Flight Procedure Tracking Form	Action: FLIGHT CHECK	Task Type: IAP	Date Open: 04/16/2010	Task #: 20100129182217 01003	Request #: 20100129182217
Procedure: VOR RWY 13 AMDT 1		Airport ID: KDDH	Airport: WILLIAM H. MORSE STATE		Reimbursable #:
City: BENNINGTON	ST: VT	GPS #:		Estimated Chart Date: 04/05/2012	FICO #:
Fac ID: CAM	Fac. Type: VDME	Specialist: SHAWN REDDINGER			

Procedure Review

	Rec'd	Rel'd	Full Name	Comments
Lead:	08/30/2011	12/07/2011	STEVEN SZUKALA	
QA:	12/07/2011	12/07/2011	STEVEN SZUKALA	
Liaison:	12/07/2011		Terrell	

Procedure Comments: ENROUTE **Remark Type:** INFORMATION

pg 1 of 1

BENNINGTON, VT WILLIAM H. MORSE STATE (KDDH) VOR RWY 13, AMDT 1 ENROUTE- YES FC: 2.7.12 PUB: 4.5.12

ATTACHED FORMS: 8260-5; 8260-10; 8260-9; 8260-2(S): CAMBRIDGE (CAM) VDME, REV 15; GRISY-INT, REV 8; IPEYA-INT, REV 1; WUBEX-INT, ORIG; (INFO ONLY) GLENS FALLS (GFL) VTAC, REV 7.

CONTACT: DON SMITH, JILL OLSON, AJV-352 LEADS, 405.954.1036/0414:

VOR/DME CAM	APP CRS	Rwy ldg	3704
115.0	160°	THRE	794
Chan 97		Apt Elev	827

VOR RWY 13

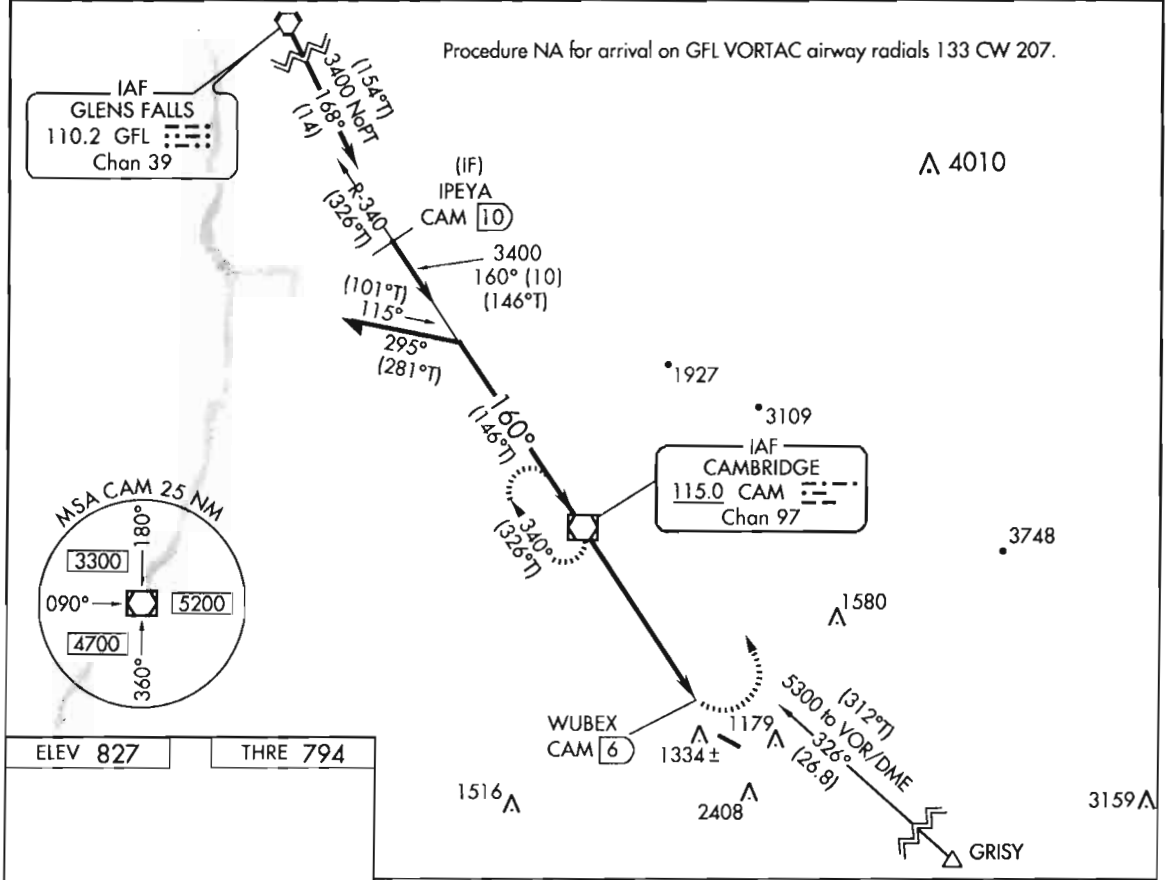
BENNINGTON/WILLIAM H. MORSE STATE (DDH)

Visibility reduction by helicopters NA. * Missed approach reqires a minimum climb of 295' feet per NM. When VGSI inop, Circling Rwy 31 NA at night. When VGSI inop, Straight-in/Circling Rwy 13 procedure 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.

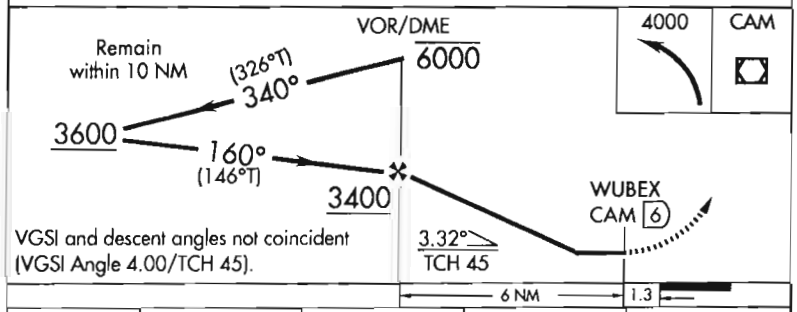
NA

MISSED APPROACH: Climbing left turn to 4000 direct CAM VOR/DME and hold.

