

PORTSMOUTH, NEW HAMPSHIRE

AL-678 (FAA)

21336

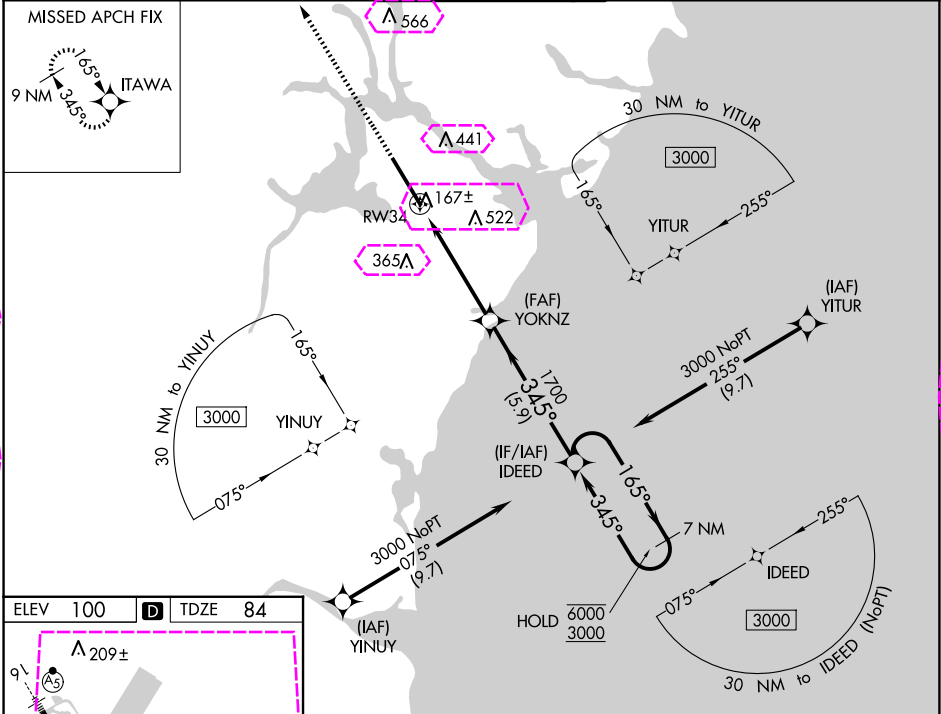
WAAS Ch 97323 W34A	APP CRS 345°	Rwy Idg 11321 TDZE 84 Apt Elev 100
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RNAV (GPS) RWY 34

PORTSMOUTH INTL AT PEASE (PSM)

RNP APCH - GPS. <div><div>▼</div><div>▲</div></div> <div>Circling NA east of Rwy 16-34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000; increase LNAV/VNAV all Cats visibility to RVR 4500; increase LNAV Cat E visibility to 1 3/8 SM.</div>		MALSR 	MISSED APPROACH: Climb to 3300 direct ITAWA and hold, continue climb-in-hold to 3300
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ATIS 132.05 273.5	BOSTON APP CON 125.05 269.4	PORTSMOUTH TOWER 128.4 269.0	GND CON 120.95 275.8	CLNC DEL 335.8
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ELEV 100 D TDZE 84		3300 ITAWA		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 80).		7 NM Holding Pattern	
HIRL Rwy 16-34		CIRCLING		GP 3.00° TCH 64			
		CATEGORY	A	B	C	D	E
		LPV DA	284/24		200 (200-1/2)		
		LNAV/VNAV DA	361/24		277 (300-1/2)		
		LNAV MDA	540/24		456 (500-1/2)		540/45 456 (500-7/8)
			540-1 440 (500-1)	560-1 460 (500-1)	680-1 1/2 580 (600-1 1/2)	780-2 1/4 680 (700-2 1/4)	800-2 1/2 700 (700-2 1/2)

PORTSMOUTH, NEW HAMPSHIRE

Amdt 2 02DEC21

43°05'N-70°49'W

PORTSMOUTH INTL AT PEASE (PSM)

RNAV (GPS) RWY 34

PORTSMOUTH, NEW HAMPSHIRE

AL-678 (FAA)

