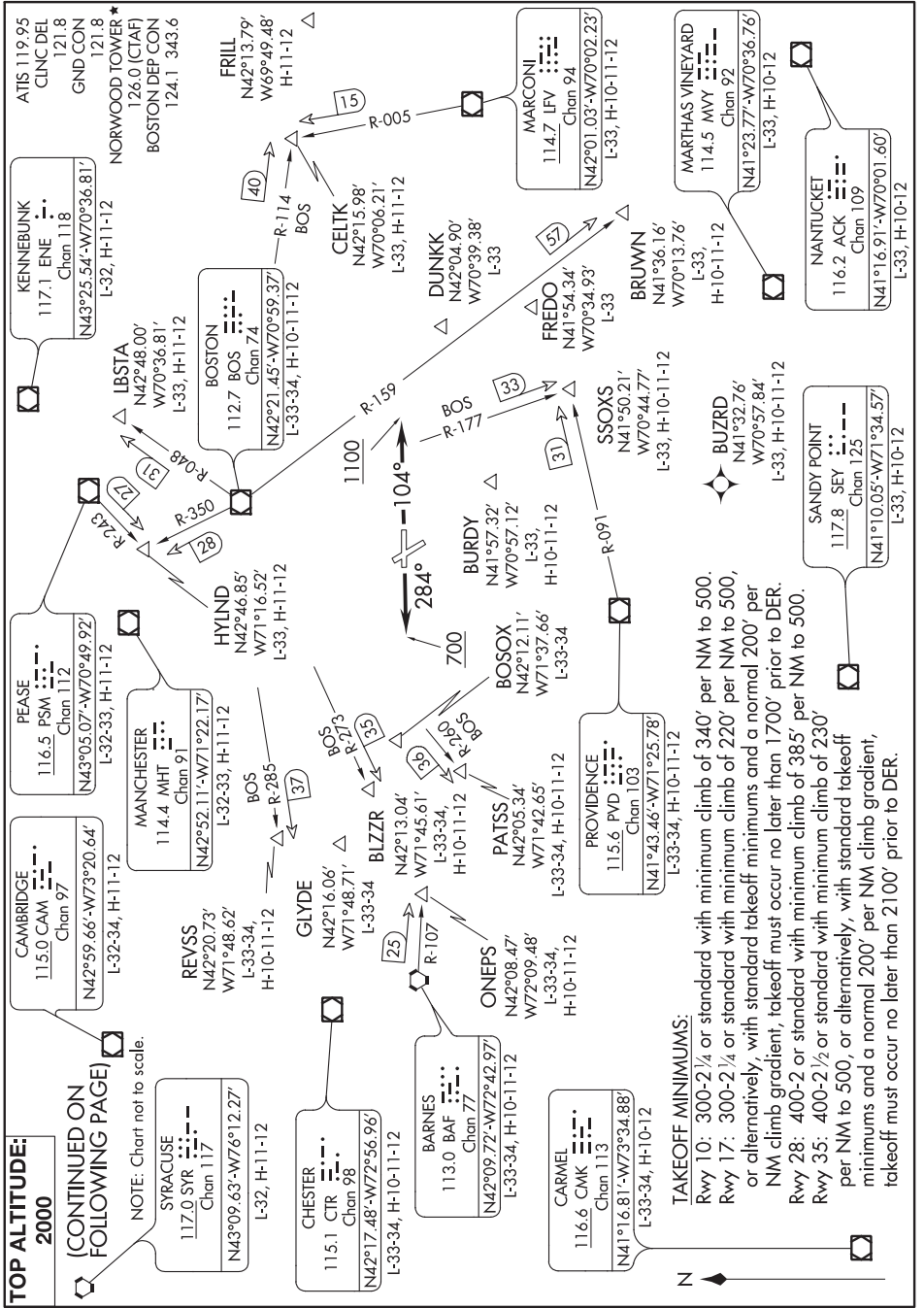
# AIRPORT DIAGRAM

NORWOOD, MASSACHUSETTS  
NORWOOD MEMORIAL (OWD)



# NORWOOD TWO DEPARTURE

16259



# NORWOOD TWO DEPARTURE

16259

## NORWOOD TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10: Climb heading 104° to 1100, then as assigned by ATC, thence . . . .

TAKEOFF RWY 17: Climb heading as assigned by ATC, thence....

TAKEOFF RWY 28: Climb heading 284° to 700, then as assigned by ATC, thence . . . .

TAKEOFF RWY 35: Climb heading 280° CW 330° as assigned by ATC, thence . . . .

. . . . Expect RADAR vectors to assigned route/navaid/fix. Maintain 2000.

Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

NOTE: RADAR required.

NOTE: Non RNAV equipped aircraft can expect vectors on assigned route.

NOTE: BLZZR DEPARTURES expect vectors on BOS R-273, DME required.

NOTE: BRUWN DEPARTURES expect vectors on BOS R-159, DME required.

NOTE: CELTK DEPARTURES expect vectors on BOS R-114.

NOTE: HYLND DEPARTURES expect vectors on BOS R-350.

NOTE: PATSS DEPARTURES expect vectors on BOS R-260, DME required.

NOTE: REVSS DEPARTURES expect vectors on BOS R-285, DME required.

NOTE: SSOXS DEPARTURES expect vectors on BOS R-177.

TAKEOFF OBSTACLE NOTES:

- Rwy 10: Trees 225' from DER, 341' left of centerline, 53' AGL/97' MSL. Trees 1641' from DER, 33' left of centerline, 73' AGL/118' MSL. Trees 75' from DER, 302' right of centerline, 15' AGL/63' MSL. Trees 4561' from DER, 1005' right of centerline, 87' AGL/215' MSL. Trees 4244' from DER, 1228' right of centerline, 98' AGL/211' MSL. Trees 1.2 NM from DER, 238' right of centerline, 89' AGL/242' MSL.
- Rwy 17: Trees beginning 42' from DER, 507' left of centerline, 33' AGL/76' MSL. Trees 2777' from DER, 273' right of centerline, 78' AGL/126' MSL. Trees 2742' from DER, 291' left of centerline, 73' AGL/121' MSL. Trees 2192' from DER, 444' left of centerline, 64' AGL/106' MSL. Trees 1.8 NM from DER, 3332' right of centerline, 100' AGL/ 350' MSL. Trees 2979' from DER, 667' right of centerline, 76' AGL/124' MSL. Trees 2111' from DER, 616' right of centerline 68' AGL/114' MSL.
- Rwy 28: Trees 932' from DER, 463' left of centerline, 74' AGL/131' MSL. Trees 2352' from DER, 157' left of centerline, 75' AGL/172' MSL. Trees 2868' from DER, 41' left of centerline, 81' AGL/188' MSL. Stack 6004' from DER, 1246' left of centerline, 103' AGL/224' MSL. Stack 5559' from DER, 651' left of centerline, 117' AGL/234' MSL. Spire 1.6 NM from DER, 311' left of centerline, 98' AGL/335' MSL. Tree 610' from DER, 554' right of centerline, 71' AGL/119' MSL. Tower 4465' from DER, 238' right of centerline, 157' AGL/262' MSL. Spire 6044' from DER, 1320' right of centerline, 143' AGL/284' MSL. Tower 1.7 NM from DER, 723' right of centerline, 132' AGL/386' MSL. Trees 1.9' from DER, 722' right of centerline, 100' AGL/339' MSL.
- Rwy 35: Trees 647' from DER, 625' left of centerline, 72' AGL/120' MSL. Trees 2791 from DER, 478' left of centerline, 75' AGL/124' MSL. Tree 3123' from DER, 598' left of centerline, 83' AGL/133' MSL. Pole 5856' from DER, 936' right of centerline, 155' AGL/216' MSL. Pole 5686' from DER, 769' right of centerline, 150' AGL/211' MSL. Trees 1557' from DER, 787' right of centerline, 80' AGL/125' MSL.

## NORWOOD TWO DEPARTURE

APP CRS	Rwy Idg	<b>3998</b>
<b>115°</b>	TDZE	<b>125</b>
	Apt Elev	<b>126</b>

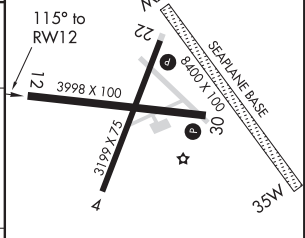
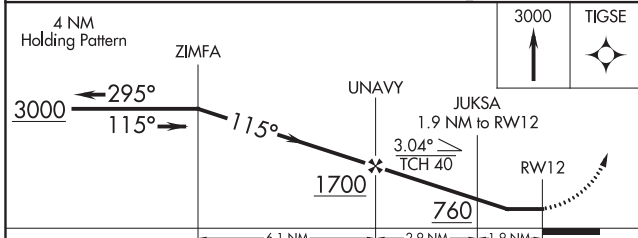
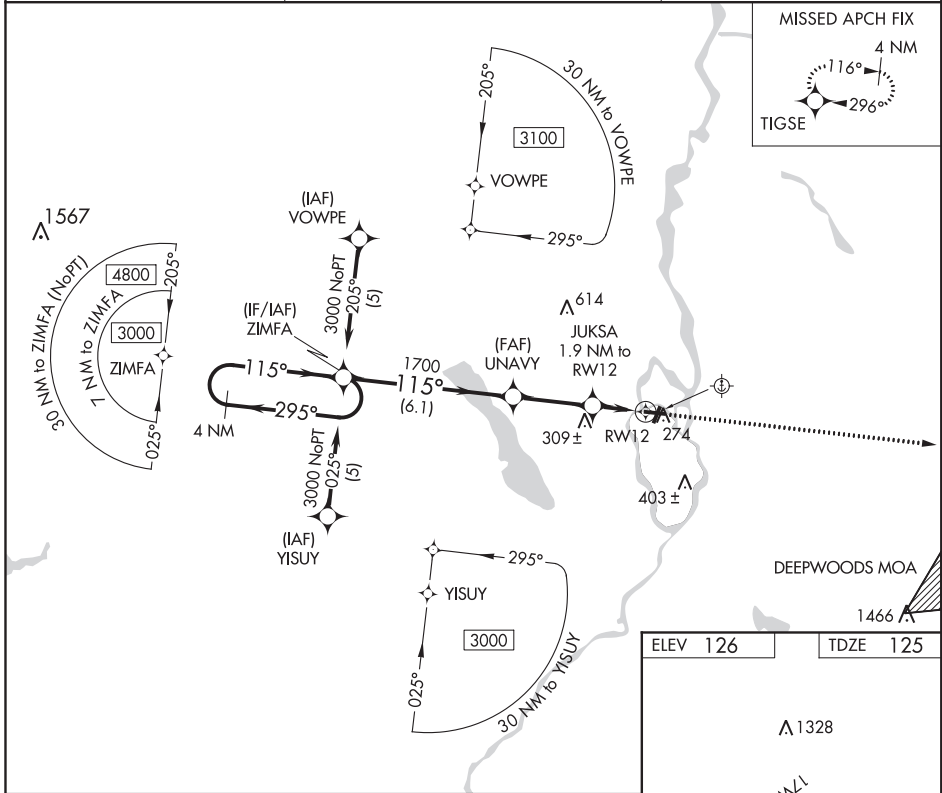
# RNAV (GPS) RWY 12

DEWITT FIELD, OLD TOWN MUNI (OLD)

**NA** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Bangor Intl altimeter setting; when not received, use Bar Harbor altimeter setting and increase all MDA 60 feet and increase LNAV Cat C visibility ¼ mile. Procedure NA at night. Procedure NA when Deepwoods MOA is active.

MISSED APPROACH: Climb to 3000 direct TIGSE and hold.

BANGOR INTL ASOS <b>127.75</b>	BANGOR APP CON <b>118.925 239.3</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNAV MDA	600-1	475 (500-1)	600-1¼ 475 (500-1¼)	NA
CIRCLING	620-1	494 (500-1)	640-1½ 514 (600-1½)	NA

REIL Rwy 4 0  
MIRL Rwy 4-22 0

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>221°</b>	Rwy Idg <b>3199</b>
	TDZE <b>126</b>
	Apt Elev <b>126</b>

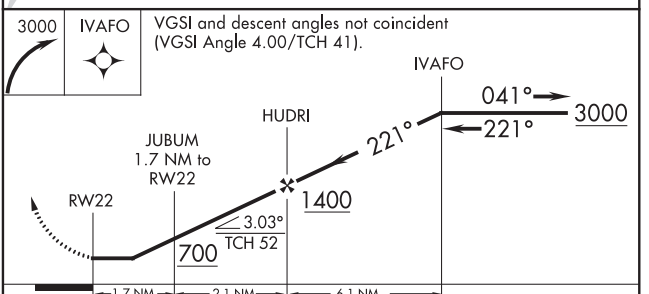
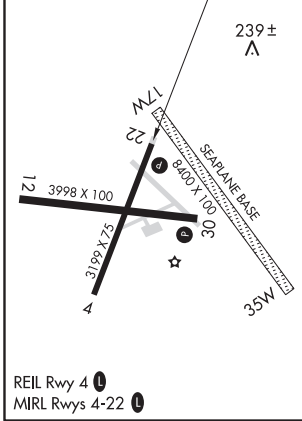
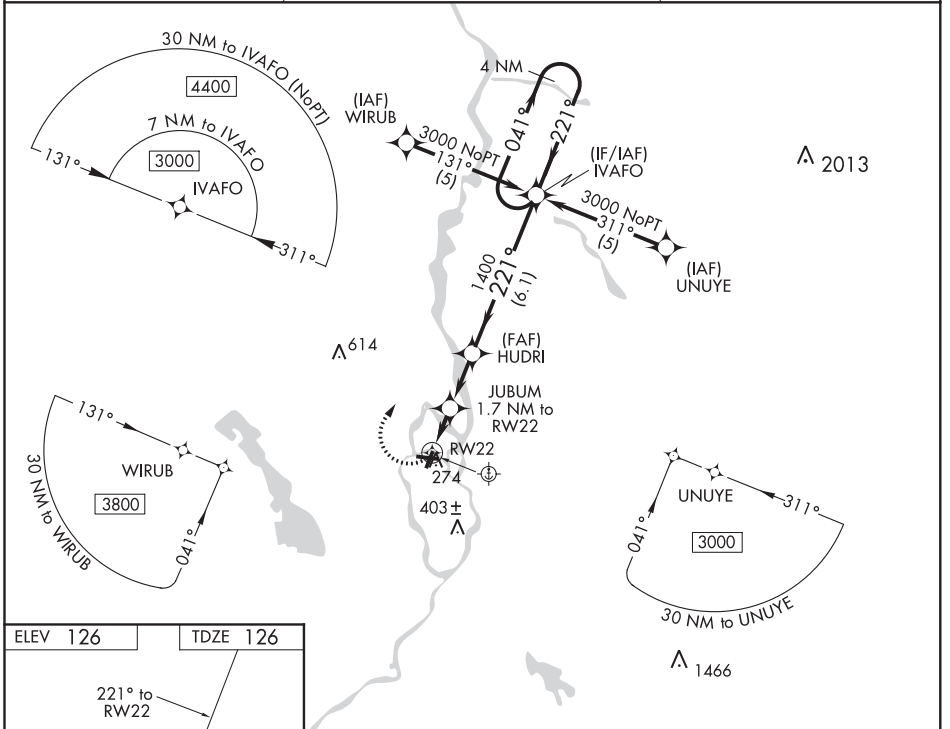
# RNAV (GPS) RWY 22

DEWITT FIELD, OLD TOWN MUNI (OLD)

**▼** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Bangor Intl altimeter setting; when not received, use Bar Harbor altimeter setting and increase all MDA 60 feet and increase LNAV Cat C visibility 1/4 mile. Procedure NA at night.

**▲ NA** MISSED APPROACH: Climbing right turn to 3000 direct IVAFO and hold.

BANGOR INTL ASOS <b>127.75</b>	BANGOR APP CON <b>118.925 239.3</b>	UNICOM <b>122.8 (CTAF) 1</b>
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CATEGORY	A	B	C	D
LNAV MDA	600-1	474 (500-1)	600-1 1/4 474 (500-1 1/4)	NA
CIRCLING	620-1	494 (500-1)	640-1 1/2 514 (600-1 1/2)	NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>3998</b>
<b>296°</b>	TDZE	<b>125</b>
	Apt Elev	<b>126</b>

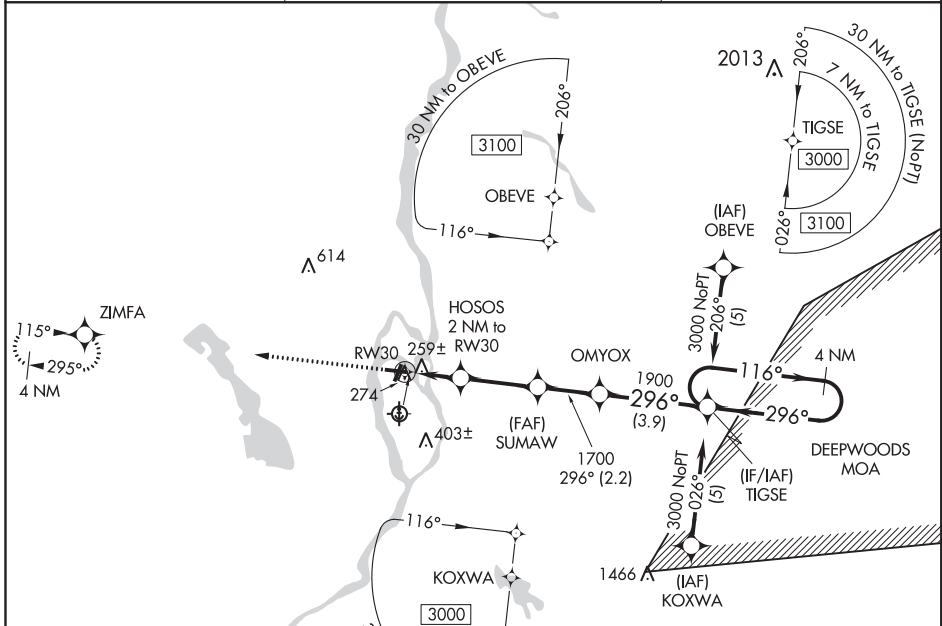
# RNAV (GPS) RWY 30

DEWITT FIELD, OLD TOWN MUNI (OLD)

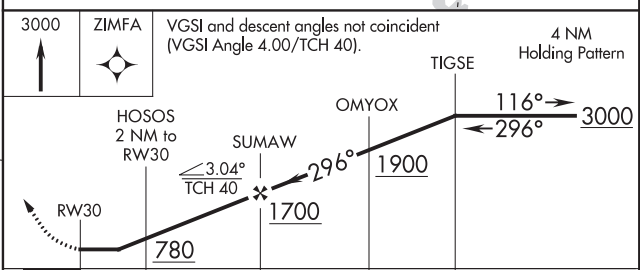
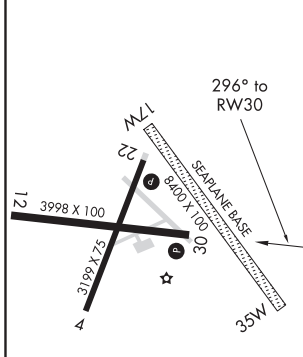
**NA** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Bangor Intl altimeter setting; when not received, use Bar Harbor altimeter setting and increase all MDA 60 feet and increase LNAV Cat C visibility ¼ mile. Procedure NA at night. Procedure NA when Deepwoods MOA is active.

**MISSED APPROACH:** Climb to 3000 direct ZIMFA and hold.

<b>BANGOR INTL ASOS</b> <b>127.75</b>	<b>BANGOR APP CON</b> <b>118.925 239.3</b>	<b>UNICOM</b> <b>122.8 (CTAF) 0</b>
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ELEV 126	TDZE 125
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CATEGORY	A	B	C	D
LNAV MDA	600-1	475 (500-1)	600-1¼ 475 (500-1¼)	NA
CIRCLING	620-1	494 (500-1)	640-1½ 514 (600-1½)	NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

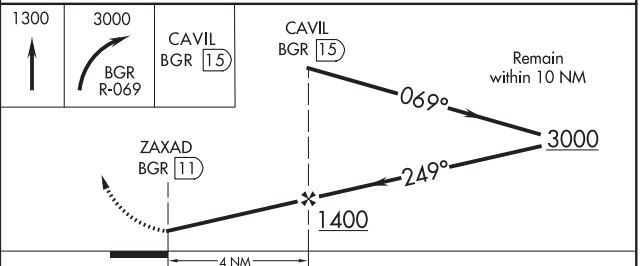
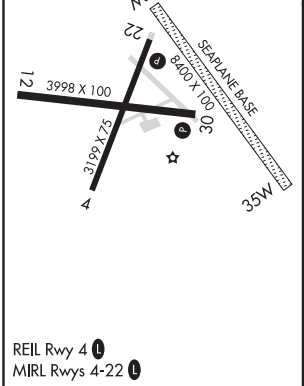
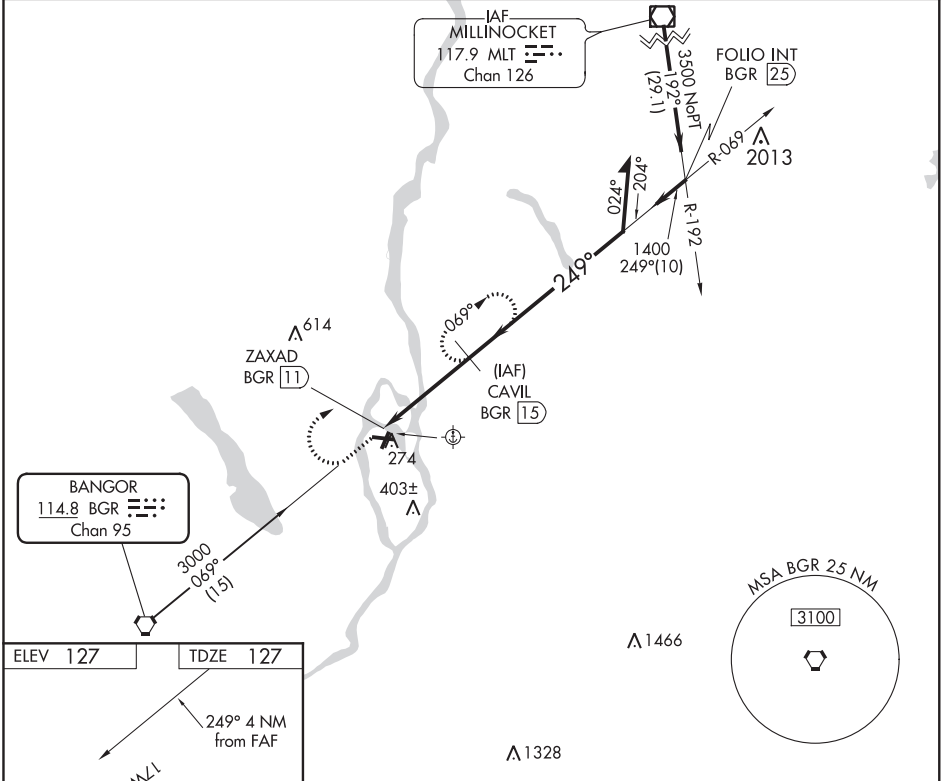
VORTAC BGR <b>114.8</b> Chan <b>95</b>	APP CRS <b>249°</b>	Rwy Idg TDZE Apt Elev	<b>3199</b> <b>127</b> <b>127</b>
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# VOR/DME RWY 22

DEWITT FIELD, OLD TOWN MUNI (OLD)

**▼** Use Bangor Intl altimeter setting. Procedure NA at night.  
**▲ NA** Helicopter visibility reduction below 1 SM NA.  
**MISSED APPROACH:** Climb to 1300 then climbing right turn to 3000 via BGR R-069 to CAVIL 15 DME and hold.

BANGOR INTL ASOS <b>127.75</b>	BANGOR APP CON <b>118.925 239.3</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
S-22	600-1	473 (500-1)	600-1¼ 473 (500-1¼)	NA
CIRCLING	640-1 513 (600-1)	700-1 573 (600-1)	800-2 673 (700-2)	NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>87027</b> <b>W32A</b>	APP CRS <b>322°</b>	Rwy Idg TDZE Apt Elev	<b>3511</b> <b>545</b> <b>556</b>
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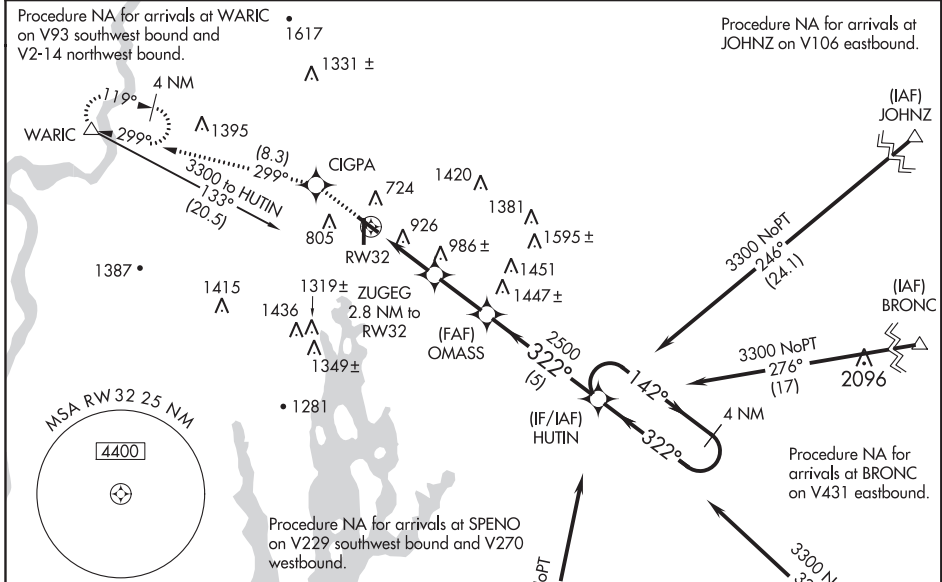
# RNAV (GPS) RWY 32

ORANGE MUNI (O.R.E.)

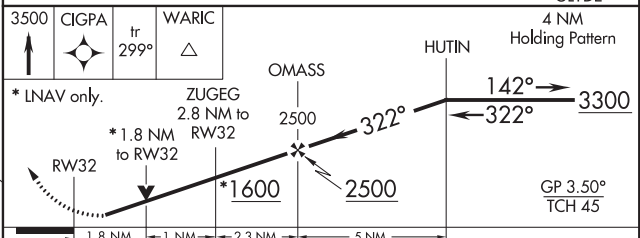
**⚠** Circling to Rwy 1-19 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Keene altimeter setting. When local altimeter setting not received, use KEENE altimeter setting and increase all DA 55 feet and all MDA 60 feet; increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats and LNAV and Circling Cat B visibility 1/4 mile.

**⚠** MISSED APPROACH: Climb to 3500 direct CIGPA and on track 299° to WARIC and hold, continue climb-in-hold to 3500.

ASOS <b>135.675</b>	BOSTON CENTER <b>123.75 338.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 556	TDZE 545
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CATEGORY	A	B	C	D
LPV DA	873-1	328 (400-1)		NA
LNAV/VNAV DA	1288-2 1/4	743 (800-2 1/4)		NA
LNAV MDA	1240-1	695 (700-1)		NA
CIRCLING	1260-1	704 (800-1)		NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

VOR/DME GDM <b>110.6</b> Chan <b>43</b>	APP CRS <b>294°</b>	Rwy Idg TDZE N/A	N/A
		Apt Elev <b>556</b>	<b>556</b>

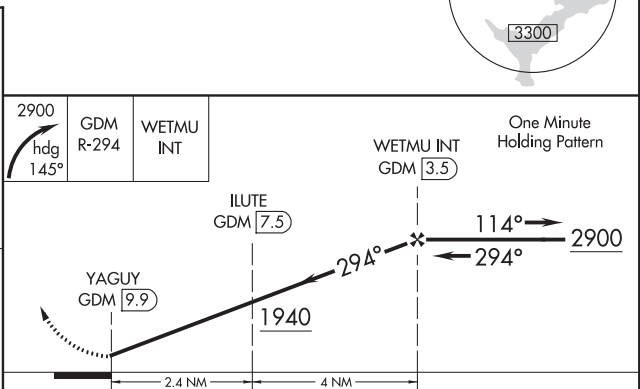
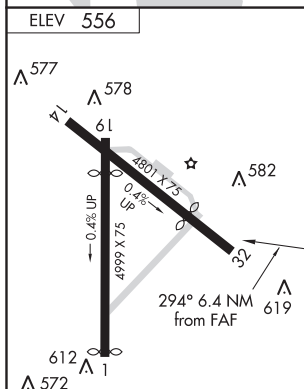
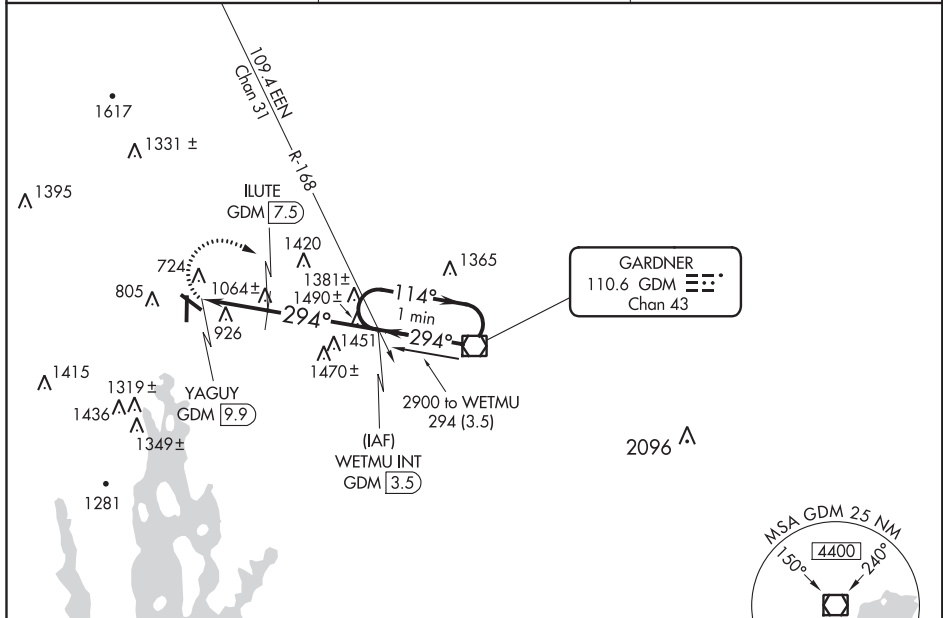
**VOR-A**  
ORANGE MUNI(OR.E)

**⚠** Procedure NA at night. Visibility reduction by helicopters NA. Cat C/D Circling NA to Rwy 14/32. When local altimeter setting not received, use Keene altimeter setting and increase all MDA 60 feet, and increase ILUTE fix minimums all Cats visibility ¼ mile.

**❄** -21°C/-6°F

MISSED APPROACH: Climbing right turn to 2900 on heading 145° and GDM R-294 to WETMU INT/ 3.5 DME and hold.

ASOS <b>135.675</b>	BOSTON CENTER <b>123.75 338.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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MIRL Rws 1-19 and 14-32	FAF to MAP 6.4 NM				
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08
CATEGORY	A	B	C	D	
CIRCLING	1940-1¼ 1384 (1400-1¼)	1940-1½ 1384 (1400-1½)	1940-3	1384 (1400-3)	
ILUTE FIX MINIMUMS					
CIRCLING	1360-1	804 (900-1)	1360-2¼ 804 (900-2¼)	1420-2¾ 864 (900-2¾)	

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



LOC/DME I-OCX <b>109.55</b> Chan <b>32</b> (Y)	APP CRS <b>005°</b>	Rwy ldg <b>5000</b> TDZE <b>721</b> Apt Elev <b>726</b>
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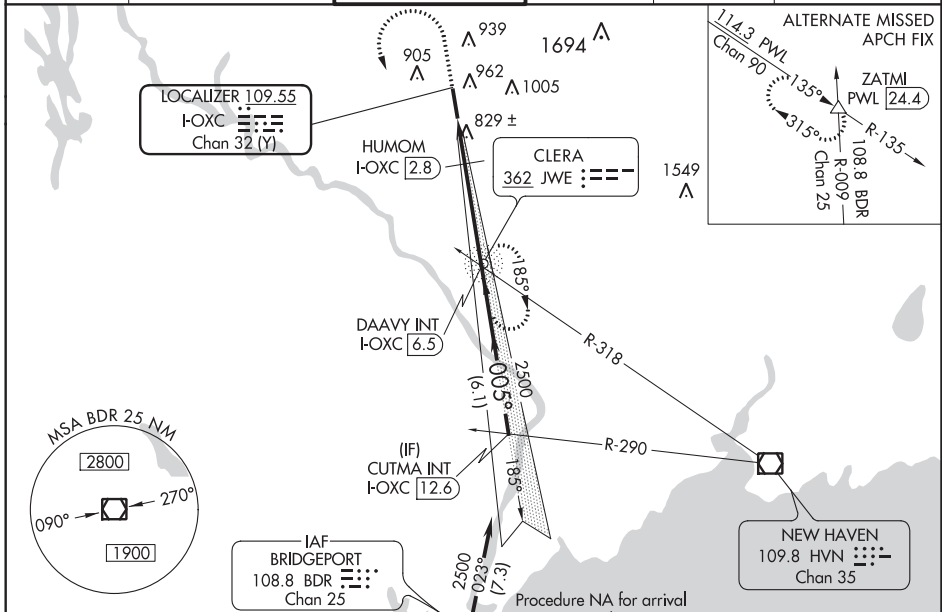
# ILS or LOC RWY 36

## WATERBURY-OXFORD (OXC)

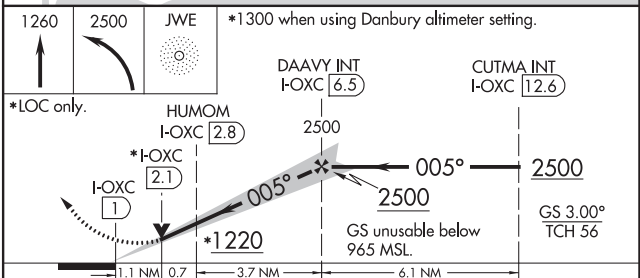
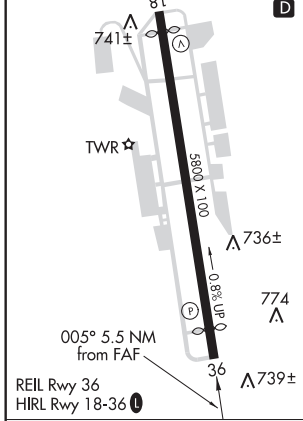
**ADF Required.** Helicopter visibility reduction below 3/4 SM not authorized. VDP NA with Danbury altimeter setting. When local altimeter setting not received, use Danbury altimeter setting and increase all DA 77 feet and all MDA 80 feet; increase S-ILS 36 all Cats visibility 1/4 mile and increase S-LOC 36 and Circling Cats C and D visibility 1/4 mile; increase HUMOM fix minimums S-LOC 36 and Circling Cats C and D visibility 1/4 mile.

**MISSED APPROACH:** Climb to 1260, then climbing left turn to 2500 direct JWE NDB and hold.

ATIS <b>132.975</b>	NEW YORK APP CON <b>124.075 343.65</b>	OXFORD TOWER* <b>118.475</b> (CTAF) <b>U</b>	GND CON <b>121.65</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.95</b>
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ELEV <b>726</b>	TDZE <b>721</b>
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CATEGORY	A	B	C	D
S-ILS 36	965-7/8 244 (300-7/8)			
S-LOC 36	1220-1	499 (500-1)	1220-1 1/2	499 (500-1 1/2)
CIRCLING	1280-1	554 (600-1)	1280-1 1/2 554 (600-1 1/2)	1320-2 594 (600-2)
HUMOM FIX MINIMUMS				
S-LOC 36	1100-1	379 (400-1)	1100-1 1/2	379 (400-1 1/2)
CIRCLING	1280-1	554 (600-1)	1280-1 1/2 554 (600-1 1/2)	1320-2 594 (600-2)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

# WATERBURY-OXFORD (OXC)

## ILS or LOC RWY 36

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>42901</b> <b>W18A</b>	APP CRS <b>185°</b>	Rwy Idg <b>5000</b> TDZE <b>726</b> Apt Elev <b>726</b>
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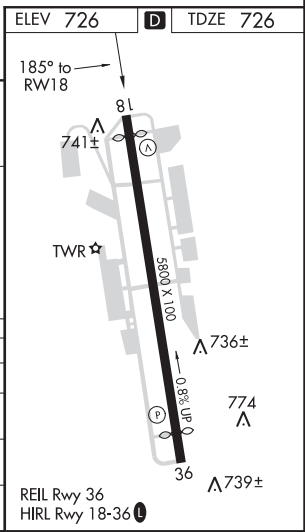
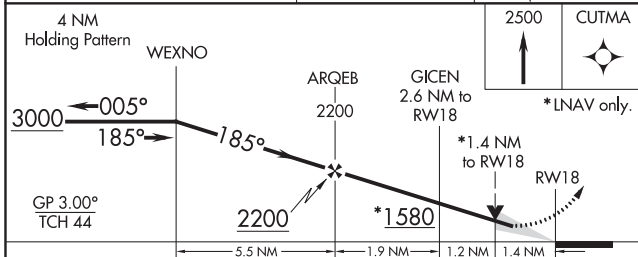
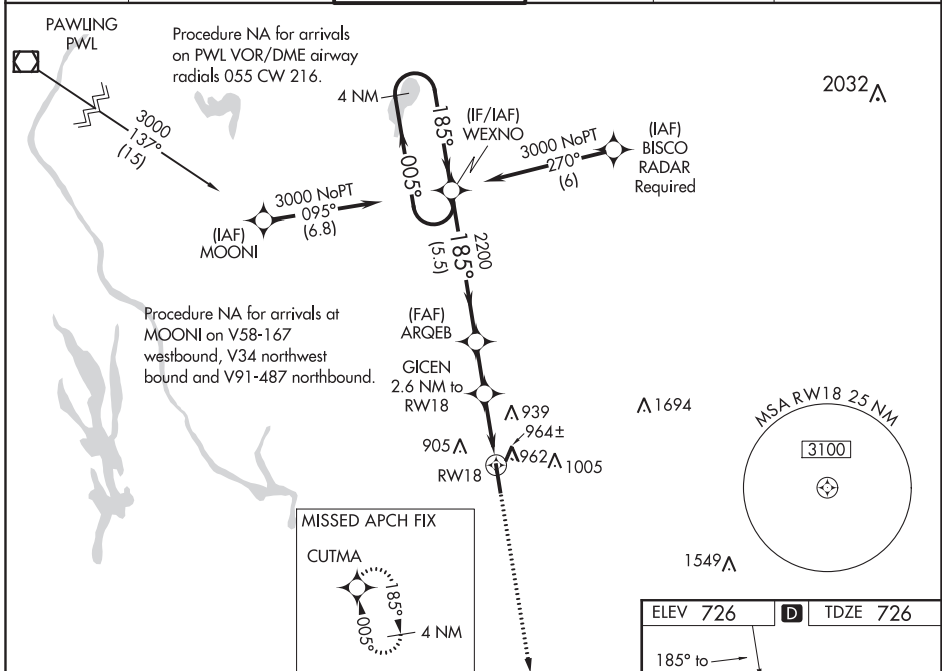
# RNAV (GPS) RWY 18

WATERBURY-OXFORD (OXC)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Danbury altimeter setting. When local altimeter setting not received, use Danbury altimeter setting and increase all DA 77 feet and all MDA 80 feet; increase LPV all Cats and LNAV Cat C, D visibility to 1½ mile, increase LNAV/VNAV all Cats visibility to 1¾ mile, Circling C visibility to 2½ mile, and Circling Cat D visibility to 3 mile.

**MISSED APPROACH:** Climb to 2500 direct CUTMA and hold.

ATIS <b>132.975</b>	NEW YORK APP CON <b>124.075 343.65</b>	<b>OXFORD TOWER ★</b> <b>118.475</b> (CTAF) <b>0</b>	GND CON <b>121.65</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	1140-1¾		414 (500-1¾)	
LNAV/VNAV DA	1146-1¾		420 (500-1¾)	
LNAV MDA	1220-1 494 (500-1)		1220-1¾ 494 (500-1¾)	
<b>C</b> CIRCLING	1420-1 694 (700-1)		1460-2 734 (800-2) 1560-2¾ 834 (900-2¾)	

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>72922</b> <b>W36A</b>	APP CRS <b>005°</b>	Rwy Idg <b>5000</b> TDZE <b>721</b> Apt Elev <b>726</b>
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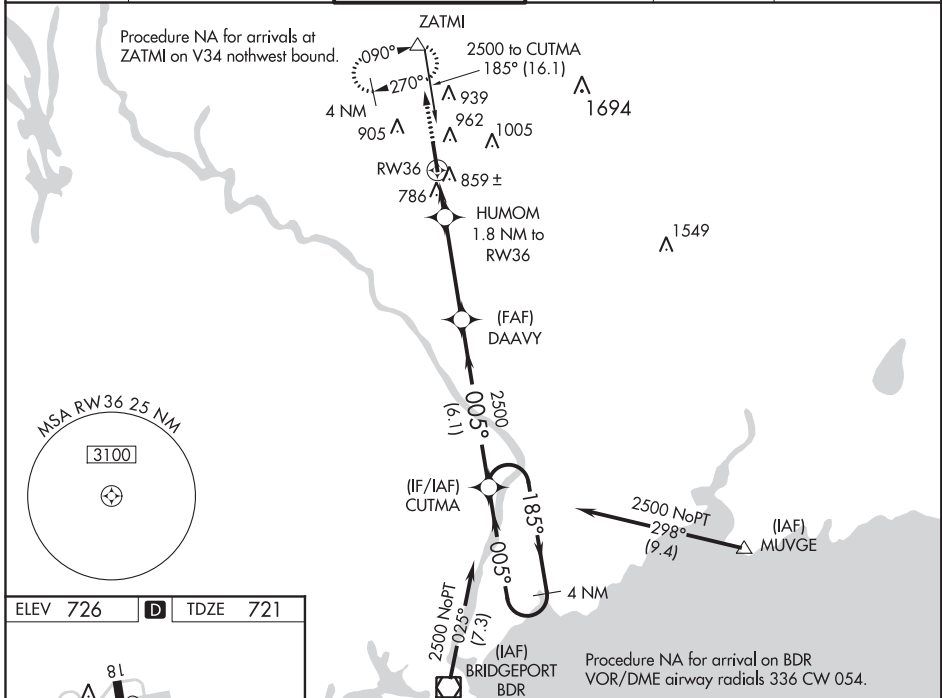
# RNAV (GPS) RWY 36

WATERBURY-OXFORD (OXC)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM not authorized. When local altimeter setting not received, use Danbury altimeter setting and increase all DA 77 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility 1/4 mile, increase LNAV Cats C and D visibility 1/8 mile, and increase Circling Cats C and D visibility 1/4 mile. Baro-VNAV and VDP NA when using Danbury altimeter setting.

**⚠** MISSED APPROACH: Climb to 3000 direct ZATMI and hold, continue climb-in-hold to 3000.

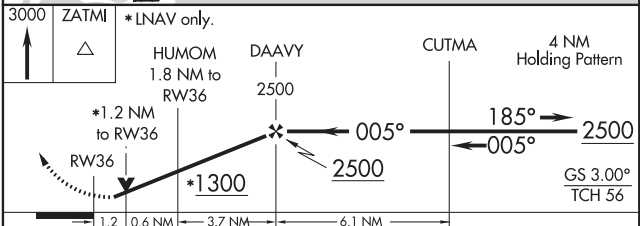
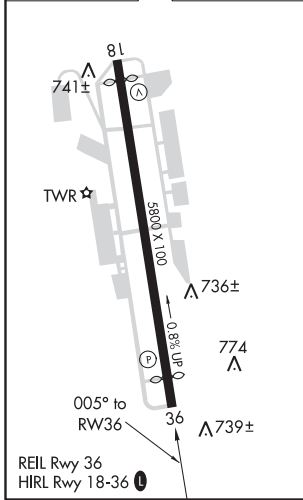
ATIS <b>132.975</b>	NEW YORK APP CON <b>124.075 343.65</b>	OXFORD TOWER * <b>118.475</b> (CTAF) <b>Ⓛ</b>	GND CON <b>121.65</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.95</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV <b>726</b>	<b>D</b>	TDZE <b>721</b>
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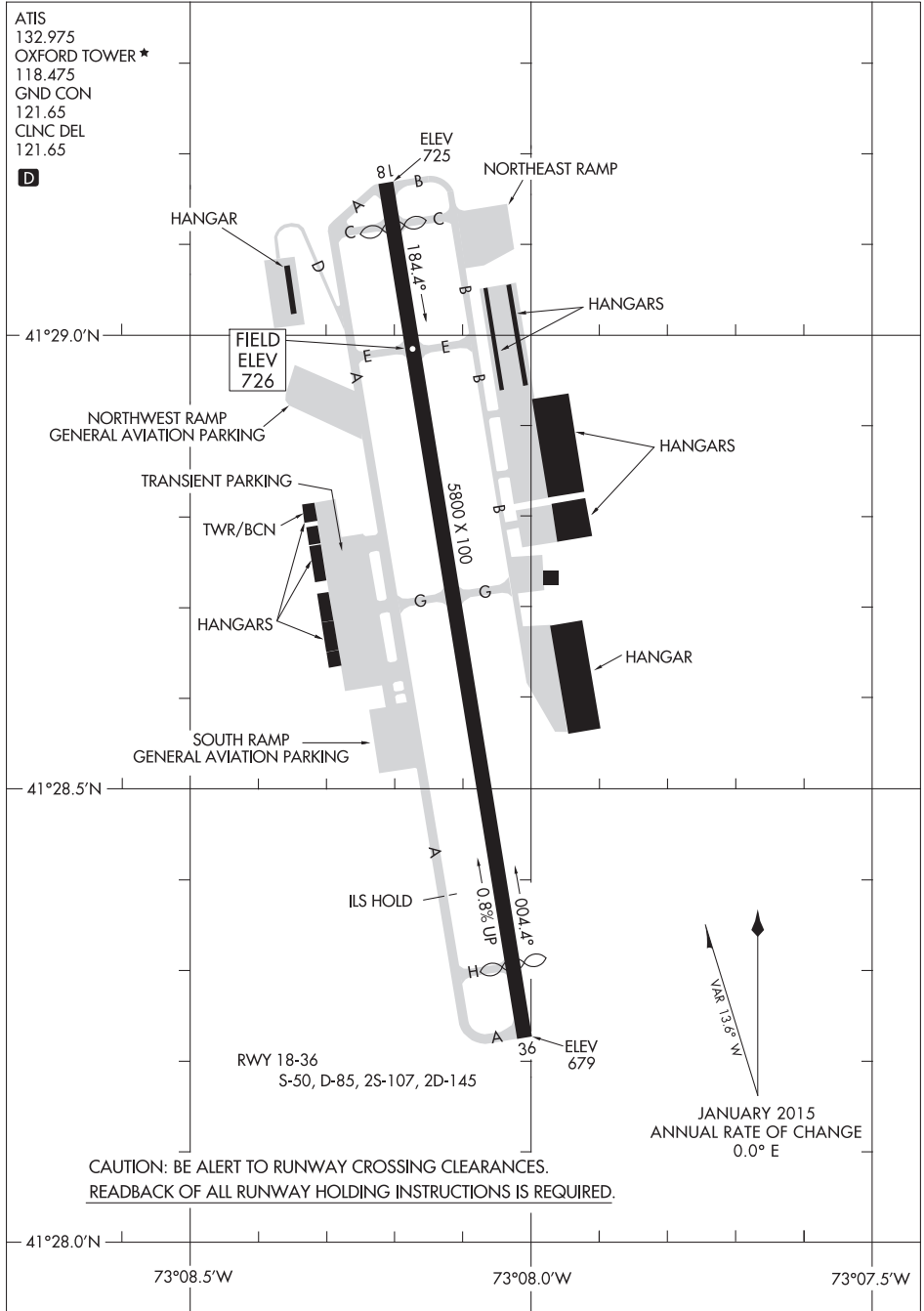


CATEGORY	A	B	C	D
LPV DA		971-3/4	250 (300-3/4)	
LNAV/VNAV DA		1094-1 1/4	373 (400-1 1/4)	
LNAV MDA	1120-1	399 (400-1)	1120-1 1/4	399 (400-1 1/4)
CIRCLING	1280-1	554 (600-1)	1280-1 1/2	1320-2
			554 (600-1 1/2)	594 (600-2)

# AIRPORT DIAGRAM

AL-5785 (FAA)

WATERBURY-OXFORD (OXC)  
OXFORD, CONNECTICUT



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

OXFORD, CONNECTICUT  
WATERBURY-OXFORD (OXC)

WAAS CH <b>48929</b> W15A	APP CRS <b>148°</b>	Rwy Idg <b>2997</b> TDZE <b>345</b> Apt Elev <b>345</b>
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# RNAV (GPS) RWY 15

OXFORD COUNTY RGNL (81B)

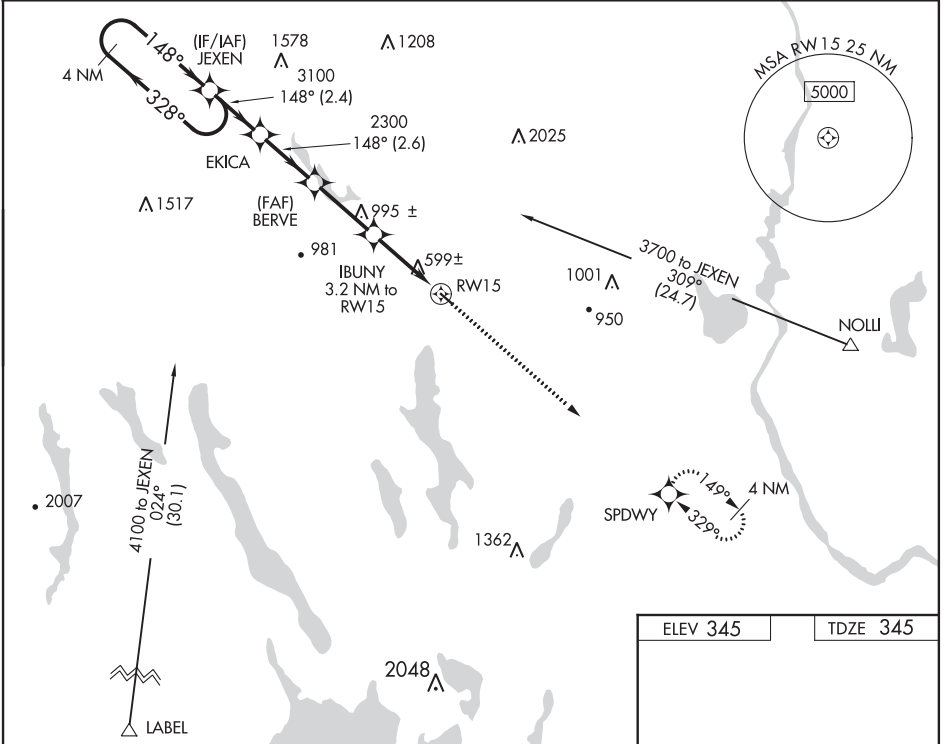
**NA** DME/DME RNP-0.3 NA. Procedure NA at night. Use Auburn/Lewiston altimeter setting; when not received, use Fryeburg altimeter setting and increase all MDA 40 feet, increase Circling Cat B visibility to 1½. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 3600 direct SPDWY and hold, continue climb-in-hold to 3600.

AUBURN/LEWISTON MUNI AWOS-3  
**118.025**

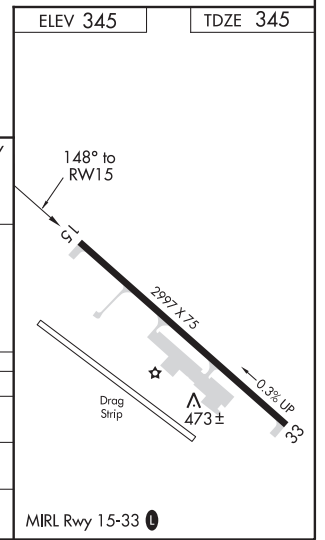
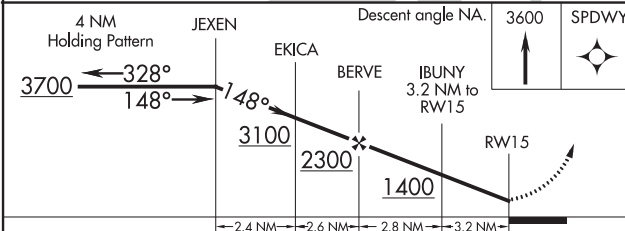
PORTLAND APP CON ★  
**125.5 353.9**

UNICOM  
**122.8 (CTAF) 0**



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LP MDA	900-1	555 (600-1)		NA
LNVA MDA	1140-1 795 (800-1)	1140-1¼ 795 (800-1¼)		NA
CIRCLING	1220-1¼ 875 (900-1¼)	1260-1¼ 915 (1000-1¼)		NA

OXFORD, MAINE

AL-9228 (FAA)

15288

WAAS CH <b>86329</b> <b>W33A</b>	APP CRS <b>329°</b>	Rwy Idg <b>2997</b> TDZE <b>345</b> Apt Elev <b>345</b>
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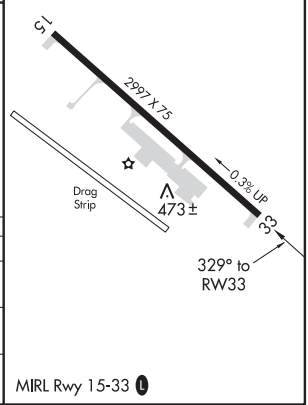
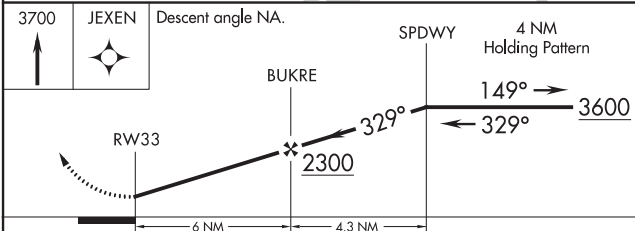
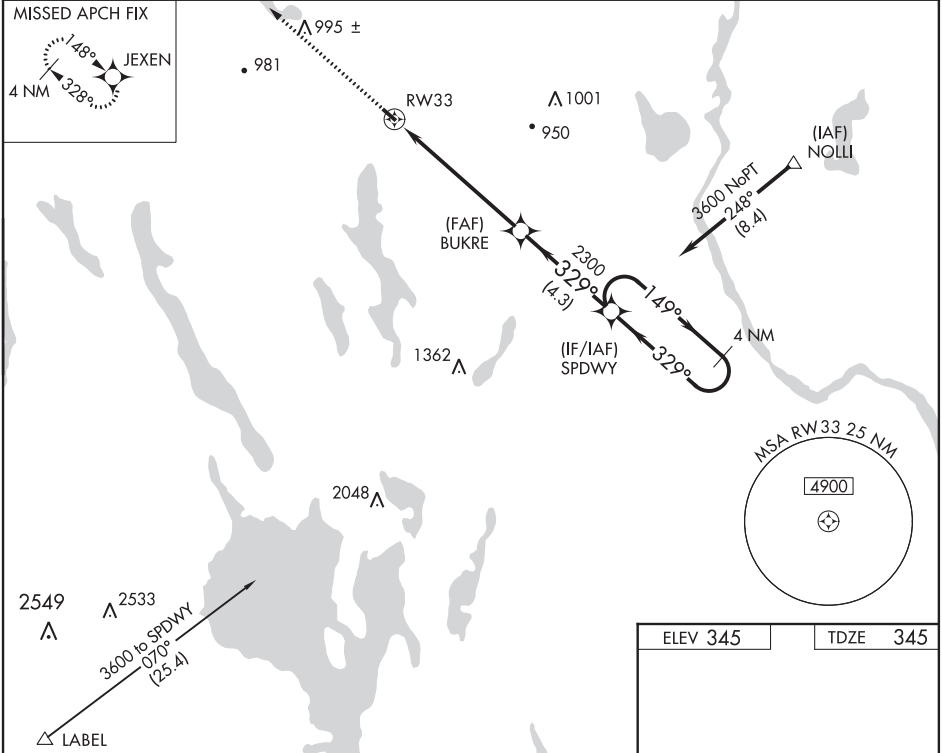
# RNAV (GPS) RWY 33

OXFORD COUNTY RGNL (81B)

**⚠ NA** DME/DME RNP-0.3 NA. Procedure NA at night. Use Auburn/Lewiston altimeter setting; when not received, use Fryeburg altimeter setting and increase all MDA 40 feet, increase Circling Cat B visibility to 1 1/2. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 3700 direct JEXEN and hold, continue climb-in-hold to 3700.

AUBURN/LEWISTON MUNI AWOS-3 <b>118.025</b>	PORTLAND APP CON ★ <b>125.5 353.9</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LP MDA	1120-1 775 (800-1)	1120-1 1/4 783 (800-1 1/4)		NA
LNVA MDA	1140-1 795 (800-1)	1140-1 1/4 795 (800-1 1/4)		NA
CIRCLING	1220-1 1/4 875 (900-1 1/4)	1260-1 1/4 915 (1000-1 1/4)		NA

OXFORD, MAINE  
Orig-B 15OCT15

44°09'N-70°29'W

# OXFORD COUNTY RGNL (81B) RNAV (GPS) RWY 33

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>50231</b> <b>W05A</b>	APP CRS <b>047°</b>	Rwy Idg THRE <b>419</b> Apt Elev <b>441</b>	<b>5000</b>
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# RNAV (GPS) RWY 5

NORTH CENTRAL STATE (SF/Z)

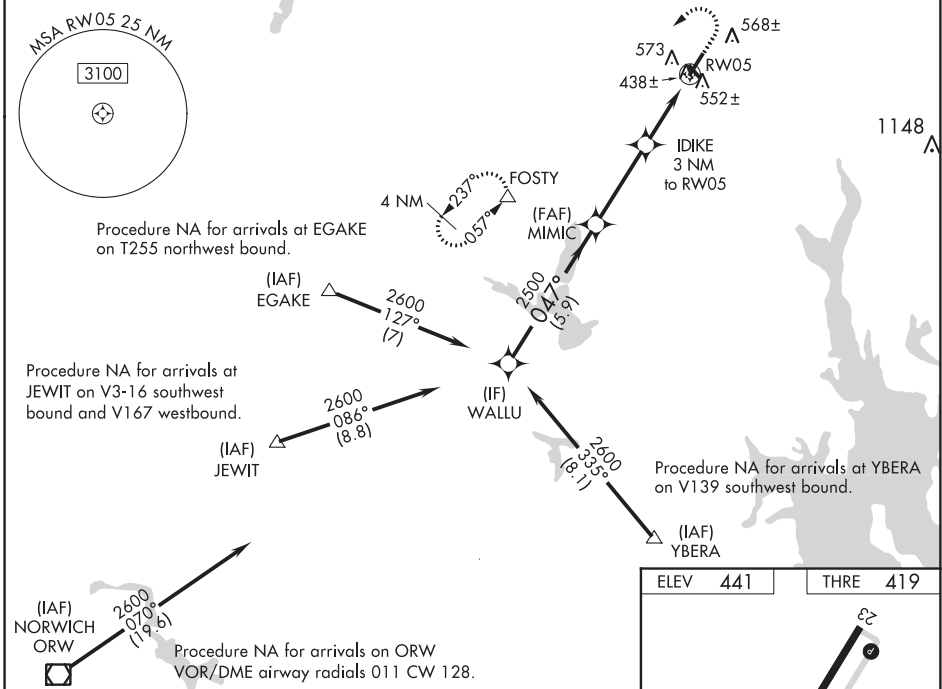
**⚠** Circling to Rwy 15/33 NA at night. Baro-VNAV NA when using Providence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 54°C (130°F). For inoperative MALS, increase LPV all Cats visibility to 3/8 mile. DME/DME RNP-0.3 NA. VDP NA with Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LPV all Cats visibility 1/8 mile, increase LNAV/VNAV all Cats and LNAV Cat C visibility 1/4 mile. For inoperative MALS, when using Providence altimeter setting increase LPV all Cats visibility to 1 mile.

MALS



**MISSED APPROACH:**  
Climb to 2000 then climbing left turn to 2500 direct FOSTY and hold.

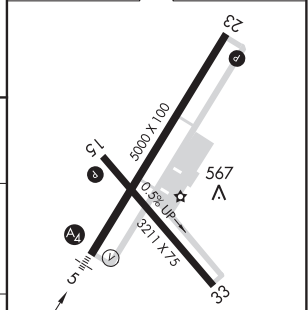
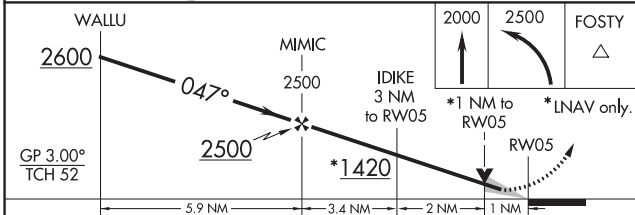
AWOS-3PT <b>120.025</b>	PROVIDENCE APP CON ★ <b>123.675 244.875</b>	CLNC DEL <b>124.35</b>	UNICOM <b>123.075 (CTAF) Ⓛ</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 441	THRE 419
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CATEGORY	A	B	C	D
LPV DA	690-3/4	271 (300-3/4)		NA
LNAV/VNAV DA	825-1 1/8	406 (400-1 1/8)		NA
LNAV MDA	800-3/4	381 (400-3/4)	800-7/8 381 (400-7/8)	NA
CIRCLING	900-1	459 (500-1)	900-1 1/2 459 (500-1 1/2)	NA

HIRL Rwy 5-23 Ⓛ  
MIRL Rwy 15-33 Ⓛ  
REIL Rwy 15, 23 and 33 Ⓛ

WAAS CH <b>86431</b> <b>W23A</b>	APP CRS <b>227°</b>	Rwy Idg THRE <b>419</b> Apt Elev <b>441</b>
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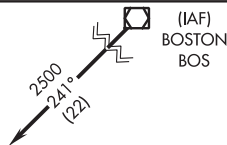
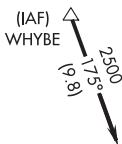
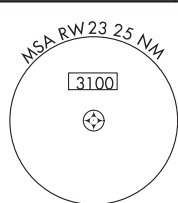
# RNAV (GPS) RWY 23

NORTH CENTRAL STATE (SFZ)

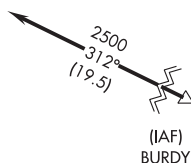
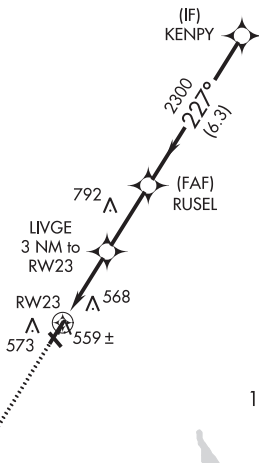
⚠ Circling to Rwy 15/33 NA at night. Baro-VNAV NA when using Providence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 54°C (130°F).  
 ⚠ DME/DME RNP-0.3 NA. VDP NA with Providence altimeter setting. Helicopter visibility reduction below 3/4 SM not authorized. When local altimeter setting not received, use Providence altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LPV all Cats visibility to 1 1/8, LNAV/VNAV all Cats visibility to 3/4 and LNAV Cat C visibility to 1 3/8.

MISSED APPROACH:  
Climb to 2600 direct WALLU and hold.

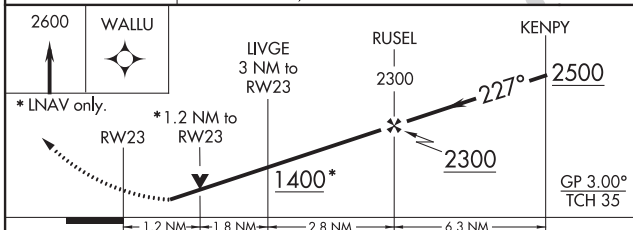
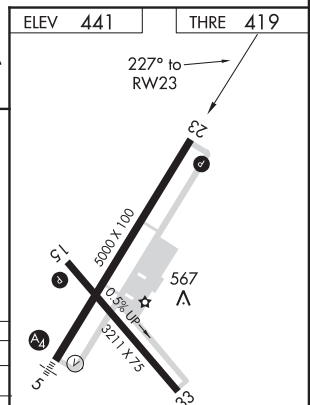
AWOS-3PT <b>120.025</b>	PROVIDENCE APP CON ★ <b>123.675 244.875</b>	CLNC DEL <b>124.35</b>	UNICOM <b>123.075 (CTAF)</b> <b>0</b>
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Procedure NA for arrivals on BOS  
VOR/DME airway radials 240 CW 278.



Procedure NA for arrivals at BURDY  
on V139-268 northeast bound.



CATEGORY	A	B	C	D
LPV DA	669-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	839-1 1/2	420 (400-1 1/2)		NA
LNAV MDA	820-1 401 (400-1)		820-1 1/8 401 (400-1 1/8)	NA
CIRCLING	900-1 459 (500-1)		900-1 1/2 459 (500-1 1/2)	NA

HIRL Rwy 5-23 **0**  
MIRL Rwy 15-33 **0**  
REIL Rwy 15, 23 and 33 **0**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



LOC/DME I-SFZ	APP CRS	Rwy Idg	<b>5000</b>
<b>111.9</b>	<b>047°</b>	THRE	<b>419</b>
Chan <b>56</b>		Apt Elev	<b>441</b>

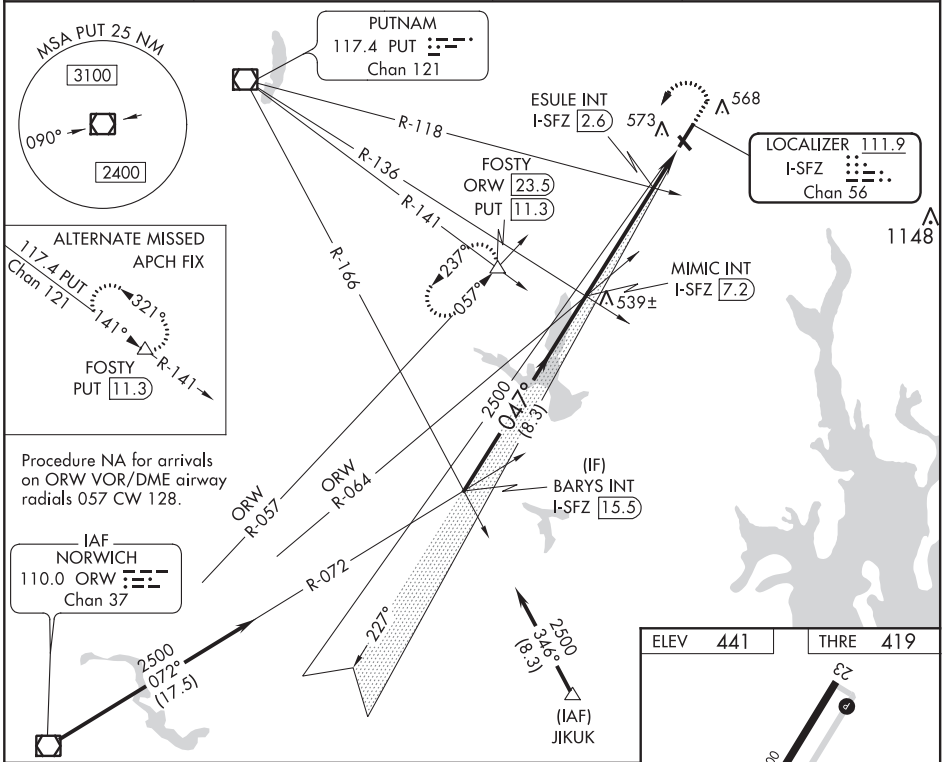
# LOC RWY 5

NORTH CENTRAL STATE (SF/Z)

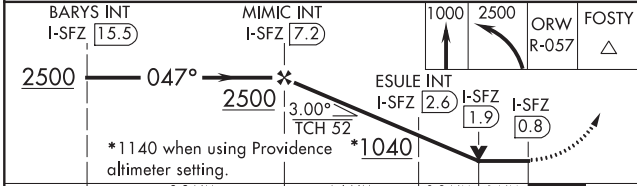
**NA** Circling to Rwy 15/33 NA at night. VDP NA with Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet; increase S-5 Cat C and Circling Cat C visibility 1/4 mile, and ESULE fix minimums S-5 Cat C visibility 1/4 mile.

**MALS** MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 on ORW VOR/DME R-057 to FOSTY INT/ ORW 23.5 DME and hold.

AWOS-3PT <b>120.025</b>	PROVIDENCE APP CON ★ <b>123.675 244.875</b>	CLNC DEL <b>124.35</b>	UNICOM <b>123.075 (CTAF) 0</b>
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Procedure NA for arrivals on ORW VOR/DME airway radials 057 CW 128.



ELEV	441	THRE	419
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HIRL Rwy 5-23 0  
MIRL Rwy 15-33 0  
REIL Rws 15, 23 and 33 0

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

CATEGORY	A	B	C	D
S-5	1040-3/4 621 (600-3/4)		1040-1 1/2 621 (600-1 1/2)	NA
CIRCLING	1040-1 599 (600-1)		1040-1 3/4 599 (600-1 3/4)	NA
ESULE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-5	800-3/4 381 (400-3/4)		800-7/8 381 (400-7/8)	NA
CIRCLING	900-1 459 (500-1)		900-1 1/2 459 (500-1 1/2)	NA

NE-1, 10 NOV 2016 to 05 JAN 2017

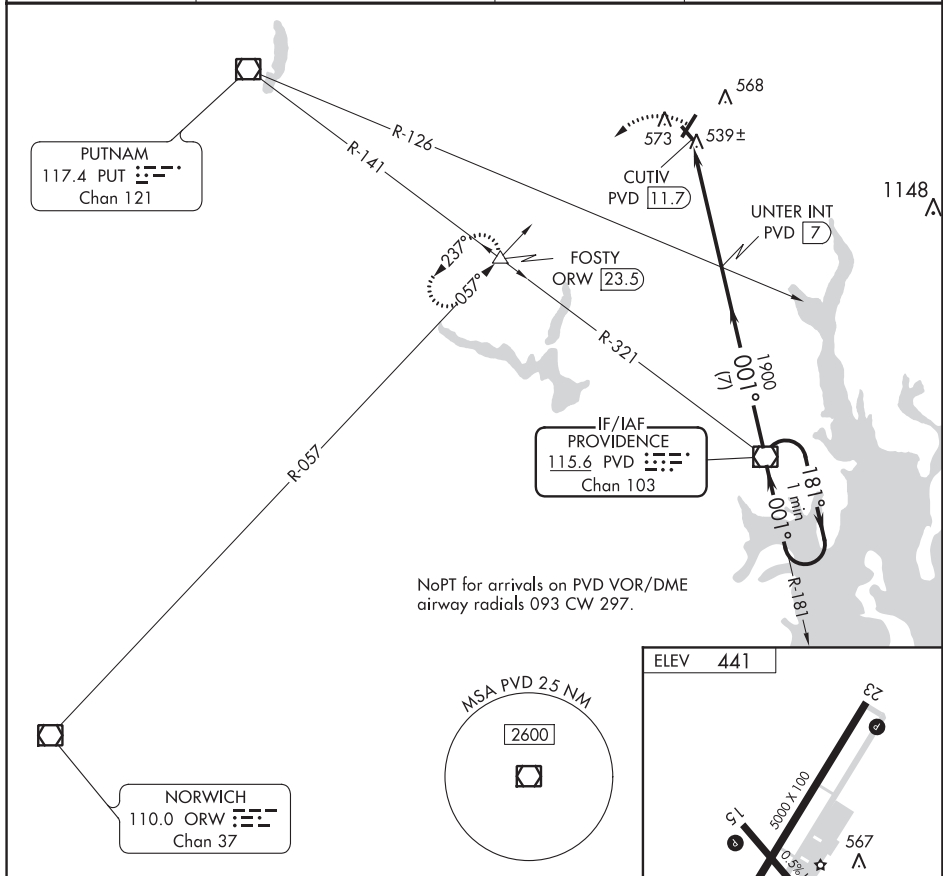
NE-1, 10 NOV 2016 to 05 JAN 2017

VOR/DME PVD <b>115.6</b> Chan <b>103</b>	APP CRS <b>001°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>441</b>
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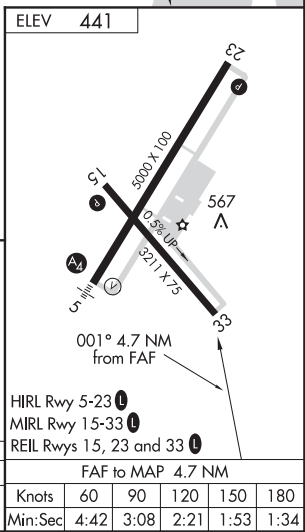
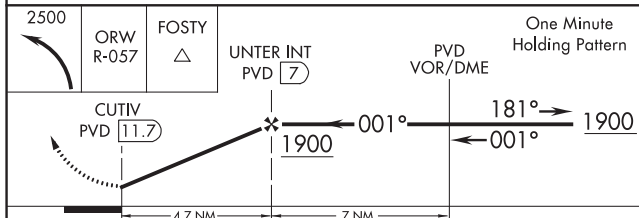
**VOR-A**  
NORTH CENTRAL STATE (S/F/Z)

<p><b>▽</b> When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase Circling visibility Cat C ¼ mile. Circling to Rwy 15/33 NA at night.</p>	<p><b>MISSD APPROACH:</b> Climbing left turn to 2500 via ORW VOR/DME R-057 to FOSTY INT/ORW 23.5 DME and hold.</p>
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AWOS-3PT <b>120.025</b>	PROVIDENCE APP CON ★ <b>123.675 244.875</b>	CLNC DEL <b>124.35</b>	UNICOM <b>123.075 (CTAF) 0</b>
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NoPT for arrivals on PVD VOR/DME airway radials 093 CW 297.



CATEGORY	A	B	C	D	FAF to MAP 4.7 NM					
CIRCLING	980-1 539 (500-1)		980-1½ 539 (500-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

VOR/DME PUT <b>117.4</b> Chan <b>121</b>	APP CRS <b>111°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>441</b>
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**VOR-B**  
NORTH CENTRAL STATE (SFZ)

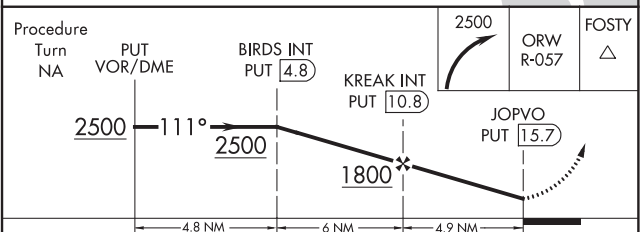
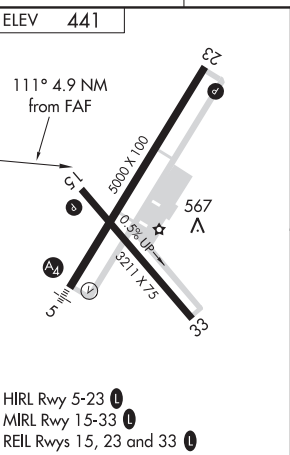
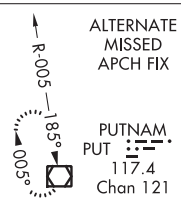
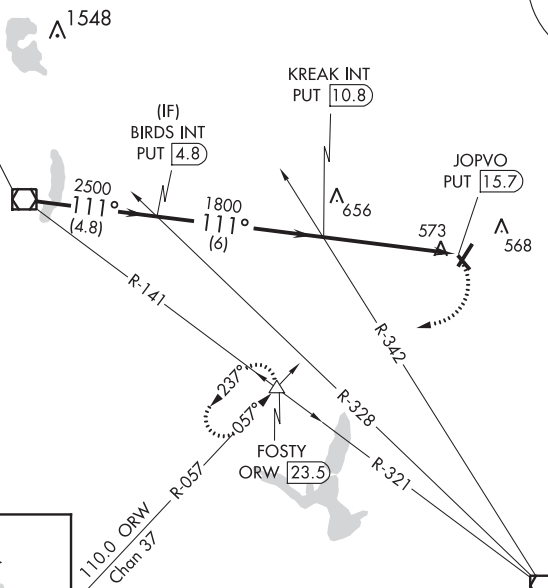
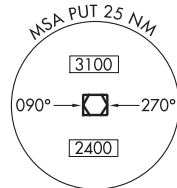
**⚠** When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase Circling visibility Cat C ¼ mile. Circling to Rwy 15/33 NA at night.

**⚠** MISSED APPROACH: Climbing right turn to 2500 via ORW R-057 to FOSTY INT/ORW 23.5 DME and hold.

AWOS-3PT <b>120.025</b>	PROVIDENCE APP CON ★ <b>123.675 244.875</b>	CLNC DEL <b>124.35</b>	UNICOM <b>123.075 (CTAF) 0</b>
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Procedure NA for arrivals at PUT VOR/DME via V146-151 northwest bound.

IAF  
PUTNAM  
117.4 PUT  
Chan 121



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38
CATEGORY	A	B	C	D	
CIRCLING	980-1	539 (600-1)	980-1½ 539 (600-1½)	NA	

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>93935</b> <b>W08A</b>	APP CRS <b>079°</b>	Rwy Idg TDZE Apt Elev	<b>5791</b> <b>1188</b> <b>1188</b>
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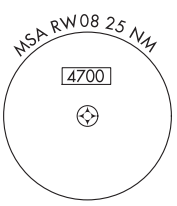
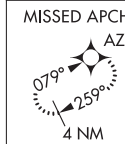
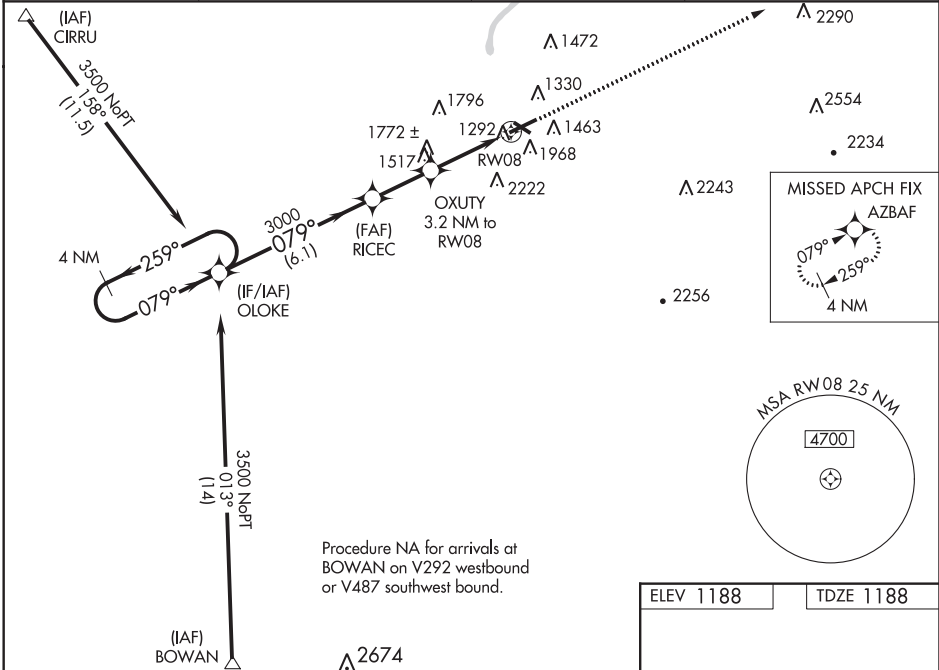
# RNAV (GPS) RWY 8

PITTSFIELD MUNI (PSF)

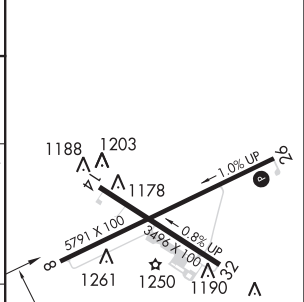
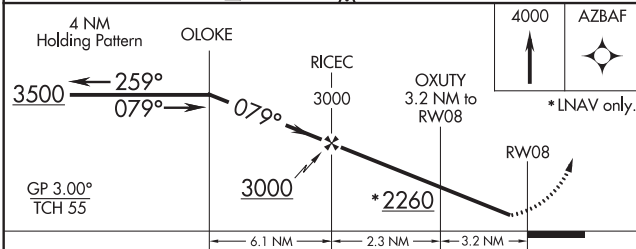
**⚠** Baro-VNAV NA when using North Adams altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use North Adams altimeter setting and increase all DA 114 feet and all MDA 120 feet, increase LPV visibility all Cats ¼ mile, LNAV/VNAV visibility all Cats 1 mile, and LNAV Cat A visibility ¼ mile. Visibility reduction by helicopters below 1 SM NA. Night landing: Rwy 8 NA. Circling NA south of Rws 8 and 32.