ASOS	ALBANY APP CON	GCO	UNICOM
135.925	132.825 307.2	121.725	122.8 (CTAF) L

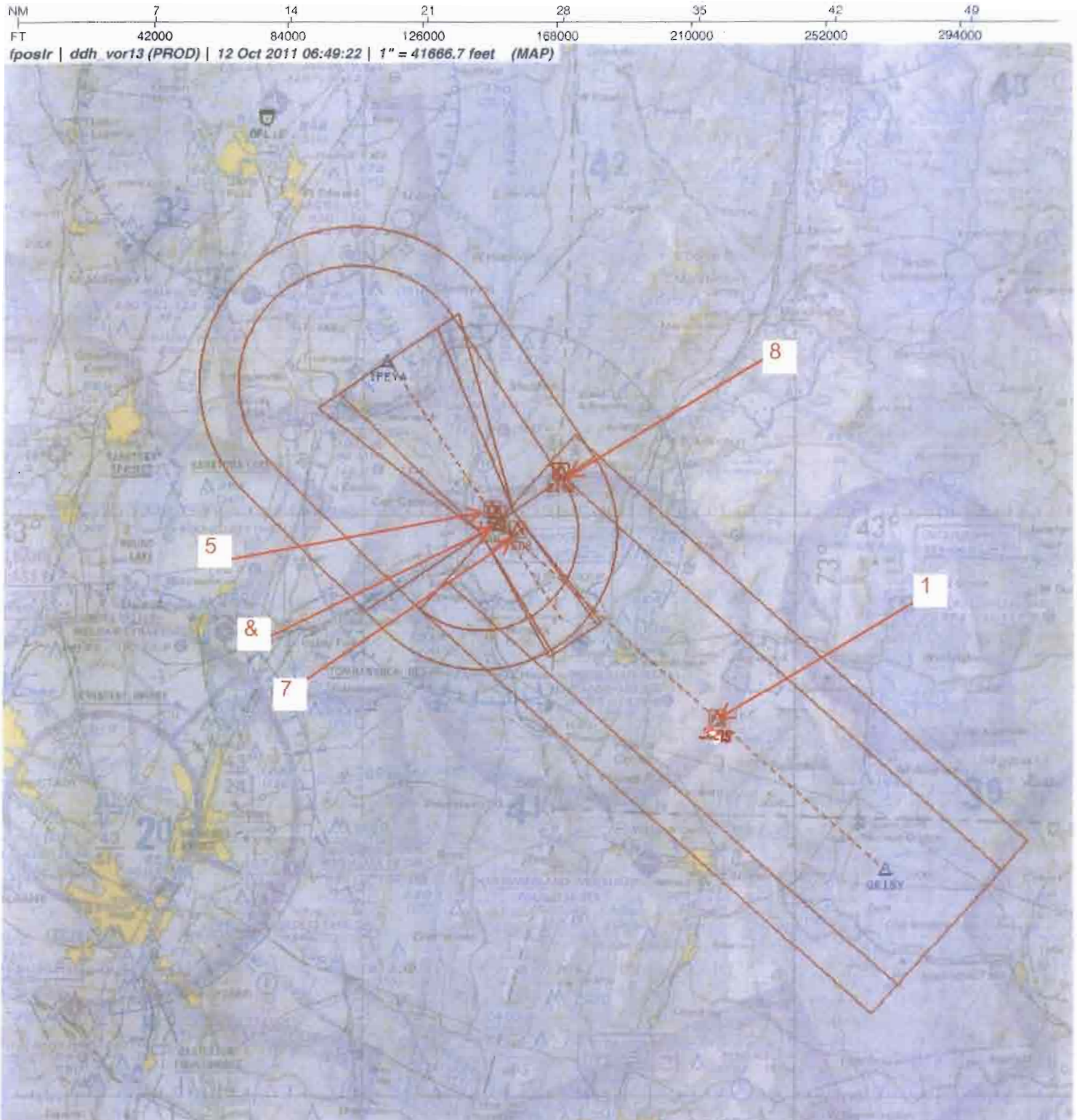


ELEV 827 | THRE 794

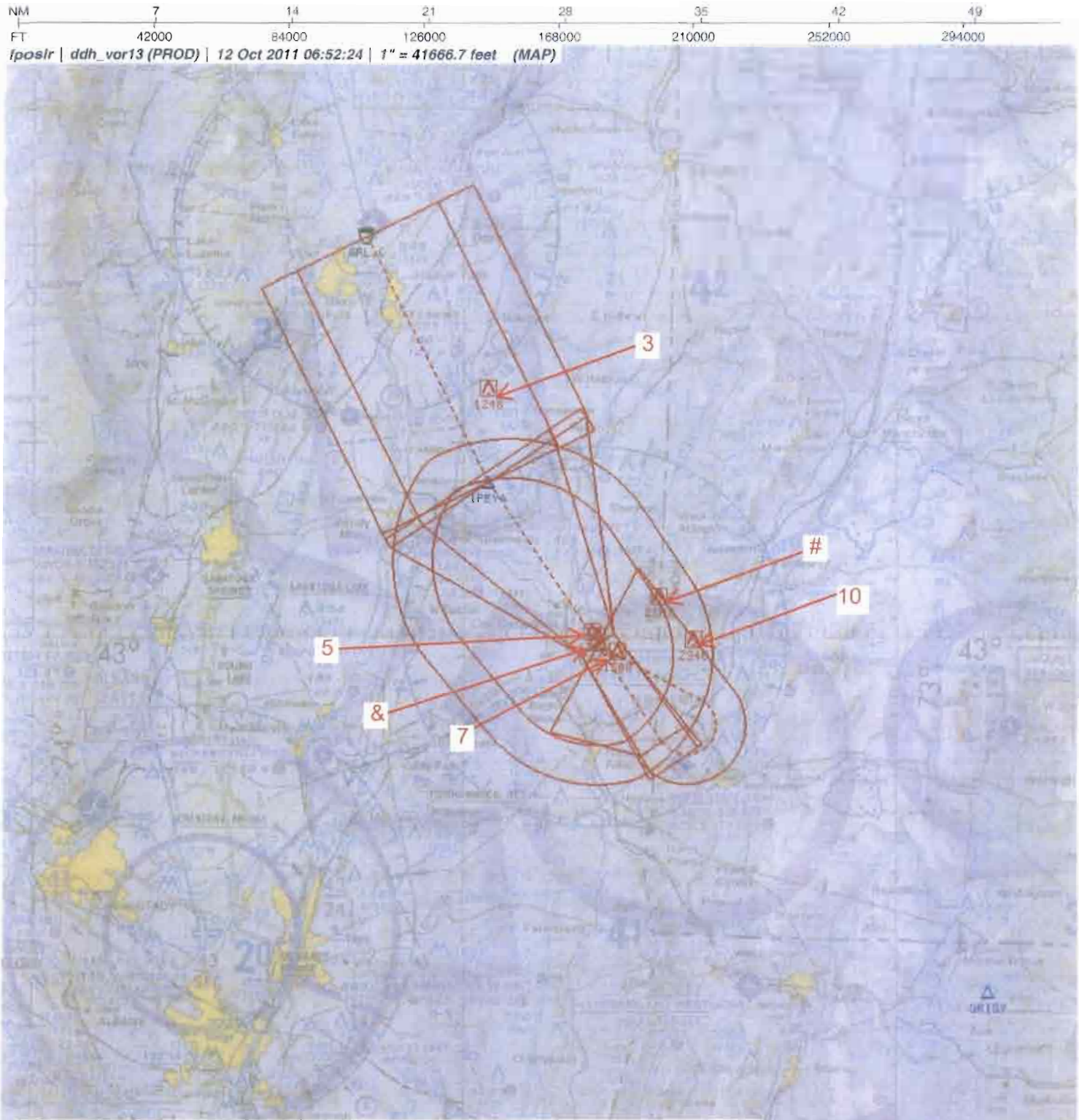


CATEGORY	A	B	C	D
*S-13	1880-1½	1086 (1100-1½)	1880-3 1086 (1100-3)	NA
