

LOC I-PGQ <b>110.1</b>	APP CRS <b>165°</b>	Rwy Idg TDZE <b>100</b> Apt Elev <b>100</b>
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ILS or LOC RWY 16

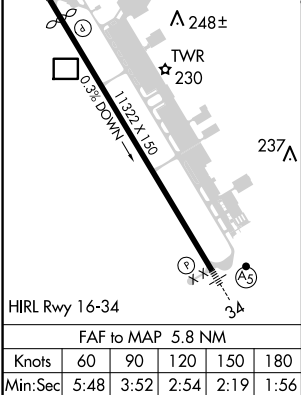
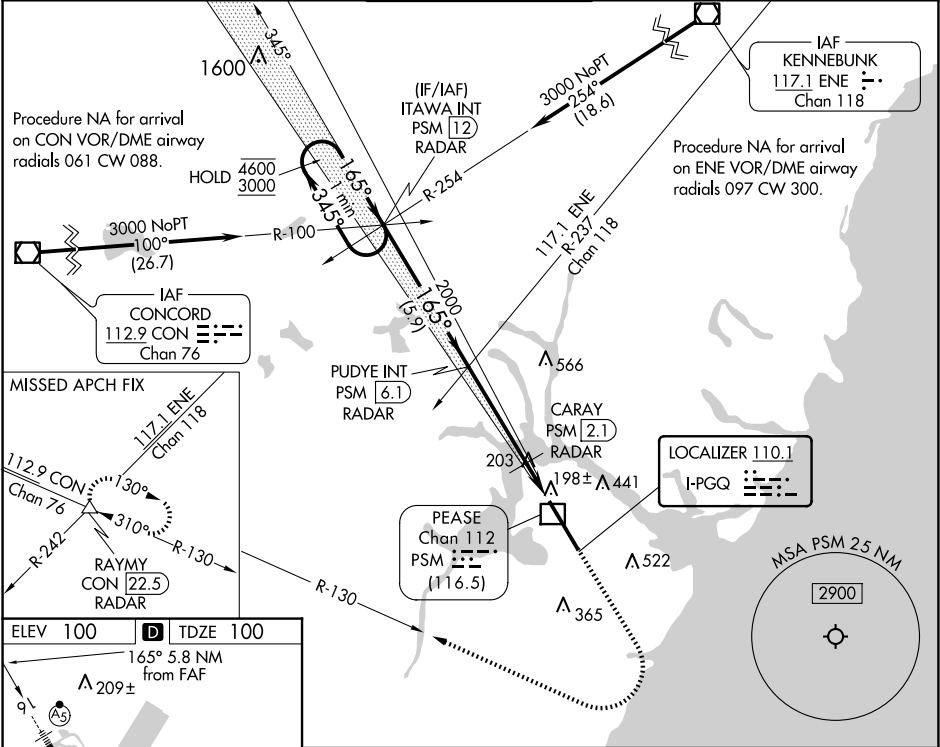
PORTSMOUTH INTL AT PEASE (PSM)

DME or RADAR required.

⚠ Circling NA east of Rwy 16-34. DME from PSM DME. Simultaneous reception of I-PGQ and PSM DME required. For inop ALS, increase S-ILS 16 Cat D visibility to RVR 4000; increase S-LOC 16 Cat C/D/E visibility to RVR 5500. \* RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Rochester altimeter setting).

MALSR  
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on CON VOR/DME R-130 to RAYMY INT/CON VOR/DME 22.5 DME/RADAR 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>
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).				
One Minute Holding Pattern				
ITAWA INT PSM 12 RADAR				
PUDYE INT PSM 6.1 RADAR				
CARAY PSM 2.1 RADAR				
GS 3.00° TCH 55				
CATEGORY A B C D E				
S-ILS 16* 300/24 200 (200-½)				
S-LOC 16 480/24 380 (400-½) 480/35 380 (400-¾)				
CIRCLING 540-1 560-1 680-1½ 780-2¼ 800-2½				
440 (500-1) 460 (500-1) 580 (600-1½) 680 (700-2¼) 700 (700-2½)				