**MISSED APPROACH:**  
Climb to 4000 direct AZBAF and hold.

ASOS <b>135.375</b>	ALBANY APP CON <b>132.825 307.2</b>	CLNC DEL <b>128.6</b>	UNICOM <b>122.7 (CTAF)</b> <b>Ⓛ</b>
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ELEV 1188	TDZE 1188
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CATEGORY	A	B	C	D
LPV DA		1475-1	287 (300-1)	
LNAV/VNAV DA		2072-3	884 (900-3)	
LNAV MDA	2000-1 812 (900-1)	2000-1¼ 812 (900-1¼)	2000-2½	812 (900-2½)
<b>C</b> CIRCLING	2000-1¼ 812 (900-1¼)	2160-1½ 972 (1000-1½)	2400-3 1212 (1300-3)	2680-3 1492 (1500-3)

REIL Rwy 26 **Ⓛ**  
MIRL Rws 8-26 and 14-32 **Ⓛ**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>42835</b>	APP CRS <b>259°</b>	Rwy Idg TDZE Apt Elev	<b>5791</b> <b>1159</b> <b>1188</b>
<b>W26A</b>			

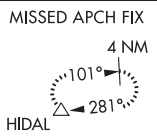
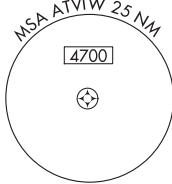
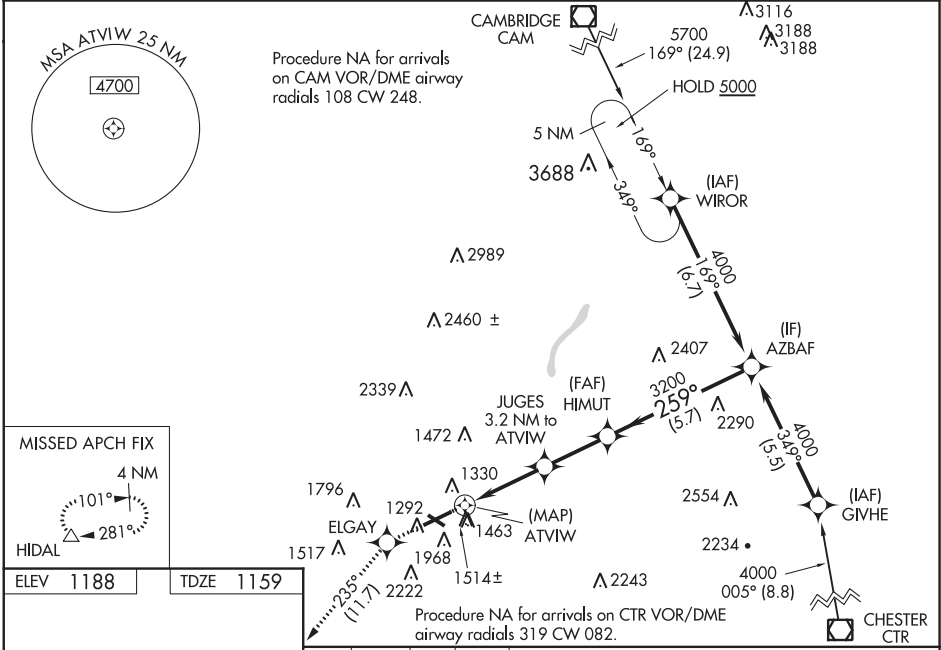
# RNAV (GPS) RWY 26

PITTSFIELD MUNI (PSF)

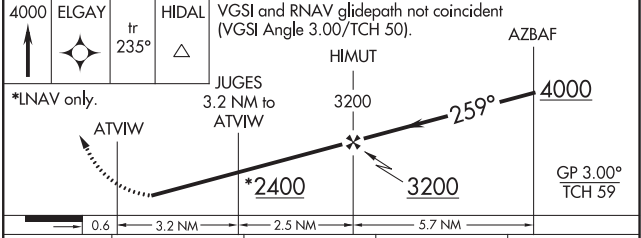
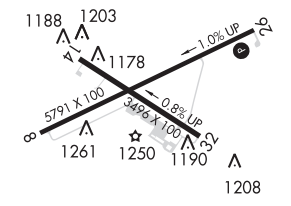
**⚠** DME/DME RNP-0.3 NA. Night landing Rwy 8 NA. Circling NA south of Rws 8 and 32. When local altimeter setting not received, use North Adams altimeter setting and increase all DA 114 feet and all MDA 120 feet. Increase LPV all Cats visibility 1 1/2 miles, LNAV/VNAV all Cats visibility 1/2 mile, and LNAV Cat B visibility 1/4 mile. Inop table does not apply to LNAV Cat C. For inop MALSF when using North Adams altimeter setting, increase LNAV Cats C and D 1/2 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Baro-VNAV NA when using North Adams altimeter setting. Helicopter visibility reduction below 3/4 SM NA. For inop MALSF when using North Adams altimeter setting, inop table does not apply to LPV.

**MISSED APPROACH:**  
Climb to 4000 direct ELGAY and on track 235° to HIDAL and hold.

ASOS <b>135.375</b>	ALBANY APP CON <b>132.825 307.2</b>	CLNC DEL <b>128.6</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 1188	TDZE 1159
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CATEGORY	A	B	C	D
LPV DA		1956-2 1/2	797 (800-2 1/2)	
LNAV/VNAV DA		1888-2 1/4	729 (700-2 1/4)	
LNAV MDA	2060-1	901 (900-1)	2060-2 1/2	901 (900-2 1/2)
<b>C</b> CIRCLING	2060-1 1/4 872 (900-1 1/4)	2160-1 1/2 972 (1000-1 1/2)	2400-3 1212 (1300-2)	2680-3 1492 (1500-3)

NE-1, 10 NOV 2016 to 05 JAN 2017

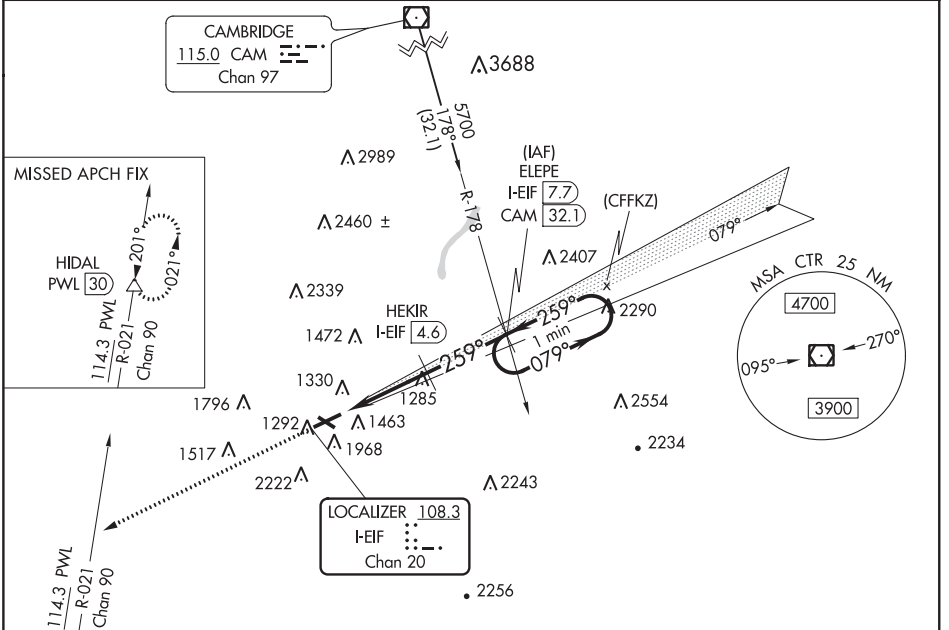
NE-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-EIF <b>108.3</b> Chan 20	APP CRS <b>259°</b>	Rwy Idg TDZE Apt Elev	<b>5791</b> <b>1159</b> <b>1188</b>
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# LOC/DME RWY 26

PITTSFIELD MUNI (PSF)

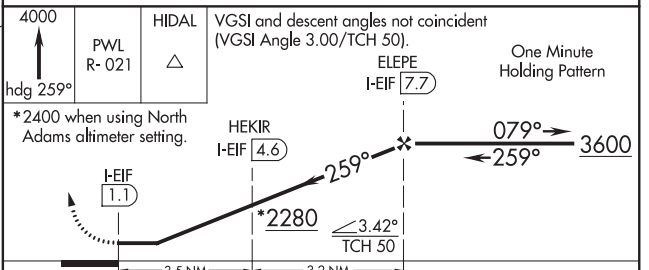
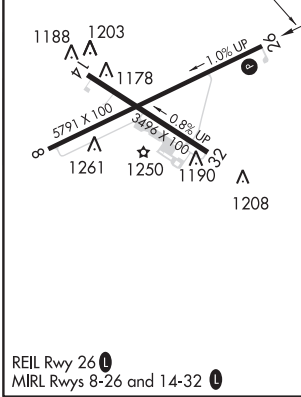
<p><b>NA</b> Circling NA south of Rwy 8 and 32. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use North Adams altimeter setting and increase all MDA 120 feet and S-26 Cat B visibility 1/4 mile and S-26 Cats C/D visibility 1/2 mile. Night landing: Rwy 8 NA.</p>		<p>MISSED APPROACH: Climb to 4000 on heading 259° and PWL VOR/DME R-021 to HIDAL/PWL 30 DME and hold.</p>	
ASOS <b>135.375</b>	ALBANY APP CON <b>132.825 307.2</b>	CLNC DEL <b>128.6</b>	UNICOM <b>122.7</b> (CTAF)



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1188	TDZE 1159
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CATEGORY	A	B	C	D
S-26	1860-1	701 (700-1)	1860-2	701 (700-2)
<b>C</b> CIRCLING	1860-1 672 (700-1)	2160-1½ 972 (1000-1½)	2400-3 1212 (1300-3)	2680-3 1492 (1500-3)

# RNAV (GPS) RWY 18

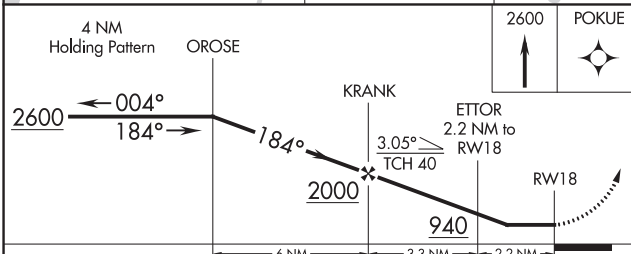
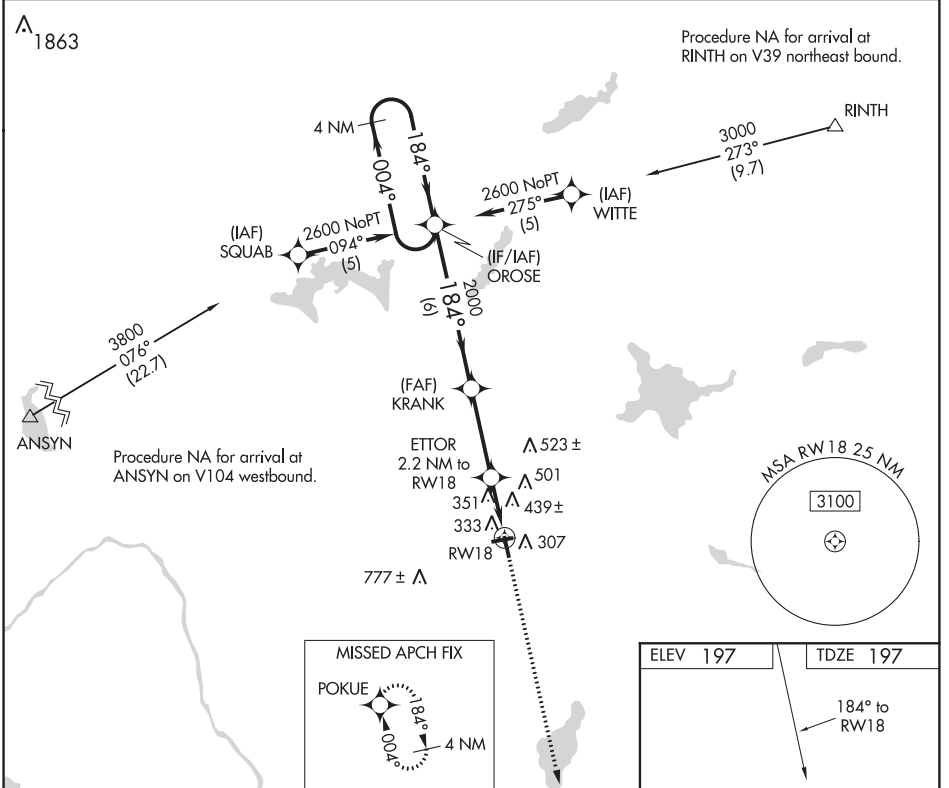
PITTSFIELD MUNI (2B7)

APP CRS <b>184°</b>	Rwy Idg <b>4003</b>
	TDZE <b>197</b>
	Apt Elev <b>197</b>

**NA** DME/DME RNP-0.3 NA. Use Bangor altimeter setting; when not received procedure NA. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2600 direct POKUE and hold.

BANGOR INTL ASOS <b>127.75</b>	BANGOR APP CON <b>118.925 239.3</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 197	TDZE 197
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184° to RW18

81

242±

4003 x 500 ft

60 ft

0.5% UP

36

MIRL Rwy 18-36 0

REIL Rwy 18 and 36 0

CATEGORY	A	B	C	D
LNVA MDA	760-1	563 (600-1)		NA
CIRCLING	800-1	603 (700-1)		NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

PITTSFIELD, MAINE

AL-5413 (FAA)

16063

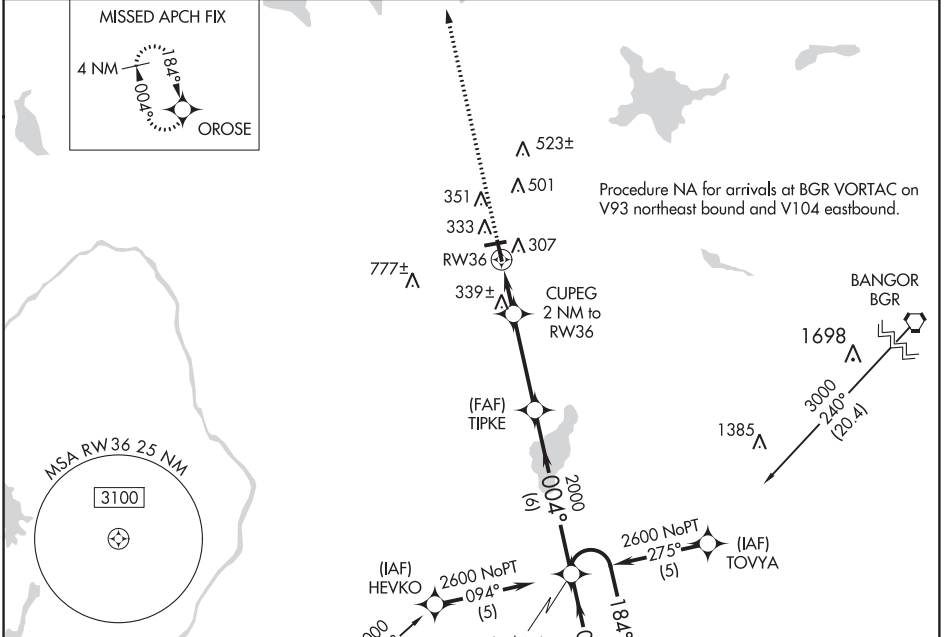
APP CRS <b>004°</b>	Rwy Idg <b>4003</b>
	TDZE <b>194</b>
	Apt Elev <b>197</b>

# RNAV (GPS) RWY 36

PITTSFIELD MUNI (2B7)

<b>▽</b> <b>▲</b> NA	DME/DME RNP-0.3 NA. Use Bangor altimeter setting; when not received procedure NA. Helicopter visibility reduction below 3/4 SM NA.	MISSED APPROACH: Climb to 2600 direct OROSE and hold.
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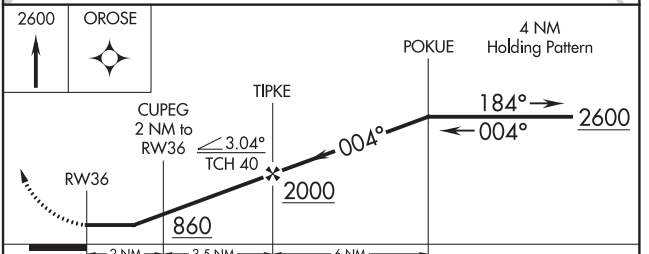
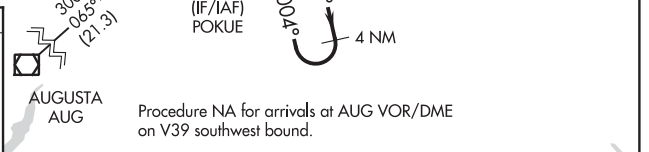
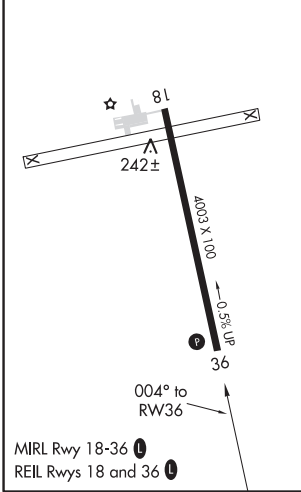
BANGOR INTL ASOS <b>127.75</b>	BANGOR APP CON <b>118.925 239.3</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 197	TDZE 194
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CATEGORY	A	B	C	D
LNAV MDA	660-1	466 (500-1)	NA	
<b>C</b> CIRCLING	800-1	603 (700-1)	NA	

PITTSFIELD, MAINE  
Orig-C 03MAR16

44°46'N-69°22'W

PITTSFIELD MUNI (2B7)  
**RNAV (GPS) RWY 36**



NDB BUP	APP CRS	Rwy Idg	<b>4003</b>
<b>348</b>	<b>009°</b>	TDZE	<b>194</b>
		Apt Elev	<b>197</b>

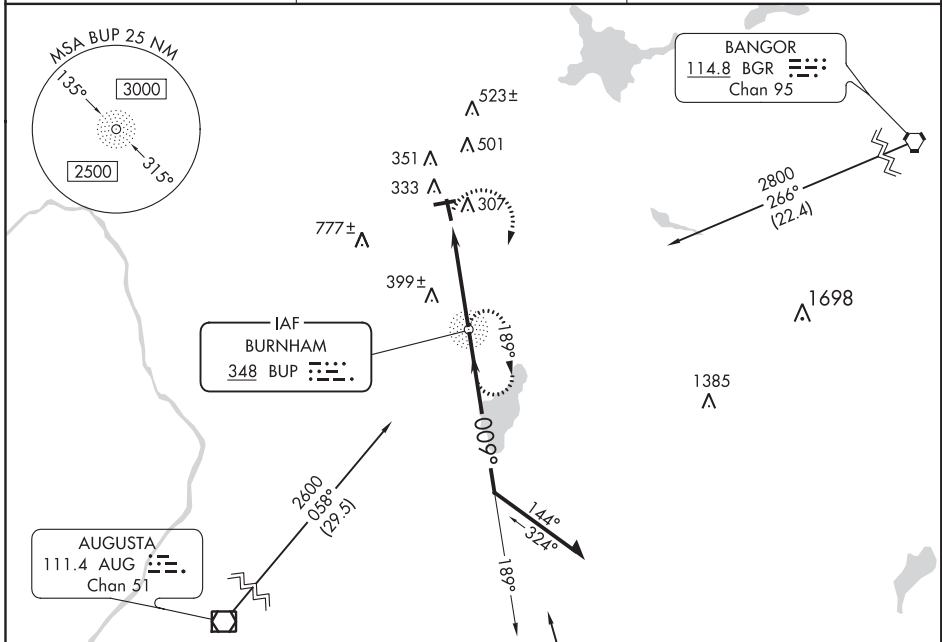
# NDB RWY 36

PITTSFIELD MUNI (2B7)

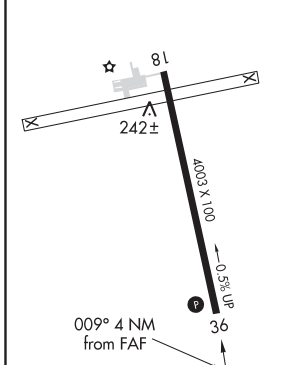
**NA** Use Bangor altimeter setting; when not received procedure NA. Helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:** Climbing right turn to 2600 direct BUP NDB and hold, continue climb-in-hold to 2600.

BANGOR INTL ASOS <b>127.75</b>	BANGOR APP CON <b>118.925 239.3</b>	UNICOM <b>122.8 (CTAF) 0</b>
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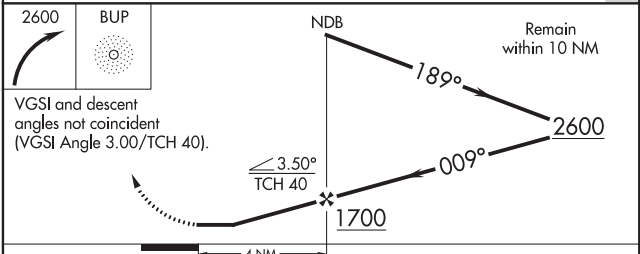


ELEV 197	TDZE 194
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MIRL Rwy 18-36  
REIL Rws 18 and 36  
FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-36	760-1	566 (600-1)		NA
<b>C</b> CIRCLING	800-1	603 (700-1)		NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

PLAINVILLE, CONNECTICUT

AL-10074 (FAA)

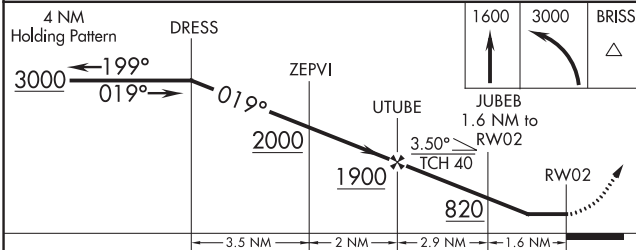
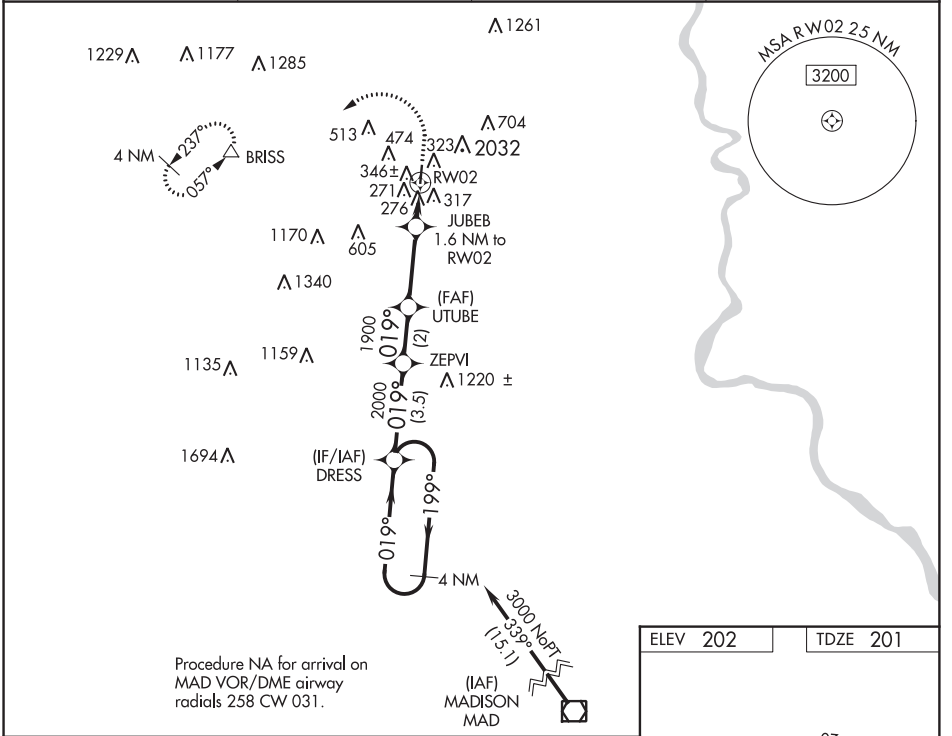
15176

WAAS CH <b>65737</b> <b>W02A</b>	APP CRS <b>019°</b>	Rwy Idg TDZE Apt Elev	<b>3665</b> <b>201</b> <b>202</b>
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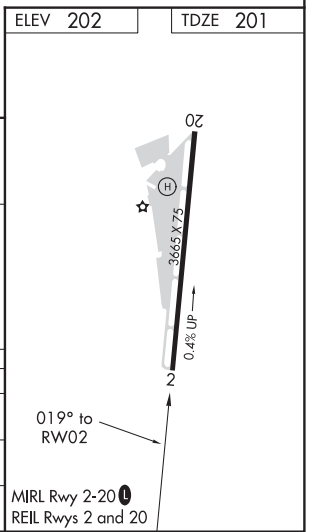
# RNAV (GPS) RWY 2

ROBERTSON FIELD (4B8)

<p><b>NA</b> DME/DME RNP-0.3 NA. Procedure NA at night. Use Meriden altimeter setting, when not received, use Hartford altimeter setting and increase all MDA 20 feet.</p>		<p>MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct BRISS and hold.</p>	
MERIDEN ASOS-3 <b>134.925</b>	BRADLEY APP CON <b>123.95 290.55</b>	CLNC DEL <b>134.5</b>	UNICOM <b>122.8 (CTAF) 0</b>



CATEGORY	A	B	C	D
LP MDA	580-1 379 (400-1)			NA
LNAV MDA	660-1	459 (500-1)	660-1 3/8 459 (500-1 3/8)	NA
CIRCLING	960-1 758 (800-1)	2380-1 1/2 2178 (2200-1 1/2)	2380-3 2178 (2200-3)	NA



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

PLAINVILLE, CONNECTICUT  
Orig 30APR15

41°41'N-72°52'W

# RNAV (GPS) RWY 2

ROBERTSON FIELD (4B8)

LOC/DME I-PYM <b>109.35</b> Chan <b>30 (Y)</b>	APP CRS <b>056°</b>	Rwy Idg <b>4350</b> TDZE <b>145</b> Apt Elev <b>148</b>
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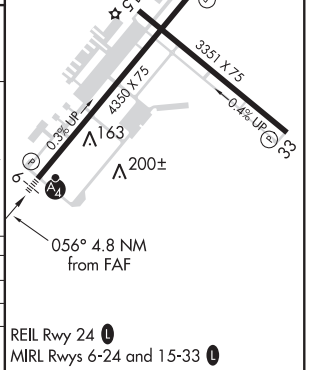
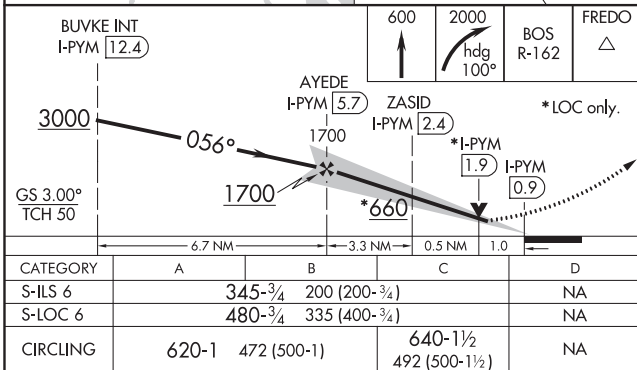
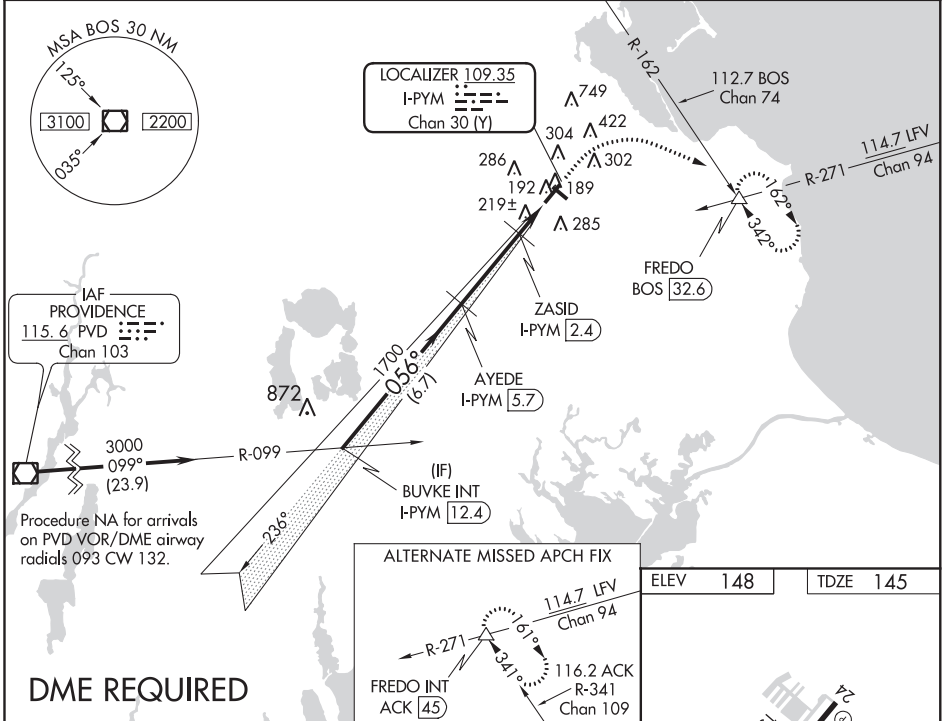
# ILS or LOC/DME RWY 6

PLYMOUTH MUNI (PYM)

**⚠** Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. VDP NA with Taunton altimeter setting. When local altimeter setting not received, use Taunton altimeter setting and increase all DA 45 feet and all MDA 60 feet and increase S-LOC 6 Cat C visibility  $\frac{1}{4}$  mile. For inoperative MALSF when using Taunton altimeter setting, increase S-LOC 6 Cat C visibility to  $1\frac{1}{2}$  mile. Night landing: Rwy 15, 33 NA.

**MALSF**  
 MISSED APPROACH: Climb to 600 then climbing right turn to 2000 on heading 100° and on BOS VOR/DME R-162 to FREDO INT/BOS 32.6 DME and hold.

ASOS <b>135.625</b>	CAPE APP CON* <b>118.2 284.6</b>	CLNC DEL <b>127.75</b>	UNICOM <b>123.0</b> (CTAF)	<b>122.9</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>40422</b> <b>W06A</b>	APP CRS <b>056°</b>	Rwy Idg TDZE Apt Elev	<b>4350</b> <b>145</b> <b>148</b>
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# RNAV (GPS) RWY 6

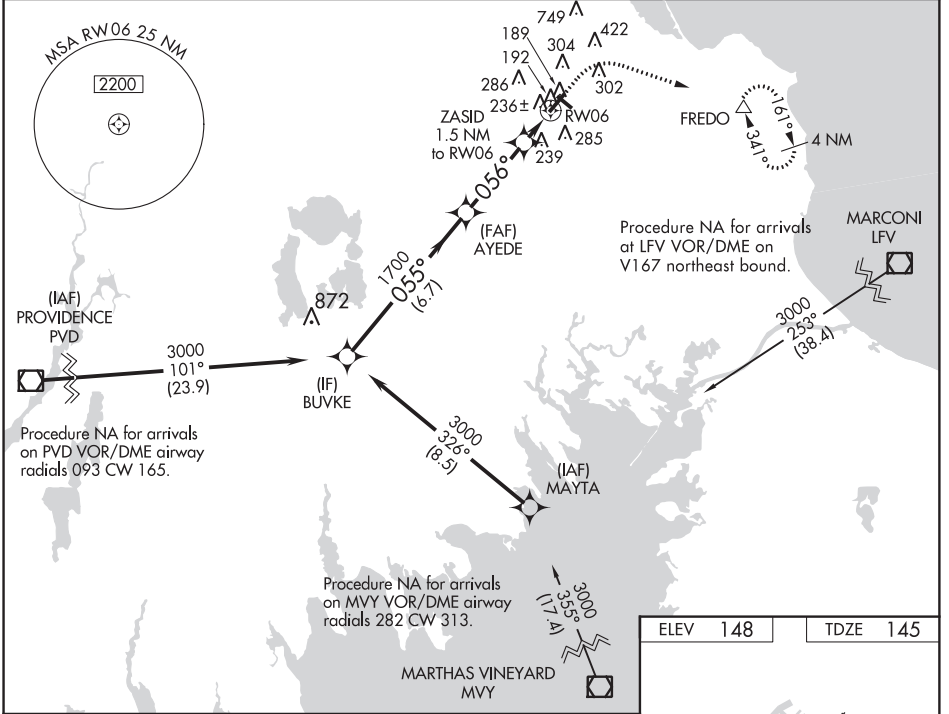
PLYMOUTH MUNI (PYM)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). For inoperative MALSF, increase LNAV/VNAV visibility to 7/8 mile. **⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Taunton altimeter setting and increase all DA 45 feet and all MDA 60 feet and increase LNAV Cat C visibility 1/4 mile. Baro-VNAV and VDP NA with Taunton altimeter setting. Night landing: Rwy 15, 33 NA.

**MALSF**

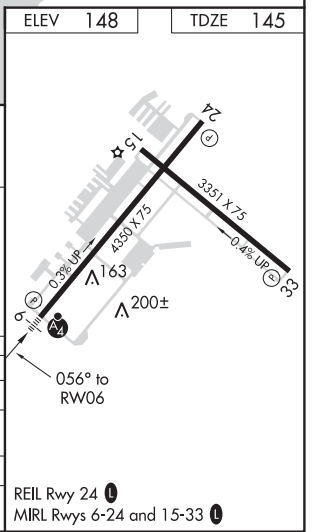
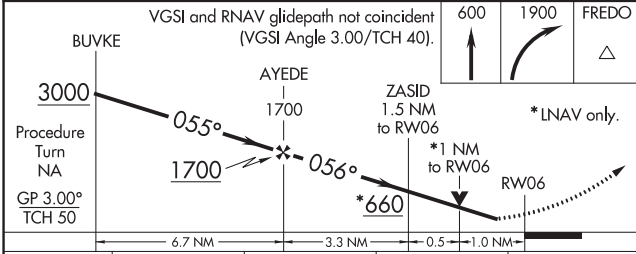
**MISSED APPROACH:**  
Climb to 600 then climbing right turn to 1900 direct FREDO and hold.

ASOS <b>135.625</b>	CAPE APP CON * <b>118.2 284.6</b>	CLNC DEL <b>127.75</b>	UNICOM <b>123.0 (CTAF)</b>	<b>122.9</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		345-3/4	200 (200-3/4)	NA
LNAV/VNAV DA		426-3/4	281 (300-3/4)	NA
LNAV MDA		500-3/4	355 (400-3/4)	NA
CIRCLING	620-1	472 (500-1)	640-1 1/2 492 (500-1 1/2)	NA

WAAS CH <b>93639</b> <b>W15A</b>	APP CRS <b>146°</b>	Rwy Idg TDZE Apt Elev	<b>3351</b> <b>147</b> <b>148</b>
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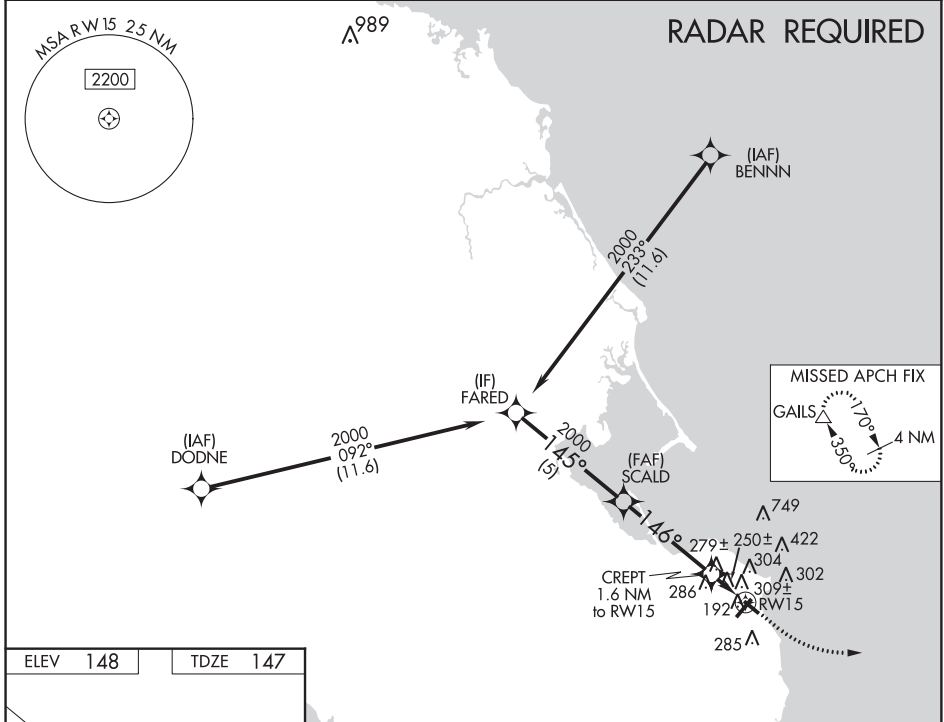
# RNAV (GPS) RWY 15

PLYMOUTH MUNI (PYM)

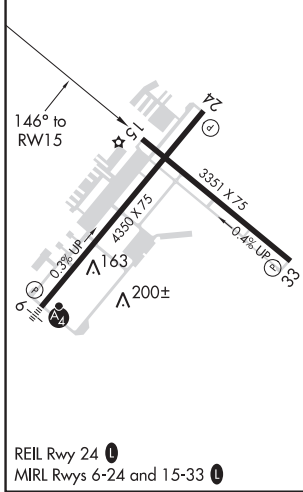
**⚠** DME/DME RNP-0.3 NA. Rwy 15 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Tauton altimeter setting: increase all MDA 60 feet and visibility Cat C ¼ SM. Straight-in Rwy 15 NA at night, Circling Rwy 15, 33, NA at night.

**MISSED APPROACH:** Climb to 600 then climbing left turn to 2000 direct GAILS and hold.

ASOS <b>135.625</b>	CAPE APP CON ★ <b>118.2 284.6</b>	CLNC DEL <b>127.75</b>	UNICOM <b>123.0</b> (CTAF)	<b>122.9</b> <b>0</b>
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ELEV <b>148</b>	TDZE <b>147</b>
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REIL Rwy 24 **0**  
MIRL Rwy 6-24 and 15-33 **0**

Procedure Turn NA	FARED	SCALD	CREPT 1.6 NM to RWY 15	RWY 15
	2000	2000	700	
	5 NM	4.1 NM	1.6 NM	
CATEGORY	A	B	C	D
LP MDA	500-1 353 (400-1)			NA
LNAV MDA	560-1	413 (500-1)	560-1 ½ 413 (500-1 ½)	NA
<b>C</b> CIRCLING	620-1 472 (500-1)	640-1 492 (500-1)	740-1 ½ 592 (600-1 ½)	NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>42922</b> <b>W24A</b>	APP CRS <b>236°</b>	Rwy Idg TDZE Apt Elev	<b>4350</b> <b>147</b> <b>148</b>
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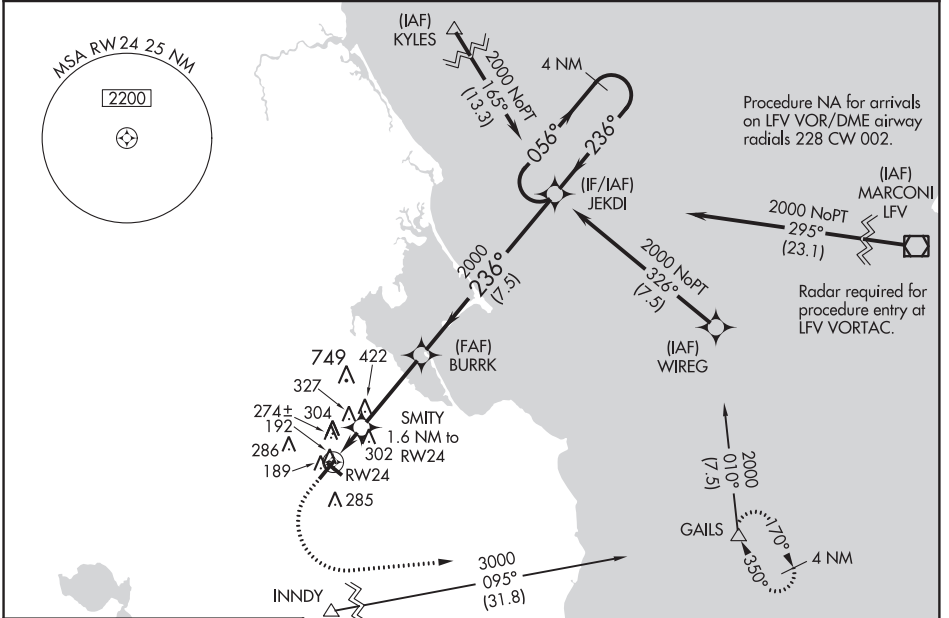
# RNAV (GPS) RWY 24

PLYMOUTH MUNI (PYM)

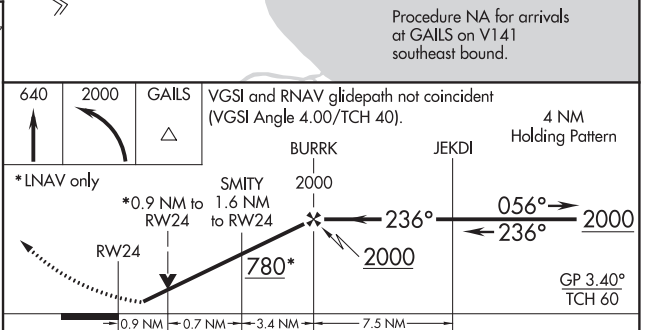
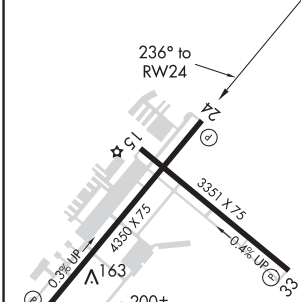
**⚠** Baro-VNAV NA when using Taunton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 51°C (123°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Taunton altimeter setting and increase all DA 45 feet and all MDA 60 feet and increase LNAV Cat C visibility 1/8 mile. Night landing: Rwy 15, 33 NA. VDP NA when using Taunton altimeter setting.

**⚠** MISSED APPROACH: Climb to 640 then climbing left turn to 2000 direct GAILS and hold.

ASOS <b>135.625</b>	CAPE APP CON * <b>118.2 284.6</b>	CLNC DEL <b>127.75</b>	UNICOM <b>123.0</b> (CTAF)	<b>122.9</b> <b>U</b>
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ELEV <b>148</b>	TDZE <b>147</b>
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CATEGORY	A	B	C	D
LPV DA		446-1	298 (300-1)	NA
LNAV/VNAV DA		445-1	297 (300-1)	NA
LNAV MDA	580-1	432 (500-1)	580-1 1/4 432 (500-1 1/4)	NA
CIRCLING	620-1	472 (500-1)	640-1 1/2 492 (500-1 1/2)	NA

REIL Rwy 24 **U**  
MIRL Rwy 6-24 and 15-33 **U**

PLYMOUTH, MASSACHUSETTS  
Orig-B 25JUN15

41°55'N - 70°44'W

# PLYMOUTH MUNI (PYM)

## RNAV (GPS) RWY 24

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-PWM <b>109.9</b> Chan <b>36</b>	APP CRS <b>110°</b>	Rwy Idg <b>7200</b> TDZE <b>76</b> Apt Elev <b>76</b>
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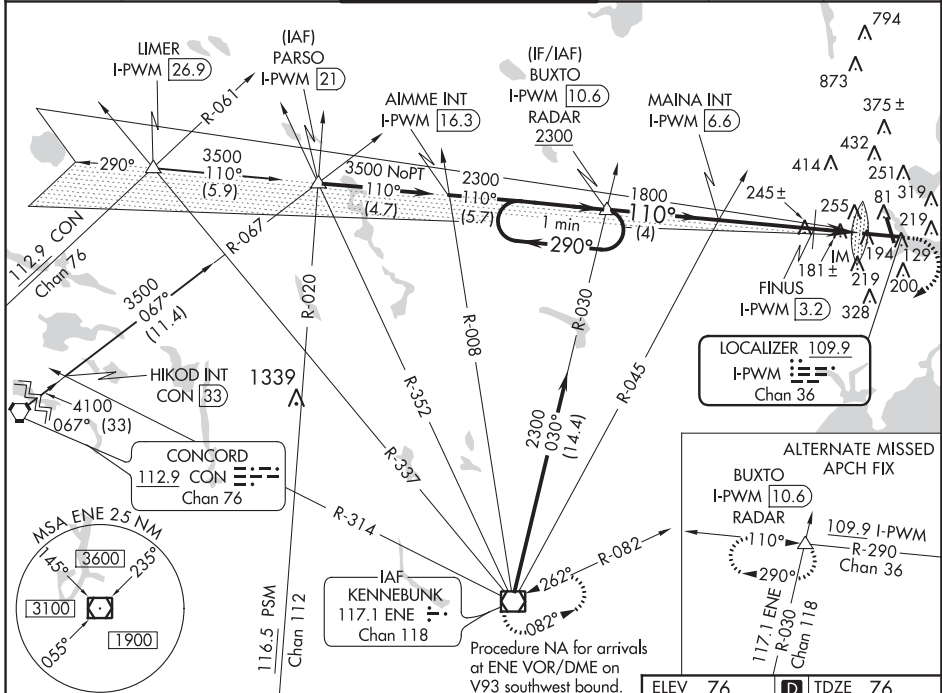
# ILS or LOC RWY 11

PORTLAND INTL JETPORT (PWM)

**ALSF-2** For inop ALSF-2, increase S-LOC 11 Cats C/D visibility to 1½ mile.  
**▲** Increase FINUS fix minimums S-LOC 11 Cat C/D visibility to RVR 5500.

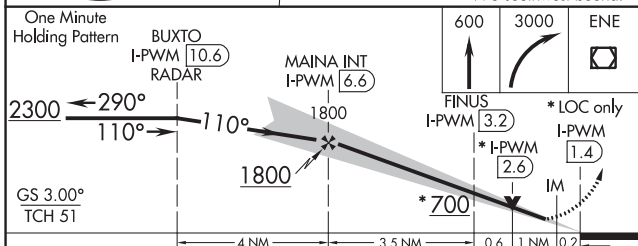
**ALSF-2** MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VOR/DME and hold.

ATIS <b>119.05</b>	PORTLAND APP CON * <b>119.75 381.2</b>	PORTLAND TOWER * <b>120.9 0 (CTAF) 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 76	TDZE 76
110° 5.3 NM from FAF	
TDZ/CL Rwy 11 MIRL Rwy 18-36 HIRL Rwy 11-29 REIL Rwys 18 and 36	
FAF to MAP 5.3 NM	
Knots	60 90 120 150 180
Min:Sec	5:18 3:32 2:39 2:07 1:46

CATEGORY	A	B	C	D
S-ILS 11	276/18 200 (200-½)			
S-LOC 11	700/24	624 (700-½)	700-1¾	624 (700-1¾)
CIRCLING	700-1	624 (700-1)	740-1¾ 664 (700-1¾)	860-2½ 784 (800-2½)
FINUS FIX MINIMUMS				
S-LOC 11	440/24	364 (400-½)	440/35	364 (400-¾)
CIRCLING	620-1	544 (600-1)	740-1¾ 664 (700-1¾)	860-2½ 784 (800-2½)

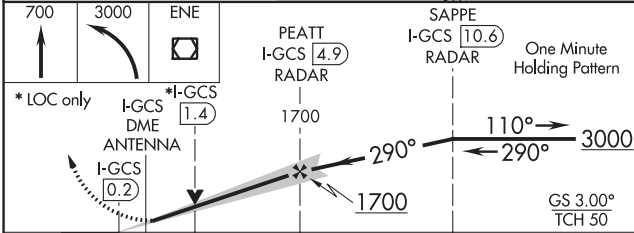
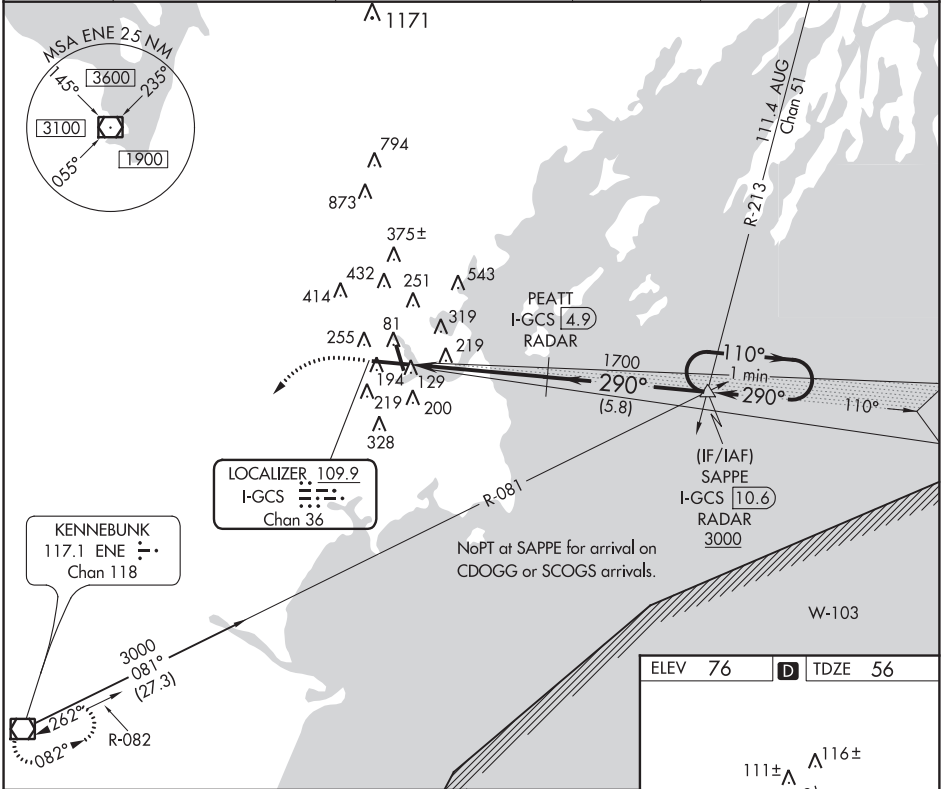
LOC/DME I-GCS <b>109.9</b> Chan <b>36</b>	APP CRS <b>290°</b>	Rwy Idg <b>7200</b> TDZE <b>56</b> Apt Elev <b>76</b>
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# ILS or LOC RWY 29

PORTLAND INTL JETPORT (P<sup>W</sup>M)

<p><b>** RVR 1800 authorized with use of FD or AP or HUD to DA. DME or RADAR required.</b></p>	<p>MALS R</p>	<p>MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct ENE VOR/DME and hold.</p>
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ATIS <b>119.05</b>	PORTLAND APP CON * <b>119.75 381.2</b>	PORTLAND TOWER * <b>120.9</b> (CTAF) <b>257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 76	<b>D</b> TDZE 56
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TDZ/CL Rwy 11	111±
MIRL Rwy 18-36	162
HIRL Rwy 11-29	264±
REIL Rws 18 and 36	110
	191±
	151±
	36
	78±
	3000

290° 5.1 NM from FAF

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-ILS 29**	256/24 200 (200-½)			
S-LOC 29	580/24	524 (600-½)	580/55	524 (600-1¼)
<b>C</b> CIRCLING	620-1	544 (600-1)	740-1¾ 664 (700-1¾)	860-2½ 784 (800-2½)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



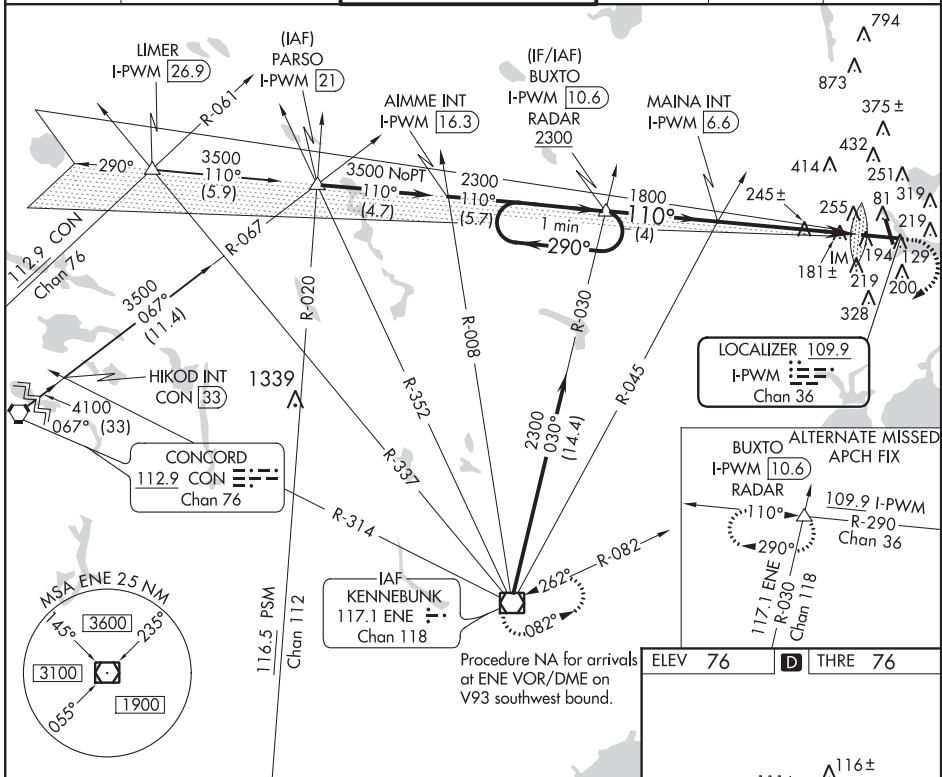
LOC/DME I-PWM <b>109.9</b> Chan <b>36</b>	APP CRS <b>110°</b>	Rwy Idg <b>7200</b> THRE <b>76</b> Apt Elev <b>76</b>
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# ILS RWY 11 (SA CAT I)

PORTLAND INTL JETPORT (PWM)

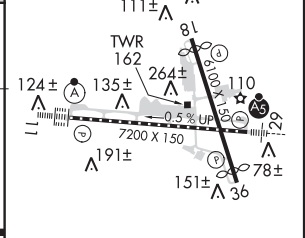
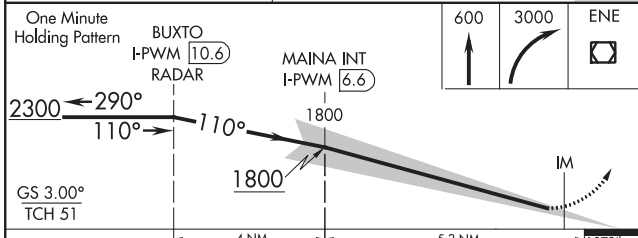
Procedure NA when control tower closed. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	ALSF-2 	MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VOR/DME and hold.
	Procedure NA when control tower closed. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	

ATIS <b>119.05</b>	PORTLAND APP CON * <b>119.75 381.2</b>	PORTLAND TOWER * <b>120.9</b> (CTAF) <b>257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 11	RA 166/14		150 DA 226	

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwy 11  
MIRL Rwy 18-36  
HIRL Rwy 11-29  
REIL Rwy 18 and 36

PORTLAND, MAINE

AL-329 (FAA)

16091

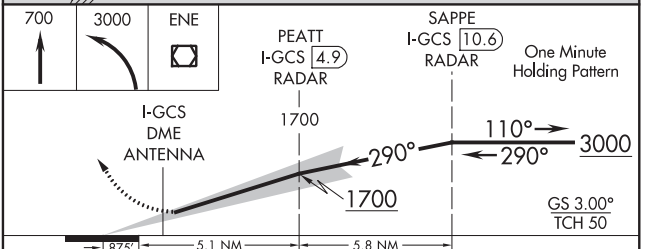
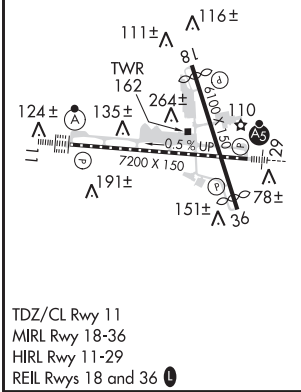
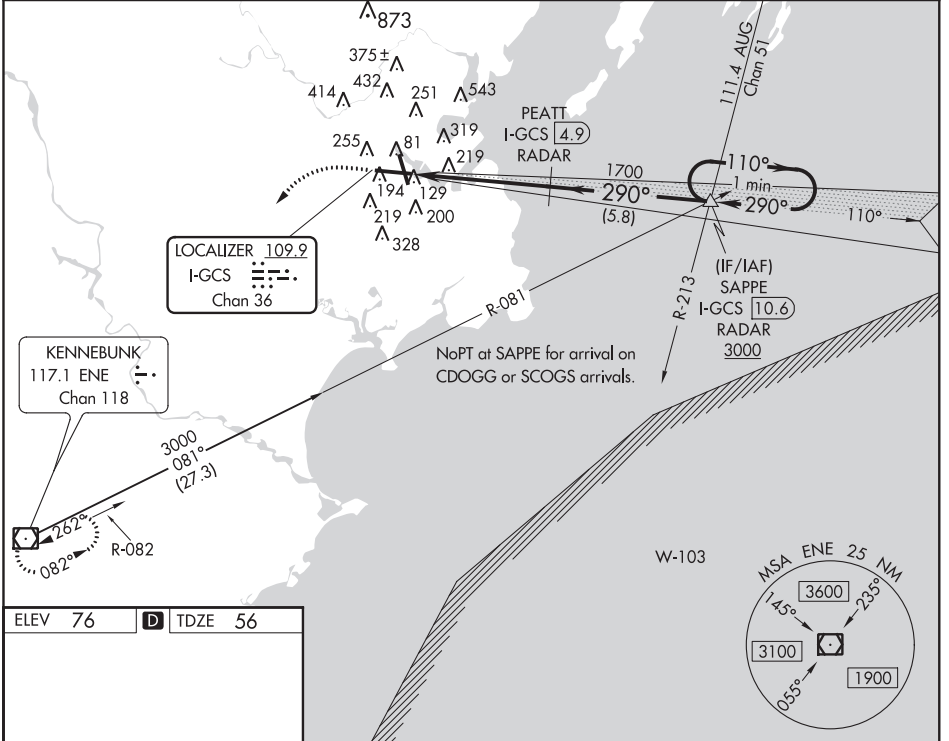
LOC/DME I-GCS <b>109.9</b> Chan <b>36</b>	APP CRS <b>290°</b>	Rwy Idg <b>7200</b> TDZE <b>56</b> Apt Elev <b>76</b>
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# ILS RWY 29 (SA CAT I & II)

PORTLAND INTL JETPORT (PWM)

<p><b>▽</b> DME or RADAR required. DME required when Portland approach control closed.  <b>▲</b> Procedure NA when control tower closed.                  SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.                  SA CAT II: Reduced lighting requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.</p>	<p>MALSR  </p>	<p>MISSED APPROACH:                  Climb to 700 then climbing left turn to 3000 direct ENE VOR/DME and hold.</p>
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ATIS <b>119.05</b>	PORTLAND APP CON * <b>119.75 381.2</b>	PORTLAND TOWER * <b>120.9 (CTAF) 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 29	SA CAT I	RA 206/14	150 DA 206	
S-ILS 29	SA CAT II	RA 146/12	100 DA 156	

## SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

PORTLAND, MAINE  
 Amdt 4 10DEC15

43°39'N-70°19'W

PORTLAND INTL JETPORT (PWM)  
**ILS RWY 29 (SA CAT I & II)**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-PWM <b>109.9</b> Chan <b>36</b>	APP CRS <b>110°</b>	Rwy Idg <b>7200</b> THRE <b>76</b> Apt Elev <b>76</b>
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# ILS RWY 11 (CAT II & III)

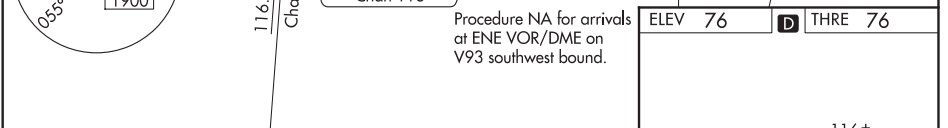
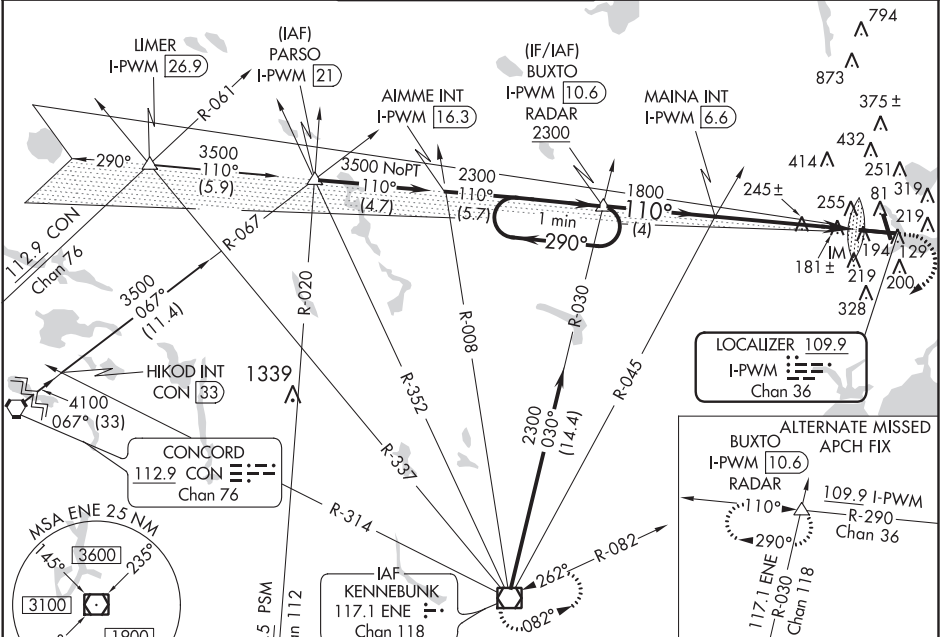
## PORTLAND INTL JETPORT (PWM)

**Procedure NA when control tower closed.**

ALSIF-2

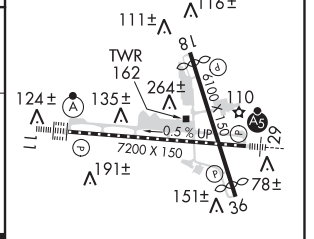
MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VOR/DME and hold.

ATIS <b>119.05</b>	PORTLAND APP CON * <b>119.75 381.2</b>	PORTLAND TOWER * <b>120.9</b> (CTAF) <b>257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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	BUXTO I-PWM 10.6 RADAR	MAINA INT I-PWM 6.6
2300	← 290°	← 110°
	← 110°	← 1800
		← 1800
		← 177
		← 10731
	4 NM	5.3 NM

ELEV 76	D	THRE 76
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CATEGORY	A	B	C	D
S-ILS 11	CAT II RA 108/12		100 DA 176	
S-ILS 11	CAT III RVR 06			

**CATEGORY II & III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwy 11  
MIRL Rwy 18-36  
HIRL Rwy 11-29  
REIL Rwy 18 and 36

NE-1, 10 NOV 2016 to 05 JAN 2017

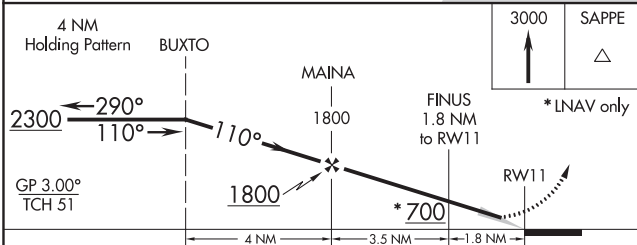
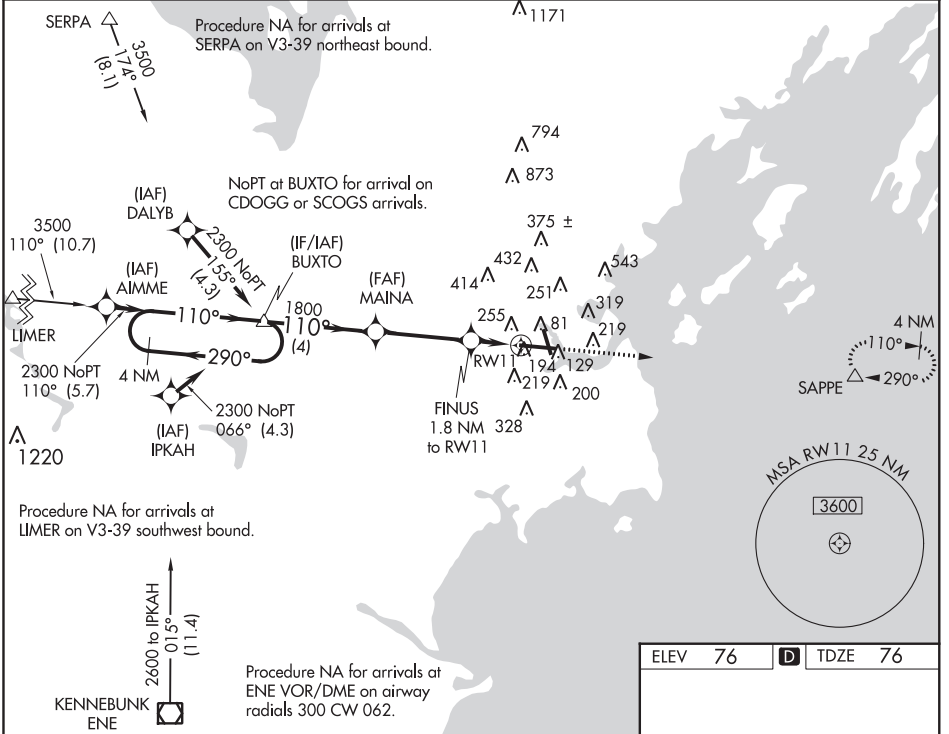
NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>70306</b> <b>W11A</b>	APP CRS <b>110°</b>	Rwy Idg TDZE Apt Elev	<b>7200</b> <b>76</b> <b>76</b>
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# RNAV (GPS) RWY 11

PORTLAND INTL JETPORT (P<sup>WM</sup>)

	DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F).			ALSF-2 	MISSED APPROACH: Climb to 3000 direct SAPPE and hold.	
	ATIS <b>119.05</b>	PORTLAND APP CON ★ <b>119.75 381.2</b>	PORTLAND TOWER ★ <b>120.9 0 (CTAF) 257.8</b>		GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>



ELEV 76	<b>D</b> TDZE 76
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TDZ/CL Rwy 11  
MIRL Rwy 18-36  
HIRL Rwy 11-29  
REIL Rwy 18 and 36

CATEGORY	A	B	C	D
LPV DA	276/24 200 (200-½)			
LNAV/VNAV DA	456/40 380 (400-¾)			
LNAV MDA	520/24 444 (500-½)	520/45 444 (500-¾)		
<b>C</b> CIRCLING	620-1 544 (600-1)	740-1¾ 664 (700-1¾)	860-2½ 784 (800-2½)	

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>77925</b> <b>W18A</b>	APP CRS <b>178°</b>	Rwy Idg TDZE Apt Elev	<b>5150</b> <b>50</b> <b>76</b>
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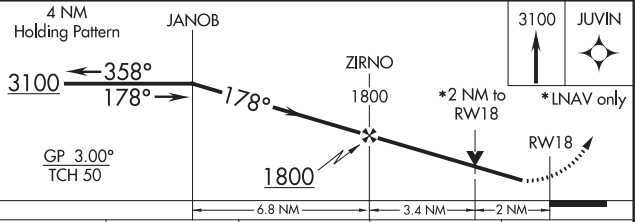
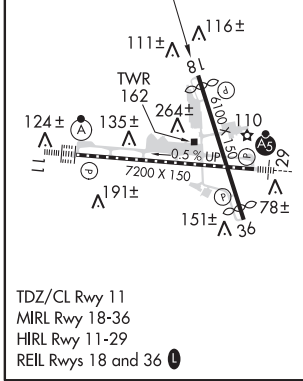
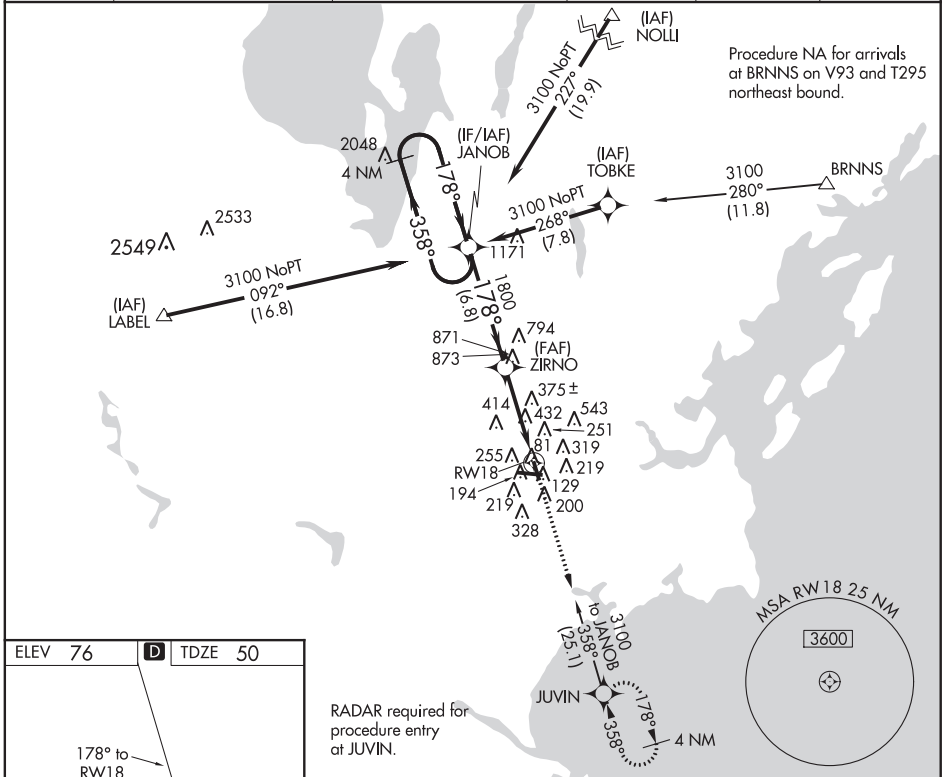
# RNAV (GPS) RWY 18

PORTLAND INTL JETPORT (P'WM)

**⚠** DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3100 direct JUVIN and hold.

ATIS <b>119.05</b>	PORTLAND APP CON * <b>119.75 381.2</b>	PORTLAND TOWER * <b>120.9</b> (CTAF) <b>257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		300-3/4	250 (300-3/4)	
LNAV/VNAV DA		477-13/8	427 (500-13/8)	
LNAV MDA	740-1	690 (700-1)	740-2	690 (700-2)
<b>C</b> CIRCLING	740-1	664 (700-1)	740-2	860-2 1/2 784 (800-2 1/2)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>65626</b> <b>W29A</b>	APP CRS <b>290°</b>	Rwy Idg <b>7200</b> TDZE <b>56</b> Apt Elev <b>76</b>
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# RNAV (GPS) RWY 29

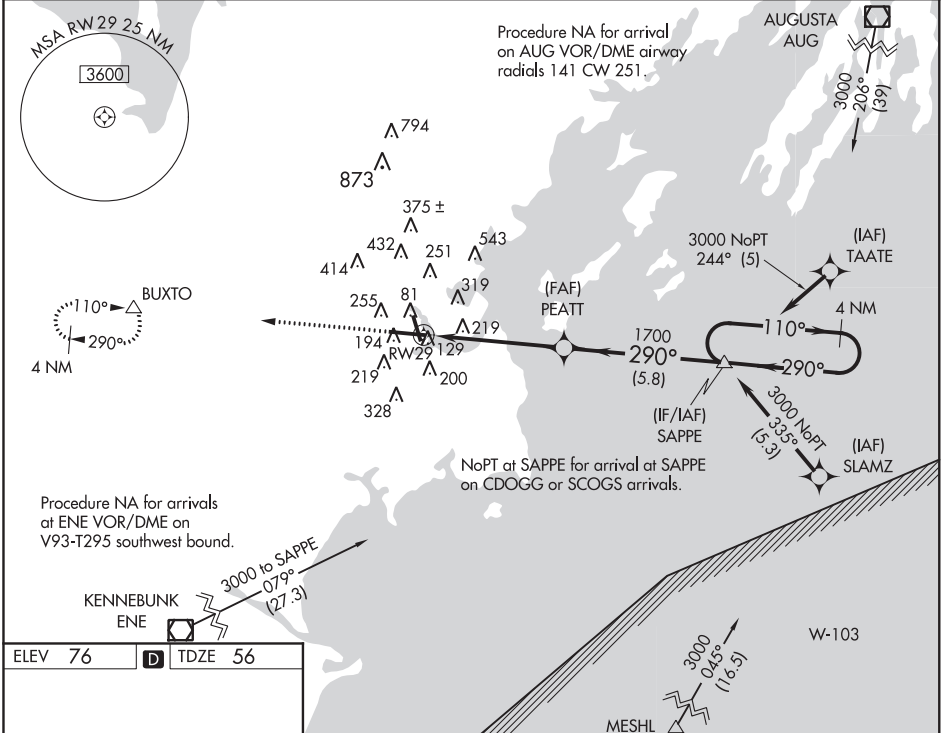
PORTLAND INTL JETPORT (P<sub>WM</sub>)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALS/R, increase LNAV/VNAV all Cats visibility to 1¾ mile, increase LNAV Cat C/D visibility to 1½ mile.

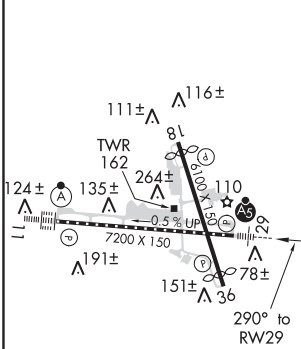
**MALS/R**  


**MISSED APPROACH:** Climb to 3000 direct BUXTO and hold, continue climb-in-hold to 3000.

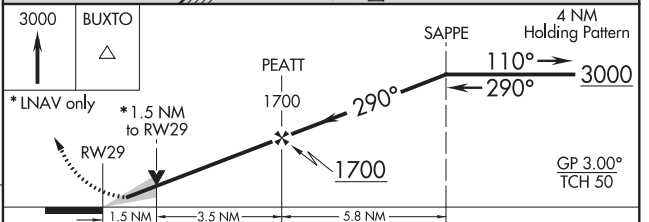
ATIS <b>119.05</b>	PORTLAND APP CON ★ <b>119.75 381.2</b>	PORTLAND TOWER ★ <b>120.9</b> (CTAF) <b>257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 76	<b>D</b>	TDZE 56
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TDZ/CL Rwy 11  
MIRL Rwy 18-36  
HIRL Rwy 11-29  
REIL Rws 18 and 36 **Ⓛ**



CATEGORY	A	B	C	D
LPV DA	256/24		200 (200-½)	
LNAV/VNAV DA	567-1¾		511 (500-1¾)	
LNAV MDA	580/24	524 (600-½)		580/55 524 (600-1¼)
<b>C</b> CIRCLING	620-1	544 (600-1)		740-1¾ 860-2½ 664 (700-1¾) 784 (800-2½)

NE-1, 10 NOV 2016 to 05 JAN 2017

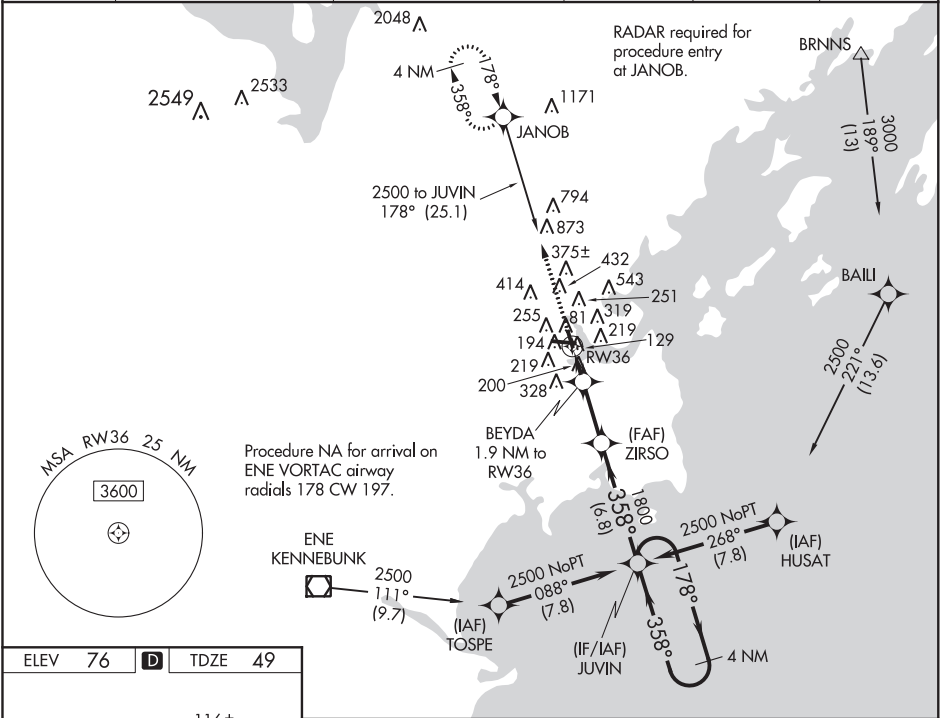
NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>49225</b> <b>W36A</b>	APP CRS <b>358°</b>	Rwy Idg TDZE <b>49</b> Apt Elev <b>76</b>
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# RNAV (GPS) RWY 36

PORTLAND INTL JETPORT (P'WM)

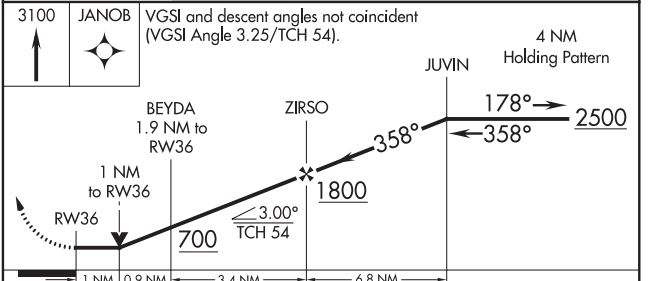
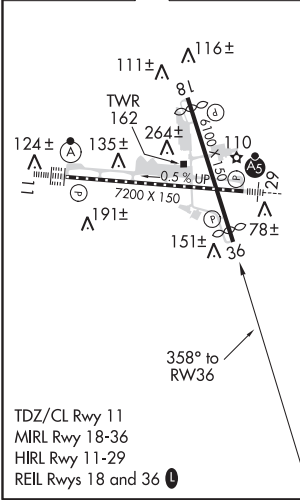
<p><b>▽</b> DME/DME RNP-0.3 NA.  <b>▲</b> Helicopter visibility reduction below 3/4 SM NA.</p>			<p>MISSED APPROACH: Climb to 3100 direct JANOB and hold.</p>		
ATIS <b>119.05</b>	PORTLAND APP CON * <b>119.75 381.2</b>	PORTLAND TOWER * <b>120.9</b> (CTAF) <b>257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 76	<b>D</b>	TDZE 49
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CATEGORY	A	B	C	D
LP MDA	460-1	411 (400-1)	460-1 1/8	411 (400-1 1/8)
LNAV MDA	560-1	511 (500-1)	560-1 3/8	511 (500-1 3/8)
<b>C</b> CIRCLING	620-1	544 (600-1)	740-1 3/4 664 (700-1 3/4)	860-2 1/2 784 (800-2 1/2)

# HARBOR VISUAL RWY 29

AL-329 (FAA)

PORTLAND INTL JETPORT (PWM)  
PORTLAND, MAINE

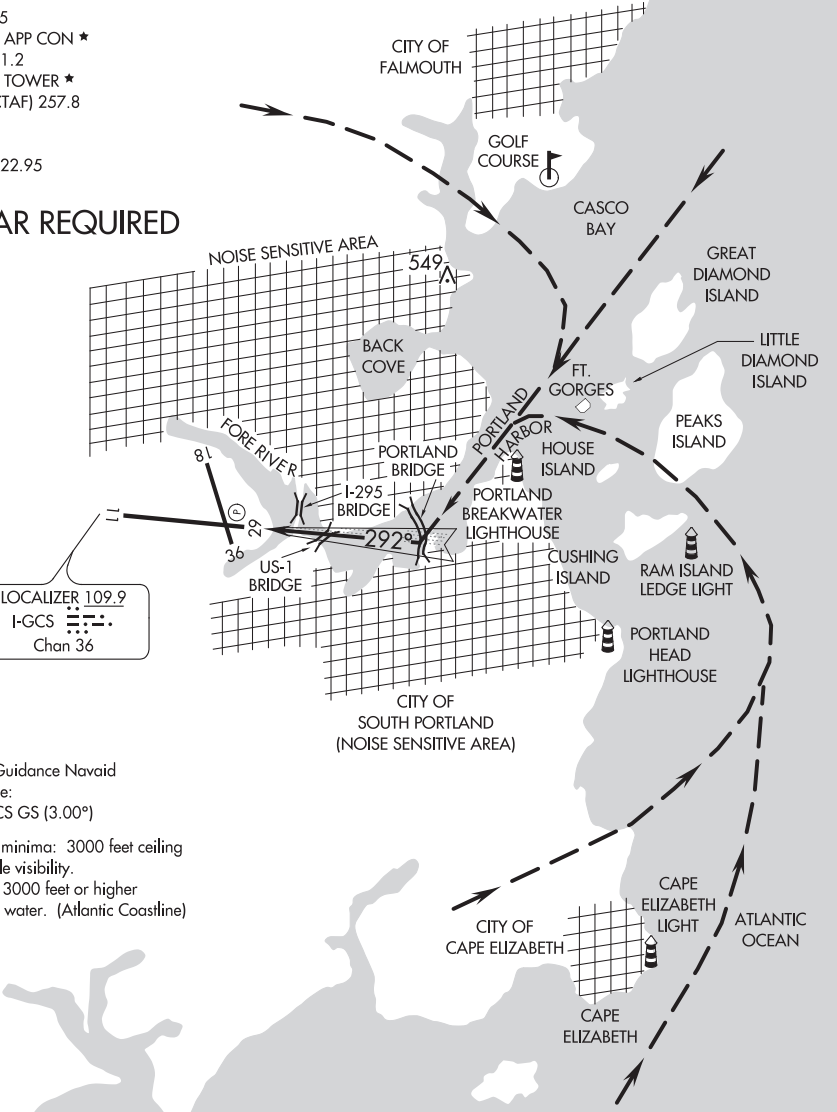
ATIS 119.05  
 PORTLAND APP CON ★  
 119.75 381.2  
 PORTLAND TOWER ★  
 120.9 (CTAF) 257.8  
 GND CON  
 121.9  
 UNICOM 122.95

## RADAR REQUIRED

LOCALIZER 109.9  
 I-GCS  
 Chan 36

Vertical Guidance Navaid  
 and Angle:  
 LOC I-GCS GS (3.00°)

Weather minima: 3000 feet ceiling  
 and 4 mile visibility.  
 Maintain 3000 feet or higher  
 until over water. (Atlantic Coastline)



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

1 NM	2	3	4	5	6	7	8
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PROCEDURE NOT AUTHORIZED AT NIGHT.

# HARBOR VISUAL RWY 29



16091

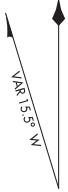
# AIRPORT DIAGRAM

AL-329 (FAA)

PORTLAND INTL JETPORT (PWM)  
PORTLAND, MAINE

ATIS  
119.05  
PORTLAND TOWER \*  
120.9 257.8  
GND CON  
121.9  
CLNC DEL  
121.9

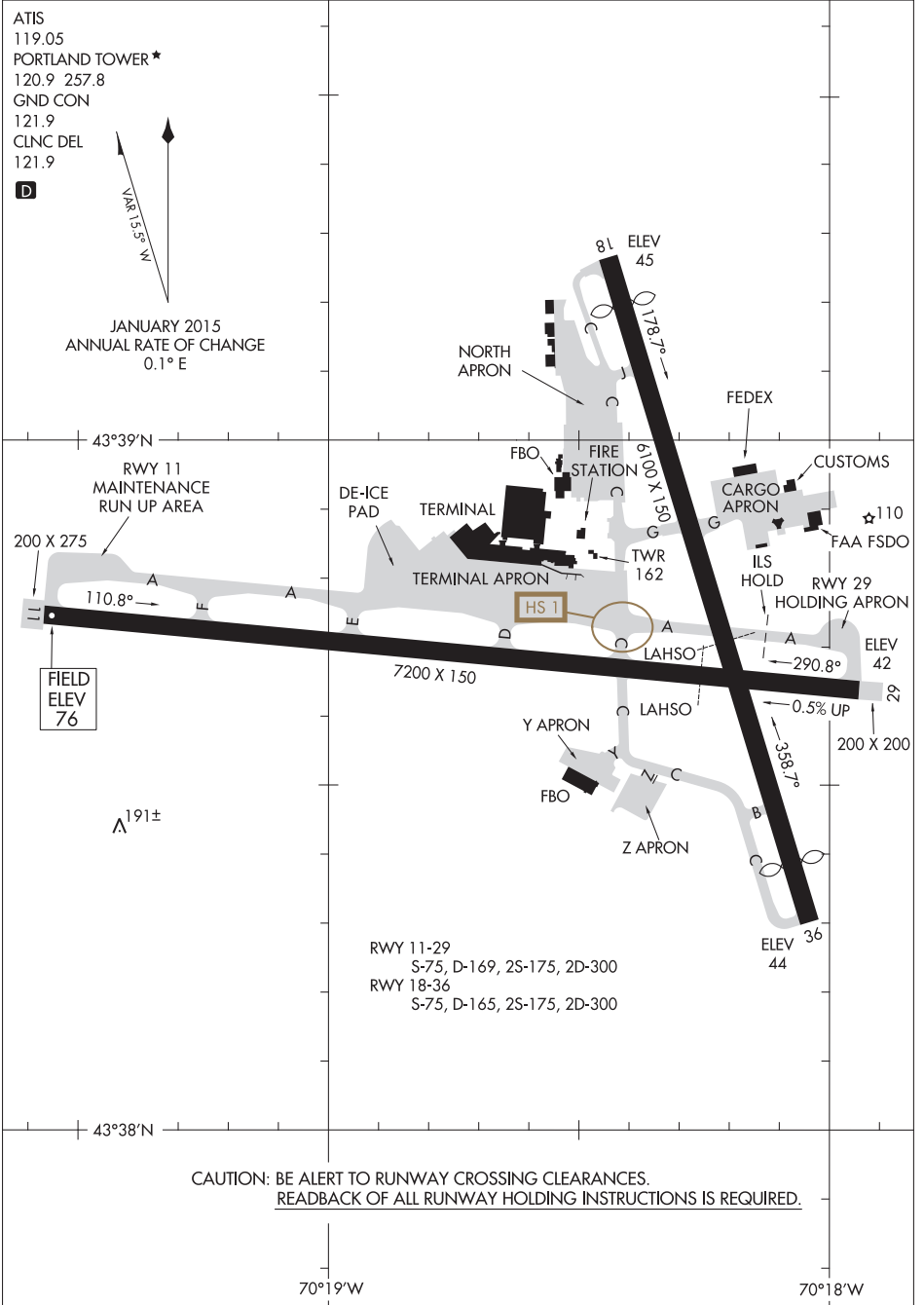
**D**



JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.1° E

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



# AIRPORT DIAGRAM

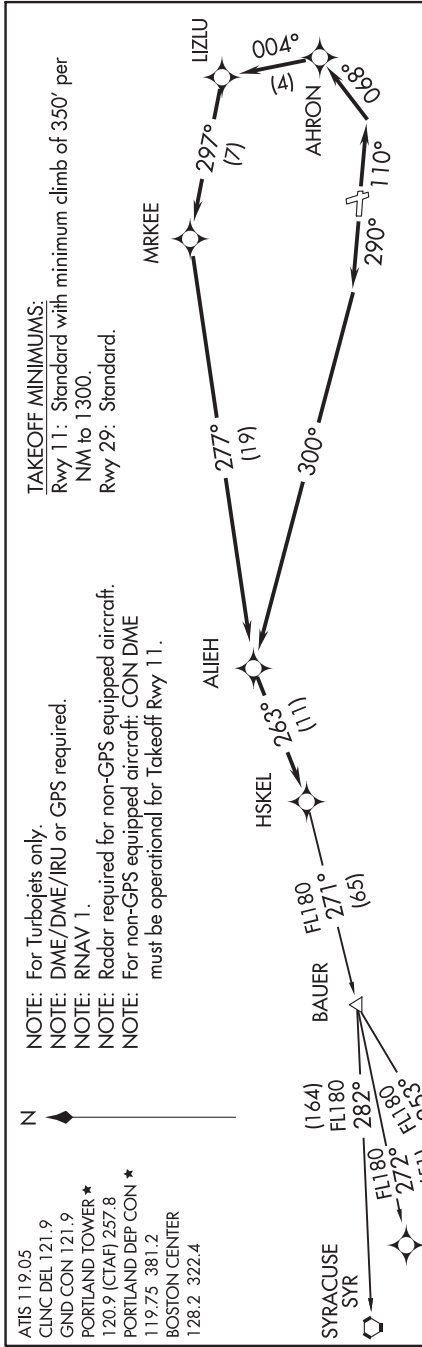
16091

PORTLAND, MAINE  
PORTLAND INTL JETPORT (PWM)

# HSKEL TWO DEPARTURE (RNAV)

PORTLAND INTL JETPORT (P<sup>W</sup>M)  
PORTLAND, MAINE

NE-1, 10 NOV 2016 to 05 JAN 2017



## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 11:** Climb heading 110° to intercept course 068° to AHRON, then on depicted route to HSKEL, thence....  
**TAKEOFF RUNWAY 29:** Climb heading 290° to intercept course 300° to ALIEH, then on depicted route to HSKEL, thence....  
 ....Maintain 3000 or as assigned by ATC (5000 when tower closed, contact Boston Center). Expect clearance to filed altitude five (5) minutes after departure.