S-13	2240-1½	1446 (1500-1½)	2240-3 1446 (1500-3)	NA
CIRCLING	2240-1½	1413 (1500-1½)	2240-3 1413 (1500-3)	NA

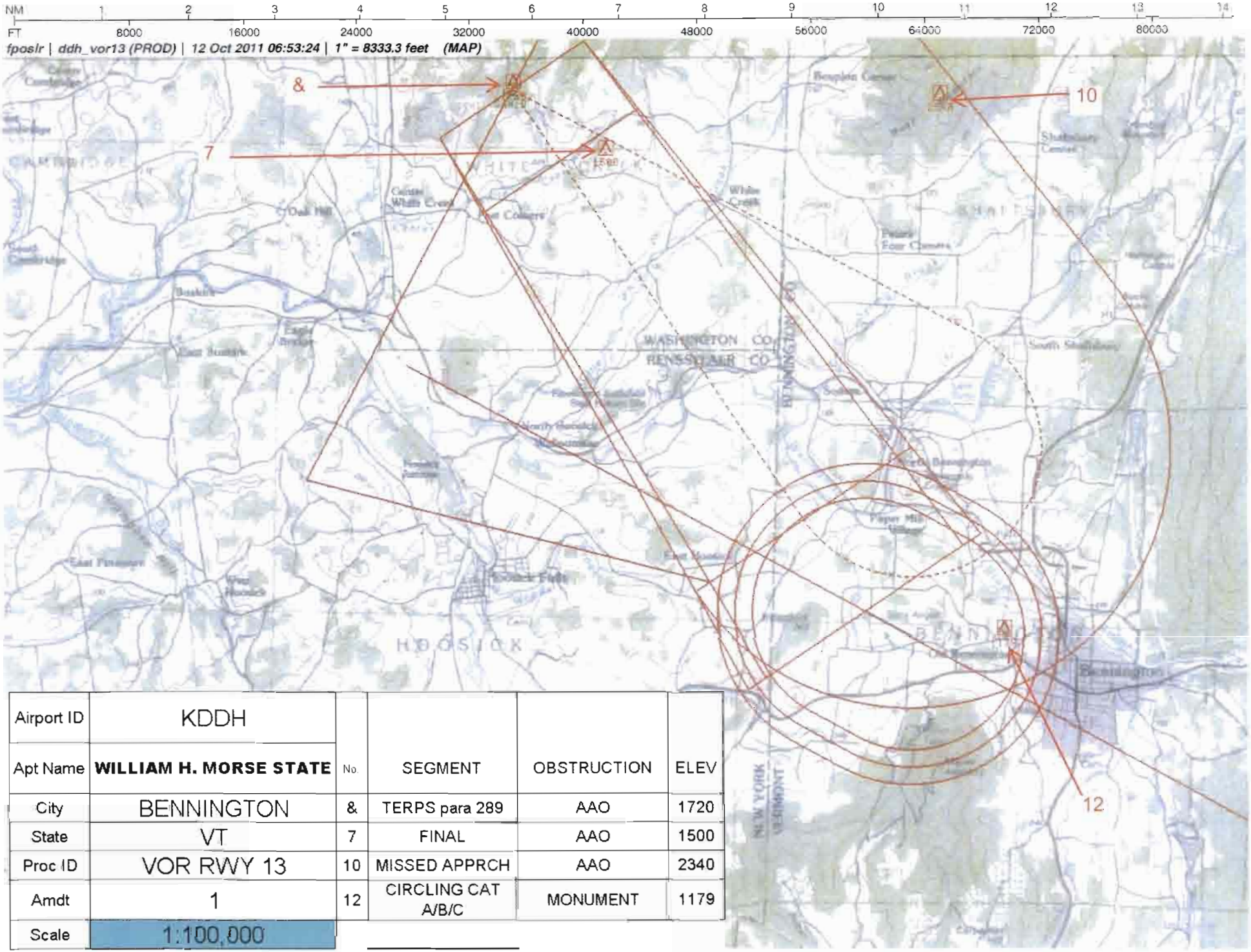
REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