25219

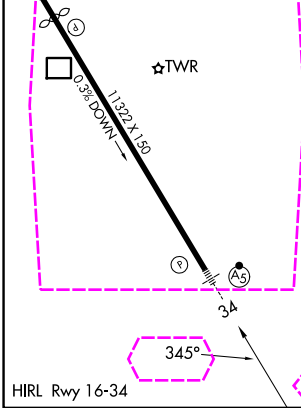
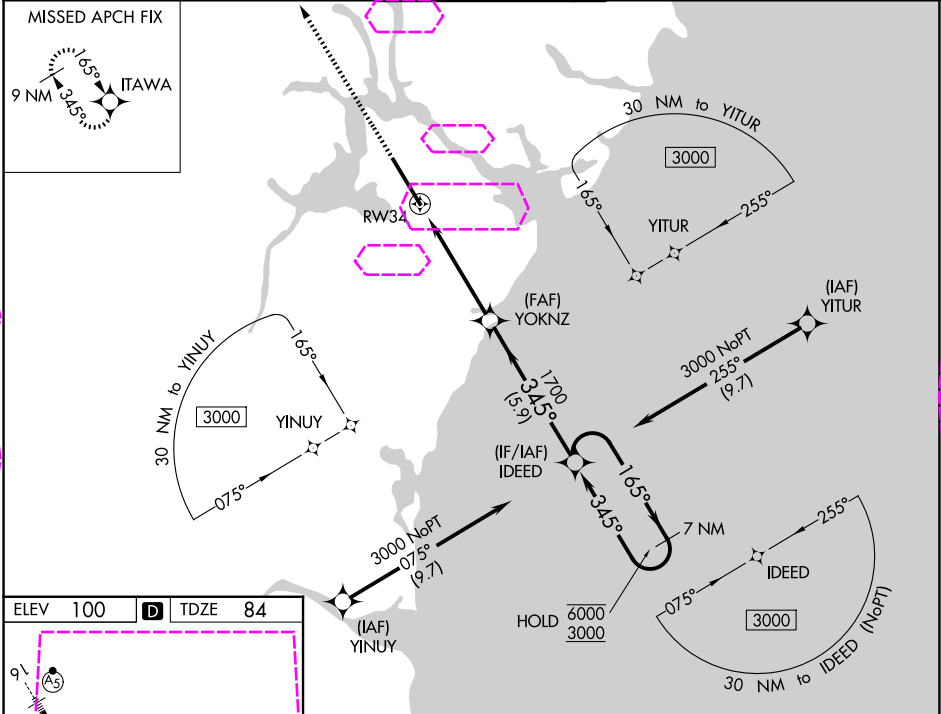
WAAS Ch 97323 W34A	APP CRS 345°	Rwy Ldg 11321 TDZE 84 Apt Elev 100
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RNAV (GPS) RWY 34

PORTSMOUTH INTL AT PEASE (PSM)

RNP APCH - GPS. <div>▼ Circling NA east of Rwy 16-34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000; increase LNAV/VNAV all Cats visibility to RVR 4500; increase LNAV Cat E visibility to 1 3/8 SM.</div> <div>▲</div>		MALSR 	MISSED APPROACH: Climb to 3300 direct ITAWA and hold, continue climb-in-hold to 3300
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ATIS 132.05 273.5	BOSTON APP CON 125.05 269.4	PORTSMOUTH TOWER 128.4 269.0	GND CON 120.95 275.8	CLNC DEL 335.8
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<div>3300 ↑</div> <div>ITAWA</div>		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 80).			7 NM Holding Pattern	
<div><div></div><div></div><div></div><div></div></div>		<div>YOKNZ 1700</div>			<div>IDEED</div>	
<div><div></div><div></div><div></div><div></div></div>		<div>1.2 NM to RW34</div>			<div>165°→ ←345°</div>	
<div><div></div><div></div><div></div><div></div></div>		<div>1.2</div>			<div>6000 3000</div>	
<div><div></div><div></div><div></div><div></div></div>		<div>3.7 NM</div>			<div>GP 3.00° TCH 64</div>	
<div><div></div><div></div><div></div><div></div></div>		<div>5.9 NM</div>			<div>1700</div>	
CATEGORY		A	B	C	D	E
LPV	DA	284/24		200 (200-½)		
LNAV/ VNAV	DA	361/24		277 (300-½)		
LNAV	MDA	540/24	456 (500-½)	540/45		456 (500-⅞)
CIRCLING		540-1 440 (500-1)	560-1 460 (500-1)	680-1½ 580 (600-1½)	780-2¼ 680 (700-2¼)	800-2½ 700 (700-2½)

NE-1, 07 AUG 2025 to 04 SEP 2025

NE-1, 07 AUG 2025 to 04 SEP 2025