**BAUER TRANSITION (HSKEL2.BAUER):**  
**CAMBRIDGE TRANSITION (HSKEL2.CAM):**  
**HANAA TRANSITION (HSKEL2.HANAA):**  
**SYRACUSE TRANSITION (HSKEL2.SYR):**

**LOST COMMUNICATIONS:** If radio contact is not established within 2 minutes after departure, proceed on course via HSKEL RNAV route to requested altitude or 10000, whichever is lower.

## TAKEOFF OBSTACLE NOTES:

**Rwy 11:** Tree 481' from DER, 563' right of centerline, 32' AGL/69' MSL. Tree 650' from DER, 551' left of centerline, 25' AGL/67' MSL. Trees beginning 5943' from DER, 1152' left of centerline, up to 189' AGL/230' MSL. Trees beginning 1 NM from DER, 2025' left of centerline, up to 186' AGL/228' MSL. Trees beginning 1 NM from DER, 1660' left of centerline, up to 209' AGL/251' MSL.

**Rwy 29:** Trees beginning 1301' from DER, 789' left of centerline, up to 47' AGL/122' MSL. Trees beginning 2185' from DER, 830' left of centerline, up to 74' AGL/149' MSL. Trees beginning 2742' from DER, 811' right of centerline, up to 83' AGL/180' MSL. Trees beginning 3103' from DER, 1245' left of centerline, up to 114' AGL/189' MSL. Trees beginning 4218' from DER, 1382' left of centerline, up to 129' AGL/204' MSL.

NOTE: Chart not to scale.

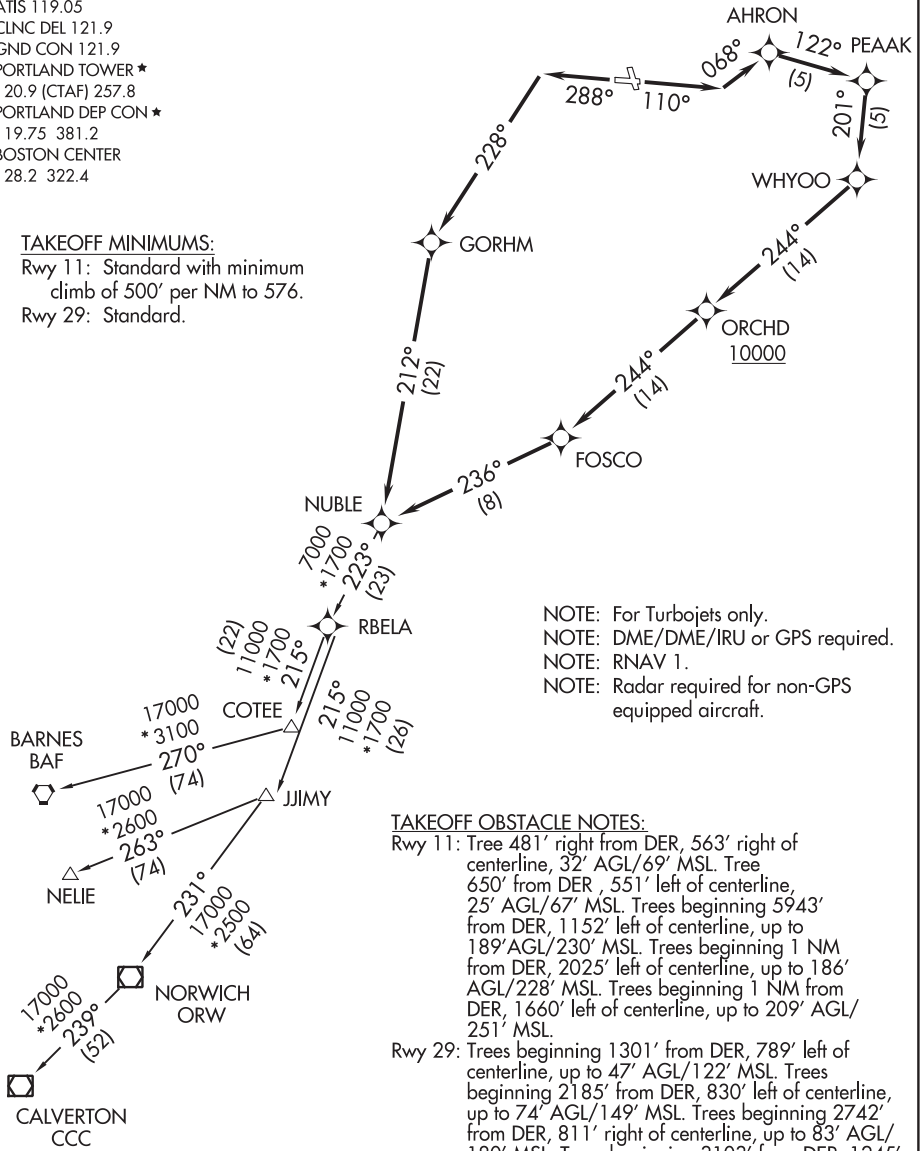
NE-1, 10 NOV 2016 to 05 JAN 2017

# NUBLE THREE DEPARTURE (RNAV)

ATIS 119.05  
CLNC DEL 121.9  
GND CON 121.9  
PORTLAND TOWER \*  
120.9 (CTAF) 257.8  
PORTLAND DEP CON \*  
119.75 381.2  
BOSTON CENTER  
128.2 322.4

### TAKEOFF MINIMUMS:

Rwy 11: Standard with minimum  
climb of 500' per NM to 576.  
Rwy 29: Standard.



NOTE: For Turbojets only.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.  
NOTE: Radar required for non-GPS  
equipped aircraft.

### TAKEOFF OBSTACLE NOTES:

Rwy 11: Tree 481' right from DER, 563' right of centerline, 32' AGL/69' MSL. Tree 650' from DER, 551' left of centerline, 25' AGL/67' MSL. Trees beginning 5943' from DER, 1152' left of centerline, up to 189' AGL/230' MSL. Trees beginning 1 NM from DER, 2025' left of centerline, up to 186' AGL/228' MSL. Trees beginning 1 NM from DER, 1660' left of centerline, up to 209' AGL/251' MSL.

Rwy 29: Trees beginning 1301' from DER, 789' left of centerline, up to 47' AGL/122' MSL. Trees beginning 2185' from DER, 830' left of centerline, up to 74' AGL/149' MSL. Trees beginning 2742' from DER, 811' right of centerline, up to 83' AGL/180' MSL. Trees beginning 3103' from DER, 1245' left of centerline, up to 114' AGL/189' MSL. Trees beginning 4218' from DER, 1382' left of centerline, up to 129' AGL/204' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# NUBLE THREE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb heading 110° to intercept course 068° to AHRON, then on track 122° to PEAAK, then on track 201° to WHYOO, then on track 244° to cross ORCHD at or above 10000, then on depicted route to NUBLE, thence....

TAKEOFF RUNWAY 29: Climb heading 288° to intercept course 228° to GORHM, then on depicted route to NUBLE, thence....

....Maintain 3000 or as assigned by ATC (5000 when tower closed, contact Boston Center). Expect clearance to filed altitude five (5) minutes after departure.

- BARNES TRANSITION (NUBLE3.BAF):
- CALVERTON TRANSITION (NUBLE3.CCC):
- JJIMY TRANSITION (NUBLE3.JJIMY):
- NELIE TRANSITION (NUBLE3.NELIE):

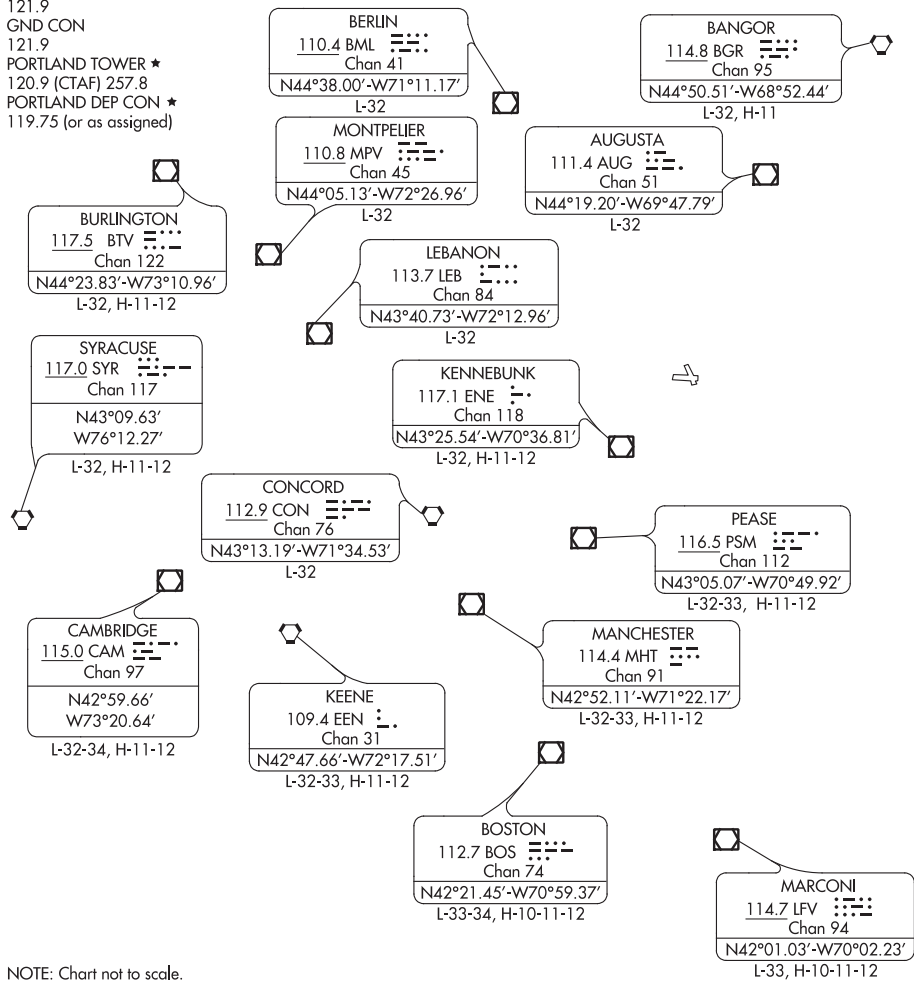
LOST COMMUNICATIONS: If radio contact not established within 2 minutes after departure, proceed on course via NUBLE RNAV route to requested altitude or 10000 whichever is lower.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# PORTLAND FOUR DEPARTURE

ATIS 119.05  
 CLNC DEL  
 121.9  
 GND CON  
 121.9  
 PORTLAND TOWER \*  
 120.9 (CTAF) 257.8  
 PORTLAND DEP CON \*  
 119.75 (or as assigned)



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RWYS: Fly runway heading, or as assigned by ATC; for radar vectors to assigned ROUTE/NAVAID/FIX. Maintain 3,000 feet or as assigned by ATC. Expect clearance to filed altitude/flight level 5 minutes after departure.

LOC I-PGQ <b>110.1</b>	APP CRS <b>165°</b>	Rwy Idg <b>10518</b>
		TDZE <b>100</b>
		Apt Elev <b>100</b>

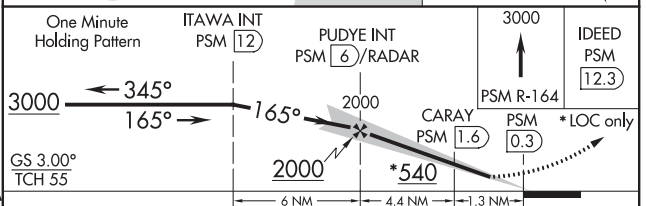
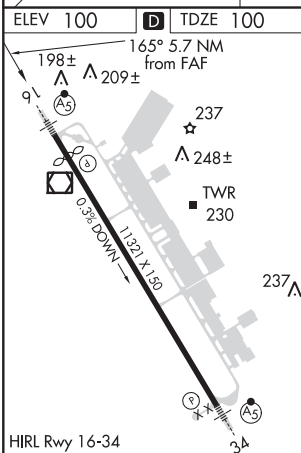
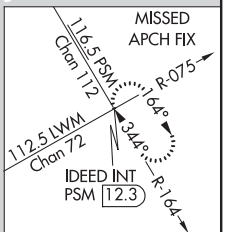
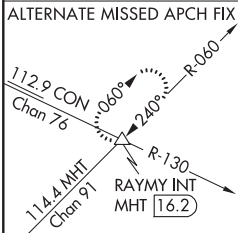
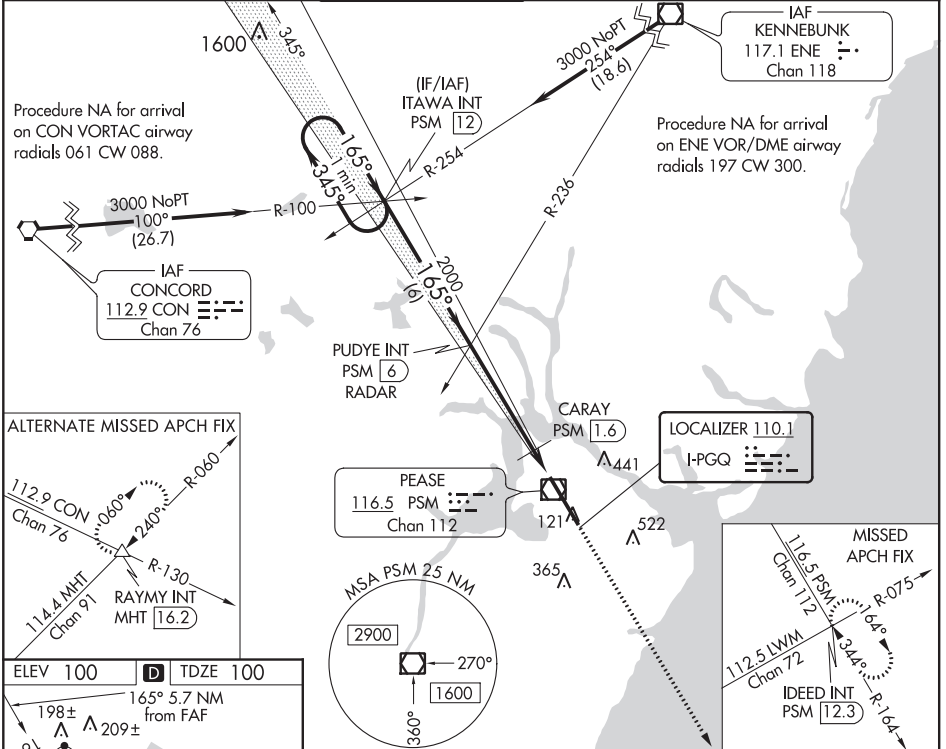
**ILS or LOC RWY 16**  
PORTSMOUTH INTL AT PEASE (PSM)

**⚠** Circling NA East of Rwy 16-34. \*\*RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 16 Cat E visibility to RVR 4000 and S-LOC 16 Cat E visibility to 1½. CARAY FIX MINIMUMS: For inoperative MALSR, increase S-LOC 16 Cat E visibility to RVR 6000.

**MALSR** MISSED APPROACH: Climb to 3000 via PSM VOR/DME R-164 to IDEED Int/PSM 12.3 DME and hold.

**ASR**

ATIS <b>132.05 273.5</b>	BOSTON APP CON <b>125.05 269.4</b>	PORTSMOUTH TOWER <b>128.4 269.0</b>	GND CON <b>120.95 275.8</b>	CLNC DEL <b>335.8</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	E
S-ILS 16	** 300/24 200 (200-½)				
S-LOC 16	540/24	440 (500-½)	540/40 440 (500-¾)	540/50	440 (500-1)
CIRCLING	540-1 440 (500-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	680-2 580 (600-2)	800-2½ 700 (700-2½)
CARAY FIX MINIMUMS					
S-LOC 16	460/24 360 (400-½)		460/40 360 (400-¾)		
CIRCLING	480-1 380 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	680-2 580 (600-2)	800-2½ 700 (700-2½)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

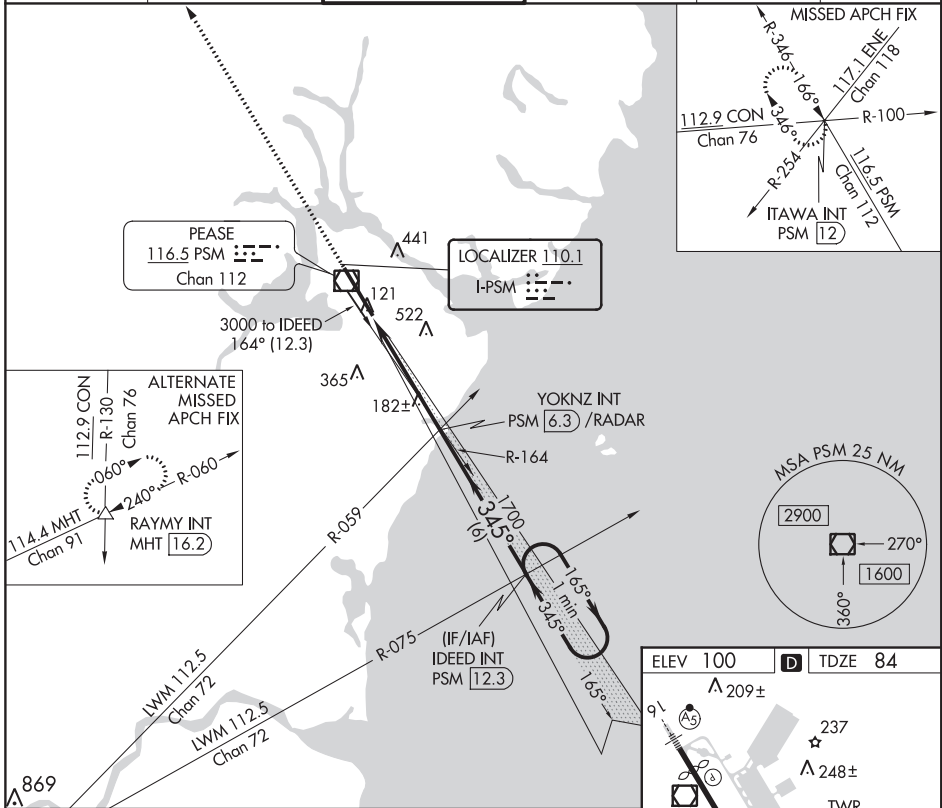
LOC I-PSM <b>110.1</b>	APP CRS <b>345°</b>	Rwy Idg 11321	TDZE 84
		Apt Elev 100	

# ILS or LOC RWY 34

PORTSMOUTH INTL AT PEASE (PSM)

	Circling NA East of Rwy 16-34. For inoperative MALSR, increase S-ILS 34 Cat E visibility to RVR 4000 and S-LOC 34 Cat E visibility to RVR 6000.		MISSED APPROACH: Climb to 3000 via PSM VOR/DME R-346 to ITAWA INT/PSM VOR/DME 12 DME and hold.

ATIS <b>132.05 273.5</b>	BOSTON APP CON <b>125.05 269.4</b>	PORTSMOUTH TOWER <b>128.4 269.0</b>	GND CON <b>120.95 275.8</b>	CLNC DEL <b>335.8</b>	UNICOM <b>122.95</b>
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ELEV 100	TDZE 84
CATEGORY A B C D E S-ILS 34 284/24 200 (200-½) S-LOC 34 440/24 356 (400-½) 440/40 356 (400-¾)	CIRCLING 480-1 560-1 560-1½ 680-2 800-2½ 380 (400-1) 460 (500-1) 460 (500-1½) 580 (600-2) 700 (800-2½)
Knots 60 90 120 150 180 Min:Sec 4:48 3:12 2:24 1:55 1:36	

NE-1, 10 NOV 2016 to 05 JAN 2017


NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS Ch <b>40012</b> <b>W16A</b>	APP CRS <b>165°</b>	Rwy Idg <b>10518</b> TDZE <b>100</b> Apt Elev <b>100</b>
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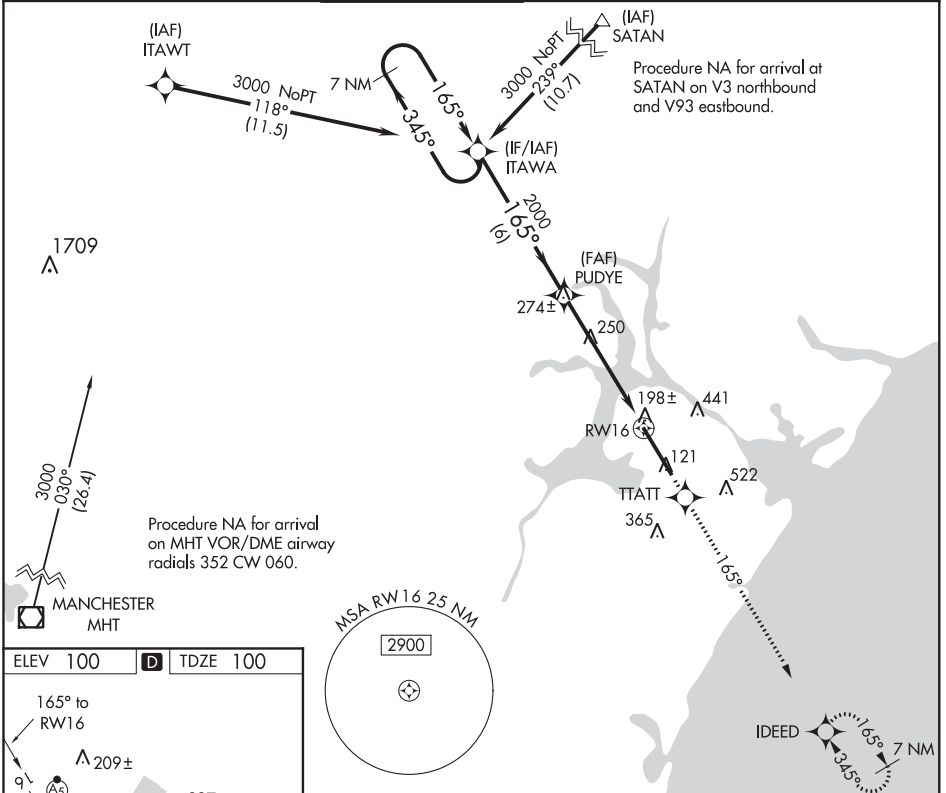
# RNAV (GPS) RWY 16

PORTSMOUTH INTL AT PEASE (PSM)

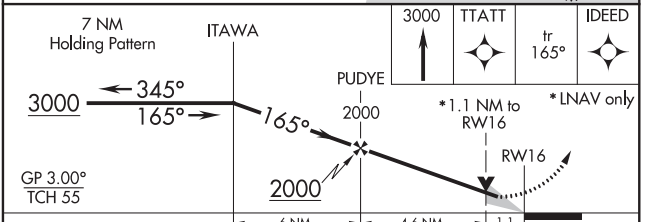
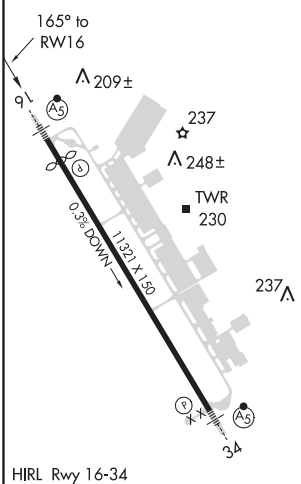
**⚠** Circling NA East of Rwy 16-34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative MALSRS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR ASR 6000, LNAV Cat D visibility to RVR 6000, and LNAV Cat E visibility to 1½ miles.

**MALSRS**  MISSED APPROACH: Climb to 3000 direct TTATT and on track 165° to IDEED and hold.

ATIS <b>132.05 273.5</b>	BOSTON APP CON <b>125.05 269.4</b>	PORTSMOUTH TOWER <b>128.4 269.0</b>	GND CON <b>120.95 275.8</b>	CLNC DEL <b>335.8</b>	UNICOM <b>122.95</b>
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ELEV 100	<b>D</b>	TDZE 100
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CATEGORY	A	B	C	D	E
LPV DA		300/24	200 (200-½)		
LNAV/VNAV DA		452/40	352 (400-¾)		
LNAV MDA		500/24	400 (400-½)	500/50	400 (400-1)
CIRCLING	500-1	560-1	560-1½	680-2	800-2½
	400 (400-1)	460 (500-1)	460 (500-1½)	580 (600-2)	700 (800-2½)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

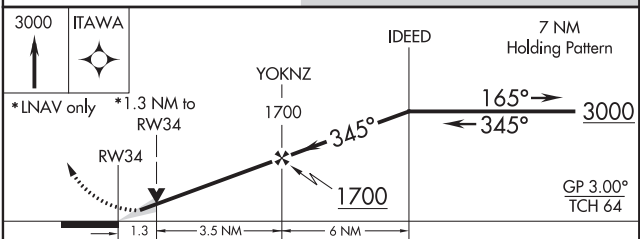
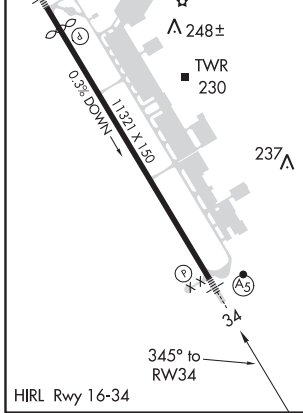
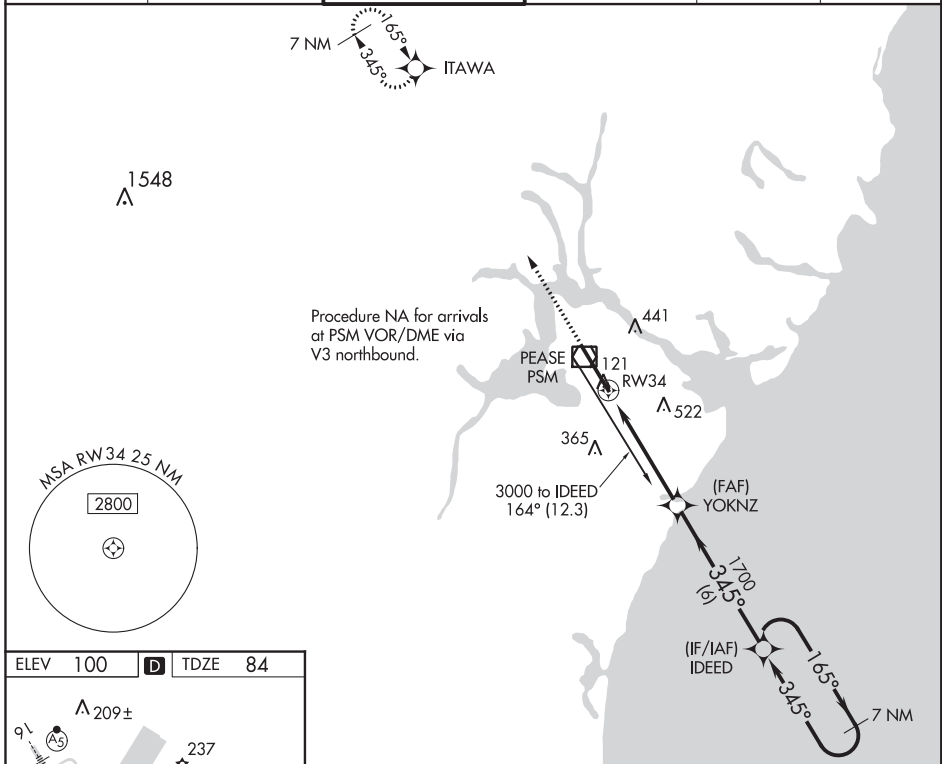


WAAS Ch <b>97323</b> <b>W34A</b>	APP CRS <b>345°</b>	Rwy Idg TDZE <b>84</b> Apt Elev <b>100</b>	<b>11321</b>
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# RNAV (GPS) RWY 34

PORTSMOUTH INTL AT PEASE (PSM)

<p><b>⚠</b> Circling NA East of Rwy 16-34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSRR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ miles, and LNAV Cat E visibility to 1¾ miles.</p>		<p>MALSRR </p>		<p>MISSED APPROACH: Climb to 3000 direct ITAWA and hold.</p>	
ATIS <b>132.05 273.5</b>	BOSTON APP CON <b>125.05 269.4</b>	PORTSMOUTH TOWER <b>128.4 269.0</b>	GND CON <b>120.95 275.8</b>	CLNC DEL <b>335.8</b>	UNICOM <b>122.95</b>



CATEGORY	A	B	C	D	E
LPV DA	284/24		200 (200-½)		
LNAV/VNAV DA	530/50		446 (500-1)		
LNAV MDA	560/24	476 (500-½)	560/40 476 (500-¾)	560/50 476 (500-1)	560/60 476 (500-1½)
CIRCLING	560-1	460 (500-1)	560-1½ 460 (500-1½)	680-2 580 (600-2)	800-2½ 700 (800-2½)

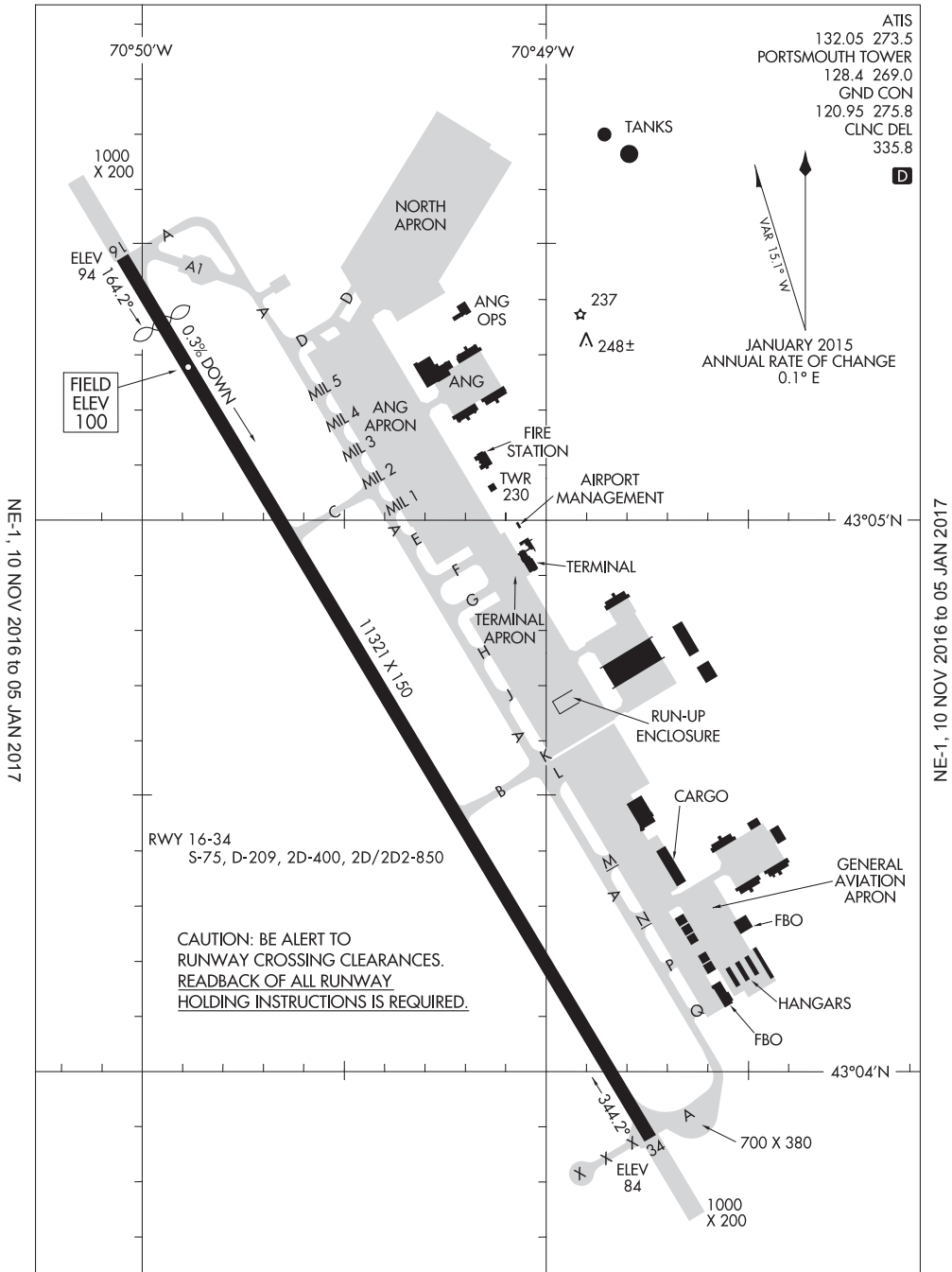
NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

AL-678 (FAA)

## PORTSMOUTH INTL AT PEASE (PSM) PORTSMOUTH, NEW HAMPSHIRE



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

15232


## PORTSMOUTH, NEW HAMPSHIRE PORTSMOUTH INTL AT PEASE (PSM)


# PEASE TWO DEPARTURE


SL-678 (FAA)


PORTSMOUTH INTL AT PEASE (PSM)  
PORTSMOUTH, NEW HAMPSHIRE


ATIS 132.05 273.5  
CLNC DEL 335.8  
GND CON 120.95 275.8  
PORTSMOUTH TOWER 128.4 269.0  
BOSTON DEP CON 125.05 269.4


LEBANON  
113.7 LEB   
Chan 84  
N43°40.73' - W72°12.96'  
L-32

KENNEBUNK  
117.1 ENE   
Chan 118  
N43°25.54' - W70°36.81'  
L-32, H-11-12


CONCORD  
112.9 CON   
Chan 76  
N43°13.19' - W71°34.53'  
L-32


PEASE  
116.5 PSM   
Chan 112  
N43°05.07' - W70°49.92'  
L-32-33, H-11-12


CAMBRIDGE  
115.0 CAM   
Chan 97  
N42°59.66' - W73°20.64'  
L-32-34, H-11-12

MANCHESTER  
114.4 MHT   
Chan 91  
N42°52.11' - W71°22.17'  
L-32-33, H-11-12

PSM  
1.5

GARDNER  
110.6 GDM   
Chan 43  
N42°32.76' - W72°03.49'  
L-33-34, H-11-12

LAWRENCE  
112.5 LWM   
Chan 72  
N42°44.42' - W71°05.69'  
L-33

SCUPP  
N42°36.18'  
W70°13.82'   
L-33, H-11-12

TAKEOFF MINIMUMS:  
Rwys 16 and 34 STANDARD.

NOTE: Rwy 16: DME Required. Turn to heading 220° is predicated on avoiding noise sensitive areas. Initiate turns as soon as practicable upon reaching 500' MSL, but no earlier than PSM 1.5 DME. PSM 1.5 DME intersects runway centerline 190' from departure end.

NOTE: Rwy 34: Cross departure end of runway at or above 10' AGL/105' MSL. Note: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb via 165° course, cross PSM 1.5 DME at or above 500', turn right heading 220° or as assigned by ATC for radar vectors to assigned route/navaid/fix, if unable to reach 500' or above by PSM 1.5 DME continue on 165° course, Thence . . .

TAKEOFF RUNWAY 34: Climb runway heading or as assigned by ATC for radar vectors to assigned route/navaid/fix, Thence . . .

. . . . Maintain 3000' or as assigned by ATC. Expect clearance to filed altitude/flight level 5 minutes after departure.

# PEASE TWO DEPARTURE

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

(TANKR1.TANKR) 13234

# TANKER ONE DEPARTURE

SL-678 (FAA)

PORTSMOUTH INTL AT PEASE (PSM)  
PORTSMOUTH, NEW HAMPSHIRE

ATIS 132.05 273.5  
CLNC DEL 335.8  
GND CON 120.95 275.8  
PORTSMOUTH TOWER 128.4 269.0  
BOSTON DEP CON 125.05 269.4

**LEBANON**  
113.7 LEB  
Chan 84  
N43°40.73' - W72°12.96'  
L-32

**KENNEBUNK**  
117.1 ENE  
Chan 118  
N43°25.54' - W70°36.81'  
L-32, H-11-12

**CONCORD**  
112.9 CON  
Chan 76  
N43°13.19' - W71°34.53'  
L-32

**CAMBRIDGE**  
115.0 CAM  
Chan 97  
N42°59.66' - W73°20.64'  
L-32-34, H-11-12

**PEASE**  
116.5 PSM  
Chan 112  
N43°05.07' - W70°49.92'  
L-32-33, H-11-12

**MANCHESTER**  
114.4 MHT  
Chan 91  
N42°52.11' - W71°22.17'  
L-32-33, H-11-12

**GARDNER**  
110.6 GDM  
Chan 43  
N42°32.76' - W72°03.49'  
L-33-34, H-11-12

**LAWRENCE**  
112.5 LWM  
Chan 72  
N42°44.42' - W71°05.69'  
L-33

**SCUPP**  
N42°36.18'  
W70°13.82' Δ  
L-33, H-11-12

**BOSTON**  
112.7 BOS  
Chan 74  
N42°21.45' - W70°59.37'  
L-33-34, H-10-11-12

**TAKEOFF MINIMUMS:**  
Rwy 16, 34: STANDARD.

**NOTE:** RADAR required.

**TAKEOFF OBSTACLE NOTES:**

Rwy 34: Building 519' from DER, 439' right of centerline, 15' AGL/115' MSL.  
Trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

**NOTE:** Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 16:** Climb heading 165° to intercept PSM VOR/DME R-164 to 3000 or as assigned by ATC, Thence. . .

**TAKEOFF RUNWAY 34:** Climb heading 345° to intercept PSM VOR/DME R-346 to 3000 or as assigned by ATC, Thence. . .

. . . . Expect radar vectors to assigned route/navaid/fix. Expect further clearance to filed altitude/flight level 5 minutes after departure.

# TANKER ONE DEPARTURE

(TANKR1.TANKR) 13234

PORTSMOUTH, NEW HAMPSHIRE  
PORTSMOUTH INTL AT PEASE (PSM)

NE-1, 10 NOV 2016 to 05 JAN 2017


NE-1, 10 NOV 2016 to 05 JAN 2017

LOC I-PQI <b>108.7</b>	APP CRS <b>006°</b>	Rwy Idg TDZE Apt Elev	<b>7439</b> <b>478</b> <b>534</b>
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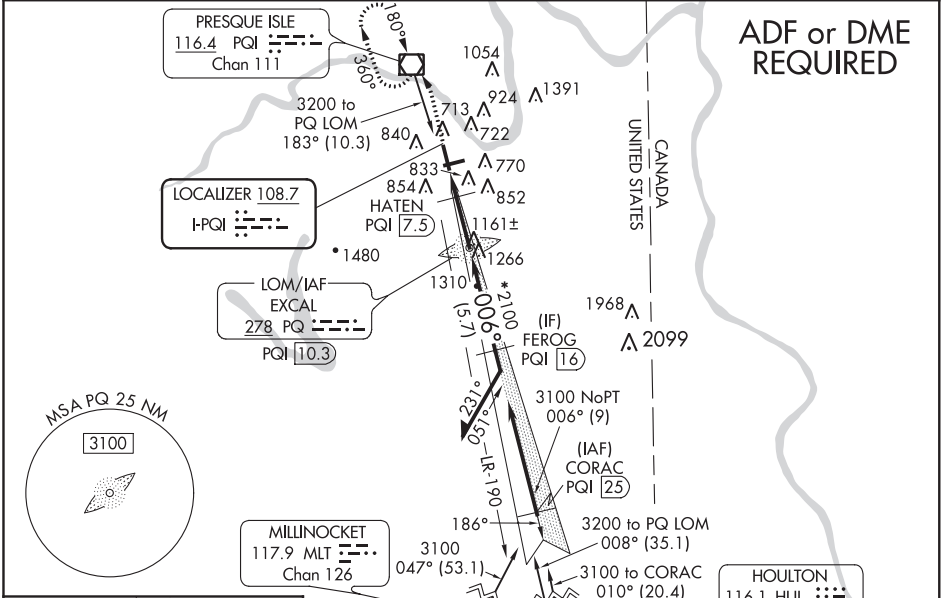
# ILS or LOC RWY 1

## NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

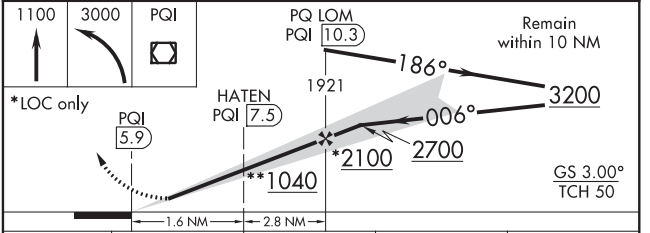
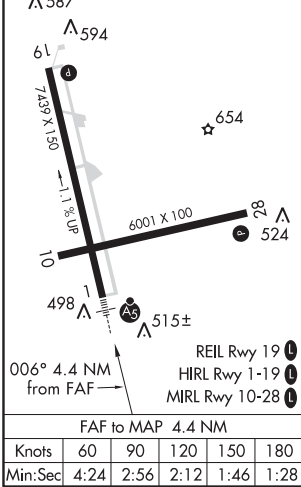
**⚠** When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase S-LOC 1 Cats. C and D and Circling Cat C visibility ¼ mile, increase Circling Cat D visibility ½ mile, increase HATEN Fix Minimums S-LOC 1 Cat C and Circling Cat C visibility ¼ mile, increase S-LOC 1 Cat D and Circling Cat D visibility ½ mile. For inop MALSr when using Houlton Intl altimeter setting, increase S-ILS-1 all Cats. visibility to 1 mile. \*\*LOC only, 1140 when using Houlton Intl altimeter setting.

**MALSr**  
  
**MISSED APPROACH:** Climb to 1100 then climbing left turn to 3000 direct PQI VOR/DME and hold, continue climb-in-hold to 3000.

AWOS-3PT <b>118.025</b>	BOSTON CENTER <b>124.75 239.05</b>	CLNC DEL <b>121.6</b>	UNICOM <b>122.8 (CTAF)</b>	<b>122.6</b>
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ELEV <b>534</b>	TDZE <b>478</b>
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CATEGORY	A	B	C	D
S-ILS 1	678-½ 200 (200-½)			
S-LOC 1	1040-½	562 (600-½)	1040-1	1040-1¼ 562 (600-1)
CIRCLING	1120-1 586 (600-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1200-2 666 (700-2)
HATEN FIX MINIMUMS				
S-LOC 1	900-½	422 (500-½)	900-¾	422 (500-¾)
CIRCLING	1120-1 586 (600-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1200-2 666 (700-2)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>87012</b> <b>W01A</b>	APP CRS <b>006°</b>	Rwy Idg <b>7439</b> TDZE <b>478</b> Apt Elev <b>534</b>
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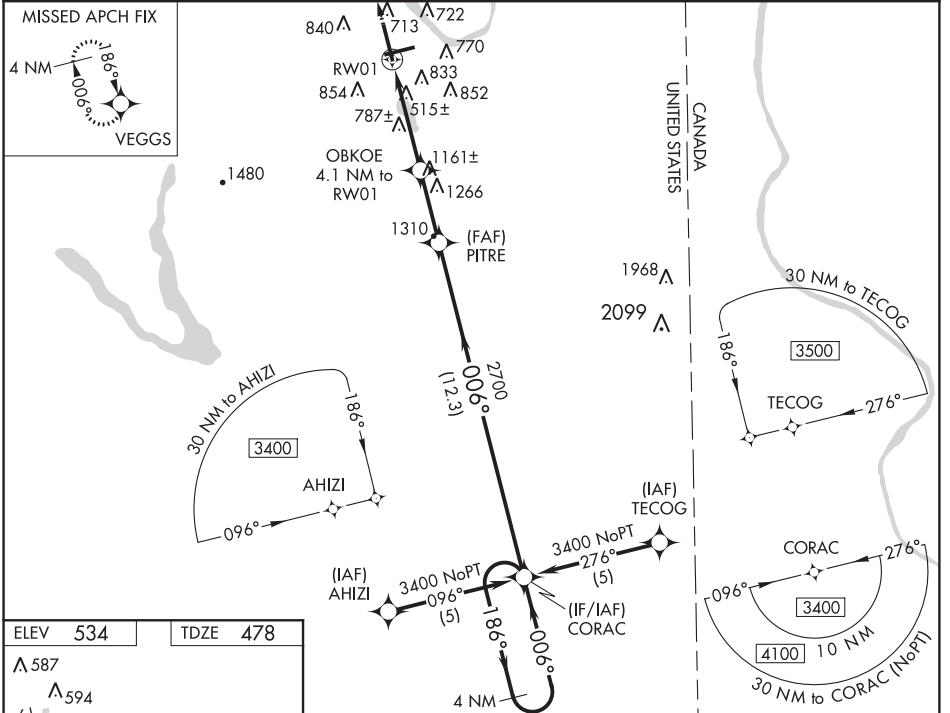
# RNAV (GPS) RWY 1

NORTHERN MAINE RGNL RPRT AT PRESQUE ISLE (PQI)

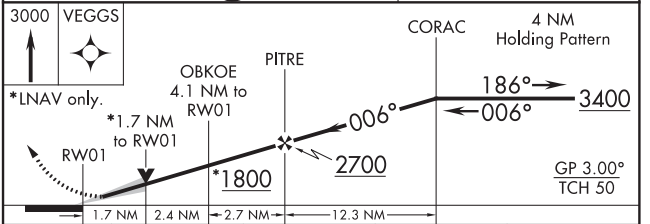
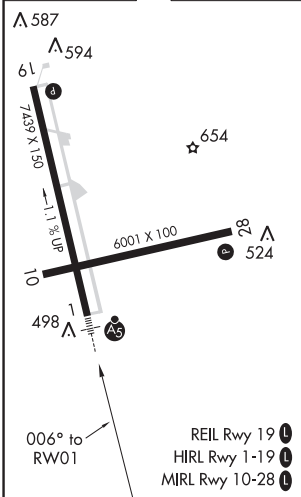
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Houlton Intl altimeter setting. When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cat C and D, and Circling Cat C visibility ¼ mile, increase Circling Cat D visibility ½ mile. For inop MALSRL when using Houlton Intl altimeter setting, increase LPV all Cats visibility to 1 mile.

**MALSRL** MISSED APPROACH: Climb to 3000 direct VEGGS and hold.

AWOS-3PT <b>118.025</b>	BOSTON CENTER <b>124.75 239.05</b>	CLNC DEL <b>121.6</b>	UNICOM <b>122.8 (CTAF)</b>	<b>122.6</b>
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ELEV <b>534</b>	TDZE <b>478</b>
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CATEGORY	A	B	C	D
LPV DA		678-½	200 (200-½)	
LNAV/VNAV DA		1171-2	693 (700-2)	
LNAV MDA	1040-½	562 (600-½)	1040-1 562 (600-1)	1040-1¼ 562 (600-1¼)
CIRCLING	1120-1 586 (600-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1200-2 666 (700-2)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>99712</b> <b>W19A</b>	APP CRS <b>186°</b>	Rwy Idg <b>7439</b> TDZE <b>534</b> Apt Elev <b>534</b>
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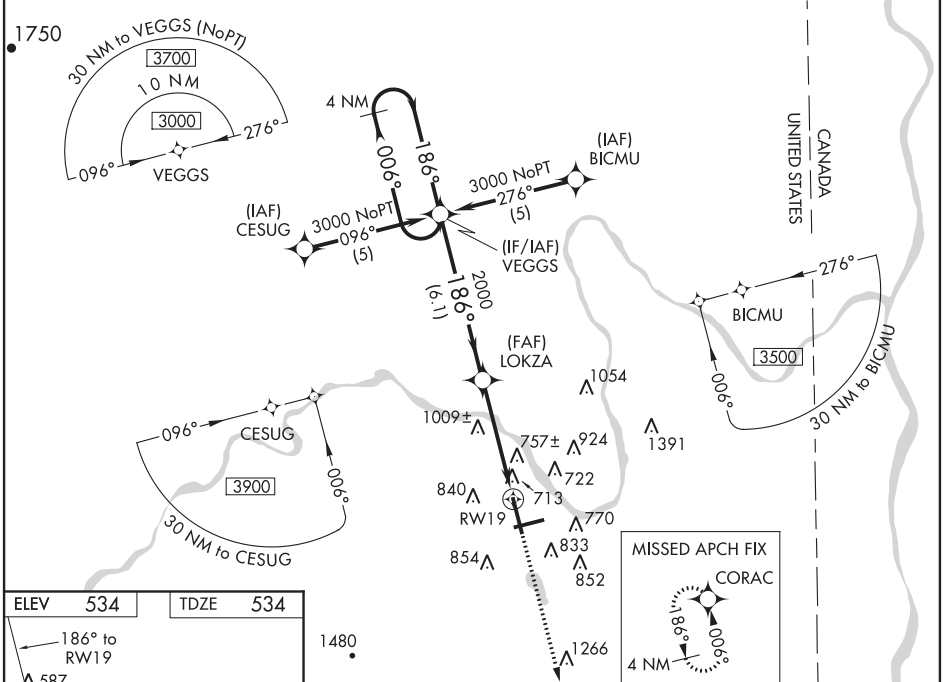
# RNAV (GPS) RWY 19

NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

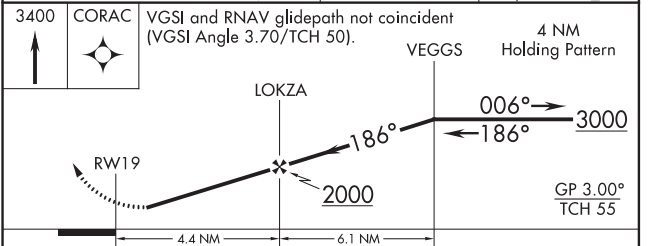
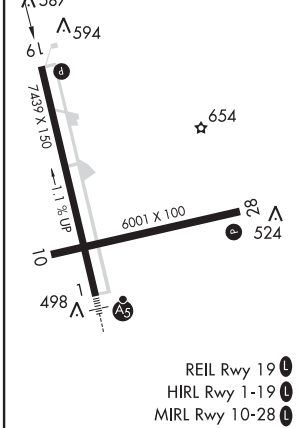
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Houlton Intl altimeter setting. When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LPV all Cats, LNAV Cat B, and Circling Cat B visibility ¼ mile, increase LNAV/VNAV all Cats, LNAV Cat C and D, and Circling Cat C and D visibility ½ mile.

**MISSED APPROACH:**  
Climb to 3400 direct CORAC and hold.

AWOS-3PT <b>118,025</b>	BOSTON CENTER <b>124.75 239.05</b>	CLNC DEL <b>121.6</b>	UNICOM <b>122.8 (CTAF)</b>	<b>122.6</b> <b>⓪</b>
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ELEV <b>534</b>	TDZE <b>534</b>
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CATEGORY	A	B	C	D
LPV DA		968-1½	434 (500-1½)	
LNAV/VNAV DA		1058-1¾	524 (600-1¾)	
LNAV MDA	1260-1	726 (800-1)	1260-2 726 (800-2)	1260-2¼ 726 (800-2¼)
CIRCLING	1260-1	726 (800-1)	1260-2 726 (800-2)	1260-2¼ 726 (800-2¼)

# RNAV (GPS) RWY 19

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>90212</b> <b>W28A</b>	APP CRS <b>276°</b>	Rwy Idg TDZE Apt Elev	<b>6001</b> <b>473</b> <b>534</b>
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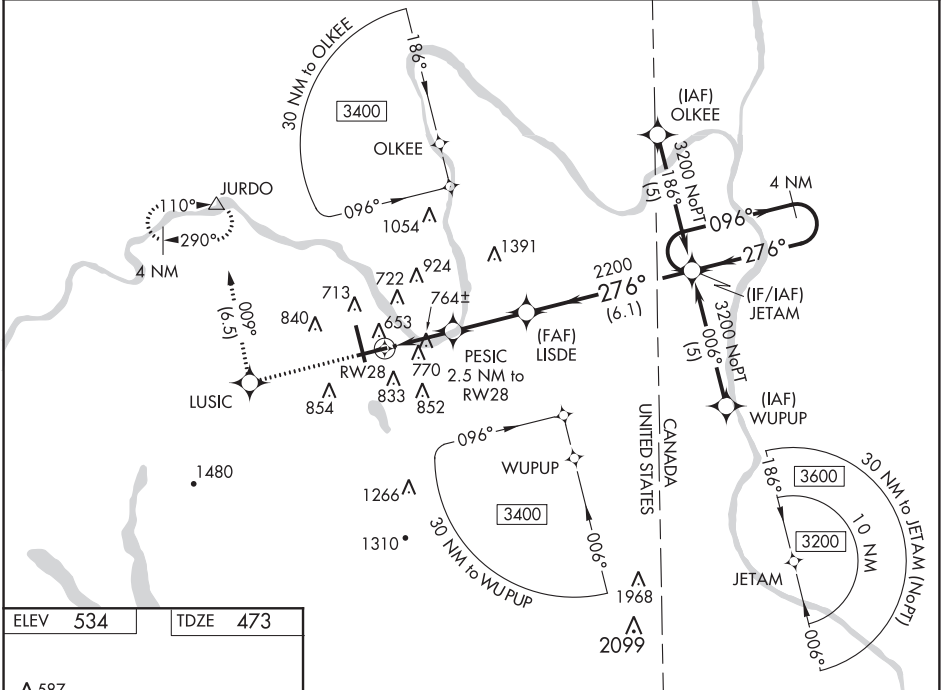
# RNAV (GPS) RWY 28

NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

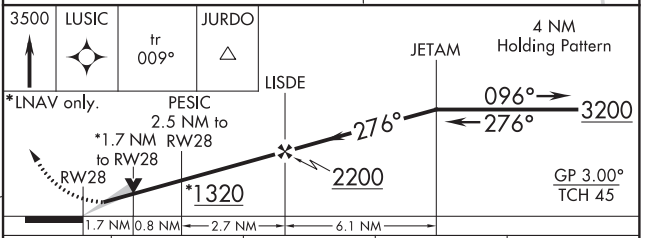
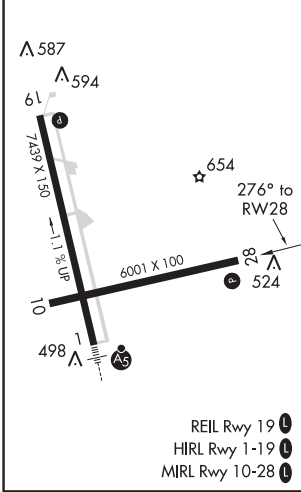
**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Houlton Intl altimeter setting. When local altimeter setting not received, use Houlton Intl altimeter setting and increase LPV DA to 848, LNAV/VNAV DA to 1170 and all MDA 100 feet, increase LPV all Cts, LNAV Cts C and D and Circling Cat C and D visibility ¼ mile and Circling Cat D visibility ½ mile.

**MISSED APPROACH:** Climb to 3500 direct LUSIC and on track 009° to JURDO and hold, continue climb-in-hold to 3500.

AWOS-3PT <b>118,025</b>	BOSTON CENTER <b>124.75 239.05</b>	CLNC DEL <b>121.6</b>	UNICOM <b>122.8 (CTAF)</b>	<b>122.6</b> <b>U</b>
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ELEV <b>534</b>	TDZE <b>473</b>
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CATEGORY	A	B	C	D
LPV DA	759-1		286 (300-1)	
LNAV/VNAV DA	1081-2½		608 (600-2½)	
LNAV MDA	1060-1	587 (600-1)	1060-1¾	587 (600-1¾)
CIRCLING	1140-1 606 (700-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1200-2 666 (700-2)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



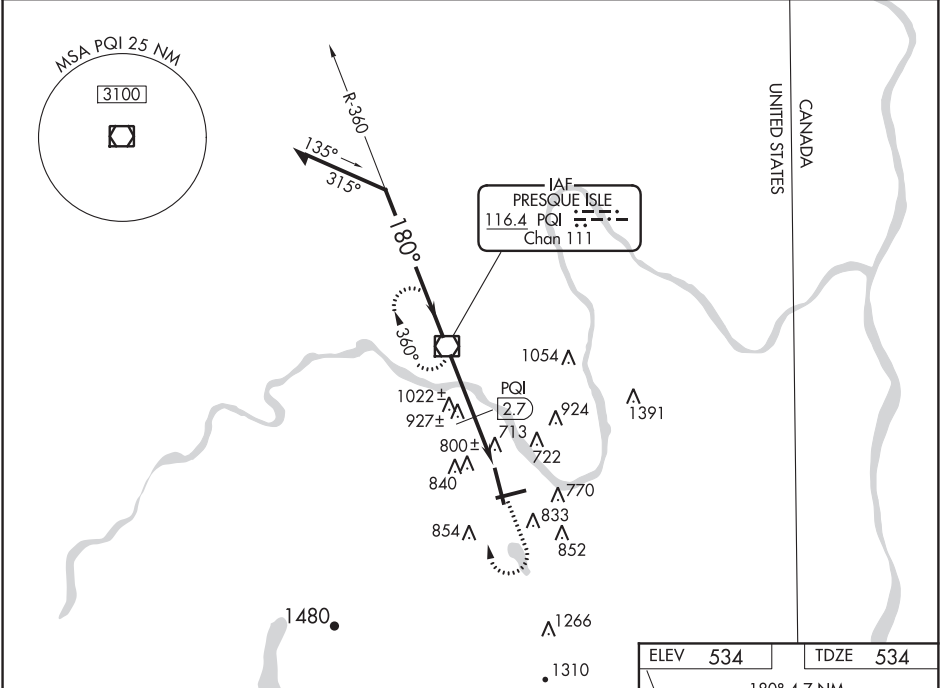
# VOR RWY 19

VOR/DME PQI <b>116.4</b> Chan <b>111</b>	APP CRS <b>180°</b>	Rwy Idg <b>7439</b> TDZE <b>534</b> Apt Elev <b>534</b>
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## NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

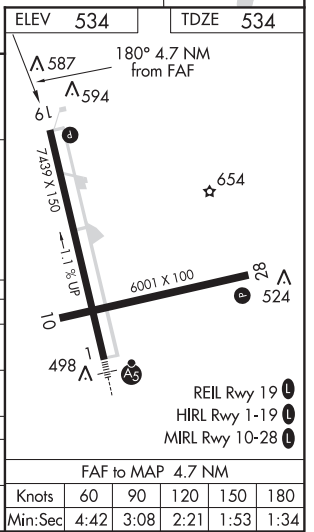
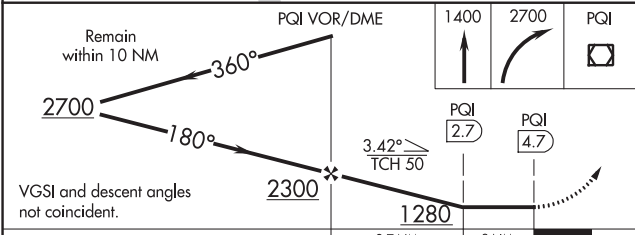
Visibility reduction by helicopters NA. -25°C/13°F	MISSED APPROACH: Climb to 1400, then climbing right turn to 2700 direct PQI VOR/DME and hold.
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AWOS-3PT <b>118.025</b>	BOSTON CENTER <b>124.75 239.05</b>	CLNC DEL <b>121.6</b>	UNICOM <b>122.8 (CTAF)</b>	<b>122.6</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-19	1280-1 746 (800-1)	1280-1¼ 746 (800-1¼)	1280-2¼ 746 (800-2¼)	1280-2½ 746 (800-2½)
CIRCLING	1280-1 746 (800-1)	1280-1¼ 746 (800-1¼)	1280-2¼ 746 (800-2¼)	1280-2½ 746 (800-2½)
DME MINIMUMS				
S-19	1060-1 526 (600-1)	1060-1½ 526 (600-1½)	1060-1¾ 526 (600-1¾)	1060-2 526 (600-2)
CIRCLING	1140-1 606 (700-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1180-2 646 (700-2)

# VOR RWY 19

# RNAV (GPS) RWY 15

PRINCETON MUNI (PNN)

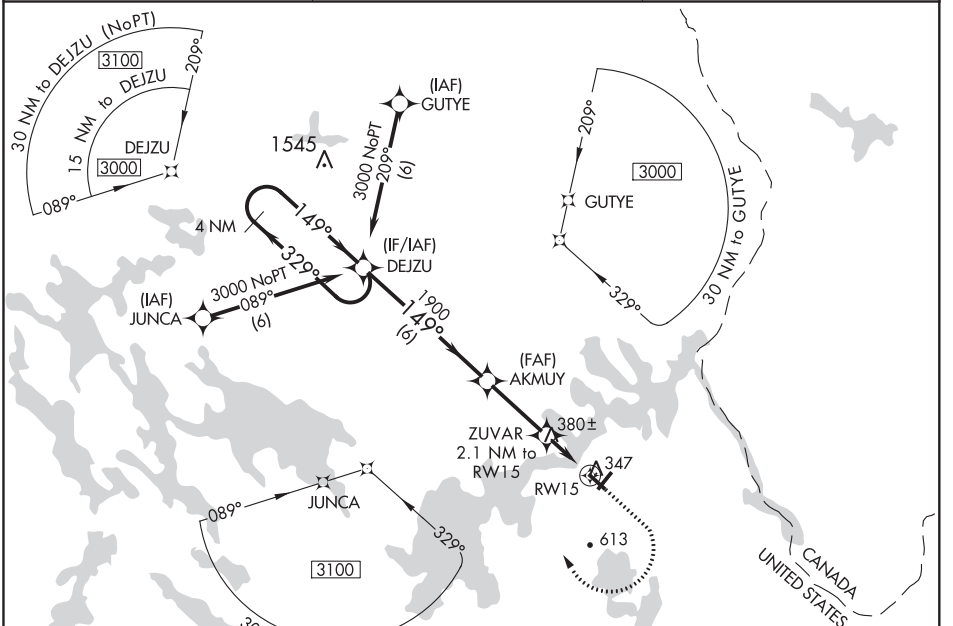
APP CRS <b>149°</b>	Rwy Idg <b>4005</b>
TDZE <b>266</b>	
Apt Elev <b>266</b>	

**▼** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA to Rwy 6 and 24. When local altimeter setting not received, use Bangor altimeter setting and increase all MDA 160 feet; increase LNAV Cat C and D and Circling Cat C and D visibility 1/2 mile.

**▲** NA

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 3000 direct DEJZU and hold.

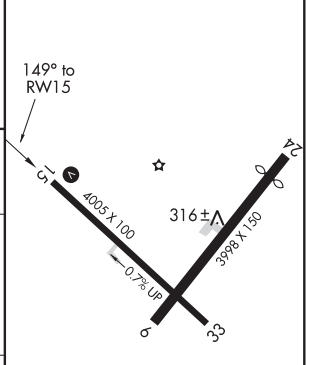
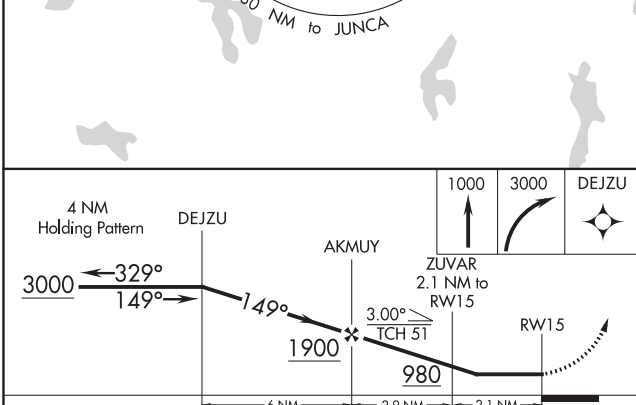
AWOS-AV <b>122.8</b>	BOSTON CENTER <b>124.25 290.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 266	TDZE 266
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CATEGORY	A	B	C	D
LNAV MDA	640-1 374 (400-1)			
<b>C</b> CIRCLING	700-1 434 (500-1)	820-1 554 (600-1)	980-2 714 (800-2)	980-2 1/4 714 (800-2 1/4)

MIRL Rwy 15-33 0

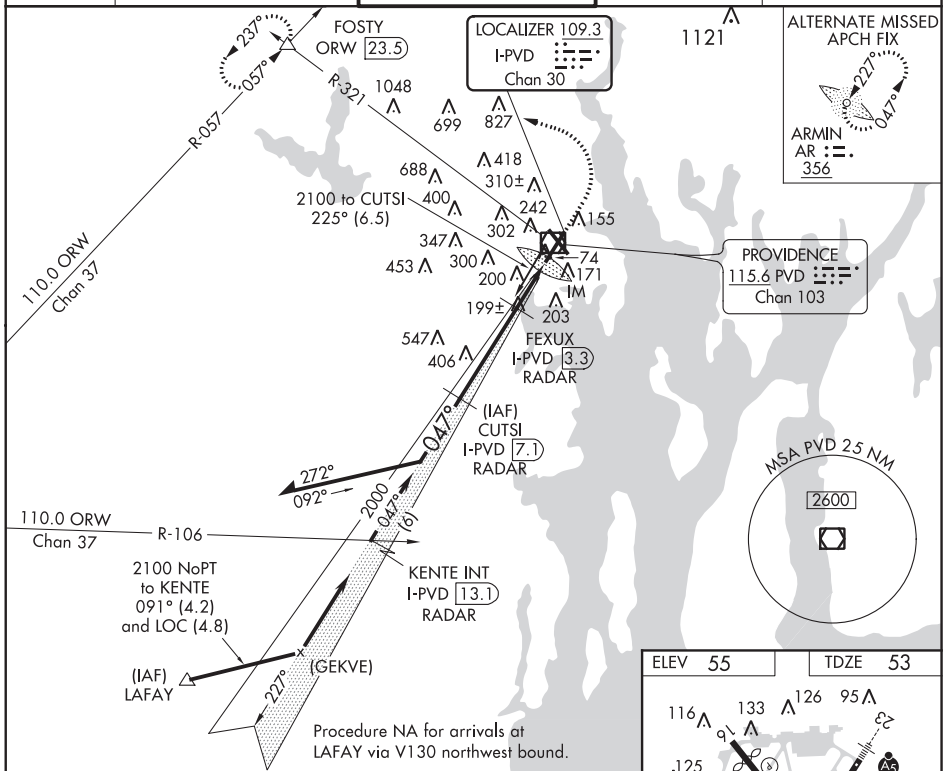
LOC/DME I-PVD <b>109.3</b> Chan 30	APP CRS <b>047°</b>	Rwy Idg <b>7166</b> TDZE <b>53</b> Apt Elev <b>55</b>
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# ILS or LOC RWY 5

THEODORE FRANCIS GREEN STATE (PVD)

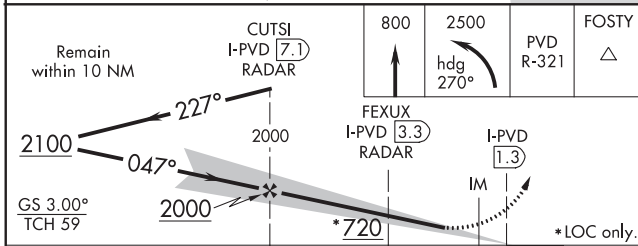
<p>Radar or DME required for localizer minimums.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via heading 270° and PVD R-321 to FOSTY INT/ORW 23.5 DME and hold.</p>
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ATIS <b>124.2</b>	PROVIDENCE APP CON * <b>123.675 244.875</b>	PROVIDENCE TOWER * <b>120.7 (CTAF) 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.65 348.6</b>
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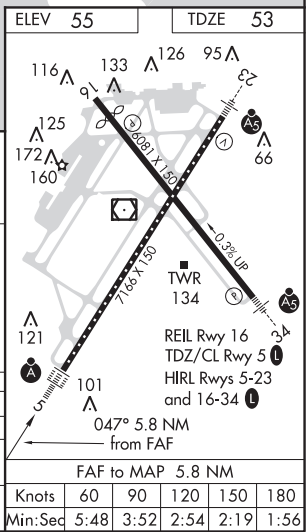


NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 5		253/18	200 (200-½)	
S-LOC 5	460/24	407 (500-½)	460/40	407 (500-¾)
CIRCLING	560-1	505 (600-1)	620-1½ 565 (600-1½)	620-2 565 (600-2)





LOC/DME I-FUNQ <b>111.5</b> Chan <b>52</b>	APP CRS <b>337°</b>	Rwy Idg <b>6081</b> TDZE <b>50</b> Apt Elev <b>55</b>
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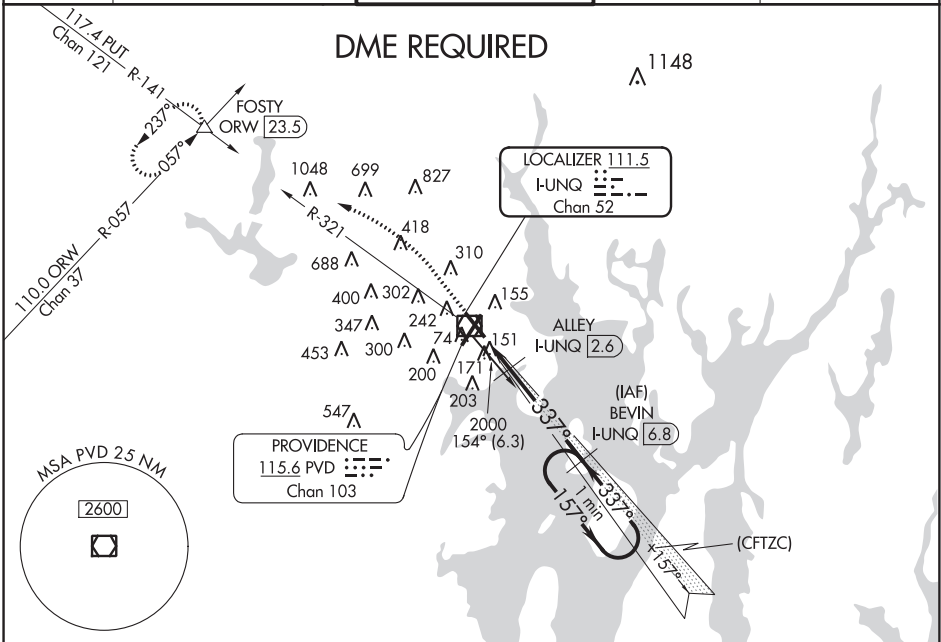
# ILS or LOC RWY 34

THEODORE FRANCIS GREEN STATE (PVD)

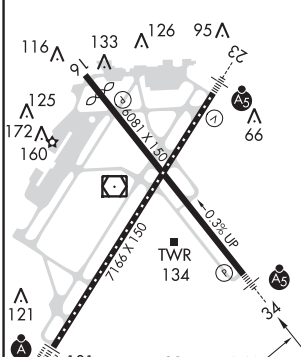
**DME REQUIRED**  
 DME required. Helicopter visibility reduction below RVR 4000 NA. For inoperative MALSR, increase S-LOC Cat A/B visibility to RVR 5500, and Cat C/D visibility to RVR 5000.

**MALSR**  
 MISSED APPROACH: Climb to 700 then climbing left turn to 2500 on heading 300° and on PVD VOR/DME R-321 to FOSTY INT/ORW 23.5 DME and hold.

ATIS <b>124.2</b>	PROVIDENCE APP CON * <b>123.675 244.875</b>	PROVIDENCE TOWER * <b>120.7</b> (CTAF) <b>257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.65 348.6</b>
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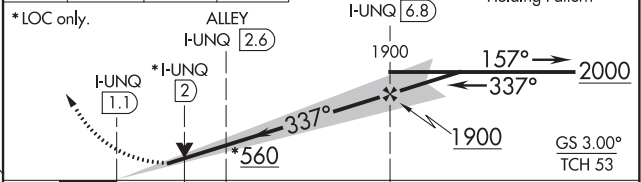


ELEV 55	TDZE 50
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TDZ/CL Rwy 5  
 REIL Rwy 16  
 HIRL Rws 5-23 and 16-34

700	2500	PVD R-321	FOSTY	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 60).
↑	hdg 300°			One Minute Holding Pattern



CATEGORY	A	B	C	D
S-ILS 34		330/40	280 (300-3/4)	
S-LOC 34		380/40	330 (400-3/4)	
<b>C</b> CIRCLING	560-1 505 (600-1)	620-1 565 (600-1)	640-1½ 585 (600-1½)	860-2½ 805 (900-2½)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



LOC/DME I-PVD <b>109.3</b> Chan 30	APP CRS <b>047°</b>	Rwy Idg <b>7166</b> TDZE <b>53</b> Apt Elev <b>55</b>
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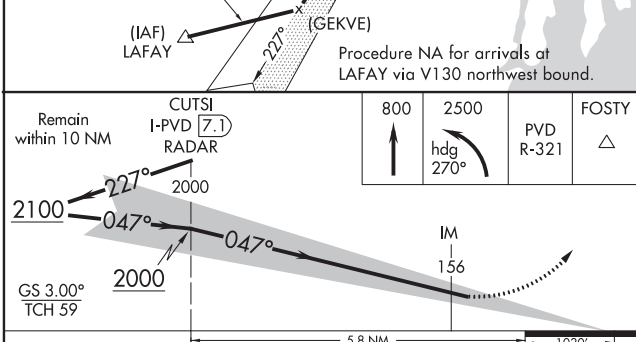
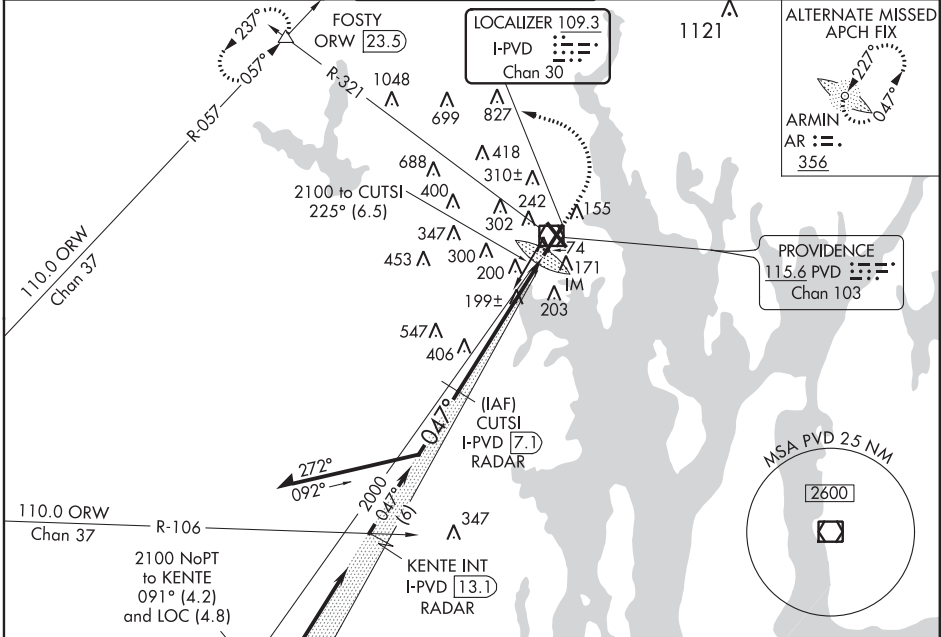
# ILS RWY 5 (CAT II & III)

THEODORE FRANCIS GREEN STATE (PVD)

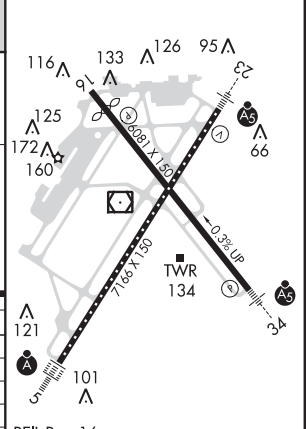
**⚠** CAT II: Cat II minimums NA when tower closed.  
**⚠** CAT III: Cat III minimums NA when tower closed.  
 Touchdown and Rollout RVR authorized for Cat III, both are controlling.

**ALSIF-2**  
**MISSED APPROACH:** Climb to 800, then climbing left turn to 2500 via heading 270° and PVD R-321 to FOSTY INT/ORW 23.5 DME and hold.