Airport ID	KDDH				
Apt Name	**WILLIAM H. MORSE STATE**	No.	SEGMENT	OBSTRUCTION	ELEV
City	BENNINGTON	1	FEEDER	TREE	3295
State	VT	8	PROCEDURE TURN	AAO	2260
Proc ID	VOR RWY 13	5	INTERMEDIATE	AAO	1723
Amdt	1	&	TERPS para 289	AAO	1720
Scale	1:500,000	7	FINAL	AAO	1500



Airport ID	KDDH	No.	SEGMENT	OBSTRUCTION	ELEV
Apt Name	**WILLIAM H. MORSE STATE**	3	INITIAL	AAO	1248
City	BENNINGTON	5	INTERMEDIATE	AAO	1723
State	VT	&	TERPS para 289	AAO	1720
Proc ID	VOR RWY 13	7	FINAL	AAO	1500
Amdt	1	10	MISSED	AAO	2340
Scale	1:500,000	#	MISSED HOLD	AAO	2107



Airport ID	KDDH				
Apt Name	**WILLIAM H. MORSE STATE**	No.	SEGMENT	OBSTRUCTION	ELEV
City	BENNINGTON	&	TERPS para 289	AAO	1720
State	VT	7	FINAL	AAO	1500
Proc ID	VOR RWY 13	10	MISSED APPRCH	AAO	2340
Amdt	1	12	CIRCLING CAT A/B/C	MONUMENT	1179
Scale	1:100,000				

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

FLIGHT STANDARDS SERVICE - TITLE 14 CFR PART 97.23

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

TERMINAL ROUTES

FROM	TO	COURSE AND DISTANCE	ALTITUDE
GRISY INT	CAM VOR/DME	325.69 / 26.80	5300
GFL VORTAC (IAF)	IPEYA/CAM 10.00 DME (NOPT)	167.72 / 13.98	3400
IPEYA/CAM 10.00 DME (IF)	CAM VOR/DME	160.13 / 10.00	3400

MISSED APPROACH

MAP: 6.00 MILES AFTER CAM VOR/DME OR AT WUBEX/ 6.00 DME FIX

CLIMBING LEFT TURN TO 4000 DIRECT CAM VOR/DME AND HOLD.

ADDITIONAL FLIGHT DATA:

HOLD N, RT, 160.19 INBOUND.
FAS OBST: 1500 AAO 425853N/0731910W
OBST: 1720 AAO 425939N/0732037W
CHART MAXIMUM 6000 AT CAM VOR/DME.
CAM VOR/DME TO RW13: 3.32/45.

1. PT L SIDE OF COURSE 340.13 OUTBOUND 3600 FT WITHIN 10 MILES OF CAM VOR/DME (IAF)
2.
3. FAC 160.13 FAF CAM VOR/DME DIST FAF TO MAP 6.00 THLD 7.27
4. MIN. ALT CAM VOR/DME 3400
8. MSA FROM: CAM VOR/DME 360-180 5200, 180-270 4700, 270-360 3300

MAG VAR: 14W EPOCH YEAR:1980

MINIMUMS

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT ALTERNATE: N A X

CATEGORY =====>	A			B			C			D			E		
	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA
S-13	2240	1 1/2	1446	2240	1 1/2	1446	2240	3	1446		NA				
*S-13	1880	1 1/2	1086	1880	1 1/2	1086	1880	3	1086		NA				
CIRCLING	2240	1 1/2	1413	2240	1 1/2	1413	2240	3	1413		NA				

NOTES:

CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON GFL VORTAC AIRWAY RADIALS 133 CW 207.
CHART NOTE: * MISSED APPROACH REQUIRES A MINIMUM CLIMB OF 295 FEET PER NM TO 4000.
(SEE FORM 8260-10)

CITY AND STATE	ELEVATION: 827 THRE: 794 AIRPORT NAME:	FACILITY IDENTIFIER:	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:	SUP
BENNINGTON, VT	WILLIAM H. MORSE STATE	CAM	VOR RWY 13, AMDT 1	AMDT ORIG-A
				DATE 11/23/2006

ALL AFFECTED PROCEDURES REVIEWED?	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
[ ] YES [X] NO		**ROUTINE**

COORDINATED WITH:

ATA	AAT	ALPA	APA	AOPA	NBAA	OTHER (specify)
[ ]	[ ]	[X]	[ ]	[X]	[X]	[X] **ZBW, ALBANY APP CON, AIRPORT MANAGER**

FLIGHT CHECKED BY

NAME:	FIFO	DATE:

DEVELOPED BY

NAME:	FIFO	DATE:
DONALD E. SMITH (SHAWN REDDINGER)	**AJV-352**	**09/26/2011**

APPROVED BY

NAME:	FIFO	DATE:
DARRYEL ADAMS MANAGER	**AJV-352**	

CHANGES:

1. TERMINAL ROUTE GRISY TO CAM VOR/DME CHANGED ALTITUDE FROM 4600 TO 5300.
2. TERMINAL ROUTE GFL VORTAC TO IPEYA CHANGED HEADING FROM 164.48 TO 167.72.
3. TERMINAL ROUTE IPEYA TO CAM VOR/DME CHANGED HEADING FROM 164.66 TO 160.13
4. DISTANCE FAF TO THLD CHANGED FROM 7.26 NM TO 7.27 NM.
5. REMOVED STATE IDENTIFIER FROM ALTIMETER SETTING NOTE.
6. ADDED VISIBILITY REDUCTION BY HELICOPTERS NA NOTE.
7. ADDED WHEN VGSI INOP NOTES.
8. ADDED PROCEDURE NA FOR ARRIVAL ON GFL NOTE.
9. CHANGED MISSED APPROACH INSTRUCTIONS FROM CAM R-132 TO DIRECT CAM VOR/DME.
10. CHANGED TDZE TO THRE / ADJUSTED HAT VALUES.
11. RAISED MDA FROM 1880 TO 2240 FOR STANDARD CG ON MISSED APPROACH MINIMUMS.
12. ADDED LINE OF MINIMUMS FOR AN INCREASED MISSED APPROACH CLIMB GRADIENT OF 295 FT/NM TO 4000.
13. ADDED RWY 13 PROCEDURE NA AT NIGHT NOTE.

