

**U.S. DEPARTMENT OF TRANSPORTATION -- FEDERAL AVIATION ADMINISTRATION  
RADAR -- STANDARD INSTRUMENT APPROACH PROCEDURE -- FLIGHT STANDARDS SERVICE -- TITLE 14 CFR PART 97.31**

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.

Initial approach minimum altitude(s) shall correspond with those established for enroute operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when: (A) Visual contact is established on final approach at or before descent to the authorized landing minimums; or (B) at pilot's discretion if it appears desirable to discontinue the approach.

Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when: (A) communications on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controllers; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES (Sectors and distances measured from radar antenna)												MISSED APPROACH
FROM	TO	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	MAP: PAR RWY 34: DA ASR RWY 16: 1 MILE FROM THLD ASR RWY 34: 1 MILE FROM THLD
AS ESTABLISHED BY THE CURRENT BOSTON ASR MINIMUM VECTORING ALTITUDE CHART.												<b>RWY 16: CLIMB TO 3000 VIA PSM VOR/DME R-162 TO SHOLS INT/PSM 12 DME AND HOLD; HOLD S, RT, 342 INBOUND; OR WHEN DIRECTED BY ATC, CLIMB TO 2000, THEN AS DIRECTED BY ATC.</b> <b>RWY 34: CLIMB TO 3000 VIA PSM VOR/DME R-354 TO ROCHS INT/PSM 12 DME AND HOLD; HOLD N, RT, 174 INBOUND; OR WHEN DIRECTED BY ATC, CLIMB TO 2000, THEN AS DIRECTED BY ATC.</b>

**MINIMUMS**

TAKEOFF:	STANDARD	X	SEE FAA FORM 8260-15A FOR THIS AIRPORT				ALTERNATE: N A		X						
CATEGORY ==>	A			B			C			D			E		
	DH/ MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
PAR S - 34	284	2400	200	284	2400	200	284	2400	200	284	2400	200	284	2400	200
ASR S - 34	560	4000	476	560	4000	476	560	4000	476	560	5000	476	560	6000	476
ASR S - 16	520	4000	420	520	4000	420	520	4000	420	520	5000	420	520	5000	420
CIRCLING	560	1 1/4	460	560	1 1/4	460	560	1 1/2	460	680	2	580	720	2 1/4	620

**NOTES:**

PAR RWY 34: FAF 5.72 MILES FROM THRESHOLD, GLIDESLOPE INTERCEPT ALTITUDE 2000, FINAL APPROACH COURSE 345.  
 ASR RWY 16: FAF 6.00 MILES FROM THRESHOLD, MINIMUM ALTITUDE 2000; FINAL APPROACH COURSE 165.  
 RECOMMENDED ALTITUDE 5 MILES 1700, 4 MILES 1380, 3 MILES 1080, 2 MILES 780.  
 ASR RWY 34: FAF 6.00 MILES FROM THRESHOLD, MINIMUM ALTITUDE 2000; FINAL APPROACH COURSE 345.  
 RECOMMENDED ALTITUDE 5 MILES 1700, 4 MILES 1380, 3 MILES 1080, 2 MILES 780.  
 CHART NOTE: CIRCLING NA EAST OF RWY 16/34.  
 CHART NOTE: FOR INOPERATIVE MALSR INCREASE PAR S-34 CAT E VISIBILITY TO RVR 4000, ASR S-34 CAT E VISIBILITY TO 1 3/4.  
 CHART NOTE: FOR INOPERATIVE MALSR INCREASE ASR S-16 CAT D VISIBILITY TO RVR 5000 AND CAT E TO 1 1/2.  
 LOST COMMUNICATIONS (ALL RWYS): AS DIRECTED BY ATC ON INITIAL CONTACT.

**ADDITIONAL FLIGHT DATA**

TDZE: 100	RWY: 16	TDZE: 84	RWY: 34
TDZE:	RWY:	TDZE:	RWY:

FAS OBST:  
 ASR RWY 16 - 259 TREE 431000.00N/0705228.00W  
 ASR RWY 34 - 292 TOWERS 430303.00N/0704608.00W  
 PAR RWY 34: GS 3.00/ TCH 64/ RPI 1221  
 MAG VAR: 16 W EPOCH YEAR: 2005

CITY AND STATE	ELEVATION: 100	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP
PORTSMOUTH, NH	AIRPORT NAME: PORTSMOUTH INTL AT PEASE	PSM RADAR	JUN -5 2008 RADAR-1, AMPT 1	AMDT: ORIG
				DATED: 03/01/95

TL 08-12