ATIS <b>124.2</b>	PROVIDENCE APP CON * <b>123.675 244.875</b>	PROVIDENCE TOWER * <b>120.7 (CTAF) 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.65 348.6</b>
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ELEV 55	TDZE 53
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CATEGORY	A	B	C	D
S-ILS 5	CAT II	RA 103/12	100	DA 153
S-ILS 5		CAT IIIa	RVR 07	
S-ILS 5		CAT IIIb	RVR 06	
S-ILS 5		CAT IIIc	NA	

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

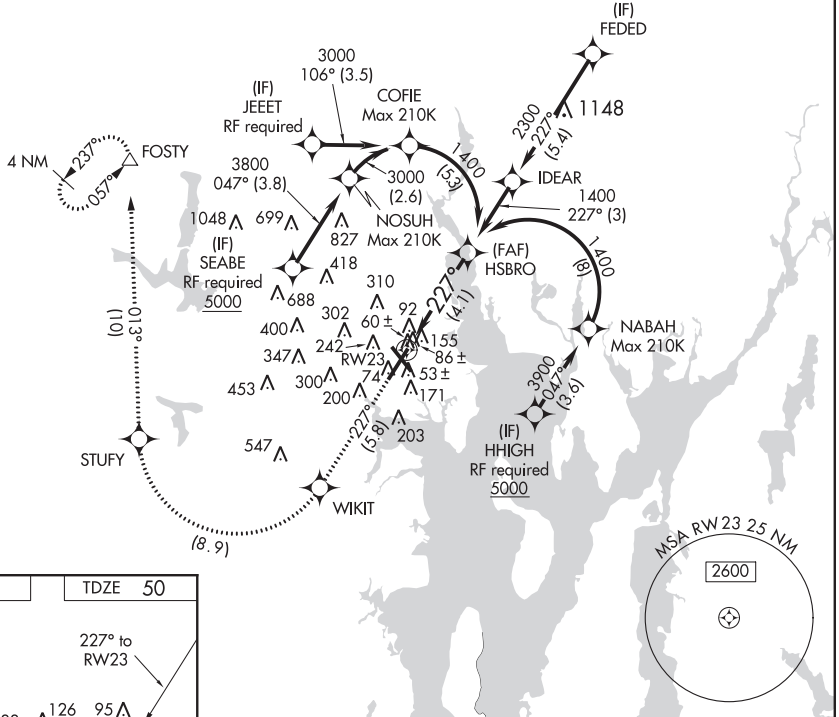
APP CRS	Rwy Idg	<b>7166</b>
<b>227°</b>	TDZE	<b>50</b>
	Apt Elev	<b>55</b>

# RNAV (RNP) Z RWY 23

THEODORE FRANCIS GREEN STATE (PVD)

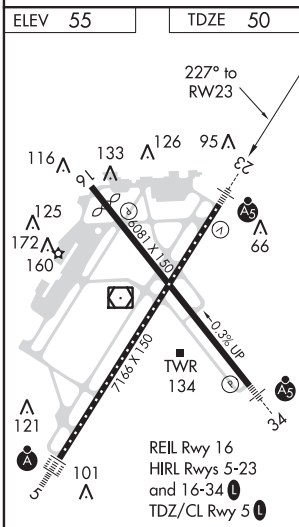
<b>▽</b> For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). RF required. For inop MALSRL, increase RNP 0.30 all Cats visibility to 1¼. GPS Required.	<b>MALSRL</b> 	Climb to 2500 on track 227° to WIKIT and right turn to STUFY and on track 013° to FOSTY and hold.		
	<b>ATIS</b> <b>124.2</b>	<b>PROVIDENCE APP CON *</b> <b>123.675 244.875</b>	<b>PROVIDENCE TOWER *</b> <b>120.7 (CTAF) 257.8</b>	<b>GND CON</b> <b>121.9 348.6</b>

## RADAR REQUIRED



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



2500 tr 227° WIKIT		STUFY tr 013°	FOSTY 	HSBRO 1400
VGSIL and RNAV glidepath not coincident (VGSIL Angle 3.00/TCH 45).				
		227° See planview for multiple IF locations.		
4.1 NM		GP 3.00° TCH 5T		
<b>CATEGORY</b>	A	B	C	D
<b>RNP 0.30 DA</b>	434/40 384 (400-¾)			

## AUTHORIZATION REQUIRED



WAAS CH <b>86218</b> <b>W05A</b>	APP CRS <b>047°</b>	Rwy Idg TDZE Apt Elev	<b>7166</b> <b>53</b> <b>55</b>
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# RNAV (GPS) RWY 5

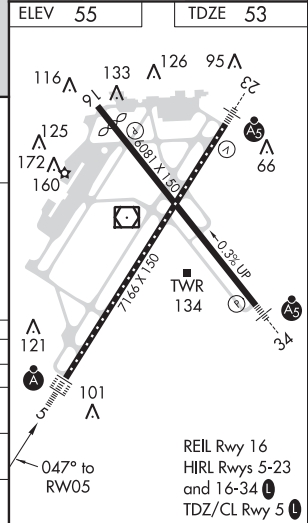
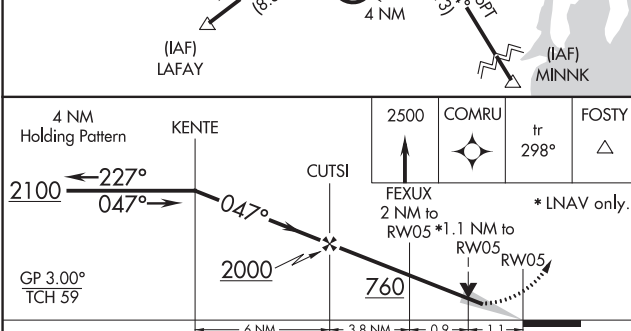
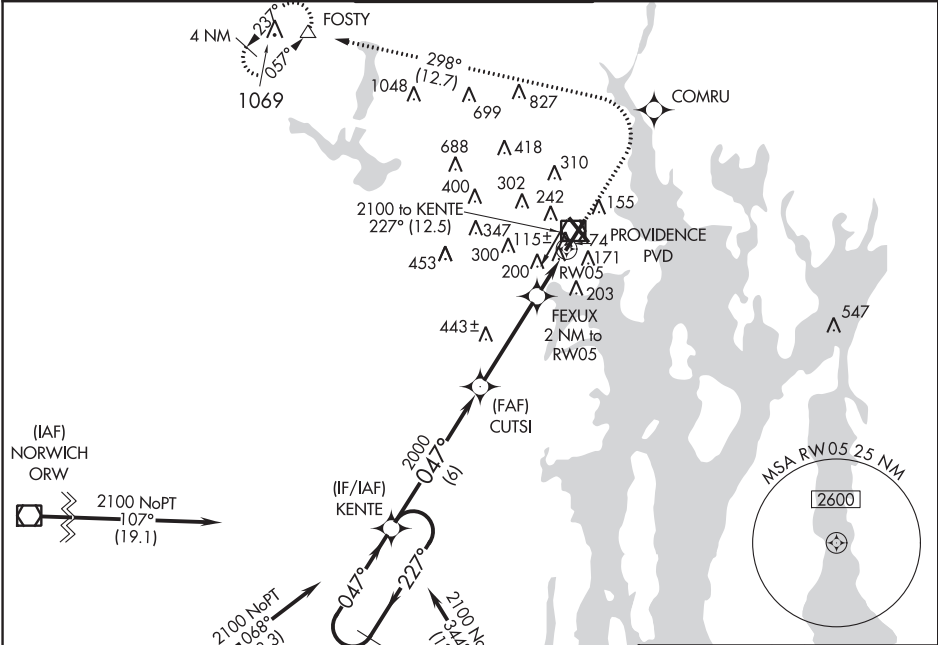
THEODORE FRANCIS GREEN STATE (PVD)

**▼** DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).  
**W** For inoperative ALSF, increase LPV visibility all Cats to RVR 5000, LNAV Cat D to RVR 6000.



MISSED APPROACH: Climb to 2500 direct COMRU and via 298° track to FOSTY and hold.

ATIS <b>124.2</b>	PROVIDENCE APP CON * <b>123.675 244.875</b>	PROVIDENCE TOWER * <b>120.7 (CTAF) 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.65 348.6</b>
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CATEGORY	A	B	C	D
LPV DA		337/24	284 (300-½)	
LNAV/VNAV DA		488/50	435 (500-1)	
LNAV MDA	460/24	407 (500-½)	460/40 407 (500-¾)	460/50 407 (500-1)
CIRCLING	560-1 ½	505 (600-1 ½)	620-1 ½ 565 (600-1 ½)	620-2 565 (600-2)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

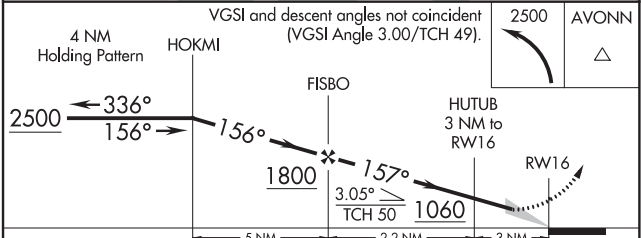
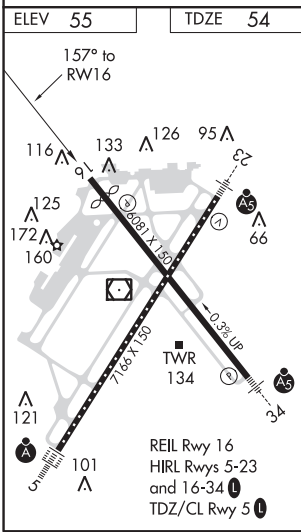
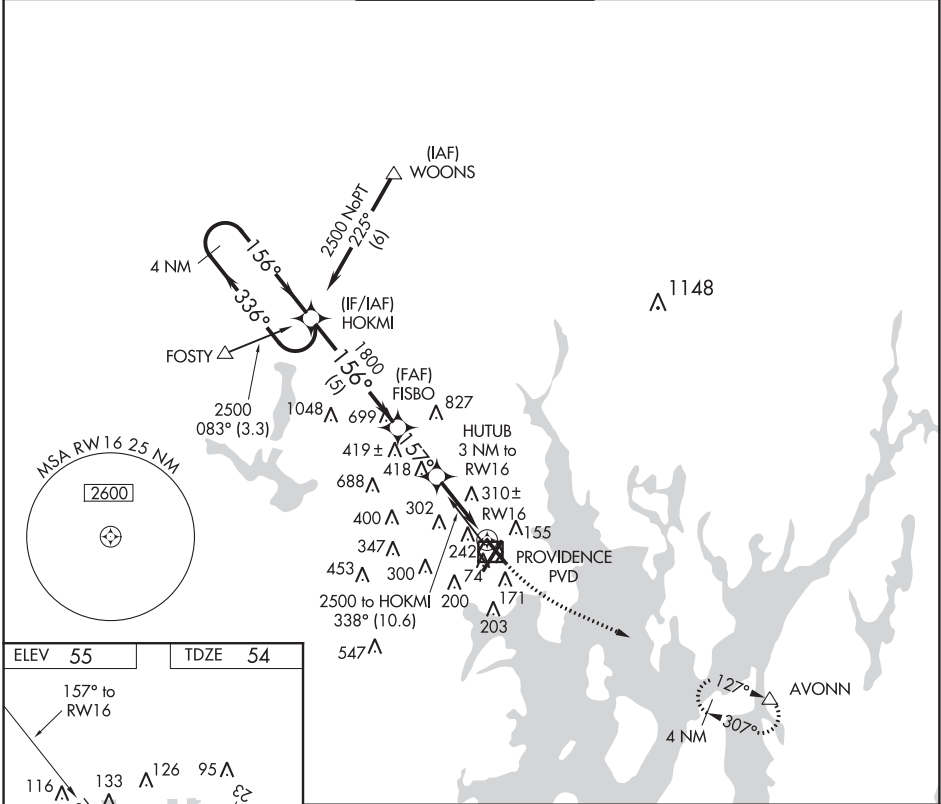
# RNAV (GPS) RWY 16

THEODORE FRANCIS GREEN STATE (PVD)

APP CRS <b>157°</b>	Rwy Idg TDZE Apt Elev	<b>5516</b> <b>54</b> <b>55</b>
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DME/DME RNP-0.3 NA.		MISSED APPROACH: Climbing left turn to 2500 direct AVONN WP and hold.		
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ATIS <b>124.2</b>	PROVIDENCE APP CON * <b>123.675 244.875</b>	PROVIDENCE TOWER * <b>120.7 (CTAF) 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.65 348.6</b>
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CATEGORY	A	B	C	D
RNAV MDA	560-1	506 (600-1)	560-1½	506 (600-1½)
CIRCLING	560-1	505 (600-1)	620-1½ 565 (600-1½)	620-2 565 (600-2)

NE-1, 10 NOV 2016 to 05 JAN 2017


NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>58023</b> <b>W34A</b>	APP CRS <b>337°</b>	Rwy Idg TDZE Apt Elev	<b>6081</b> <b>50</b> <b>55</b>
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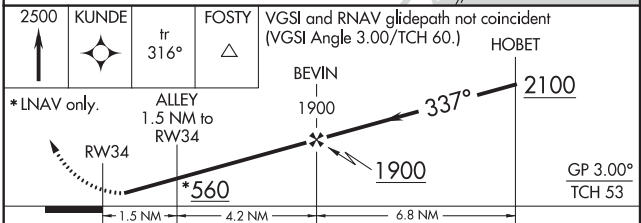
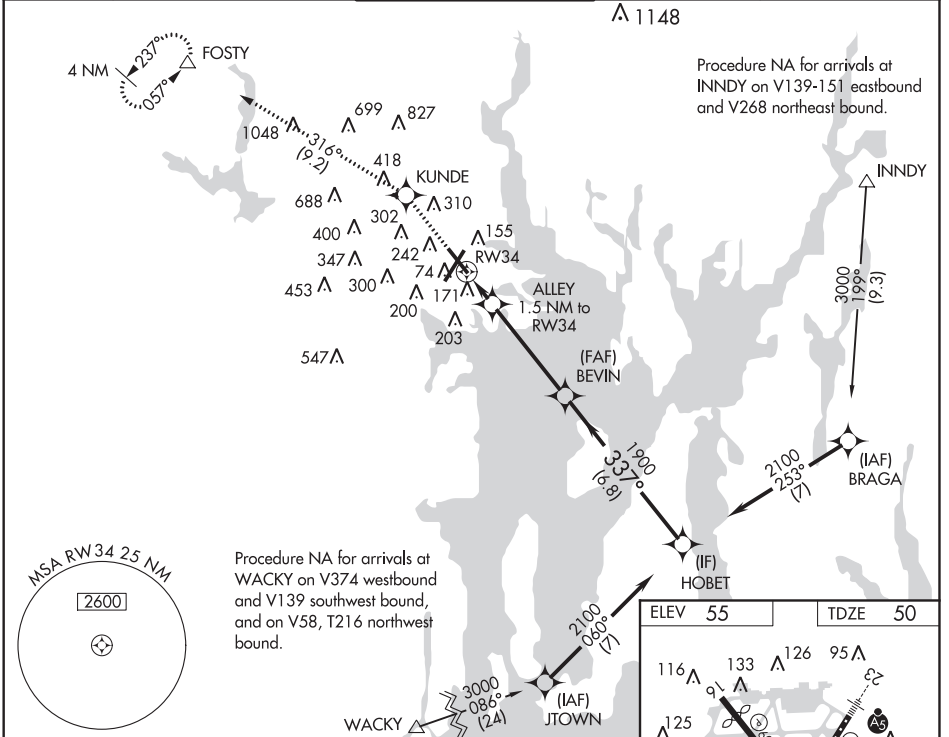
# RNAV (GPS) RWY 34

THEODORE FRANCIS GREEN STATE (PVD)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALS, increase LNAV/VNAV all Cats visibility to RVR 5000. For inop MALS, increase LNAV Cat A/B visibility to RVR 5500, and Cat C/D visibility to RVR 6000. Helicopter visibility reduction below RVR 4000 NA.

**MALS**  
  
**MISSED APPROACH:**  
 Climb to 2500 direct KUNDE and on track 316° to FOSTY and hold.

ATIS <b>124.2</b>	PROVIDENCE APP CON * <b>123.675 244.875</b>	PROVIDENCE TOWER * <b>120.7 (CTAF) 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.65 348.6</b>
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	A	B	C	D
LPV DA		330/40	280 (300-¾)	
LNAV/VNAV DA		349/40	299 (300-¾)	
LNAV MDA		440/40	390 (400-¾)	
CIRCLING	560-1	620-1	640-1½	860-2½
	505 (600-1)	565 (600-1)	585 (600-1½)	805 (900-2½)

ELEV 55	TDZE 50
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NE-1, 10 NOV 2016 to 05 JAN 2017

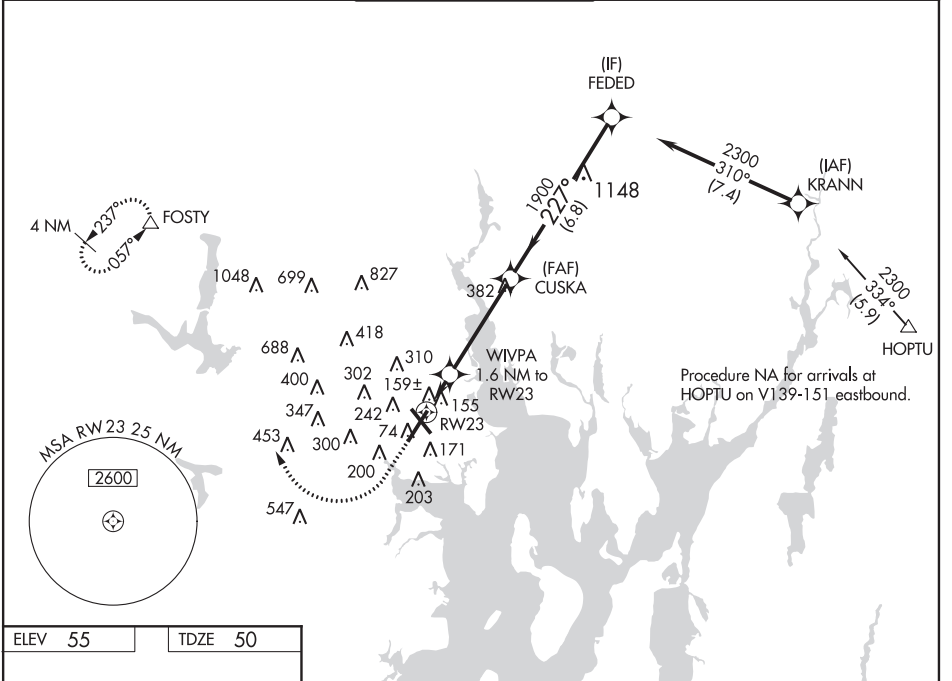
NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>93823</b> <b>W23A</b>	APP CRS <b>227°</b>	Rwy Idg TDZE Apt Elev	<b>7166</b> <b>50</b> <b>55</b>
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# RNAV (GPS) Y RWY 23

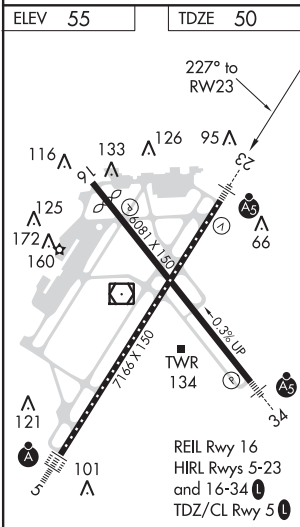
THEODORE FRANCIS GREEN STATE (PVD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR increase LNAV Cats C and D visibility to RVR 5500.	MALSR 		MISSED APPROACH: Climb to 1700 then climbing right turn to 2500 direct FOSTY and hold.	
	ATIS <b>124.2</b>	PROVIDENCE APP CON * <b>123.675 244.875</b>	PROVIDENCE TOWER * <b>120.7 (CTAF) 257.8</b>	GND CON <b>121.9 348.6</b>



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ELEV 55	TDZE 50	1700 2500 FOSTY VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00°/TCH 45).			
*LNAV only RWY 23 *1 NM to RWY 23 WIVPA 1.6 NM to RWY 23 CUSKA 1900 FEDED 2300 GP 3.00° TCH 51		1700 2500 FOSTY WIVPA 1.6 NM to RWY 23 CUSKA 1900 FEDED 2300 GP 3.00° TCH 51			
CATEGORY	A	B	C	D	
LPV DA		250/24	200 (200-½)		
LNAV/VNAV DA		346/24	296 (300-½)		
LNAV MDA	420/24	370 (400-½)	420/35	370 (400-¾)	
CIRCLING	560-1 505 (600-1)	620-1 565 (600-1)	640-1½ 585 (600-1½)	860-2½ 805 (900-2½)	

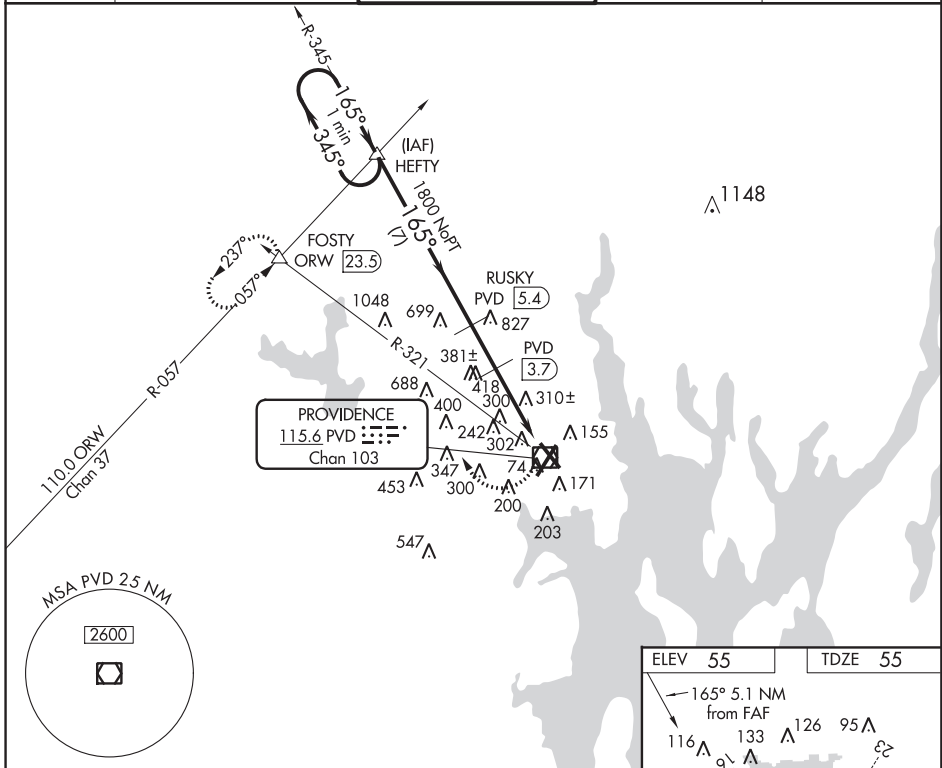
VOR/DME PVD <b>115.6</b> Chan <b>103</b>	APP CRS <b>165°</b>	Rwy Idg TDZE Apt Elev <b>5516</b> <b>55</b> <b>55</b>
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# VOR/DME RWY 16

THEODORE FRANCIS GREEN STATE (PVD)

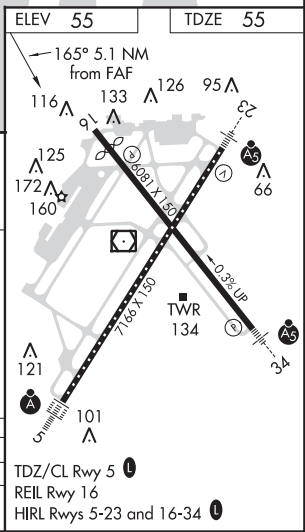
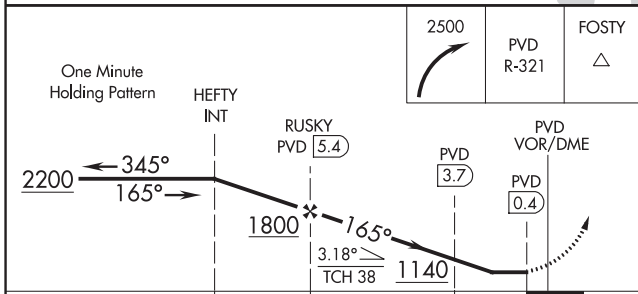
MISSED APPROACH: Climbing right turn to 2500 via PVD R-321 to FOSTY INT and hold.

ATIS <b>124.2</b>	PROVIDENCE APP CON * <b>123.675 244.875</b>	PROVIDENCE TOWER * <b>120.7</b> (CTAF) <b>257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.65 348.6</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



	HEFTY INT		RUSKY PVD 5.4		PVD 3.7	PVD VOR/DME
CATEGORY	A	B	C	D		
S-16	560-1	505 (600-1)	560-1½	505 (600-1½)		
CIRCLING	560-1	505 (600-1)	620-1½	620-2		
			565 (600-1½)	565 (600-2)		

TDZ/CL Rwy 5  
REIL Rwy 16  
HIRL Rwy 5-23 and 16-34

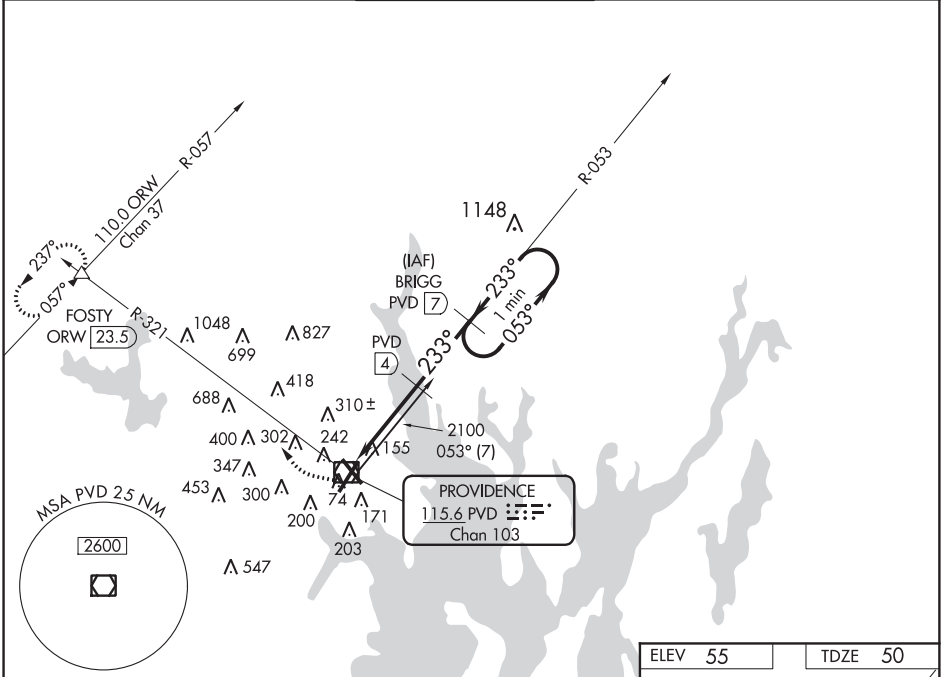
VOR/DME PVD <b>115.6</b> Chan <b>103</b>	APP CRS <b>233°</b>	Rwy Idg TDZE Apt Elev	<b>7166</b> <b>50</b> <b>55</b>
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# VOR/DME RWY 23

THEODORE FRANCIS GREEN STATE (PVD)

	For inoperative MALSIR increase S-23 Cats A, B, and C visibility to RVR 5000, Cat D visibility to RVR 6000.	MISSED APPROACH: Climbing right turn to 2500 via PVD R-321 to FOSTY INT and hold.

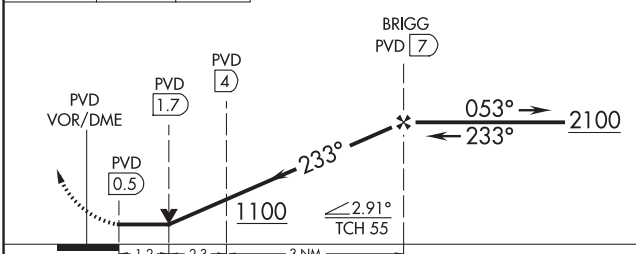
ATIS <b>124.2</b>	PROVIDENCE APP CON * <b>123.675 244.875</b>	PROVIDENCE TOWER * <b>120.7</b> (CTAF) <b>257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.65 348.6</b>
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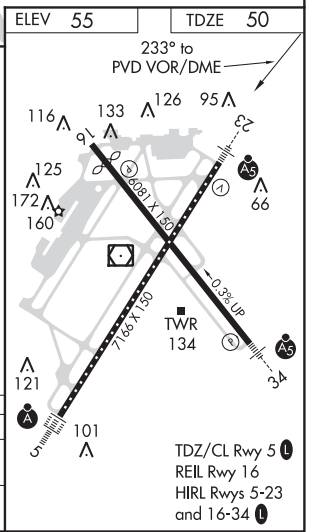
NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

2500	PVD R-321	FOSTY
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CATEGORY	A	B	C	D
S-23	440/40 390 (400-¾)			440/50 390 (400-1)
CIRCLING	560-1	505 (600-1)	620-1½ 565 (600-1½)	620-2 565 (600-2)



VOR/DME PVD <b>115.6</b> Chan <b>103</b>	APP CRS <b>327°</b>	Rwy Idg <b>6081</b> TDZE <b>51</b> Apt Elev <b>55</b>
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# VOR/DME RWY 34

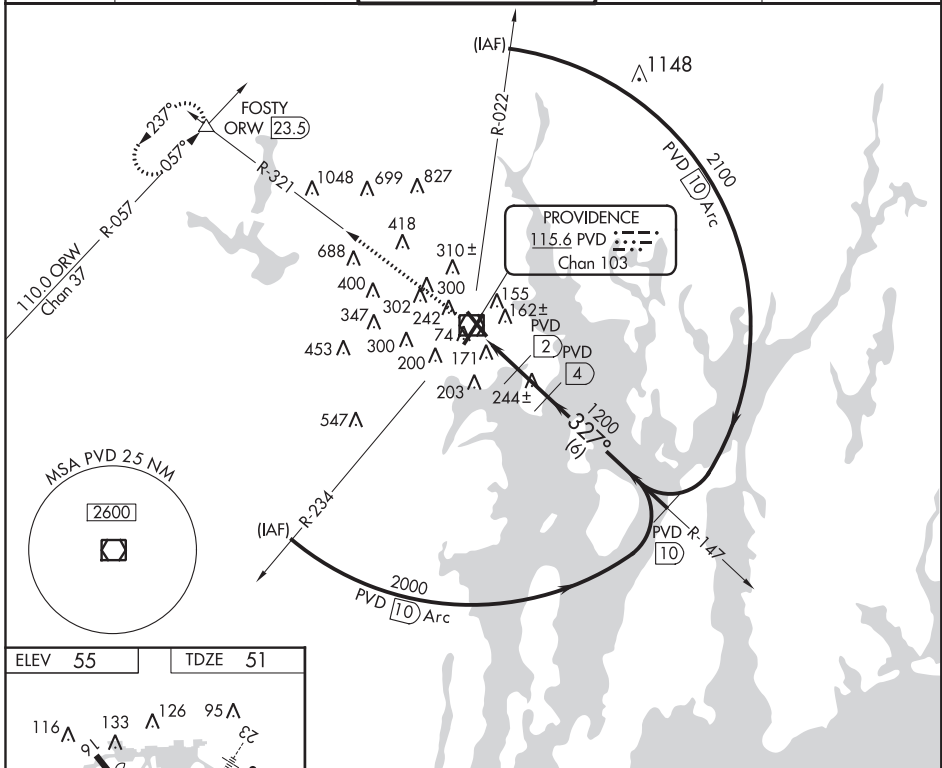
THEODORE FRANCIS GREEN STATE (PVD)

**⚠** Inoperative table does not apply to S-34 Cats A, B, and C. For inoperative MALSR, increase S-34 Cat D visibility to RVR 6000. Helicopter visibility reduction below RVR 4000 NA.

MALSR

MISSED APPROACH: Climb to 2500 via PVD R-321 to FOSTY INT/ORW 23.5 DME and hold.

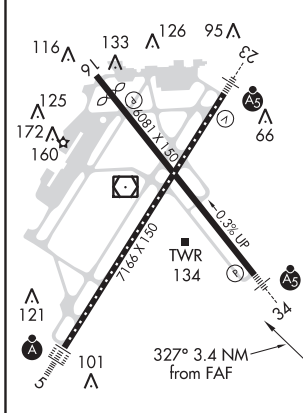
ATIS <b>124.2</b>	PROVIDENCE APP CON * <b>123.675 244.875</b>	PROVIDENCE TOWER * <b>120.7</b> (CTAF) <b>257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.65 348.6</b>
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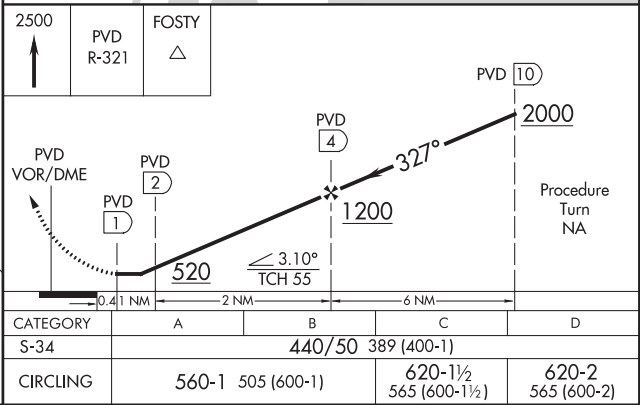
NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV <b>55</b>	TDZE <b>51</b>
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REIL Rwy 16  
HIRL Rwys 5-23 and 16-34  
TDZ/CL Rwy 5



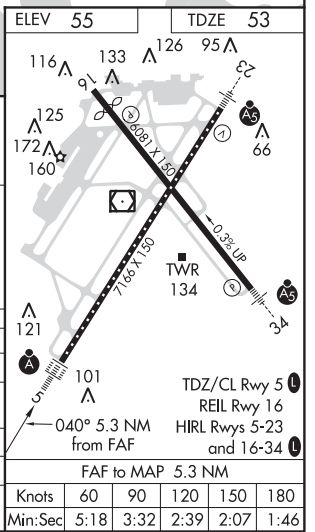
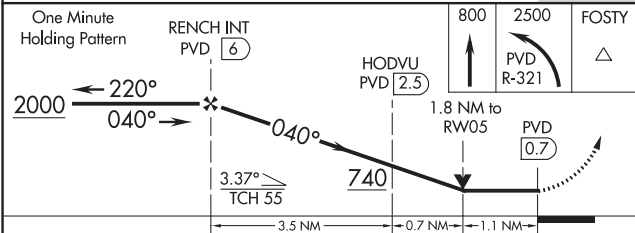
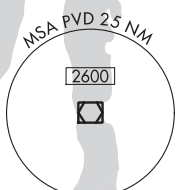
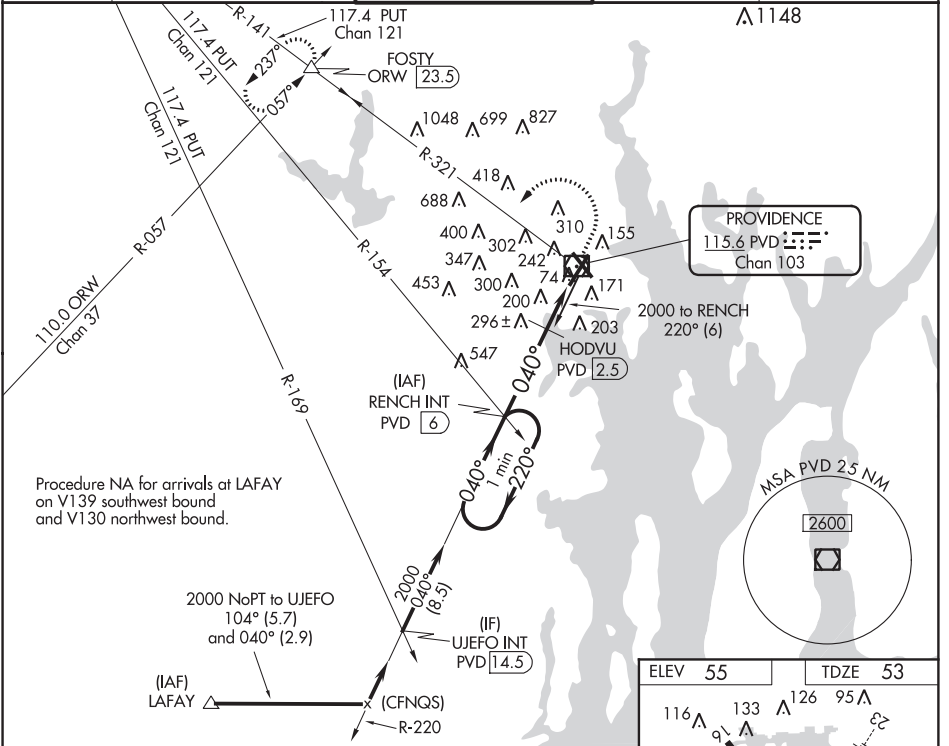
VOR/DME PVD <b>115.6</b> Chan <b>103</b>	APP CRS <b>040°</b>	Rwy Idg TDZE Apt Elev	<b>7166</b> <b>53</b> <b>55</b>
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# VOR RWY 5

THEODORE FRANCIS GREEN STATE (PVD)

Circling to Rwy 34 NA at night.	MISSED APPROACH: Climb to 800 then climbing left turn to 2500 on PVD VOR/DME R-321 to FOSTY INT/ORW 23.5 DME and hold.

ATIS <b>124.2</b>	PROVIDENCE APP CON ★ <b>123.675 244.875</b>	PROVIDENCE TOWER ★ <b>120.7 (CTAF) 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.65 348.6</b>
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CATEGORY	A	B	C	D
S-5	740/24	687 (700-½)	740-1½	687 (700-½)
CIRCLING	740-1	685 (700-1)	740-2 685 (700-1)	740-2¼ 685 (700-2¼)
HODVU FIX MINIMUMS				
S-5	500/24	447 (500-½)	500/45	447 (500-¾)
CIRCLING	560-1	505 (600-1)	620-1½ 565 (600-1½)	620-2 565 (600-2)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

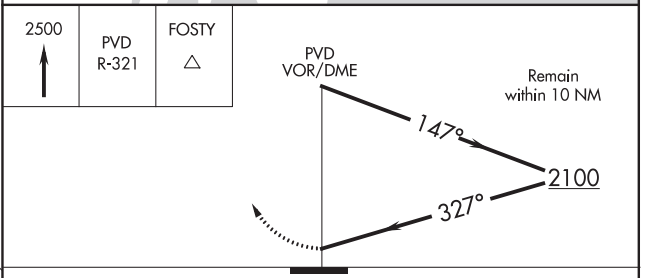
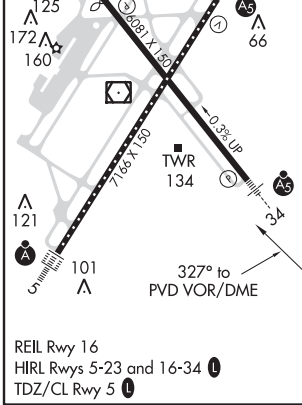
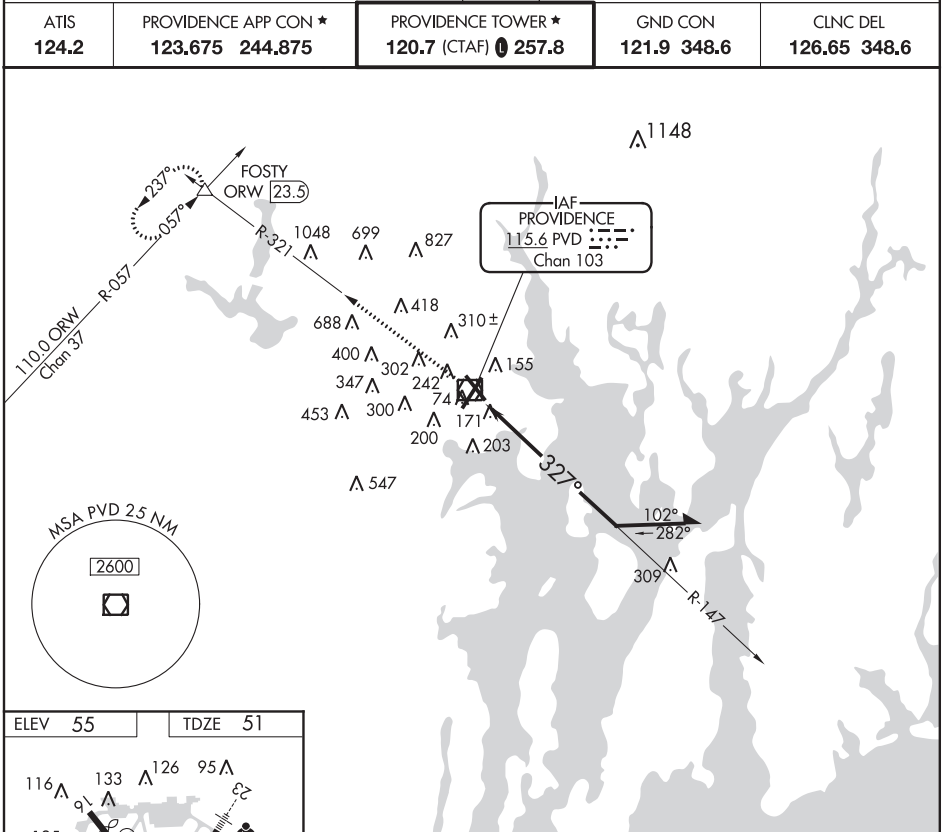


VOR/DME PVD <b>115.6</b> Chan <b>103</b>	APP CRS <b>327°</b>	Rwy Idg <b>6081</b> TDZE <b>51</b> Apt Elev <b>55</b>
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# VOR RWY 34

THEODORE FRANCIS GREEN STATE (PVD)

<p>Inoperative table does not apply to Cats A and B. Helicopter visibility reduction below RVR 4000 NA.</p>	<p>MALS R</p>	<p>MISSED APPROACH: Climb to 2500 via PVD R-321 to FOSTY INT and hold.</p>		
			<p>ATIS <b>124.2</b></p>	<p>PROVIDENCE APP CON * <b>123.675 244.875</b></p>



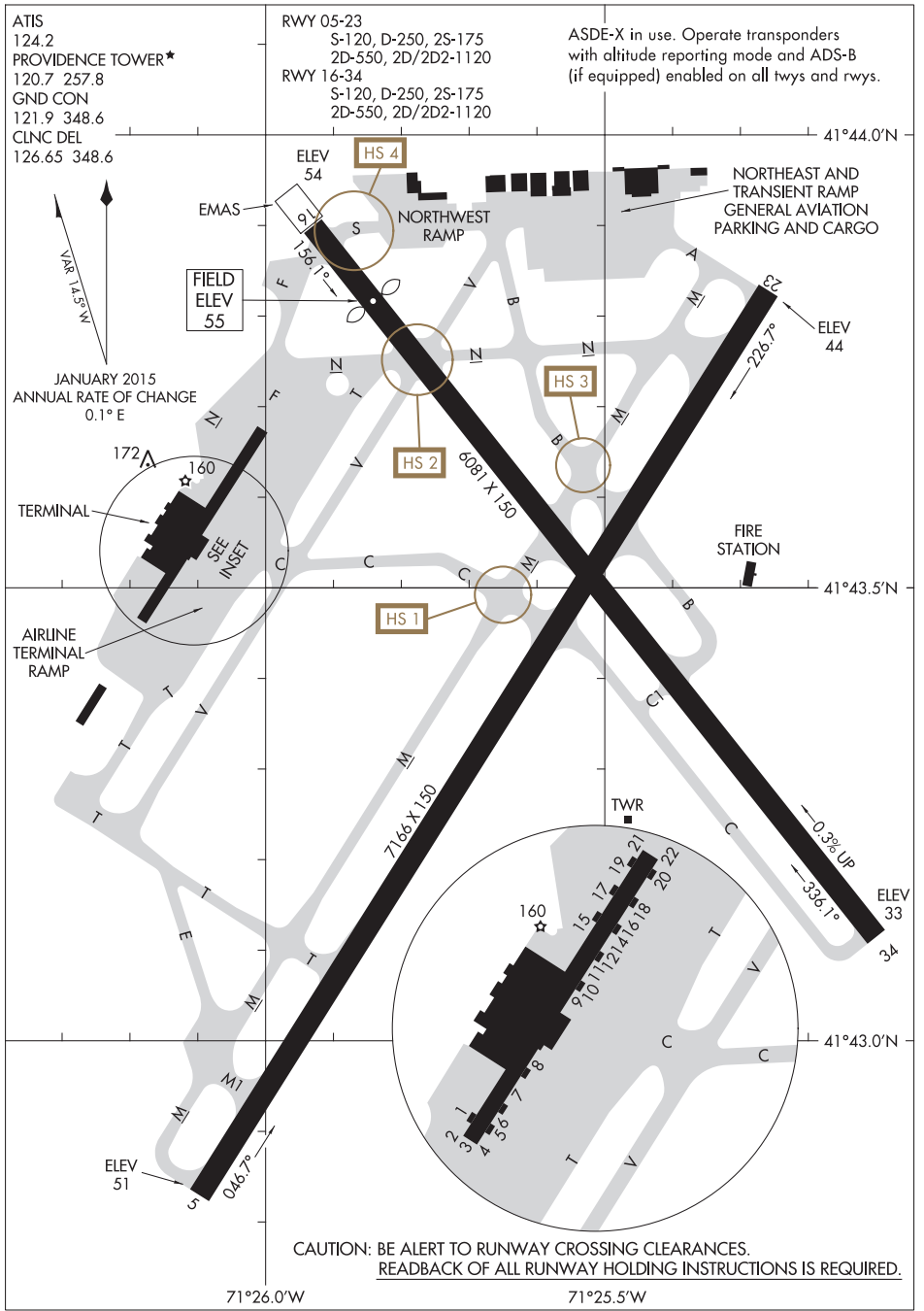
CATEGORY	A	B	C	D
S-34	660/50	609 (700-1)	660-60 609 (700-1½)	660-1½ 609 (700-1½)
CIRCLING	660-1	605 (700-1)	660-1¾ 605 (700-1¾)	660-2 605 (700-2)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

THEODORE FRANCIS GREEN STATE (PVD)  
AL-333 (FAA)  
PROVIDENCE, RHODE ISLAND



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

PROVIDENCE, RHODE ISLAND  
THEODORE FRANCIS GREEN STATE (PVD)

LOC/DME I-VQO <b>111.1</b> Chan 48	APP CRS <b>075°</b>	Rwy Idg <b>3502</b> TDZE <b>8</b> Apt Elev <b>8</b>
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# ILS or LOC RWY 7

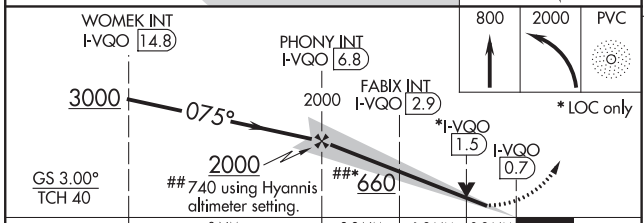
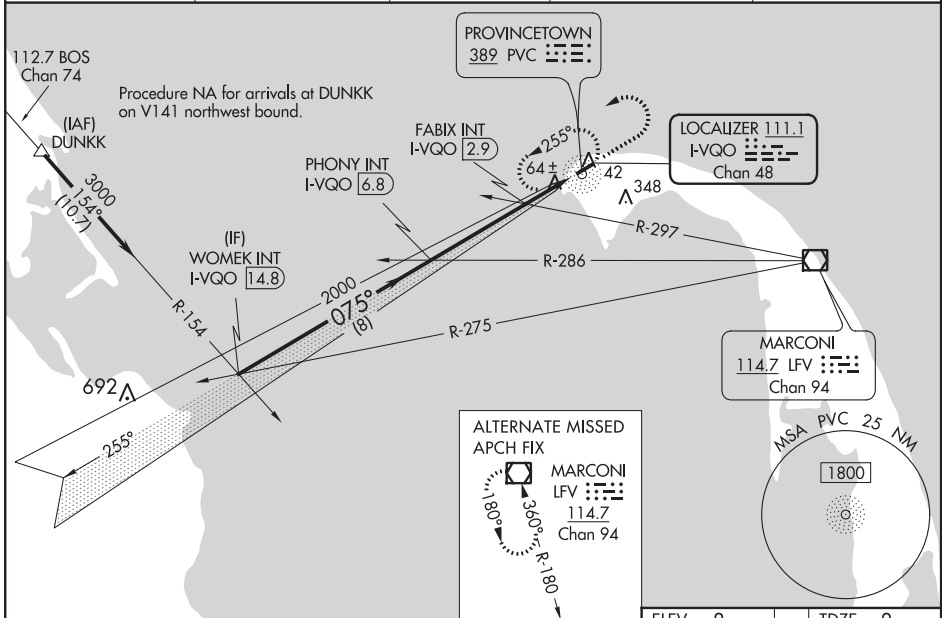
PROVINCETOWN MUNI (PVC)

**ADF required.** Inop table does not apply to S-ILS Cat A and B. VDP NA when using Hyannis altimeter setting. When local altimeter setting not received, use Hyannis altimeter setting: increase DA to 271, increase all MDA 80 feet. Increase S-LOC 7 Cat B visibility 1/4 mile. For inop MALSF when using Hyannis altimeter setting, increase S-ILS 7 Cat A/B visibility to 1/8 mile.

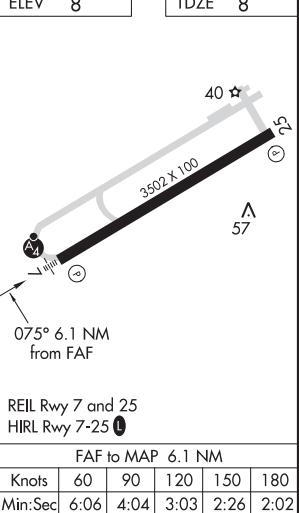
**MALSF**

**MISSED APPROACH:** Climb to 800 then climbing left turn to 2000 direct PVC NDB and hold, continue climb-in-hold to 2000.

AWOS-3PT <b>119.025</b>	CAPE APP CON* <b>118.2</b>	CLNC DEL <b>120.65</b>	UNICOM <b>122.8 (CTAF)</b>	<b>122.85</b>
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CATEGORY	A	B	C	D
S-ILS 7	208-3/4	200 (200-3/4)		NA
S-LOC 7	660-3/4	652 (700-3/4)		NA
CIRCLING	660-1	652 (700-1)		NA
FABIX FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 7	320-3/4	312 (400-3/4)		NA
CIRCLING	460-1 452 (500-1)	660-1 652 (700-1)		NA



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NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>86738</b> <b>W07A</b>	APP CRS <b>075°</b>	Rwy Idg TDZE Apt Elev	<b>3502</b> <b>8</b> <b>8</b>
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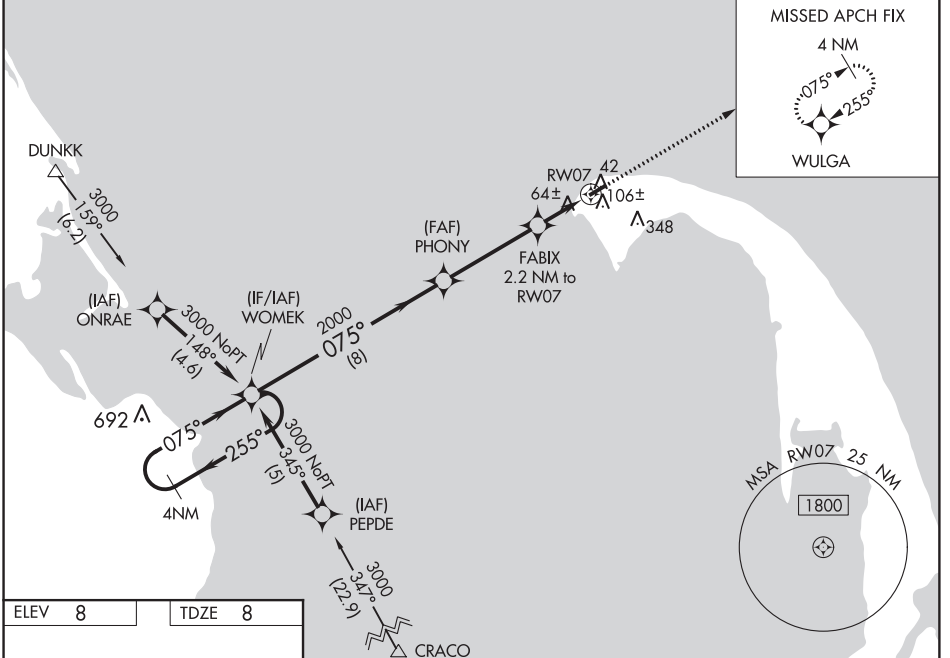
# RNAV (GPS) RWY 7

PROVINCETOWN MUNI (PVC)

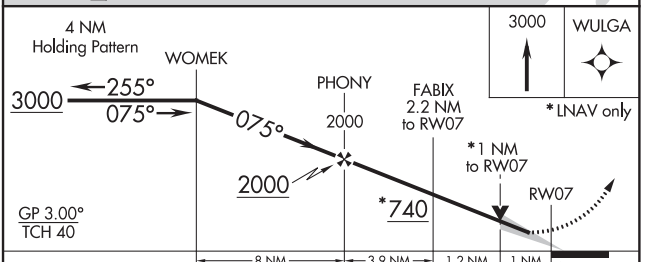
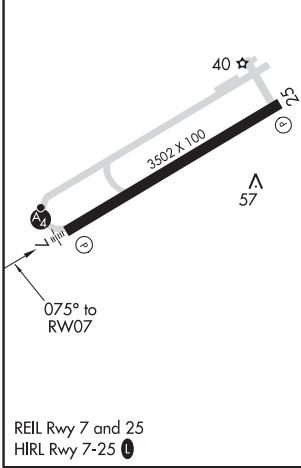
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Inop table does not apply to LPV Cats A and B. When local altimeter setting not received, use Hyannis altimeter setting: increase LPV DA to 271, increase LNAV/VNAV DA to 331, and Cat A/B visibility 1/8 mile and all MDA 80 feet. For inop MALSF when using Hyannis altimeter setting, increase LPV Cat A/B visibility to 7/8 mile. Baro-VNAV and VDP NA when using Hyannis altimeter setting.

**MALSF**  
**MISSED APPROACH:**  
Climb to 3000 direct WULGA and hold.

AWOS-3PT <b>119.025</b>	CAPE APP CON * <b>118.2</b>	CLNC DEL <b>120.65</b>	UNICOM <b>122.8</b> (CTAF)	<b>122.85</b> <b>①</b>
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ELEV <b>8</b>	TDZE <b>8</b>
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CATEGORY	A	B	C	D
LPV DA	208-3/4	200 (200-3/4)		NA
LNAV/VNAV DA	268-3/4	260 (300-3/4)		NA
LNAV MDA	360-3/4	352 (400-3/4)		NA
<b>Ⓢ</b> CIRCLING	460-1 452 (500-1)	660-1 652 (700-1)		NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>3502</b>
<b>255°</b>	THRE	<b>8</b>
	Apt Elev	<b>8</b>

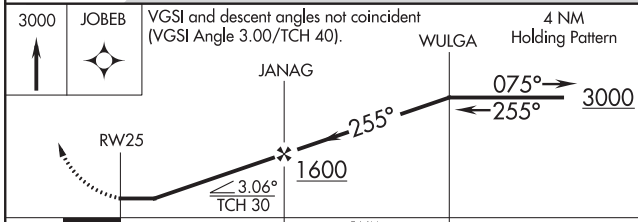
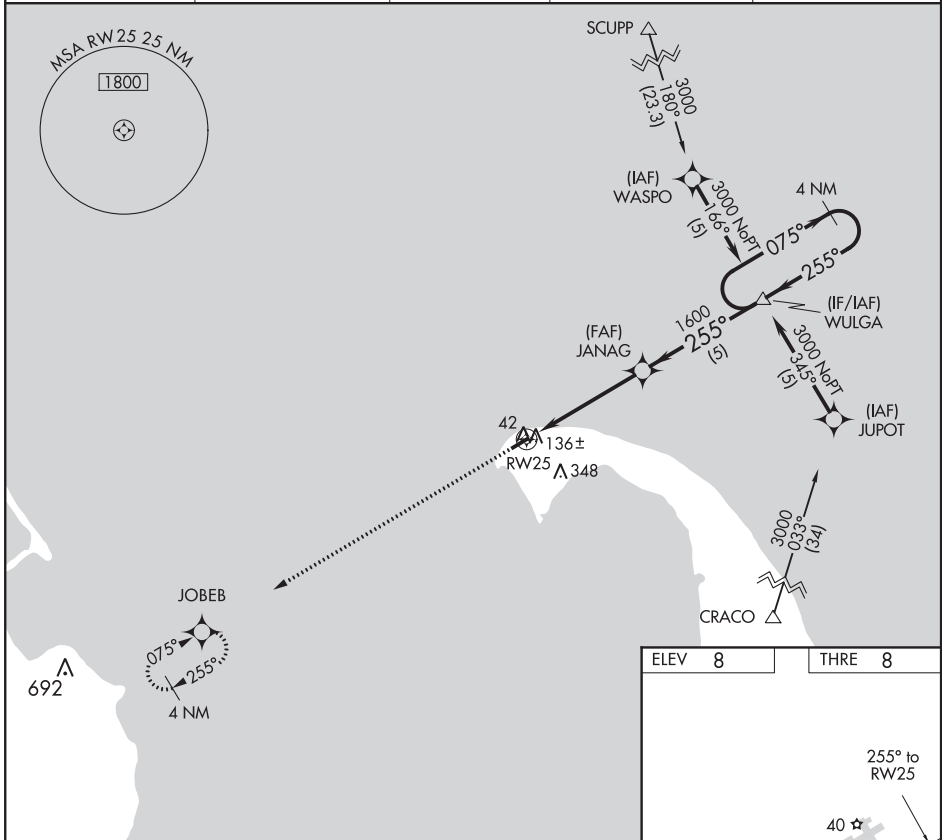
# RNAV (GPS) RWY 25

PROVINCETOWN MUNI (PVC)

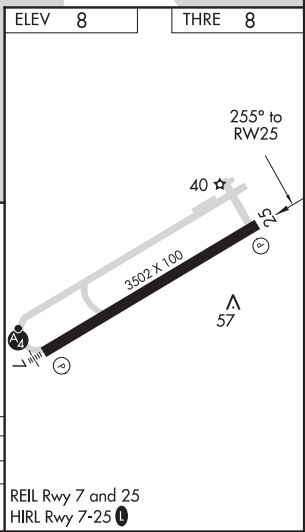
**⚠** DME/DME RNP-0.3 NA. Rwy 25 Straight-in and Circling minimums NA at night. When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 80 feet. Helicopter visibility reduction below 1 SM NA.

**⚠** MISSED APPROACH: Climb to 3000 direct JOBEB and hold.

AWOS-3PT <b>119.025</b>	CAPE APP CON * <b>118.2</b>	CLNC DEL <b>120.65</b>	UNICOM <b>122.8</b> (CTAF)	<b>122.85</b> <b>⓪</b>
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3000	JOBEB	VGSIs and descent angles not coincident (VGSIs Angle 3.00/TCH 40).		4 NM Holding Pattern
↑	✧	JANAG	WULGA	
		↖ 255°	↗ 075°	↖ 255°
		1600	3000	
		4.8 NM	5 NM	
CATEGORY	A	B	C	D
LNAV MDA	400-1	392 (400-1)		NA
<b>⓪</b> CIRCLING	460-1 452 (500-1)	660-1 652 (700-1)		NA



REIL Rwy 7 and 25  
HIRL Rwy 7-25 **⓪**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

NDB PVC	APP CRS	Rwy Idg	<b>3502</b>
<b>389</b>	<b>247°</b>	THRE	<b>8</b>
		Apt Elev	<b>8</b>

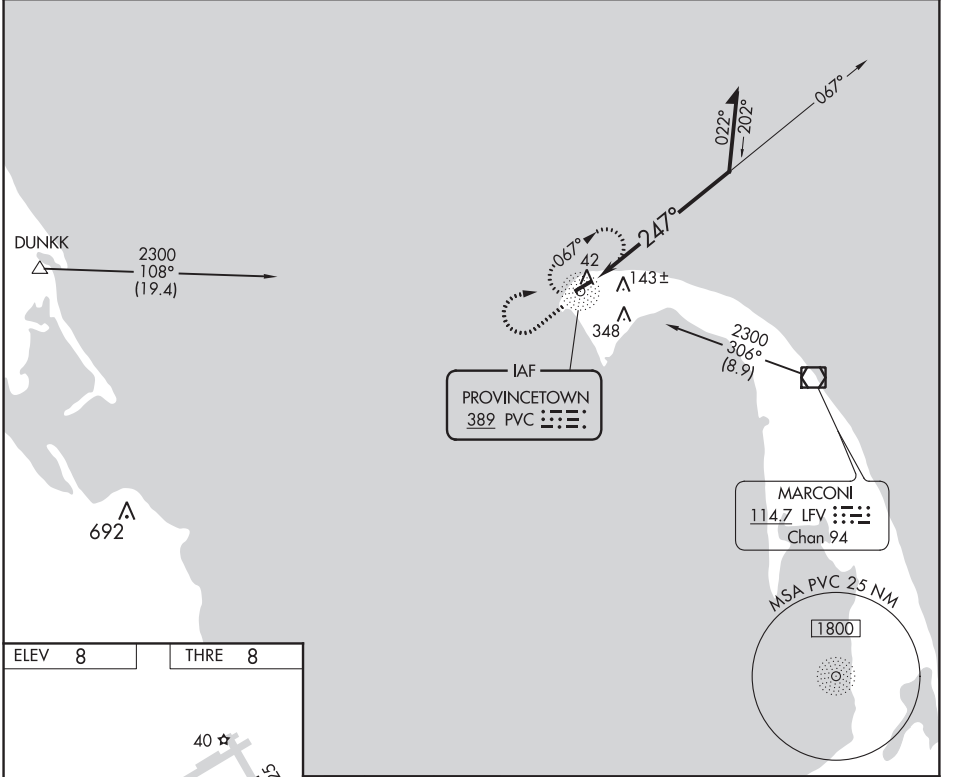
# NDB RWY 25

PROVINCETOWN MUNI (PVC)

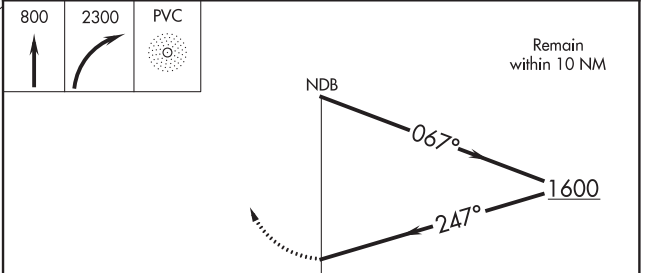
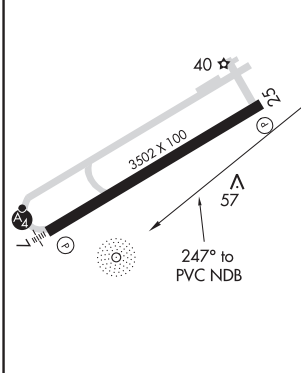
**⚠** Helicopter visibility reduction below 1 SM NA. Rwy 25 Straight-in and Circling minimums NA at night. When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 80 feet.

**MISSED APPROACH:** Climb to 800 then climbing right turn to 2300 direct PVC NDB and hold.

AWOS-3PT <b>119.025</b>	CAPE APP CON ★ <b>118.2</b>	CLNC DEL <b>120.65</b>	UNICOM <b>122.8</b> (CTAF)	<b>122.85</b> <b>0</b>
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ELEV	<b>8</b>	THRE	<b>8</b>
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CATEGORY	A	B	C	D
S-25	500-1	492 (500-1)		NA
<b>C</b> CIRCLING	500-1 492 (500-1)	660-1 652 (700-1)		NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

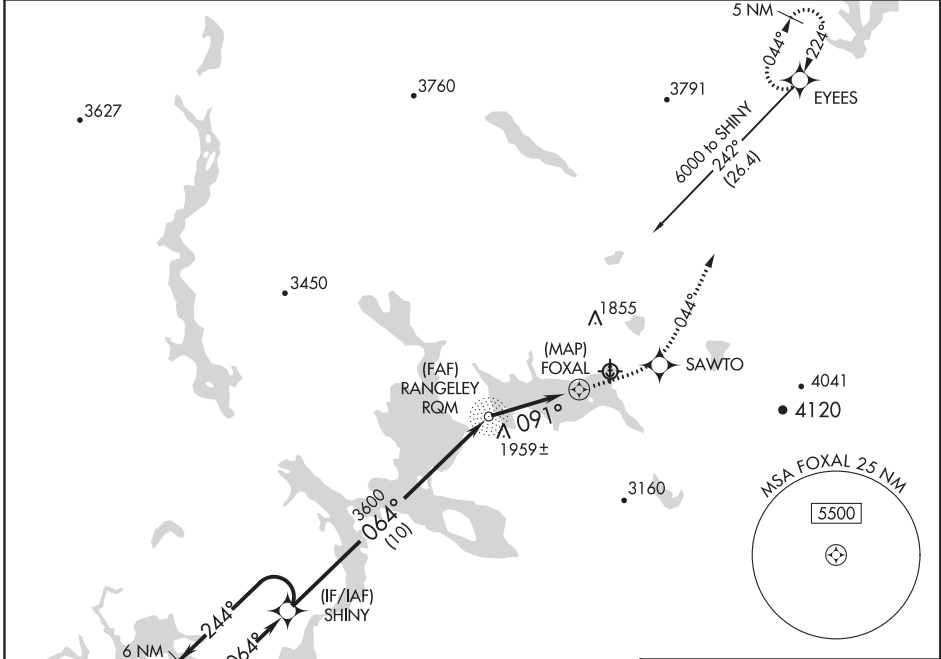
# RNAV (GPS)-C

## RANGELEY LAKE SEAPLANE BASE (M57)

APP CRS	Rwy Idg	N/A
091°	TDZE	N/A
	Apt Elev	1518

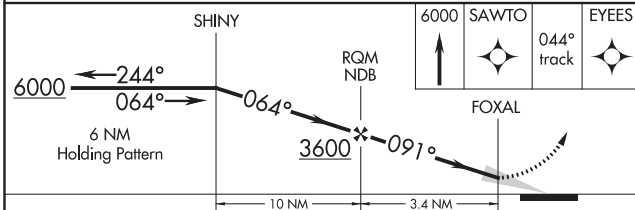
<p><b>▼</b> DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF;</p> <p><b>▲</b> NA when not received, use Berlin altimeter setting.</p>	<p><b>MISSED APPROACH:</b> Climb to 6000 direct SAWTO and via 044° track to EYEEES and hold, continue climb-in-hold to 6000.</p>
--	--

<p>BOSTON CENTER</p> <p><b>124.25 290.5</b></p>	<p>CTAF</p> <p><b>122.9</b></p>
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ELEV 1518

Procedure NA for arrivals at BML VOR/DME via V104 westbound.



SEE RANGELEY LAKE LANDING CHART

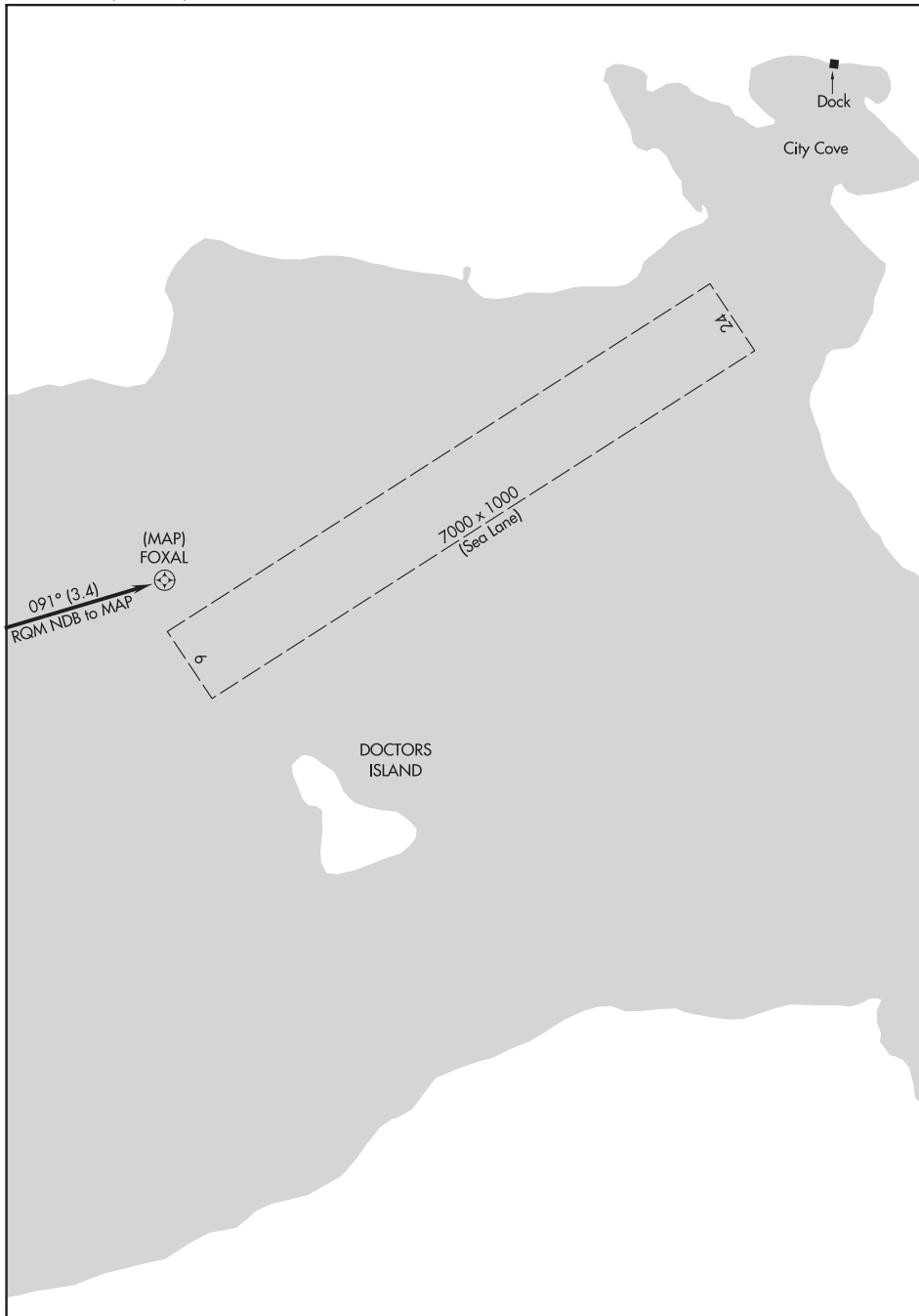
CATEGORY	A	B	C	D
CIRCLING	2320-1 802 (900-1)	2320-1¼ 802 (900-1¼)		NA
BERLIN ALTIMETER SETTING MINIMUMS				
CIRCLING	2460-1¼	942 (1000-1¼)		NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# RNAV (GPS)-C LANDING

RANGELEY LAKE SEAPLANE BASE (M57)  
AL-9122 (FAA) RANGELEY, MAINE



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# RNAV (GPS)-C LANDING

44°57'N - 70°40'W RANGELEY, MAINE  
RANGELEY LAKE SEAPLANE BASE (M57)



**NDB-B**

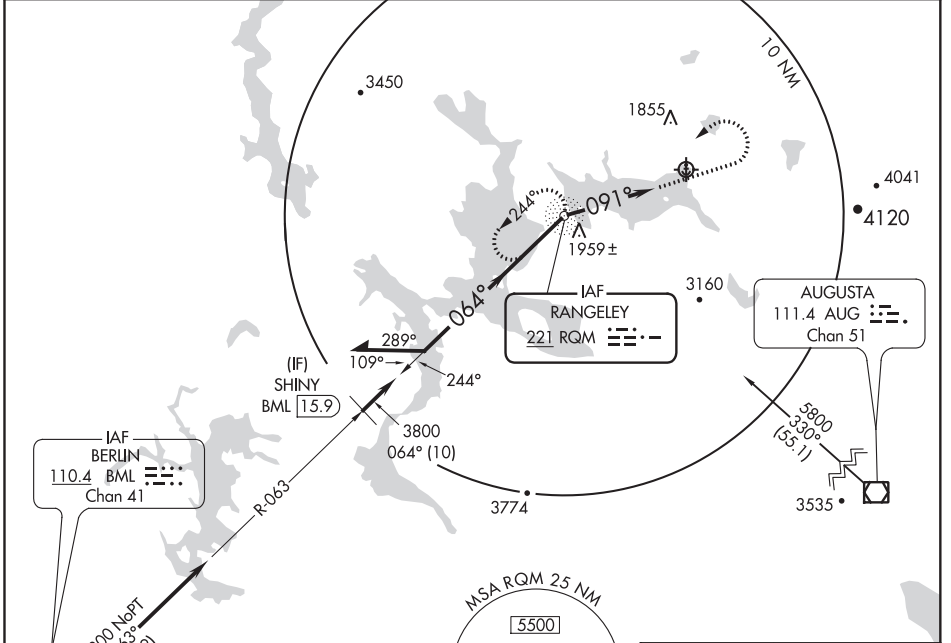
**RANGELEY LAKE SEAPLANE BASE (M57)**

NDB RQM <b>221</b>	APP CRS <b>091°</b>	Rwy Idg TDZE Apt Elev <b>1518</b>	<b>N/A</b> <b>N/A</b> <b>1518</b>
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▼ Procedure NA at night.  
▲ NA Obtain local altimeter setting on CTAF; when not received, use Berlin altimeter setting.

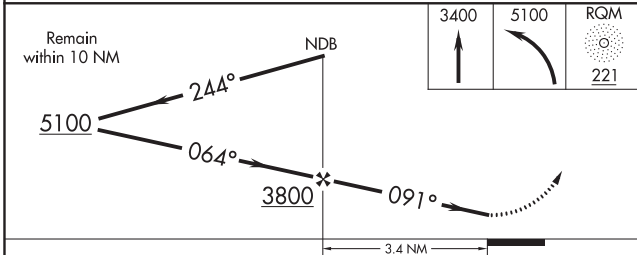
**MISSED APPROACH:** Climb to 3400 then climbing left turn to 5100 direct RQM NDB and hold, continue climb-in-hold to 5100.

<b>BOSTON CENTER</b> <b>124.25 290.5</b>	<b>CTAF</b> <b>122.9</b>
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Procedure NA for arrivals at BML VOR/DME via V104 westbound.

ELEV 1518



SEE RANGELEY LAKE LANDING CHART

CATEGORY	A	B	C	D		
CIRCLING	2860-1¼ 1342 (1400-1¼)	2860-1½ 1342 (1400-1½)		NA		
BERLIN ALTIMETER SETTING MINIMUMS						
CIRCLING	3000-1¼ 1482 (1500-1¼)	3000-1½ 1482 (1500-1½)		NA		
FAF to MAP 3.4 NM						
	Knots	60	90	120	150	180
	Min:Sec	3:24	2:16	1:42	1:22	1:08

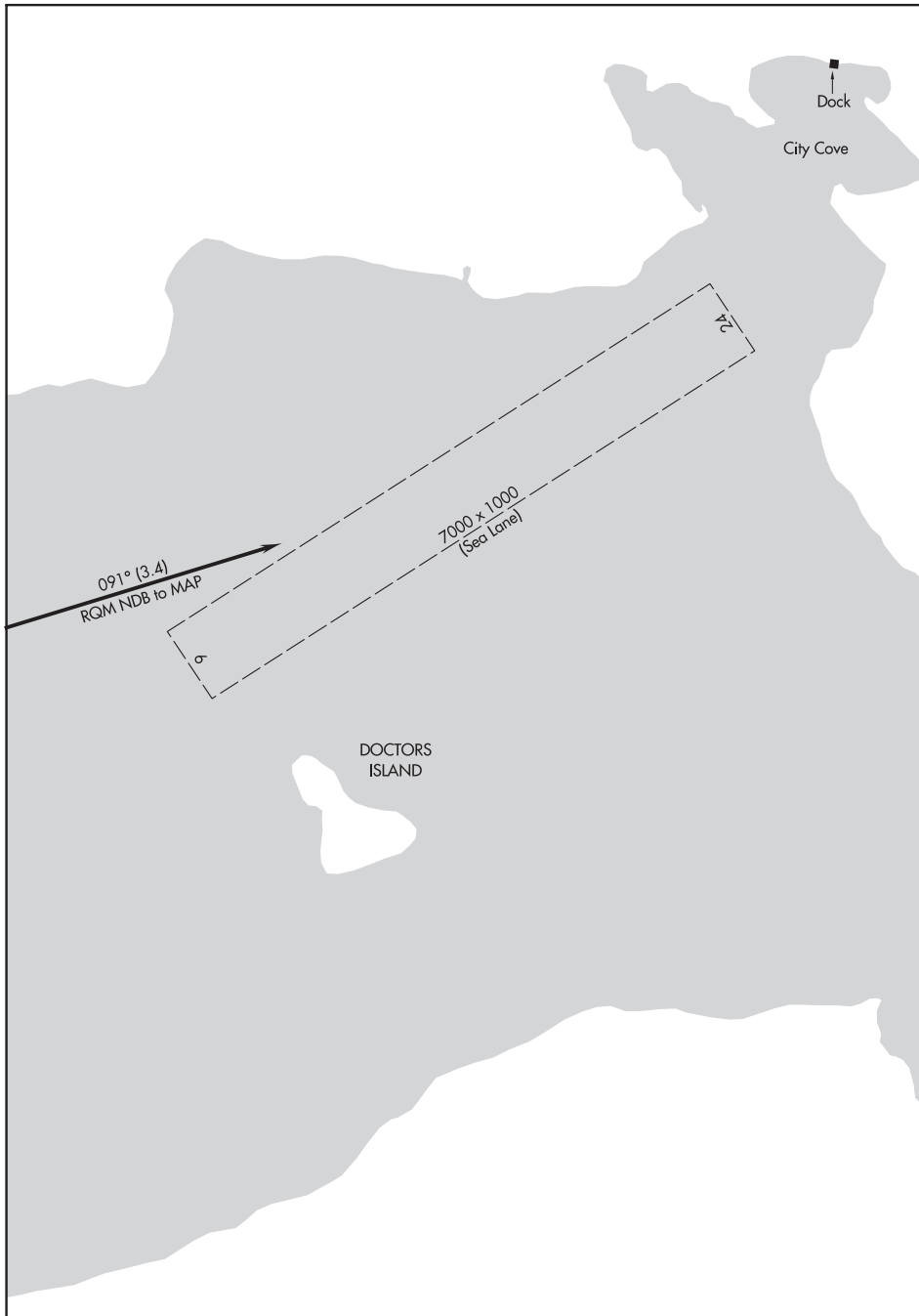
NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

09127

# NDB-B LANDING

RANGELEY LAKE SEAPLANE BASE (M57)  
AL-9122 (FAA) RANGELEY, MAINE



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# NDB-B LANDING

09127

44°57'N - 70°40'W RANGELEY, MAINE  
RANGELEY LAKE SEAPLANE BASE (M57)

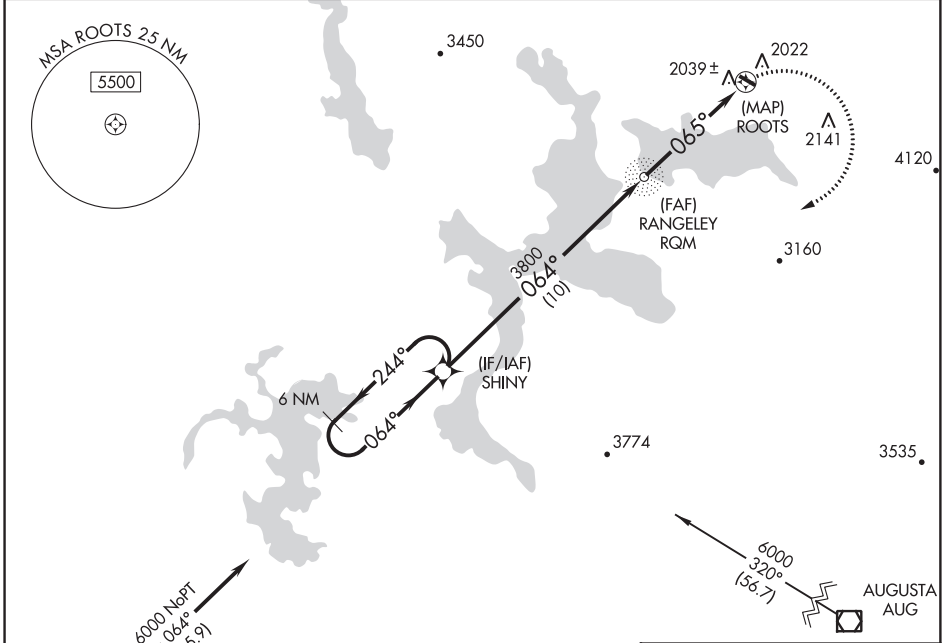
APP CRS	Rwy Idg	N/A
065°	TDZE	N/A
	Apt Elev	1825

# RNAV (GPS)-D

STEVEN A BEAN MUNI (8B0)

<p><b>▼</b> DME/DME RNP-0.3 NA.</p> <p><b>▲</b> NA Obtain local altimeter setting on CTAF; when not received, use Berlin altimeter setting.</p>	<p>MISSED APPROACH: Climbing right turn to 6000 direct SHINY and hold, continue climb-in-hold to 6000.</p>
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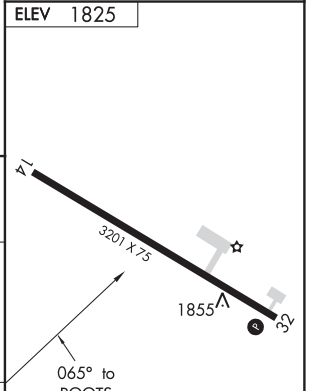
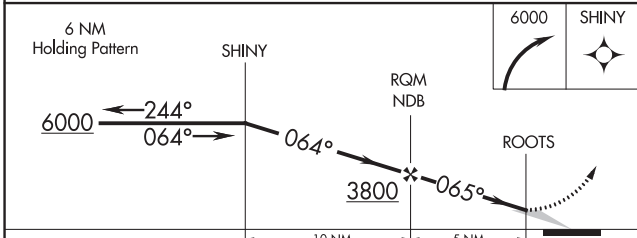
<p>AWOS-3</p> <p><b>118.0</b></p>	<p>BOSTON CENTER</p> <p><b>124.25 290.5</b></p>	<p>UNICOM</p> <p><b>122.8 (CTAF) 0</b></p>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

<p>(IAF) BERLIN BML</p> <p>6000 NoPT 064° (15.9)</p> <p>Procedure NA for arrivals at BML VOR/DME via V104 westbound.</p>	<p>ELEV 1825</p>
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CATEGORY	A	B	C	D
CIRCLING	2380-1	555 (600-1)		NA
BERLIN ALTIMETER SETTING MINIMUMS				
CIRCLING	2560-1	735 (800-1)		NA

REIL Rwy 14 and 32 0

MIRL Rwy 14-32 0

RANGELEY, MAINE

AL-6863 (FAA)

16315

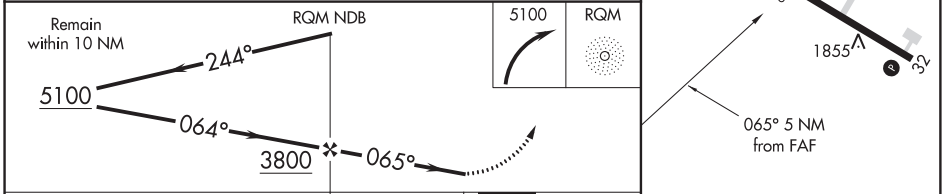
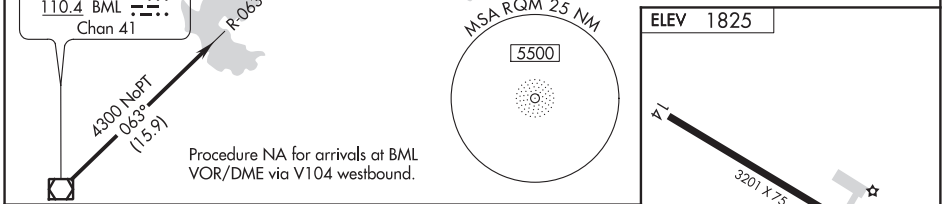
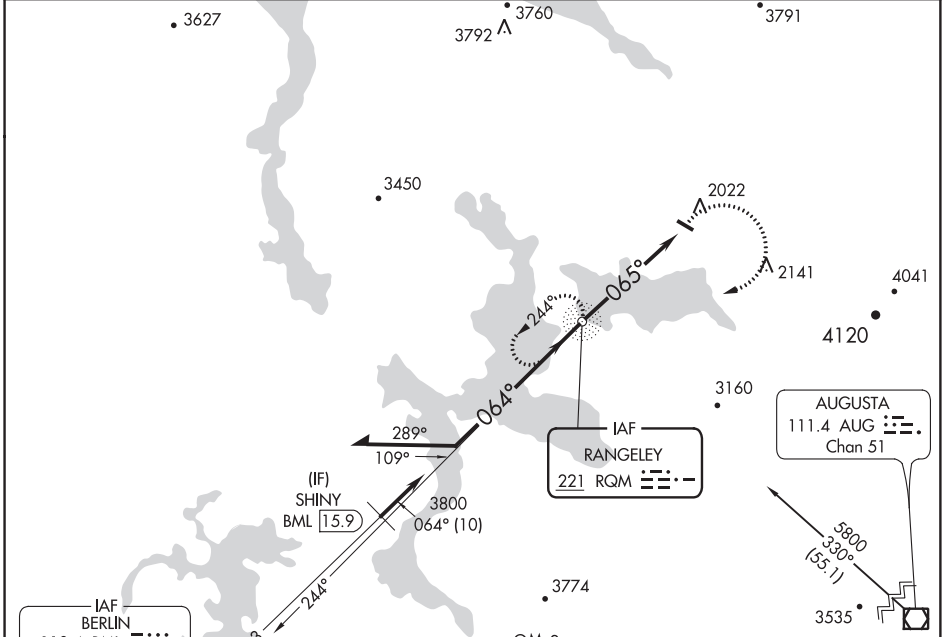
NDB RQM <b>221</b>	APP CRS <b>065°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1825</b>
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**NDB-A**

STEVEN A BEAN MUNI (8B/)

<p><b>▽</b> Obtain local altimeter setting on CTAF; when not received, use Berlin altimeter setting.</p>	<p><b>MISSED APPROACH:</b> Climbing right turn to 5100 direct RQM NDB and hold, continue climb-in-hold to 5100.</p>
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AWOS-3 <b>118.00</b>	BOSTON CENTER <b>124.25 290.5</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	NA	D
CIRCLING	2520-1	695 (700-1)		NA	
BERLIN ALTIMETER SETTING MINIMUMS					
CIRCLING	2700-1 875 (900-1)	2700-1¼ 875 (900-1¼)		NA	
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

RANGELEY, MAINE  
Amdt 5 07MAY09

45°00'N-70°40'W

STEVEN A BEAN MUNI (8B/)

**NDB-A**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>72715</b> <b>W33A</b>	APP CRS <b>327°</b>	Rwy Idg TDZE Apt Elev	<b>4201</b> <b>322</b> <b>322</b>
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# RNAV (GPS) RWY 33

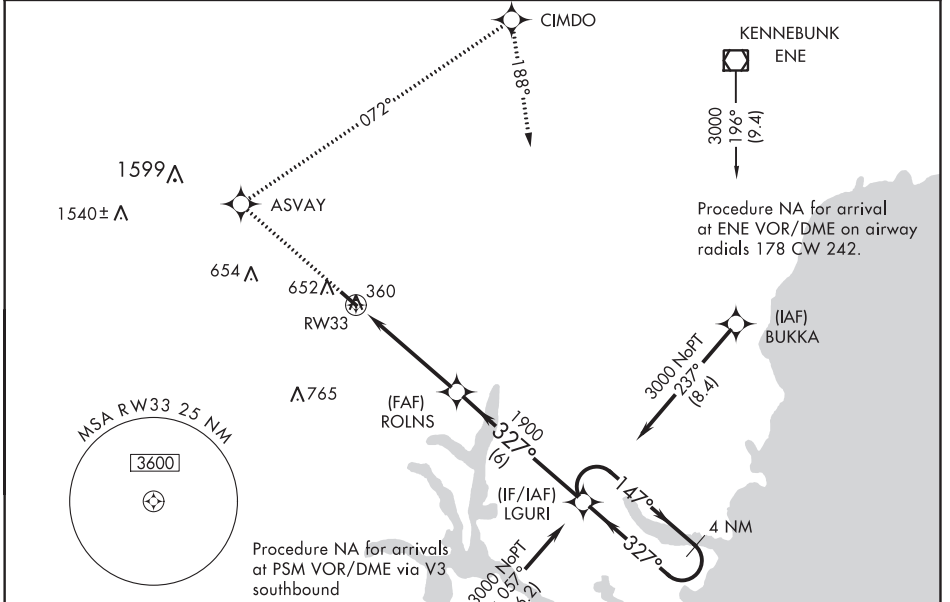
SKYHAVEN (DAW)

**⚠** Baro-VNAV NA when using Portsmouth altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Portsmouth altimeter setting and increase all D 62 feet and all MDA 80 feet, and LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C, and Circling Cat B-C ¼ mile.