REASONS:

1. 2000 FT ROC DUE TO PRECIPITOUS TERRAIN.
2, 3. IPEYA RELOCATED TO ALIGN IF SEGMENT WITH PT INBOUND COURSE, FPT REQUEST.
4. UPDATED SURVEY.
5, 8, 10, 13. IAW 8260.19D
6, 7. 20:1 AND 34:1 VISUAL AREA PENETRATIONS.
9. SIMPLIFICATION.
11. INCREASE THE HMAS IN ORDER TO AVOID OBSTACLE IDENTIFIED IF A C-I-H EVALUALTION WAS NEEDED DUE TO LOWER HMAS.
12. FPT AND AIRPORT MANAGMENT REQUEST.

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

VOR STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - - TITLE 14 CFR PART 97.23

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NOTES, (CONT.):
CHART NOTE: WHEN VGSI INOP, CIRCLING RWY 31 NA AT NIGHT.
CHART NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 13 PROCEDURE NA AT NIGHT.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE NORTH ADAMS ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET.
CHART NOTE: CIRCLING NA SOUTHWEST OF RWY 13-31.

CITY AND STATE	ELEVATION: 827 THRE: 794 AIRPORT NAME:	FACILITY IDENTIFIER:	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:	SUP:
BENNINGTON, VT	**WILLIAM H. MORSE STATE**	**CAM**	**VOR RWY 13, AMDT 1**	AMDT: **ORIG-A**
				DATED: **11/23/2006**

ALL AFFECTED PROCEDURES REVIEWED? ☐ YES ☐ NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) ☐ _____

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:

DEVELOPED BY		
NAME:	FIFO	DATE:

APPROVED BY		
NAME:	FIFO	DATE:

CHANGES:

REASONS:

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.
FEEDER	GRISY INT	CAM VOR/DME	1. AAO	424907.88N/0730506.70W	3295 (2A)	2000		5300
			2. TERRAIN	424907.88N/0730506.70W	3095 (3100)		AS1500	4600
INITIAL	GFL VORTAC	IPEYA/CAM 10.00	3. AAO	431222.45N/0732813.40W	1248 (2A)	1000	AT1152	3400
		DME	4. TERRAIN	431222.45N/0732813.40W	1048 (1000)		AS1500	2500
INTERMEDIATE	IPEYA/CAM 10.00	CAM VOR/DME	5. AAO	425954.00N/0732100.00W	1723 (4E)	500	AC98 AT1079	3400
	DME		6. TERRAIN	425954.00N/0732100.00W	1523 (1500)		AS1500	3000
INTERMEDIATE: PT	10 NM	CAM VOR/DME	5. AAO	425954.00N/0732100.00W	1723 (4E)	500	AC98 AT1079	3400
			6. TERRAIN	425954.00N/0732100.00W	1523 (1500)		AS1500	3000
FINAL	CAM VOR/DME	6.00 MILES AFTER	7. AAO	425853.25N/0731910.01W	1500 (2C)	250	XP130	1880
		CAM VOR/DME OR						
		AT WUBEX/ 6.00						
		DME FIX						
FINAL	CAM VOR/DME	6.00 MILES AFTER	7. AAO	425853.25N/0731910.01W	1500 (2C)	250	* XP490	2240
		CAM VOR/DME OR						
		AT WUBEX/ 6.00						
		DME FIX						
2. PROCEDURE TURN	CAM VOR/DME	10 NM	8. AAO	430152.34N/0731610.64W	2260 (2C)	1000		3300
			9. TERRAIN	430152.34N/0731610.64W	2060 (2100)		AS1500	3600
3. MISSED APPROACH MAP:	6.00 MILES AFTER	CAM VOR/DME				ASC		4000
	CAM VOR/DME OR		10. AAO	425931.01N/0731354.22W	2340 (2C)	1000		3400
ELEV:	1630/1990		11. TERRAIN	425931.01N/0731354.22W	2140 (2100)		AS1500	3600

4. CIRCLING AREA	DISTANCE		HT. ABV. ARPT.								
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL	1413	12. MNMT (50-000045)	425321.00N/0731256.00W	1179 (1D)	300	SI	2240
CATEGORY B	1.5 NM		450		1413	12. MNMT (50-000045)	425321.00N/0731256.00W	1179 (1D)	300	SI	2240
CATEGORY C	1.7 NM		450		1413	12. MNMT (50-000045)	425321.00N/0731256.00W	1179 (1D)	300	SI	2240
CATEGORY D	2.3 NM		550								
CATEGORY E	4.5 NM		550								

5. MINIMUM SAFE ALTITUDES — PRIMARY NAVAID: **CAM VOR/DME**

SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
360-180	AAO	087/ 19.2	4134 (4D)	5200	270-360	AAO	313/ 28.3	2209 (2C)	3300
180-270	TOWER (25-	174/ 22.8	3688 (4D)	4700					

CITY AND STATE		FACILITY	PROCEDURE AND AMENDMENT NO:	REGION
BENNINGTON, VT	ELEVATION: 827 AIRPORT NAME: WILLIAM H. MORSE STATE	CAM	VOR RWY 13, AMDT 1	ANE

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH:	2. WEATHER SERVICE		3. ALTIMETER SETTING
ZBW ARTCC ALB APP CON		N W S	OTHER: ASOS	SOURCE: KDDH / KAQW
		F A A		DISTANCE: 0 / 12.17
		A / C		HOURS REMOTE OPERATION: BACKUP
SATISFACTORY ON:				
X V H F X U H F H F	LOCATION: KDDH			ADJUSTMENT: 0 / 0

4. MONITOR STATUS		
PRIMARY NAVAID: CAM VOR/DME		
MONITOR POINT: AOCC		
HRS OPTN:	CAT 1	24
	CAT 3	

5. APPROACH & RUNWAY LIGHTING	
	ALS
	(S) SALS
	MALS
	HIRL
X	MIRL 31 (PCL), 13 (PCL)
X	REIL 31 (PCL), 13 (PCL)
	TDZ
	C/LINE
X	OTHER (SPECIFY) PAPI-4R 31 PAPI-4L 13 (PCL)

6. RUNWAY MARKINGS	
BASIC	
ALL WEATHER	
INSTRUMENT	NPI-G 13

7. RUNWAY VISUAL RANGE	
APPROACH	
MIDFIELD	
ROLL OUT	

8. GLIDE PATH		
GP ANGLE:	ELEV RWY THRESHOLD:	
DISTANCE FROM RWY:	ELEV GP ANTENNA:	
	THRESHOLD CROSSING HEIGHT: 45.0	

9. FINAL APPROACH COURSE AIMING			
	X	RUNWAY THRESHOLD	FT. FROM THRESHOLD
	X	ON CENTERLINE	FT. FROM CENTERLINE

10. WAIVERS: NONE

PART D - PREPARED BY:	DATE:
DONALD E. SMITH (SHAWN REDDINGER)	09/26/2011
TITLE: AERONAUTICAL INFORMATION SPECIALIST	OFFICE: AJV-352

PART C - REMARKS:

VDP NOT ESTABLISHED - OBSTACLES PENETRATE VDP SURFACE.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

TERPS PARAGRAPH 289 APPLIED TO 1720 AAO
425939N/0732037W

KDDH AND KAQW ASOS BOTH ON SERVICE-A.

VGSI DATA: RWYS 13 AND 31: 4.00 DEGREES, TCH 45.0 FT.

TERPS, VOLUME 1, VISUAL PORTION OF FINAL PENETRATIONS:
20:1
968 TREE (KDDHA037) 425346.19N/0731548.56W (28.17)
957 TREE (KDDHA038) 425347.34N/0731547.72W (17.15)
950 TREE (KDDHA040) 425349.25N/0731548.08W (4.38)
941 TREE (KDDHA034) 425346.31N/0731544.51W (14.14)
937 TREE (KDDHA035) 425346.75N/0731544.47W (9.21)
833 TREE (KDDHA027) 425342.48N/0731509.00W (31.59)
822 TREE (KDDHA028) 425335.51N/0731514.23W (20.23)
820 TREE (KDDHA029) 425341.48N/0731510.17W (17.16)
817 TREE (KDDHA030) 425336.56N/0731514.11W (13.10)
815 TREE (KDDHA031) 425341.71N/0731512.09W (5.32)

34:1
971 TREE (KDDHA043) 425351.11N/0731558.30W (65.42)
925 TREE (KDDHA036) 425347.20N/0731544.32W (51.87)
817 TREE (KDDHA032) 425339.40N/0731517.19W (7.14)

RWY 31 20:1
921 TREE (KDDHA064) 425315.18N/0731402.03W (21.54)
895 TREE (KDDHA063) 425315.18N/0731404.54W (3.75)
886 TREE (KDDHA062) 425315.61N/0731407.12W (4.23)
871 TREE (KDDHA059) 425316.05N/0731410.29W (0.67)
870 TREE (KDDHA055) 425315.96N/0731417.41W (22.76)
864 TREE (KDDHA056) 425315.70N/0731414.15W (5.46)
859 TREE (KDDHA053) 425316.75N/0731420.63W (24.20)
835 GRD (KDDHA051) 425317.93N/0731421.66W (6.41)

RASS PRESSURE PATTERNS SAME
KDDH 826.9, KAQW 654
RA = 52.20.
SEE ATTACHED AIRSPACE LETTER.

MAX VEGETATION HEIGHT USED = 100FT PER FPT.

MAP AT CAM 160.13/6NM TO AVOID 2459 MSL TREE, 100 AGL AT 425150.27N/0731357.72W IN MISSED APPROACH SEGMENT.

MISSED APPROACH CG OF 295 FT/NM OPTION ADDED PER ATC AND FPT REQUEST, RETURN TO CAMBRIDGE IAF AT 4000 WITH 1880 MDA TO PREVENT C-I-H EVALUATION.

XP: FINAL MDA RAISED TO 1880' PER JOHN BICKERSTAFF EMAIL DTD 6/8/11 SUBJECT: LOWERING MINIMUMS
CONT.

*XP: 490 FT MDA ADJ ALLOWS FOR STANDARD CG ON MISSED APPROACH TO 4000 WITHOUT NEEDING A C-I-H EVAL. C-I-H EVAL PICKS UP HIGH TERRAIN PENETRATIONS THAT DRIVE THE MISSED APPROACH ALT HIGHER, RESULTING IN A LARGER HOLDING PATTERN EVALUATION.