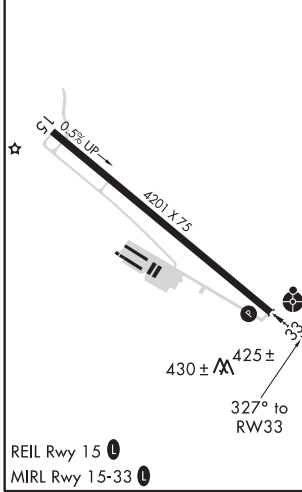
**ODALS**

**MISSED APPROACH:** Climb to 3000 direct ASVAY and via track 072° to CIMDO and via track 188° to LGURI and hold.

ASOS <b>135.275</b>	BOSTON APP CON <b>125.05 269.4</b>	UNICOM <b>122.7 (CTAF)</b>
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ELEV 322	TDZE 322
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3000	ASVAY	CIMDO	LGURI	4 NM Holding Pattern															
↑	✧	tr 072°	✧	✧															
<table border="1"> <tr> <td>ROLNS</td> <td>4.8 NM</td> <td>6 NM</td> <td></td> <td></td> </tr> <tr> <td>RW33</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>1900</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>					ROLNS	4.8 NM	6 NM			RW33					1900				
ROLNS	4.8 NM	6 NM																	
RW33																			
1900																			
CATEGORY	A	B	C	D															
LPV DA	627-1		305 (400-1)	NA															
LNAV/VNAV DA	695-1¼		373 (400-1¼)	NA															
LNAV MDA	860-1	538 (600-1)	860-1½ 538 (600-1½)	NA															
CIRCLING	1020-1	698 (700-1)	1020-2 698 (700-2)	NA															

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ROCHESTER, NEW HAMPSHIRE

AL-5978 (FAA)

15344

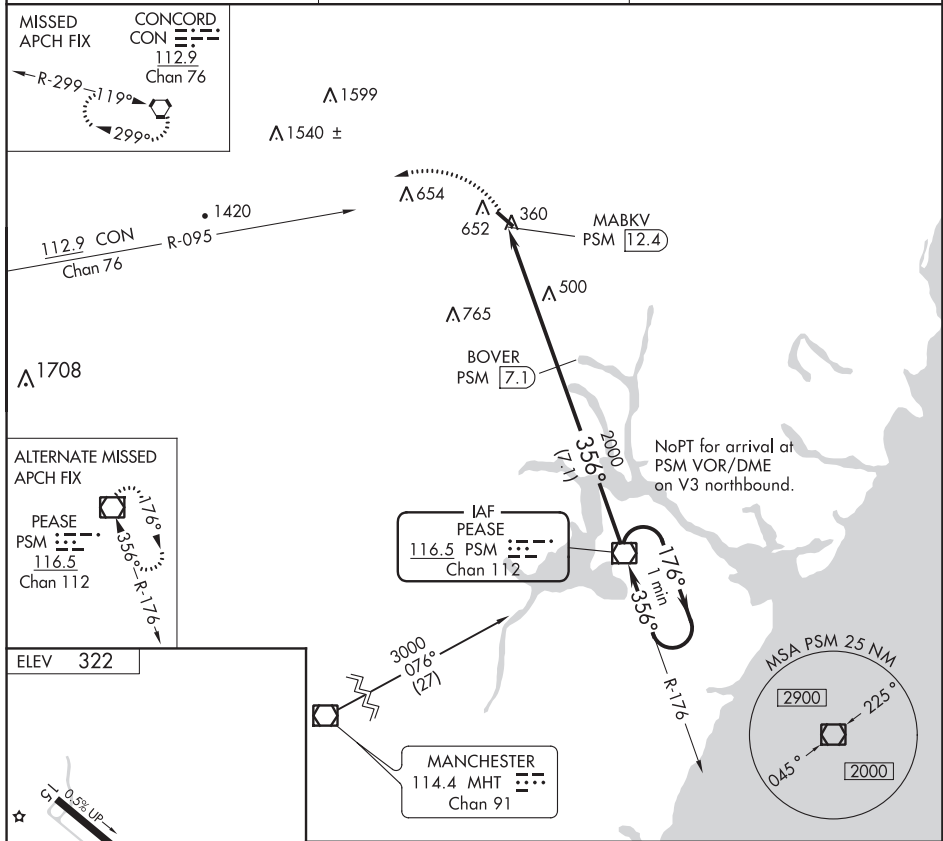
VOR/DME PSM <b>116.5</b> Chan <b>112</b>	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>322</b>
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**VOR/DME-A**  
SKYHAVEN (D.A.W)

**⚠** When local altimeter not received, use Portsmouth altimeter setting and increase all MDA 80 feet, and Circling visibility Cat B-C ¼ mile.

**⚠** MISSED APPROACH: Climbing left turn to 3500 via heading 270° and CON VORTAC R-095 to CON VORTAC and hold.

ASOS <b>135.275</b>	BOSTON APP CON <b>125.05 269.4</b>	UNICOM <b>122.7</b> (CTAF) <b>Ⓛ</b>
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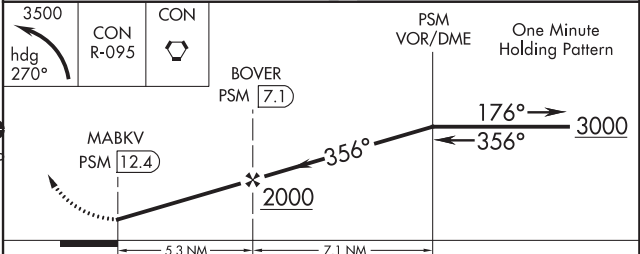
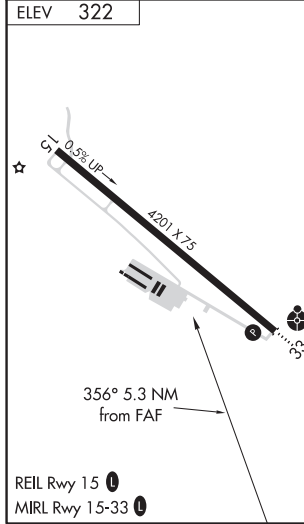


**MISSED APCH FIX**

CONCORD CON  
112.9  
Chan 76

**ALTERNATE MISSED APCH FIX**

PEASE PSM  
116.5  
Chan 112



CATEGORY	A	B	C	D
CIRCLING	1020-1	698 (700-1)	1020-2 698 (700-2)	NA

ROCHESTER, NEW HAMPSHIRE  
Amdt 2 17DEC09

43°17'N-70°56'W

SKYHAVEN (D.A.W)  
**VOR/DME-A**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

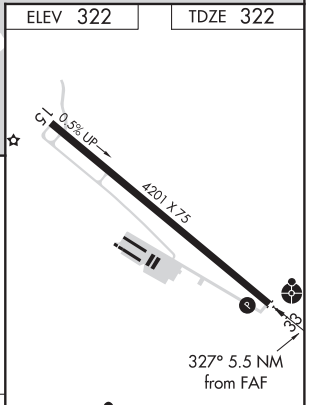
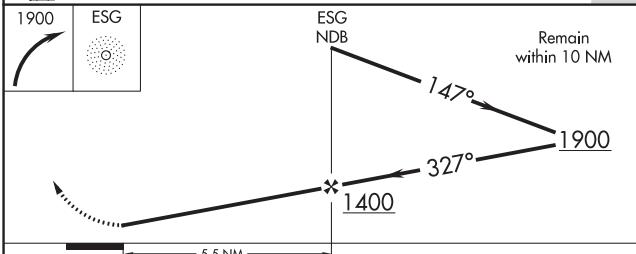
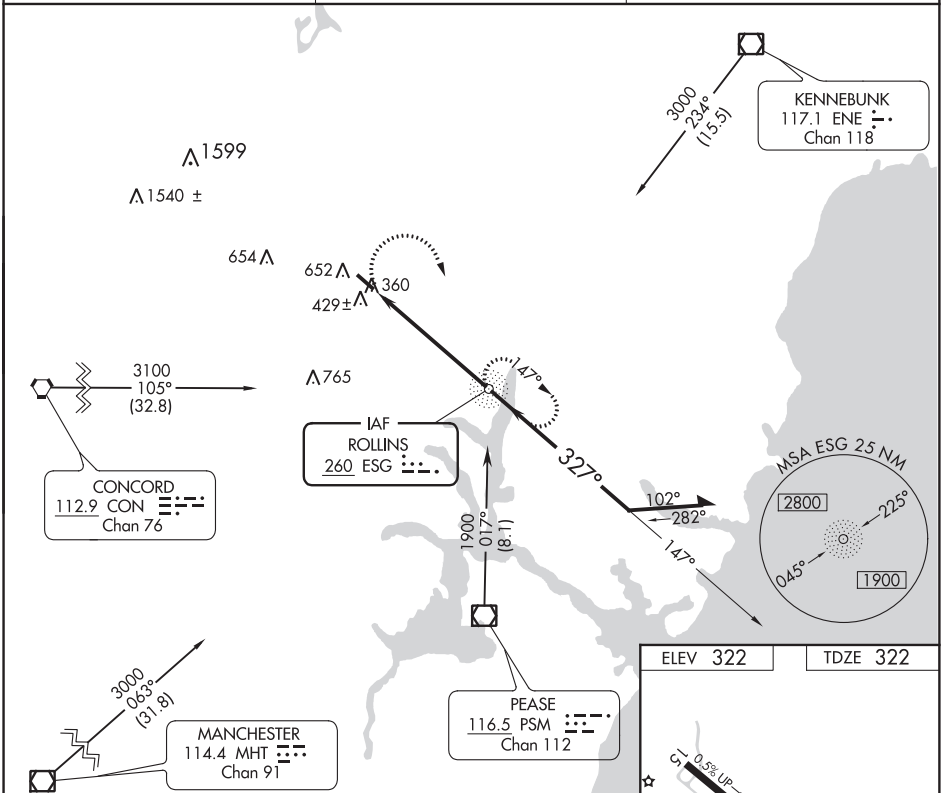
NDB ESG	APP CRS	Rwy Idg	<b>4201</b>
<b>260</b>	<b>327°</b>	TDZE	<b>322</b>
		Apt Elev	<b>322</b>

# NDB RWY 33

SKYHAVEN (DAW)

<p><b>▼</b> When local altimeter not received, use Portsmouth Intl at Pease altimeter setting.</p> <p><b>▲</b> NA</p>	<p>ODALS</p>	<p>MISSED APPROACH: Climbing right turn to 1900 direct ESG NDB and hold.</p>
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ASOS <b>135.275</b>	BOSTON APP CON <b>125.05 269.4</b>	UNICOM <b>122.7 (CTAF)</b>
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CATEGORY	A	B	C	D
S-33	860-1	538 (600-1)	860-1½ 538 (600-1½)	NA
CIRCLING	1020-1	698 (700-1)	1020-2 698 (700-2)	NA

REIL Rwy 15

MIRL Rwy 15-33

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ROCKLAND, MAINE

AL-993 (FAA)

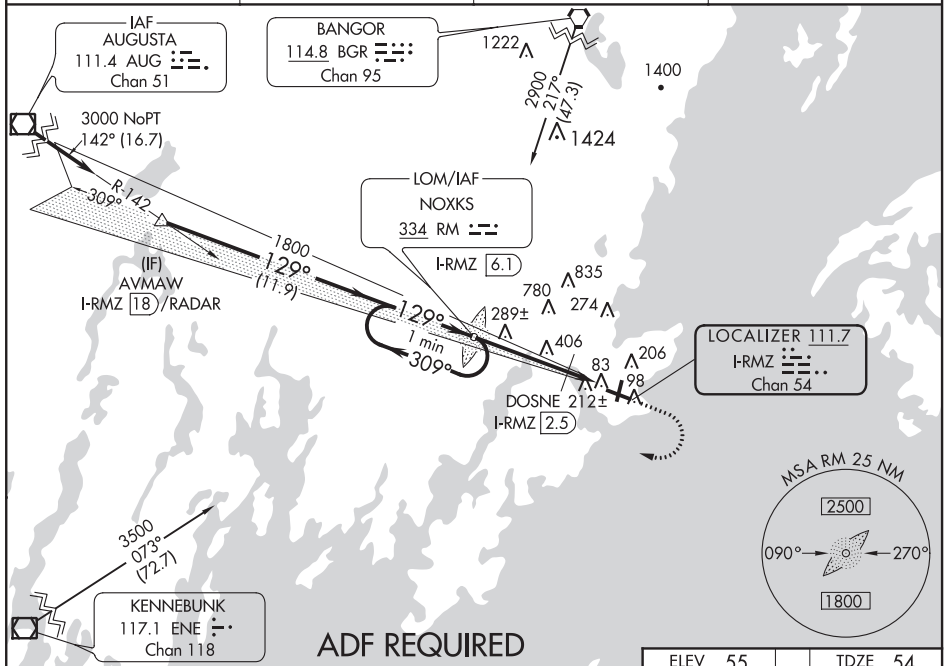
15344

LOC/DME I-RMZ <b>111.7</b> Chan 54	APP CRS <b>129°</b>	Rwy Idg TDZE <b>54</b> Apt Elev <b>55</b>
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# ILS or LOC RWY 13

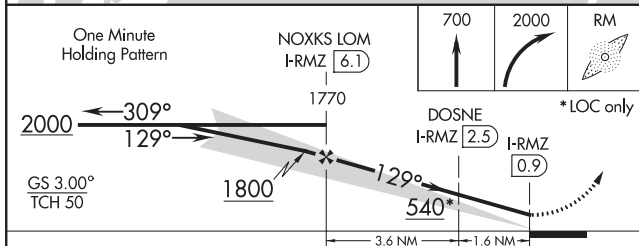
KNOX COUNTY RGNL (R.KD)

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct NOXKS LOM and hold.			
AWOS-3PT <b>119.025</b>	PORTLAND APP CON* <b>120.4 299.2</b>	CLNC DEL <b>123.8</b>	UNICOM <b>123.05</b> (CTAF)

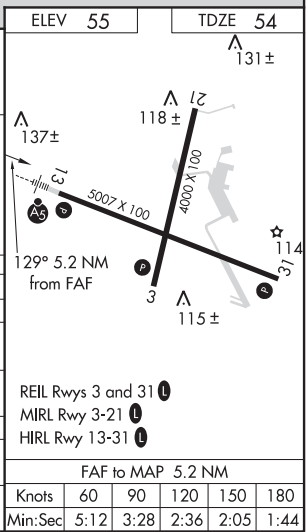


NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 13	254-½ 200 (200-½)			
S-LOC 13	540-½	486 (500-½)	540-¾ 486 (500-¾)	540-1 486 (500-1)
CIRCLING	600-1	545 (600-1)	600-1½ 545 (600-1½)	620-2 565 (600-2)
DME MINIMUMS				
S-LOC 13	440-½ 386 (400-½)		440-¾ 386 (400-¾)	
CIRCLING	600-1	545 (600-1)	600-1½ 545 (600-1½)	620-2 565 (600-2)



ROCKLAND, MAINE  
Amdt 1C 13MAR08

44°04'N - 69°06'W

# ILS or LOC RWY 13

KNOX COUNTY RGNL (R.KD)



WAAS CH <b>40210</b> <b>W03A</b>	APP CRS <b>031°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>54</b> <b>55</b>
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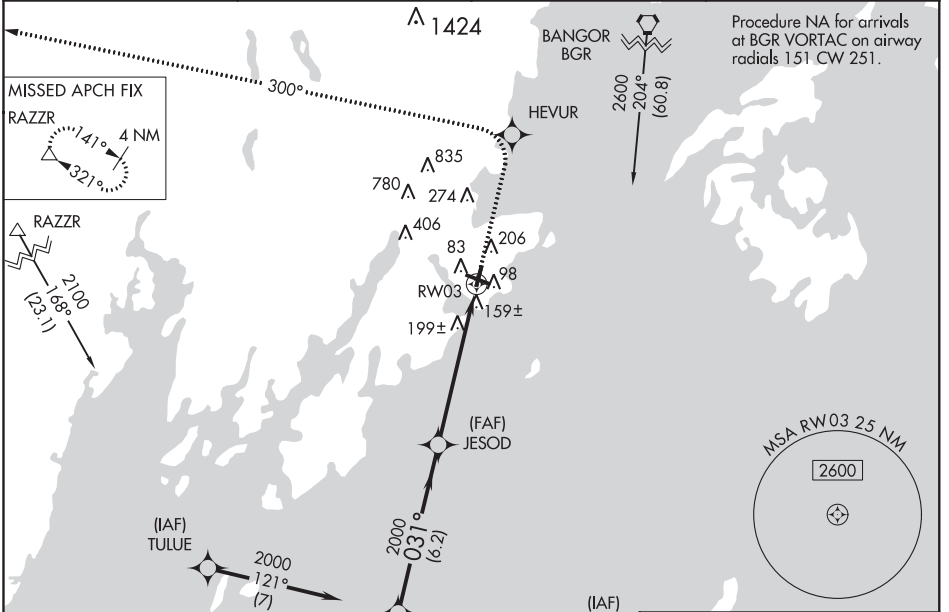
# RNAV (GPS) RWY 3

KNOX COUNTY RGNL (R.KD)

**▼** Baro-VNAV NA when using Wiscasset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. **▲** Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiscasset altimeter setting and increase all DA 65 feet, all MDA 80 feet, LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HEVUR and via 300° track to RAZZR and hold.

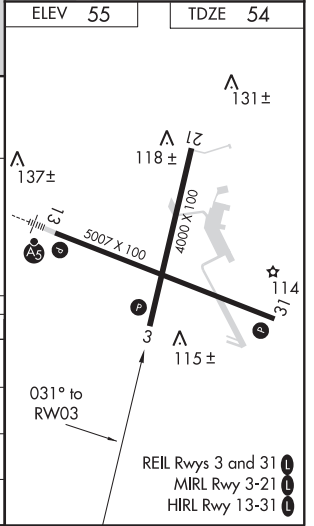
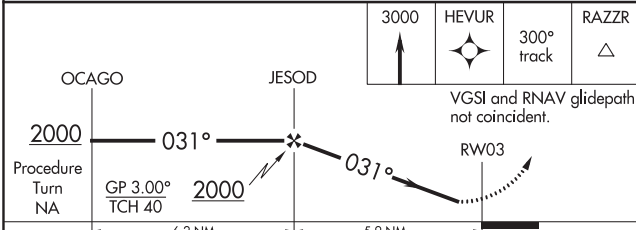
AWOS-3PT <b>119.025</b>	PORTLAND APP CON★ <b>120.4 299.2</b>	CLNC DEL <b>123.8</b>	UNICOM <b>123.05</b> (CTAF) <b>📻</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 55	TDZE 54
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CATEGORY	A	B	C	D
LPV DA	374-1¼ 320 (400-1¼)			
LNAV/VNAV DA	459-1½ 405 (500-1½)			
LNAV MDA	540-1 486 (500-1)	540-1¼ 486 (500-1¼)		540-1½ 486 (500-1½)
CIRCLING	600-1 545 (600-1)	600-1½ 545 (600-1½)		620-2 565 (600-2)

APP CRS	Rwy Idg	<b>5007</b>
<b>309°</b>	TDZE	<b>55</b>
	Apt Elev	<b>55</b>

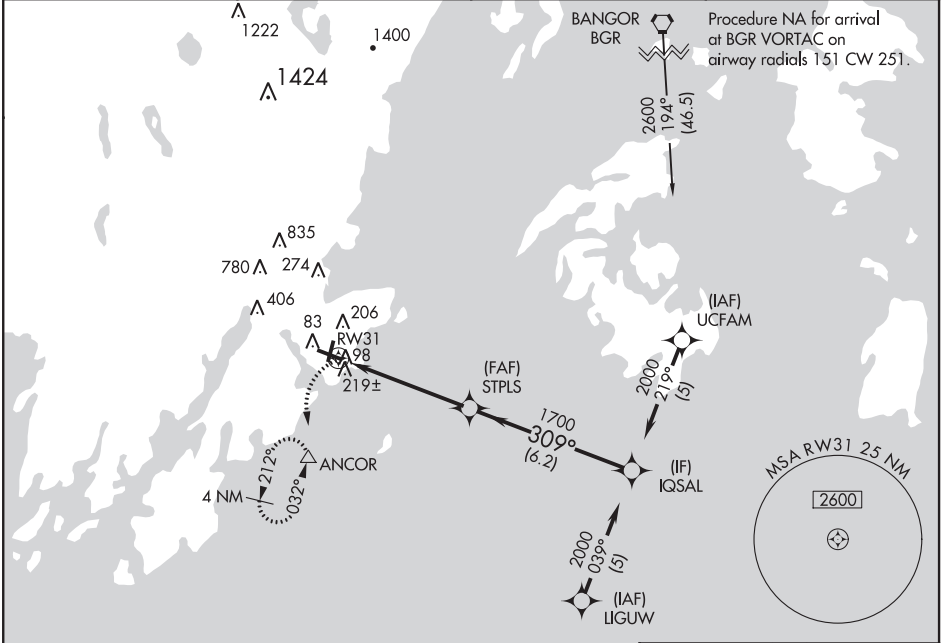
# RNAV (GPS) RWY 31

KNOX COUNTY RGNL (R.KD)

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 When local altimeter setting not received, use Wiscasset altimeter setting and increase all MDA 80 feet, LNAV Cat C and D and circling Cat C visibility ¼ mile.

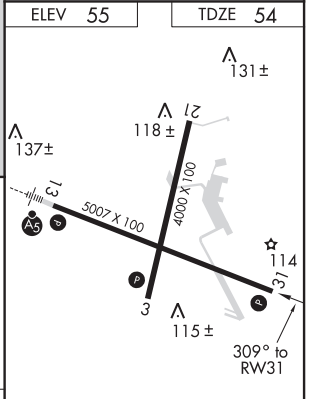
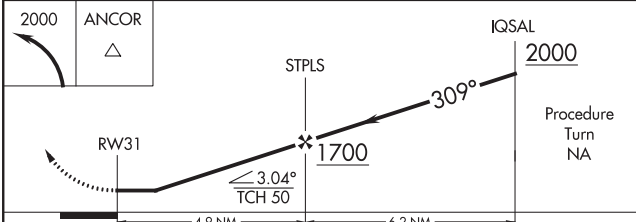
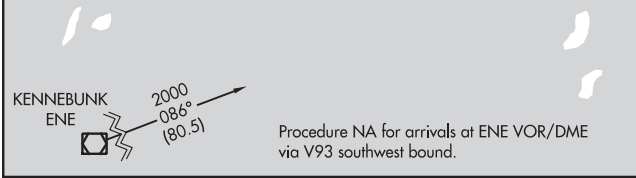
**⚠** MISSED APPROACH: Climbing left turn to 2000 direct ANCOR and hold, continue climb-in-hold to 2000.

AWOS-3PT <b>119.025</b>	PORTLAND APP CON★ <b>120.4 299.2</b>	CLNC DEL <b>123.8</b>	UNICOM <b>123.05</b> (CTAF) <b>📻</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNAV MDA	480-1	425 (500-1)	480-1¼	425 (500-1¼)
CIRCLING	600-1	545 (600-1)	600-1½	620-2
			545 (600-1½)	565 (600-2)

REIL Rwy 3 and 31 **📻**  
 MIRL Rwy 3-21 **📻**  
 HIRL Rwy 13-31 **📻**

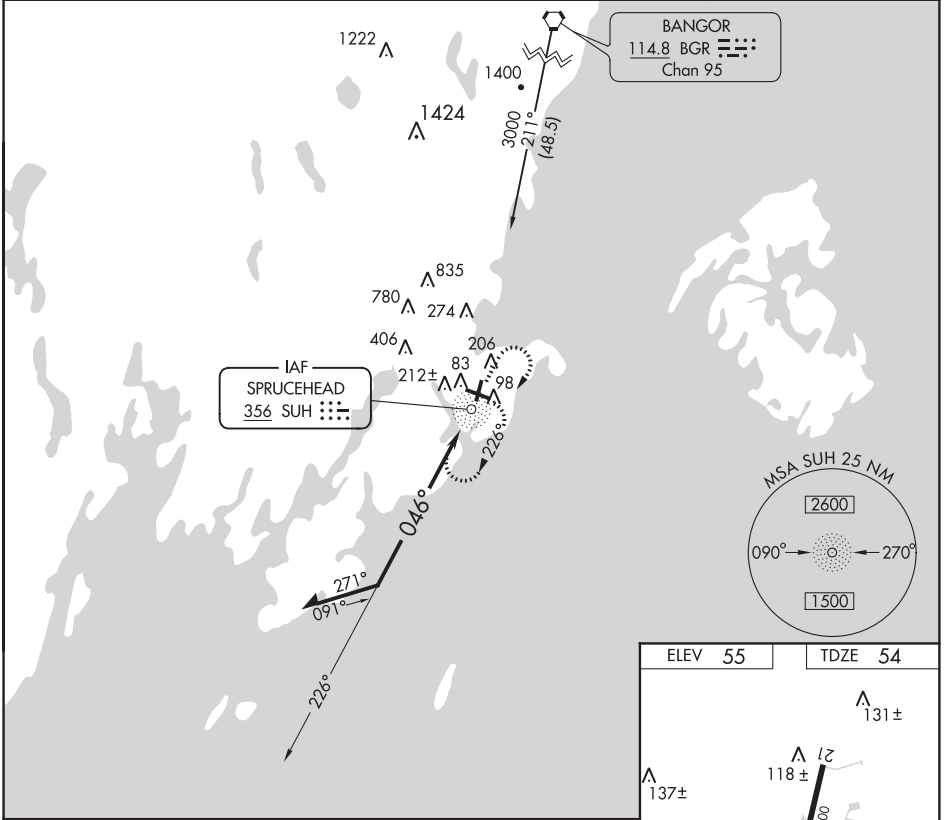
NDB SUH	APP CRS	Rwy Idg	<b>4000</b>
<b>356</b>	<b>046°</b>	TDZE	<b>54</b>
		Apt Elev	<b>55</b>

# NDB RWY 3

KNOX COUNTY RGNL (R.KD)

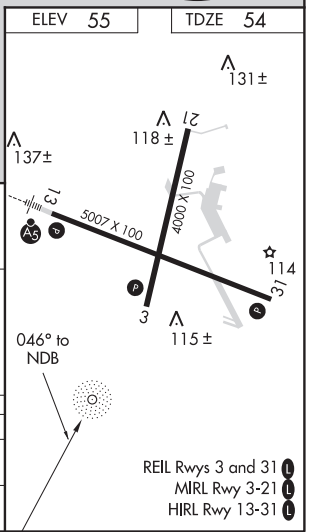
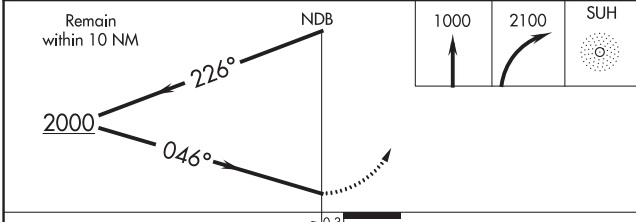
<p>▽</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 1000, then right climbing turn to 2100 direct SUH NDB and hold.</p>		
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<p>AWOS-3PT</p> <p><b>119.025</b></p>	<p>PORTLAND APP CON★</p> <p><b>120.4 299.2</b></p>	<p>CLNC DEL</p> <p><b>123.8</b></p>	<p>UNICOM</p> <p><b>123.05 (CTAF)</b> </p>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-3	580-1 526 (600-1)		580-1½ 526 (600-1½)	580-1¾ 526 (600-1¾)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

ROCKLAND, MAINE

AL-993 (FAA)

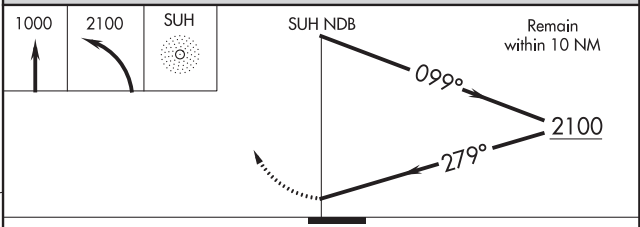
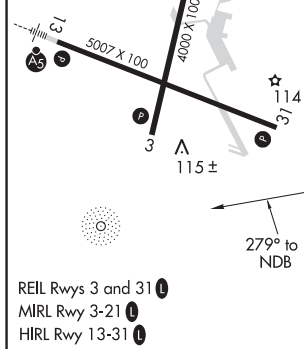
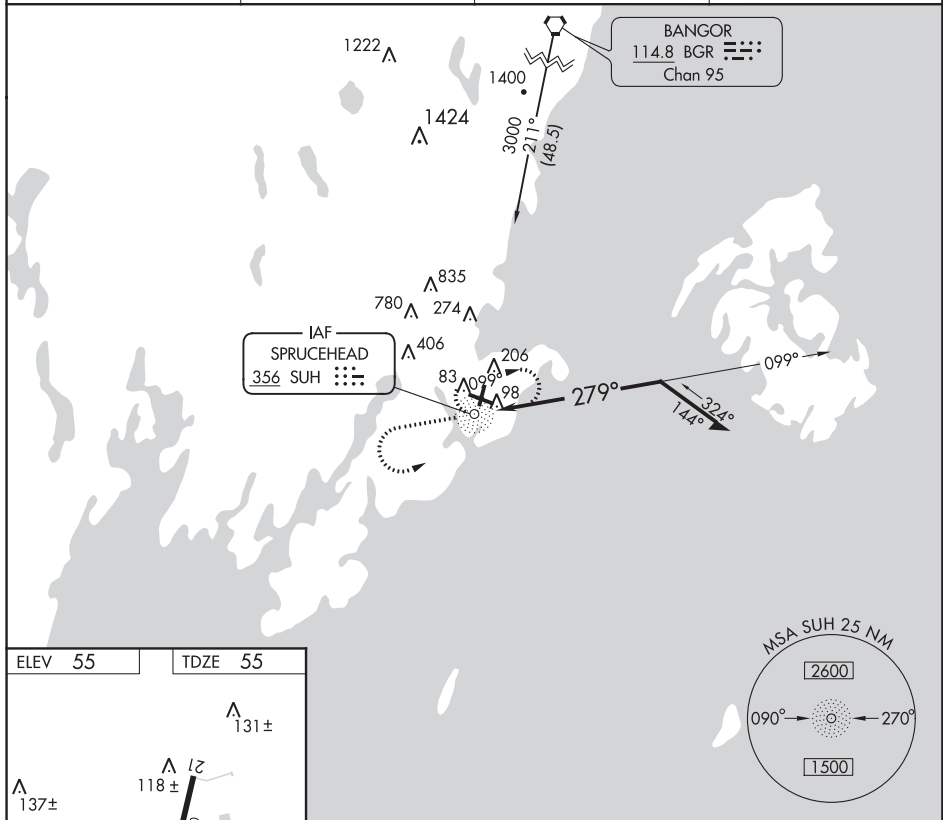
16091

NDB SUH <b>356</b>	APP CRS <b>279°</b>	Rwy Idg TDZE Apt Elev	<b>5007</b> <b>55</b> <b>55</b>
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# NDB RWY 31

KNOX COUNTY RGNL (R.KD)

NA Helicopter visibility reduction below 3/4 SM.		MISSED APPROACH: Climb to 1000 then left climbing turn to 2100 direct SUH NDB and hold.	
AWOS-3PT <b>119.025</b>	PORTLAND APP CON★ <b>120.4 299.2</b>	CLNC DEL <b>123.8</b>	UNICOM <b>123.05 (CTAF)</b>



CATEGORY	A	B	C	D
S-31	620-1	565 (600-1)	620-1½ 565 (600-1½)	620-1¾ 565 (600-1¾)
CIRCLING	620-1	565 (600-1)	620-1½ 565 (600-1½)	620-2 565 (600-2)

ROCKLAND, MAINE  
Orig-D 31MAR16

44°04'N - 69°06'W

KNOX COUNTY RGNL (R.KD)  
**NDB RWY 31**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



LOC/DME I-RUT <b>111.7</b> Chan <b>54</b>	APP CRS <b>194°</b>	Rwy Idg <b>5000</b> THRE <b>774</b> Apt Elev <b>787</b>
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# ILS or LOC/DME Z RWY 19

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

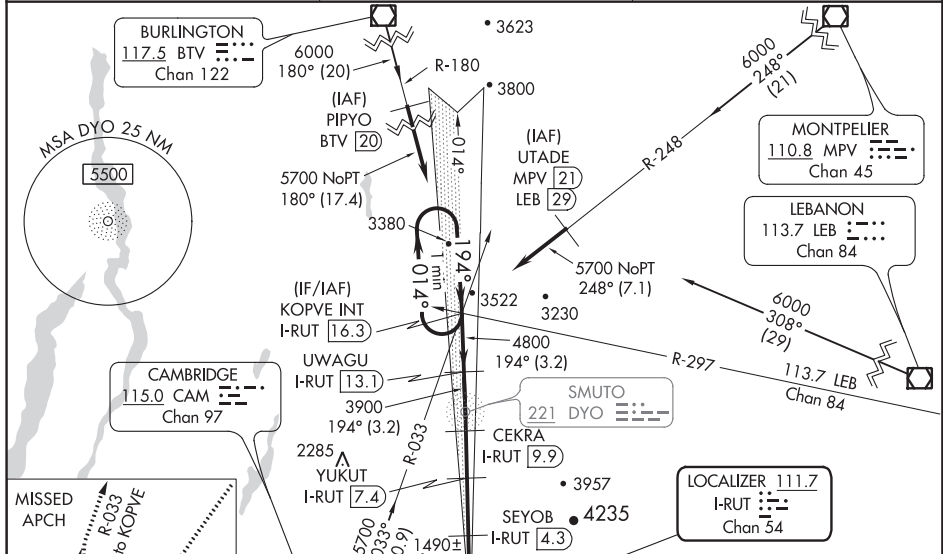
**⚠** Circling to Rwy 31 NA at night. When VGSJ inop, Circling Rwy 13 NA at night. Circling NA east of Rws 19, 31. VDP NA with Springfield altimeter setting. When local altimeter setting not received, use Springfield altimeter setting: increase all DA 477 feet and all MDA 480 feet; increase S-ILS 19 all Cats visibility 1 1/8 miles, increase S-LOC 19 Cat A/B visibility 1/4 mile, and Cat C visibility 1/8 miles. For inop MALSR, increase S-ILS 19 visibility all Cats to 1 1/4 miles, and increase S-LOC 19 Cat C visibility to 1 1/8 miles. For inop MALSR when using Springfield altimeter setting: increase S-ILS 19 all Cats visibilities to 3 miles. † Missed approach requires a minimum climb of 370 feet per NM to 2800: if unable to meet climb gradient, see ILS or LOC/DME Y Rwy 19.

**❄** -2°C  
25°F

**MALSR**  
AG

**MISSED APPROACH:**  
Climbing right turn to 5700 to intercept RUT VOR/DME R-225 to FAROX/RUT 7.5 DME and right turn to intercept CAM VOR/DME R-033 to KOPVE INT/I-RUT 16.3 DME and hold.

AWOS-3PT <b>118.375</b>	BOSTON CENTER <b>135.7 282.2</b>	UNICOM <b>122.8 (CTAF)</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

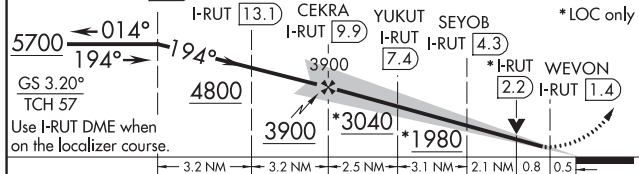
NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 787	D	THRE 774
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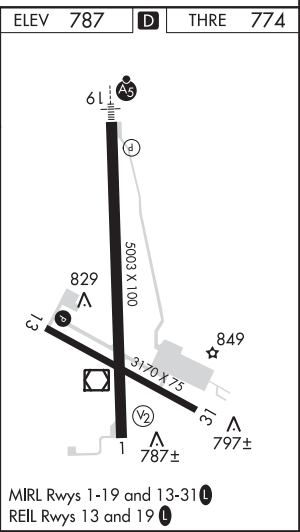
One Minute Holding Pattern  
KOPVE INT I-RUT 16.3  
UWAGU I-RUT 13.1

VGSJ and ILS glidepath not coincident (VGSJ Angle 3.20/TCH 55).

5700 RUT R-225	FAROX RUT 7.5	KOPVE INT CAM R-033
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CATEGORY	A	B	C	D
S-ILS 19†	1188-7/8	414 (500-7/8)		NA
S-LOC 19†	1280-1/2	506 (500-1/2)	1280-1 506 (500-1)	NA
CIRCLING	1940-1 1/4 1153 (1200-1 1/4)	1940-1 1/2 1153 (1200-1 1/2)	2000-3 1213 (1300-3)	NA



APP CRS <b>014°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>787</b> <b>787</b>
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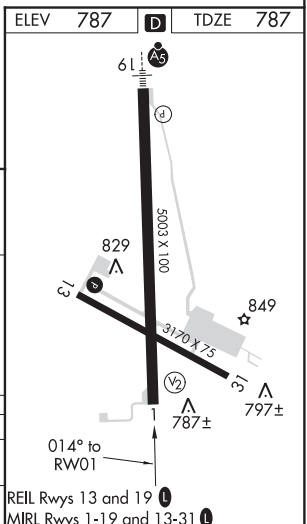
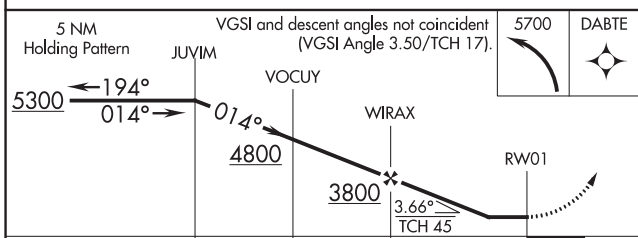
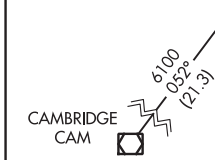
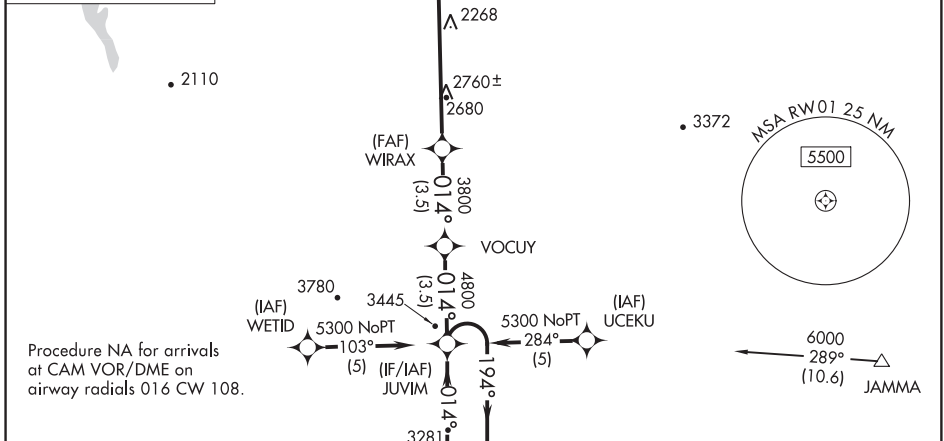
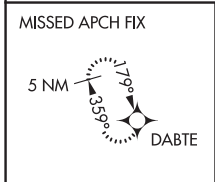
# RNAV (GPS) RWY 1

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

**Procedure NA at night. Circling NA east of Rwy 19 and 31. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet.**

**MISSED APPROACH: Climbing left turn to 5700 direct DABTE and hold.**

<b>AWOS-3PT</b> <b>118.375</b>	<b>BOSTON CENTER</b> <b>135.7 282.2</b>	<b>UNICOM</b> <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
LNVA MDA	3100-1¼ 2313 (2400-1¼)	3100-1½ 2313 (2400-1½)	3100-3 2313 (2400-3)	NA
CIRCLING	3100-1¼ 2313 (2400-1¼)	3100-1½ 2313 (2400-1½)	3100-3 2313 (2400-3)	NA

RUTLAND, VERMONT

AL-968 (FAA)


16203

WAAS CH <b>65830</b> <b>W19A</b>	APP CRS <b>194°</b>	Rwy Idg THRE <b>774</b> Apt Elev <b>787</b>	<b>5000</b>
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# RNAV (GPS) Y RWY 19

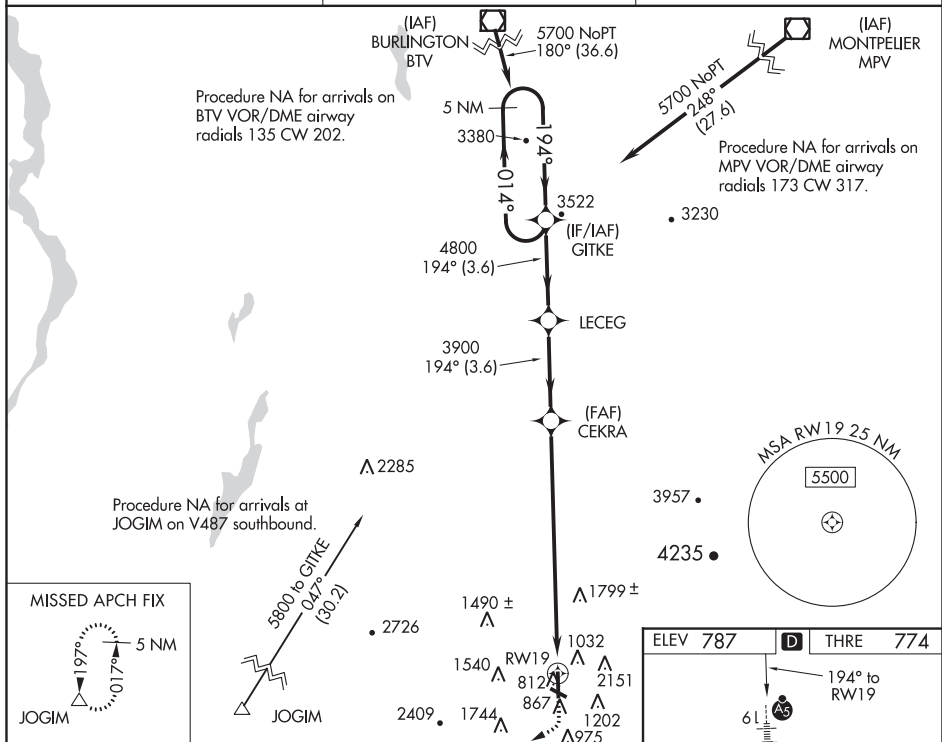
RUTLAND-SOUTHERN VERMONT RGNL (RUT)

**⚠** Circling to Rwy 31 NA at night. Baro-VNAV NA. When VGSI inop, Circling Rwy 13 procedure NA at night. Circling NA NE of Rwys 19 and 31. DME/DME RNP-0.3 NA. VDP NA with Springfield altimeter setting. When local altimeter setting not received use Springfield setting; increase all DA 477 feet, increase LPV and LNAV/VNAV all Cats visibilities 1 1/2 miles; increase all MDA 480 feet. Inoperative table does not apply.

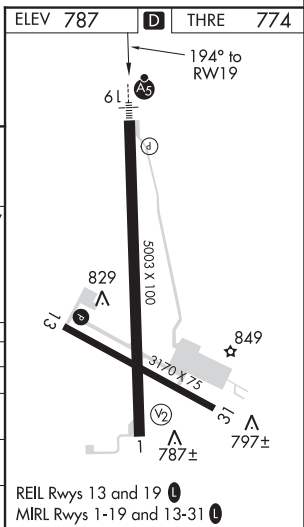
**MALSR** 

**MISSED APPROACH:** Climb to 2700, then climbing right turn to 5700 direct JOGIM and hold, continue climb-in-hold to 5700.

AWOS-3PT <b>118.375</b>	BOSTON CENTER <b>135.7 282.2</b>	UNICOM <b>122.8 (CTAF)</b> 
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CATEGORY	A	B	C	D
LPV DA	2429-5 1655 (1700-5)			NA
LNAV/VNAV DA	2240-4 1/2 1466 (1500-4 1/2)			NA
LNAV MDA	2560-1 1/4 1786 (1800-1 1/4)	2560-1 1/2 1786 (1800-1 1/2)	2560-3 1786 (1800-3)	NA
CIRCLING	2560-1 1/4 1773 (1800-1 1/4)	2560-1 1/2 1773 (1800-1 1/2)	2560-3 1773 (1800-3)	NA



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

RUTLAND, VERMONT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

Amdt 2 20SEP12

43°32'N-72°57'W

# RNAV (GPS) Y RWY 19




WAAS CH <b>93730</b> <b>W19B</b>	APP CRS <b>194°</b>	Rwy Idg THRE <b>774</b> Apt Elev <b>787</b>	<b>5000</b>
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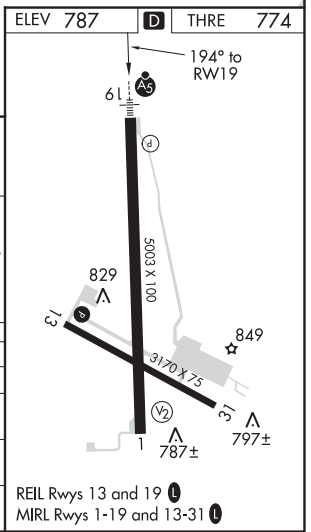
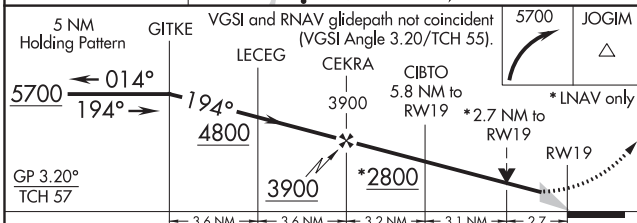
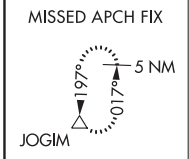
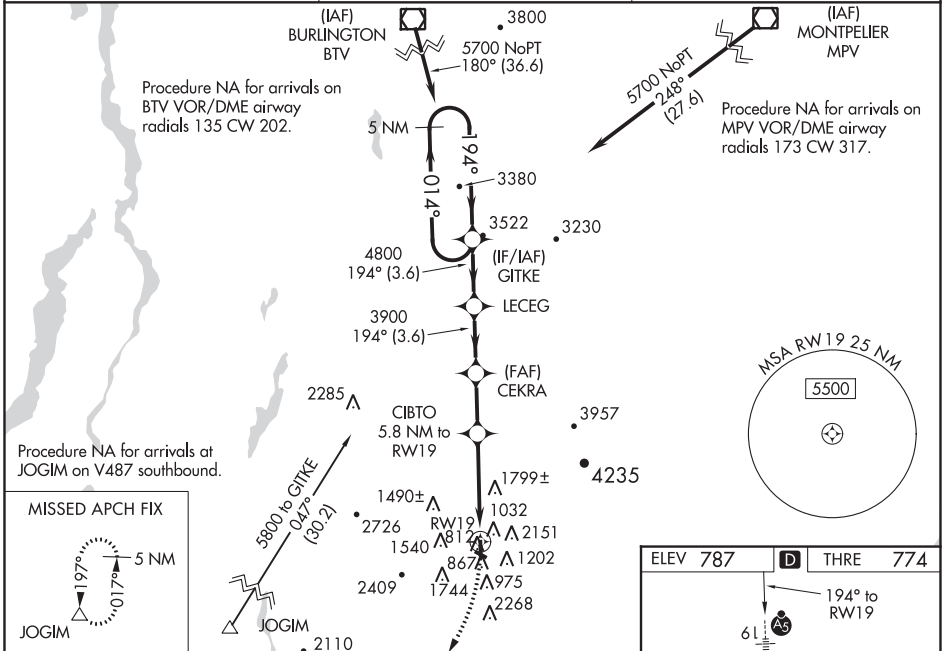
# RNAV (GPS) Z RWY 19

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

**⚠** Circling to Rwy 31 NA at night. Baro-VNAV NA, DME/DME RNP-0.3 NA, VDP NA with Springfield altimeter setting. When local altimeter setting not received, use Springfield altimeter setting: increase all DA 477 feet, increase LPV all Cats visibility 1 3/8 miles, increase LNAV/VNAV all Cats visibility 1 1/2; increase all MDA 480 feet and all Cats visibility 1/2 mile. For inop MALSR, increase LPV visibility all Cats to 1 1/4 miles. Inop table does not apply to LNAV/VNAV all Cats. When using Springfield altimeter setting, inop table does not apply to LNAV/VNAV Cat C. When VGSI inop, Circling Rwy 13 procedure NA at night. Circling NA NE of Rwy 19 and 31. † Missed approach requires a minimum climb of 25°F of 410 feet per NM to 3000; if unable to meet climb gradient, see RNAV (GPS) Y Rwy 19.

**MALSR**  
 MISSED APPROACH: Climbing right turn to 5700 direct JOGIM and hold, continue climb-in-hold to 5700.

AWOS-3PT <b>118.375</b>	BOSTON CENTER <b>135.7 282.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA†	1188-7/8	414 (500-3/4)		NA
LNAV/VNAV DA†	2068-4	1294 (1300-4)		NA
LNAV MDA†	1840-3/4 1066 (1100-3/4)	1840-1 1066 (1100-1)	1840-2 1/2 1066 (1100-2 1/2)	NA
CIRCLING	1940-1 1/4 1153 (1200-1 1/4)	1940-1 1/2 1153 (1200-1 1/2)	2000-3 1213 (1300-3)	NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

VOR/DME RUT <b>111.0</b> Chan <b>47</b>	APP CRS <b>017°</b>	Rwy Idg <b>5000</b> TDZE <b>787</b> Apt Elev <b>787</b>
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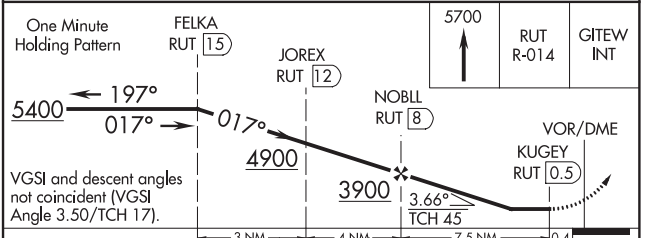
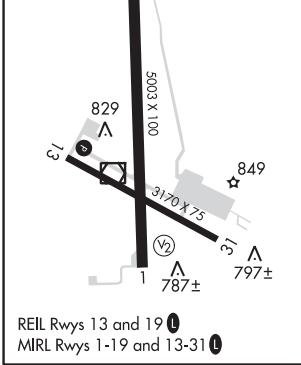
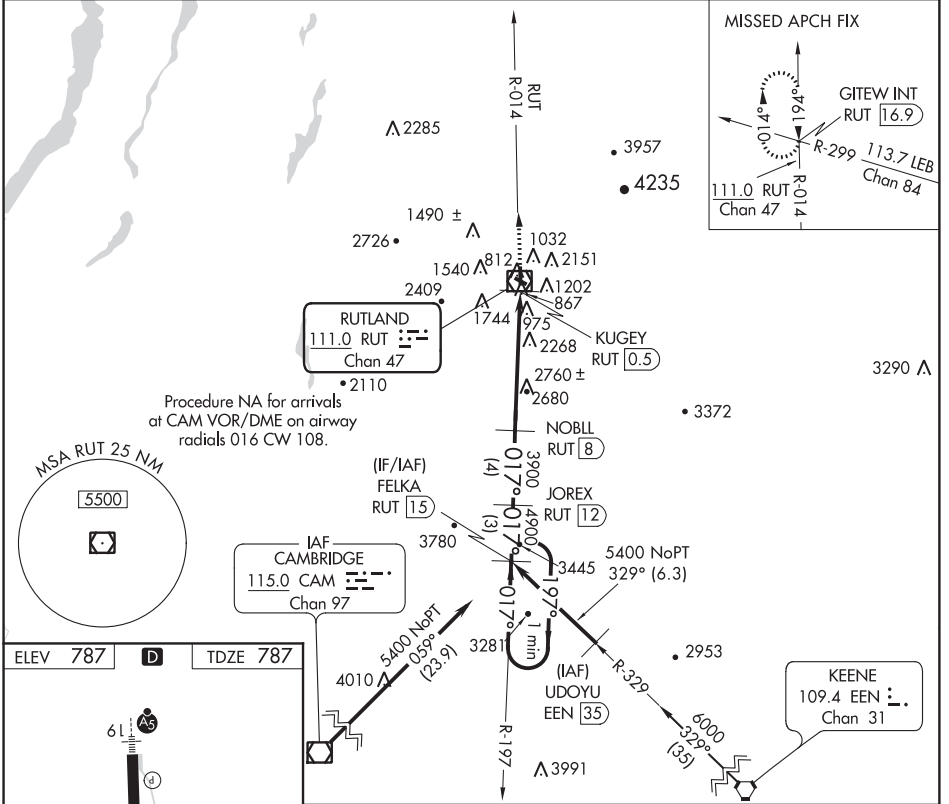
# VOR/DME RWY 1

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

**Procedure NA at night. Circling NA east of Rwy 19 and 31. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet.**

**MISSED APPROACH: Climb to 5700 via RUT VOR/DME R-014 to GITEW INT/RUT 16.9 DME and hold.**

AWOS-3PT <b>118.375</b>	BOSTON CENTER 3522 <b>135.7 282.2</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
S-1	3120 - 1¼ 2333 (2400-1¼)	3120 - 1½ 2333 (2400-1½)	3120 - 3 2333 (2400-3)	NA
CIRCLING	3120 - 1¼ 2333 (2400-1¼)	3120 - 1½ 2333 (2400-1½)	3120 - 3 2333 (2400-3)	NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

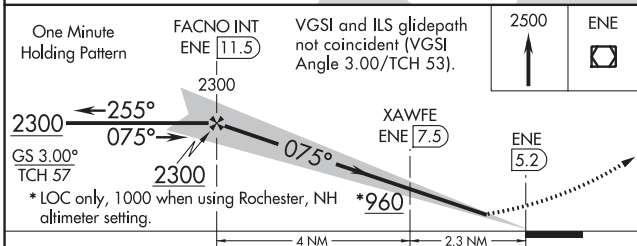
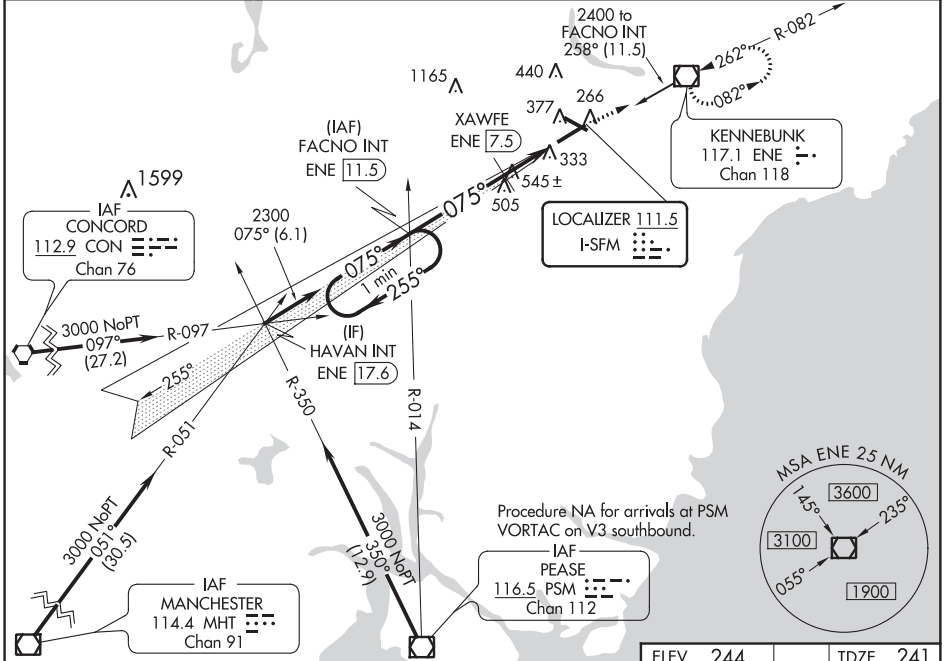
LOC I-SFM <b>111.5</b>	APP CRS <b>075°</b>	Rwy Idg <b>6389</b> TDZE <b>241</b> Apt Elev <b>244</b>
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**ILS or LOC RWY 7**  
SANFORD SEACOAST RGNL (SFM)

**NA** Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Rochester, NH altimeter setting: increase all DA to 479; increase all MDA 40 feet and S-LOC 7 Cat B and Circling Cats B/C/D visibility 1/4 mile and XAWFE fix minimums S-LOC 7 Cats C/D and Circling Cat C visibility 1/2 mile.

**MISSED APPROACH:** Climb to 2500 direct ENE VOR/DME and hold, continue climb-in-hold to 2500.

AWOS-3PT <b>120.025</b>	PORTLAND APP CON * <b>119.75 381.2</b>	CLNC DEL <b>121.725</b>	UNICOM <b>123.075 (CTAF)</b>
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ELEV 244	TDZE 241
REIL Rwy 7 HIRL Rwy 7-25 MRL Rwy 14-32	
FAF to MAP 6.3 NM	
Knots	60 90 120 150 180
Min:Sec	6:18 4:12 3:09 2:31 2:06

CATEGORY	A	B	C	D
S-ILS 7	441-3/4 200 (200-3/4)			
S-LOC 7	960-1	719 (800-1)	960-2	719 (800-2)
CIRCLING	960-1	716 (800-1)	960-2	960-2 1/4 716 (800-2) 716 (800-2 1/4)
XAWFE FIX MINIMUMS				
S-LOC 7	800-1	559 (600-1)	800-1 1/2	559 (600-1 1/2)
CIRCLING	800-1	556 (600-1)	800-1 1/2	860-2 556 (600-1 1/2) 616 (700-2)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>86921</b> W07A	APP CRS <b>075°</b>	Rwy Idg TDZE <b>241</b> Apt Elev <b>244</b>	<b>6389</b>
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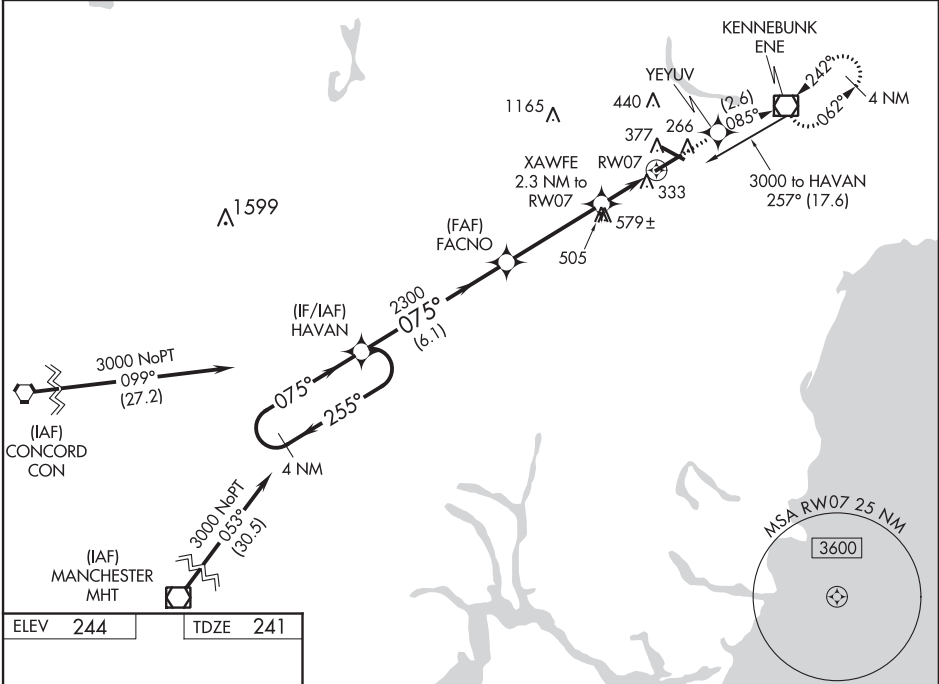
# RNAV (GPS) RWY 7

SANFORD SEACOAST RGNL (SFM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Rochester, NH altimeter setting. When local altimeter setting not received, use Rochester, NH altimeter setting: increase LPV DA to 479; increase LNAV/VNAV DA to 699 and visibility all Cats ½ mile; increase all MDA 40 feet. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct YEYUV and on track 085° to ENE VOR/DME and hold, continue climb-in-hold to 3000.

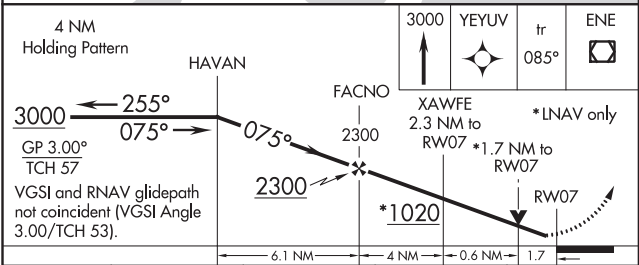
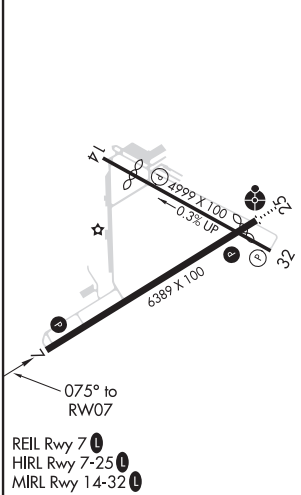
AWOS-3PT <b>120.025</b>	PORTLAND APP CON* <b>119.75 381.2</b>	CLNC DEL <b>121.725</b>	UNICOM <b>123.075 (CTAF)</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 244	TDZE 241
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CATEGORY	A	B	C	D
LPV DA		441-3/4	200 (200-3/4)	
LNAV/VNAV DA		650-1 3/8	409 (500-1 3/8)	
LNAV MDA	840-1	599 (600-1)	840-1 3/4	599 (600-1 3/4)
CIRCLING	840-1	596 (600-1)	840-1 3/4	860-2 616 (700-2)

WAAS CH <b>53521</b> <b>W25A</b>	APP CRS <b>255°</b>	Rwy Idg <b>6001</b> THRE <b>233</b> Apt Elev <b>244</b>
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# RNAV (GPS) RWY 25

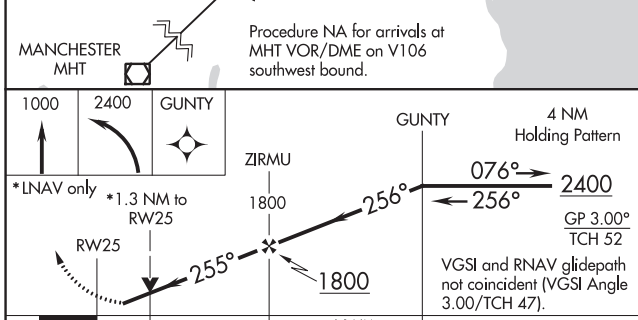
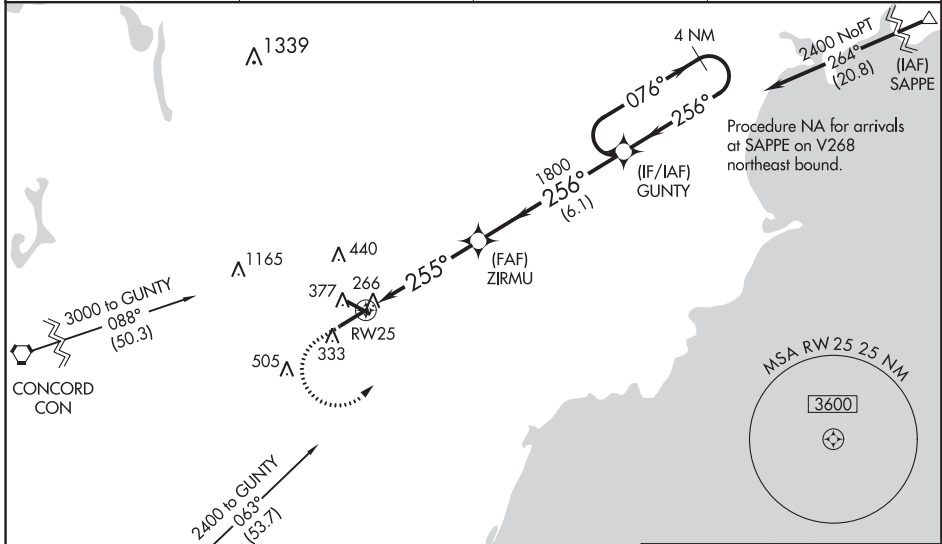
SANFORD SEACOAST RGNL (SFM)

**⚠** Inoperative table does not apply to LPV or LNAV or LNAV Cats A/B. Baro-VNAV NA when using Rochester, NH altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). For inoperative ODALS, increase LNAV/VNAV all Cats visibility to 1½ and LNAV Cats C/D visibility to 1¾. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rochester, NH altimeter setting: increase LPV DA to 534; increase LNAV/VNAV DA to 713 and visibility all Cats ½ mile; increase all MDA 40 feet and LNAV Cats C/D visibility ½ mile; for inoperative ODALS, increase LNAV/VNAV all Cats visibility to 1¾ and LNAV Cats C/D visibility to 1¾. Helicopter visibility reduction below ¾ SM NA.

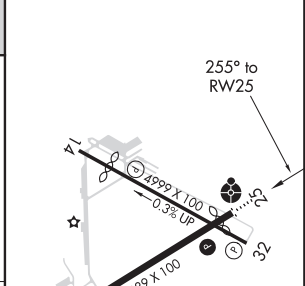
**ODALS**  ...

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 2400 direct GUNTY and hold.


AWOS-3PT <b>120.025</b>	PORTLAND APP CON* <b>119.75 381.2</b>	CINC DEL <b>121.725</b>	UNICOM <b>123.075 (CTAF)</b> 
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ELEV <b>244</b>	THRE <b>233</b>
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CATEGORY	A	B	C	D
LPV DA	496-1 263 (300-1)			
LNAV/VNAV DA	675-1¾ 442 (500-1¾)			
LNAV MDA	680-1 447 (500-1)		680-1½ 447 (500-1½)	
CIRCLING	760-1 516 (600-1)		760-1½ 860-2 516 (600-1½) 616 (700-2)	

REIL Rwy 7 

HIRL Rwy 7-25 

MIRL Rwy 14-32 

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

SANFORD, MAINE

AL-909 (FAA)

16259

APP CRS <b>316°</b>	Rwy Idg TDZE Apt Elev	<b>4999</b> <b>239</b> <b>244</b>
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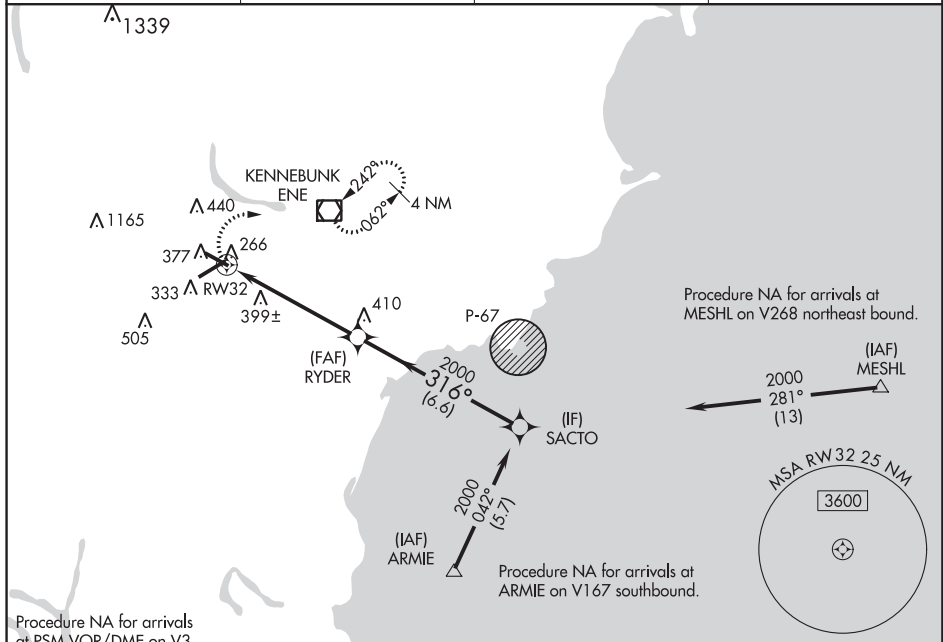
# RNAV (GPS) RWY 32

SANFORD SEACOAST RGNL (SF'M)

**▼** DME/DME RNP-0.3 NA. When Rwy 32 VGSJ inoperative, Straight-in and Circling minimums NA at night. Helicopter visibility reduction below 1 SM NA.  
**▲** When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 40 feet, increase LNAV Cat D visibility ¼ mile.

**MISSED APPROACH:** Climbing right turn to 3000 direct ENE VOR/DME and hold, continue climb-in-hold to 3000.

AWOS-3PT <b>120.025</b>	PORTLAND APP CON* <b>119.75 381.2</b>	CLNC DEL <b>121.725</b>	UNICOM <b>123.075 (CTAF) 0</b>
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Procedure NA for arrivals at PSM VOR/DME on V3 southbound.

Procedure NA for arrivals at MESH on V268 northeast bound.

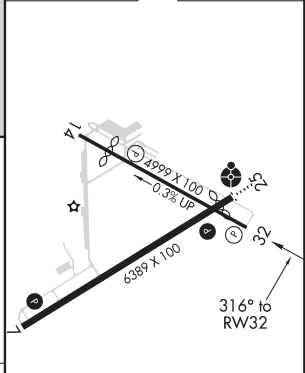
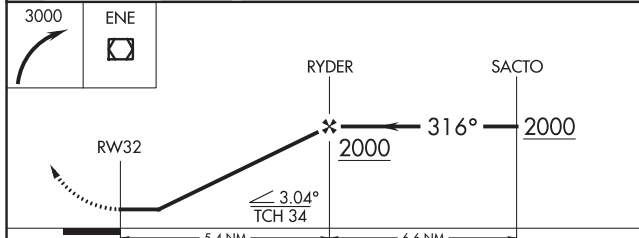
Procedure NA for arrivals at ARMIE on V167 southbound.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



ELEV	244	TDZE	239
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CATEGORY	A	B	C	D
LNAV MDA	660-1	421 (500-1)	660-1¼	421 (500-1¼)
CIRCLING	760-1	516 (600-1)	760-1½	860-2 616 (700-2)

- REIL Rwy 7 0
- HIRL Rwy 7-25 0
- MIRL Rwy 14-32 0

SANFORD, MAINE  
Orig-A 07MAR13

43°24'N - 70°42'W

SANFORD SEACOAST RGNL (SF'M)  
**RNAV (GPS) RWY 32**

VORTAC ENE <b>117.1</b> Chan <b>118</b>	APP CRS <b>261°</b>	Rwy Idg THRE <b>233</b> Apt Elev <b>244</b>	<b>6001</b>
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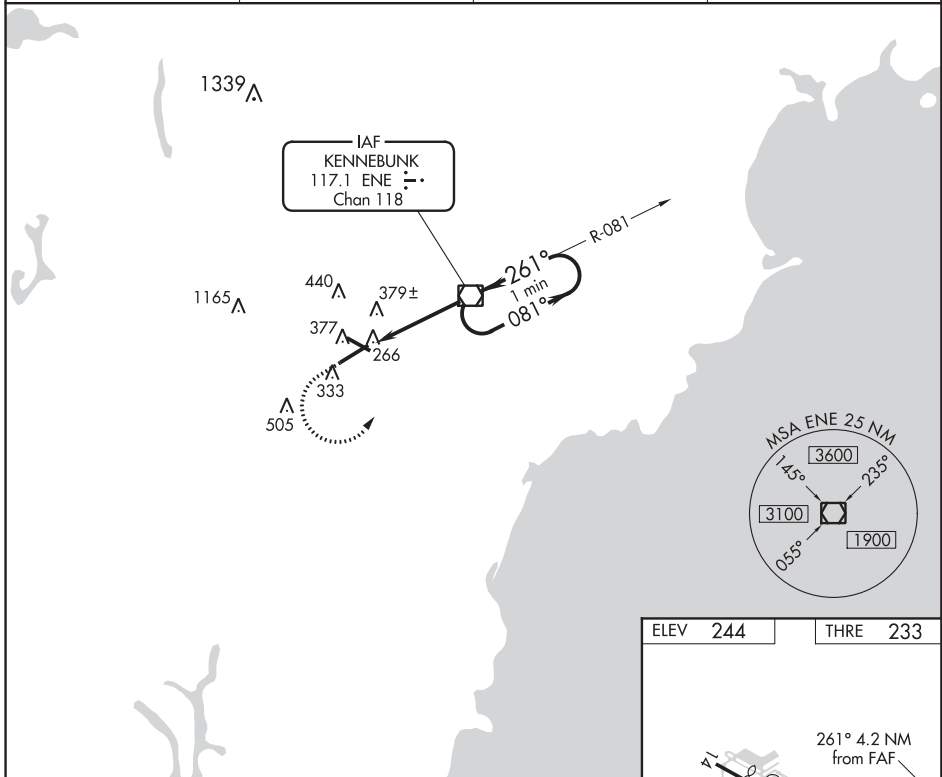
# VOR RWY 25

SANFORD SEACOAST RGNL (SFM)

**⚠** Inoperative table does not apply to S-25 Cats A/B. For inoperative ODALS, increase S-25 Cats C/D visibility to 1 $\frac{1}{2}$ . When local altimeter setting not received, use Rochester, NH altimeter setting and increase all MDA 40 feet and S-25 Cats C/D visibility  $\frac{1}{2}$  mile; for inoperative ODALS, increase S-25 Cats C/D visibility to 1 $\frac{1}{2}$ . Helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**ODALS** **MISSED APPROACH:** Climb to 800 then climbing left turn to 2000 direct ENE VOR/DME and hold.

AWOS-3PT <b>120.025</b>	PORTLAND APP CON * <b>119.75 381.2</b>	CLNC DEL <b>121.725</b>	UNICOM <b>123.075 (CTAF) 0</b>
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800	2000	ENE	ENE VOR/DME	One Minute Holding Pattern
		ENE 3.1	ENE 4.2	081° → 2000
CATEGORY	A	B	C	D
S-25	640-1 407 (400-1)			
CIRCLING	760-1	516 (600-1)	760-1 $\frac{1}{2}$ 516 (600-1 $\frac{1}{2}$ )	860-2 616 (700-2)

ELEV	244	THRE	233
REIL Rwy 7	0		
HIRL Rwy 7-25	0		
MIRL Rwy 14-32	0		
FAF to MAP 4.2 NM			
Knots	60	90	120 150 180
Min:Sec	4:12	2:48	2:06 1:41 1:24

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>42616</b> <b>W02A</b>	APP CRS <b>022°</b>	Rwy Idg TDZE <b>696</b> Apt Elev <b>699</b>	<b>3501</b>
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# RNAV (GPS) RWY 2

SOUTHBRIDGE MUNI (3B0)

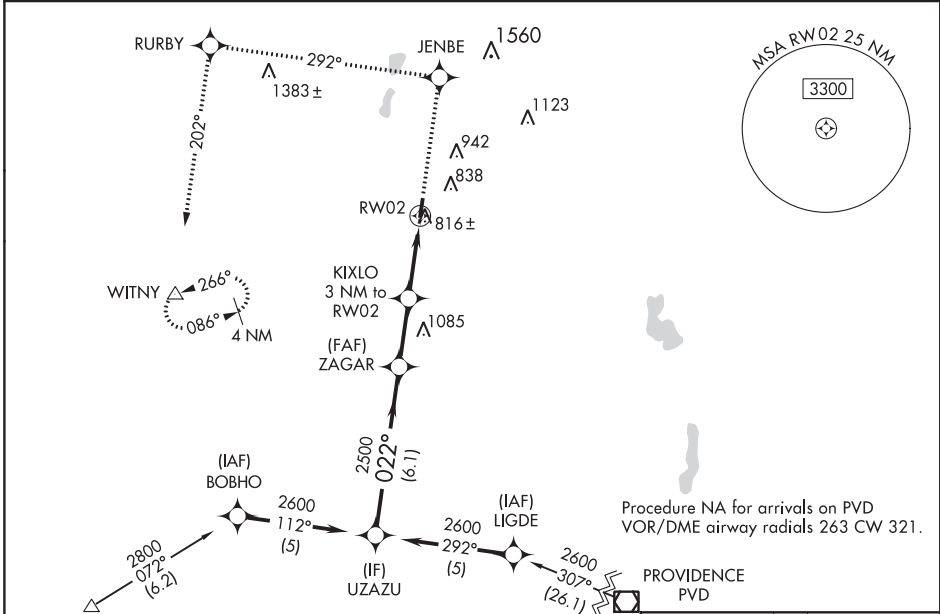
**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**△ NA** Use Worcester altimeter setting, when not received use Bradley Intl altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile. Circling to Rwy 10-28 NA. Straight-in/Circling Rwy 2 procedure NA at night.

**MISSED APPROACH:** Climb to 3000 direct JENBE and via track 292° to RURBY and via track 202° to WITNY and hold.

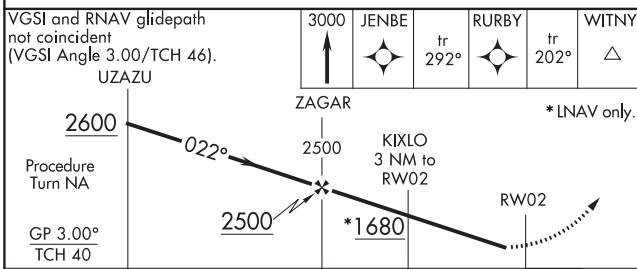
WORCESTER RGNL ASOS  
**126.55**

BRADLEY APP CON  
**119.0 327.1**

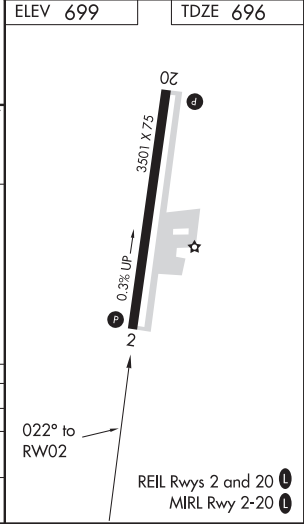
UNICOM  
**122.8 (CTAF)**



ELEV 699	TDZE 696
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CATEGORY	A	B	C	D
LPV DA	1018-1¼		322 (400-1¼)	NA
LNAV MDA	1300-1	604 (700-1)	1300-1¼ 604 (700-1¼)	NA
CIRCLING	1360-1	661 (700-1)	1360-1¼ 661 (700-1¼)	NA



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



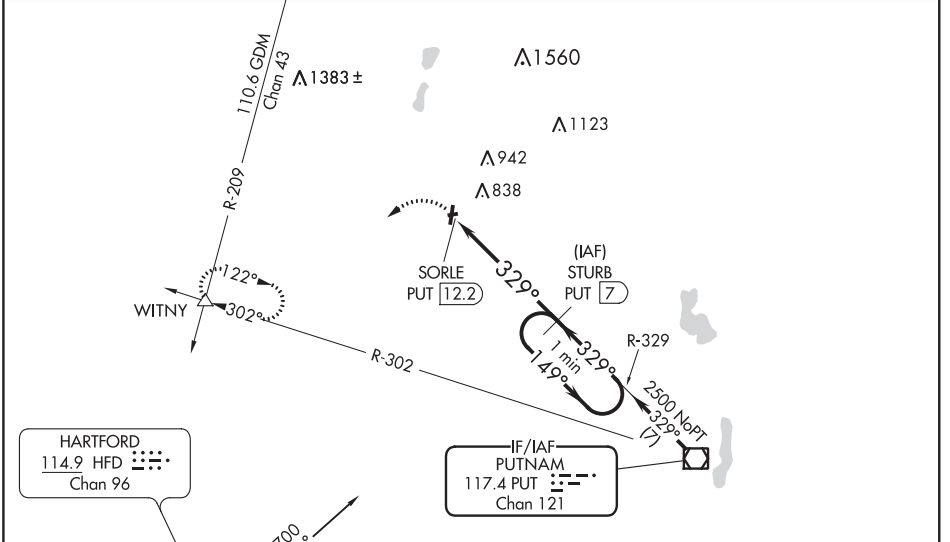
VOR/DME PUT <b>117.4</b> Chan <b>121</b>	APP CRS <b>329°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>699</b>
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**VOR/DME-B**  
SOUTHBRIDGE MUNI (3B0)

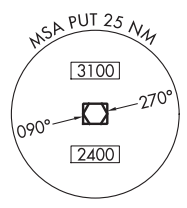
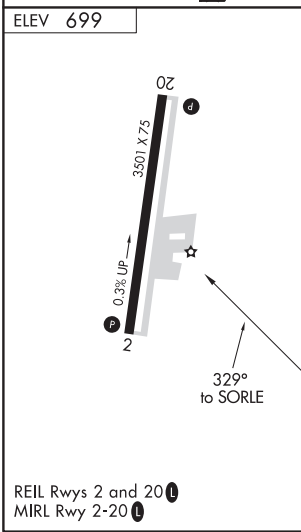
**⚠** Circling to Rwy 20 NA at night. Use Worcester altimeter setting; when not received, use Bradley Int'l altimeter setting and increase all MDA 80 feet and increase Cat C visibility ½ mile.

**MISSED APPROACH:** Climbing left turn to 3000 on heading 225° and on PUT VOR/DME R-302 to WITNY INT and hold.

WORCESTER RGNL ASOS <b>126.55</b>	BRADLEY APP CON <b>119.0 327.1</b>	UNICOM <b>122.8 (CTAF)</b>
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Procedure NA for arrivals on PUT VOR/DME airway radials 283 CW 359.



3000 hdg 225°	PUT R-302	WITNY △	STURB PUT 7	One Minute Holding Pattern
SORLE PUT 12.2		2500		
5.2 NM		149° →		
		← 329°		
CATEGORY	A	B	C	D
CIRCLING	1360-1	661 (700-1)	1360-1¾ 661 (700-1¾)	NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

SPRINGFIELD, VERMONT

AL-5057 (FAA)

16259

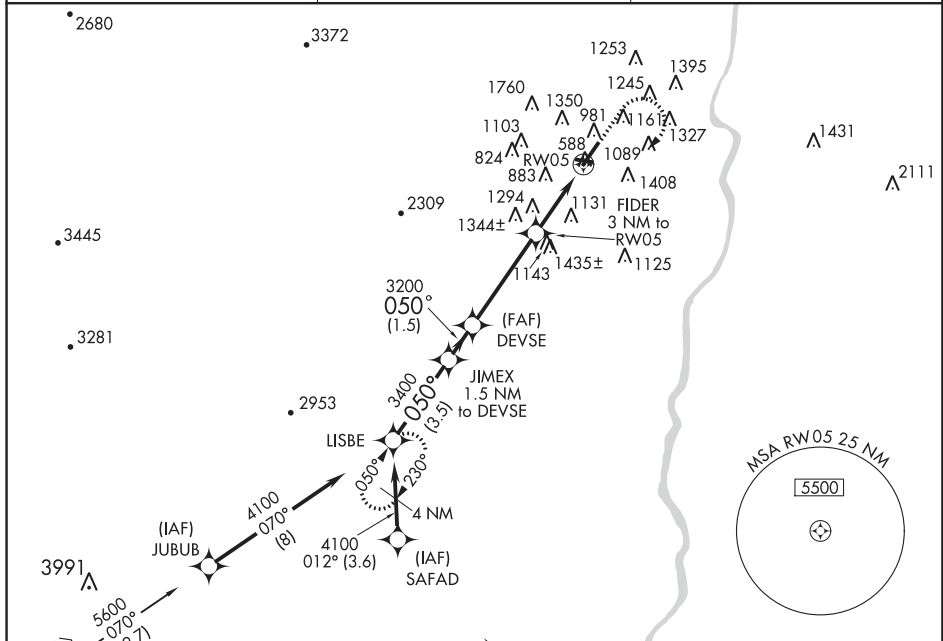
# RNAV (GPS) RWY 5 HARTNESS STATE (SPRINGFIELD) (VSP)

APP CRS <b>050°</b>	Rwy Idg <b>5501</b>
	TDZE <b>575</b>
	Apt Elev <b>577</b>

DME/DME RNP-0.3 NA.  
 Helicopter visibility reduction below 3/4 SM NA.  
 -24°C/-11°F  
 Circling to Rwy 11, 23, 29 NA at night.

MISSED APPROACH: Climb to 1700 then climbing right turn to 4100 direct LISBE and hold.

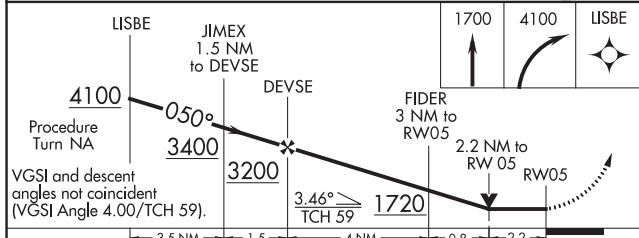
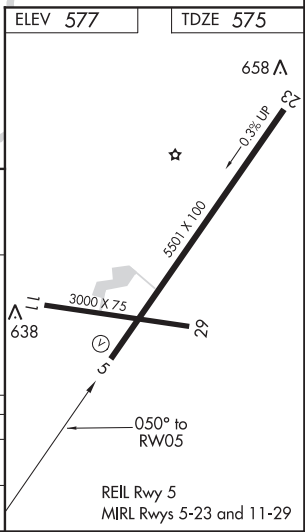
ASOS <b>121.425</b>	BOSTON CENTER <b>134.7 381.4</b>	UNICOM <b>122.8</b> (CTAF)
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 577	TDZE 575
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CATEGORY	A	B	C	D
RNAV MDA	1560-1 1/4 985 (1000-1 1/4)	1560-1 1/2 985 (1000-1 1/2)	1560-3	985 (1000-3)
CIRCLING	1560-1 1/4 983 (1000-1 1/4)	1720-1 1/2 1143 (1200-1 1/2)	1720-3 1143 (1200-3)	2400-3 1823 (1900-3)

SPRINGFIELD, VERMONT  
Orig-B 15SEP16

43°20'N-72°31'W

# HARTNESS STATE (SPRINGFIELD) (VSP) RNAV (GPS) RWY 5

LOC/DME I-VSF <b>111.3</b> Chan <b>50</b>	APP CRS <b>051°</b>	Rwy Idg TDZE Apt Elev	<b>5501</b> <b>575</b> <b>577</b>
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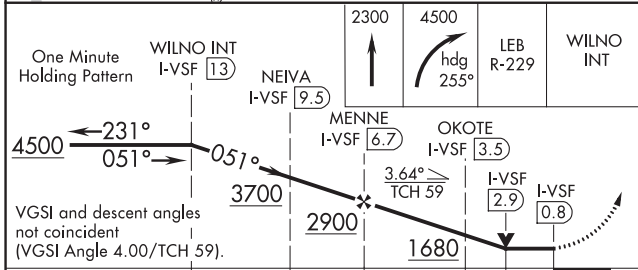
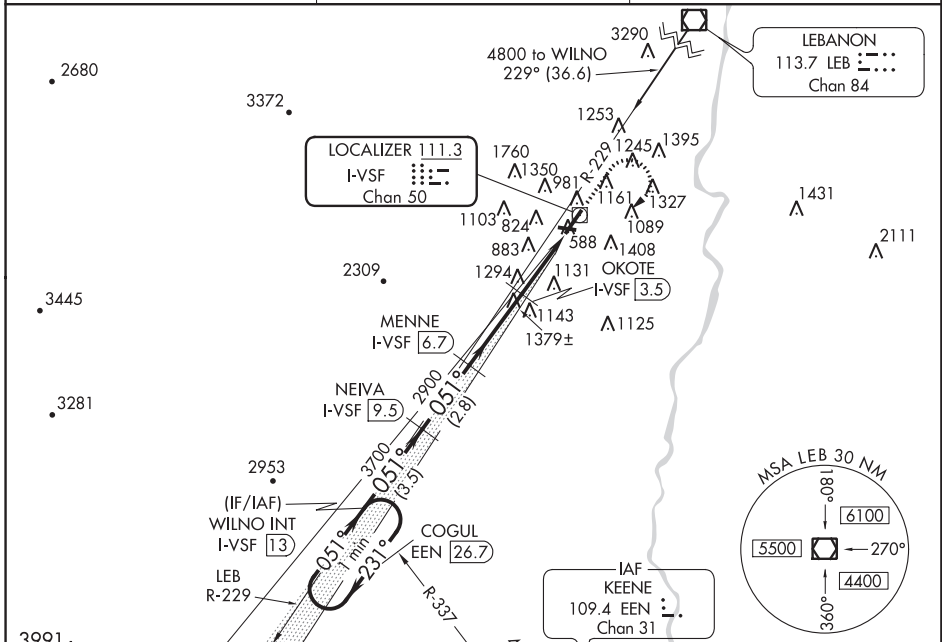
# LOC/DME RWY 5

HARTNESS STATE (SPRINGFIELD) (VSVF)

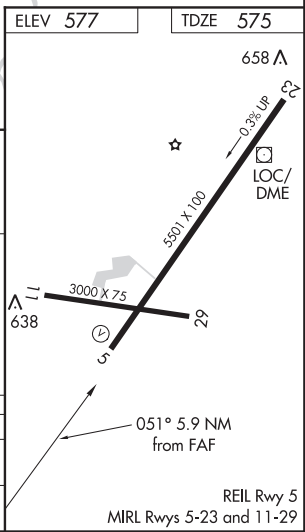
**V** Helicopter visibility reduction below 3/4 SM NA. Circling for Rwy 11, 23, 29 NA at night.  
**A** NA  
**B** -24°C/-11°F

**MISSED APPROACH:** Climb to 2300 then climbing right turn to 4500 via heading 255° and LEB VOR/DME R-229 to WILNO INT/I-VSF 13 DME and hold, continue climb-in-hold to 4500.

ASOS <b>121.425</b>	BOSTON CENTER <b>134.7 381.4</b>	UNICOM <b>122.8</b> (CTAF)
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CATEGORY	A	B	C	D
S-5	1540-1 1/4 965 (1000-1 1/4)	1540-1 1/2 965 (1000-1 1/2)	1540-3	965 (1000-3)
CIRCLING	1560-1 1/4 983 (1000-1 1/4)	1720-1 1/2 1143 (1200-1 1/2)	1720-3 1143 (1200-3)	2400-3 1823 (1900-3)



NE-1, 10 NOV 2016 to 05 JAN 2017

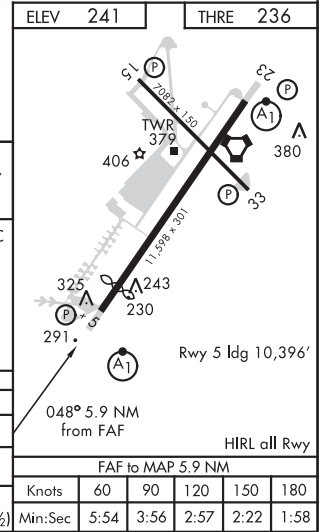
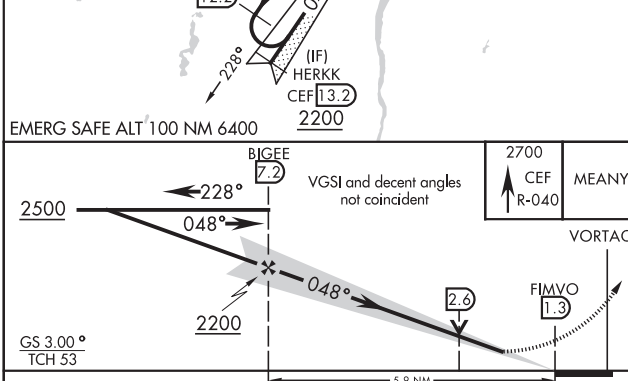
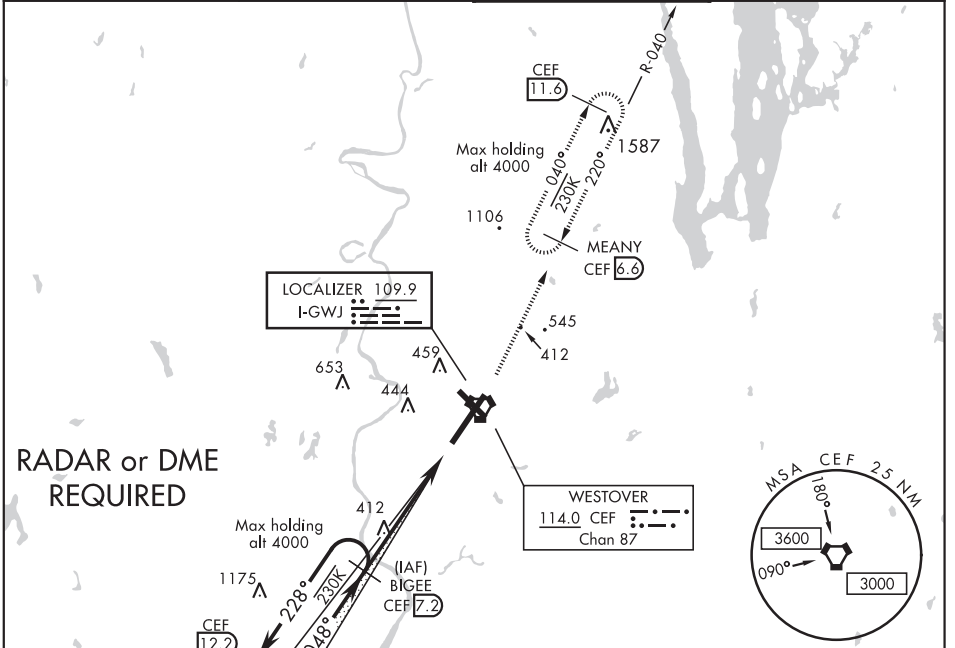
NE-1, 10 NOV 2016 to 05 JAN 2017

SPRINGFIELD/CHICOPEE, MASSACHUSETTS

# ILS or LOC RWY 5

LOC I-GWJ <b>109.9</b>	APCH CRS <b>048°</b>	Rwy ldg <b>10,396</b> THRE <b>236</b> Arprt Elev <b>241</b>	AL-447 [USAF]	WESTOVER ARB METROPOLITAN (KCEF)
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles. ** Circling not authorized all CAT actn from Rwy 23 clockwise to Rwy 33.			ALSf-1 	MISSED APPROACH: Climb to 2700 via CEF R-040 to MEANY and hold. Expect radar vectors. Expect climb in hold

ATIS * <b>114.0 142.225</b>	BRADLEY APP CON <b>125.35 281.5</b>	WESTOVER TOWER * <b>134.85 (CTAF) 348.75</b>	GND CON <b>118.35 275.8</b>
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CATEGORY	A	B	C	D	E
S-ILS 5		486/40	250	(300-3/4)	
S-LOC 5 *	700/40	464 (500-3/4)	700/50	464 (500-1)	
CIRCLING **	780-1 539 (600-1)	800-1 559 (600-1)	820-1 1/2 579 (600-1 1/2)	960-2 1/4 719 (800-2 1/4)	980-2 1/2 739 (800-2 1/2)

SPRINGFIELD/CHICOPEE, MASSACHUSETTS 42° 11' N 072° 32' W WESTOVER ARB METROPOLITAN (KCEF)

Amdt 1 12NOV15

# ILS or LOC RWY 5

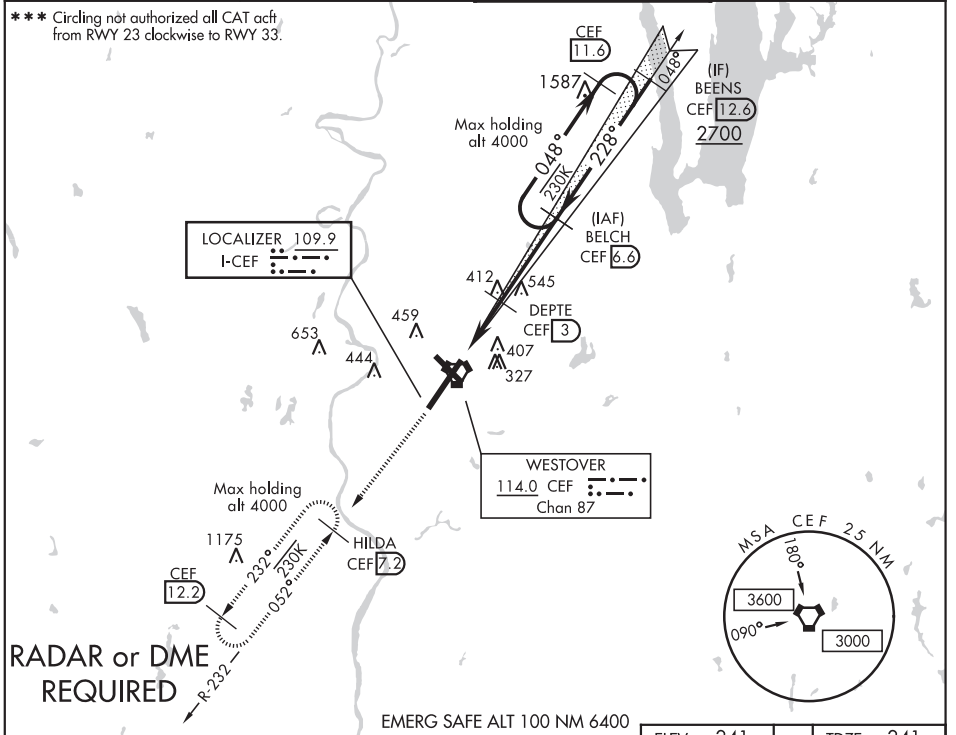
NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

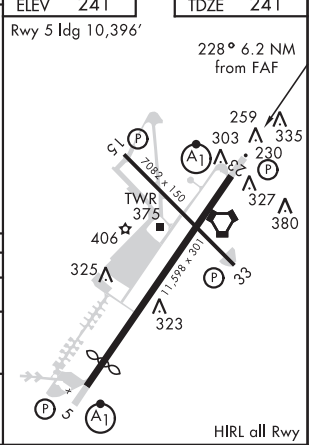
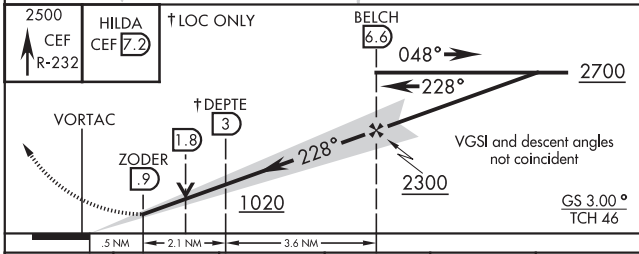
# ILS or LOC RWY 23

LOC I-CEF <b>109.9</b>	APCH CRS <b>228°</b>	Rwy ldg <b>11,598</b> TDZE <b>241</b> Arpt Elev <b>241</b>	AL-447 [USAF]	WESTOVER ARB METROPOLITAN (KCEF)
▼ * When ALS inop, increase RVR to 40 and vis to 3/4 mile. ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/2 miles.			ALSF-1 	MISSED APPROACH: Climb to 2500 via CEF R-232 to HILDA and hold. Expect radar vectors

ATIS * <b>114.0 142.225</b>	BRADLEY APP CON <b>125.35 281.5</b>	WESTOVER TOWER * <b>134.85 (CTAF) 348.75</b>	GND CON <b>118.35 275.8</b>
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**RADAR or DME REQUIRED**



CATEGORY	A	B	C	D	E
S-ILS 23 *	441/24		200	(200-1/2)	
S-LOC 23 **	760/24 519 (600-1/2)		760/55 519 (600-1)		
*** CIRCLING	780-1 539 (600-1)	800-1 559 (600-1)	820-1 1/2 579 (600-1 1/2)	960-2 1/4 719 (800-2 1/4)	980-2 1/2 (800-2 1/2)

# ILS or LOC RWY 23

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

SPRINGFIELD/CHICOPEE, MASSACHUSETTS

# TACAN or VOR RWY 5

VORTAC CEF <b>114.0</b> Chan <b>87</b>	APCH CRS <b>052°</b>	Rwy ldg <b>10,396</b> THRE <b>236</b> Arpt Elev <b>241</b>
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AL-447 [USAF]

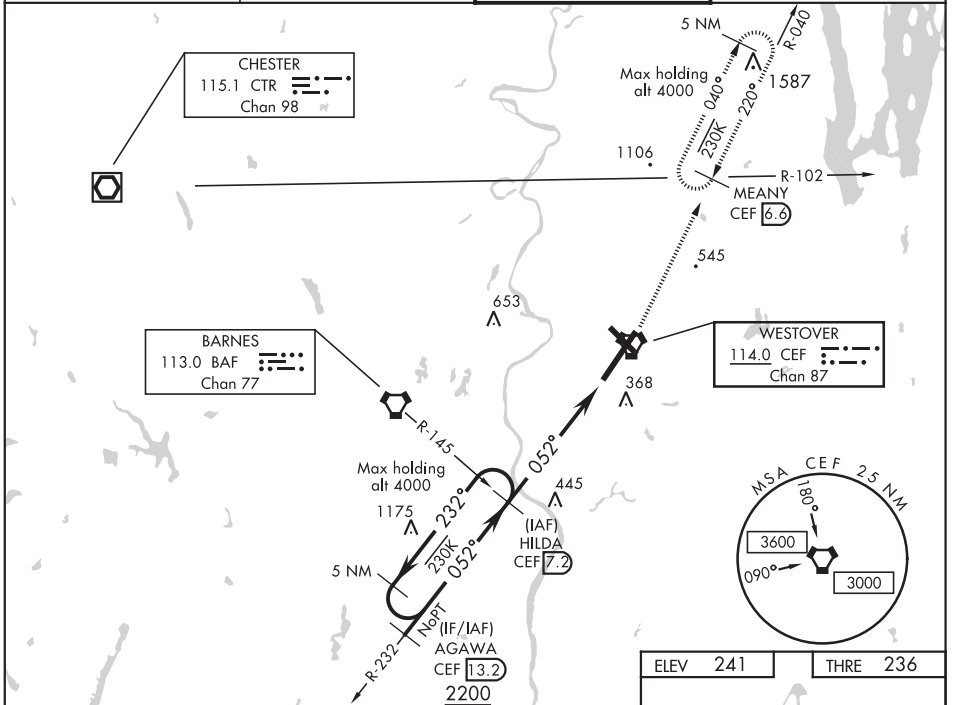
WESTOVER ARB METROPOLITAN (KCEF)

▼ \* When ALS inop increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/4 miles.  
\*\* Circling not authorized all CAT act from RWY 23 clockwise to RWY 33.



MISSED APPROACH: Climb to 2700 via CEF R-040 to MEANY and hold, expect radar vectors.

ATIS * <b>114.0 142.225</b>	BRADLEY APP CON <b>125.35 281.5</b>	WESTOVER TOWER * <b>134.85 (CTAF) 348.75</b>	GND CON <b>118.35 275.8</b>
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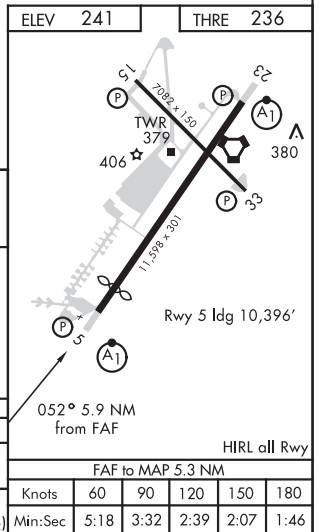
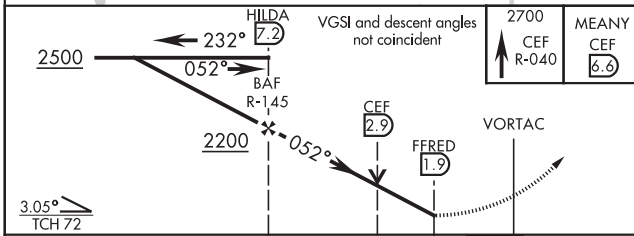


NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

## RADAR REQUIRED

EMERG SAFE ALT 100 NM 6400



SPRINGFIELD/CHICOPEE, MASSACHUSETTS

42°11'N 072°32'W

WESTOVER ARB METROPOLITAN (KCEF)

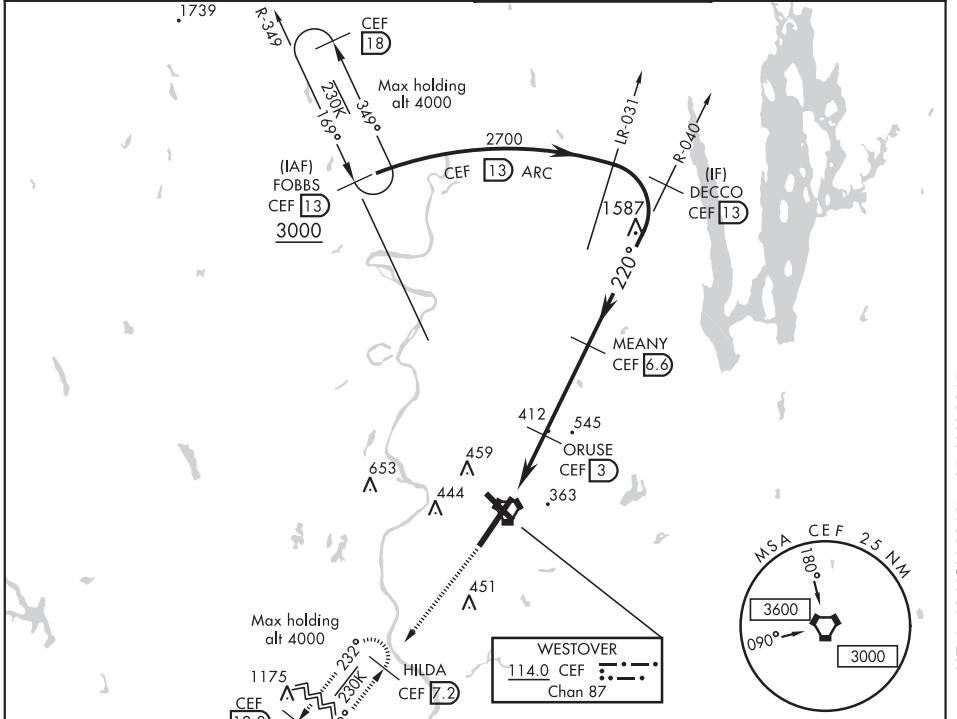
Amdt 1 12NOV15

# TACAN or VOR RWY 5

# TACAN RWY 23

VORTAC CEF <b>114.0</b> Chan <b>87</b>	APCH CRS <b>220°</b>	Rwy ldg <b>11,598</b> TDZE <b>241</b> Arpt Elev <b>241</b>	AL-447 [USAF]	WESTOVER ARB METROPOLITAN (KCEF)
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/2. ** Circling not authorized all CAT acft from RWY 23 clockwise to RWY 33.			ALSF-1 	MISSED APPROACH: Climb to 2500 via CEF R-232 to HILDA and hold, expect radar vectors.

ATIS * <b>114.0 142.225</b>	BRADLEY APP CON <b>125.35 281.5</b>	WESTOVER TOWER * <b>134.85 (CTAF) 348.75</b>	GND CON <b>118.35 275.8</b>
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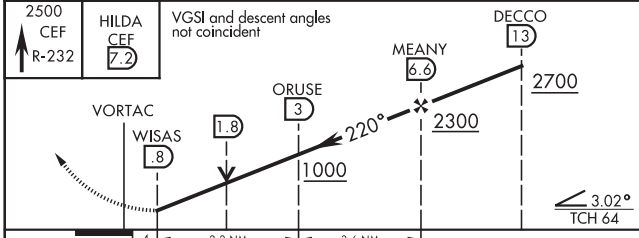


NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

## RADAR REQUIRED

EMERG SAFE ALT 100 NM 6400



	.4	2.2 NM	3.6 NM		
CATEGORY	A	B	C	D	E
S-23 *	760/24	519 (600-1/2)	760/55	519 (600-1)	
CIRCLING **	780-1 539 (600-1)	800-1 559 (600-1)	820-1 1/2 579 (600-1 1/2)	960-2 1/4 719 (800-2 1/4)	980-2 1/2 739 (800-2 1/2)

ELEV 241 Rwy 5 ldg 10,396'	TDZE 241 220° 6.2 NM from FAF
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# TACAN RWY 23

# AIRPORT DIAGRAM

WESTOVER ARB/METROPOLITAN (KCEF)

AFD-447 [USAF]

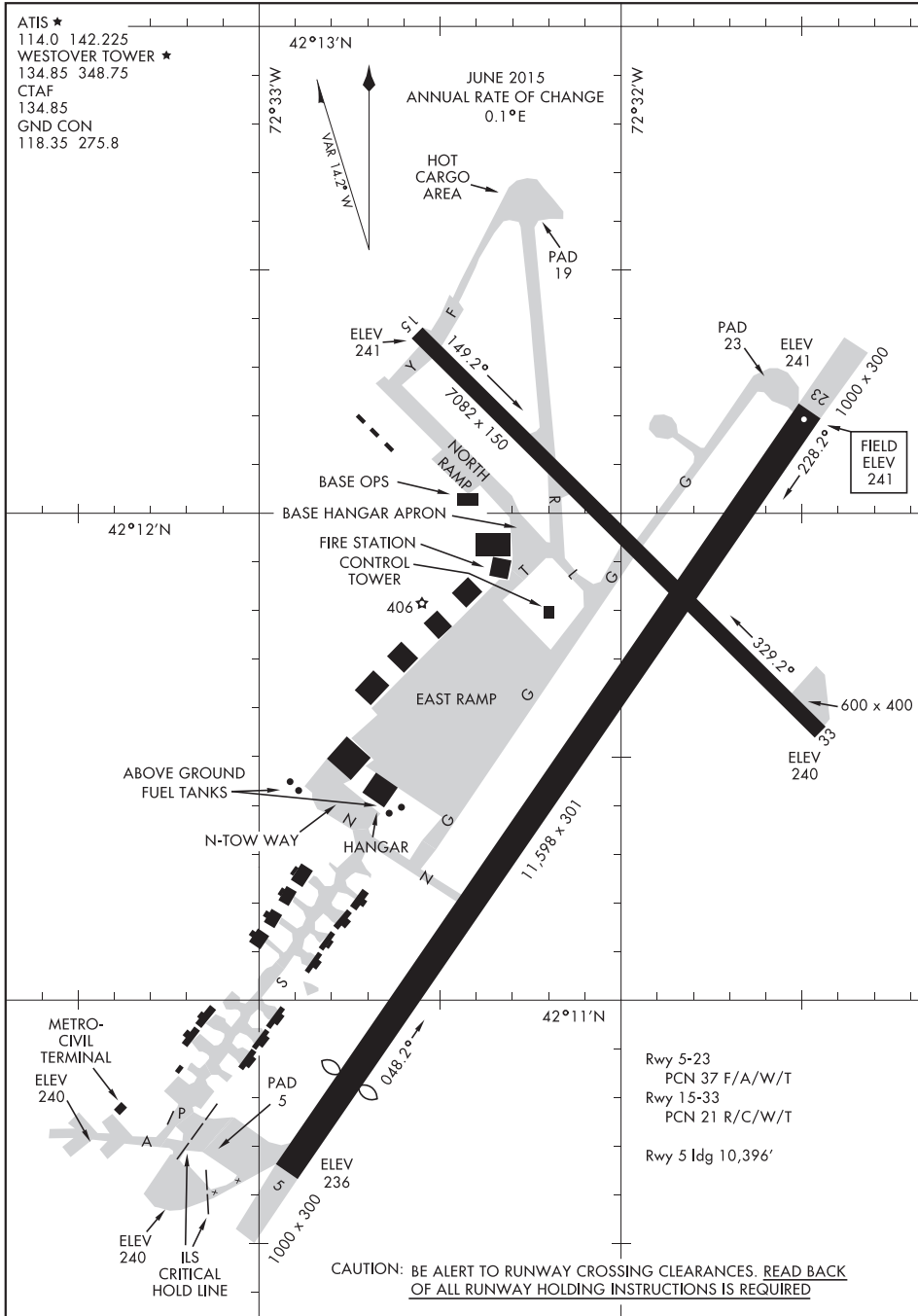
SPRINGFIELD/CHICOPEE, MASSACHUSETTS

ATIS ★  
 114.0 142.225  
 WESTOVER TOWER ★  
 134.85 348.75  
 CTAF  
 134.85  
 GND CON  
 118.35 275.8

42°13'N  
 72°33'W  
 VGR 14.2°N  
 JUNE 2015  
 ANNUAL RATE OF CHANGE  
 0.1°E

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READ BACK  
 OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED

# AIRPORT DIAGRAM

SPRINGFIELD/CHICOPEE, MASSACHUSETTS

WESTOVER ARB/METROPOLITAN (KCEF)



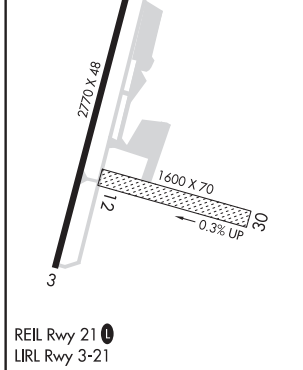
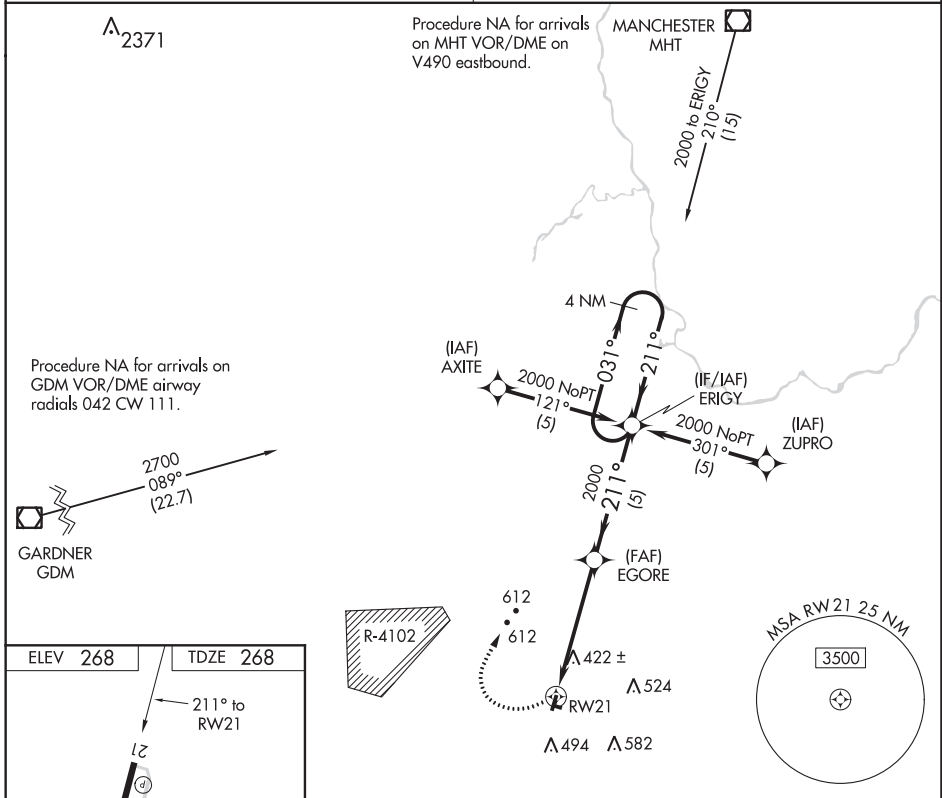
APP CRS <b>211°</b>	Rwy Idg <b>2770</b>
	TDZE <b>268</b>
	Apt Elev <b>268</b>

# RNAV (GPS) RWY 21

MINUTE MAN AIRFIELD (6B6)

<p><b>▽</b> DME/DME RNP-0.3 NA. Use Bedford altimeter setting. When not received, use Boston altimeter setting and increase all MDA 60 feet and increase Cat B visibility ¼ mile.</p> <p><b>▲</b> NA Procedure NA at night. Circling NA to Rwy 12-30. Helicopter visibility reduction below 1 SM NA.</p>	<p><b>MISSED APPROACH:</b> Climbing right turn to 2000 direct ERIGY and hold.</p>
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<p>BOSTON APP CON <b>124.4 279.6</b></p>	<p>UNICOM <b>122.8 (CTAF)</b></p>
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2000	ERIGY	VGSi and descent angles not coincident (VGSi Angle 3.50/TCH 24).		4 NM Holding Pattern
		EGORE	ERIGY	
		2000	211°	031°
		2000	211°	2000
		5.1 NM	5 NM	
CATEGORY	A	B	C	D
LNAV MDA	960-1	692 (700-1)	NA	
CIRCLING	960-1	692 (700-1)	NA	

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STOW, MASSACHUSETTS

AL-5764 (FAA)

15260

VOR/DME MHT <b>114.4</b> Chan <b>91</b>	APP CRS <b>210°</b>	Rwy Idg TDZE Apt Elev	<b>2770</b> <b>268</b> <b>268</b>
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# VOR/DME RWY 21

MINUTE MAN AIRFIELD (6B6)

**NA** Use Bedford altimeter setting, when not received, use Boston altimeter setting and increase all MDA 60 feet. Procedure NA at night. Circling NA to Rwy 12/30.

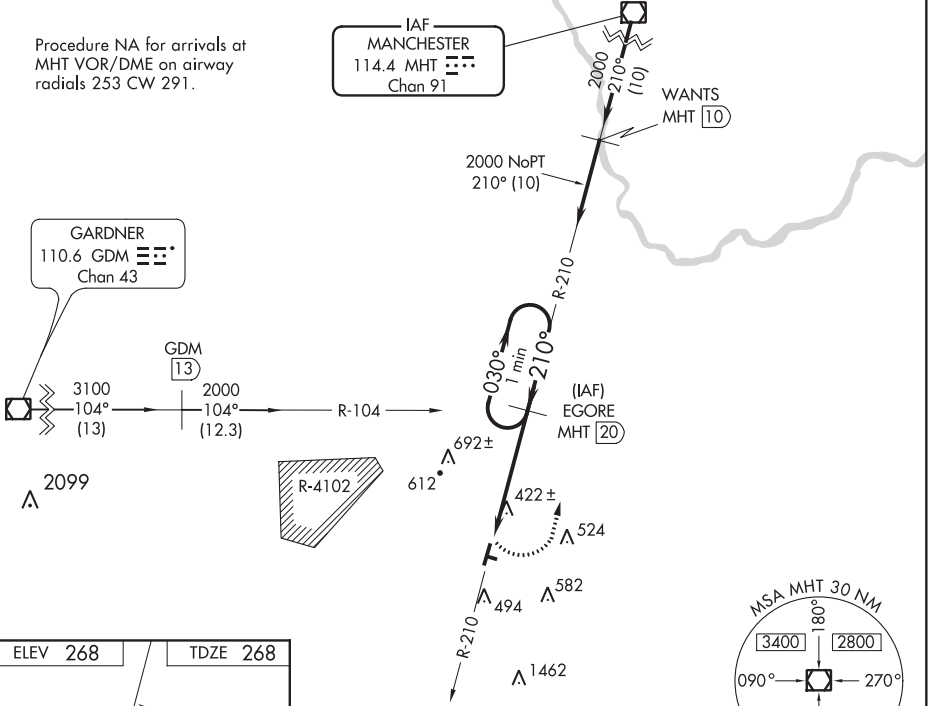
**MISSED APPROACH:** Climbing left turn to 2000 via MHT R-210 to EGORE 20 DME and hold.

BOSTON APP CON <b>124.4 279.6</b>	UNICOM <b>122.8 (CTAF)</b>
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Procedure NA for arrivals at MHT VOR/DME on airway radials 253 CW 291.

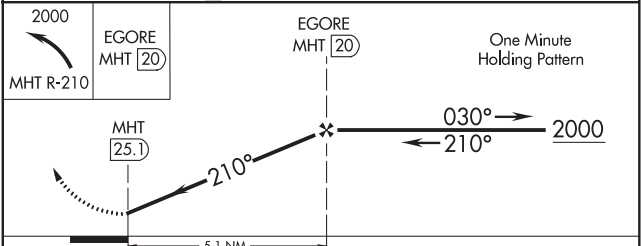
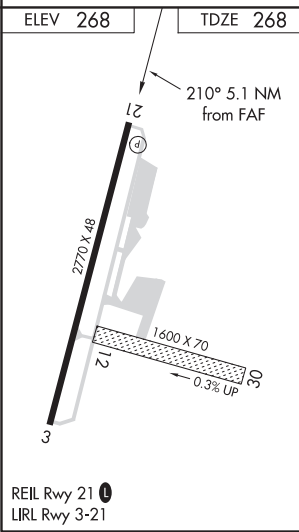
IAF MANCHESTER  
114.4 MHT  
Chan 91

GARDNER  
110.6 GDM  
Chan 43



NE-1, 10 NOV 2016 to 05 JAN 2017

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CATEGORY	A	B	C	D
S-21	980-1 712 (800-1)	980-1 1/4 712 (800-1 1/4)	NA	
CIRCLING	980-1 712 (800-1)	980-1 1/4 712 (800-1 1/4)	NA	

STOW, MASSACHUSETTS  
Amdt 3D 17SEP15

42°28'N - 71°31'W

# MINUTE MAN AIRFIELD (6B6)

## VOR/DME RWY 21

APP CRS	Rwy Idg	<b>3500</b>
<b>304°</b>	TDZE	<b>43</b>
	Apt Elev	<b>43</b>

# RNAV (GPS) RWY 30

TAUNTON MUNI - KING FIELD (TAN)

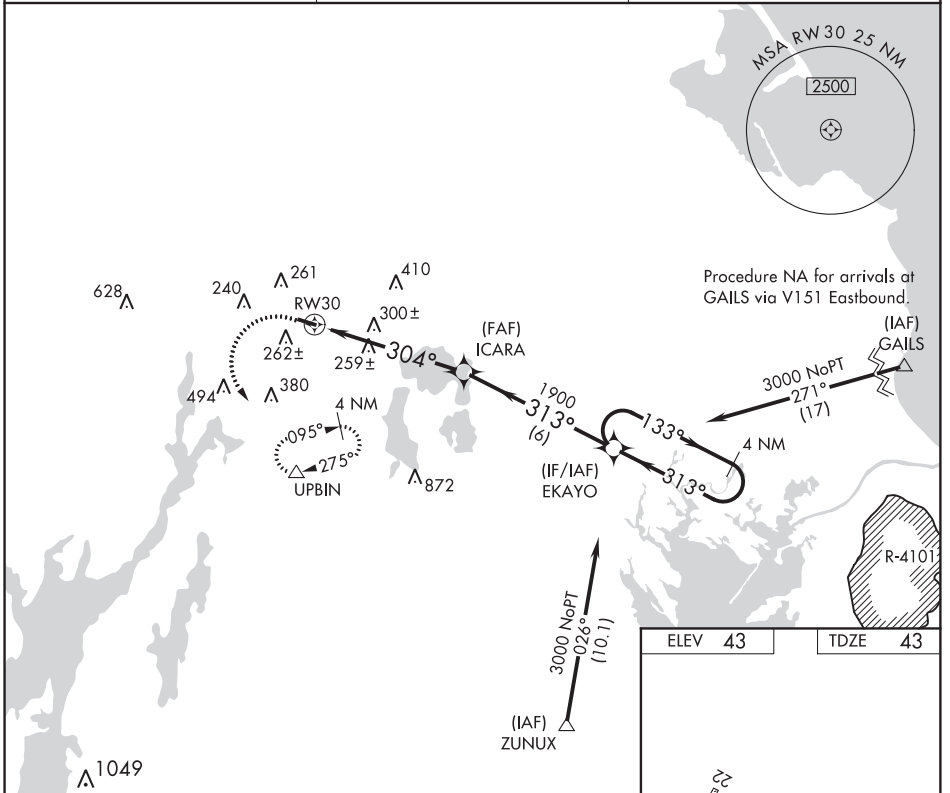
**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.  
**⚠** When local altimeter setting not received, use New Bedford altimeter setting and increase all MDA 40 feet; LNAV Cats. C and D and Circling Cat. C visibility ¼ mile. Circling NA to Rwy 4-22.

**MISSED APPROACH:** Climbing left turn to 3000 direct UPBIN and hold, continue climb-in-hold to 3000.

**ASOS**  
**132.675**

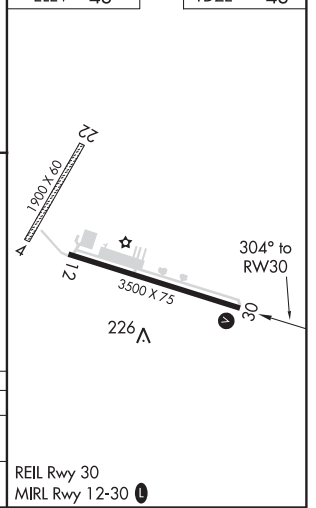
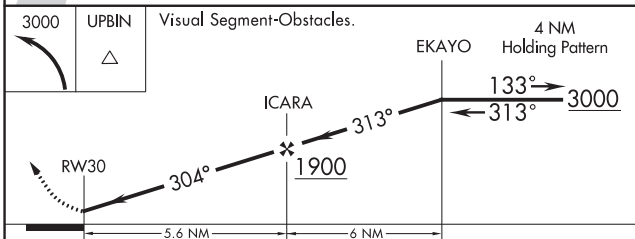
**PROVIDENCE APP CON \***  
**128.7 269.525**

**UNICOM**  
**122.7 (CTAF) ①**



Procedure NA for arrivals at GAILS via V151 Eastbound.

ELEV	43	TDZE	43
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CATEGORY	A	B	C	D
LNAV MDA	600-1	557 (600-1)	600-1½ 557 (600-1½)	600-1¾ 557 (600-1¾)
CIRCLING	620-1	577 (600-1)	620-1½ 577 (600-1½)	660-2 617 (700-2)

REIL Rwy 30  
 MIRL Rwy 12-30 ①

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

TAUNTON, MASSACHUSETTS

AL-5175 (FAA)

16203

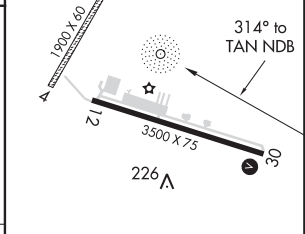
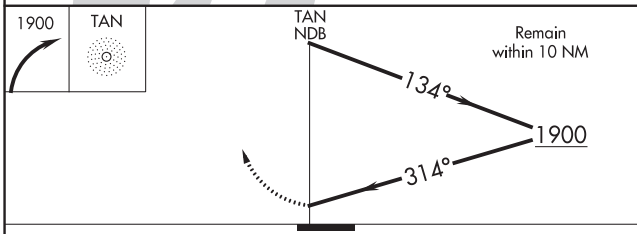
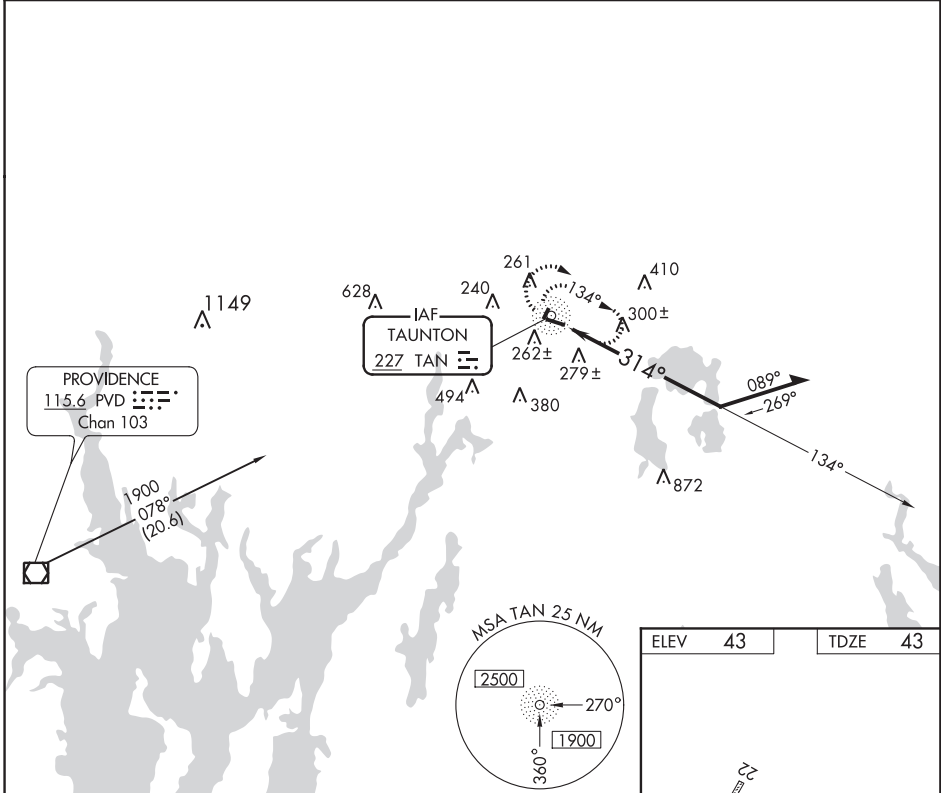
NDB TAN <b>227</b>	APP CRS <b>314°</b>	Rwy ldg TDZE Apt Elev	<b>3500</b> <b>43</b> <b>43</b>
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**NDB RWY 30**  
TAUNTON MUNI - KING FIELD (TAN)

When local altimeter setting not received, use New Bedford altimeter setting and increase all MDA 40 feet, S-30 and Circling Cats. C and D visibility ¼ mile. Circling NA for Rwy 4-22. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 1900 in TAN NDB holding pattern.

ASOS <b>132.675</b>	PROVIDENCE APP CON* <b>128.7 269.525</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-30	700-1	657 (700-1)	700-1¾ 657 (700-1¾)	700-2 657 (700-2)
CIRCLING	700-1	657 (700-1)	700-1¾ 657 (700-1¾)	700-2 657 (700-2)

REIL Rwy 30  
MIRL Rwy 12-30 0

TAUNTON, MASSACHUSETTS  
Amdt 5C 21JUL16

41°52'N-71°01'W

TAUNTON MUNI - KING FIELD (TAN)  
**NDB RWY 30**

NE-1, 10 NOV 2016 to 05 JAN 2017

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LOC/DME I-MVY	APP CRS	Rwy Idg	5504
<b>108.7</b>	<b>236°</b>	TDZE	63
Chan 24		Apt Elev	67

# ILS or LOC RWY 24

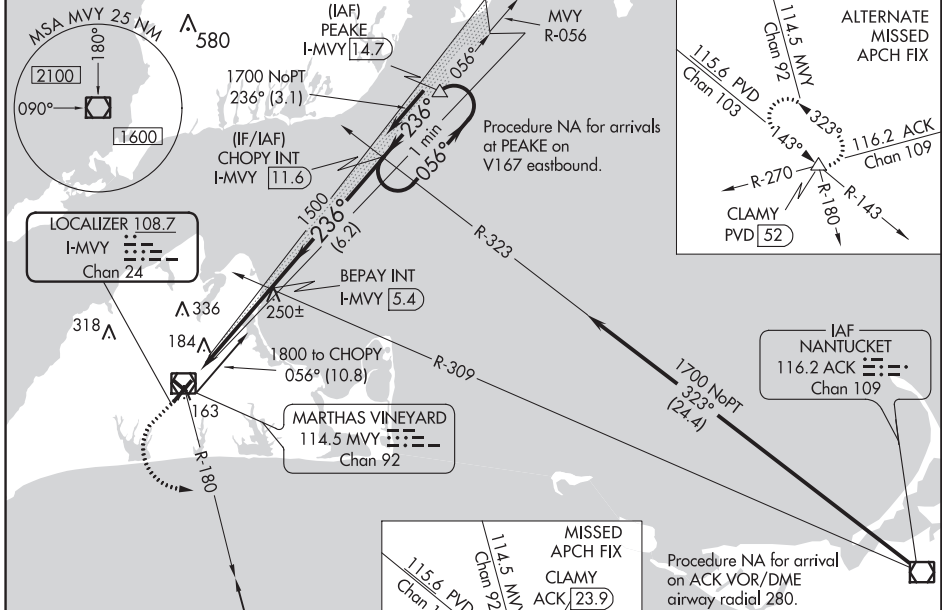
MARTHA'S VINEYARD (MVY)

**VDP NA** with Hyannis altimeter setting. When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase S-LOC Cats C and D visibility to RVR 5000. For nonoperative MALSRR when using Hyannis altimeter setting, increase S-LOC Cats C and D visibility to 1 3/8 mile. Night landing: Rwy 15 NA. \*\*RVR 1800 authorized with use of FD or AP or HUD to DA.



**MISSED APPROACH:** Climb to 800 then climbing left turn to 2500 on MVY VOR/DME R-180 to CLAMY INT/ACK 23.9 DME and hold.

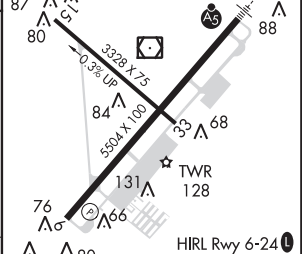
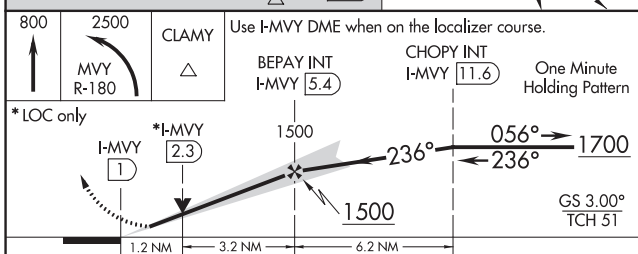
ATIS <b>126.25</b>	CAPE APP CON * <b>119.7</b>	VINEYARD TOWER * <b>121.4</b> (CTAF) <b>0</b>	GND CON <b>124.35</b>	CLNC DEL <b>124.35</b> (Tower closed)	UNICOM <b>122.95</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 67	TDZE 63
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CATEGORY	A	B	C	D
S-ILS 24	** 263/24 200 (200-1/2)			
S-LOC 24	500/24	437 (500-1/2)	500/40	437 (500-3/4)
CIRCLING	500-1 433 (500-1)	520-1 453 (500-1)	540-1 1/2 473 (500-1 1/2)	620-2 553 (600-2)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

WAAS CH <b>42601</b> <b>W06A</b>	APP CRS <b>056°</b>	Rwy Idg TDZE Apt Elev	<b>5504</b> <b>58</b> <b>67</b>
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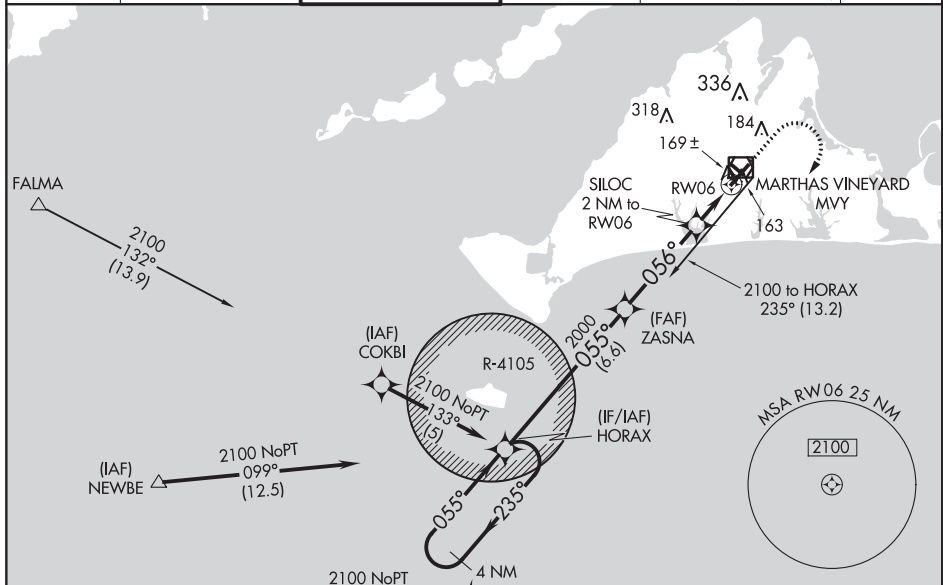
# RNAV (GPS) RWY 6

MARTHA'S VINEYARD (MVY)

**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. VDP and Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LPV all Cats visibility 1/4 mile, LNAV-VNAV all Cats visibility 1/8 mile, and LNAV Cats C and D visibility 1/4 mile. Night landing: Rwy 15 NA.

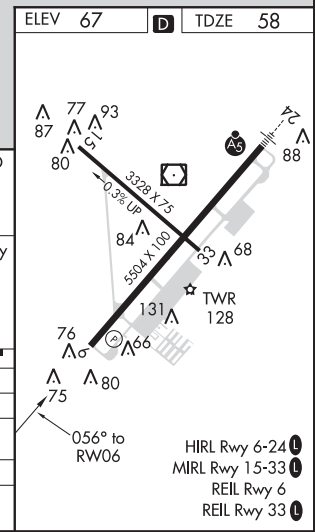
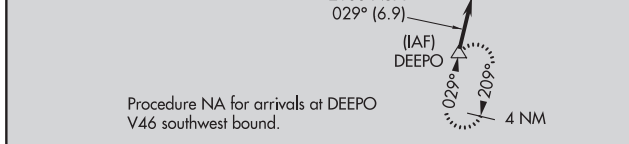
**MISSED APPROACH:** Climb to 800 then climbing right turn to 3000 direct DEEPO and hold.

ATIS <b>126.25</b>	CAPE APP CON * <b>119.7</b>	VINEYARD TOWER * <b>121.4</b> (CTAF) <b>0</b>	GND CON <b>124.35</b>	CLNC DEL <b>124.35</b> <b>119.7</b> (Tower closed)	UNICOM <b>122.95</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



	4 NM Holding Pattern		800		3000		DEEPO	
	2100 ← 235°		→ 055°		→ 055°		→ 056°	
	GP 3.00° TCH 50		2000		2000		2000	
	← 6.6 NM		← 4 NM		← 1 NM		← 1 NM	
CATEGORY	A	B	C	D				
LPV DA		308-3/4	250 (300-3/4)					
LNAV/VNAV DA		354-1	296 (300-1)					
LNAV MDA		420-1	362 (400-1)					
CIRCLING	500-1 433 (500-1)	520-1 453 (500-1)	540-1 1/2 473 (500-1 1/2)	620-2 553 (600-2)				

WAAS CH <b>93829</b> <b>W15A</b>	APP CRS <b>146°</b>	Rwy Idg TDZE Apt Elev	<b>3327</b> <b>67</b> <b>67</b>
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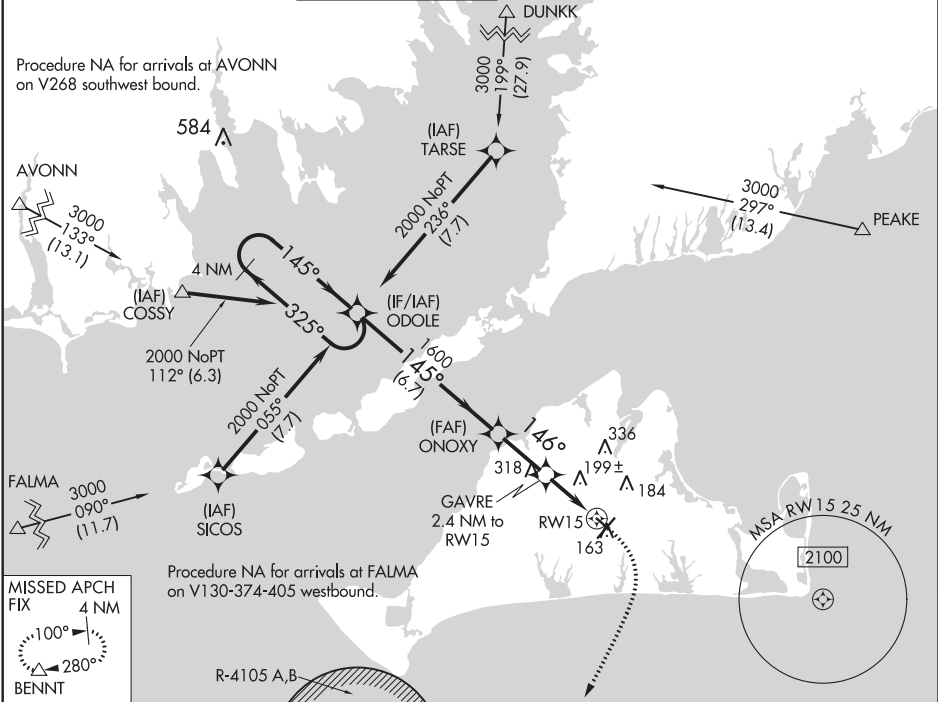
# RNAV (GPS) RWY 15

MARTHA'S VINEYARD (MVY)

**⚠** Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LNAV Cat C and D visibility and Circling Cat C and D visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 15 NA.

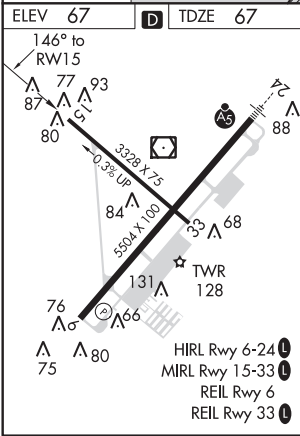
**MISSED APPROACH:**  
Climb to 600 then climbing right turn to 2000 direct BENNT and hold.

ATIS <b>126.25</b>	CAPE APP CON * <b>119.7</b>	VINEYARD TOWER * <b>121.4</b> (CTAF) <b>0</b>	GND CON <b>124.35</b>	CLNC DEL <b>124.35</b> (Tower closed)	UNICOM <b>122.95</b>
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 67	<b>D</b>	TDZE 67	4 NM Holding Pattern	ODOLE	ONOXY	GAVRE 2.4 NM to RW15	600	2000	BENNT
<p>GP 3.00° TCH 53</p>			<p>*LNAV only</p>						
			<p>6.7 NM      2.3 NM      2.4 NM</p>						
CATEGORY	A	B	C	D					
LPV DA		317-1	250 (300-1)						
LNAV/VNAV DA		317-1	250 (300-1)						
LNAV MDA	460-1	393 (400-1)	460-1½	393 (400-1½)					
<b>C</b> CIRCLING	500-1 433 (500-1)	540-1 473 (500-1)	700-1¾ 633 (700-1¾)	780-2¼ 713 (800-2¼)					


WAAS CH <b>48804</b> <b>W24A</b>	APP CRS <b>236°</b>	Rwy Idg TDZE Apt Elev	<b>5504</b> <b>63</b> <b>67</b>
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# RNAV (GPS) RWY 24

MARTHA'S VINEYARD (MVY)

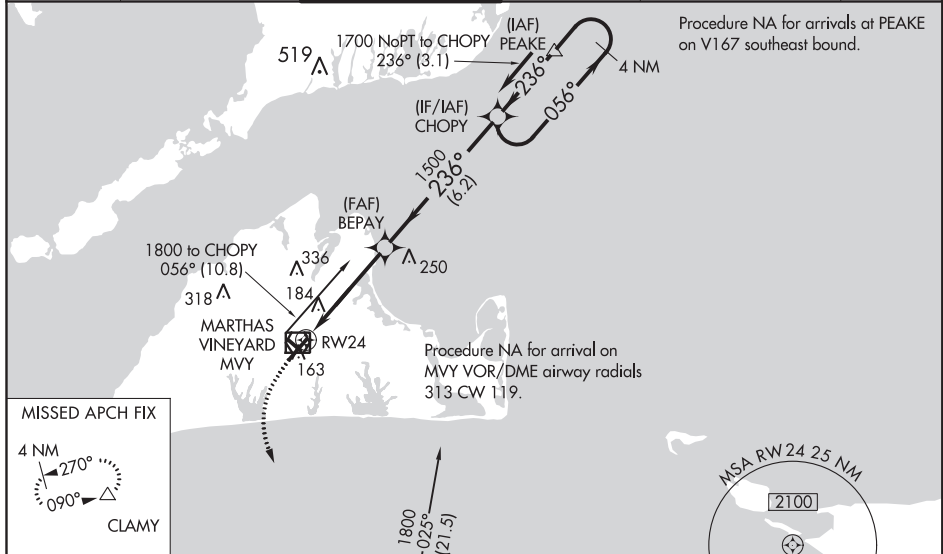
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility to RVR 5200; increase LNAV Cats C/D visibility to RVR 5000; increase Circling visibility Cats C to 2 miles and D to 2 1/2 mile. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1 1/2 mile. For inoperative MALSR using Hyannis altimeter setting, increase LPV all Cats visibility to RVR 4000. LNAV/VNAV all Cats visibility to 1 1/2 mile and increase LNAV Cats C/D visibility to 1 1/2 mile. VDP and Baro-VNAV NA when using Hyannis altimeter setting. Night landing: Rwy 15 NA.

**MALSR**

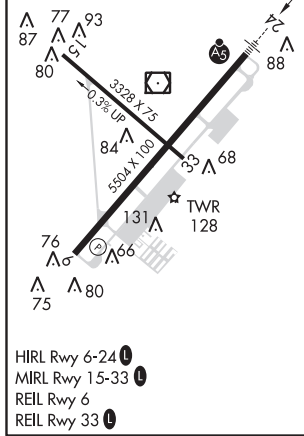


**MISSED APPROACH:**  
Climb to 500 then climbing left turn to 2500 direct CLAMY and hold.

ATIS <b>126.25</b>	CAPE APP CON * <b>119.7</b>	VINEYARD TOWER * <b>121.4</b> (CTAF) <b>0</b>	GND CON <b>124.35</b>	CLNC DEL <b>124.35</b> <b>119.7</b> (Tower closed)	UNICOM <b>122.95</b>
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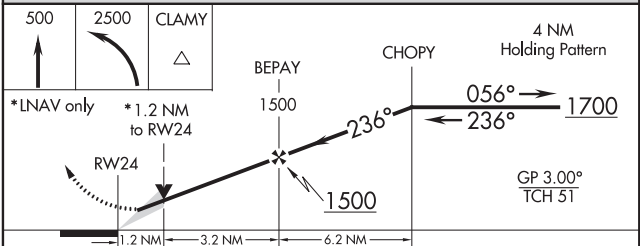


ELEV 67	<b>D</b>	TDZE 63
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**CLAMY** Procedure NA for arrivals at CLAMY on V46 westbound.

500	2500	CLAMY
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CATEGORY	A	B	C	D
LPV DA		263/24	200 (200-1/2)	
LNAV/ VNAV DA		480/47	417 (500-1)	
LNAV MDA	500/24	437 (500-1/2)	500/40	437 (500-3/4)
<b>C</b> CIRCLING	500-1 433 (500-1)	540-1 473 (500-1)	700-1 3/4 633 (700-1 1/4)	780-2 1/4 713 (800-2 1/4)

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WAAS CH <b>56629</b> <b>W33A</b>	APP CRS <b>326°</b>	Rwy Idg TDZE Apf Elev	<b>3327</b> <b>66</b> <b>67</b>
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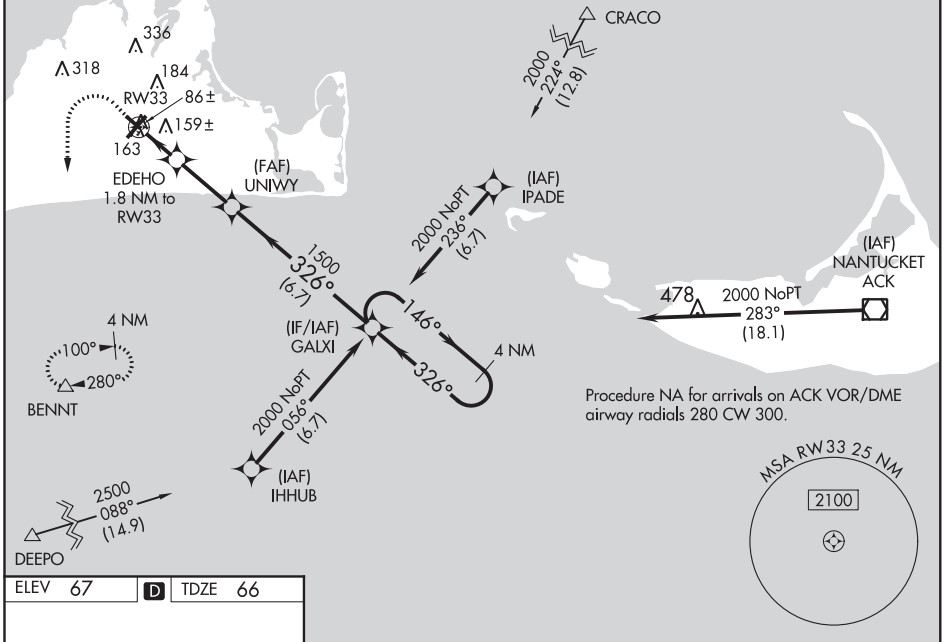
# RNAV (GPS) RWY 33

MARTHA'S VINEYARD (MVY)

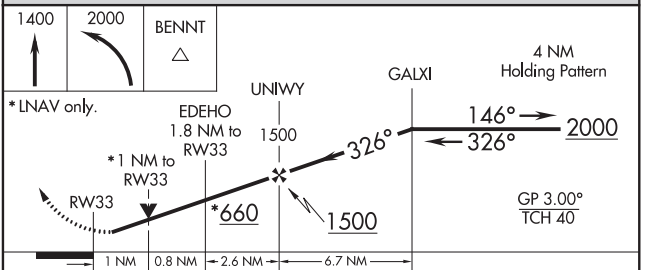
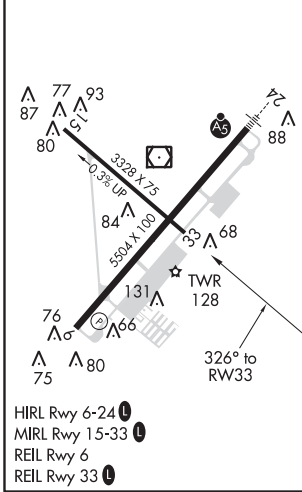
**⚠** Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F).  
**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.  
 When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ½ mile and LNAV Cat C and D ¼ mile. Night landing: Rwy 15 NA. VDP NA with Hyannis altimeter setting.

MISSED APPROACH:  
 Climb to 1400 then climbing left turn to 2000 direct BENNT and hold.

ATIS <b>126.25</b>	CAPE APP CON * <b>119.7</b>	VINEYARD TOWER * <b>121.4</b> (CTAF) <b>0</b>	GND CON <b>124.35</b>	CLNC DEL <b>124.35</b> (Tower closed)	UNICOM <b>122.95</b>
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ELEV 67	<b>D</b>	TDZE 66
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CATEGORY	A	B	C	D
LPV DA		316-1	250 (300-1)	
LNAV/ VNAV DA		339-1	273 (300-1)	
LNAV MDA		420-1	354 (400-1)	
CIRCLING	500-1	520-1	540-1½	620-2
	433 (500-1)	453 (500-1)	473 (500-1½)	553 (600-2)

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VOR/DME M <sup>VY</sup>	APP CRS	Rwy Idg	<b>5504</b>
<b>114.5</b>	<b>050°</b>	TDZE	<b>58</b>
Chan <b>92</b>		Apt Elev	<b>67</b>

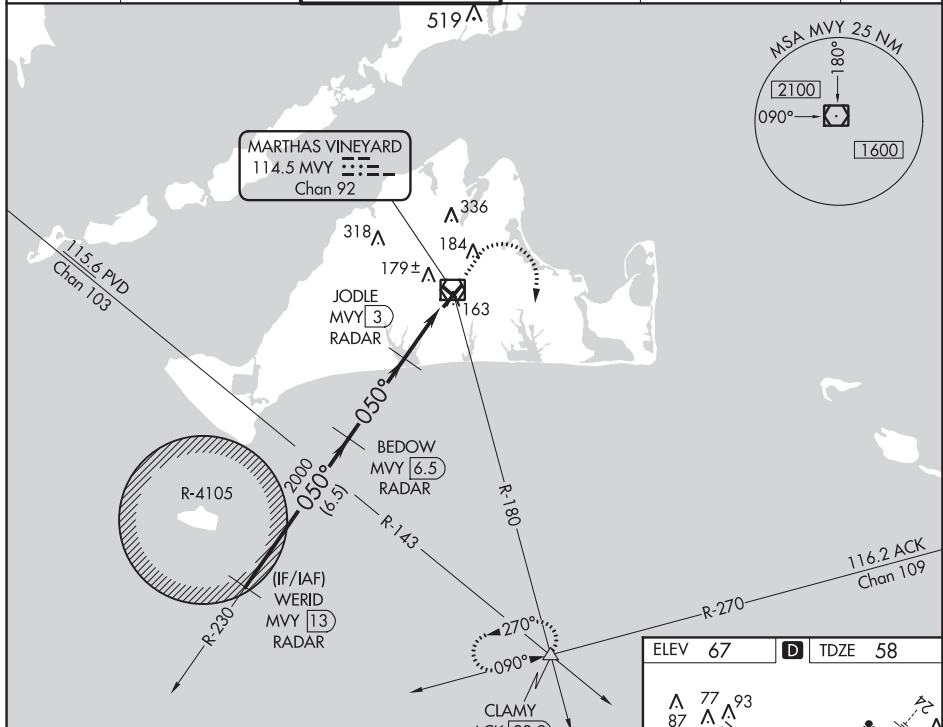
# VOR RWY 6

MARTHA'S VINEYARD (M<sup>VY</sup>)

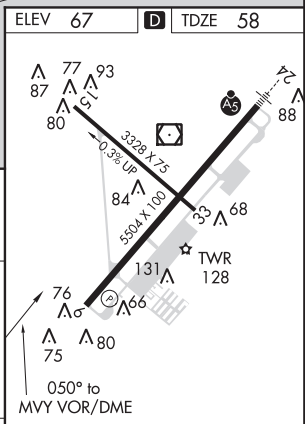
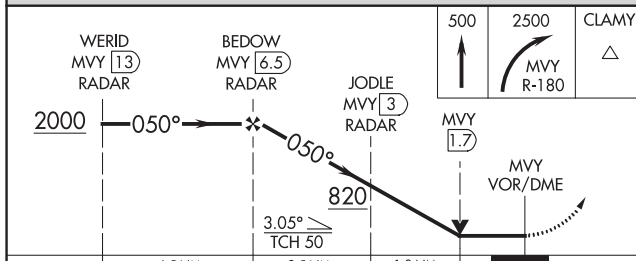
**▼** DME or Radar required. Helicopter visibility reduction below 3/4 SM NA. VDP NA with Hyannis altimeter setting. When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 60 feet;  
**▲** increase S-6 Cats C and D visibility 1/4 mile. Night landing: Rwy 15 NA.

**MISSED APPROACH:** Climb to 500 then climbing right turn to 2500 via M<sup>VY</sup> VOR/DME R-180 to CLAMY INT/ACK 23.9 DME and hold.

ATIS <b>126.25</b>	CAPE APP CON * <b>119.7</b>	VINEYARD TOWER * <b>121.4 (CTAF) 0</b>	GND CON <b>124.35</b>	CLNC DEL <b>124.35</b> (Tower closed)	UNICOM <b>122.95</b>
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## RADAR REQUIRED



CATEGORY	A	B	C	D
S-6	440-1	382 (400-1)	440-1 1/8	382 (400-1 1/8)
CIRCLING	500-1 433 (500-1)	520-1 453 (500-1)	540-1 1/2 473 (500-1 1/2)	620-2 553 (600-2)

HIRL Rwy 6-24  
MIRL Rwy 15-33  
REIL Rwy 6  
REIL Rwy 33

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NE-1, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

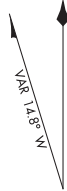
AL-694 (FAA)

MARTHAS VINEYARD (MVY)  
VINEYARD HAVEN, MASSACHUSETTS

ATIS  
 126.25  
 VINEYARD TOWER\*  
 121.4  
 GND CON  
 124.35  
 CLNC DEL  
 124.35  
 119.7 (When Twr Closed)

D

FIELD  
 ELEV  
 67



JANUARY 2015  
 ANNUAL RATE OF CHANGE  
 0.1° E

ELEV 63

145.4°

3328 X 75

0.3% UP

325.4°

ELEV 57

41°23.5'N

5504 X 100

TWR 128

TERMINAL

RWY 06-24  
 S-65, D-108, 2S-137, 2D-185  
 RWY 15-33  
 S-31, D-45, 2D-61

ELEV 54

055.4°

TURF TIE-DOWN AREA

HANGAR COMPLEX

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

70°37.0'W

70°36.5'W

41°23.0'N

# AIRPORT DIAGRAM

VINEYARD HAVEN, MASSACHUSETTS  
MARTHAS VINEYARD (MVY)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-RLU <b>110.5</b> Chan 42	APP CRS <b>047°</b>	Rwy Idg <b>5500</b> TDZE <b>309</b> Apt Elev <b>333</b>
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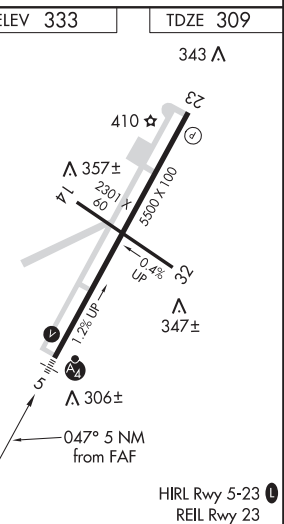
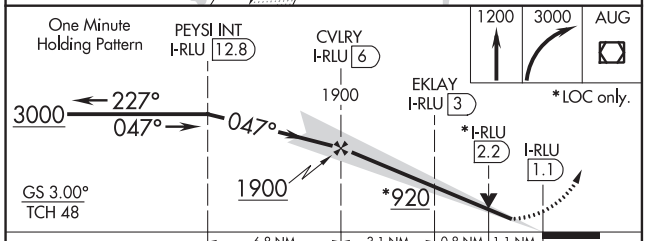
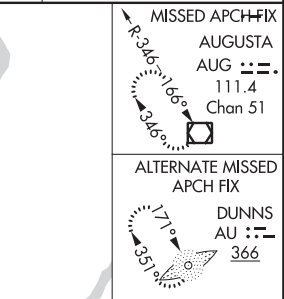
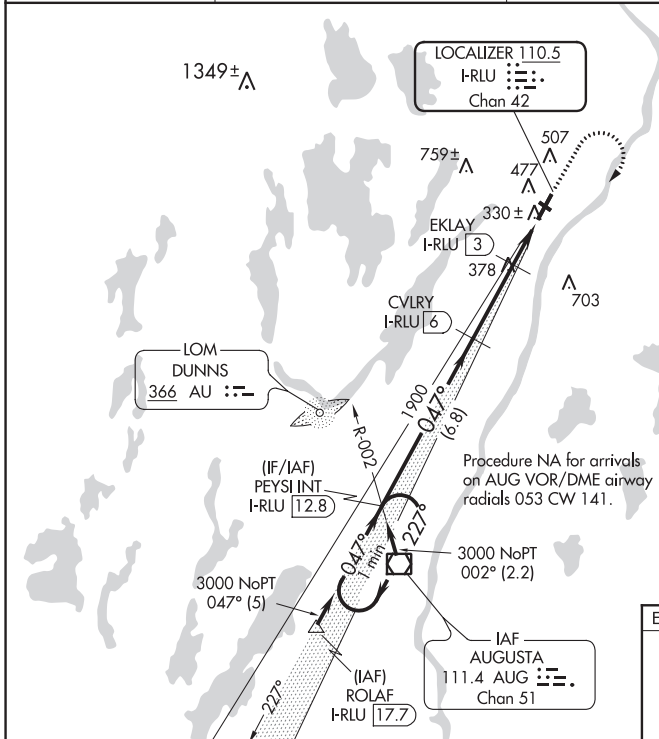
# ILS or LOC/DME RWY 5

WATERVILLE ROBERT LAFLEUR (WVL)

**⚠** Night landing; Rwy 14 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA when using Augusta altimeter setting. When local altimeter setting not received, use Augusta altimeter setting and increase S-ILS 5 DA to 544; increase all MDA 40 feet and S-LOC 5 Cats C/D visibility 1/4 mile. Inop table does not apply to S-ILS 5. For inop MALSF, increase S-LOC 5 Cat D visibility to 1 mile. For inop MALSF, when using Augusta altimeter setting, increase S-ILS 5 all Cats visibility to 1/2 mile and S-LOC 5 Cat C/D visibility to 1 1/2 mile.