RADIO FIX AND HOLDING DATA RECORD

NAME: CAMBRIDGE VOR/DME **STATE:** NY **COUNTRY:** US

LATITUDE/LONGITUDE: 425939.44N/0732038.47W **TYPE:**

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** NO CHANGE

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	CAMBRIDGE	CAM	VOR/DME	L							17500

FIX RESTRICTIONS:
MCA V123 4500 NORTHBOUND

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME	LEG LENGTH DME	HOLDING ALTITUDES MIN	HOLDING ALTITUDES MAX	TEMPLATES MIN	TEMPLATES MAX
1	N	CAM	VOR/DME	016.00	196.00	R	1-1 1/2		4000	17500	4	16
2	E	CAM	VOR/DME	108.28	288.28	R	1-1 1/2		6000	17500	5	16
3	N	CAM	VOR/DME	340.19	160.19	R	1-1 1/2		3400	17500	4	16

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	200	AAO	430308.80N/0731340.80W	3309	6C
2	200	AAO	425830.00N/0730709.00W	3606	4E
3	200	AAO	430121.00N/0731633.00W	1962	4E
3	230	AAO	430308.80N/0731340.80W	3309	6C
3	310	AAO	430308.80N/0731340.80W	3309	6C

HOLDING RESTRICTIONS:
PATTERNS 1 AND 2 FOR ATC USE ONLY.
PATTERN 3 UTILIZES 175 KIAS RESTRICTION FOR CIH ON KDDH TAKEOFF MINIMUMS. 175 KIAS ICON NOT CHARTED ON ENROUTE LOW TO PREVENT CONFUSION WITH OTHER PROCEDURES.
HOLDING LIMITED TO ESTABLISHED PATTERNS

PROCEDURES REQUIRING CLIMB-IN-HOLD:

PAT	PROCEDURE TITLE	AIRPORT IDENT	CITY	STATE
3	TAKE-OFF MINIMUMS	KDDH	BENNINGTON	VT (US)

REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETE.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
DP	BANGOR			KBGR	BANGOR	ME (US)
DP	PORTLAND			KPWM	PORTLAND	ME (US)
DP	WHITE RIVER			KLEB	LEBANON	NH (US)
DP	MANCHESTER			KMHT	MANCHESTER	NH (US)
DP	PEASE			KPSM	PORTSMOUTH	NH (US)
DP	TANKER			KPSM	PORTSMOUTH	NH (US)
DP	TAKE-OFF MINIMUMS		3	KDDH	BENNINGTON	VT (US)
DP	BURLINGTON			KBTV	BURLINGTON	VT (US)
EN ROUTE	J222					(US)
EN ROUTE	J547					(US)
EN ROUTE	V123		3			(US)
EN ROUTE	V447					(US)
EN ROUTE	V487					(US)
EN ROUTE	V490					(US)
EN ROUTE	V542					(US)
EN ROUTE	V72					(US)
IAP	LOC RWY 26			KPSF	PITTSFIELD	MA (US)
IAP	RNAV (GPS) RWY 26			KPSF	PITTSFIELD	MA (US)
IAP	ILS OR LOC RWY 1		3	KALB	ALBANY	NY (US)
IAP	ILS OR LOC RWY 19		3	KALB	ALBANY	NY (US)
IAP	ILS RWY 01 (SA CAT II)		3	KALB	ALBANY	NY (US)
IAP	RNAV (GPS) RWY 28			KALB	ALBANY	NY (US)
IAP	RNAV (GPS) Y RWY 19			KALB	ALBANY	NY (US)
IAP	ILS OR LOC RWY 1		3	KGFL	GLENS FALLS	NY (US)
IAP	RNAV (GPS) RWY 23			K5B2	SARATOGA SPRINGS	NY (US)
IAP	VOR/DME-A			K5B2	SARATOGA SPRINGS	NY (US)
IAP	RNAV (GPS) RWY 22			KSCH	SCHENECTADY	NY (US)
IAP	VOR RWY 13		3	KDDH	BENNINGTON	VT (US)
IAP	LOC Y RWY 19			KRUT	RUTLAND	VT (US)
IAP	LOC Z RWY 19			KRUT	RUTLAND	VT (US)
IAP	RNAV (GPS) RWY 1			KRUT	RUTLAND	VT (US)
IAP	VOR/DME RWY 1			KRUT	RUTLAND	VT (US)
IAP	VOR/DME RWY 19			KRUT	RUTLAND	VT (US)
IAP	NDB RWY 1			K4V8	WEST DOVER	VT (US)
IAP	RNAV (GPS) RWY 1			K4V8	WEST DOVER	VT (US)

STAR	STELA	KHFD	HARTFORD	CT (US)
STAR	STELA	KBDL	WINDSOR LOCKS	CT (US)
STAR	STELA	KCEF	SPRINGFIELD/CHICOPEE	MA (US)
STAR	STELA	KBAF	WESTFIELD/SPRINGFIELD	MA (US)
STAR	STELA	KORH	WORCESTER	MA (US)
STAR	POPPP	KMHT	MANCHESTER	NH (US)

REQUIRED CHARTING: DP, STAR, IAP, CONTROLLER, EN ROUTE LOW, EN ROUTE HIGH

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 15 **DATE OF REVISION:** 02/09/2012

REASON FOR REVISION:
1. CHANGED PAT 1 AND 3 (230K AND 310K) CONTROLLING OBSTRUCTION ACCURACY CODE FROM 4E/6A TO 6C.
2. DELETED REMARK, CHART PAT 3 ENROUTE LOW.
3. UPDATED FIX USE.

DEVELOPED BY: **DATE:** 08/23/2011 **OFFICE:** AJV-352 **NAME:** DONALD SMITH (DAVID SAUER)

APPROVED BY: **DATE:** **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZBW
ATC FACILITY: ALB APP CON
OTHER:

RADIO FIX AND HOLDING DATA RECORD

NAME: GRISY **STATE:** MA **COUNTRY:** US

LATITUDE/LONGITUDE: 424146.40N/0725330.14W **TYPE:** WP, INT, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	GARDNER	GDM	VOR/DME	L	298.00	284.00	38.01	38.01		5000	17500
2	CHESTER	CTR	VOR/DME	L	019.00	006.00		24.42		5000	17500

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME	LEG LENGTH DME	HOLDING ALTITUDES MIN	HOLDING ALTITUDES MAX	TEMPLATES MIN	TEMPLATES MAX
1	S		WP	199.97	019.97	R		4	5000	17500	6	17

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	200	200' AAO	424500.00N/0725203.00W	2428	4E

REMARKS:
GARDNER (FAC 1) AND CHESTER (FAC 2) USED TO ESTABLISH FIX COORDINATES
HOLDING LIMITED TO ESTABLISHED PATTERN.
PRECIPITOUS TERRAIN EVALUATION COMPLETE.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
EN ROUTE	V2-14	1, 2				(US)
IAP	VOR RWY 13	1, 2		KDDH	BENNINGTON	VT (US)
IAP	RNAV (GPS) RWY 1		1	K4V8	WEST DOVER	VT (US)

REQUIRED CHARTING: IAP, CONTROLLER, EN ROUTE LOW

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 8 **DATE OF REVISION:** 04/05/2012

REASON FOR REVISION:
REMOVED FACILITY 3 TO FIX MAKEUP.
UPDATED FIX USE FORMAT.
UPDATED FACILITY 1 TYPE TO VOR/DME.
ADDED DISTANCE FROM FACILITY FOR FAC 1 AND 2.