**MALSF**  
**⚠** MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct AUG VOR/DME and hold.

AWOS-3PT <b>118.375</b>	PORTLAND APP CON ★ <b>128.35 299.2</b>	CLNC DEL <b>124.6 299.2</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-ILS 5		509-3/4	200 (200-3/4)	
S-LOC 5		680-3/4	371 (400-3/4)	
CIRCLING	860-1	527 (600-1)	860-1 1/2 527 (600-1 1/2)	900-2 567 (600-2)

NE-1, 10 NOV 2016 to 05 JAN 2017


NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>70418</b> <b>W05A</b>	APP CRS <b>047°</b>	Rwy ldg TDZE Apt Elev	<b>5500</b> <b>309</b> <b>333</b>
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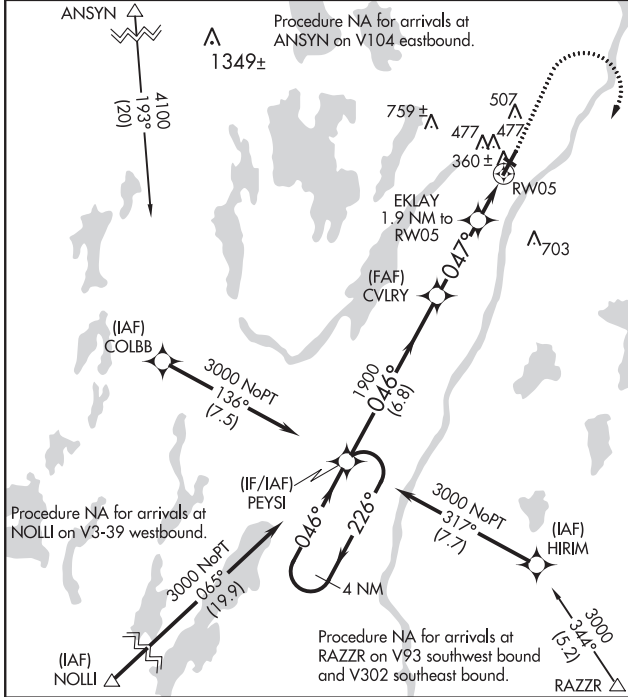
# RNAV (GPS) RWY 5

WATERVILLE ROBERT LAFLEUR (WVL)

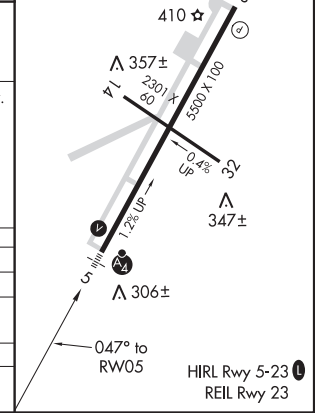
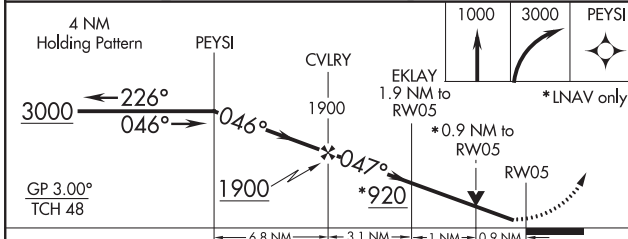
**⚠** Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F), DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Augusta altimeter setting. When local altimeter setting not received, use Augusta altimeter setting and increase all DA 35 feet and all MDA 40 feet, increase visibility LNAV/VNAV all Cats 3/8 mile. Night Landing: Rwy 14 NA. For inop MALSF, increase LNAV/VNAV Cat D visibility to 1 mile and LNAV Cats C/D visibility to 3/8 mile. For inop MALSF, when using Augusta altimeter setting, increase LPV all Cats visibility to 3/8 mile, LNAV/VNAV Cat D visibility to 1 1/8 mile, and LNAV Cat D visibility to 1 mile.

**MALSF**  
  
**MISSED APPROACH:**  
 Climb to 1000 then climbing right turn to 3000 direct PEYSI and hold.

AWOS-3PT <b>118.375</b>	PORTLAND APP CON ★ <b>128.35 299.2</b>	CLNC DEL <b>124.6 299.2</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 333	TDZE 309
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CATEGORY	A	B	C	D
LPV DA		509-3/4	200 (200-3/4)	
LNAV/VNAV DA		588-3/4	279 (300-3/4)	
LNAV MDA		620-3/4	311 (400-3/4)	
CIRCLING	860-1	527 (600-1)	860-1 1/2 527 (600-1 1/2)	900-2 567 (600-2)

# RNAV (GPS) RWY 5

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NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>63100</b> <b>W23A</b>	APP CRS <b>227°</b>	Rwy Idg TDZE <b>333</b> Apt Elev <b>333</b>	<b>5500</b> <b>333</b> <b>333</b>
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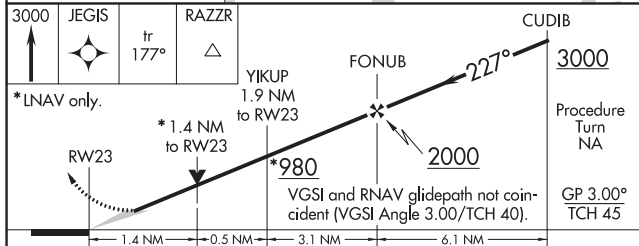
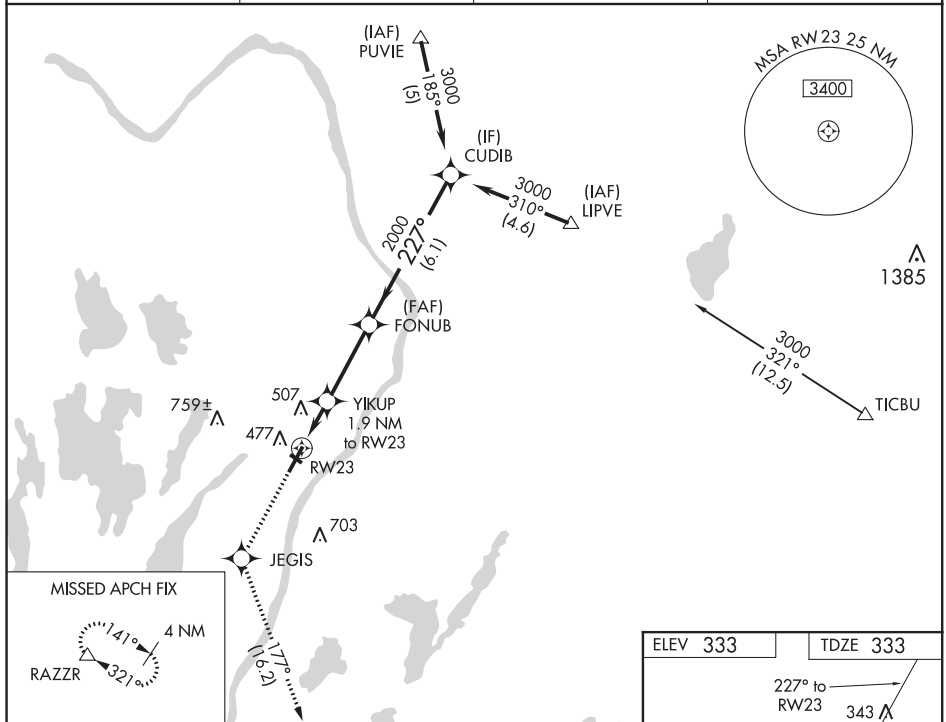
# RNAV (GPS) RWY 23

WATERVILLE ROBERT LAFLEUR (WVL)

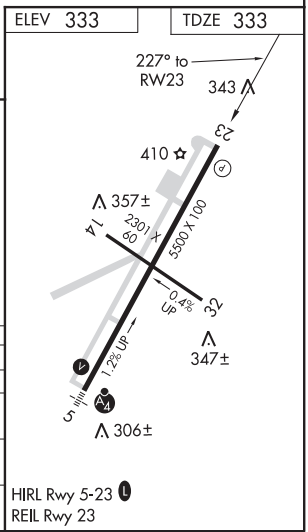
**⚠** Circling to Rwy 14 and 32 NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Augusta altimeter setting and increase LPV DA to 618 feet and all MDA 40 feet; increase LPV all Cats and LNAV Cat C visibility ¼ mile. VDP NA when using Augusta altimeter setting.

**MISSED APPROACH:** Climb to 3000 DIRECT JEGIS and via 177° track to RAZZR and hold.

AWOS-3PT <b>118.375</b>	PORTLAND APP CON ★ <b>128.35 299.2</b>	CLNC DEL <b>124.6 299.2</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	583-¾ 250 (300-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	800-1 467 (500-1)	800-1¼ 467 (500-1¼)	800-1½ 467 (500-1½)	800-1½ 467 (500-1½)
CIRCLING	860-1 527 (600-1)	860-1½ 527 (600-1½)	900-2 567 (600-2)	900-2 567 (600-2)



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APP CRS <b>020°</b>	Rwy Idg <b>2650</b>
	TDZE <b>1953</b>
	Apt Elev <b>1953</b>

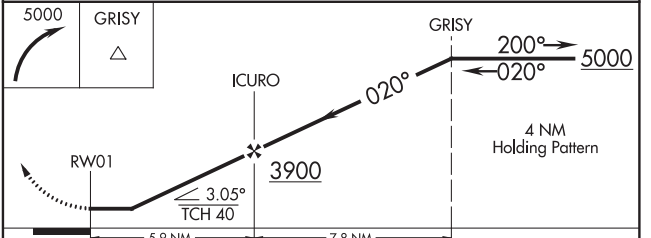
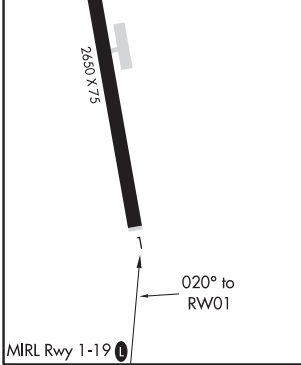
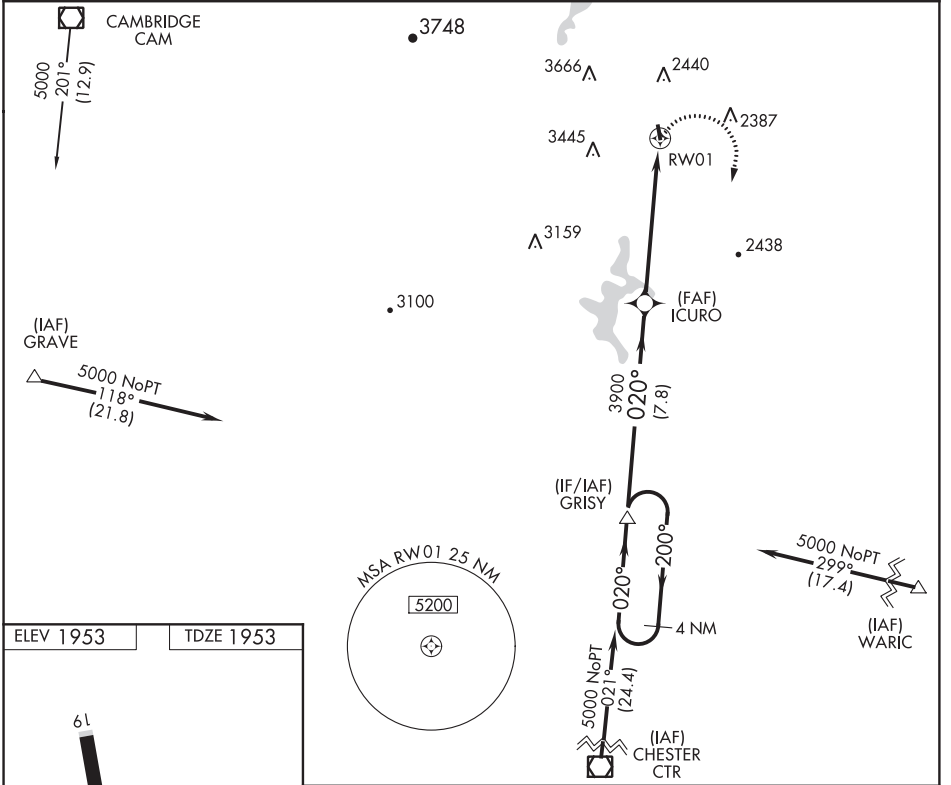
# RNAV (GPS) RWY 1

DEERFIELD VALLEY RGNL (4V8)

**▼** Use Bennington altimeter setting; if not received, use Keene altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**▲ NA** MISSED APPROACH: Climbing right turn to 5000 direct GRISY and hold.

BENNINGTON ASOS <b>135.925</b>	BOSTON CENTER <b>123.75 338.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNNAV MDA	3140-1¼ 1187 (1200-1¼)	3140-1½ 1187 (1200-1½)		NA
CIRCLING	3160-1¼ 1207 (1300-1¼)	3400-1½ 1447 (1500-1½)		NA

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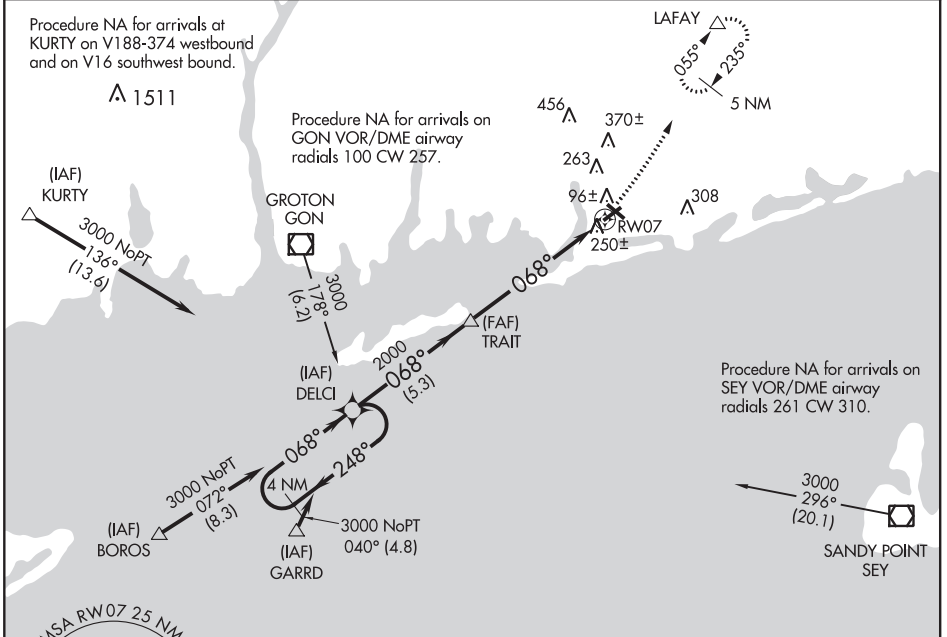
APP CRS <b>068°</b>	Rwy Idg <b>4010</b>
	TDZE <b>76</b>
	Apt Elev <b>81</b>

# RNAV (GPS) RWY 7

WESTERLY STATE (WST)

<b>▼</b> Inoperative table does not apply. DME/DME RNP-0.3 NA. <b>▲</b> NA	<b>MALSF</b> 	<b>MISSED APPROACH:</b> Climbing left turn to 2100 direct LAFAY and hold.
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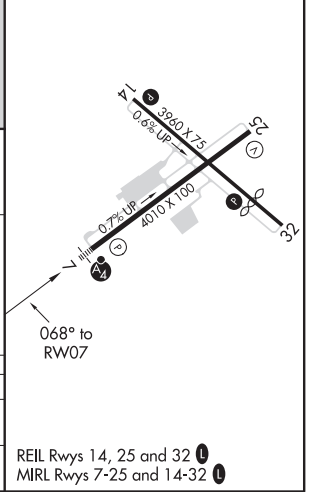
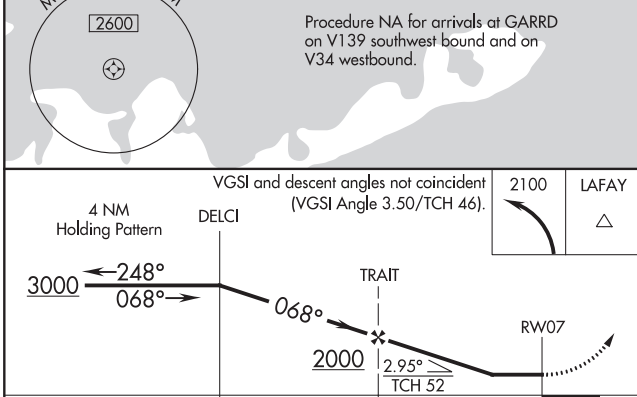
ASOS <b>132.375</b>	PROVIDENCE APP CON ★ <b>119.45 319.2</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 81	TDZE 76
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CATEGORY	A	B	C	D
LNVA MDA	520-1	444 (500-1)	520-1½ 444 (500-1½)	520-1½ 444 (500-1½)
CIRCLING	580-1	499 (500-1)	580-1½ 499 (500-1½)	720-2 639 (700-2)

REIL Rwy 14, 25 and 32 **0**  
MRL Rwy 7-25 and 14-32 **0**





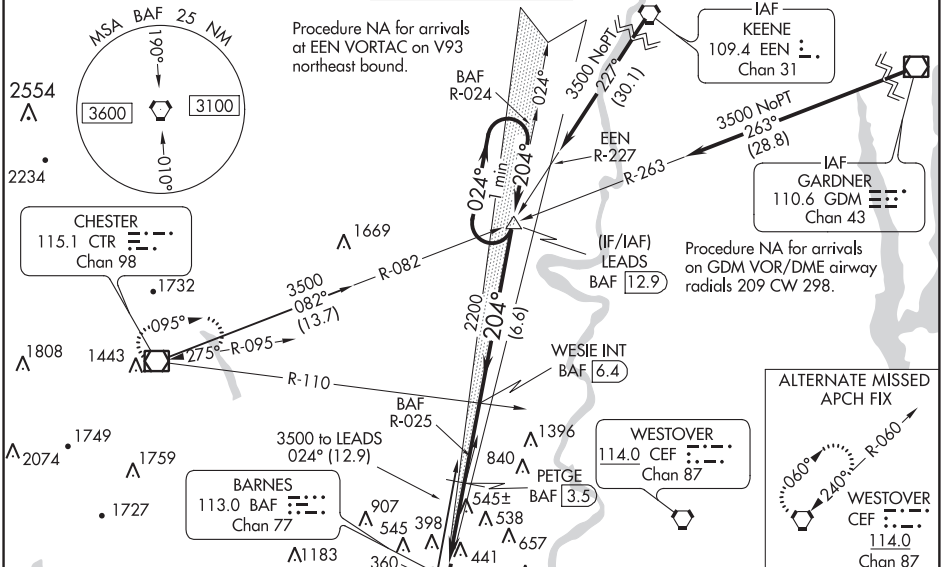
LOC I-BAF <b>111.9</b>	APP CRS <b>204°</b>	Rwy Idg <b>8919</b>
		TDZE <b>270</b>
		Apt Elev <b>270</b>

**ILS or LOC RWY 20**  
WESTFIELD-BARNES RGNL (BAF)

**⚠** When local altimeter setting not received, use Bradley Intl altimeter setting and increase all DA 44 feet and all MDA 60 feet; increase PETGE fix minimums S-LOC 20 Cats C/D/E visibility ½ mile. For inop MALSR, increase ILS 20 Cat E visibility to RVR 4000; increase S-LOC 20 Cat E visibility to 3 miles; increase PETGE fix minimums S-LOC 20 Cat E visibility to 1½ mile. For inop MALSR when using Bradley Intl altimeter setting increase S-LOC 20 Cat E visibility to 3 miles; increase PETGE fix minimums S-LOC 20 E visibility to 3 miles. Night landing: Rwy 15 NA. \*\*DME from BAF VORTAC. Simultaneous reception of I-BAF and BAF DME required.

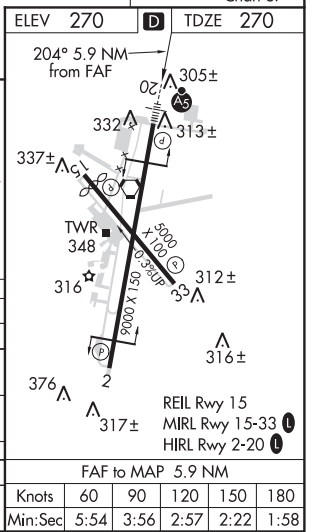
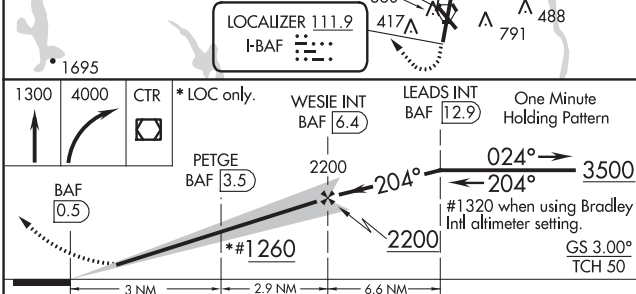
**MALSR**  
Climb to 1300 then climbing right turn to 4000 direct CTR VOR/DME and hold, continue climb-in-hold to 4000.

ATIS <b>127.1 263.15</b>	BRADLEY APP CON <b>125.35 281.5</b>	WESTFIELD TOWER * <b>118.9 (CTAF) 251.1</b>	GND CON <b>121.7 289.4</b>	CLNC DEL <b>121.7</b> (when tower closed)
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	E
S-ILS 20	520/24		250 (300-½)		
S-LOC 20	1260/40 990 (1000-¾)	1260/55 990 (1000-1¼)	1260-2½ 990 (1000-2½)		
CIRCLING	1260-1¼ 990 (1000-1¼)	1260-1½ 990 (1000-1½)	1260-3 990 (1000-3)	1660-3 1390 (1400-3)	
PETGE FIX MINIMUMS **					
S-LOC 20	800/24 530 (600-½)		800/55 530 (600-1¼)		
CIRCLING	1160-1¼	890 (900-1¼)	1160-2¾ 890 (900-2¾)	1660-3 1390 (1400-3)	

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

WAAS CH <b>77817</b> <b>W02A</b>	APP CRS <b>024°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>264</b> <b>270</b>
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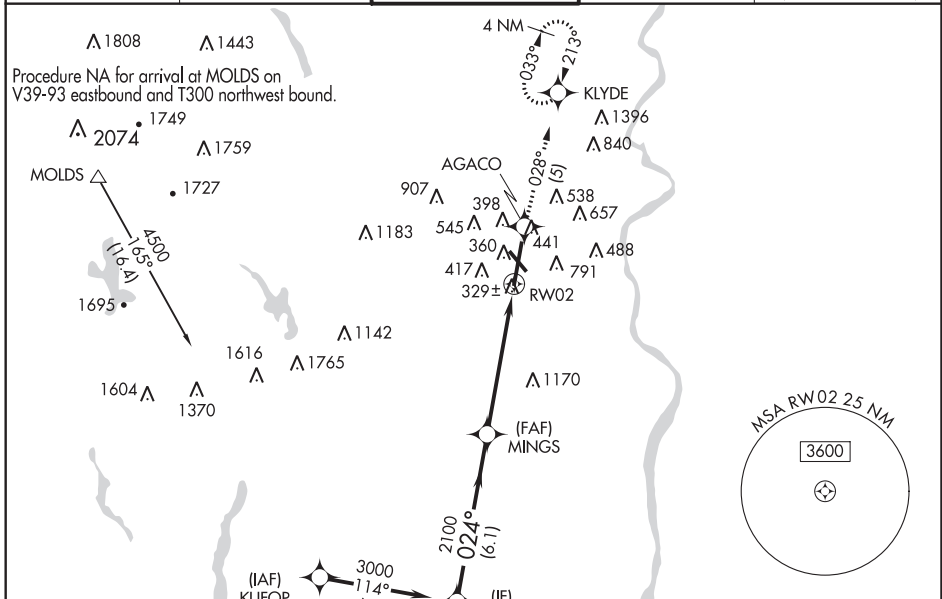
# RNAV (GPS) RWY 2

WESTFIELD-BARNES RGNL (BAF)

**⚠** Baro-VNAV NA when using Bradley Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Bradley Intl altimeter setting and increase all DA 44 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 15 NA.

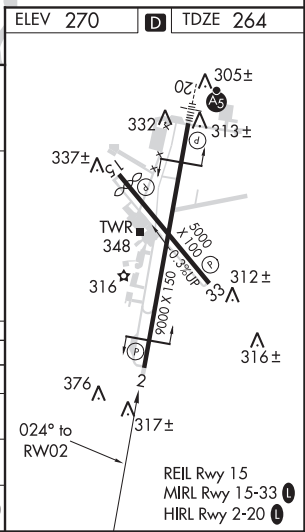
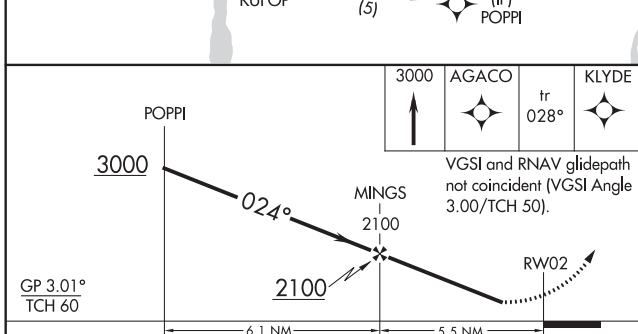
**⚠** MISSED APPROACH: Climb to 3000 direct AGACO and on track 028° to KLYDE and hold, continue climb-in-hold to 3000.

ATIS <b>127.1 263.15</b>	BRADLEY APP CON <b>125.35 281.5</b>	WESTFIELD TOWER* <b>118.9</b> (CTAF) <b>0251.1</b>	GND CON <b>121.7 289.4</b>	CLNC DEL <b>121.7</b> (when tower closed)
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NE-1, 10 NOV 2016 to 05 JAN 2017

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CATEGORY	A	B	C	D	E
LPV DA		515-1	251 (300-1)		
LNAV/VNAV DA		858-2	594 (600-2)		
LNAV MDA	1360-1 1/4 1096 (1100-1 1/4)	1360-1 1/2 1096 (1100-1 1/2)	1360-3	1096 (1100-3)	
CIRCLING	1360-1 1/4 1090 (1100-2)	1360-1 1/2 1090 (1100-2)	1360-3	1660-3	1390 (1400-3)



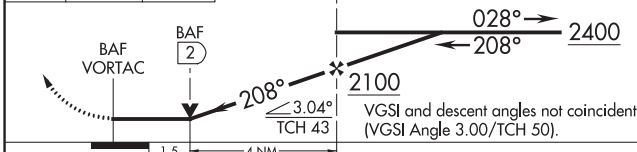
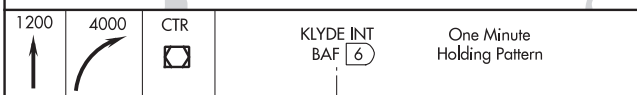
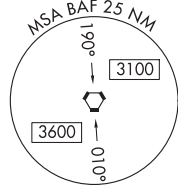
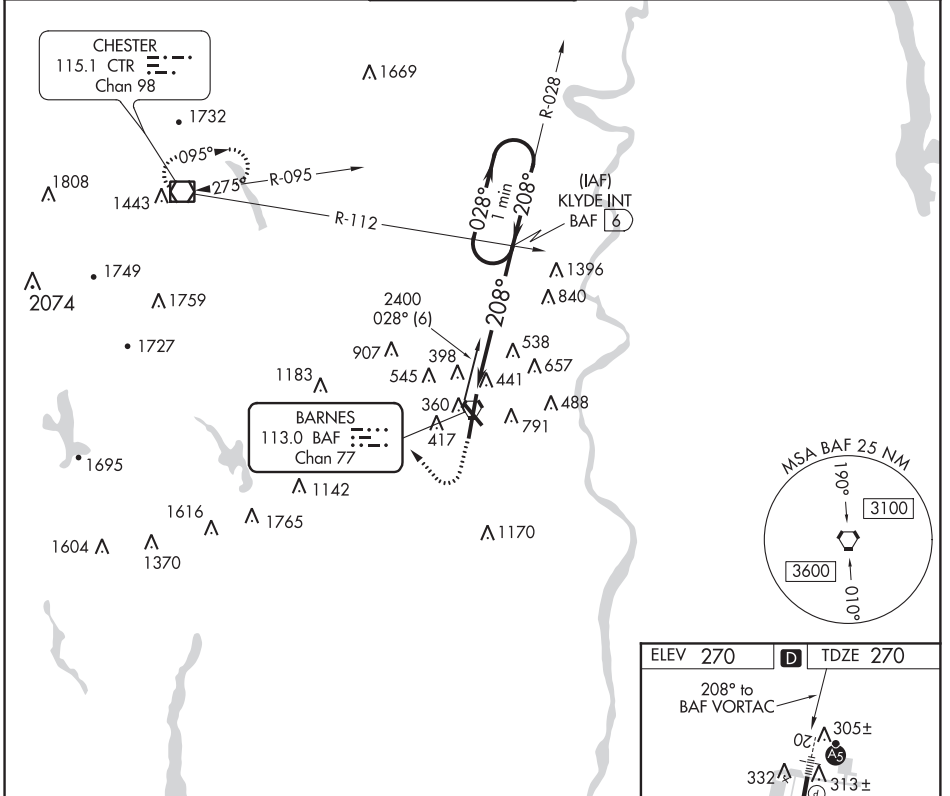
BAF VORTAC <b>113.0</b> Chan <b>77</b>	APP CRS <b>208°</b>	Rwy Idg <b>8919</b> TDZE <b>270</b> Apt Elev <b>270</b>
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# VOR RWY 20

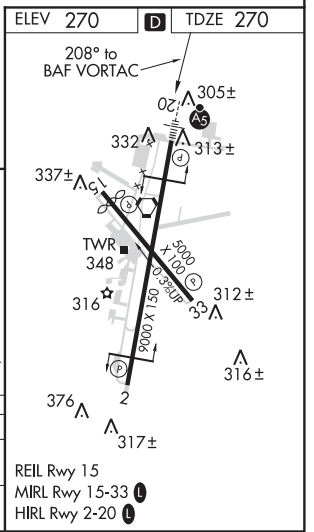
WESTFIELD-BARNES RGNL (BAF)

 -20°C/-4°F	For inoperative MALSR, increase Cat A/B visibility to RVR 5000. Night landing: Rwy 15 NA.	MALSR 	MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 direct CTR VOR/DME and hold, continue climb in hold to 4000.
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ATIS <b>127.1 263.15</b>	BRADLEY APP CON <b>125.35 281.5</b>	WESTFIELD TOWER* <b>118.9 (CTAF) 0 251.1</b>	GND CON <b>121.7 289.4</b>	CLNC DEL <b>121.7</b> (when tower closed)
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CATEGORY	A	B	C	D
S-20	940/40	670 (700-1¼)	940/60 670 (700-1¼)	940-1½ 670 (700-1½)
CIRCLING	1160-1¼	890 (900-1¼)	1160-2¾ 890 (900-2¾)	1660-3 1390 (1400-3)



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BAF VORTAC <b>113.0</b> Chan <b>77</b>	APP CRS <b>025°</b>	Rwy Idg <b>9000</b> TDZE <b>264</b> Apt Elev <b>270</b>
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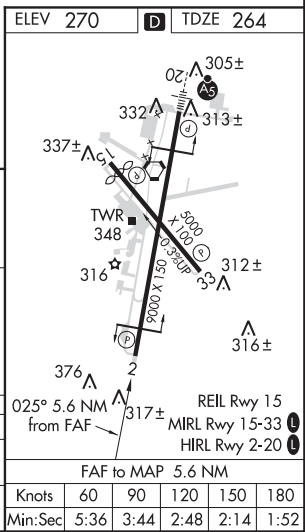
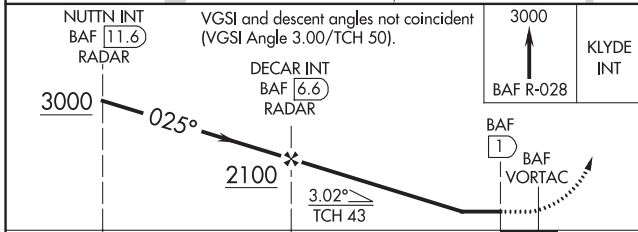
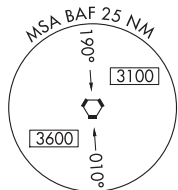
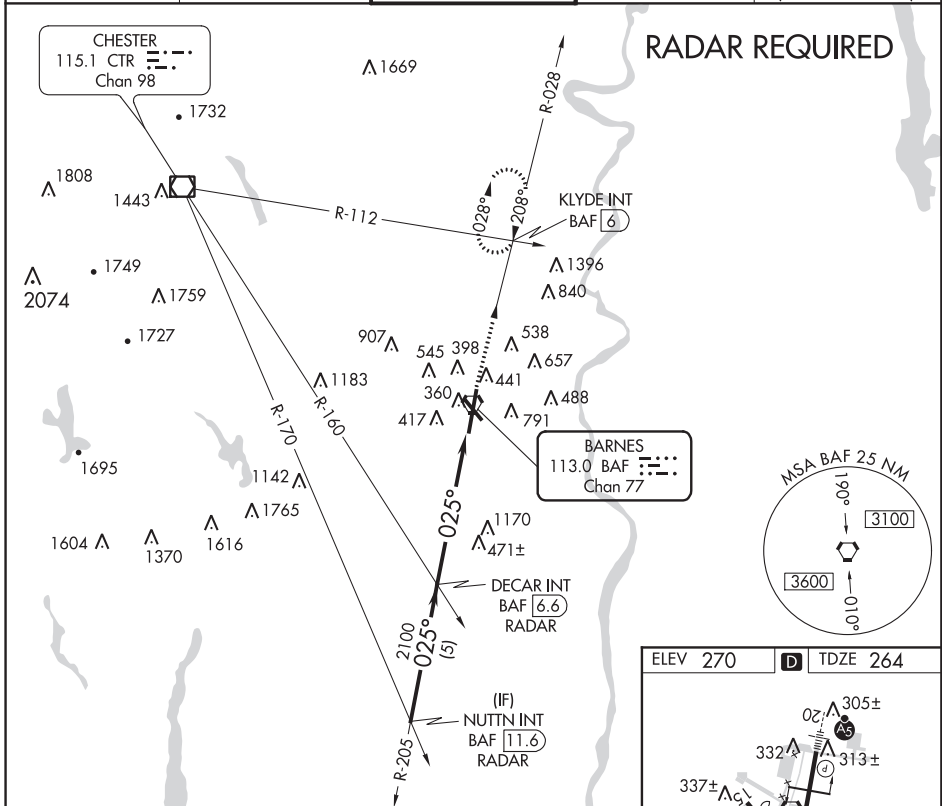
# VOR or TACAN RWY 2

WESTFIELD-BARNES RGNL (BAF)

**⚠** Night landing: Rwy 15 NA.  
**❄** -20°C/-4°F Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 via the BAF VORTAC R-028 to KLYDE Int and hold.

ATIS <b>127.1 263.15</b>	BRADLEY APP CON <b>125.35 281.5</b>	WESTFIELD TOWER* <b>118.9</b> (CTAF) <b>0 251.1</b>	GND CON <b>121.7 289.4</b>	CLNC DEL <b>121.7</b> (when tower closed)
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CATEGORY	A	B	C	D	E
S-2	780-1	516 (600-1)	780-1½ 516 (600-1½)	780-1¾	516 (600-1¾)
CIRCLING	1160-1¼	890 (900-1¼)	1160-2¾ 890 (900-2¾)	1660-3	1390 (1400-3)

NE-1, 10 NOV 2016 to 05 JAN 2017

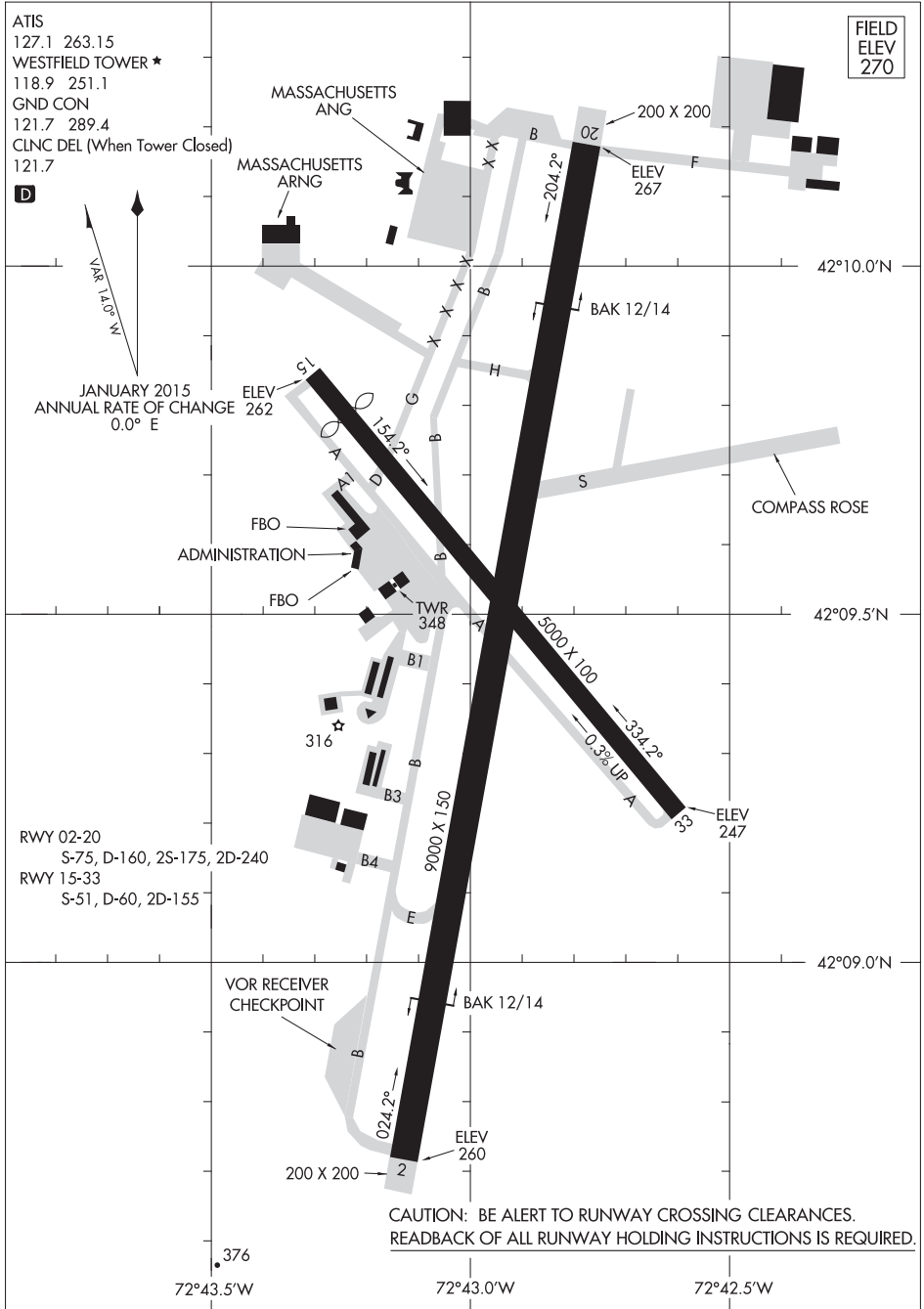
NE-1, 10 NOV 2016 to 05 JAN 2017

15064

# AIRPORT DIAGRAM

AL-446 (FAA)

WESTFIELD-BARNES RGNL (BAF)  
WESTFIELD/SPRINGFIELD, MASSACHUSETTS



# AIRPORT DIAGRAM

15064

WESTFIELD/SPRINGFIELD, MASSACHUSETTS  
WESTFIELD-BARNES RGNL (BAF)





# COASTAL SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 024° to 1700, expect radar vectors to HFD VOR/DME, thence....

TAKEOFF RWY 15: Climb heading 154° to 1300, expect radar vectors to HFD VOR/DME, thence....

TAKEOFF RWY 20: Climb heading 204° to 1500, expect radar vectors to HFD VOR/DME, thence....

TAKEOFF RWY 33: Climb heading 334° to 1900, expect radar vectors to HFD VOR/DME, thence....

....from over HFD VOR/DME proceed via HFD R-143 to THUMB INT. Then proceed via HTO R-010 to YODER INT. Then proceed via CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Maintain assigned altitude. Expect clearance to requested flight level ten minutes after departure.

GEDIC TRANSITION (CSTL6.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC.

SHERL TRANSITION (CSTL6.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL.

### TAKEOFF OBSTACLE NOTES:

Rwy 2: Trees beginning 1186' from DER, 144' left of centerline up to 100' AGL/385' MSL.  
Trees beginning 1098' from DER, 431' right of centerline, up to 100' AGL/465' MSL.

Rwy 15: Trees beginning 68' from DER, 5' left of centerline, up to 100' AGL/592' MSL.  
Ground beginning 8545' from DER, 124' left of centerline, 482' MSL.

Trees beginning 360' from DER, 6' right of centerline, up to 100' AGL/525' MSL.  
Road/vehicle 8905' from DER, 199' right of centerline, up to 15' AGL/515' MSL.

Rwy 20: Trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL.  
Trees beginning 541' from DER, 38' right of centerline, up to 100' AGL/329' MSL.

Rwy 33: Trees beginning 105' from DER, 5' left of centerline, up to 100' AGL/920' MSL.  
Towers beginning 1.5 NM from DER, 2442' left of centerline, up to 305' AGL/545' MSL.  
Buildings/antennas beginning 3499' from DER, 547' left of centerline, up to 36' AGL/905' MSL.

Poles/flagpoles beginning 1431' from DER, 268' left of centerline, up to 43' AGL/907' MSL.

Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/515' MSL.  
Poles/flagpoles beginning 645' from DER, 587' right of centerline, up to 43' AGL/311' MSL.

Fence 83' from DER, 420' right of centerline, 5' AGL/268' MSL.  
Buildings beginning 905' from DER, 439' right of centerline, up to 36' AGL/307' MSL.

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>4001</b>
<b>104°</b>	TDZE	<b>1057</b>
	Apt Elev	<b>1074</b>

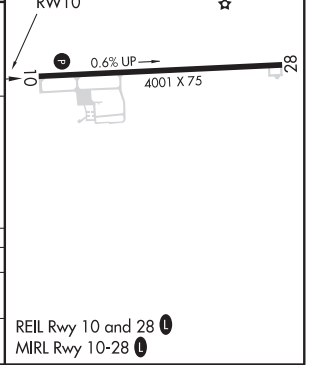
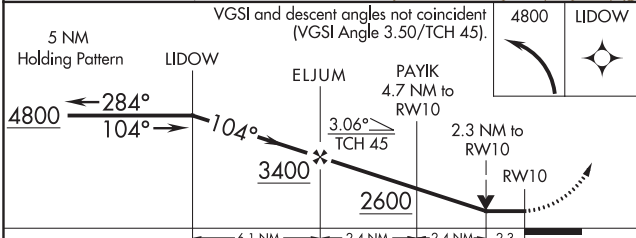
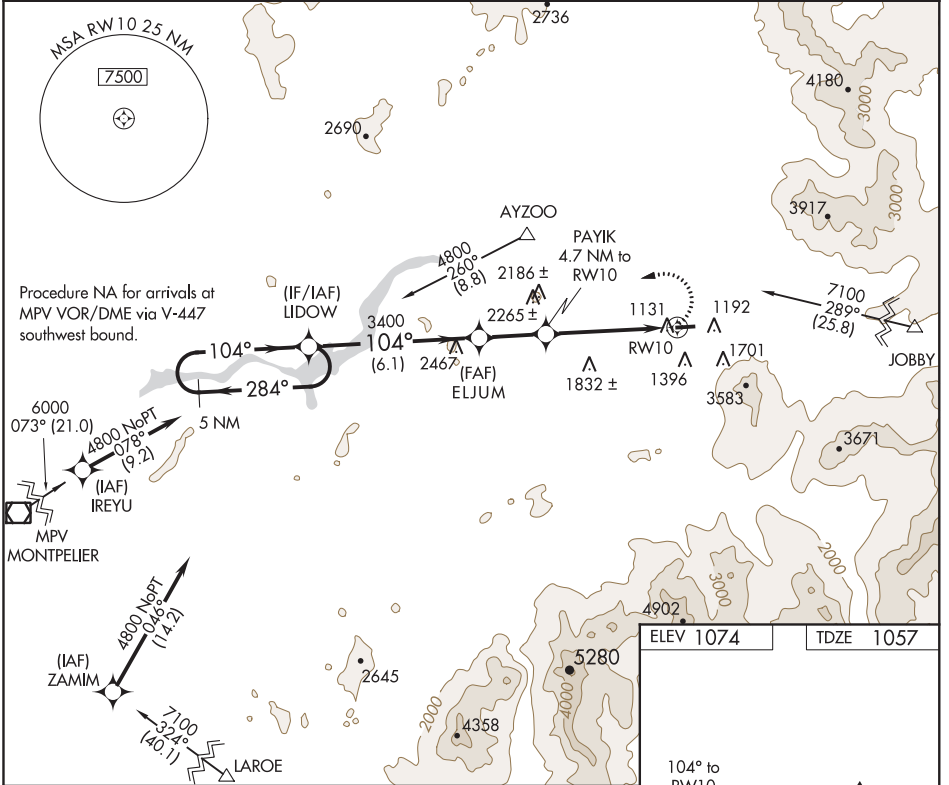
# RNAV (GPS) Y RWY 10

MOUNT WASHINGTON RGNL (HIE)

**⚠** Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lyndonville altimeter setting and increase all MDA 80 feet; increase LNAV and circling Cat B/C visibilities ¼ mile. VDP NA with Lyndonville altimeter setting. Circling to Rwy 28 NA at night.

**⚠** MISSED APPROACH: Climbing left turn to 4800 direct LIDOW and hold.

ASOS <b>118.525</b>	BOSTON CENTER <b>135.7 282.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNAV MDA	1940-1¼	883 (900-1¼)	1940-2¾	883 (900-2¾)
CIRCLING	1940-1¼	866 (900-1¼)	1940-2¾	866 (900-2¾)

REIL Rwy 10 and 28 **0**  
MIRL Rwy 10-28 **0**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>53512</b> <b>W10A</b>	APP CRS <b>104°</b>	Rwy Idg TDZE Apt Elev	<b>4001</b> <b>1057</b> <b>1074</b>
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# RNAV (GPS) Z RWY 10

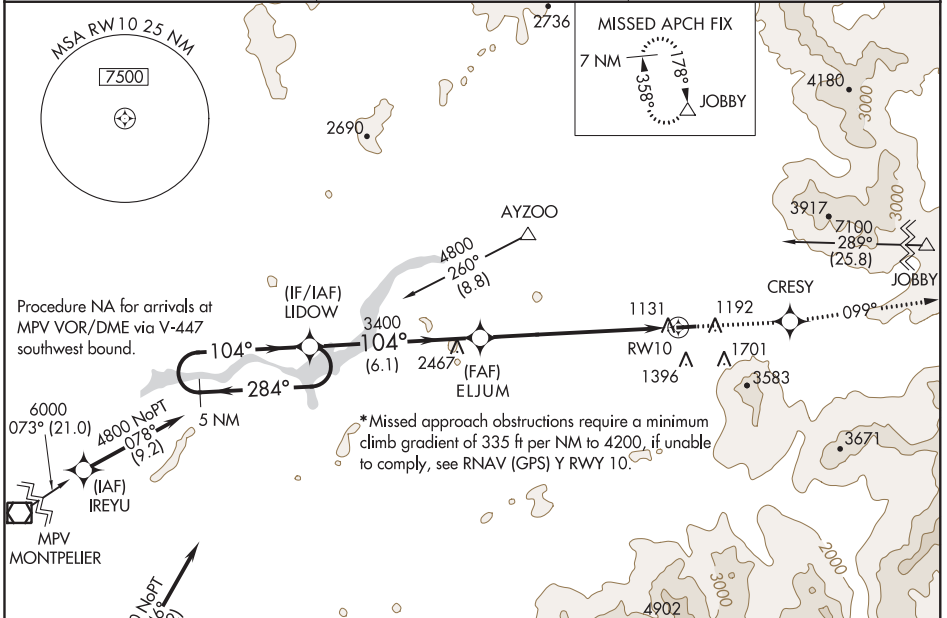
MOUNT WASHINGTON RGNL (HIE)

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lyndonville altimeter setting and increase DA 71 feet and LPV all Cats visibility 1/2 mile.

**⚠** MISSED APPROACH: Climb to 7100 direct CRESY and via track 099° to JOBBY and hold, continue climb-in-hold to 7100.

**❄** -29°C/-20°F

ASOS <b>118.525</b>	BOSTON CENTER <b>135.7 282.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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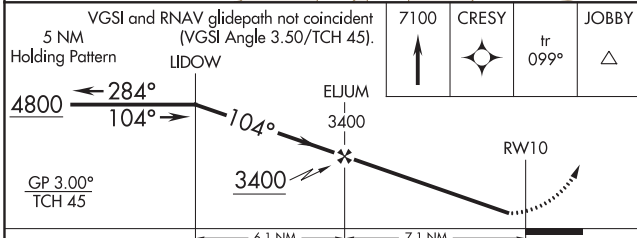


ELEV 1074	TDZE 1057
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104° to RWY 10

0.6% UP →

4001 X 75



CATEGORY	A	B	C	D
*LPV DA	1507-1½ 450 (500-1½)			NA

REIL Rwy 10 and 28 0

MIRL Rwy 10-28 0

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>58024</b> <b>W09A</b>	APP CRS <b>089°</b>	Rwy Idg TDZE Apt Elev	<b>4013</b> <b>239</b> <b>246</b>
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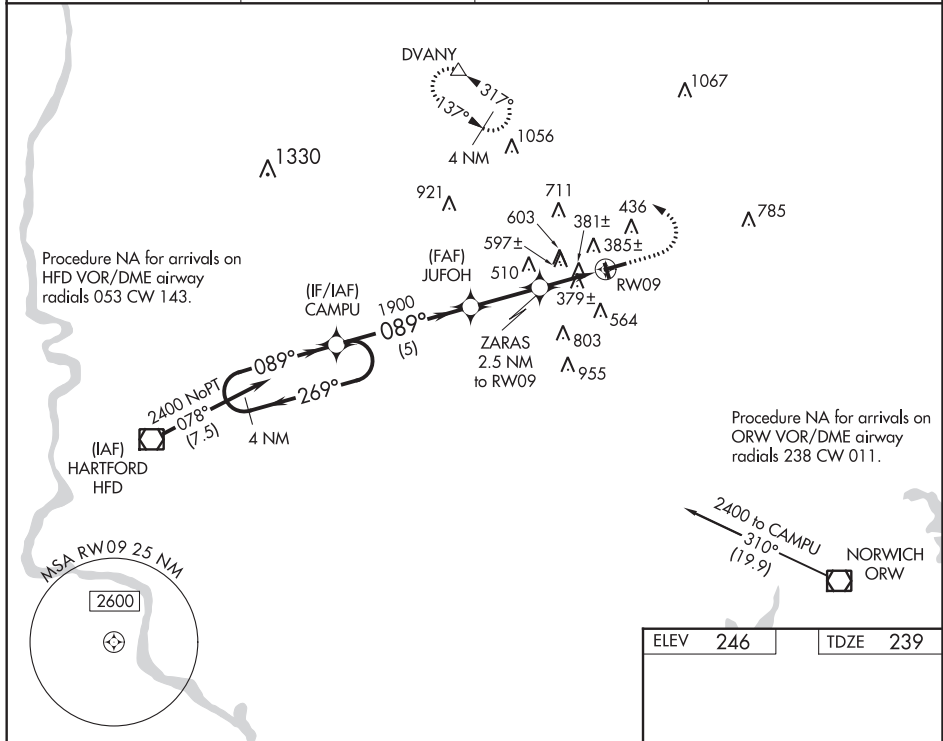
# RNAV (GPS) RWY 9

WILLIMANTIC / WINDHAM (IJD)

**▼** Circling to Rwy 09, 18, 36 NA at night. When VGSI inop, Circling Rwy 27 NA at night.  
**▲** Straight-In minimums NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Windsor Locks altimeter setting and increase all MDA 80 feet, and LP and LNAV Cat C visibility 1/4 mile, and Circling Cat C visibility 1/2 mile.

**MISSED APPROACH:**  
 Climb to 900 then climbing left turn to 2500 direct DVANY and hold.

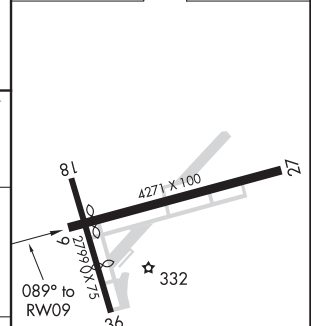
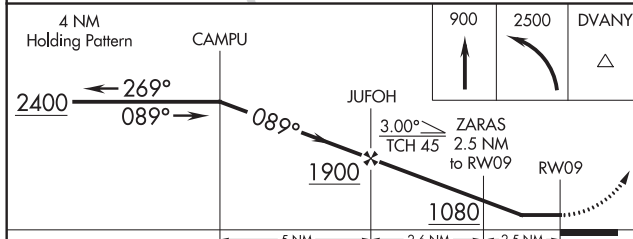
ASOS <b>133.675</b>	BRADLEY APP CON <b>127.8 269.325</b>	CLNC DEL <b>128.6</b>	UNICOM <b>122.975</b> (CTAF) <b>U</b>
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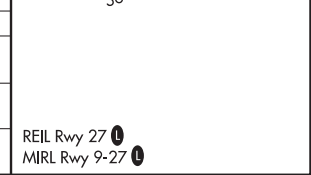
NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV	246	TDZE	239
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CATEGORY	A	B	C	D
LP MDA	640-1	401 (400-1)	640-1 1/8 401 (400-1 1/8)	NA
LNAV MDA	860-1	621 (700-1)	860-1 3/4 621 (700-1 3/4)	NA
CIRCLING	940-1	694 (700-1)	980-2 734 (800-2)	NA



WAAS CH <b>69623</b> W27A	APP CRS <b>270°</b>	Rwy Idg TDZE Apt Elev	<b>4271</b> <b>239</b> <b>246</b>
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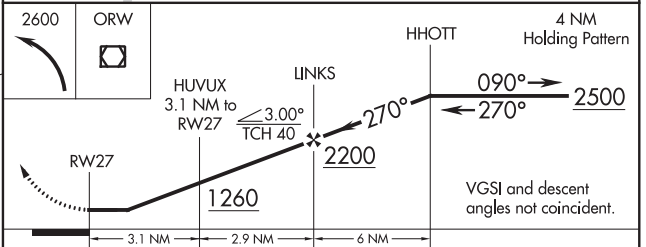
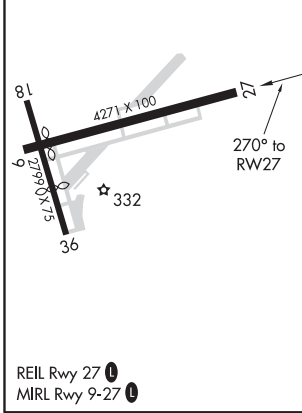
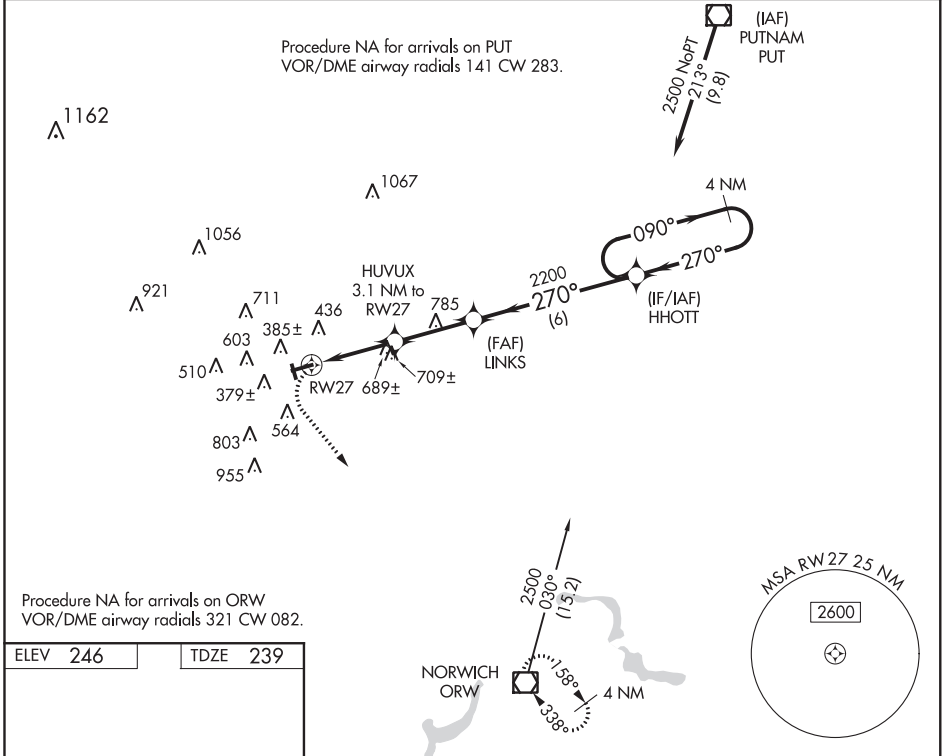
# RNAV (GPS) RWY 27

WILLIMANTIC / WINDHAM (IJD)

**⚠** Circling to Rwy 09, 18, 36 NA at night. When VGSJ inop, Straight-In/Circling Rwy 27 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.  
**⚠** When local altimeter setting not received, use Windsor Locks altimeter setting and increase all MDA 80 feet, and increase Cat B visibility ¼ mile, and increase Cat C visibility ½ mile.

MISSED APPROACH:  
 Climbing left turn to 2600 direct ORW  
 VOR/DME and hold.

ASOS <b>133.675</b>	BRADLEY APP CON <b>127.8 269.325</b>	CLNC DEL <b>128.6</b>	UNICOM <b>122.975</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
LP MDA	940-1	701 (700-1)	940-2 701 (700-2)	NA
LNAV MDA	960-1	721 (800-1)	960-2 721 (800-2)	NA
CIRCLING	960-1	714 (800-1)	980-2 734 (800-2)	NA

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WILLIMANTIC, CONNECTICUT

AL-5250 (FAA)

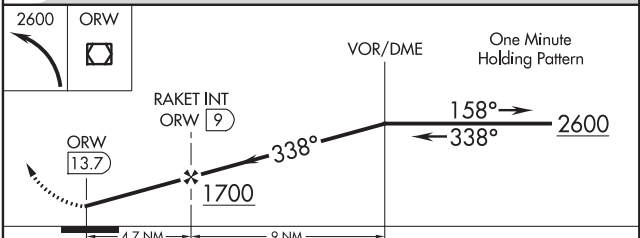
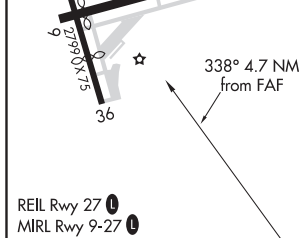
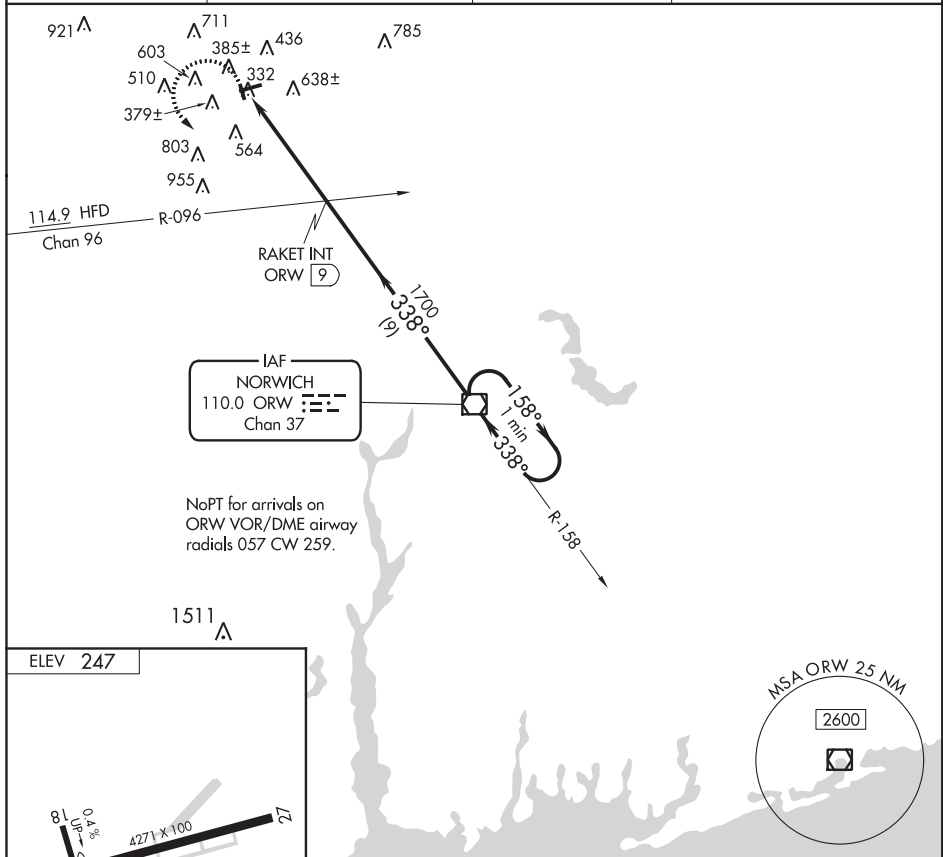
12208

VOR/DME ORW <b>110.0</b> Chan <b>37</b>	APP CRS <b>338°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>247</b>
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**VOR-A**

WILLIMANTIC / WINDHAM (IJD)

<p>Procedure NA at night. Visibility reduction by helicopters NA.</p>		<p>MISSED APPROACH: Climbing left turn to 2600 direct ORW VOR/DME and hold.</p>	
ASOS <b>133.675</b>	BRADLEY APP CON <b>127.8 269.325</b>	CLNC DEL <b>128.6</b>	UNICOM <b>122.975 (CTAF)</b> <b>U</b>



FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34
CATEGORY	A	B	C	D	
CIRCLING	1020-1 773 (800-1)	1020-1¼ 773 (800-1¼)	1020-2¼ 773 (800-2¼)	NA	

WILLIMANTIC, CONNECTICUT

WILLIMANTIC / WINDHAM (IJD)

Amdt 9A 26JUL12

41°45'N-72°11'W

**VOR-A**

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

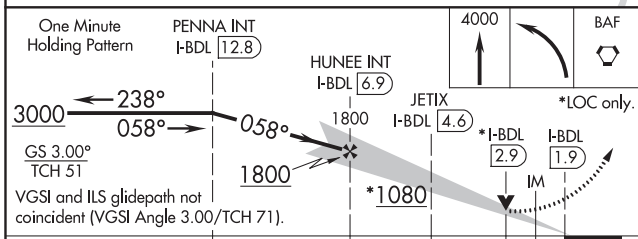
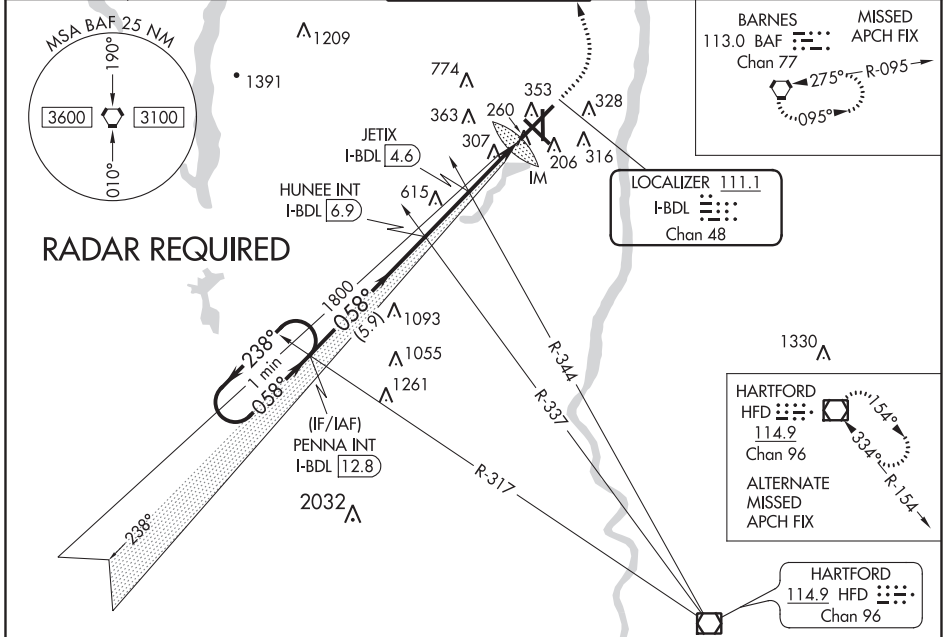
LOC/DME I-BDL <b>111.1</b> Chan <b>48</b>	APP CRS <b>058°</b>	Rwy Idg <b>9509</b> TDZE <b>173</b> Apt Elev <b>173</b>
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# ILS or LOC RWY 6

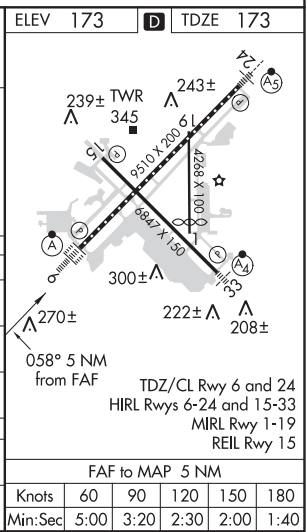
BRADLEY INTL (BDL)

	For inoperative ALSF-2, increase S-ILS 6 all Cats visibility to RVR 4000. JETIX Fix Minimums: For inoperative ALSF-2, increase S-LOC 6 Cat C, D visibility to RVR 6000.	ALSF-2 	MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.

ATIS <b>118.15</b>	BRADLEY APP CON <b>123.95 290.55</b> (061°-240°) <b>125.35 281.5</b> (241°-060°)	BRADLEY TOWER <b>120.3 351.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 322.3</b>	CPDLC
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CATEGORY	A	B	C	D
S-ILS 6	373/18		200 (200-½)	
S-LOC 6	1080/40	907 (1000-¾)	1080-2	907 (1000-2)
CIRCLING	1080-1¼	907 (1000-1¼)	1080-2¾	1080-3
JETIX FIX MINIMUMS				
S-LOC 6	560/24	387 (400-½)	560/35	387 (400-¾)
CIRCLING	680-1	507 (600-1)	680-1½	940-2½
			507 (600-1½)	767 (800-2½)



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

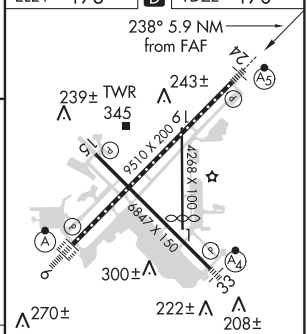
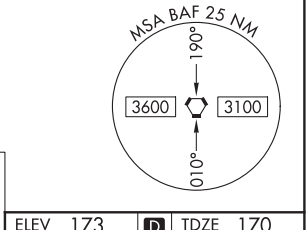
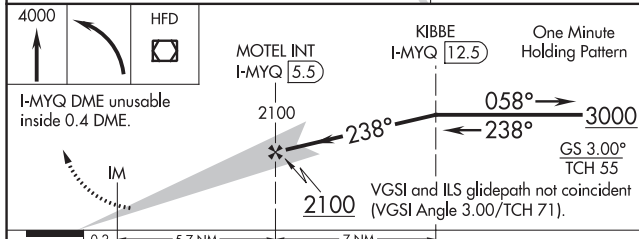
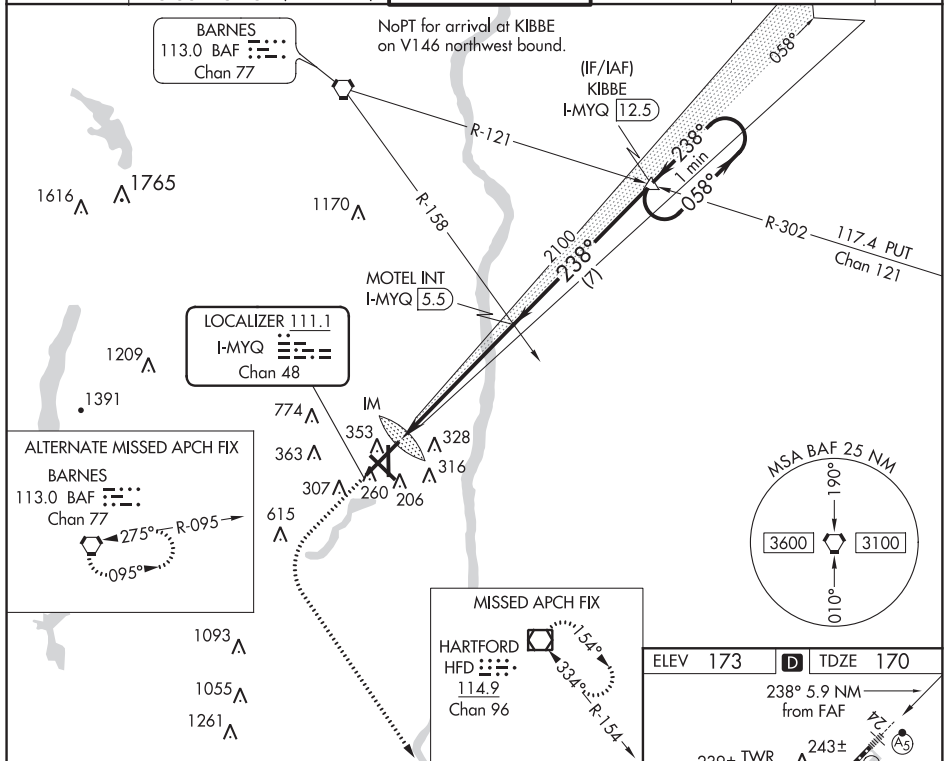
LOC/DME I-MYQ <b>111.1</b> Chan 48	APP CRS <b>238°</b>	Rwy Idg TDZE Apt Elev <b>9509</b> <b>170</b> <b>173</b>
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# ILS or LOC RWY 24

BRADLEY INTL (BDL)

 	For inoperative MALSR, increase S-ILS 24 all Cats visibility to RVR 4000, increase S-LOC 24 Cat C and D visibility to 1 1/2.		MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.
	-23°C/-9°F		

ATIS <b>118.15</b>	BRADLEY APP CON <b>123.95 290.55</b> (061°-240°) <b>125.35 281.5</b> (241°-060°)	BRADLEY TOWER <b>120.3 351.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 322.3</b>	CPDLC
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ELEV 173	TDZE 170				
238° 5.9 NM from FAF 239± TWR 345 243± 270± 222± 208±					
CATEGORY	A	B	C	D	
S-ILS 24	370/18		200 (200-1/2)		
S-LOC 24	640/24	470 (500-1/2)	640/50	470 (500-1)	
CIRCLING	680-1	507 (600-1)	680-1 1/2 507 (600-1 1/2)	940-2 1/2 767 (800-2 1/2)	
TDZ/CL Rwy 6 and 24 HIRL Rwy 6-24 and 15-33 MIRL Rwy 1-19 REIL Rwy 15					
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



LOC/DME I-HKX <b>108.55</b> Chan 22 (Y)	APP CRS <b>328°</b>	Rwy Idg TDZE Apt Elev	<b>6847</b> <b>171</b> <b>173</b>
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# ILS or LOC RWY 33

BRADLEY INTL (BDL)

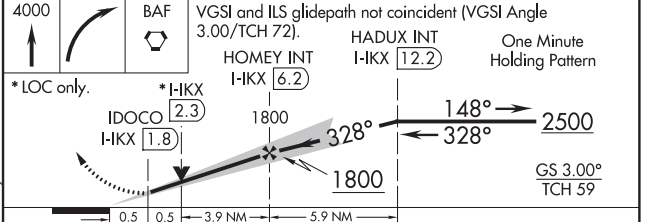
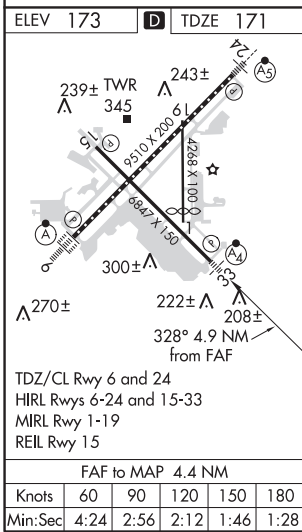
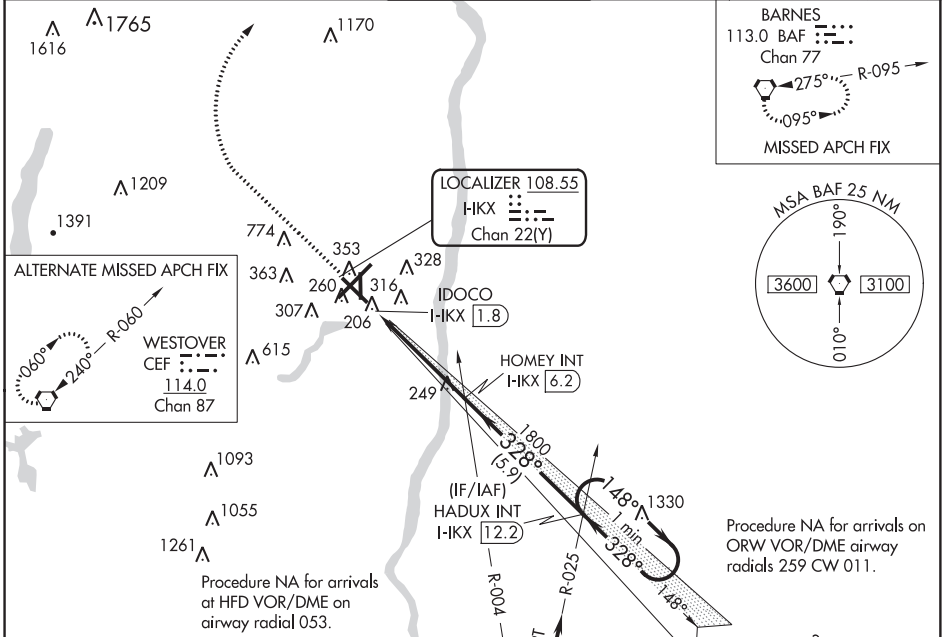
**MAISLF** MISSED APPROACH: Climb to 4000 then right turn direct BAF VORTAC and hold.

For inoperative MAISLF, increase S-LOC 33 Cat D visibility to RVR 6000. Inoperative table does not apply to S-ILS 33 all Cats.

**MALSIF**

**W** -23°C/-9°C

ATIS <b>118.15</b>	BRADLEY APP CON <b>123.95 290.55</b> (061°-240°) <b>125.35 281.5</b> (241°-060°)	BRADLEY TOWER <b>120.3 351.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 322.3</b>	CPDLC
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CATEGORY	A	B	C	D
S-ILS 33	371/40		200 (200-¾)	
S-LOC 33	560/40	389 (400-¾)	560/45 389 (400-¾)	560/60 389 (400-1¼)
CIRCLING	680-1 507 (600-1)		680-1½ 507 (600-1½)	940-2½ 767 (800-2½)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

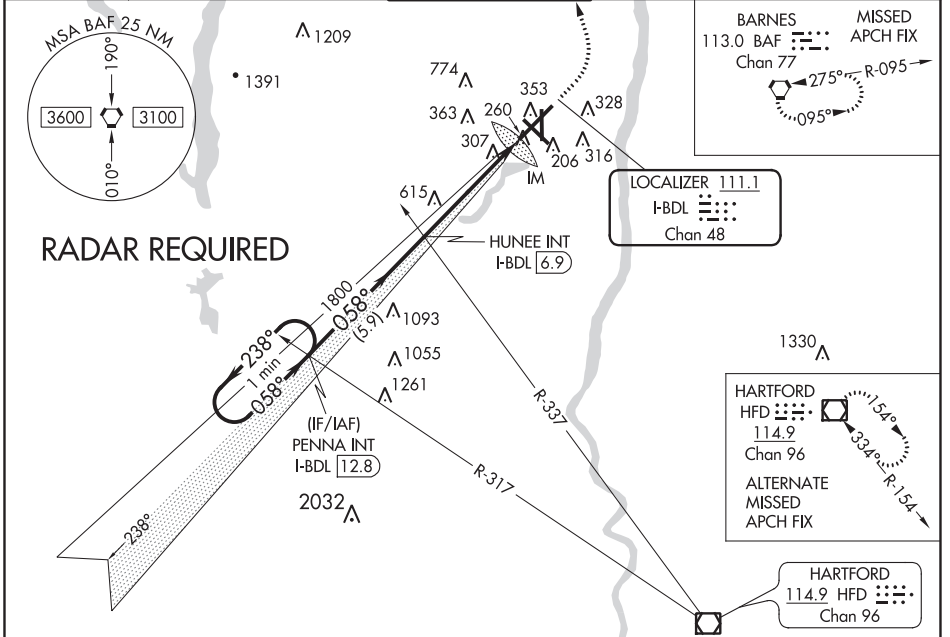
LOC/DME I-BDL <b>111.1</b> Chan <b>48</b>	APP CRS <b>058°</b>	Rwy Idg <b>9509</b> TDZE <b>173</b> Apt Elev <b>173</b>
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# ILS RWY 6 (SA CAT I)

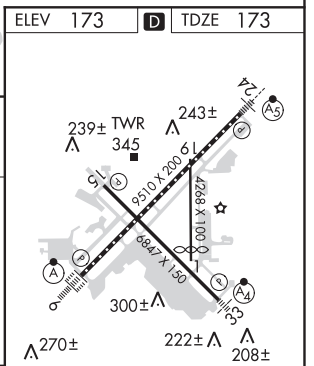
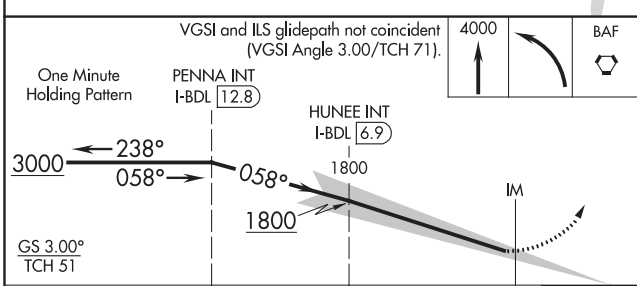
BRADLEY INTL (BDL)

	Requires specific OPSEC, MSPEC or LOA approval and use of HUD to DH.	ALSF-2 	MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.
	-23°C/-9°F		

ATIS <b>118.15</b>	BRADLEY APP CON <b>123.95 290.55 281.5</b> (061°-240°) <b>125.35 281.5</b> (241°-060°)	BRADLEY TOWER <b>120.3 351.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 322.3</b>	CPDLC
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ELEV 173	TDZE 173
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CATEGORY	A	B	C	D
S-ILS 6	RA 151/14 150 DA 323			

**SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwy 6 and 24  
HIRL Rws 6-24 and 15-33  
MIRL Rwy 1-19  
REIL Rwy 15

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

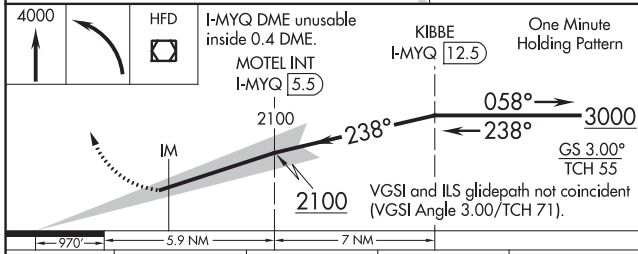
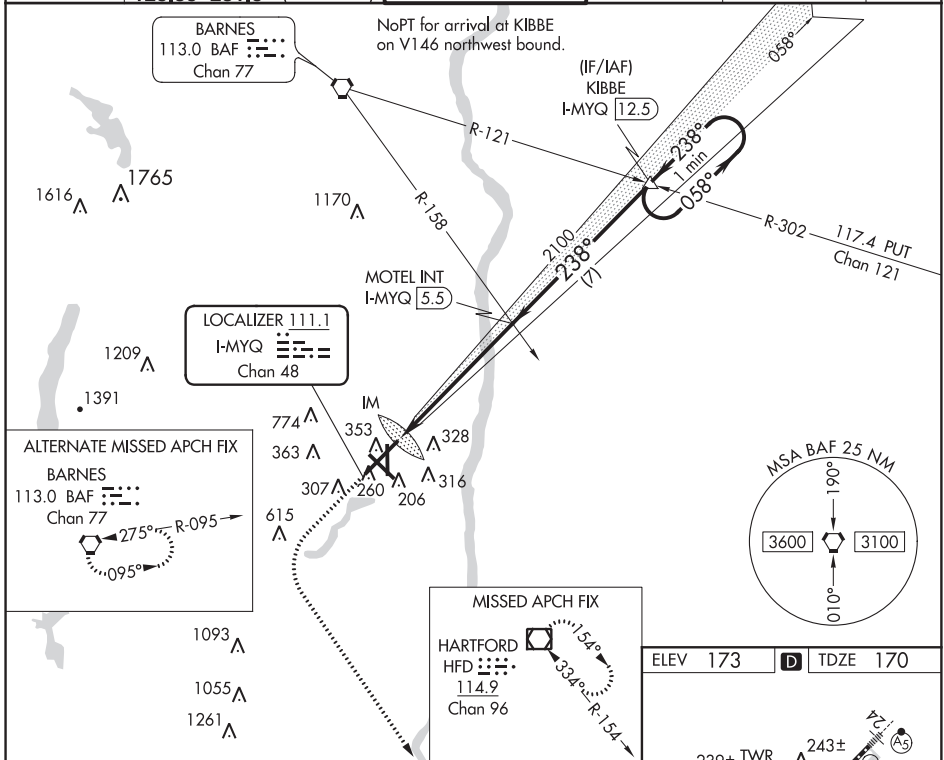
LOC/DME I-MYQ <b>111.1</b> Chan 48	APP CRS <b>238°</b>	Rwy Idg <b>9509</b> TDZE <b>170</b> Apt Elev <b>173</b>
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# ILS RWY 24 (SA CAT I & II)

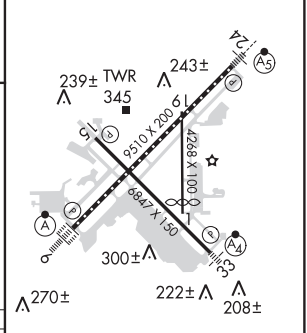
BRADLEY INTL (BDL)

<b>⚠</b> CAT I: Requires specific OPSEC, MSPEC or LOA approval and use of HUD to DH. CAT II: Reduced lighting: Requires specific OPSEC, MSPEC or LOA approval and use of Autoland or HUD to touchdown.	MALSR	MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.
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ATIS <b>118.15</b>	BRADLEY APP CON <b>123.95 290.55</b> (061°-240°) <b>125.35 281.5</b> (241°-060°)	BRADLEY TOWER <b>120.3 351.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 322.3</b>	CPDLC
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ELEV 173	<b>D</b> TDZE 170
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CATEGORY	A	B	C	D
S-ILS 24	SA CAT I	RA 163/14	150	DA 320
S-ILS 24	SA CAT II	RA 113/12	100	DA 270

**SA CATEGORY I & II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwy 6 and 24  
HIRL Rwy 6-24 and 15-33  
MIRL Rwy 1-19  
REIL Rwy 15

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

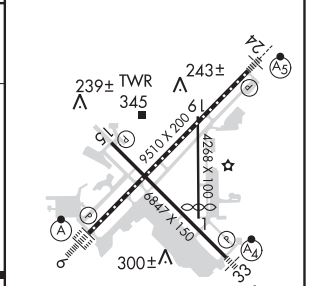
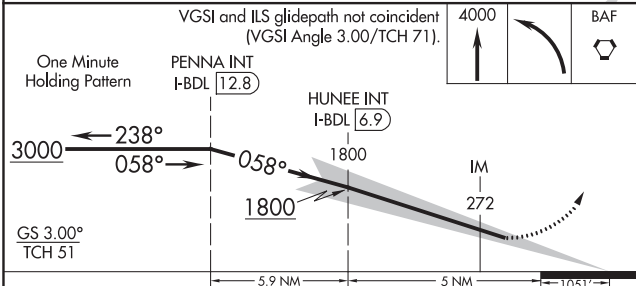
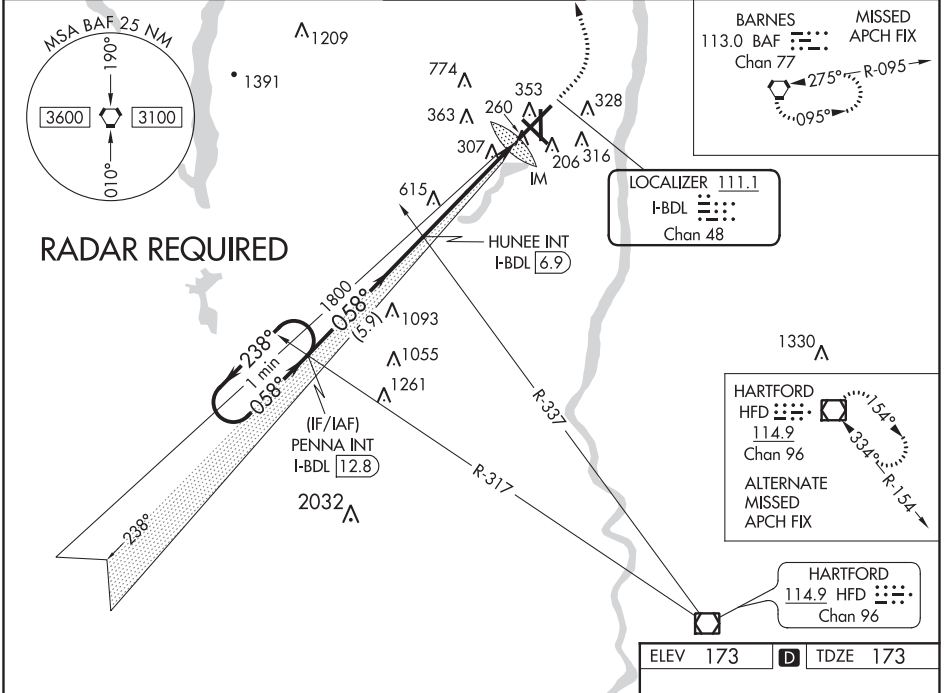
LOC/DME I-BDL <b>111.1</b> Chan <b>48</b>	APP CRS <b>058°</b>	Rwy Idg TDZE <b>173</b> Apt Elev <b>173</b>	<b>9509</b>
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# ILS RWY 6 (CAT II & III)

BRADLEY INTL (BDL)

**⚠** CAT II: RVR 1000 authorized with specific OPSEC, MSPEC or LOA approval and use of Autoland or HUD to touchdown. **ALS-F-2** MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.

ATIS <b>118.15</b>	BRADLEY APP CON <b>123.95 290.55</b> (061°-240°) <b>125.35 281.5</b> (241°-060°)	BRADLEY TOWER <b>120.3 351.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 322.3</b>	CPDLC
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CATEGORY	A	B	C	D
S-ILS 6	CAT II RA 101/12 100 DA 273			
S-ILS 6	CAT IIIa RVR 07			
S-ILS 6	CAT IIIb RVR 06			
S-ILS 6	CAT IIIc NA			

## CATEGORY II & III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 6 and 24  
HIRL Rws 6-24 and 15-33  
MIRL Rwy 1-19  
REIL Rwy 15

NE-1, 10 NOV 2016 to 05 JAN 2017

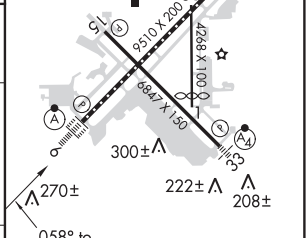
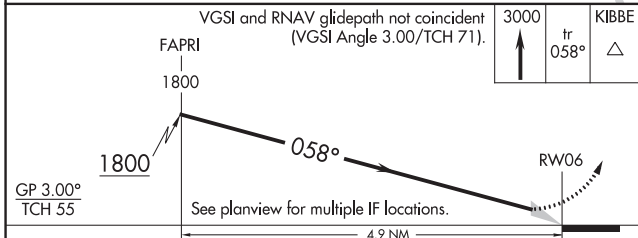
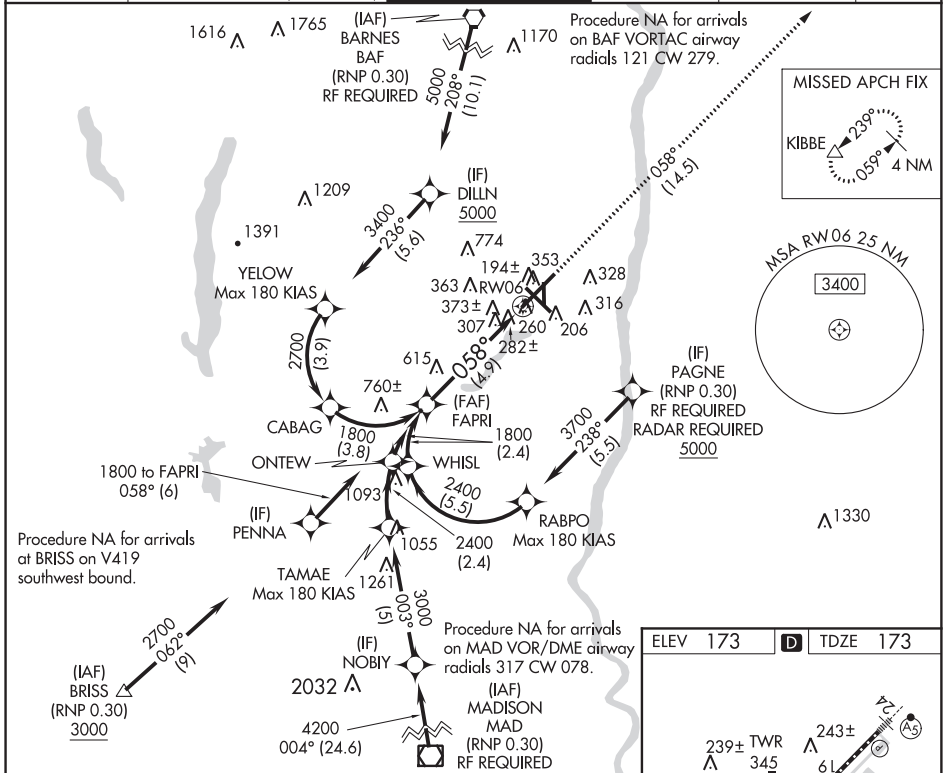
NE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>9509</b>
<b>058°</b>	TDZE	<b>173</b>
	Apt Elev	<b>173</b>

# RNAV (RNP) Z RWY 6

BRADLEY INTL (BDL)

<p><b>▽</b> For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (119°F). For inoperative ALSF-2, increase RNP 0.11 all Cats visibility to 1½, increase RNP 0.30 all Cats visibility to 1¾. GPS Required.</p> <p><b>⊕</b> -23°C/-9°F</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 3000 on track 058° to KIBBE and hold.</p>			
	<p>ATIS</p> <p><b>118.15</b></p>	<p>BRADLEY APP CON</p> <p><b>123.95 290.55</b> (061°-240°)</p> <p><b>125.35 281.5</b> (241°-060°)</p>	<p>BRADLEY TOWER</p> <p><b>120.3 351.8</b></p>	<p>GND CON</p> <p><b>121.9 348.6</b></p>	<p>CLNC DEL</p> <p><b>121.75 322.3</b></p>



CATEGORY	A	B	C	D
RNP 0.11 DA		535/40	362 (400-¾)	
RNP 0.30 DA		663/60	490 (500-1¼)	

**AUTHORIZATION REQUIRED**

TDZ/CL Rwy 6 and 24  
HIRL Rwy 6-24 and 15-33  
MIRL Rwy 1-19  
REIL Rwy 15

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

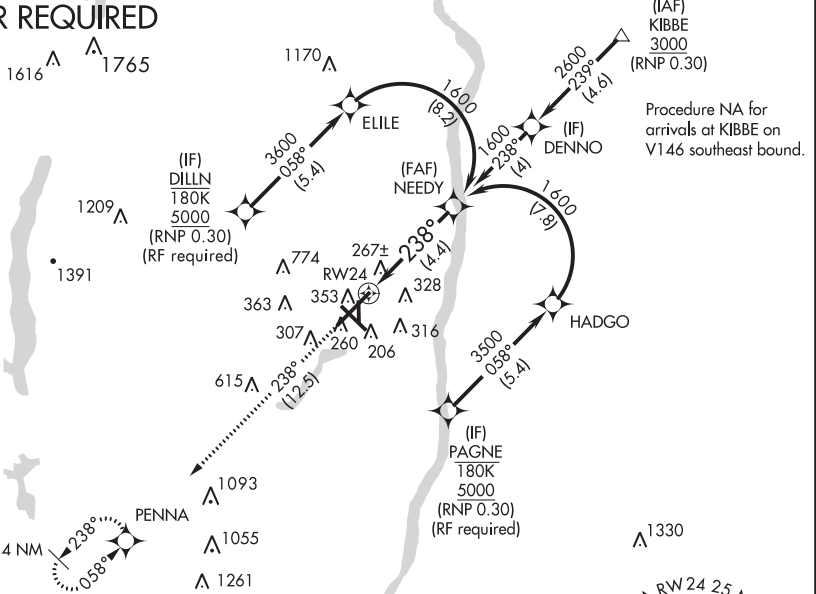
APP CRS	Rwy Idg	<b>9509</b>
<b>238°</b>	TDZE	<b>170</b>
	Apt Elev	<b>173</b>

# RNAV (RNP) Z RWY 24

BRADLEY INTL (BDL)

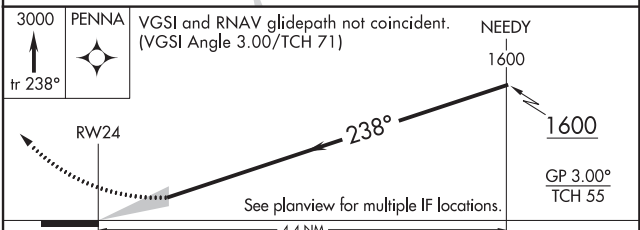
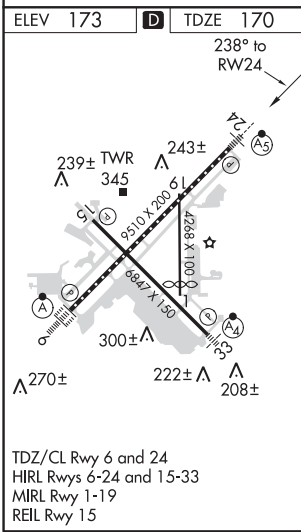
-23°C/-9°F	For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1 1/8. GPS required.		MALSR 	MISSED APPROACH: Climb to 3000 on track 238° to PENNA and hold.	
	ATIS <b>118.15</b>	BRADLEY APP CON <b>123.95 290.55</b> (061°-240°) <b>125.35 281.5</b> (241°-060°)	BRADLEY TOWER <b>120.3 351.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 322.3</b>

## RADAR REQUIRED



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
RNP 0.30 DA	592/45 422 (500-7%)			

## AUTHORIZATION REQUIRED

WAAS CH <b>60928</b> <b>W15A</b>	APP CRS <b>148°</b>	Rwy Idg TDZE Apt Elev	<b>6847</b> <b>171</b> <b>173</b>
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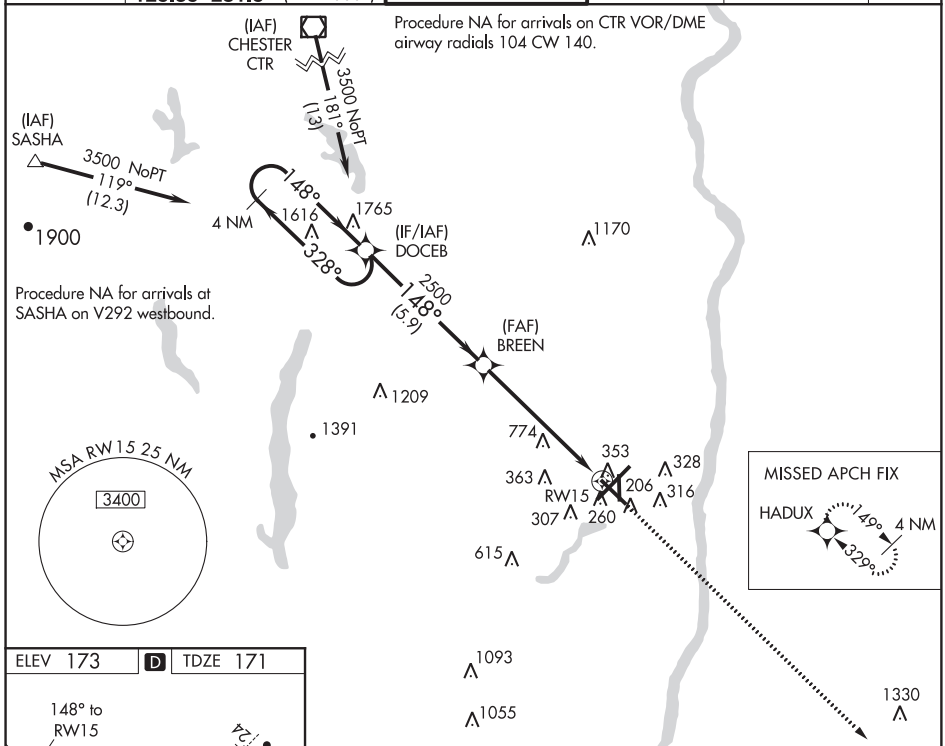
# RNAV (GPS) RWY 15

BRADLEY INTL (BDL)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (115°F). DME/DME RNP-0.3 NA.  
**❄** -23°C/-9°F Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct HADUX and hold.

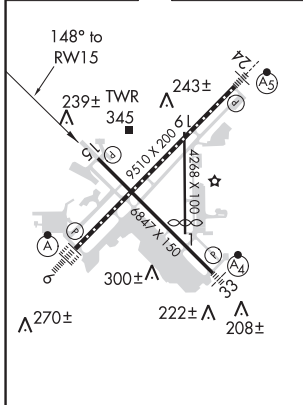
ATIS <b>118.15</b>	BRADLEY APP CON <b>123.95 290.55</b> (061°-240°) <b>125.35 281.5</b> (241°-060°)	BRADLEY TOWER <b>120.3 351.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 322.3</b>	CPDLC
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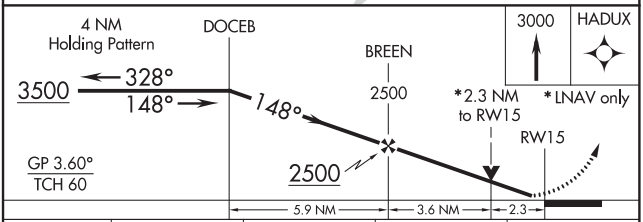
NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 173	<b>D</b>	TDZE 171
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TDZ/CL Rwy 6 and 24  
 HIRL Rwy 6-24 and 15-33  
 MIRL Rwy 1-19  
 REIL Rwy 15



CATEGORY	A	B	C	D
LPV DA	421-¾	250 (300-¾)	441-⅞ 270 (300-⅞)	NA
LNAV/VNAV DA	1178-3 1007 (1100-3)			NA
LNAV MDA	1100-1¼	929 (1000-1¼)	1100-2½ 929 (1000-2½)	NA
CIRCLING	1100-1¼	927 (1000-1¼)	1100-2¾ 927 (1000-2¾)	NA

WAAS Ch <b>65628</b> <b>W33A</b>	APP CRS <b>328°</b>	Rwy Idg TDZE Apt Elev	<b>6847</b> <b>171</b> <b>173</b>
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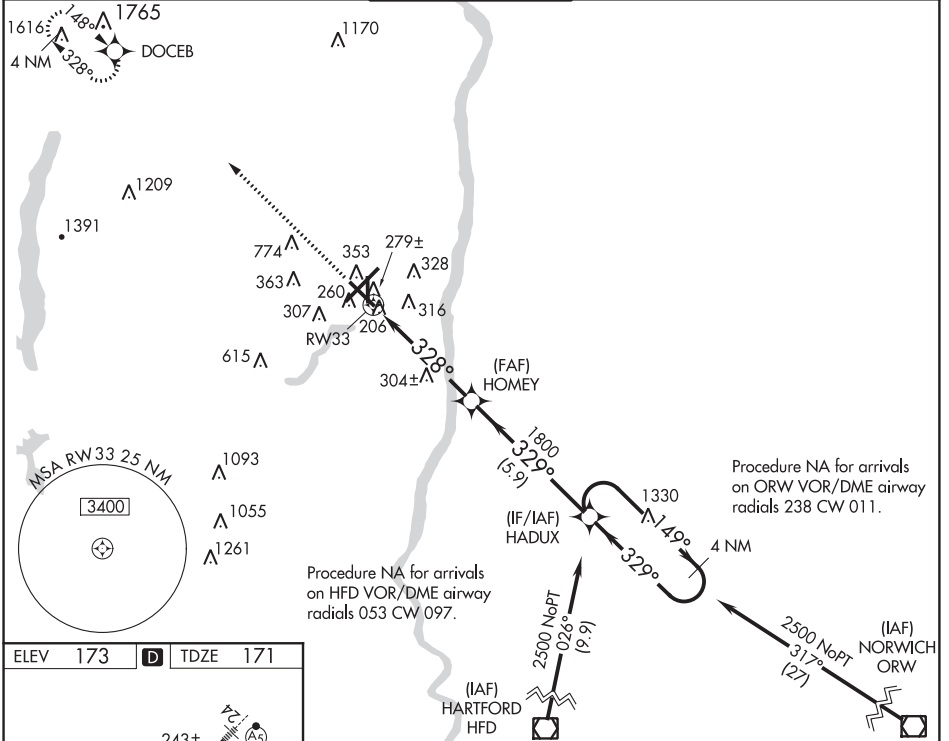
# RNAV (GPS) RWY 33

BRADLEY INTL (BDL)

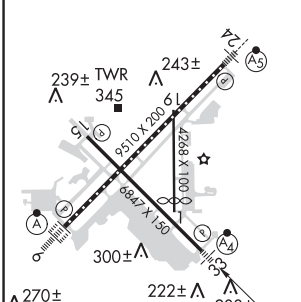
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 42°C (107°F). For inoperative MALSF, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cat D to RVR 6000. Inoperative table does not apply to LPV all Cats. DME/DME RNP-0.3 NA.

**MALSF** MISSED APPROACH: Climb to 3500 direct DOCEB and hold, continue climb-in-hold to 3500.

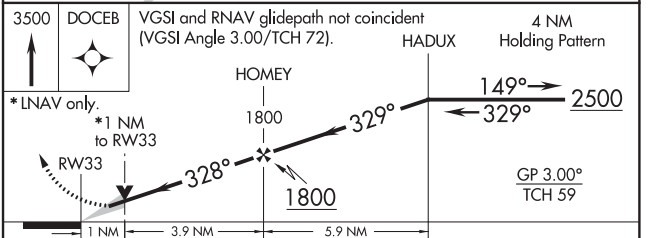
ATIS <b>118.15</b>	BRADLEY APP CON <b>123.95 290.55</b> (061°-240°) <b>125.35 281.5</b> (241°-060°)	BRADLEY TOWER <b>120.3 351.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 322.3</b>	CPDLC
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ELEV 173	<b>D</b>	TDZE 171
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TDZ/CL Rwy 6 and 24  
HIRL Rwy 6-24 and 15-33  
MIRL Rwy 1-19  
REIL Rwy 15



CATEGORY	A	B	C	D
LPV DA		371/40	200 (200-¾)	
LNAV/VNAV DA		463/40	292 (300-¾)	
LNAV MDA	560/40	389 (400-¾)	560/45	389 (400-¾)
CIRCLING	680-1	507 (600-1)	680-1½ 507 (600-1½)	940-2½ 767 (800-2½)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



WAAS CH <b>70328</b> <b>W06A</b>	APP CRS <b>058°</b>	Rwy Idg TDZE Apt Elev	<b>9509</b> <b>173</b> <b>173</b>
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# RNAV (GPS) Y RWY 6

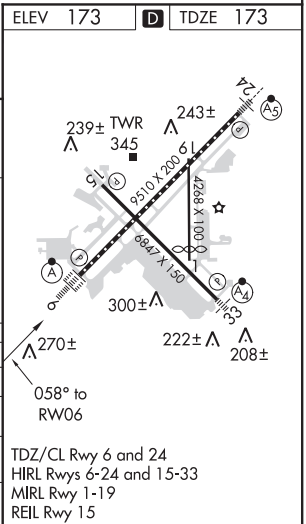
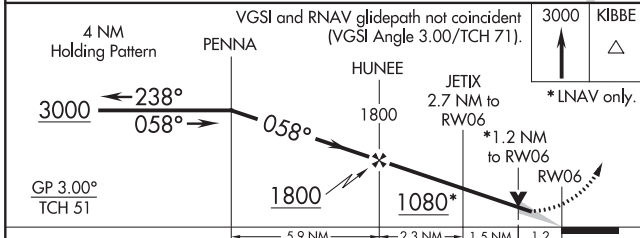
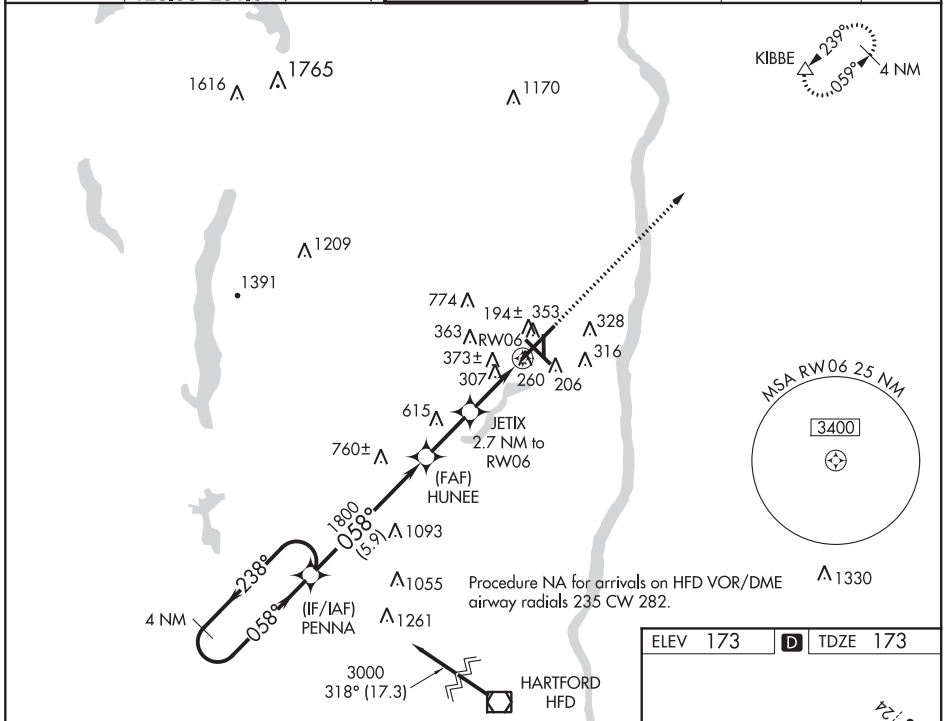
BRADLEY INTL (BDL)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 42°C (107°F). For inoperative ALSF-2, increase LNAV/VNAV all Cats visibility to RVR 6000, increase LNAV Cats A, B visibility to RVR 5500, Cats C, D visibility to 1½. DME/DME RNP-0.3 NA.

**ALSF-2** MISSED APPROACH: Climb to 3000 direct KIBBE and hold.

**❄** -23°C/-9°F

ATIS <b>118.15</b>	BRADLEY APP CON <b>123.95 290.55</b> (061°-240°) <b>125.35 281.5</b> (241°-060°)	BRADLEY TOWER <b>120.3 351.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 322.3</b>	CPDLC
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CATEGORY	A	B	C	D
LPV DA		373/24	200 (200-½)	
LNAV/VNAV DA		531/40	358 (400-¾)	
LNAV MDA	620/24	447 (500-½)	620/45	447 (500-¾)
CIRCLING	680-1	507 (600-1)	680-1½ 507 (600-1½)	940-2½ 767 (800-2½)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

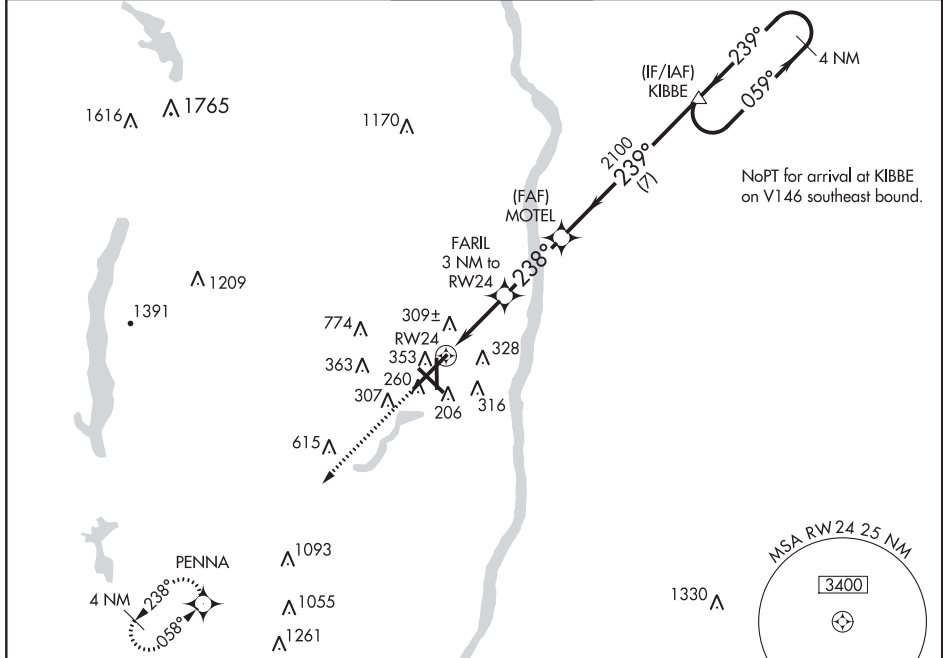
WAAS CH <b>97310</b> <b>W24A</b>	APP CRS <b>238°</b>	Rwy Idg TDZE <b>170</b> Apt Elev <b>173</b>	<b>9509</b>
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# RNAV (GPS) Y RWY 24

BRADLEY INTL (BDL)

	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 42°C (107°F). For inoperative MALSR, increase LNAV/VNAV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.	MALSR 	MISSED APPROACH: Climb to 3000 direct PENNA and hold.
	-23°C/-9°F		

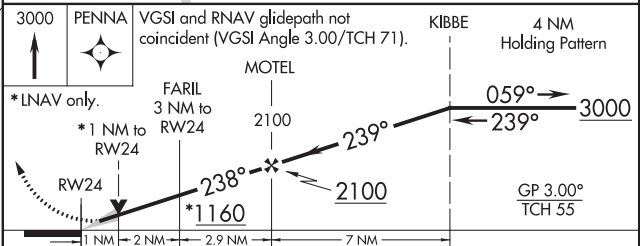
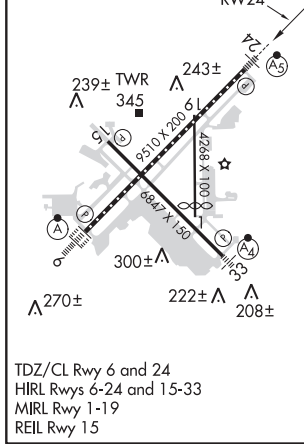
ATIS <b>118.15</b>	BRADLEY APP CON <b>123.95 290.55</b> (061°-240°) <b>125.35 281.5</b> (241°-060°)	BRADLEY TOWER <b>120.3 351.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 322.3</b>	CPDLC
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NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV <b>173</b>	<b>D</b>	TDZE <b>170</b>
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CATEGORY	A	B	C	D
LPV DA		370/24	200 (200-1/2)	
LNAV/VNAV DA		499/32	329 (400-5/8)	
LNAV MDA	560/24	390 (400-1/2)	560/35	390 (400-5/8)
CIRCLING	680-1	507 (600-1)	680-1 1/2 507 (600-1 1/2)	940-2 1/2 767 (800-2 1/2)

# COPTER ILS or LOC RWY 6

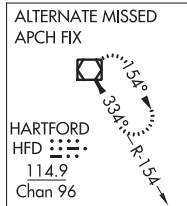
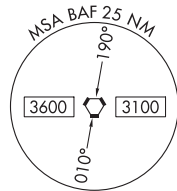
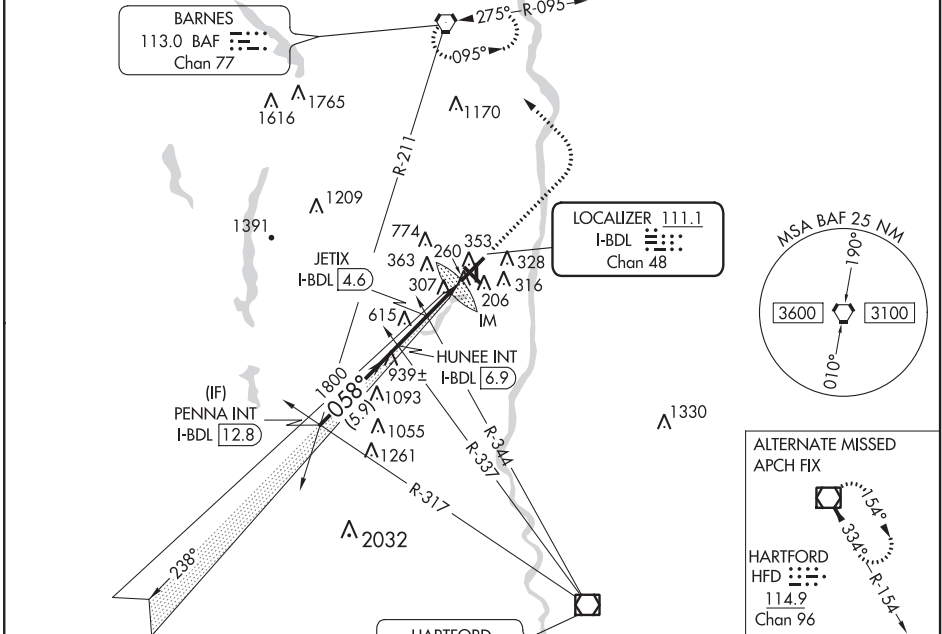
BRADLEY INTL (BDL)

LOC/DME I-BDL	APP CRS	Rwy Idg	9509
111.1	058°	TDZE	173
Chan 48		Apt Elev	173

**ALSIF-2**  
 For inoperative ALSIF-2, increase H-ILS 6 visibility to RVR 2400 and H-LOC 6 visibility to RVR 4000.

**MISSED APPROACH:** Climb to 4000 then left turn direct BAF VORTAC and hold.

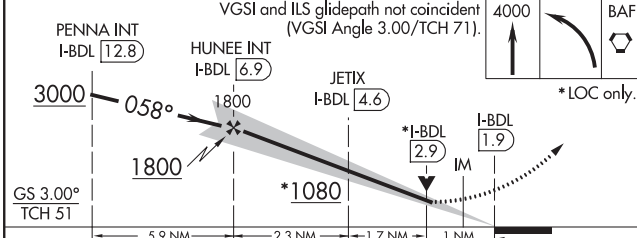
ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL	CPDLC
118.15	123.95 290.55 (061°-240°)	120.3 351.8	121.9 348.6	121.75 322.3	
	125.35 281.5 (241°-060°)				



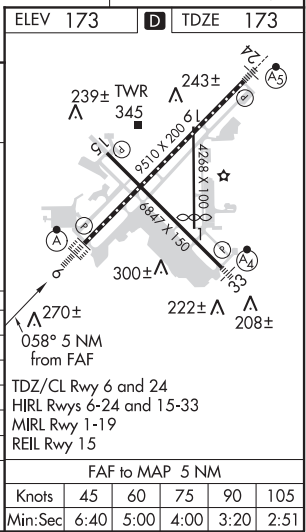
NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

## RADAR REQUIRED



CATEGORY	COPTER	
H-ILS 6	273/12	100 (100-1/4)
H-LOC 6	1080/24	907 (1000-1/2)
H-ILS 6	CAT II RA 101	
	JETIX FIX MINIMUMS	
H-LOC 6	560/24	387 (400-1/2)



## COPTER ILS CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

FAF to MAP 5 NM					
Knots	45	60	75	90	105
Min:Sec	6:40	5:00	4:00	3:20	2:51

# AIRPORT DIAGRAM

AL-460 (FAA)

BRADLEY INTL (BDL)  
WINDSOR LOCKS, CONNECTICUT

ATIS  
118.15  
BRADLEY TOWER  
120.3 351.8  
GND CON  
121.9 348.6  
CLNC DEL  
121.75 322.3  
CPDLC

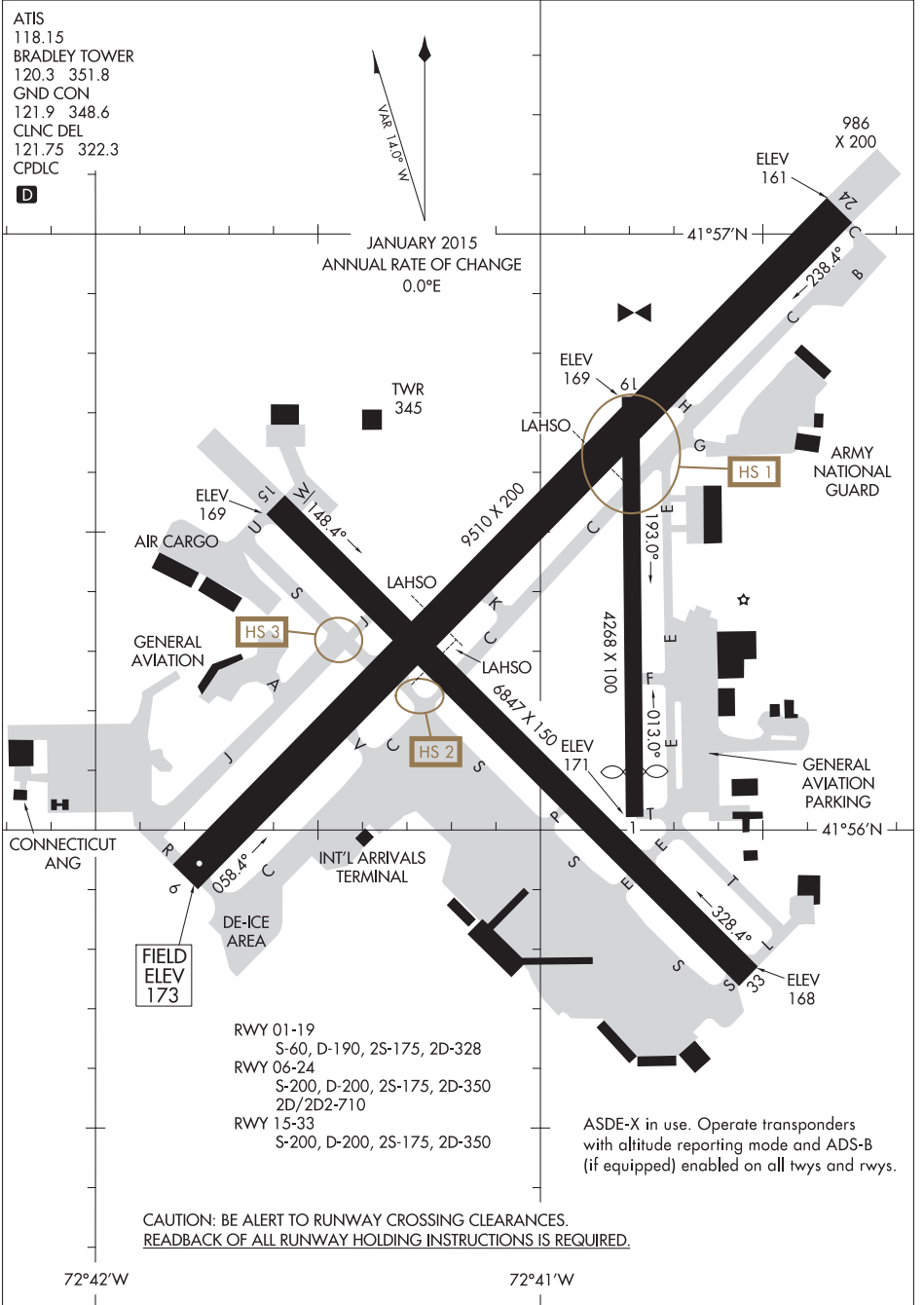
D



JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.0°E

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



RWY 01-19  
S-60, D-190, 2S-175, 2D-328  
RWY 06-24  
S-200, D-200, 2S-175, 2D-350  
2D/2D2-710  
RWY 15-33  
S-200, D-200, 2S-175, 2D-350

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all twys and rwys.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

72°42'W

72°41'W

# AIRPORT DIAGRAM

WINDSOR LOCKS, CONNECTICUT  
BRADLEY INTL (BDL)

# BRADLEY TWO DEPARTURE

**TOP ALTITUDE:  
4000**

ATIS 118.15  
 CLNC DEL  
 121.75 322.3  
 CPDLC  
 GND CON  
 121.9 348.6  
 BRADLEY TOWER  
 120.3 351.8  
 BRADLEY DEP CON  
 123.95 290.55 (061°-240°)  
 125.35 281.5 (241°-060°)

KEENE  
 109.4 EEN  
 Chan 31  
 N42°47.66'-W72°17.51'  
 L-32-33, H-11-12

GARDNER  
 110.6 GDM  
 Chan 43  
 N42°32.76'-W72°03.49'  
 L-33-34, H-11-12

CHESTER  
 115.1 CTR  
 Chan 98  
 N42°17.48'-W72°56.96'  
 L-33-34, H-10-11-12

VAPER  
 N42°25.55'  
 W72°28.96'  
 L-33-34

WESTOVER  
 114.0 CEF  
 Chan 87

DREEM  
 N42°21.71'  
 W71°44.57'  
 L-33-34

BARNES  
 113.0 BAF  
 Chan 77  
 N42°09.72'-W72°42.97'  
 L-33-34, H-10-11-12

MOBBS  
 N42°07.51'  
 W73°15.61'  
 L-33-34

PUTNAM  
 117.4 PUT  
 Chan 121  
 N41°57.33'-W71°50.65'  
 L-33-34, H-10-11-12

VEERS  
 N41°54.62'  
 W73°17.20'  
 L-33-34

PAWLING  
 114.3 PWL  
 Chan 90  
 N41°46.19'-W73°36.03'  
 L-33-34, H-10-12

HARTFORD  
 114.9 HFD  
 Chan 96  
 N41°38.47'-W72°32.85'  
 L-33-34, H-10-12

PROVIDENCE  
 115.6 PVD  
 Chan 103  
 N41°43.46'-W71°25.78'  
 L-33-34, H-10-11-12

MADISON  
 110.4 MAD  
 Chan 41  
 N41°18.83'-W72°41.53'  
 L-33-34, H-10-12

GROTON  
 110.85 GON  
 Chan 45(Y)  
 N41°19.82'-W72°03.12'  
 L-33-34, H-10-12

NORWICH  
 110.0 ORW  
 Chan 37  
 N41°33.38'-W71°59.96'  
 L-33-34, H-10-12

### TAKEOFF MINIMUMS:

Rwy 19: NA.  
 Rwy 01, 06, 15, 24: Standard.  
 Rwy 33: Standard with a minimum climb of 326' per NM to 1000.

NOTE: RADAR required.

NOTE: Initial departure headings are predicated on avoiding noise sensitive areas, flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

NOTE: Appropriate departure frequency to be assigned by ATC.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# BRADLEY TWO DEPARTURE

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# BRADLEY TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 013° to 1000 or as assigned, thence....

TAKEOFF RUNWAY 6: Climb heading 075° or as assigned, thence....

TAKEOFF RUNWAY 15: Climb heading 148° or as assigned, thence....

TAKEOFF RUNWAY 24: Climb heading 238° or as assigned, thence....

TAKEOFF RUNWAY 33: Climb heading 328° or as assigned, thence....

....expect radar vectors to filed/assigned route or depicted fix. Maintain 4000 or assigned altitude, expect clearance to requested altitude/flight level 10 minutes after departure.

### TAKEOFF OBSTACLE NOTES:

- Rwy 1: Vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL.  
Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL.  
Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL.
- Rwy 6: Trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL.  
Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL.
- Rwy 15: Vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL.  
Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL.  
Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL.  
Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL.
- Rwy 24: Trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL.  
OL on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL.  
Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL.
- Rwy 33: Trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL.  
Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL.  
Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

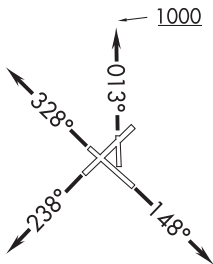
NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# COASTAL SIX DEPARTURE

ATIS 118.15  
BRADLEY TOWER  
120.3 351.8  
GND CON  
121.9 348.6  
CLNC DEL  
121.75 322.3  
CPDLC  
BRADLEY DEP CON  
123.95 290.55

**TOP ALTITUDE:  
4000**



HARTFORD  
114.9 HFD  
Chan 96  
N41°38.47'-W72°32.85'

THUMB  
N41°31.40'  
W72°21.53'

YODER  
N41°17.38'  
W72°20.55'

CALVERTON  
117.2 CCC  
Chan 119  
N40°55.78'-W72°47.93'

HAMPTON  
113.6 HTO  
Chan 83

KENNEDY  
115.9 JFK  
Chan 106

SHERL  
N40°15.34'  
W73°07.30'  
L-34, H-10-12

GEDIC  
N40°08.77'  
W73°12.12'  
L-34, H-10-12

**TAKEOFF MINIMUMS:**

Rwy 19: NA-Environmental.  
Rwys 01, 06, 15, 24: Standard.  
Rwy 33: Standard with minimum  
climb of 343' per NM to 1200.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# COASTAL SIX DEPARTURE

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

## COASTAL SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

NOTE: Initial departure headings are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

TAKEOFF RWY 1: Climb heading 013° to 1000 or as assigned for radar vectors to HFD VOR/DME, thence....

TAKEOFF RWY 6: Climb on assigned heading for radar vectors to HFD VOR/DME, thence....

TAKEOFF RWY 15: Climb heading 148° or as assigned for radar vectors to HFD VOR/DME, thence....

TAKEOFF RWY 24: Climb heading 238° or as assigned for radar vectors to HFD VOR/DME, thence....

TAKEOFF RWY 33: Climb heading 328° or as assigned for radar vectors to HFD VOR/DME, thence....

....From over HFD VOR/DME proceed via HFD R-143 to THUMB INT. Then proceed via HTO R-010 to YODER INT. Then proceed via CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Maintain 4000 or assigned altitude. Expect clearance to requested flight level ten minutes after departure.

GEDIC TRANSITION (CSTL6.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC.

SHERL TRANSITION (CSTL6.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL.

## TAKEOFF OBSTACLE NOTES:

- Rwy 1: Vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL.  
Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL.  
Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL.
- Rwy 6: Trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL.  
Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL.
- Rwy 15: Vehicle on road 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL.  
Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL.  
Vehicle on road 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL.  
Tree 1520' from DER, 786' right of centerline, up to 100' AGL/269' MSL.
- Rwy 24: Trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL.  
OL on fence 1239' DER, 784' left of centerline, up to 45' AGL/215' MSL.  
Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL.
- Rwy 33: Trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/809' MSL.  
Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL.  
Trees beginning 1618' from DER, 263' right of centerline, up to 100' AGL/713' MSL.





WISCASSET, MAINE

AL-6265 (FAA)

13066

APP CRS <b>250°</b>	Rwy Idg <b>3397</b>
	TDZE <b>70</b>
	Apt Elev <b>70</b>

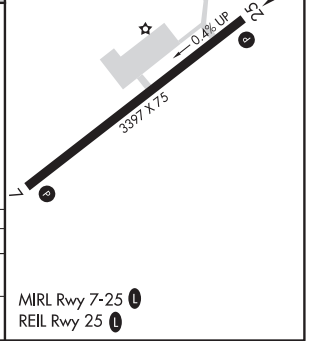
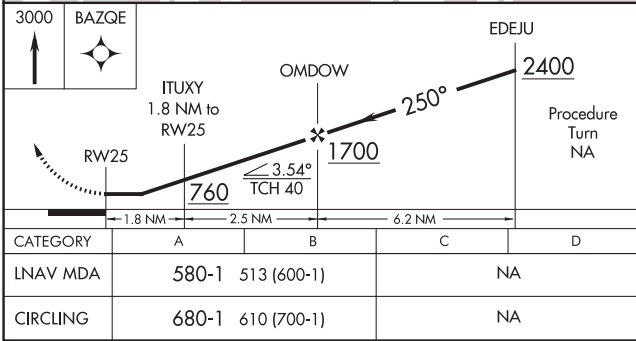
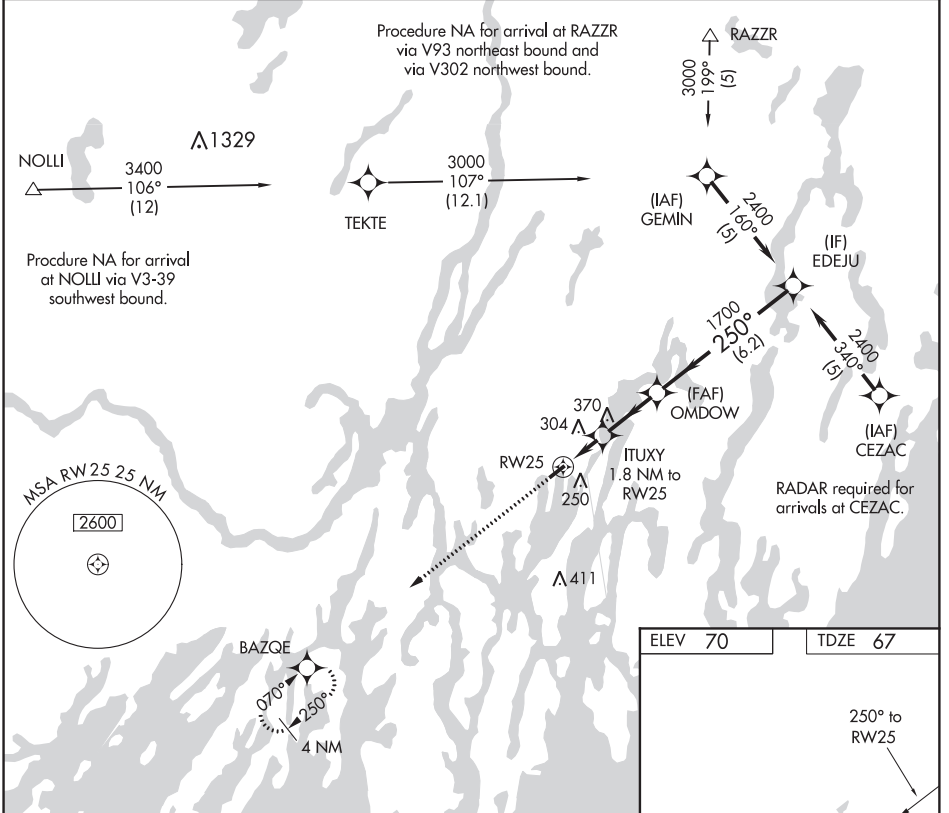
# RNAV (GPS) RWY 25

WISCASSET (IWI)

**⚠** DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM not authorized. When local altimeter setting not received use Rockland altimeter setting and increase all MDA 80 feet. Circling NA southeast of Rwy 7-25.

**⚠** MISSED APPROACH: Climb to 3000 direct BAZQE and hold.

ASOS <b>135.725</b>	PORTLAND APP CON ★ <b>119.75 381.2</b> (112°-292°) <b>120.4 299.2</b> (293°-111°)	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
LNNAV MDA	580-1	513 (600-1)		NA
CIRCLING	680-1	610 (700-1)		NA

WISCASSET, MAINE  
Orig-A 07MAR13

43°58'N - 69°43'W

# WISCASSET (IWI)

## RNAV (GPS) RWY 25

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# ILS or LOC RWY 11

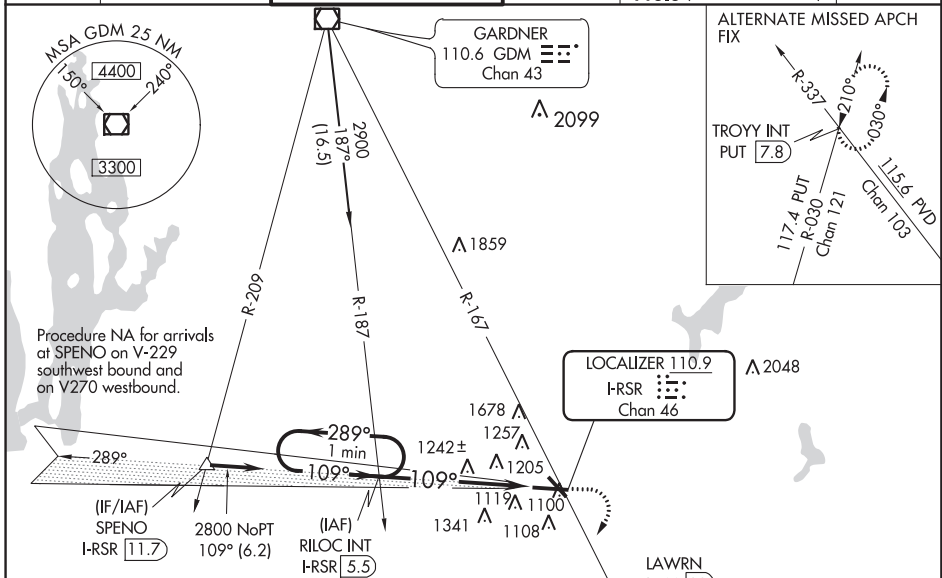
WORCESTER RGNL (ORH)

LOC/DME I-RSR <b>110.9</b> Chan <b>46</b>	APP CRS <b>109°</b>	Rwy ldg TDZE Apt Elev <b>7001</b> <b>980</b> <b>1009</b>
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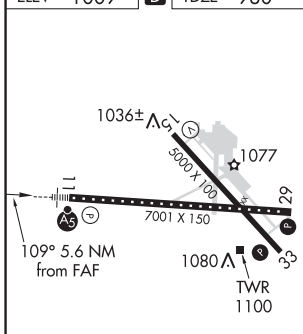
**⚠** Helicopter visibility reduction below RVR 4000 NA. VDP NA with Bedford altimeter setting. When local altimeter setting not received, use Bedford altimeter setting and increase ILS DA to 1373 and all MDA 200 feet; increase S-ILS 11 all Cats visibility to RVR 4500 and S-LOC 11 Cats C/D visibility to 1½, increase Circling Cat B visibility ¼ mile, and Cat C visibility ¾ mile. For inop MALSRL, increase S-LOC 11 Cat A/B visibility to RVR 5000, Cat C/D visibility to 1¾. For inop MALSRL when using Bedford altimeter setting, increase S-ILS 11 visibility all Cats to 1¾, S-LOC 11 Cat A/B visibility to RVR 5000 and Cat C/D visibility to 2. DME required.

**MALSRL**  
MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 on heading 230° and GDM VOR/DME R-167 to LAWNR/GDM 23 DME and hold, continue climb-in-hold to 3000.

ATIS <b>126.55</b>	BRADLEY APP CON <b>119.0 327.1</b>	WORCESTER TOWER★ <b>120.5 (CTAF) 263.0</b>	GND CON <b>123.85</b>	CLNC DEL <b>128.65</b> <b>119.0</b> (when tower closed)	UNICOM <b>122.95</b>
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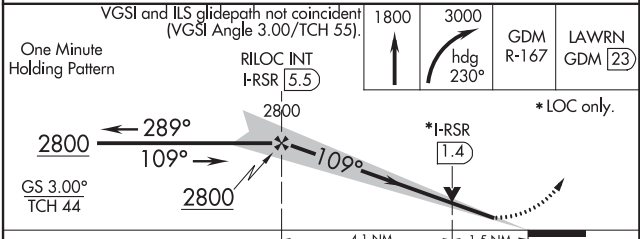
ELEV 1009	<b>D</b>	TDZE 980
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TDZ/CL Rwy 11  
REIL Rwy 15, 29 and 33  
HIRL Rwy 11-29  
MIRL Rwy 15-33

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-ILS 11	1184/18		204 (200-½)	
S-LOC 11	1500/40	520 (500-¾)	1500/55	520 (500-1¼)
CIRCLING	1560-1 551 (600-1)	1640-1 631 (700-1)	1720-2 711 (800-2)	1980-3 971 (1000-3)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# ILS or LOC RWY 29

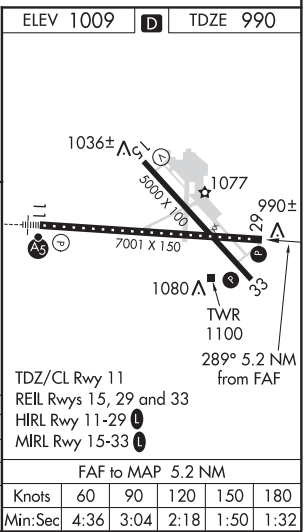
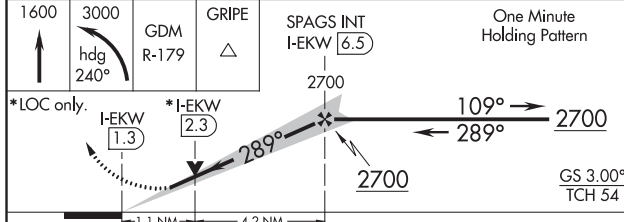
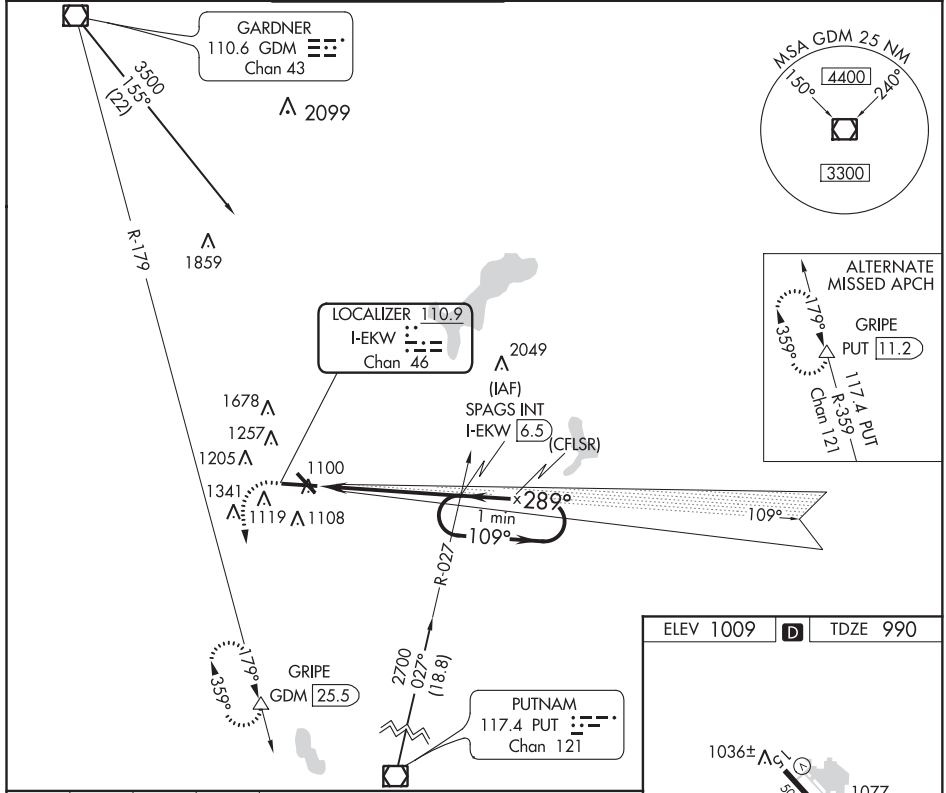
WORCESTER RGNL (ORH)

LOC/DME I-EKW <b>110.9</b> Chan 46	APP CRS <b>289°</b>	Rwy Idg TDZE Apt Elev	<b>7001</b> <b>990</b> <b>1009</b>
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**⚠** DME required. VDP NA with Bedford altimeter setting. When local altimeter setting not received, use Bedford altimeter setting and increase all DA 189 feet and all MDA 200 feet; increase S-ILS 29 all Cats visibility to 1¼, increase S-LOC 29 Cats C/D visibility to 1¾, and Circling Cat B to 1¼, Cat C to 2¾. Autopilot coupled approach NA below 1266 feet.

**MISSED APPROACH:** Climb to 1600 then climbing left turn to 3000 on heading 240° and on GDM VOR/DME R-179 to GRIPE/GDM 25.5 DME and hold.

ATIS <b>126.55</b>	BRADLEY APP CON <b>119.0 327.1</b>	WORCESTER TOWER★ <b>120.5 (CTAF) 263.0</b>	GND CON <b>123.85</b>	CLNC DEL <b>128.65</b> <b>119.0</b> (when tower closed)	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 29		1190/40	200 (200-¾)	
S-LOC 29		1380/55	390 (400-1¼)	
CIRCLING	1560-1 551 (600-1)	1640-1 631 (700-1)	1720-2 711 (800-2)	1980-3 971 (1000-3)

	Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32	

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

WAAS Ch <b>77999</b> <b>W11A</b>	APP CRS <b>109°</b>	Rwy Idg <b>7001</b> TDZE <b>980</b> Apt Elev <b>1009</b>
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# RNAV (GPS) RWY 11

WORCESTER RGNL (ORH)

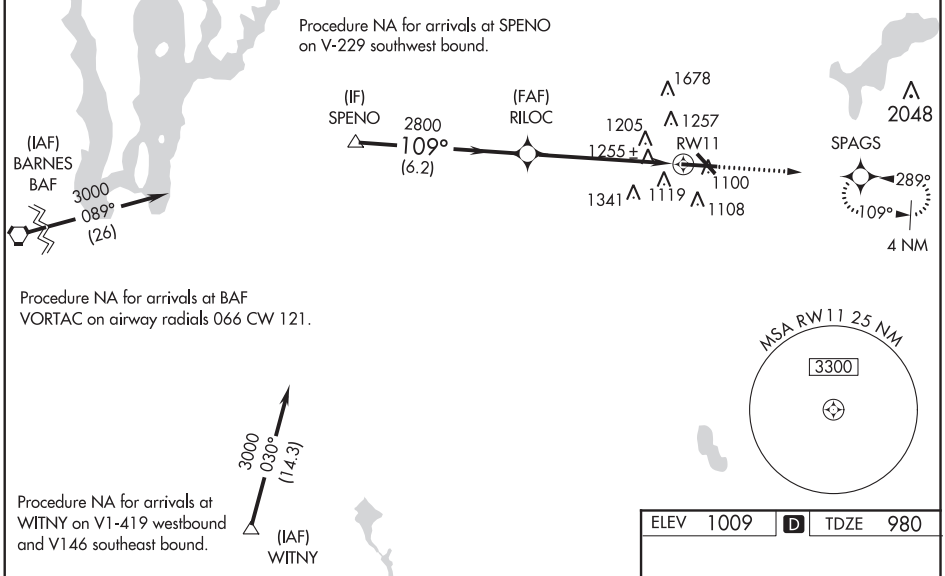
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 37°C (98°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bedford altimeter setting and increase LPV DA to 1373, LNAV/VNAV DA to 1749 and all MDA 200 feet; increase LPV all Cats visibility to RVR 5000, LNAV/VNAV all Cats visibility to 2½ and LNAV Cats C/D visibility to 1¾, Circling Cat B visibility to 1½ mile and Circling Cat C visibility to 2¾ mile. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 2, LNAV Cats A/B visibility to RVR 5000 and LNAV Cats C/D visibility to 1½. For inoperative MALSR when using Bedford altimeter setting, increase LPV all Cats visibility to 1¾, LNAV/VNAV all Cats visibility to 2¾, and LNAV Cat A/B visibility to RVR 5000, and Cat C/D visibility to 2, Circling Cat B visibility to 1¼ and Cat C visibility to 2¾. Baro-VNAV and VDP NA with Bedford altimeter setting.



**MISSED APPROACH:**  
Climb to 2700 direct SPAGS and hold, when authorized by ATC, continue climb-in-hold to 3000.

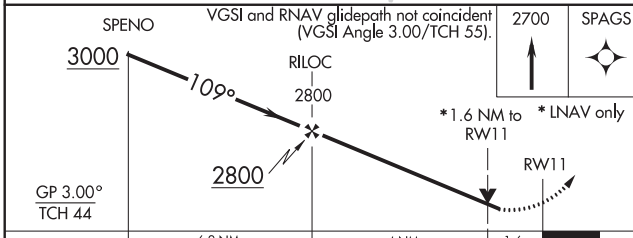
ATIS <b>126.55</b>	BRADLEY APP CON <b>119.0 327.1</b>	WORCESTER TOWER★ <b>120.5 (CTAF) 263.0</b>	GND CON <b>123.85</b>	CLNC DEL <b>128.65</b> <b>119.0</b> (when tower closed)	UNICOM <b>122.95</b>
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Procedure NA for arrivals at SPENO on V-229 southwest bound.



Procedure NA for arrivals at BAF VORTAC on airway radials 066 CW 121.

Procedure NA for arrivals at WITNY on V1-419 westbound and V146 southeast bound.



ELEV 1009	<b>D</b>	TDZE 980
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TDZ/CL Rwy 11  
REIL Rwy 15, 29 and 33  
HIRL Rwy 11-29 **Ⓛ**  
MIRL Rwy 15-33 **Ⓛ**

CATEGORY	A	B	C	D
LPV DA		1184/40	204 (200-¾)	
LNAV/VNAV DA		1560-1½	580 (600-1½)	
LNAV MDA	1520/40	540 (600-¾)	1520/55	540 (600-1½)
CIRCLING	1560-1 551 (600-1)	1640-1 631 (700-1)	1720-2 711 (800-2)	1980-3 971 (1000-3)

NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017



APP CRS	Rwy Idg	<b>5000</b>
<b>333°</b>	TDZE	<b>999</b>
	Apt Elev	<b>1009</b>

# RNAV (GPS) RWY 33

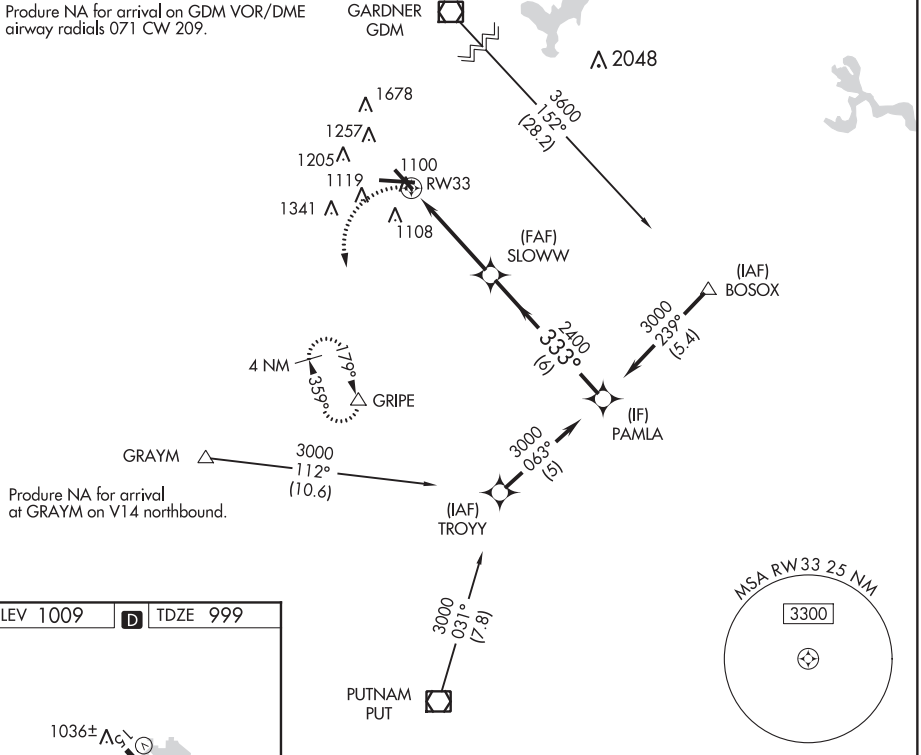
WORCESTER RGNL (ORH)

**▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bedford altimeter setting and increase all MDA 200 feet, increase LNAV Cat C visibility ½ mile, and LNAV Cat D and Circling Cat C visibility ¾ mile. Increase Circling Cat B ¼ mile, and Cat D 1 mile. VDP NA with Bedford altimeter setting.

**MISSED APPROACH:** Climbing left turn to 3000 direct GRIPE and hold.

ATIS	BRADLEY APP CON	WORCESTER TOWER★	GND CON	CLNC DEL	UNICOM
<b>126.55</b>	<b>119.0 327.1</b>	<b>120.5 (CTAF) 263.0</b>	<b>123.85</b>	<b>128.65</b> <b>119.0</b> (when tower closed)	<b>122.95</b>

Produce NA for arrival on GDM VOR/DME airway radials 071 CW 209.

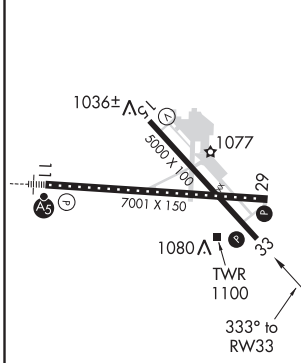


Produce NA for arrival at GRAYM on V14 northbound.

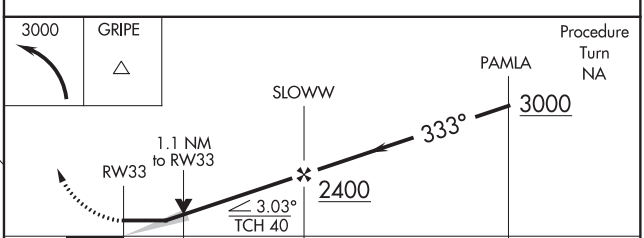
NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1009	<b>D</b>	TDZE 999
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TDZ/CL Rwy 11  
 REIL Rws 15, 29 and 33  
 HIRL Rwy 11-29  
 MIRL Rwy 15-33



CATEGORY	A	B	C	D
LNAV MDA	1400-1	401 (400-1)	1400-1½	401 (400-1½)
CIRCLING	1560-1 551 (600-1)	1640-1 631 (700-1)	1720-2 711 (800-2)	2000-3 991 (1000-3)

VOR/DME GDM <b>110.6</b> Chan <b>43</b>	APP CRS <b>347°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>998</b> <b>1009</b>
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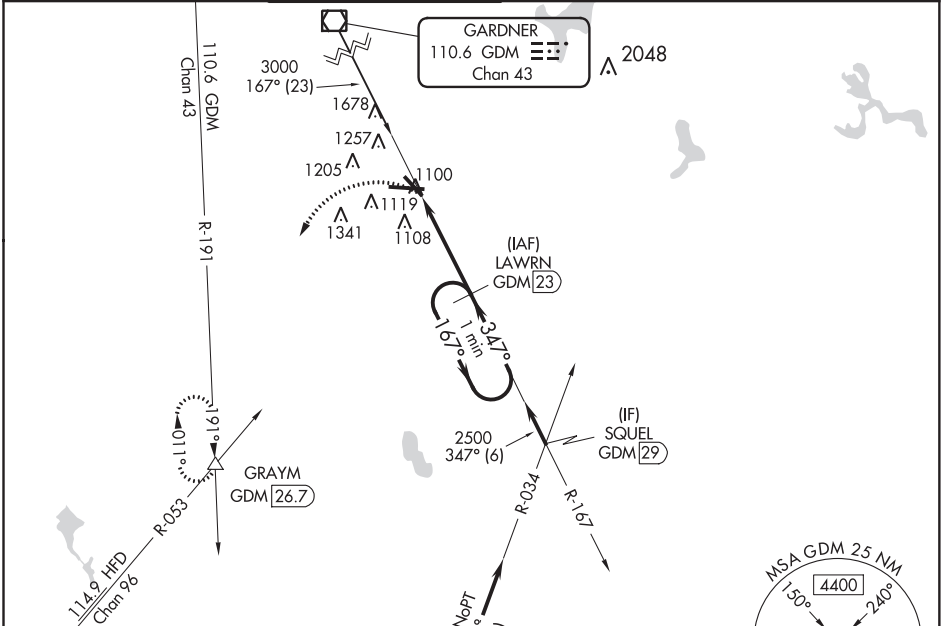
# VOR/DME RWY 33

WORCESTER RGNL (ORH)

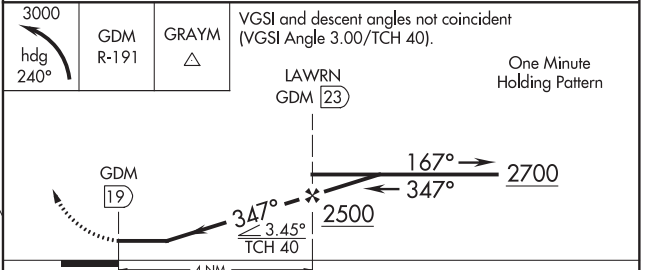
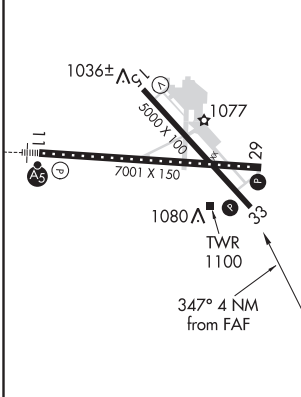
▼ When VGSi inop, Straight-in/Circling Rwy 33 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use  
 ▲ Bedford altimeter setting and increase all MDA 200 feet; increase S-33 Cat C/D visibility ½ mile and Circling Cat C visibility ¾ mile.

MISSED APPROACH: Climbing left turn to 3000 on heading 240° and GDM VOR/DME R-191 to GRAYM INT/GDM 26.7 DME and hold.

ATIS <b>126.55</b>	BRADLEY APP CON <b>119.0 327.1</b>	WORCESTER TOWER★ <b>120.5 (CTAF) 263.0</b>	GND CON <b>123.85</b>	CLNC DEL <b>128.65</b> <b>119.0</b> (when tower closed)	UNICOM <b>122.95</b>
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ELEV 1009	<b>D</b>	TDZE 998
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CATEGORY	A	B	C	D
S-33	1520-1	522 (600-1)	1520-1½	522 (600-1½)
CIRCLING	1560-1 551 (600-1)	1640-1 631 (700-1)	1720-2 711 (800-2)	1980-3 971 (1000-3)

TDZ/CL Rwy 11  
 REL Rws 15, 29 and 33  
 HIRL Rwy 11-29  
 MIRL Rwy 15-33

NE-1, 10 NOV 2016 to 05 JAN 2017

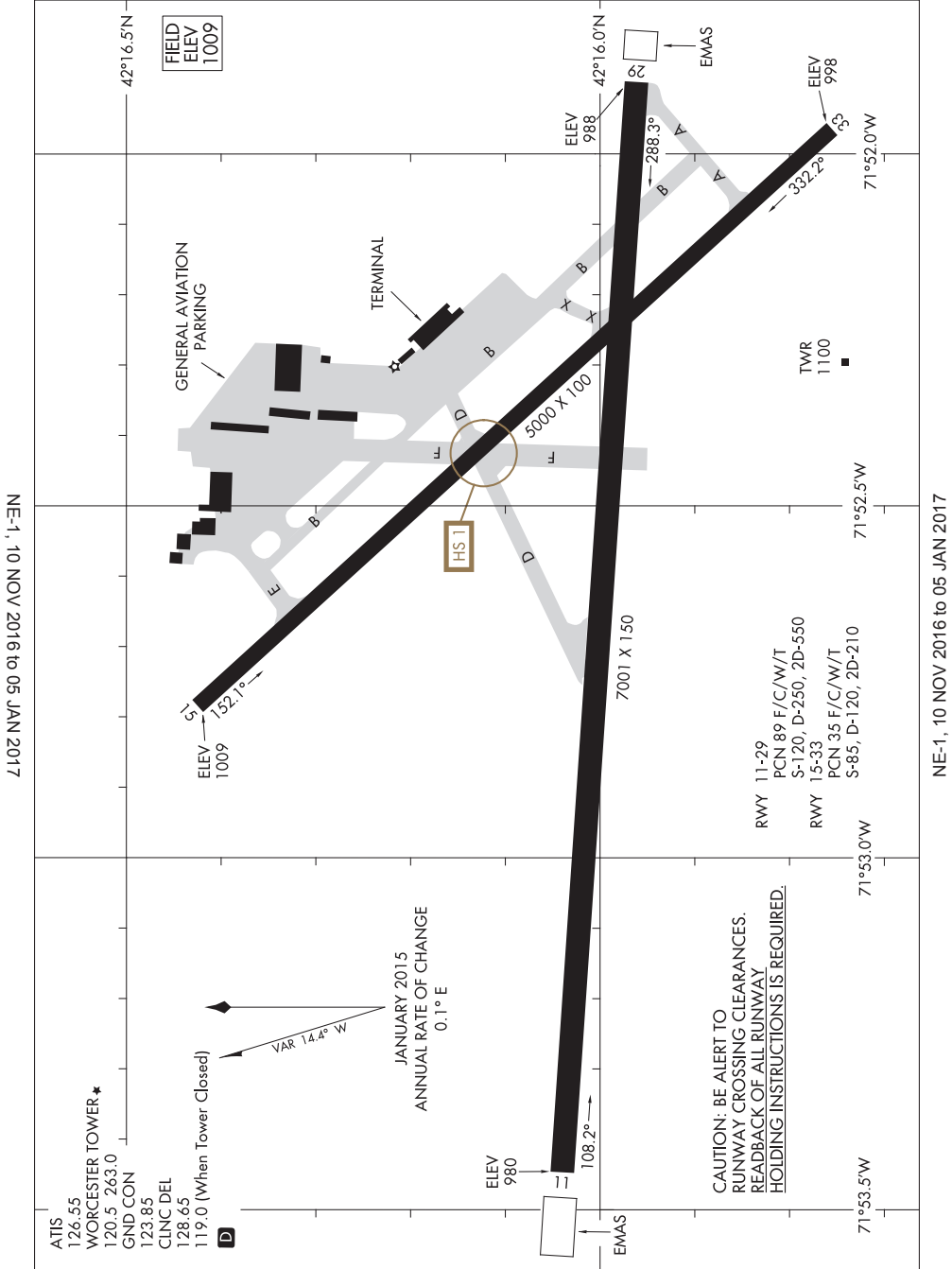
NE-1, 10 NOV 2016 to 05 JAN 2017



# AIRPORT DIAGRAM

AL-652 (FAA)

WORCESTER RGNL (OR.H)  
WORCESTER, MASSACHUSETTS



NE-1, 10 NOV 2016 to 05 JAN 2017

NE-1, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

WORCESTER, MASSACHUSETTS  
WORCESTER RGNL (OR.H)

INTENTIONALLY

LEFT

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# CLIMB/DESCENT TABLE 10042

## INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS RATE OF CLIMB/DESCENT TABLE

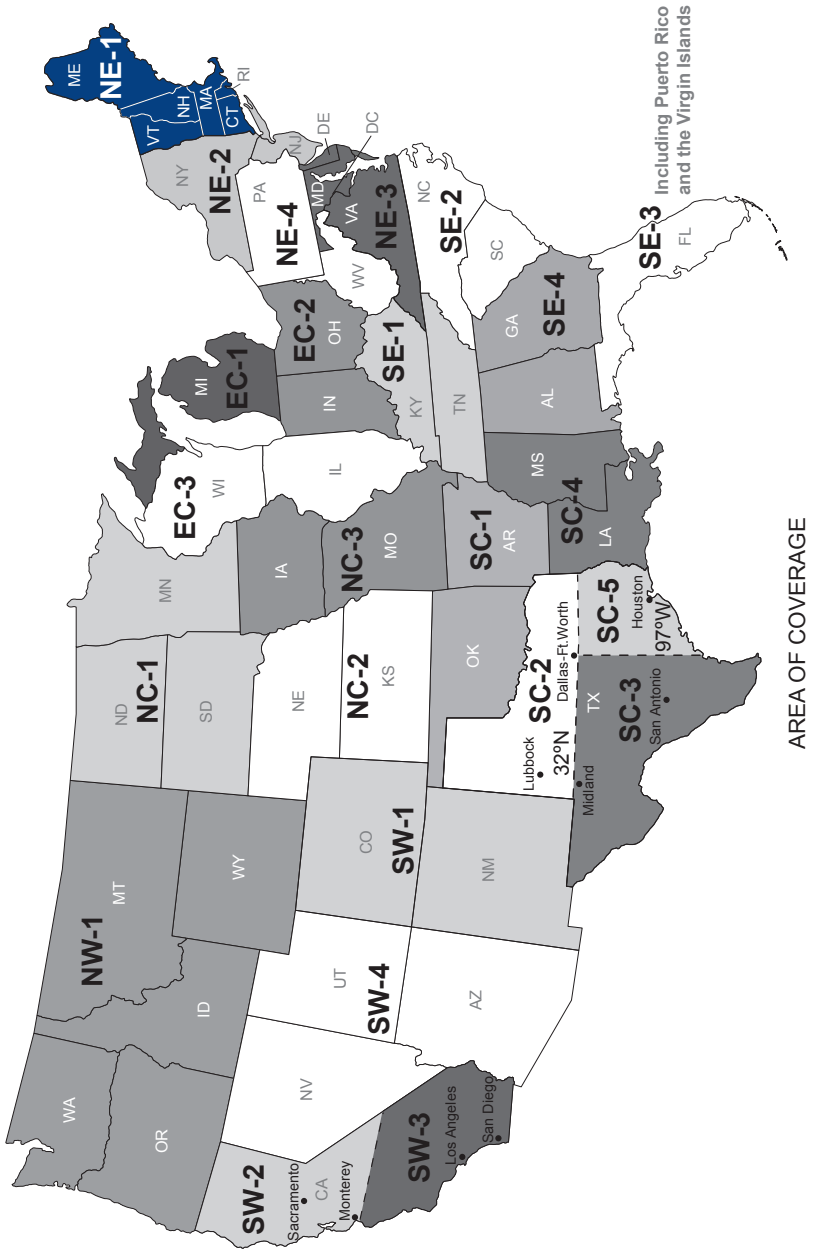
(ft. per min)

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

CLIMB/ DESCENT ANGLE (degrees and tenths)	ft/NM	GROUND SPEED (knots)											
		60	90	120	150	180	210	240	270	300	330	360	
2.0	210	210	320	425	530	635	743	850	955	1060	1165	1275	
2.5	265	265	400	530	665	795	930	1060	1195	1325	1460	1590	
VERTICAL PATH ANGLE	2.7	287	287	430	574	717	860	1003	1147	1290	1433	1576	1720
	2.8	297	297	446	595	743	892	1041	1189	1338	1486	1635	1783
	2.9	308	308	462	616	770	924	1078	1232	1386	1539	1693	1847
	3.0	318	318	478	637	797	956	1115	1274	1433	1593	1752	1911
	3.1	329	329	494	659	823	988	1152	1317	1481	1646	1810	1975
	3.2	340	340	510	680	850	1020	1189	1359	1529	1699	1869	2039
	3.3	350	350	526	701	876	1052	1227	1402	1577	1752	1927	2103
	3.4	361	361	542	722	903	1083	1264	1444	1625	1805	1986	2166
3.5	370	370	555	745	930	1115	1300	1485	1670	1860	2045	2230	
4.0	425	425	640	850	1065	1275	1490	1700	1915	2125	2340	2550	
4.5	480	480	715	955	1195	1435	1675	1915	2150	2390	2630	2870	
5.0	530	530	795	1065	1330	1595	1860	2125	2390	2660	2925	3190	
5.5	585	585	880	1170	1465	1755	2050	2340	2635	2925	3220	3510	
6.0	640	640	960	1275	1595	1915	2235	2555	2875	3195	3510	3830	
6.5	690	690	1040	1385	1730	2075	2425	2770	3115	3460	3805	4155	
7.0	745	745	1120	1490	1865	2240	2610	2985	3355	3730	4105	4475	
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800	
8.0	855	855	1280	1710	2135	2560	2990	3415	3845	4270	4695	5125	
8.5	910	910	1360	1815	2270	2725	3180	3630	4085	4540	4995	5450	
9.0	960	960	1445	1925	2405	2885	3370	3850	4330	4810	5295	5775	
9.5	1015	1015	1525	2035	2540	3050	3560	4065	4575	5085	5590	6100	
10.0	1070	1070	1605	2145	2680	3215	3750	4285	4820	5355	5890	6430	

# CLIMB/DESCENT TABLE 10042

# U.S. TERMINAL PUBLICATION VOLUMES



Including Puerto Rico and the Virgin Islands

AREA OF COVERAGE

FAA Product ID: BTPPNE1



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