DEVELOPED BY: **DATE:** 10/11/2011 **OFFICE:** AJV-352 **NAME:** DONALD SMITH (SHAWN REDDINGER)

APPROVED BY: **DATE:** **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZBW
ATC FACILITY:
OTHER:

RADIO FIX AND HOLDING DATA RECORD

NAME: IPEYA **STATE:** NY **COUNTRY:** US

LATITUDE/LONGITUDE: 430757.49N/0732815.14W **TYPE:** DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	CAMBRIDGE	CAM	VOR/DME	L	340.13	326.13	10.00	10.00		3400	17500

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	VOR RWY 13	1		KDDH	BENNINGTON	VT (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 1 **DATE OF REVISION:** 04/05/2012

REASON FOR REVISION:
FIX MOVED 4803 FT WEST.
FACILITY 1 RADIAL UPDATED.
CORRECTED FIX USE DATA FORMAT.

DEVELOPED BY: **DATE:** 09/26/2011 **OFFICE:** AJV-352 **NAME:** DONALD SMITH (SHAWN REDDINGER)

APPROVED BY: **DATE:** **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZBW
ATC FACILITY: ALB APP CON
OTHER:

RADIO FIX AND HOLDING DATA RECORD

NAME: WUBEX **STATE:** VT **COUNTRY:** US

LATITUDE/LONGITUDE: 425440.36N/0731605.45W **TYPE:** DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** ESTABLISH

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	CAMBRIDGE	CAM	VOR/DME	L	160.13	146.13	6.00	6.00		1780	17500

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	VOR RWY 13	1		KDDH	BENNINGTON	VT (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG **DATE OF REVISION:** 04/05/2012

DEVELOPED BY: **DATE:** 09/26/2011 **OFFICE:** AJV-352 **NAME:** DONALD SMITH (SHAWN REDDINGER)

APPROVED BY: **DATE:** **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZBW
ATC FACILITY: ALBANY APP CON
OTHER:

RADIO FIX AND HOLDING DATA RECORD

INFO ONLY

NAME: GLENS FALLS VORTAC **STATE:** NY **COUNTRY:** US

LATITUDE/LONGITUDE: 432030.10N/0733642.36W **TYPE:**

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** NO CHANGE

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	GLENS FALLS	GFL	VORTAC	L							17500

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

BACKUP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	MRA	MAA	CHK
1	ALBANY	ALB	VORTAC	L	026.22	013.22		7000	17500	Y
2	CAMBRIDGE	CAM	VOR/DME	L	344.66	330.66		7000	17500	Y

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
DP	ALBANY FOUR DEPARTURE	1		KALB	ALBANY	NY (US)
DP	BURLINGTON SIX DEPARTURE	1		KBTV	BURLINGTON	VT (US)
EN ROUTE	V123	1				(US)
EN ROUTE	V431	1				(US)
EN ROUTE	V489	1				(US)
EN ROUTE	V496	1				(US)
EN ROUTE	V91	1				(US)
IAP	RNAV (GPS) RWY 23	1		K5B2	SARATOGA SPRINGS	NY (US)
IAP	VOR RWY 13	1		KDDH	BENNINGTON	VT (US)

REQUIRED CHARTING: DP, IAP, CONTROLLER, EN ROUTE LOW

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 7 **DATE OF REVISION:** 08/27/2009

REASON FOR REVISION:
REMOVED DME FROM FIX MAKE-UP.

DEVELOPED BY: **DATE:** 12/10/2008 **OFFICE:** AVN-110 **NAME:** HOWARD HAWKINS

APPROVED BY: **DATE:** 06/24/2009 **OFFICE:** AVN-110 **NAME:** PETER GETZ

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZBW
ATC FACILITY: ALB APP CON
OTHER:

QUALITY CHECKED

TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **BENNINGTON** STATE: **VT**

AIRPORT NAME: **BENNINGTON / WILLIAM H. MORSE STATE** ID: **KDDH**

PROCEDURE: **VOR RWY 13** AMDT: **1**

DOCKET#: **NOT REQUIRED**
(96-AXX-X/Required/Not Required)

ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.

1. Distance from **THLD** to 1000' point **4.50**
   (Enter THLD, FAF, ARP, FACILITY, as appropriate)
2. Width of **FINAL** segment at 1000' point **2.28**
   (Enter appropriate segment, final, intermediate, etc.)
3. True Course of **FINAL** segment containing 1000' point **146.13**
4. High Terrain in **FINAL** segment containing 1000' point **1480**
5. Distance from **THLD** to 1500' point **6.50**
   (If 1500' point in PT maneuvering area or holding pattern note in remarks)
6. Width of **FINAL** segment at 1500' point **2.08**
7. True Course of **FINAL** segment containing 1500' point **146.13**
8. High Terrain in **FINAL** segment containing 1500' point **1480**
9. Threshold Coordinates (if straight-in) ... **425337.01N** / **0731507.76W**
10. ARP Coordinates ..... **425328.30N** / **0731445.90W**
11. Runway Approach End and distance furthest from ARP ..... RWY **31**
    Distance **0.30** NM
12. FAF Coordinates ..... **425939.44N** / **0732038.47W**

REMARKS: Approach/Drawing attached.